A G E N D A

REVISED

REGIONAL PLANNING COMMITTEE
METROCENTER Auditorium
1:00-3:00 P.M. WEDNESDAY, October 6, 2010

Please Note: There will NOT be a pre-meeting workshop.

Committee may take action on any item on agenda

1. Call to Order

2. Public Comment

3. Approval of Regional Planning Committee Meeting Minutes – August 4, 2010

4. Oral Reports/Comments

a. Committee Members
b. Staff

5. INFORMATION: Sustainable Communities Strategy Performance Targets and Indicators
Lisa Klein, Senior Transportation Planner, MTC and Marisa Raya, Regional Planner, ABAG, will present current work and seek feedback for the proposed Performance Targets and Indicators.

6. INFORMATION: Priority Development Areas Assessment
Gillian Adams and Sailaja Kurella, Regional Planners, ABAG, will present preliminary findings on housing and job growth as well as the infrastructure needs estimated by local jurisdictions at Planned Priority Development Areas.

7. INFORMATION: Regional Employment Framework for the Sustainable Communities Strategy
Staff will present preliminary findings on trends in job location in the Bay Area and a draft framework for incorporating employment considerations in the Sustainable Communities Strategy

ADJOURN
Next meeting: Wednesday, December 1, 2010

Item 2
Attachment A

Comments from the August 18th Meeting of the Ad Hoc Committee on Performance Measures

- **Topic: Work Plan**
  - **Comments**
    - Indicators could be considered outputs for targets; target and indicator goals do not match
    - What is the difference between indicators and targets?
    - When are targets applied in the scenario assessment process?
    - What models will be used in the RTP/SCS analysis?
    - When are financial constraints considered?
  - **Staff Responses**
    - Acknowledgement of goal mismatch; will be remedied in the future
    - Targets are used to compare between scenarios, to create predictions, and represent overarching goals; indicators use data at single point in time to measure progress
    - Targets applied in the early vision scenarios, then again on the second round of scenarios; second round of scenarios will have additional analysis performed (e.g. cost-benefit analysis)
    - MTC's new activity-based transportation model and ABAG's latest PECAS model will be used
    - Financial constraints are considered later in the analysis as part of the scenario assessment phase

- **Topic: Guidelines**
  - **Comments**
    - Focus should be on "output", not "input", targets; focus on land use & transportation rather than jobs, etc.
    - Add guideline that numerical targets should be "achievable", "feasible", "financially constrained", and/or "sensitive to policy choices" by MTC/ABAG
    - Cannot force inclusion of local governments to enact targets; don't want to scare local governments; must consider what SCS can truly do
    - Need to reference who implements SCS policy to achieve target; what is the specific role of local agencies?
    - Need to have a balance of the 3 E's in targets selected
    - Need to better articulate requirement #2 to reflect role of local governments; this requirement is critical to include
    - Some argue that guideline #5 should be a requirement, not guideline; others argue that it is far too early to move guideline #5 into the requirement category
    - Housing target: not a quantifiable target, acts as requirement
  - **Staff Responses**
    - Requirement #2 has been updated to reflect role of local governments
    - Housing target will be used to see which scenarios can achieve that goal; this is the one target that is not an output due to legislative requirements – for simplicity, however, we have included it in the target list

- **Topic: Goals**
  - **Comments**
    - Interest in reorienting goals – proposals included: reorienting goals around mobility, land use, and air quality; start from blank slate as current goals are problematic and may be "cooking the books"; create goal of environmental sustainability where climate preservation and greenfield protection act as sub-categories; consider removing non-transportation items such as housing and equitable access; fit economic metrics elsewhere
    - Reminder to group that economy has fundamentally changed and that economic "sustainability" may be the wrong goal (economic "health" might be better)
    - Economy is a necessary goal and should be included
    - Need to focus on agency goals even if external factors cause group to struggle with targets
    - Desire to see BCDC target/indicator included (e.g. sea level rise)
    - Is SCS or RTP overarching?
  - **Staff Responses**
    - There is flexibility to refine goals as we review potential targets, but we do not plan for this committee to spend time on this up front

        - Target list in handout marked with categories of transportation, land use, and other to facilitate comparison of existing goal orientation and alternative proposal
        - SCS & RTP are fundamentally intertwined

- **Issue: Targets – General Comments**
    - **Comments**
        - Consider what metrics we can actually use to meet target – especially numerical values needed for other targets to achieve GHG reduction
        - Watch out for scope creep - GHG should be viewed as overarching target under SB 375
        - Consider local governments' requirements and impacts from SCS targets
        - Still haven't considered parking needs in any of these targets
        - Some livable communities metrics are redundant with CO_2 target – should create "complete communities" metrics instead [by email]
        - Access to labor metric is good [by email]
        - Lack of clarity regarding GRP and system maintenance metrics [by email]
        - Delay per capita is poor metric of freight reliability [by email]

- **Proposed Target: VMT**
    - **Comments**
        - One perspective: keep VMT as target if we have more than 2-3 targets in total, put under healthy & safe communities goal; supported by Caltrans policies; highway pricing can align GHG and VMT targets
        - Other perspective: place only GHG target, not VMT target, in SCS; VMT is scope creep and should go under another category if at all; VMT target is redundant [by email]

- **Proposed Target: Mode Split**
    - **Comments**
        - Shift to non-motorized transport needs to be reflected by some target in some category, especially in light of electric vehicles and other non-gasoline-fueled vehicles increasing in popularity
        - Keep non-auto mode split as target since it is useful, put under healthy & safe communities goal

- **Proposed Target: Energy Intensity**
    - **Comments**
        - Consider using "decrease hydrocarbon intensity" or "decrease use of HC fuel" instead of energy intensity target as these are more direct measures of success
        - One perspective: energy intensity target is interesting, but we could have 1 or 2 mode split targets instead of energy intensity target
        - Another perspective: energy intensity target not useful, should be dropped as it duplicates GHG target [by email]

- **Proposed Indicator: Impact of Sea Level Rise**
    - **Comments**
        - Suggestion to add this as a target
        - Sea level rise is difficult to include as a target, perhaps as an indicator instead; study indicator could be acres underwater in 2100
        - Be very careful before selecting this as an indicator, as it is very difficult to predict global warming flood areas

- **Proposed Indicator: Local/Regional Food Production [by email]**
    - **Comments**
        - Proposal for new indicator: number of square feet per capita that is available for non-commercial local food production at the neighborhood scale
        - Proposed for new indicator: number of acres per capita that is permanently preserved for local-serving commercial food production at the regional scale

Performance Targets and Indicators

Regional Planning Committee

October 6, 2010

OneBayArea
Working for Sustainability

Why Pursue a Performance-Based Approach

- Defines what we must achieve and hope to achieve.
- Informs policy decisions, including:
  - Land use polices;
  - Transportation policies (e.g., pricing, demand management, funding);
  - Transportation investments.
- Allows us to monitor progress over time.

The Old Way: Transportation 2035

"E" Principles

Economy | **Environment** | **Equity**

Goals & Objectives

Economy	Environment	Equity
Maintenance & Safety Reliability, Freight Travel	Clean Air Climate Protection	Equitable Access Livable Communities
• **Improve maintenance** • **Reduce collisions/fatalities** • **Reduce congestion**	• **Reduce per capita VMT** • **Reduce CO_2 & particulates emissions**	• **Decrease housing + transportation costs for low-income residents**

Scenario Assessment

How can we reach the objectives?

Evaluate scenarios defined by:

1) Transportation investments

2) Land use & transportation pricing policies

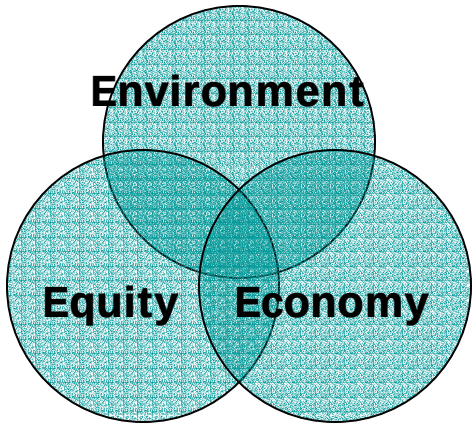
Results inform Transportation 2035 policy decisions

Room for Improvement

- Vision for SCS/RTP should be broader.
- Three E's do not exist in silos.
- There may be more meaningful targets for some goals, such as economic sustainability and equitable access and livability.
- Framework should account for factors that cannot be forecast (e.g., access to quality schools, crime).

A New Way for the SCS/RTP?

"E" Principles



Goals

e.g.,

- Climate Protection
- Housing
- Equitable Access
- Livable Communities
- Reliability

Targets

- Where we need to/want to be
- Strongly influenced by regional agencies' decisions
- Forecast

Indicators

- Where we are
- Impacts of plans and policies
- Other "co-benefits", which may be less directly influenced by regional agencies
- Current data

Scenario Assessment

How can we reach the targets?

Monitoring

How are we really doing?

Targets

- Refine, substitute or add goals & targets as needed.
- Develop recommendation with input from RAWG and ad hoc subgroup by November.
- Candidate targets should:
  - Build on current law and other existing plans and policy.
  - Identify areas where regional agencies have substantial influence.
  - Lend themselves to forecasting future performance.

Statutory Targets

Goals	Target	3 E's		
		Econ.	Env.	Eq.
Climate Protection	Reduce CO_2 per capita by [TBD]% from 2005 levels			
Housing	House all the region's projected 25-year growth by demand segments based on income			
Clean Air	Reduce $PM_{2.5}$ emissions by 10% below today's levels			

Other Targets
preliminary list (1)

Goals	Potential Targets	3 E's		
		Econ.	Env.	Eq.
Climate Protection	**Current Plans:**			
	VMT per capita: Reduce VMT by 10% (T-2035)			
	Other suggestions to date:			
	Decrease energy intensity per person mile travelled			
Economic Sustainability	**Other suggestions to date:**			
	Access to labor: improve access/decrease commute time to job centers			
	Gross regional product			
	Maintenance costs: decrease cost per capita			

Other Targets, preliminary list (2)

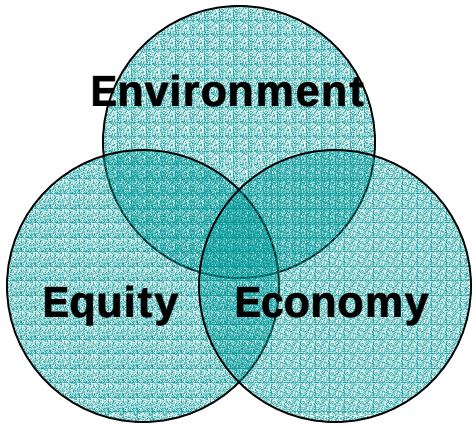
Goals	Potential Targets	3 E's		
		Econ.	Env.	Eq.
Equitable Access	**Current Plans:**			
	Affordability: Reduce share of earnings spent on transpn. and housing by low-income households by 10% (T-2035)			
Livable Communities	Accessibility: Increase non-automobile dependent access to jobs and essential services by 20% (Proj. 2009)			
	Other Suggestions to date:			
	Travel time (and cost): Reduce for low-income			
	Decrease ratio of peak to off-peak travel time			
	Transit accessibility/use: Decrease ratio of transit to auto trip time or increase mode share			
	Health impacts: decrease vehicle hours of travel or increase non-motorized travel			

Additional Targets
preliminary list (3)

Goals	Potential Targets	3 E's		
		Econ.	Env.	Eq.
Greenfield Preservation	**Current Plans:**			
	Limit Greenfield development to no more than TBD acres per year.			
Reliability	**Current Plans:**			
Freight Travel	Delay: Reduce delay/capita by 20% (T-2035)			

Scenarios

"E" Principles



Goals

e.g.,

- Climate Protection
- Housing
- Equitable Access
- Livable Communities
- Reliability

Targets

- Where we need to/want to be
- Strongly influenced by regional agencies' decisions
- Forecast

Scenario Assessment

How can we reach the targets?

Indicators

- Where we are
- Impacts of plans and policies
- Other "co-benefits", which may be less directly influenced by regional agencies
- Current data

Monitoring

How are we really doing?

Scenario Analysis

- Test land use, transportation investments and policies
- Two Rounds
  1. Guideposts to inform discussions with local jurisdictions (early 2011)
  2. More “realistic” assumptions based on those discussions (mid 2011)

Timeline – Targets and Scenarios

- **Define Targets, Now – November 2010**
  - ARB releases statutory target (Sept.)
  - Adopt 25-year housing target, ABAG (Nov.)
  - Adopt targets, MTC & ABAG (Nov.)
- **Develop Scenarios, November – December 2010**
- **Scenario Analysis, January – September 2011**

Indicators

- Requested by RAWG in April
- Track Plan Implementation and Frame Complete Communities in the SCS
- Identify Factors affecting Regional Land Use and Transportation
- Monitor SCS Progress Against Current Data

Criteria

1. Connect to regional goals around which there is four-agency consensus.
2. Demonstrate a link to transportation and to the regional land use development pattern.
3. Data available for the entire region.

Examples

1. Transportation availability
2. Housing affordability, choices
3. Jobs access, wages
4. School access, quality
5. Parks, protected land
6. Public Safety
7. Public Health
8. Water Supply

OneBayArea
Working for Sustainability

Current Work and Sources

- PDA Assessment
- MTC Snapshot Analysis
- California Regional Progress Report
- RAWG Suggestions and Partner Agencies

Timeline – Indicators

- **Define Indicators by April 2011**
  - Review indicators with RAWG, ad hoc group & other advisory committees (ongoing)
  - Adopt indicators, MTC & ABAG (April joint meeting)

Questions

- Are there other candidate targets we should consider?
- Do you agree we should focus on reviewing targets for equitable access and economic sustainability?
- Do you want to participate in the ad hoc group (detailed & technical discussion)? Contact Dave Vautin at dvautin@mtc.ca.gov.

Comments from the September 9th Meeting of the Ad Hoc Committee on Performance Measures

Item 2
Attachment A

- **Topic: General Comments**
  - **Comments**
    - Flowchart is useful, but RTP information is not shown – why?
    - Definition of "voluntary" targets is unclear
    - Public participation & outreach to employers: how will this play out with regards to the RAWG?
    - Don't say target "discussion complete" because we'll need to review later
    - Don't need to include everything in this one plan; focus on what we need to do statutorily and push other goals/targets to other plan or levels of government
    - Remember that the SCS is just one part of MTC's RTP – there are other federal/state requirements
    - What happened to "Increase Reliability" goal?
    - Need to articulate principles regarding equity
  - **Staff Responses**
    - Flowchart is simplified to show scenarios; RTP process will begin in early 2011
    - "Voluntary" targets are anything the regional agency boards choose to adopt of our own volition
    - Public participation: RAWG is better forum to address outreach
    - Reliability goal was merged into economy goal

- **Topic: Scenarios**
  - **Comments**
    - For vision scenarios, will scenarios be similar to those given to CARB? What elements are included in scenarios? How different will scenarios be?
    - Having only two scenarios in the initial round seems to be narrow/limited
    - Housing sites updated for ABAG round 1 analysis?
    - Note that other regions are working on performance assessment; review work by PSRC (Seattle)
    - How to funnel PDA growth?
  - **Staff Responses**
    - Vision scenarios will include pricing, TDM, land use, as for CARB, but will be more detailed
    - Scenarios are made up of land use pattern and transportation network; round one will include at least 2 scenarios plus base case, driven by land use policies with transportation investments
    - Scenario selection is still early thinking; will be discussed at RAWG
    - Revised Projections 2009 housing data will be used for base case analysis

- **Proposed Target: Collisions**
  - **Comments**
    - Good to include pedestrian and bike collisions; injuries and collisions can be forecast
    - Need to capture safety more generally, e.g. crime
    - Reduction of speed with regards to safety benefits – will there be a chance to discuss this?
    - Need sense of relative value of this target (in relation to value of a life, for example)
    - Need to do off-model analysis to capture ped/bike improvements (e.g. Safe Routes to School)
  - **Staff Responses**
    - Bike/ped infrastructure can be considered through off-model analysis
    - Safety metrics, such as crime, cannot be forecasted and can only be considered as indicators
    - Speed reduction could be considered as part of scenarios for analysis

- **Proposed Target: Active Transportation**
  - **Comments**
    - Need better idea of what inputs you can change to affect target output
    - Increase in bike/walk time is not good if it's because transit service is canceled
    - Increase time out of car, rather than decreasing time in car
    - Co-benefit of active transport – more people on the street, therefore greater safety
    - Need to disaggregate mode split by trip purpose (work, recreation, etc.)
    - Desirable to disaggregate all targets by population in order to understand if all communities have access to bike/pedestrian facilities, etc.
    - Combine mode with destination by type of trip
    - All measures should include a provision "equally among income groups"
    - May not want to have same target for all income groups (for example, auto travel time will likely be greater for higher income groups)

        - Could alter this target to consider passenger miles by mode instead of trips
        - Using passenger miles traveled is flawed – transit attracts longer trips; don't want to goal to shorten trips as that might increase driving
        - Destinations are a good metric (need to include transit, however); need to specify destinations
    - **Staff Responses**
        - Essential destinations include schools, grocery stores, places of worship, etc.; cannot be forecasted into the future so destinations are assumed to be the same in the future
        - Measuring mode split by distance would shrink ped/bike mode share to a tiny fraction of overall miles, as those trips are typically quite short compared to auto/transit trips
        - Measuring mode split by distance/time would also lead to increased distance/time mode split for ped/bike if transit service is cut and passengers must walk/bike further to the stop/station; this is problematic

- **Proposed Target: Reduce Driving**
    - **Comments**
        - Emphasize that VMT can be rolled into GHG
        - Ratio of transit/auto travel time: need to account for trip distance
        - Ratio of transit/auto travel time: choose select markets for analysis; might be more of an analysis tool rather than a target
        - Choosing selected markets is difficult and may bias project selection; would need a lot of O-D pairs to make the target accurate
        - Ratio of transit/auto travel time: good measure; gets at transit speed and congestion
        - Several participants: active transport is better than driving reduction for healthy & safe communities
        - Mode share: don't lump all transit modes together

- **Proposed Target: Clean Air**
    - **Comments**
        - Unclear how PM measure will play out with respect to land use scenarios – might make PDA development, which is often near freeways, quite difficult
        - Maybe substitute reduction of population in PM hot spots by income level
        - Maybe we shouldn't have the CoC target because we do want growth in urban areas; reduce emissions through a combination of measures instead
        - Both targets are good; it would be odd to exclude stationary sources of PM emissions
        - Is there a way to estimate change in emissions from these stationary sources over time?
        - BAAQMD may need to revise PM quantitative target
        - Not including CoCs would violate Executive Order on EJ
        - Look at targets for producing renewable energy locally to achieve clean air goal
        - Need to consider if rising energy costs affect low income communities
        - Clean air goal is more achievable if there are more industrially zoned lands
        - Questions about communities of concern: by population? by geography?
        - Need to include goods movements

- **New Proposed Targets [via paper and email submission]**
    - Acres of industrial land preserved (intent is to preserve jobs and reduce transportation emissions due to trucks)
        - **Staff response:** added to list of potential targets (under Economic Health) for review by the ad hoc.
    - Power 50% of Bay Area transportation (transit & private vehicles) with carbon-free, regional renewable energy sources by 2035
        - **Staff response:** added to list of potential targets (under Climate Protection) for review by the ad hoc.
    - Transit crowding, as measured by frequent transit network routes that have peak transit vehicle loading greater than level of service D
        - **Staff response:** added to list of potential targets (under Economic Health) for review by the ad hoc.
    - Achieve 30% of Bay Area food consumption from regional urban, peri-urban, and rural agricultural sources by 2035
        - **Staff response:** most likely this would best fit as an indicator; no indication of how to forecast this
    - Reduce runoff caused by human development
        - **Staff response:** not clear this is a core SCS issue as it is greatly affected by project/development design; for this reason, it's difficult to forecast meaningfully (not done in RTP EIR)

ABAG

MEMO

Submitted by: **Gillian Adams and Sailaja Kurella, ABAG Planners**

To: **Regional Planning Committee (RPC)**

Subject: **Planned Priority Development Area Assessment – growth, infrastructure needs, and readiness**

Date: **September 27, 2010**

Executive Summary

The designation of the FOCUS Priority Development Areas (PDAs) as a network of neighborhoods that are expected to accommodate the majority of the region's population and employment growth in the Sustainable Communities Strategy (SCS) calls for a thorough understanding of the changes expected to occur in these areas and potential barriers to future development. ABAG and MTC have undertaken an assessment of Planned PDAs, since these PDAs have an adopted neighborhood-level land use plan, and thus are closer to implementing a specific vision for growth.

Using information primarily provided by local governments, the assessment evaluates the scale and type of growth planned to occur in Planned PDAs, the strategies needed to ensure that this growth results in complete communities, how ready local governments and communities are for growth to occur, and the investments needed to make this growth a reality.

Preliminary analysis indicates that jurisdictions in the Bay Area are planning for approximately 209,000 new housing units and 607,000 new jobs in the Planned PDAs over the next 25 years, and that the capital infrastructure needs to support this growth in the Planned PDAs total $14.7 billion. Approximately 22% of PDA Assessment survey respondents have very robust plans that cover a comprehensive set of topics, while more basic plans are in place in 40% of the Planned PDAs. Projects are currently under construction or moving through the entitlement process in 73% of Planned PDAs, despite the downturn in the market.

We are enclosing the first two memos of the PDA Assessment: Growth and Infrastructure Needs Assessment and Readiness Assessment. Over the coming months, staff will conduct additional growth, needs, and readiness analysis to inform the SCS scenarios and growth allocation discussions. Staff is currently working on the final component of the PDA Assessment, the complete community characteristics, which focus on housing choices, multi-modal access and mobility, and neighborhood identity and vitality. A final report linking together the analyses of growth, need, readiness and completeness in the Planned PDAs will be completed and presented to the ABAG Regional Planning Committee by the Spring 2011.

Recommended Action

This is a discussion item. Staff is soliciting input on the regional policy implications of the PDA's growth, infrastructure need, and readiness findings for development of the (SCS).

ABAG

MEMO

Submitted by: **Justin Fried, ABAG Planner, and Miriam Chion, ABAG Principal Planner**

To: **Regional Planning Committee (RPC)**

Subject: **Regional employment framework for the Sustainable Communities Strategy**

Date: **October 6, 2010**

Executive Summary

Staff will present preliminary findings on trends in job location in the Bay Area and a draft framework for incorporating employment considerations in the Sustainable Communities Strategy.

This project takes a look at travel from the place of work perspective, with a focus on the densest and best transit-served employment areas in the region. By expanding the discussion of vehicle miles traveled (VMT) reduction beyond housing location, this project connects the Sustainable Communities Strategy to the economic competitiveness of the region and opportunities for supporting job growth.

Staff is interested in feedback from the Regional Planning Committee on the following questions:

1. What are the key employment and economic development issues for the land use and transportation discussion of the Sustainable Communities Strategy? Given our employment growth trends and density patterns around the Bay Area, what kind of analysis would be most useful for regional and county-level discussion in the Sustainable Communities Strategy?

2. How can we bridge local economic development strategies with a regional employment framework? How do we address the needs of established employment centers and the wider range of employment nodes, with limited land use incentives and transportation dollars?

Staff will be presenting the enclosed report outline along with initial data analysis at the Regional Planning Committee. Later this month, staff will be soliciting feedback on this framework from regional business organizations actively working on these issues. A report on regional employment is planned to be completed in early 2011.

Recommended Action

This is a discussion item. Staff is soliciting input on the proposed regional employment framework.

MEMO

Submitted By: **Lisa Klein, MTC and Marisa Raya, ABAG**

To: **ABAG Regional Planning Committee**

Subject: **Progress Report on Performance Targets and Indicators for the SCS/RTP**

Date: **September 24, 2010**

Executive Summary

MTC and ABAG have adopted a performance-based approach to developing the SCS/RTP. The approach builds off of and enhances the performance targets framework established in Transportation 2035 and Projections 2009, adding a set of indicators derived from the "complete communities" framework of the FOCUS Program.

This item was heard at the August RPC meeting and is returning to give Committee members more time for discussion. There have also been several updates since August. Staff has formed an Ad Hoc committee on Targets and Indicators that includes local government staff, members of the Regional Advisory Working Group, the ABAG Regional Planning Committee, and MTC Policy Advisory Council. The Ad Hoc Committee has met three times and has reviewed the process and criteria for targets, as well as the climate, clean air, equitable access, land preservation, housing, health and safety targets. The Ad Hoc Committee's comments thus far are attached.

In addition to targets that address social equity at a broad level, staff is proposing to conduct a more detailed analysis of social equity considerations for the scenarios. Staff would model key targets not only for overall performance but for impact on four different income sectors. This approach allows examination up front of issues explored in the past regional transportation plan equity analyses, which MTC has historically conducted later in the planning process. This would allow us to see whether minority and low-income communities in the region share equitably in the benefits of future scenarios without bearing a disproportionate share of the burdens.

As a reminder from our previous discussion, the SCS/RTP must meet three statutory targets:

- Greenhouse Gas Emissions Reduction Target: The California Air Resources Board (CARB) has adopted regional targets for each MPO to reduce carbon dioxide emissions from cars and light trucks for years 2020 and 2035.
- Housing Target: SB 375 effectively requires each region to set target levels for 25 years of housing growth based on accommodating all population growth by income level. ABAG will

establish this target in consultation with local government partners and the state Department of Housing and Community Development.

- Fine Particulate Matter ($PM_{2.5}$): EPA has designated the Bay Area as nonattainment for PM2.5 and MTC must demonstrate the SCS/RTP conforms to the new standard.

Staff is recommending that ABAG and MTC adopt additional voluntary targets by December 2010 so that they may be used to assess the land use and transportation scenarios that will inform SCS/RTP development. Furthermore, staff would like to engage SCS committees to help define a broader set of performance indicators by spring of 2011. These indicators will complement the modeling effort and targets by monitoring actual progress toward achieving plan policies and allowing us to track co-benefits beyond transportation and land use impacts.

Recommended Action

This is a discussion item.

Attachment 1a: SCS/RTP Goals and Targets Under Consideration

OUTCOME (GOAL)	TARGET S UNDER REVIEW	T2035/ P2009
CLIMATE PROTECTION	**Reduce CO_2 per capita from motor vehicles** **Statutory** *(Source: California Air Resourced Board)*	✓
ADEQUATE HOUSING	**House the region's projected 25-year growth by demand segments based on income** **Statutory** *(Source: SB 375)*	
	Reduce concentration of poverty *(Source: State Housing Element Law)*	
CLEAN AIR	**Reduce $PM_{2.5}$ emissions** **Statutory** *(T-2035)* Overall and in communities of concern adjacent to transportation hot spots	✓
LAND PRESERVATION	Preserve the region's most essential habitat, agricultural, recreational, and water resource lands *(Source: Regional Advisory Working Group)*	
HEALTHY & SAFE COMMUNITIES	Reduce collisions: Reduce motor vehicle injuries and fatalities (includes pedestrians and cyclists)	✓
	Increase non-motorized activity, measured as: • Average amount of biking or walking per person, or • Bike and walk mode share *(Source: Ad Hoc Committee)*	
	Reduce driving, measured as *(Source: Regional Advisory Working Group)* • Vehicle miles traveled (VMT) per capita, or • Non-auto mode share	✓
ECONOMIC HEALTH	Increase gross regional product	
	Preserve industrial land	
	Maintain the transportation system in a state of good repair	✓
	Increase System Productivity/Efficiency, measured as: • Per-capita delay or travel time, or *(Source: California Strategic Growth Plan)* • User benefits (travel time and cost savings) *(Source: SCAG)*	✓
EQUITABLE ACCESS BY MODE AND/OR INCOME	Improve affordability of transportation and housing (by income level) *(Source: Center for Housing Policy)*	✓
	Increase jobs and essential services near transit	✓
	Increase access to jobs and essential services from communities of concern by reducing travel time and cost (can be measured various ways)	

Attachment 1b: Examples of SCS/RTP Indicators Under Consideration

- **Environmental Resource/Greenfield Preservation**
  - Density of persons and/or housing *(Source: ABAG PDA Assessment)*
  - Parks and Open Space *(Source: ABAG PDA Assessment)*
    - Acres of parks per capita
    - Acres of permanently protected conservation land *(Source: ABAG PDA Assessment)*
  - Acres of agriculturally zoned land *(Source: ABAG PDA Assessment)*
  - Acres of land underwater due to sea level rise *(Source: Ad Hoc Committee Meeting)*
- **Housing**
  - Housing units permitted, by type *(Source: ABAG PDA Assessment)*
  - Housing costs as a percent of household income *(Source: ABAG PDA Assessment)*
- **Economic Health**
  - Development Costs: Percent sales price of new homes that fees & extractions represent *(Source: BAC)*
  - Job Creation (by level of industry centralization) *(Source: BAC)*
  - Access to Labor: Location of jobs *(Source: ABAG PDA Assessment)*
- **Equitable Access/Social Justice**
  - Jobs-Housing Match *(Source: ABAG PDA Assessment)*
  - Concentration of population by race *(Source: RAWG Meeting)*
  - Concentration of Poverty *(Source: ABAG PDA Assessment)*
  - School Quality and graduation rates *(Source: ABAG PDA Assessment)*
  - Income: Existing income distribution in 4 RHNA categories *(Source: ABAG PDA Assessment)*
  - Affordability: Impact of rising fuel prices on communities of concern *(Source: RAWG Meeting)*
  - Ethnic/Racial Diversity *(Source: ABAG PDA Assessment)*
- **Healthy & Safe Communities/Livability**
  - Total bicycle and pedestrian collisions *(Source: ABAG PDA Assessment)*
  - Violent & property crimes (total and per capita) *(Source: ABAG PDA Assessment)*
  - Built Environment
    - Quality of the public realm *(Source: RAWG Meeting)*
    - Densities of station areas compared to areas outside of them *(Source: BAC)*
  - Accessibility & Alternative Modes
    - Number and quality of bicycle facilities *(Source: ABAG PDA Assessment)*
    - Accessibility to grocery stores & essential destinations
- **Local Government Implementation**
  - Percentage of jurisdictions that rezone after SCS *(Source: BAC)*
  - Other TBD

ASSOCIATION OF BAY AREA GOVERNMENTS
Representing City and County Governments of the San Francisco Bay Area

ABAG

MEMO

Date: September 27, 2010

To: ABAG Regional Planning Committee

From: Gillian Adams, ABAG Regional Planner
Sailaja Kurella, ABAG Regional Planner

Subject: **Planned Priority Development Area Assessment – Planned Growth & Infrastructure Needs**

Overview

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) approach the implementation of the FOCUS Priority Development Areas (PDAs) as a key consideration for the development and adoption of the Sustainable Communities Strategy (SCS) under SB375. The designation of PDAs as a network of neighborhoods that will accommodate the majority of the region's population and employment growth calls for a thorough understanding of the changes expected to occur in these areas and potential barriers to future development.

To accomplish this goal, ABAG and MTC have undertaken an assessment of Planned PDAs, since Planned PDAs have an adopted neighborhood-level land use plan, and thus are closer to implementing a specific vision for growth. Potential PDAs are those that have not yet completed a neighborhood-level land use plan. Over time, it is expected that the Potential PDAs will complete plans and transition to Planned status.

This memo describes the purpose and approach for the PDA Assessment, and provides initial findings related to planned growth and infrastructure needs in the Planned PDAs.

Purpose and Rationale of PDA Assessment

The two primary goals of the PDA Assessment are to gain information about Planned PDAs in order to help hasten development of these areas as complete communities and to support the development of a realistic SCS. While all of the Planned PDAs have been proposed by local jurisdictions committed to sustainable transit-oriented development through local plans, they vary greatly in their visions of complete communities and readiness to produce new housing.

Using information primarily provided by local governments, the assessment will evaluate the scale and type of growth planned to occur in Planned PDAs, the strategies needed to ensure that this growth results in complete communities, how ready local governments and communities are for growth to occur, and the investments needed to make this growth a reality. The desired outcomes of the assessment are to identify the PDAs most ready for implementation and growth potential, identify policies and resources needed to support essential elements of complete communities, and consider policies for prioritizing additional funding to the PDAs via the SCS. The Assessment may additionally assist the Potential PDAs by identifying strategies and policies to facilitate plan implementation.

Assessment Approach

The information to be used in the PDA Assessment has been gathered from our local government partners through one-on-one meetings with local city staff and an extensive survey. This information will be complemented by data from other sources, such as the U.S. Census. The assessment is organized around four main topics related to future development in the Planned PDAs:

- The ***Growth Potential*** assessment looks at amount and type of growth planned in the PDAs.
- The ***Need*** assessment evaluates the amount of types of funding that the PDAs need to achieve their desired growth. It also identifies policy changes needed to support growth in the PDAs.
- The ***Readiness*** assessment will gauge which PDAs are ready for higher-density, transit-oriented development. This analysis will focus on funding needs, entitlement process, transit capacity and connectivity, community support, and implementation feasibility.
- The ***Completeness*** assessment evaluates local plans and community characteristics to determine the extent to which PDAs are poised to become complete communities. This analysis focuses on housing choices, multi-modal access and mobility, and neighborhood identity and vitality.

Preliminary Findings

The summaries of data presented below are based on responses provided by local jurisdictions to the Assessment Survey of Planned PDAs.

Planned Growth

The PDA Survey indicates that Planned PDAs in the Bay Area expect to add approximately 209,000 housing units and 607,000 jobs over the next 25 years. As a result, in 2035 there are anticipated to be nearly 579,000 housing units and 1.6 million jobs in the region's Planned PDAs. These numbers indicate that, while the 92 Planned PDAs included in this assessment account for a little over one percent of the land area of the Bay Area, they are planning to accommodate 32 percent of the housing growth and 37 percent of the job growth forecasted in ABAG's *Projections and Priorities 2009: Building Momentum*. Based on this data, jurisdictions are clearly expecting a high number of jobs relative to new housing in their Planned PDAs. This reflects a general pattern over recent decades where local jurisdictions plan for more jobs than the number that are ultimately produced.

The three counties planning for the most housing growth in Planned PDAs—based on total units added and the county's share of the region's total growth—are San Francisco, Alameda, and Contra Costa Counties, while the top three counties for job growth are San Francisco, Santa Clara, and Alameda.

By 2035, 37 percent of the region's housing units in Planned PDAs will be in San Francisco, down from 41 percent in 2010. Contra Costa County Planned PDAs are planning for the largest increase in the share of the region's total housing in Planned PDAs, moving from 7 percent in 2010 to 10 percent in 2035. San Francisco will see a 4 percent decline in their share of the region's total jobs in Planned PDAs, from 47 percent to 43 percent, while Santa Clara County's share will increase from 13 percent to 17 percent.

Table 1 provides a summary of the planned housing and job growth by county in the Planned PDAs.

Infrastructure Need

Preliminary analysis of the budget data from the PDA Assessment Surveys indicate that the capital infrastructure needs in the Planned PDAs total $14.7 billion. The highest categories of capital needs for the Planned PDAs include affordable housing ($2.5 billion), station improvements ($2.5 billion), and parks ($1.7 billion). Transit capital projects, such as BART expansion, bus rapid transit, and ferry system projects, were not included in the infrastructure needs analysis. However, it is important to note that a mix of transit expansion, rehabilitation and capacity improvement projects will be critical to supporting

growth in these PDAs. MTC's Resolution 3434 identifies a number of these critical transit improvements for which funding has been committed. Table 2 provides a summary of capital needs by category.

As expected, the highest capital needs for Planned PDAs by county occur where the greatest growth is planned – San Francisco, Santa Clara, Alameda, and Contra Costa Counties. The highest capital needs are estimated for the San Jose Central and North Consolidated PDA and San Francisco's Treasure Island and Bayview/Hunters Point Shipyard/Candlestick Point PDAs, each with over $1 billion in infrastructure needs.

We have consistently heard that many jurisdictions require major public investments in infrastructure in order to stimulate significant new housing growth within their PDAs. To understand the variation of the public investments that will generate private investment in each of the PDAs, an analysis of the capital infrastructure needs identified relative to the number of new housing units planned in each PDA was performed. This metric is only rough comparative tool, and does not include the cost of constructing new housing in the PDAs. Given the planned growth in the Planned PDAs and the estimated capital infrastructure needs, the estimated public infrastructure investment that would be needed to spur private investment in new housing in the planned PDAs is approximately $70,000/new housing unit. Santa Clara County has the highest capital infrastructure need per new unit, at approximately $131,000/new housing unit, while Contra Costa County has the lowest capital infrastructure need per new unit, at $38,000/new housing unit.

Table 3 shows the variation of capital infrastructure needs compared with housing growth across the counties.

Next Steps

Over the coming months, additional growth and need findings will be presented at the county-level SCS meetings, with the intention of informing the SCS base case modeling scenario and growth allocation discussions. Staff will also analyze the readiness and complete community characteristics of the Planned PDAs. The framework related to readiness and completeness factors will be presented to the Regional Advisory Working Group. A final report linking together the analyses of growth, need, readiness and completeness in the Planned PDAs will be produced, which will help inform discussion on how we might approach regional funding strategies as part of developing the SCS.

Table 1: Planned PDA Growth by County[i, ii]

County	Existing Units (2010)	Future Units (2035)[1]	Change in Units (2010-2035)	Share of Total Planned PDA Housing Growth	Share of Total Planned PDA Housing (2010)	Share of Total Planned PDA Housing (2035)	Existing Jobs (2010)	Future Jobs (2035)[1]	Change in Jobs (2010-2035)	Share of Total Planned PDA Job Growth	Share of Total Planned PDA Jobs (2010)	Share of Total Planned PDA Jobs (2035)
Alameda	89,518	140,067	50,549	24%	24%	24%	228,845	335,839	106,994	18%	22%	20%
Contra Costa	25,428	60,095	34,667	16%	7%	10%	76,272	124,236	47,965	8%	7%	8%
Marin	2,777	4,363	1,586	1%	1%	1%	12,494	15,405	2,911	0%	1%	1%
San Francisco	152,389	215,907	63,518	30%	41%	37%	495,542	715,090	219,548	36%	48%	43%
San Mateo	21,475	39,096	17,621	8%	6%	7%	57,099	121,046	63,947	11%	5%	7%
Santa Clara	67,023	97,244	30,221	14%	18%	17%	131,357	276,332	144,975	24%	13%	17%
Solano	4,460	9,036	4,576	2%	1%	2%	10,621	17,220	6,599	1%	1%	1%
Sonoma	6,824	14,357	7,533	4%	2%	2%	29,899	45,333	15,434	3%	3%	3%
Total	**369,893**	**580,164**	**210,271**	**100%**	**100%**	**100%**	**1,042,128**	**1,650,501**	**608,373**	**100%**	**100%**	**100%**

Table 2: Total Regional Planned PDA Capital Need by Category[iii]

ALL PLANNED PDAs	Total Capital Need ($ MM)	Category % of Total Need[2]	Total Funded Capital Costs ($ MM)	Total % Funded
Total Regional Infrastructure Need	**$ 14,712**		**$ 2,743**	*21%*
Affordable Housing	***$ 2,542***	*19%*	***$ 535***	*21%*
Connectivity Projects	***$ 518***	*4%*	***$ 96***	*19%*
Environmental Clean-up	***$ 37***	*0%*	***$ 2***	*6%*
Land Assembly / Site Acquisition / Land Banking	***$ 724***	*5%*	***$ 670***	*93%*
Non-Transportation Infrastructure / Utilities	***$ 1,282***	*10%*	***$ 317***	*25%*
Parking Structures	***$ 395***	*3%*	***$ 97***	*24%*
Parks	***$ 1,734***	*13%*	***$ 330***	*19%*
Public Facilities	***$ 1,073***	*8%*	***$ 223***	*21%*
Road Improvements	***$ 1,653***	*13%*	***$ 133***	*8%*
Shuttles & Other Public Transportation	***$ 805***	*6%*	***$ -***	*0%*
Station Improvements	***$ 2,467***	*7%*	***$ 32***	*3%*
Streetscape Improvements	***$ 920***	*7%*	***$ 123***	*13%*
Transportation Demand Management	***$ 65***	*0%*	***$ 61***	*93%*
Other/Pre-development	***$ 494***	*4%*	***$ -***	*0%*

Table 3: Planned PDA Growth and Capital Infrastructure Needs by County[iv]

County	Change in Units (2010-2035)	Share of Total Planned PDA Housing Growth	Total Estimated Planned PDA Capital Need ($M)	% of Total Planned PDA Capital Need	Capital Need/New Housing Unit ($)
Alameda	50,549	24%	$2,969	20%	$58,743
Contra Costa	34,667	17%	$1,302	9%	$37,544
Marin	1,586	1%	$157	1%	$99,190
San Francisco	63,518	30%	$4,990	34%	$78,554
San Mateo	16,411	8%	$737	5%	$41,804
Santa Clara	30,221	14%	$3,947	27%	$130,613
Solano	4,576	2%	$180	1%	$39,333
Sonoma	7,533	4%	$430	3%	$57,093
Total	**209,061**	**100%**	**$14,712**	**100%**	**$69,966**

[i] No PDA Assessment Survey was received for the following PDAs: Alameda Naval Air Station; Hayward Cannery, Downtown, and South Hayward BART; and San Leandro Downtown TOD and East 14th Street, El Cerrito San Pablo Avenue Corridor, WCCTAC San Pablo Avenue Corridor, San Francisco Port, Campbell Central Redevelopment Area, Gilroy Downtown Specific Plan Area, Fairfiled Downtown South/Jefferson Street/Union Avenue, Suisun City Downtown Waterfront District, Vacaville Allison Policy Plan Area, and Santa Rosa Sebastapol Road Corridor. Growth data from PDA Applications was substituted where available. Projections 2009 growth data was used where PDA Application data was not available.

[ii] If a jurisdiction reported a planning horizon for their PDA that was not 2035, growth figures were extrapolated to 2035.

[iii] Total capital need figure excludes transit capital projects (BART, VTA, High Speed Rail, Caltrain, SMART, eBART, Dumbarton Rail, Transbay rail, SF Muni, Amtrak, & Ferry capital expansion projects).

[iv] Data about infrastructure needs was not provided or was incomplete for the following PDAs: Berkeley Downtown, San Pablo Avenue, South Shattuck, and University Avenue; Dublin Town Center and Transit Center/Dublin Crossings, San Pablo-San Pablo Avenue Corridor, San Rafael Downtown and Civic Center/North Rafael Town Center, San Francisco/San Mateo Bi-County, Menlo Park El Camino and Downtown, San Mateo County (unincorporated Colma) El Camino Real, San Jose Central/North Consolidated Area and Cottle Transit Village, Vallejo Waterfront and Downtown, and Windsor Redevelopment Project Area. Budget data from PDA Applications was substituted where available for.survey non-respondents and for surveys with missing or incomplete budgets.

ASSOCIATION OF BAY AREA GOVERNMENTS
Representing City and County Governments of the San Francisco Bay Area

ABAG

MEMO

Date: September 27, 2010

To: ABAG Regional Planning Committee

From: Sailaja Kurella, ABAG Regional Planner

Subject: **Planned Priority Development Area Assessment – Readiness**

Overview

ABAG and MTC have undertaken an assessment of Planned PDAs to better understand the changes expected to occur and potential barriers to future development in the areas that will accommodate the major share of the region's population and employment growth. Using information primarily provided by local governments, the assessment will evaluate the scale and type of growth planned to occur in Planned PDAs, the strategies needed to ensure that this growth results in complete communities, how ready local governments and communities are for growth to occur, and the investments needed to make this growth a reality.

The PDA Assessment focuses on the Planned PDAs, which, by designation, have an adopted neighborhood-level plan and are therefore closer to implementing a specific vision for growth than the Potential PDAs. The Potential PDAs are those that have not yet completed a neighborhood-level land use plan. Over time, it is expected that the Potential PDAs will complete plans and transition to Planned status.

Staff released initial findings related to the growth potential and the infrastructure funding needs in the Planned PDAs in a memo to the Regional Advisory Working Group dated August 30, 2010. This second memo to the Working Group describes the initial findings related to readiness for development in the Planned PDAs.

Readiness Assessment Approach

While all of the Planned PDAs have been proposed by local jurisdictions committed to sustainable transit-oriented development (TOD) through local plans, they differ considerably in their implementation readiness. For example, though the Planned PDAs all have an adopted neighborhood-level plan, the extent of the planning completed in these PDAs varies. Likewise, community support for TOD may change between the planning phase and the implementation phase, when specific projects are proposed.

The Readiness assessment attempts to gauge which PDAs are more poised for higher-density, transit-oriented growth by identifying those factors that are barriers to development as well as those that are critical for initiating or speeding implementation of Planned PDAs. This analysis will help to inform the allocation of limited resources available through regional funding programs.

The Readiness analysis is organized around three main topic areas that can have a significant effect on speeding or slowing implementation of each PDAs vision for complete communities:

- The **Planning and Entitlement** component is intended to show how complete and robust the plans are for each PDA, and assesses how the existing entitlement process in place in a PDA affects implementation. The degree and comprehensiveness of planning completed to address

development challenges, and the entitlement processes in place in the Planned PDA jurisdictions varies greatly and could serve to either hinder or streamline development. Analysis of the specific planning and entitlement processes in each PDA will help to identify where developers can have more certainty in terms of the vision for the area, the approval process, and the communities' expectations. In these PDAs, development of TOD is likely to be easier. These PDAs, therefore, would be considered to be more ready to take on growth.

Specific Planning and Entitlement metrics include: the extent of planning completed for the PDA, the average processing time for project approvals, typical development fees, and entitlement streamlining policies in place.

- The **Community Support** component evaluates the level of community and elected official support for higher density TOD in the PDAs. While difficult to measure, community and elected official support is critical to getting projects approved and built. While higher density, transit-oriented plans have been adopted in the Planned PDAs, community support for this type of development is not unanimous. Community support may dissipate once specific development projects are proposed in the PDAs, and many unresolved concerns remain regarding growth, density, and overall change. Plan implementation could stall where these issues are not addressed. This topic area analysis seeks to better understand where community support is strong and project approvals will likely be easier, as well as identify the concerns about growth that need to be addressed both locally as well as regionally.

  Specific Community Support metrics include: level of stakeholder involvement and support for TOD, elected official support for plan adoption, approved versus rejected TOD projects in the PDA, and unresolved community concerns regarding TOD.

- The **Investment Attractiveness** component is intended to measure the interest of developers, builders, and financial institutions to invest in a given area. While not a definitive or comprehensive assessment of the development feasibility of each PDA plan, this preliminary assessment can provide an indication of the development community's appetite for investing in infill development the PDAs in the future.

  Specific Investment Attraction metrics include: number of pipeline and under-construction projects, entitled and built units within versus outside the PDA, the expected effect of vacancies and foreclosures on development, and infill development potential based on the investment-to-land ratio.

Preliminary Findings

Much of the information used in the PDA Assessment Readiness analysis has been gathered from our local government partners through an extensive survey. The summaries of data presented below are based on the responses provided by local jurisdictions to this survey. The overall response rate for the survey was 83% (76 responses out of 92 Planned PDA surveys issued). The analysis below reflects data from the 76 Planned PDA surveys submitted, only[1]. The methodologies used to analyze the various metrics discussed below are described in Appendix A and the survey instrument is provided for reference in Appendix B.

[1] The phrase "Planned PDAs" in the Preliminary Findings section, below, refers to the set of 76 Planned PDAs for which an Assessment survey was received.

Planning and Entitlement Process

The level and scope of planning efforts in the Planned PDAs ranges from very complete and comprehensive, to very basic. For example, in some PDAs, only a redevelopment plan has been completed requiring project-level EIRs for each proposed development project within the PDA, while in other PDAs, a specific plan has been adopted along with a Programmatic EIR, as well as related general plan and zoning code amendments.

The analysis of the 76 PDA survey responses indicates that extensive planning has been completed for 30% of the Planned PDAs, and that another 57% of the Planned PDAs require additional planning work that is expected to be complete within the next two years. Many of these PDAs still require critical planning components to be completed, including zoning code and general plan amendments, infrastructure financing strategies, and implementation plans.

Approximately 22% of survey respondents have very robust plans, or ones that cover a comprehensive set of topics, from affordable housing, market demand, implementation and financing, and station access and urban design. However, more basic plans are in place or are being completed for over 40% of the Planned PDAs.

In terms of the complexity of project approvals, approximately 55% of Planned PDAs have somewhat short and uncomplicated entitlement processes, measured by the number of steps in the approval process and the length of time for each step. One interesting indicator is that single-family development appears to be allowed in at least 55 Planned PDAs, and single-family residential approvals take less time than multi-family residential and mixed-use approvals in 50% of this set of Planned PDAs

Expedited project review and by-right development policies are in place in 54% and 43%, respectively, of the Planned PDAs. Twenty-five percent (25%) have CEQA exemptions for TOD in place.

The average development fee across all Planned PDAs for a new 20-unit residential development is approximately $550,000, with a high of $1.9 million in San Francisco's Eastern Neighborhoods PDA[2], and a low of $6,000 in Burlingame's El Camino Corridor PDA. Development fees include all applicable fees for project approval, including application fees, design and engineering review fees, permit fees, impact and community benefit fees, etc.

Community and Elected Official Support

In terms of elected official support for development in the PDAs, planning commission and city council officials voted 100% in favor of adoption of a PDA plan in at least 54% of the Planned PDAs.

Of 350 development projects proposed in the Planned PDAs since 2000, only two have been rejected by community members and elected officials, within only one Planned PDA.

Parking is a major unresolved community concerns in the PDAs, with 50% of respondents identifying this as an issue. Following parking, change in the community character and public safety were the biggest unresolved issues, with 41% and 34% of respondents identifying these as concerns, respectively.

[2] The typical development fees provided for two PDAs were appreciably higher than San Francisco's Eastern Neighborhoods PDA. Staff are currently verifying the accuracy of the development fees provided in the Assessment surveys for these PDAs.

Investment Attractiveness

To gauge past and current development in the PDAs, jurisdictions were asked to provide information on entitled and built projects, and current under-construction and pipeline projects.

Projects are currently under construction or moving through the entitlement process in 73% of Planned PDAs. Likewise, based on survey responses, current vacancies and foreclosures created by the housing downturn are not expected to dull the market at all or only in the short term in 73% of the Planned PDAs.

Based on response to the Assessment survey, since 2000 85% and 89% of entitled and built housing units, respectively, in jurisdictions with Planned PDAs have been outside of these PDAs, versus 15% and 11% entitled and built within the PDAs. Likewise, 90% of commercial square feet have been entitled and built outside of the Planned PDAs, versus within the Planned PDAs. Please note that areas outside a particular Planned PDA could fall within other PDAs, so this analysis could be underestimating the amount of development that has taken place within the region's PDAs.

Staff will be conducting additional analysis on investment attractiveness. First, the number of pipeline projects currently in the Planned PDAs will be assessed to provide some evidence of current market conditions and developer appetite for development in the PDAs. Second, the Investment-to-Land Ratio (ILR) can provide a measure of the likelihood of infill development in each PDA. This metric assesses opportunity sites as identified by average parcel size and land cost of parcels as compared to the value of the improvements on the land. Staff are currently assessing the data availability for these metrics.

Next Steps

Staff will continue to analyze the readiness for development of the Planned PDAs by evaluating transit service frequency and the PDAs' timeline for infrastructure need.

The final PDA Assessment category – complete community characteristics – focuses on housing choices, multi-modal access and mobility, and neighborhood identity and vitality. This analysis will be presented at an upcoming Regional Planning Committee meeting. A final report linking together all four PDA Assessment categories – growth, need, readiness and completeness – will be produced by the Spring of 2011, which will help inform discussion on how the regional agencies might approach regional funding strategies as part of developing the SCS.

APPENDIX A:
Priority Development Area Assessment
Detailed Readiness Methodology

This appendix summarizes the methodologies used to develop each Readiness metric presented in the Regional Advisory Working Group memo dated September 24, 2010. Survey questions relating to each metric are identified at the end of each description, and the survey instrument is included in Appendix B.

Planning and Entitlement Process

Planning Completion

Planning completion is assessed by analyzing the completion timeframe for the following planning components: specific/neighborhood plan, programmatic EIR, zoning code update, general plan update, redevelopment plan update, infrastructure financing strategy, implementation plan, urban design guidelines, streetscape plan, form-based code development, and "other." PDAs with more of these components adopted or completed were considered to have a higher level of planning completed, while those PDAs where fewer components are adopted/completed and a longer timeframe is expected for completion of these components were considered to have incomplete planning processes. ***(Planning and Entitlement Process—1)***

Plan Robustness

Robustness of the primary PDA plan identified in the survey is assessed by totaling the number of planning elements that were included in or prepared to help develop the plan. The planning elements that were assessed are considered the essential components for planning complete TOD communities, as implemented in MTC's Station Area Planning Grant Program. These planning elements include: (1) community engagement strategy, (2) market demand analysis, (3) affordable housing/anti-displacement strategy, (4) land use alternatives, (5) station access and connectivity plan, (6) parking demand analysis, (7) pedestrian-friendly design standards, and (8) accessibility and visitability plan.[3] "Very robust plans" are those that included seven or eight of the above elements, "somewhat robust plans" are those that included five or six, and "very basic plan" are those that include zero to four elements. ***(Planning and Entitlement Process—2)***

Complexity of Project Approvals

The extent of project approvals measures both the number of required approval steps in the project entitlement process, factoring the length of time required for each step. PDAs with fewer and required approval steps and with shorter approval timeframes were considered to have "short/uncomplicated" project approval processes, while those PDAs with more required approvals and longer approval timeframes were considered to have "lengthy/complex" approval processes. ***(Planning and Entitlement Process—3)***

[3] For a description of these planning elements and further information about the station area planning process, refer to MTC's 2007 Station Area Planning Manual: http://www.mtc.ca.gov/planning/smart_growth/Station_Area_Planning_Manual_Nov07.pdf.

Entitlement Streamlining

Entitlement streamlining measures the number of efforts in place for the PDA to support the streamlined review and approval of appropriate projects, including: expedited review, by-right/as-of-right development, waived or reduced fees, CEQA exemptions for TOD (such as eased level-of-service standards), and on-going neighborhood engagement processes. Jurisdictions could also identify other entitlement streamlining policies. ***(Planning and Entitlement Process—5)***

Development Fees

To determine the range of development fees in place across the PDAs and attempt to assess the reasonableness of development fees in these locations, jurisdictions were asked to provide the total typical development fee for a new 20-unit residential development in the PDA. All applicable fees, including design/engineering review, project approvals, permits, impact fees, community benefit fees, utility fees, etc., were to be included in this total. ***(Planning and Entitlement Process—6)***

Community Support

Elected Official Support for Plan

Elected official support for the PDA plan measures the voting record—proportion of "For" to "Against" votes—of both planning commissioners and city council members/supervisors on adoption of the primary plan for the PDA. ***(Community Support—1)***

Community Support for Projects

Community support for development in the PDA is measured by the proportion of "approved" development projects in the PDA since 2000 to those "rejected" by the community. ***(Community Support—3)***

Level of Stakeholder Support

Local jurisdictions identified the major stakeholders and their level of support for the PDAs in the survey. The analysis of stakeholder support is expected to identify the PDAs where stakeholders are "supportive," "neutral," and "against," growth in the PDA, and where support is "bi-polar" (where both very unsupportive and very supportive stakeholder groups exist in the PDA). ***(Community Support—5)***

Unresolved Community Concerns

The level of unresolved community concerns about growth and development in each PDA measures the number of concerns identified in the PDA Assessment Survey. Jurisdictions could choose from the following issues: parking, building heights, views, overall level of growth, community character/design, public safety, parks, schools, affordable housing, and gentrification/displacement, and could also specify other issues. ***(Community Support—8)***

Investment Attractiveness

PDA Attractiveness

PDA attractiveness measures the proportion of entitled and built housing units and commercial square feet within the PDA to those entitled and built outside the PDA. ***(Development Feasibility and Investment Attraction—1, 2)***

Current Development Status

Current development status measures whether projects are currently under construction or moving through the entitlement process in the PDA. This metric was assessed via a "Yes/No" question in the survey. ***(Development Feasibility and Investment Attraction—4)***

Impact of Market Downturn

The impact of the current market downturn measures how long existing vacancies/foreclosures are expected to dull the market for TOD in the PDA. Jurisdictions were asked to identify the timeframe for the expected effect of the downturn in the survey, and could choose from the following: "not at all," "short-term" (0-5 years), "medium term" (5-10 years), and "long-term" (10+ years). ***(Development Feasibility and Investment Attraction—5)***

Pipeline Projects

Current market attractiveness will be measured by the number of pipeline projects and/or pipeline units and commercial square feet in the PDAs, possibly weighted by project status. ***(Development Feasibility and Investment Attraction—3)***

Investment-to-Land Ratio

The Investment-to-Land Ratio (ILR) is intended to provide a measure of the likelihood of infill development in each PDA. This metric will take into account infill opportunity sites as identified by average parcel size and land cost of vacant parcels, and by the average parcel size of underutilized land in the PDAs. Underutilized parcels will be identified by determining where the land cost of parcels is more than the value of the improvement (ie. building) on the land. Staff are currently evaluating the availability of data to complete this analysis.

APPENDIX B:
Priority Development Area Assessment
Survey Instrument – Readiness-related Questions

The questions relating to the readiness analysis from the PDA Assessment Survey instrument are included in this appendix.

Instructions for Completing the Survey

The purpose of this survey is to collect planning and development data about Planned PDAs. If your jurisdiction has more than one Planned PDA, you will need to fill out one survey for each Planned PDA. Please do not fill out surveys for your Potential PDAs.

The survey is divided by topic into nine tabs. On each tab there is space for you to identify the person who completed that section, so we will know whom to contact in case we have follow-up questions.

Survey questions include a mix of radio buttons, check-boxes, and areas for you to input text or numerical information. Wherever possible, we have tried to pre-fill answers to survey questions based on information gathered previously (from PDA applications, PDA assessment meetings, etc.). Some cells are color-coded as follows:

LIGHT BLUE shaded boxes require your input.
BROWN shaded boxes should be edited if incorrect.
GREY shaded boxes (references or calculations) are not editable.
Guidance for answering questions is provided throughout the survey in red text.

For jurisdictions with multiple Planned PDAs, if the answer to a question applies to the whole jurisdiction, you need to answer the question in only one of your PDA surveys.

Please enter your answers directly into the electronic spreadsheet. Do not submit a hard copy or a scanned copy of the survey. You may, however, find it helpful to print out the survey prior to filling in the electronic version.

To assist you in filling in the Infrastructure Needs and Funding Sources tabs, the infrastructure budget that you provided with your PDA application was attached to the email along with this survey.

Once you have completed your survey, please return the survey and any associated file attachments to:
FOCUS@abag.ca.gov

Please submit your completed survey no later than ***Friday, April 23*** .

If you have questions or encounter any technical difficulties while working on this survey, please contact Sailaja Kurella at:
SailajaK@abag.ca.gov or 510.464.7957.

Thank you once again for taking the time to complete this survey!

Planning & Entitlement Process

Please indicate the name and contact information for the person responsible for completing this section of the survey, if different from the Primary PDA Contact.

NAME	
PHONE	
EMAIL	

1 For your PDA, what planning components have been completed or are under preparation? For each item listed below, please select "Complete" if the process/document has been completed, or specify the anticipated timeframe for completion if not yet complete. If not applicable, select "Not Applicable." Provide comments as necessary.

	EXPECTED COMPLETION TIMEFRAME			
	COMPLETE	**WITHIN 2 YEARS**	**2+ YEARS**	**NOT APPLICABLE**
a. Specific Plan or other area plan (neighborhood/precise plan) adopted	○	○	○	○
b. Programmatic EIR for primary PDA-plan adopted	○	○	○	○
c. Zoning code amendments adopted	○	○	○	○
d. General Plan amendments adopted	○	○	○	○
e. Redevelopment Plan adopted	○	○	○	○
f. Infrastructure financing strategy for primary PDA plan	○	○	○	○
g. Implementation plan for primary PDA plan	○	○	○	○
h. Urban design guidelines	○	○	○	○
i. Streetscape/street design plan	○	○	○	○
j. Form-based code	○	○	○	○
k. Other (specify):	○	○	○	○

COMMENTS

2 For your PDA, which of the following components are included in or were prepared to help develop your primary PDA plan? *(Check all that apply.)* Please confirm the name of your primary PDA plan, and provide a URL for the plan if available. Provide comments as needed.

For a description of the planning components listed, please refer to MTC's 2007 Station Area Planning Program Guidelines, p. 8:

http://www.bayareavision.org/initiatives/PDFs/SAP_Guidelines_Cycle3_July2009.pdf

- ☐ Community engagement strategy
- ☐ Land use alternatives analysis
- ☐ Station access & connectivity plan
- ☐ Affordable housing/displacement strategy
- ☐ Market demand analysis
- ☐ Parking demand analysis
- ☐ Pedestrian-friendly design standards
- ☐ Accessibility & visitability plan

PRIMARY PDA PLAN

0 edit name of primary PDA plan here

COMMENTS / PRIMARY PDA PLAN URL

Planning & Entitlement Process

3 Which of the following procedures and approval steps are required for development projects within your PDA? Indicate the AVERAGE amount of time needed to complete each necessary public approval. Select "Not Required" if not required. Provide comments as needed.

	NOT REQUIRED	0-3 MONTHS	3-6 MONTHS	6-12 MONTHS	12+ MONTHS
a. Project-level EIR	○	○	○	○	○
b. Site Plan Review	○	○	○	○	○
c. Design Review	○	○	○	○	○
d. Use Permit	○	○	○	○	○
e. Other Discretionary Review	○	○	○	○	○
f. Building Permit	○	○	○	○	○
g. Other (specify):	○	○	○	○	○

COMMENTS

4 For projects within the PDA, what is the AVERAGE TOTAL processing time for:

	NOT APPLICABLE	0-6 MONTHS	6-12 MONTHS	12-18 MONTHS	18+ MONTHS
a. Residential project approvals: *single-family*	○	○	○	○	○
b. Residential project approvals: *multi-family*	○	○	○	○	○
c. Commercial project approvals	○	○	○	○	○
d. Mixed-use project approvals	○	○	○	○	○
e. Other (specify):	○	○	○	○	○

COMMENTS

Planning & Entitlement Process

5 Which of the following policies have been implemented to streamline the development approval process? *(Check all that apply.)*	☐ Expedited Review ☐ By-right/As-of-right development ☐ Waived or reduced fees ☐ CEQA exemptions for TOD (eased Level-of-Service standards for PDA, etc.) ☐ On-going neighborhood engagement process ☐ Other: specify "other" here
6 Please provide the TOTAL TYPICAL DEVELOPMENT FEE for a NEW 20-UNIT RESIDENTIAL DEVELOPMENT within your PDA. Include all applicable fees for the development (approvals, design and engineering reviews, permits, impact fees, community benefits fees, utility fees, etc.).	**TOTAL DEVELOPMENT FEE ($)** enter number here
7 Please email a .PDF, .DOC, or .XLS file(s) with the fee structure(s) for projects within the PDA or provide a URL for the fee structure(s) in the box to the right. Include any information on fee waivers and other development incentives (e.g. affordable housing fee waiver).	**URL** enter URL here

Community & Elected Officials Support

Please indicate the name and contact information for the person responsible for completing this section of the survey, if different from the Primary PDA Contact.

NAME	
PHONE	
EMAIL	

1 What was the local officials' voting record on adoption of the primary plan for the PDA? Please enter total numbers "FOR" and "AGAINST."

	FOR	AGAINST	
a. Planning Commission			enter number here
b. City Council/Board of Supervisors			enter number here

2 Were any major changes made to the plan after adoption, including modifications to planned densities, heights, parking requirements, etc.?

enter comments here

3 What is the number of development projects in the PDA approved and rejected since 2000?

APPROVED	REJECTED	
		enter number here

4 Provide examples of approved residential projects where unit totals changed during the approval process. If additional space is needed, please list projects in the comments box.

	PROJECT ADDRESS (enter project address below)	RESIDENTIAL UNITS		
		PROPOSED UNITS	APPROVED UNITS	
a.				enter number here
b.				enter number here
c.				enter number here
d.				enter number here
e.				enter number here
f.				enter number here
g.				enter number here
h.				enter number here
i.				enter number here
j.				enter number here

COMMENTS

Community & Elected Officials Support

5 Please list active stakeholder groups in your community and indicate their level of support for the plan. If additional space is needed, please list stakeholder organizations in the comments box.

	STAKEHOLDER ORGANIZATIONS (enter names below)	STRONGLY SUPPORTIVE	SOMEWHAT SUPPORTIVE	NEUTRAL	SOMEWHAT AGAINST	STRONGLY AGAINST
a.		○	○	○	○	○
b.		○	○	○	○	○
c.		○	○	○	○	○
d.		○	○	○	○	○
e.		○	○	○	○	○
f.		○	○	○	○	○
g.		○	○	○	○	○
h.		○	○	○	○	○
i.		○	○	○	○	○
j.		○	○	○	○	○

COMMENTS

6 Please identify groups (demographic groups, organizations, etc.) that have historically NOT been involved in planning and development processes for the PDA.

enter comments here

7 What methods of engagement were used during the planning process for the PDA? Check all that apply and indicate the effectiveness of each in engaging local community members.

	HIGHLY EFFECTIVE	SOMEWHAT EFFECTIVE	NEUTRAL	SOMEWHAT IN-EFFECTIVE	NOT EFFECTIVE AT ALL	NOT USED
a. Meetings with PDA stakeholders	○	○	○	○	○	○
b. Charrettes	○	○	○	○	○	○
c. Public workshops	○	○	○	○	○	○
d. Public hearings	○	○	○	○	○	○
e. Public meeting announcements	○	○	○	○	○	○
f. Translation services	○	○	○	○	○	○
g. Surveys	○	○	○	○	○	○
h. Website	○	○	○	○	○	○

Community & Elected Officials Support

i. Other *(specify)* :	○	○	○	○	○	○

8 Are there any unresolved community concerns since adoption of the PDA plan? Check all that apply and provide specific comments as needed.

	COMMENTS
☐ Parking	
☐ Building heights	
☐ Views	
☐ Overall level of growth	
☐ Community character/design	
☐ Public safety	
☐ Parks	
☐ Schools	
☐ Affordable housing	
☐ Gentrification/displacement	
☐ Other (specify):	

Development Feasibility & Investment Attraction

Please indicate the name and contact information for the person responsible for completing this section of the survey, if different from the Primary PDA Contact.

NAME

PHONE

EMAIL

1 How many HOUSING UNITS have been entitled and built since 2000, both within the PDA and outside the PDA?

a. Within the PDA

b. Outside of the PDA

ENTITLED UNITS	BUILT UNITS	
		enter number here
		enter number here

2 How much COMMERCIAL SQUARE FOOTAGE (OFFICE and RETAIL) have been entitled and built since 2000, both within the PDA and outside the PDA?

a. Within the PDA

b. Outside of the PDA

ENTITLED SQ. FT.	BUILT SQ. FT.	
		enter number here
		enter number here

3 Please provide list of projects in the pipeline within the PDA. Include the project address, number of housing units and commercial square footage for each project. Email a .PDF, .DOC, or .XLS or provide a URL in the box to the right.

URL

enter URL here

4 Are any projects in the PDA currently under construction and/or moving through the entitlement process?

○ Yes ○ No

COMMENTS

enter comments here

5 Do you expect existing vacancies/foreclosures to dull the market for TOD in your PDA:

○ Not at all

○ In the short-term (0-5 years)

○ In the medium-term (5-10 years)

○ For the long-term (10+ years)

COMMENTS

enter comments here

Association of Bay Area Governments

A Regional Employment Framework for the Sustainable Communities Strategy

Regional Planning Committee

October 6, 2010

Employment and the Sustainable Communities Strategy

<u>Outline</u>

- Context
- Employment Change
- Job Location
- Jobs and Transit
- Questions

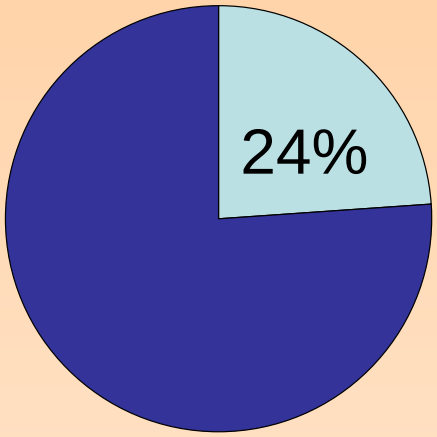
Employment and the Sustainable Communities Strategy

Employment and job location link the sustainable communities strategy to both:

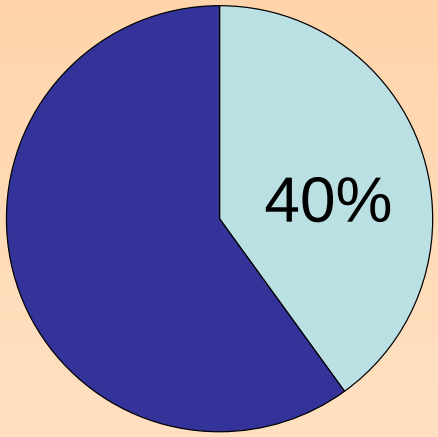
- concern over jobs and the economy
- regional economic competitiveness

Employment and the Sustainable Communities Strategy

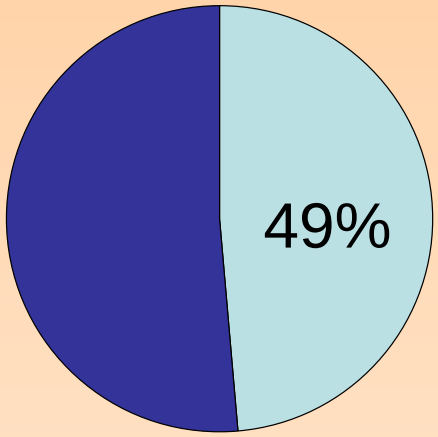
The commute:



Total Trips



Vehicle Miles Traveled



Transit Trips

Employment and the Sustainable Communities Strategy

The focus of this work is on the relationship between transit and employment, and the potential of denser, transit-served office development

Employment and the Sustainable Communities Strategy

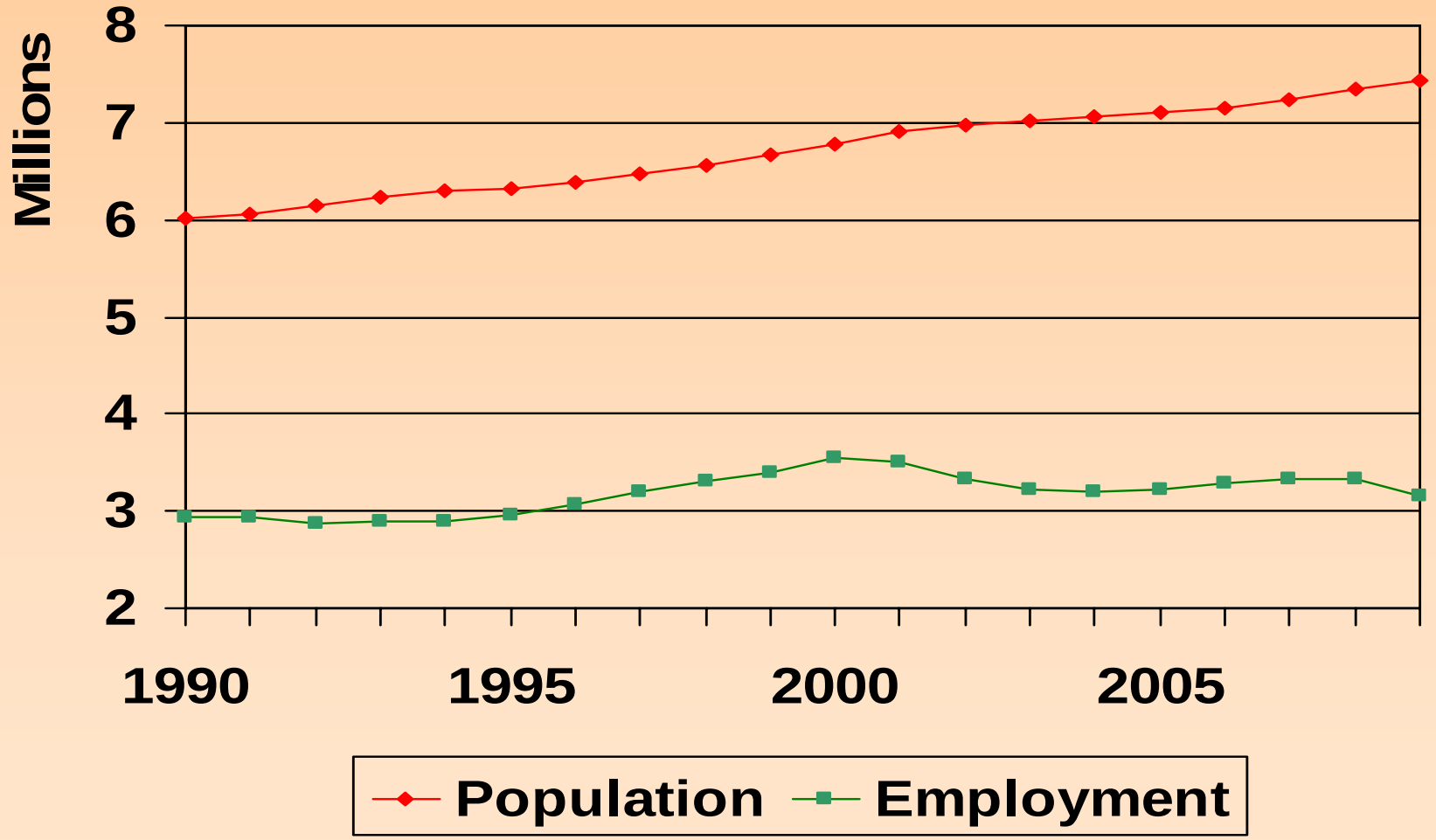
This report will inform:

- What targets are important for employment?
- What options are there for the allocation of jobs and how do they perform?
- Should growing employment centers near transit be incorporated into Priority Development Areas in some form?
- Should jobs and destination stations be incorporated into an updated TOD Policy?
- How can transit better serve the workplace?

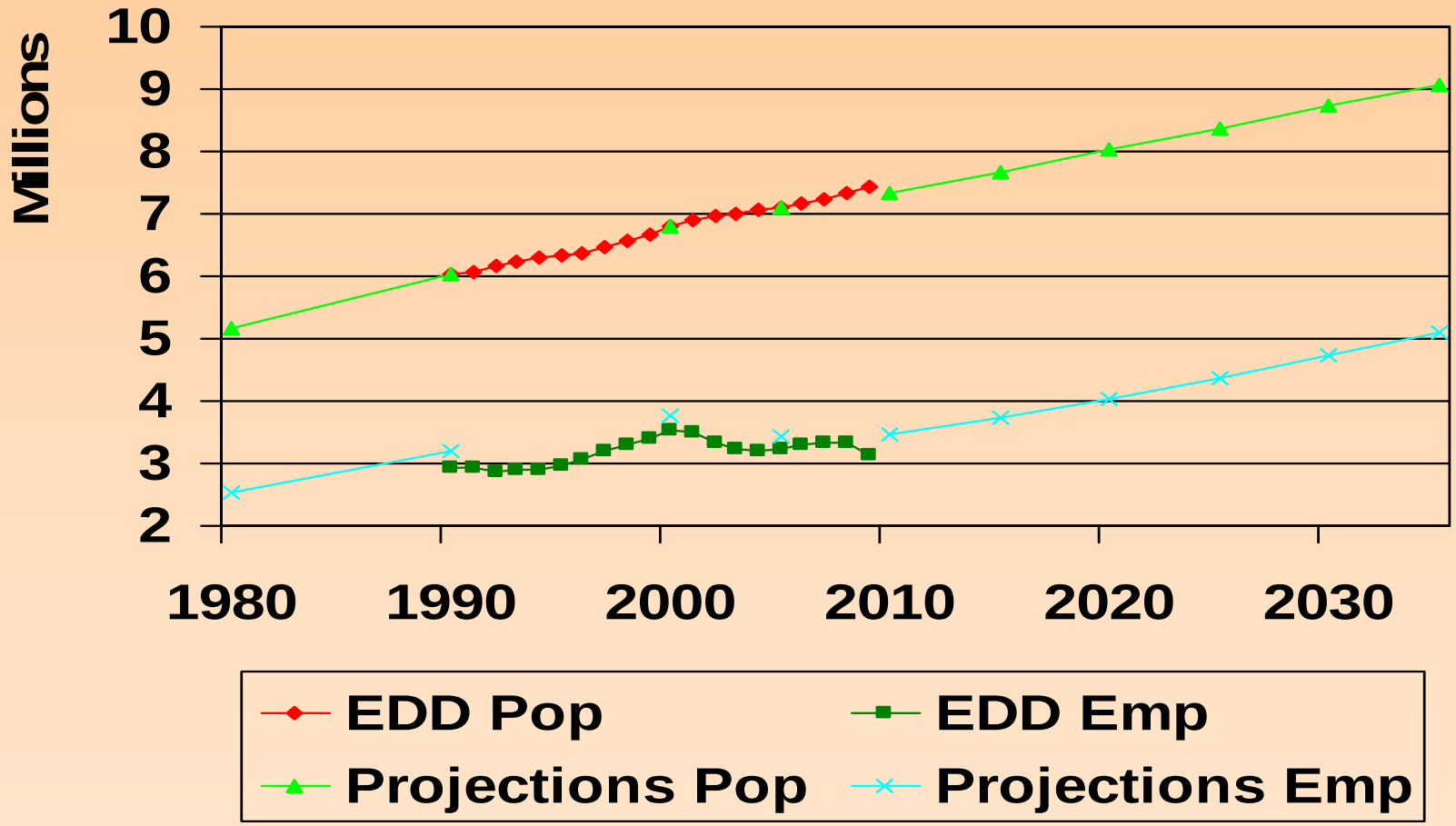
Regional Employment Change

What does the current job picture look like? What sectors have been growing? Where has growth been occurring?

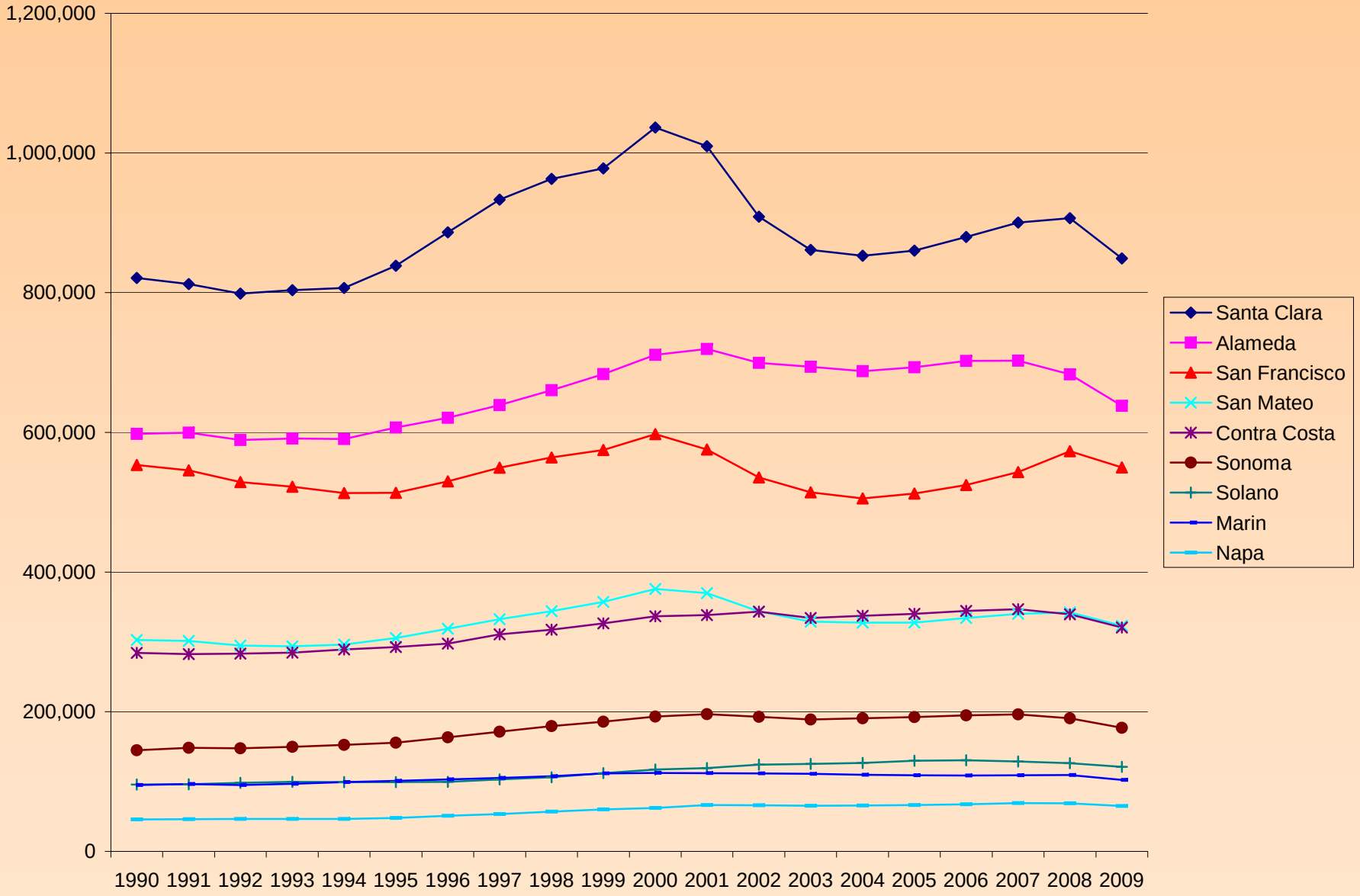
Bay Area Population and Employment



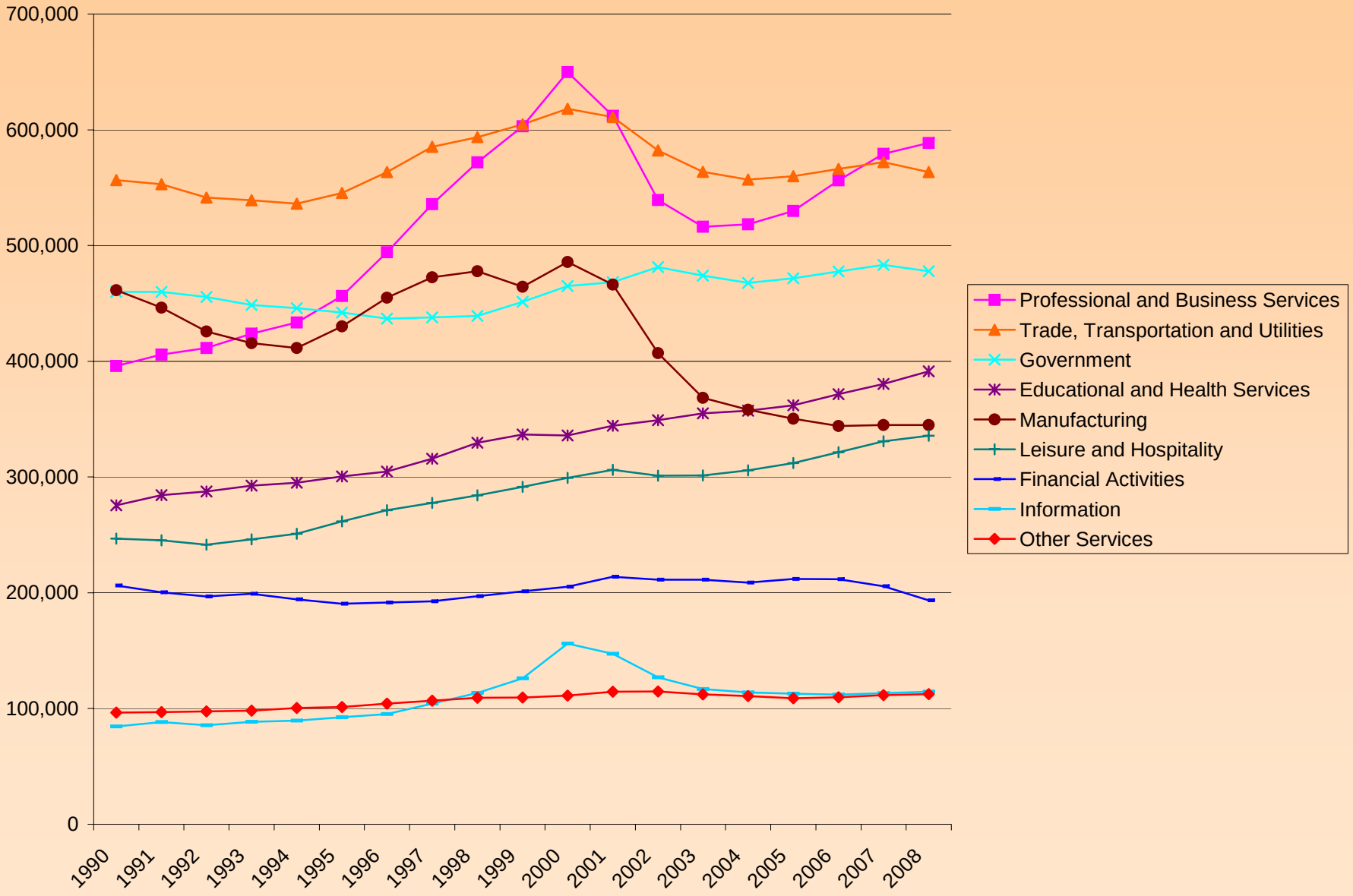
Population and Employment Projected

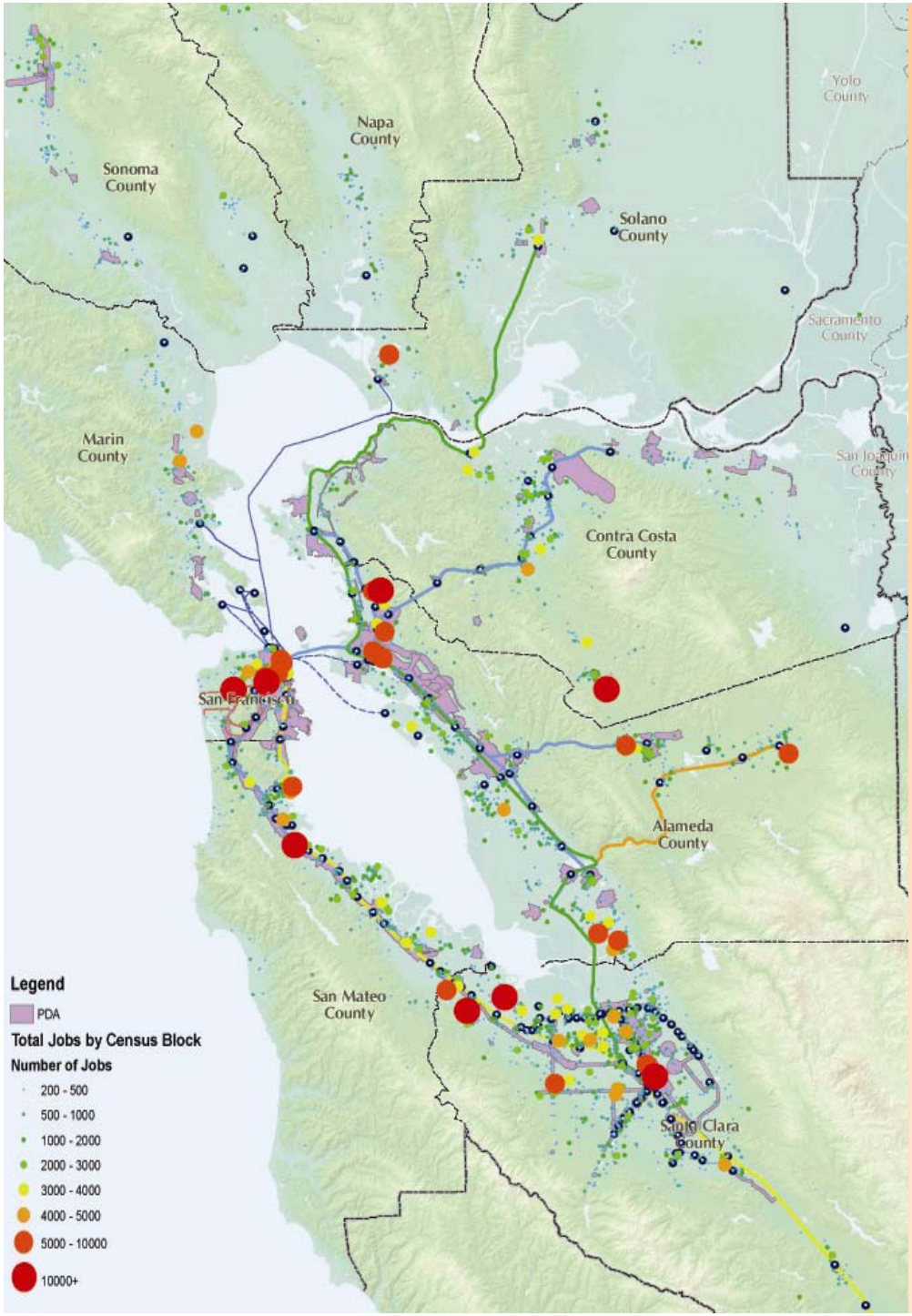


Employment by County



Regional Employment by Sector



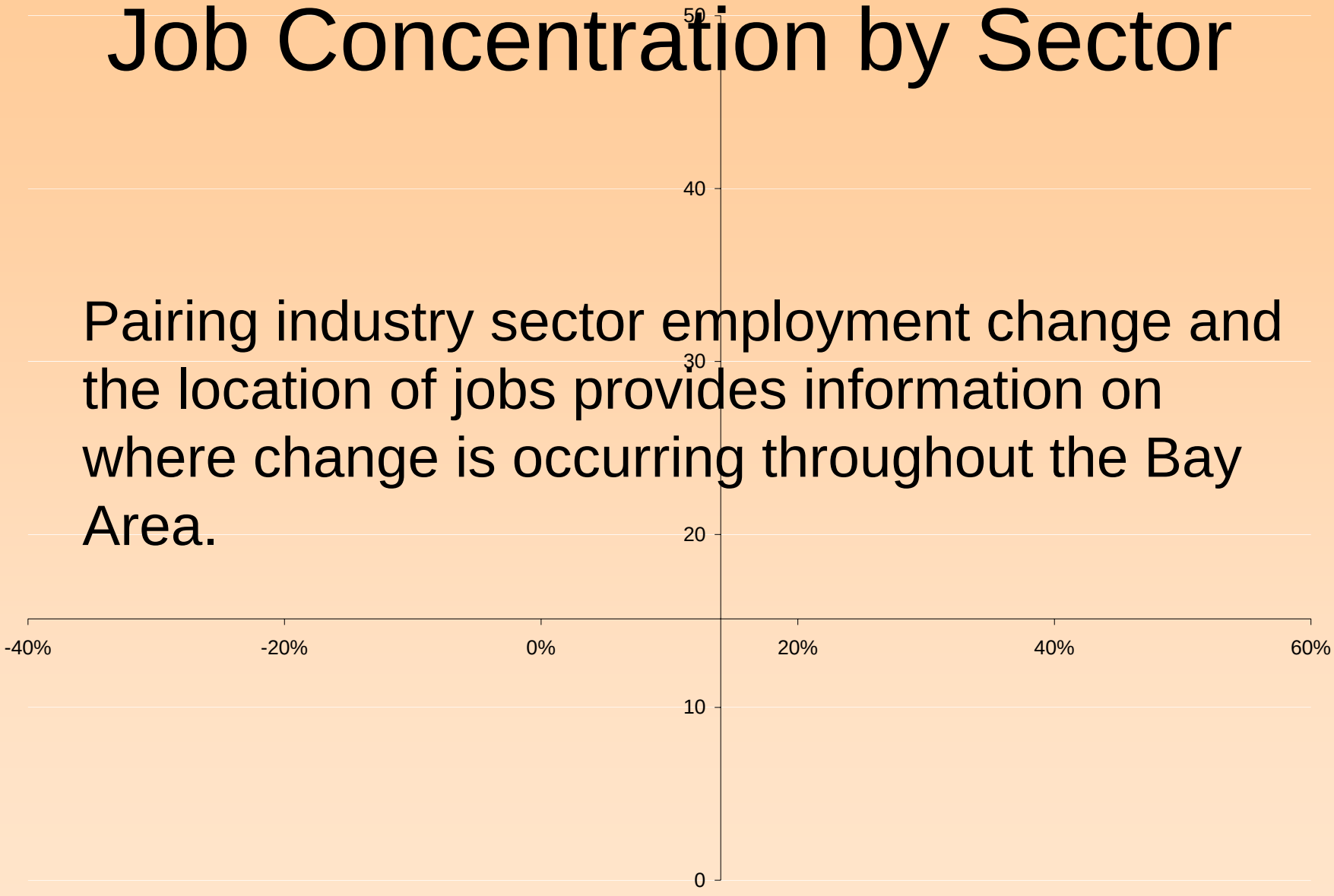


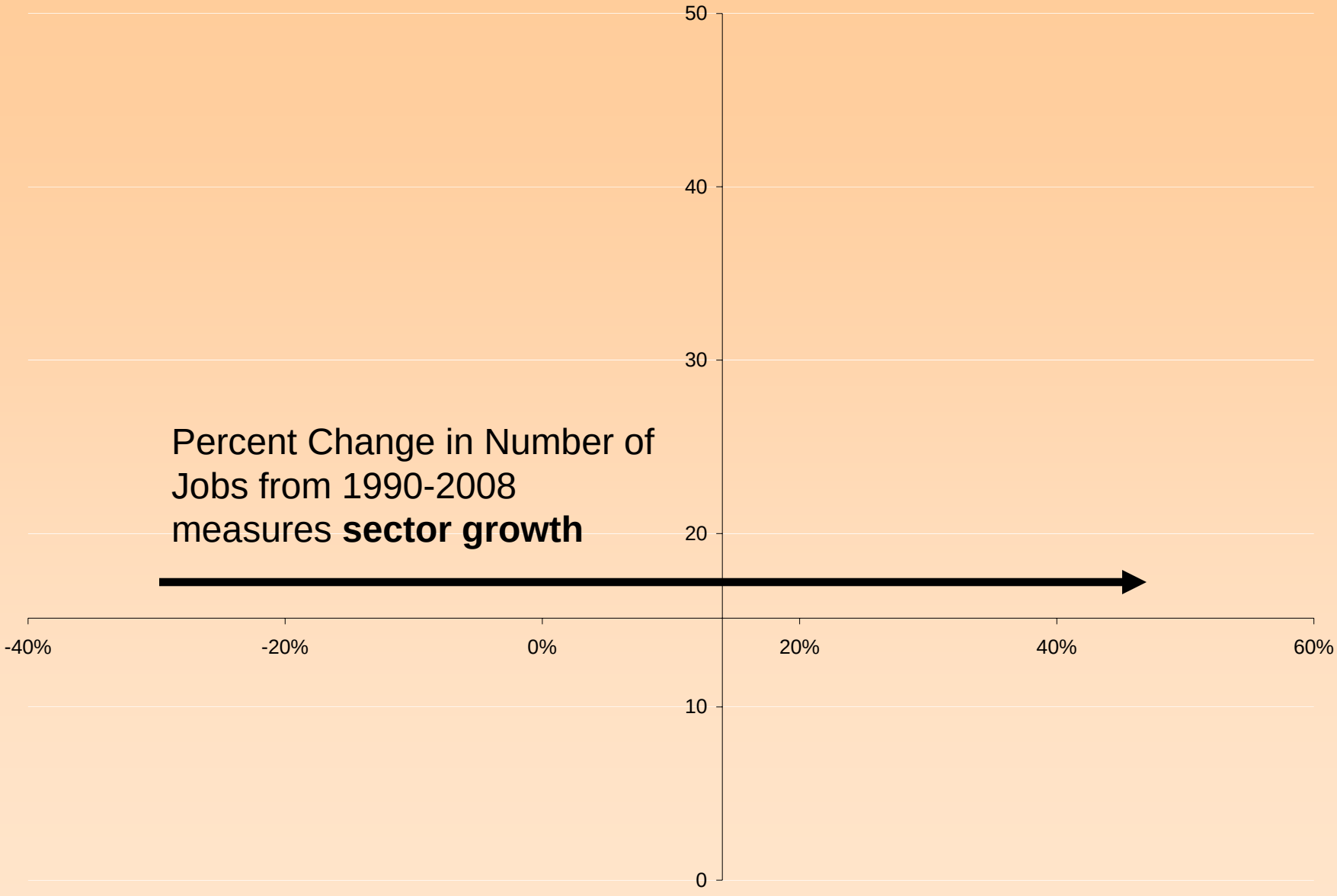
Job Location

Jobs are scattered through many parts of the Bay Area; however, there are relatively few large-scale employment centers.

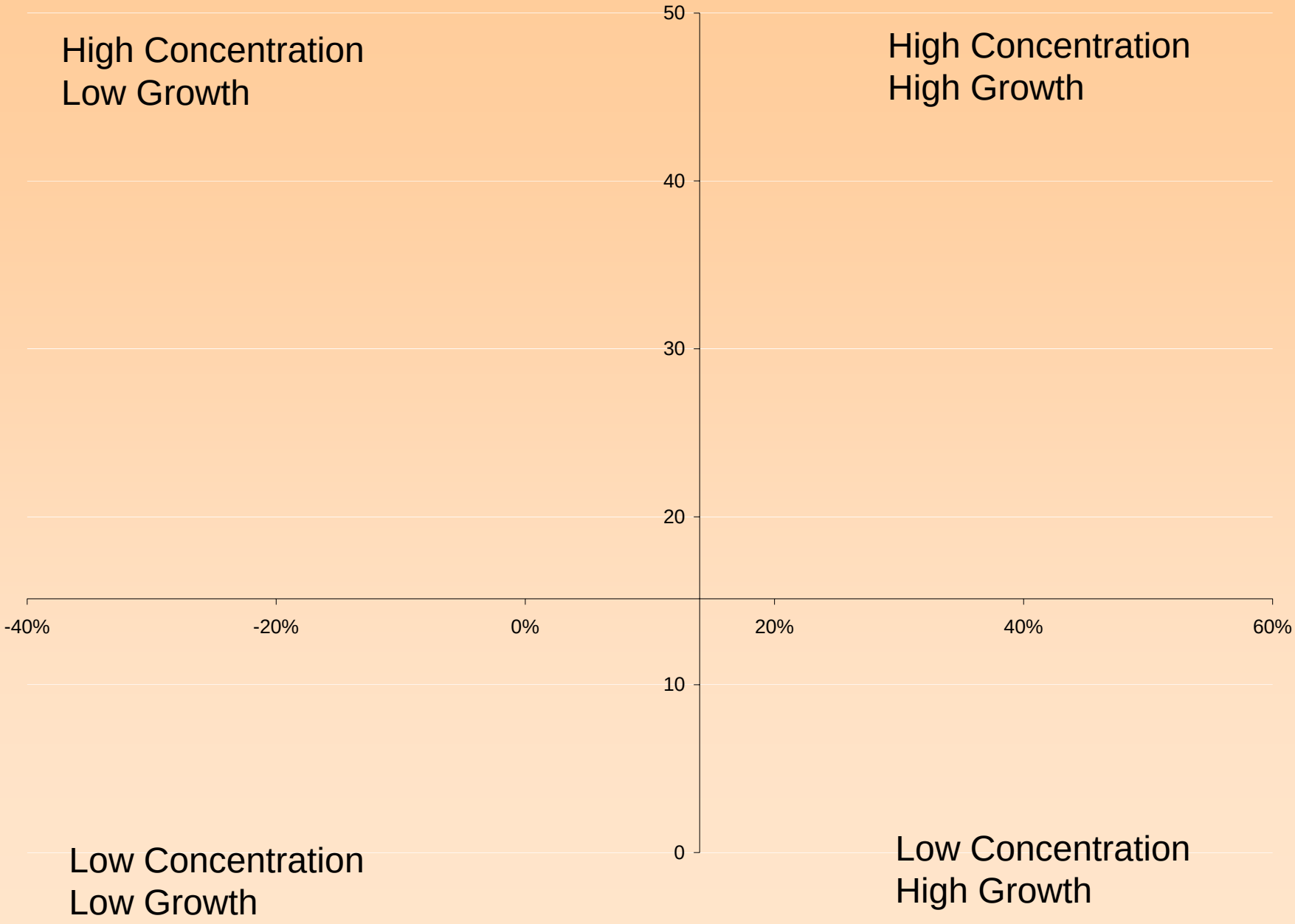
Job Concentration by Sector

Pairing industry sector employment change and the location of jobs provides information on where change is occurring throughout the Bay Area.

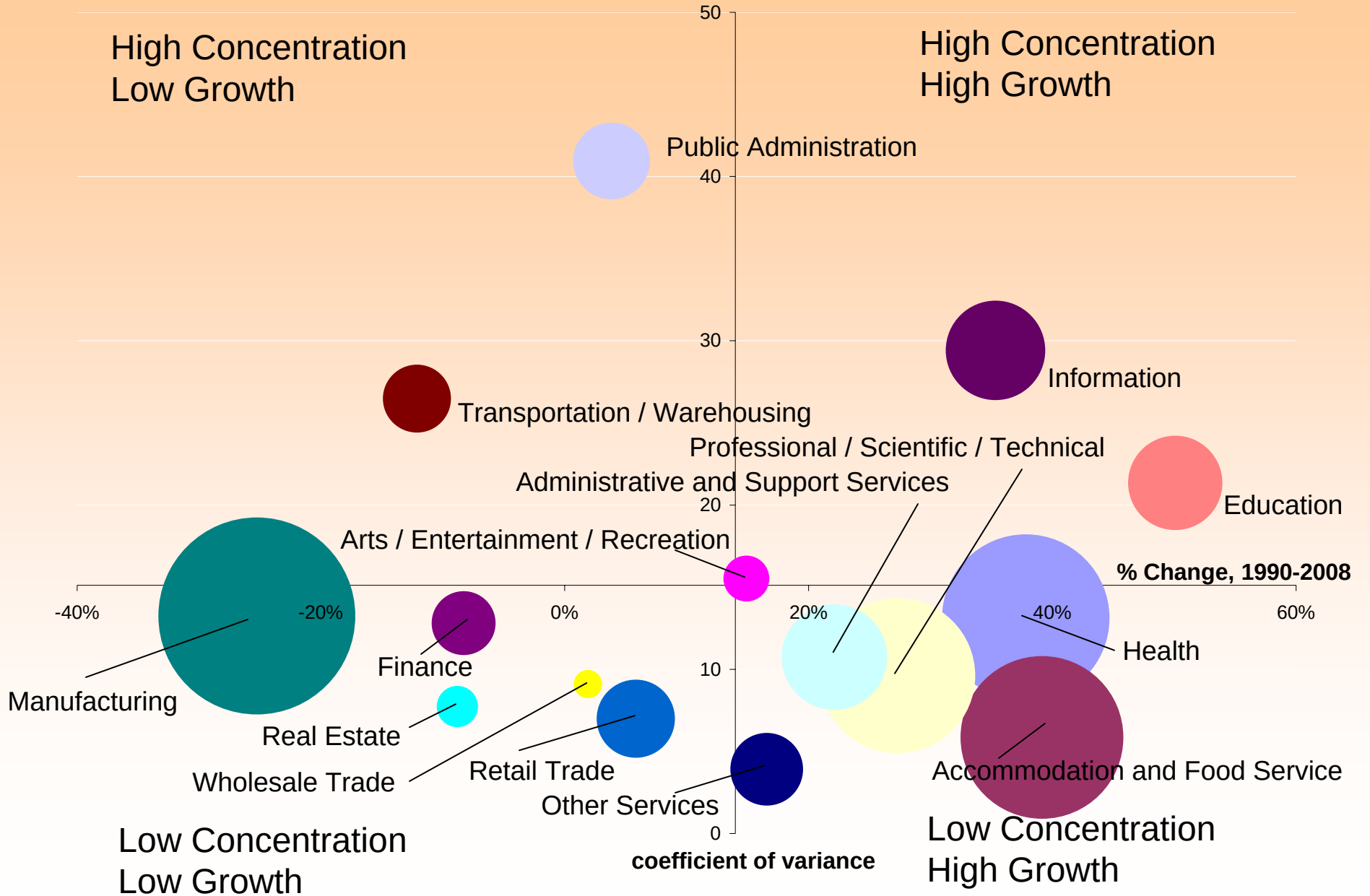



50
40
30
20
10
0
-40%
-20%
0%
20%
40%
60%
Percent Change in Number of Jobs from 1990-2008 measures **sector growth**

Coefficient of Variance of Jobs per Census Block as a measure of **spatial concentration**
50
40
30
20
10
0
-40%
-20%
0%
20%
40%
60%

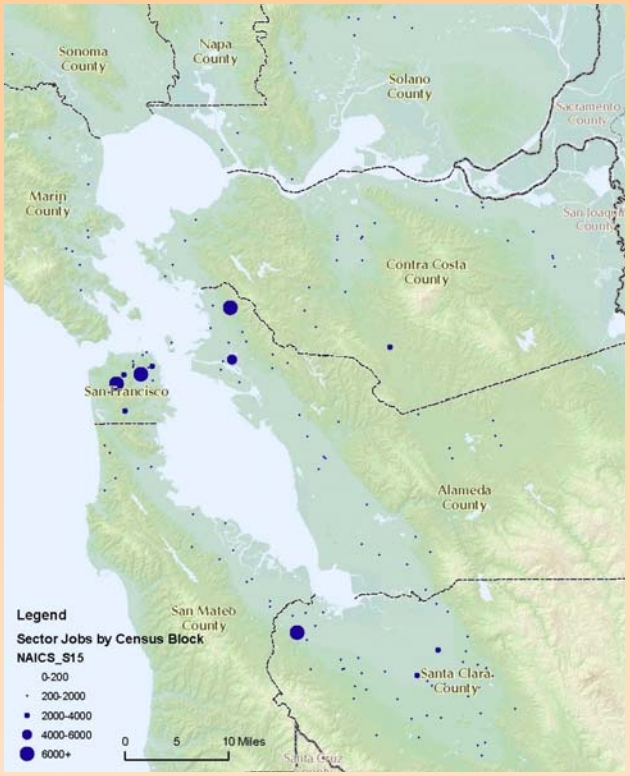

High Concentration
Low Growth
High Concentration
High Growth
Low Concentration
Low Growth
Low Concentration
High Growth
50
40
30
20
10
0
-40%
-20%
0%
20%
40%
60%

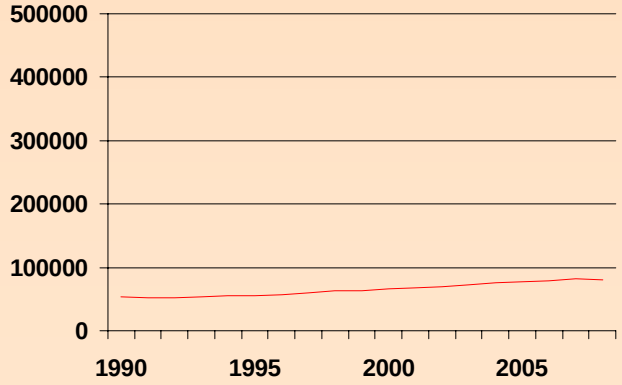
Sector Growth and Spatial Concentration



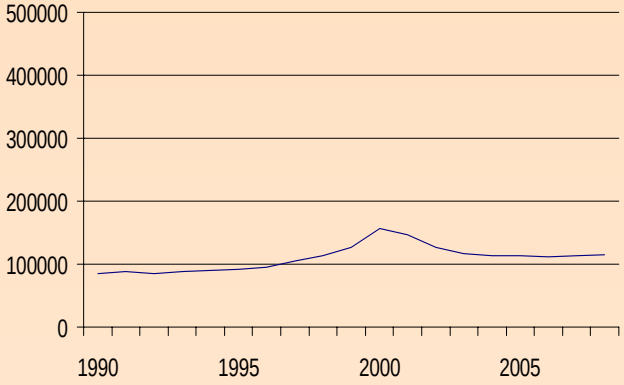
Area of circle scaled by total change in jobs

Educational Services

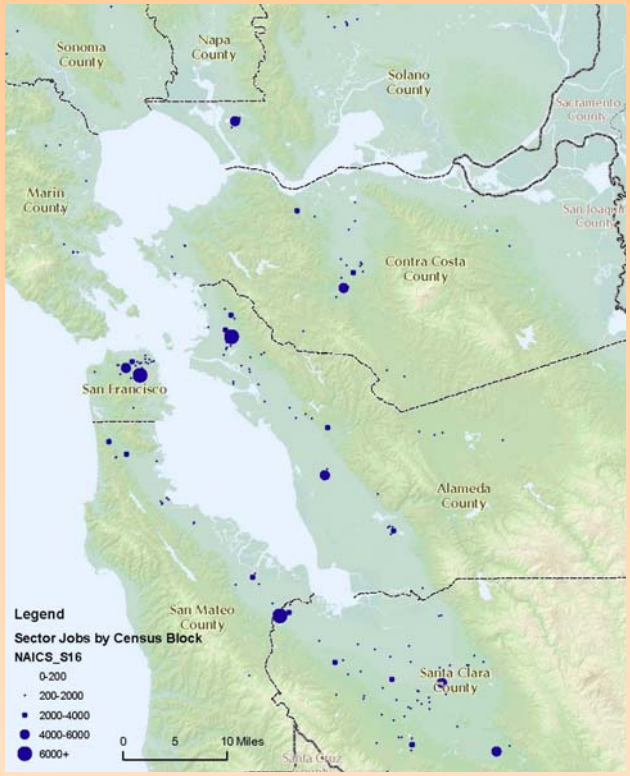


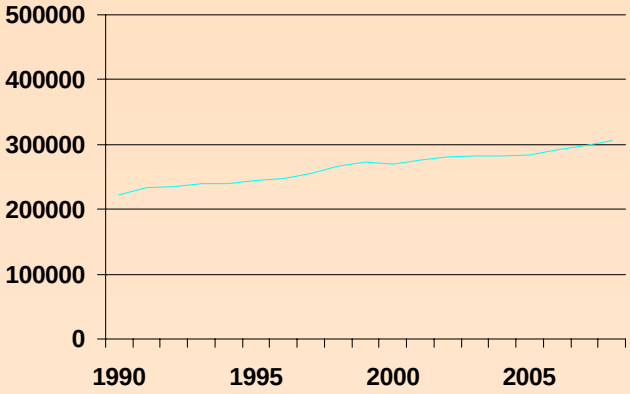


Information

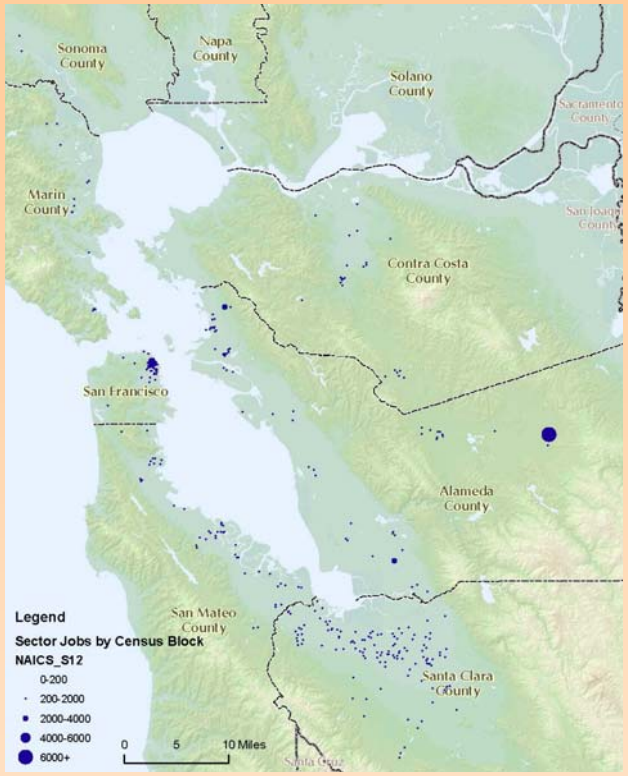


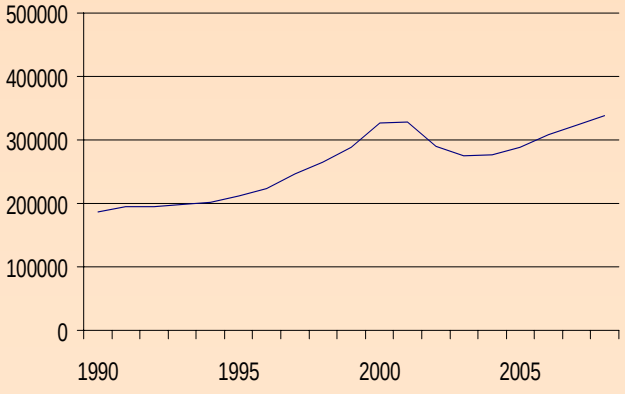
Health Care and Social Assistance



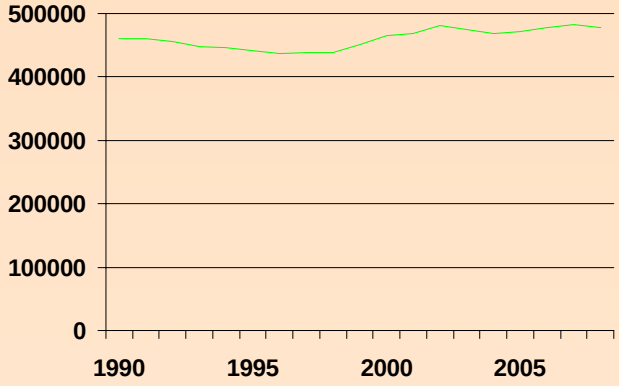


Professional, Scientific, Technical

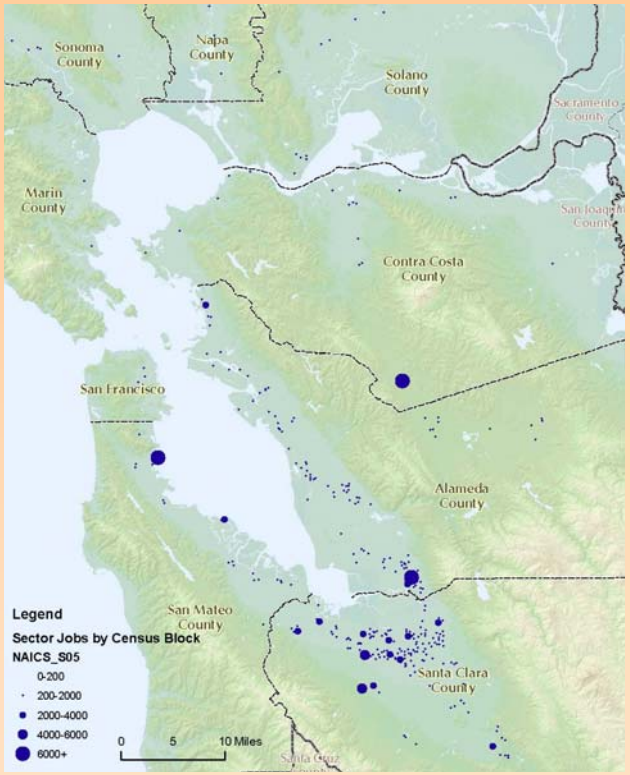


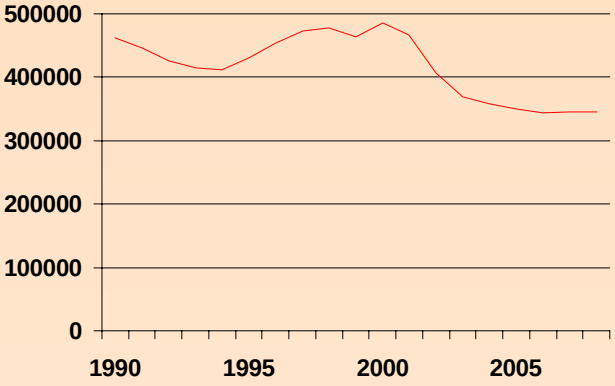


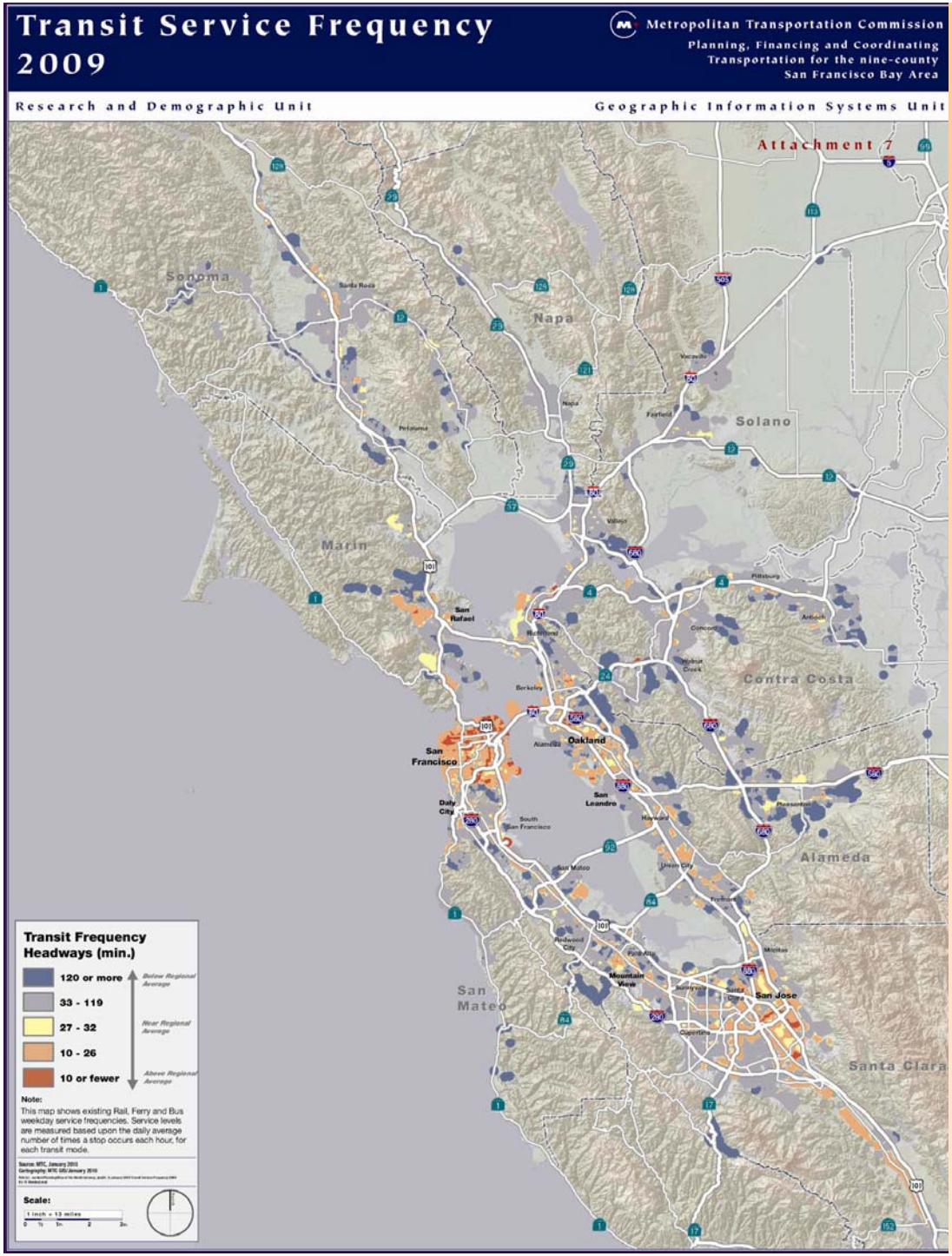
Public Administration



Manufacturing

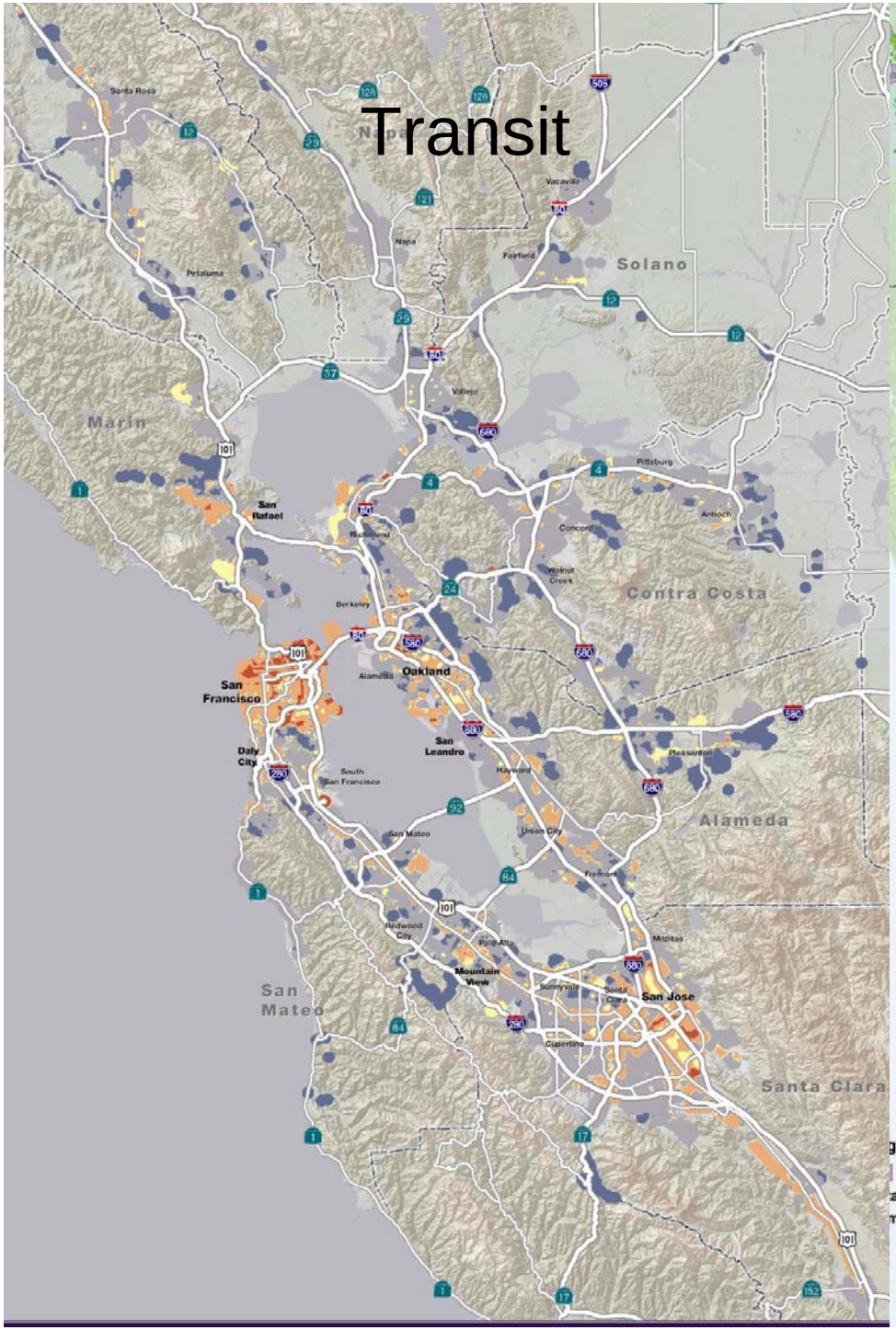


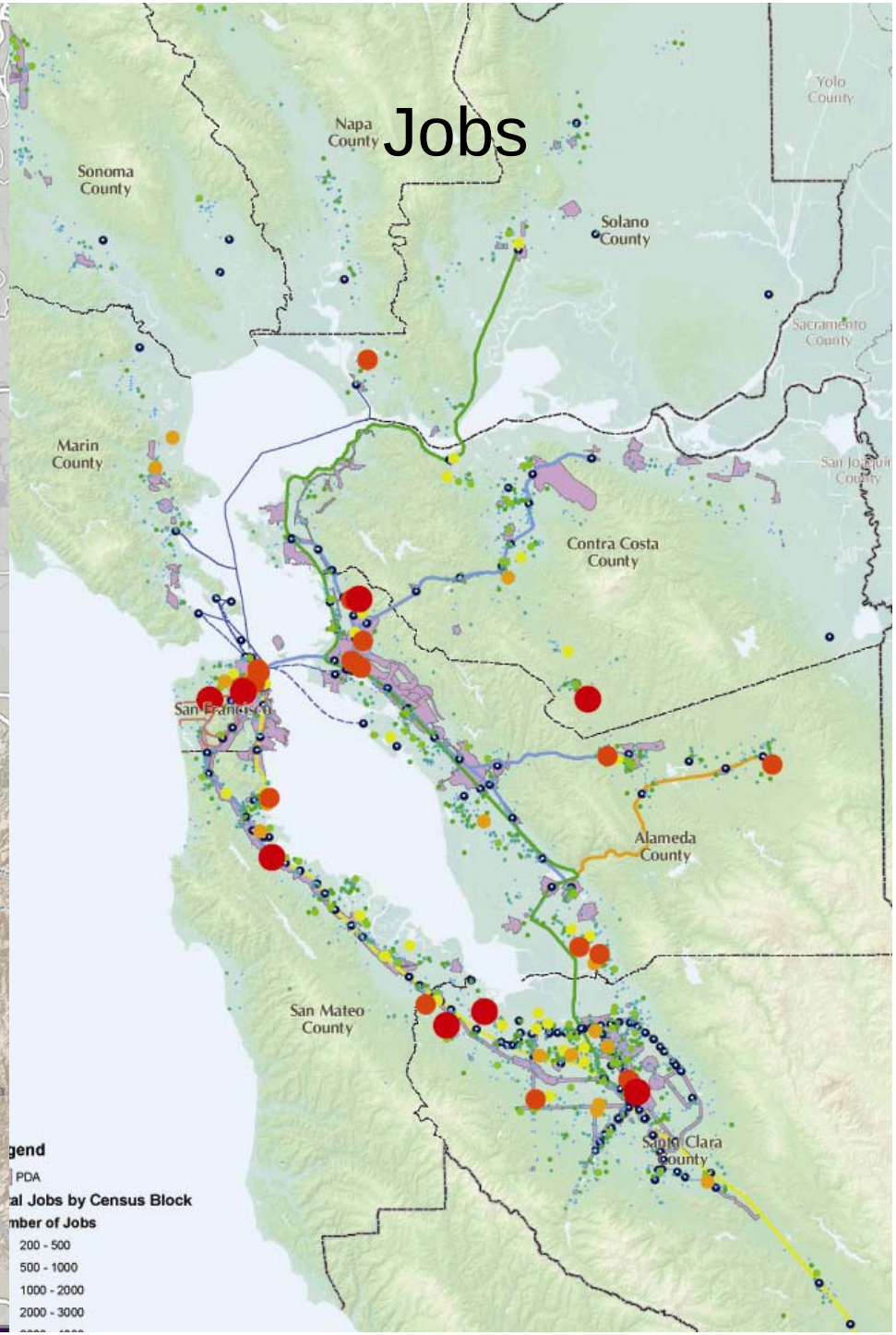


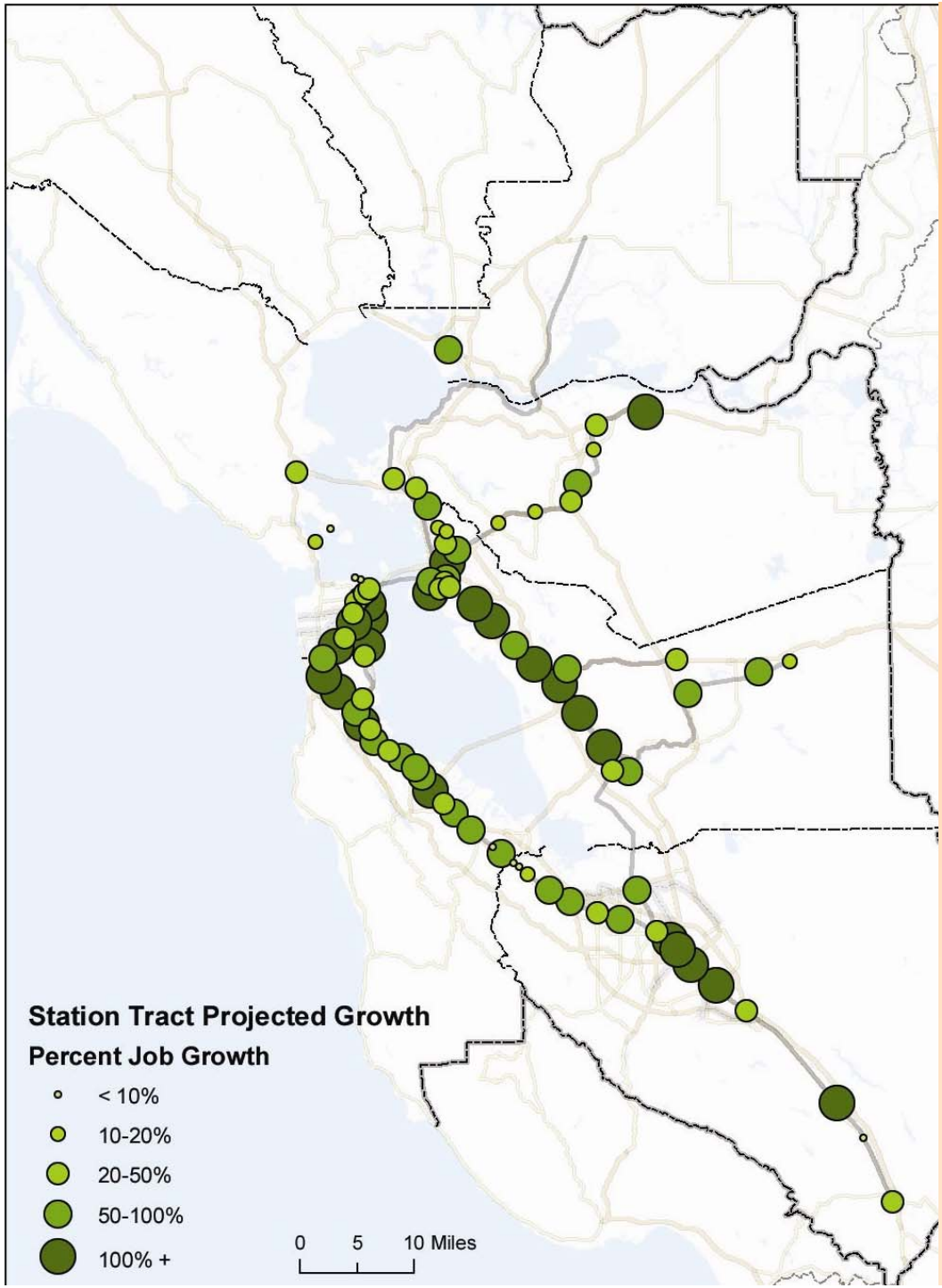


But how do these jobs relate to transit service?

Commute VMT is a function of how well transit serves employment centers as well as how well local housing options match local jobs.


Transit
Solano
Marin
Contra Costa
Alameda
San Mateo
Santa Clara
San Francisco
Oakland
San Jose
San Rafael
Daly City
San Leandro
Mountain View
Santa Rosa
Petaluma
Napa
Vacaville
Fairfield
Vallejo
Pittsburg
Antioch
Concord
Walnut Creek
Berkeley
Alameda
Hayward
Pleasanton
Union City
Fremont
San Mateo
South San Francisco
Redwood City
Palo Alto
Milpitas
Sunnyvale
Santa Clara
Cupertino

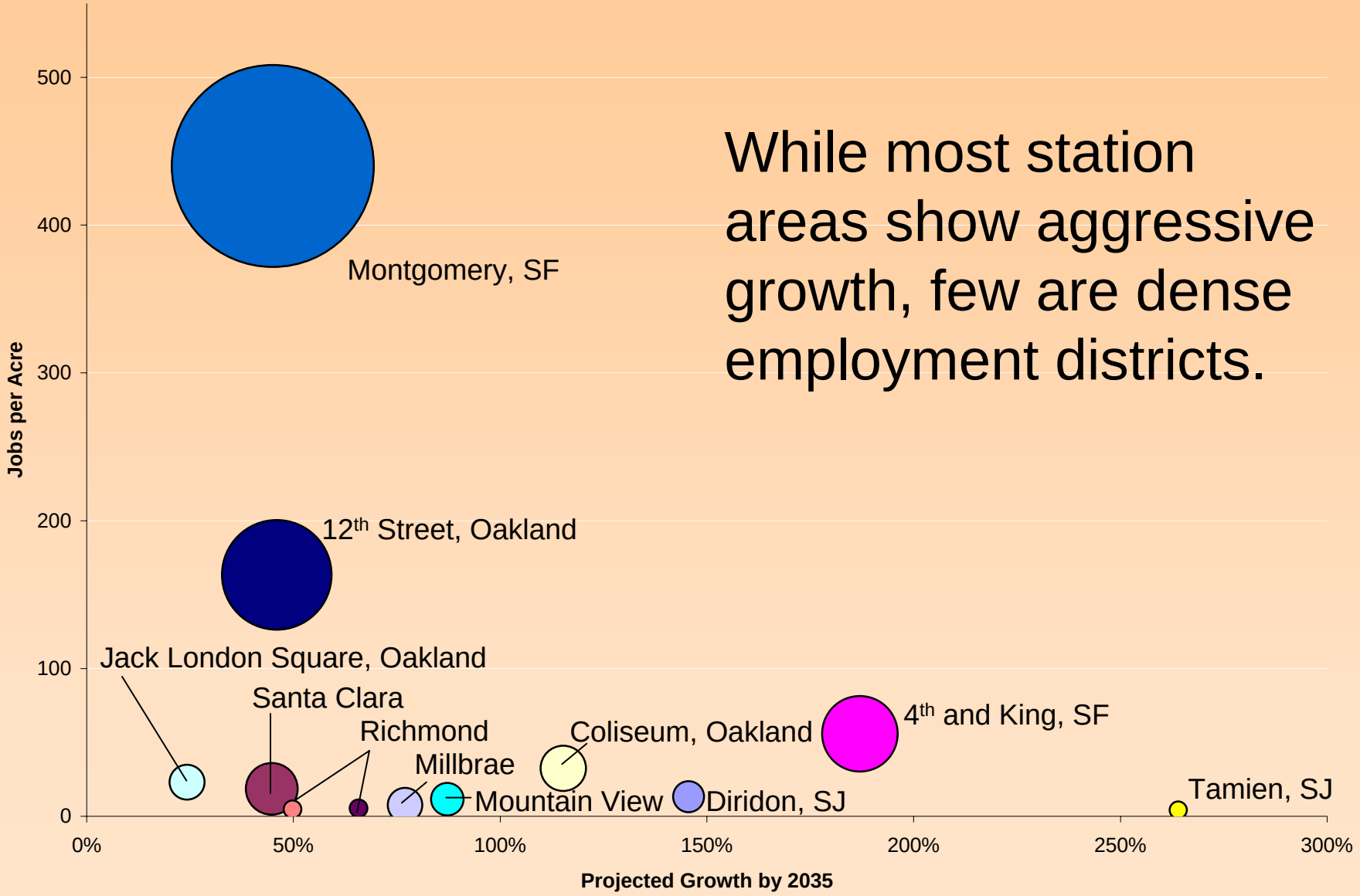

Jobs
Sonoma County
Napa County
Solano County
Yolo County
Sacramento County
Marin County
Contra Costa County
San Joaquin County
San Francisco
Alameda County
San Mateo County
Santa Clara County
gend
PDA
al Jobs by Census Block
mber of Jobs
200 - 500
500 - 1000
1000 - 2000
2000 - 3000



Job Growth Near Fixed Rail Stations

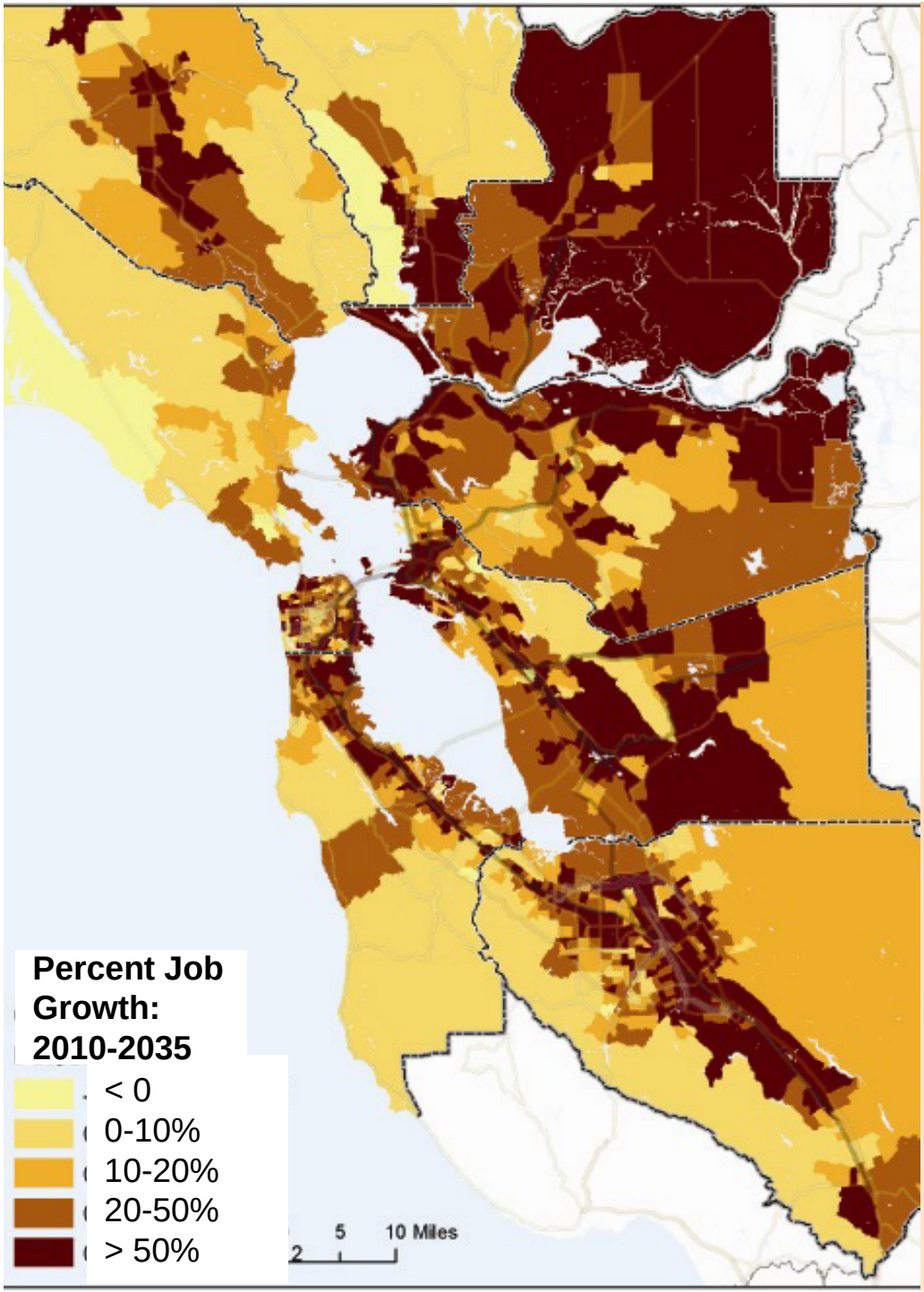
Most existing fixed-rail station areas are projected to grow substantially by 2035.

Station Area Employment Density and Growth



While most station areas show aggressive growth, few are dense employment districts.

Job density for blocks within a quarter mile of the multimodal station; projected growth for station tract. Area of circle scaled by total jobs.



Regional Job Growth

Projections 2009 also shows aggressive job growth in less transit-served areas by 2035.

Questions

What kind of analysis would be most useful for regional and county-level discussion in the Sustainable Communities Strategy?

Questions

To what extent should we promote a job lens for the SCS? How would a regional job policy work with existing housing policy and local economic development programs?

Association of Bay Area Governments

A Regional Employment Framework for the Sustainable Communities Strategy

Regional Planning Committee

October 6, 2010

Employment and the Sustainable Communities Strategy

<u>Outline</u>

- Context
- Employment Change
- Job Location
- Jobs and Transit
- Questions

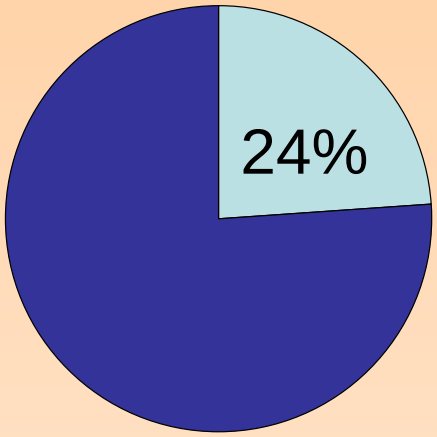
Employment and the Sustainable Communities Strategy

Employment and job location link the sustainable communities strategy to both:

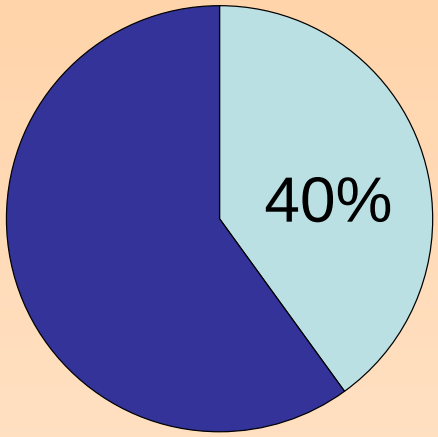
- concern over jobs and the economy
- regional economic competitiveness

Employment and the Sustainable Communities Strategy

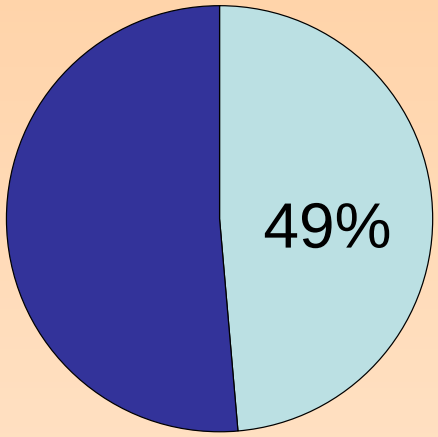
The commute:



Total Trips



Vehicle Miles Traveled



Transit Trips

Employment and the Sustainable Communities Strategy

The focus of this work is on the relationship between transit and employment, and the potential of denser, transit-served office development

Employment and the Sustainable Communities Strategy

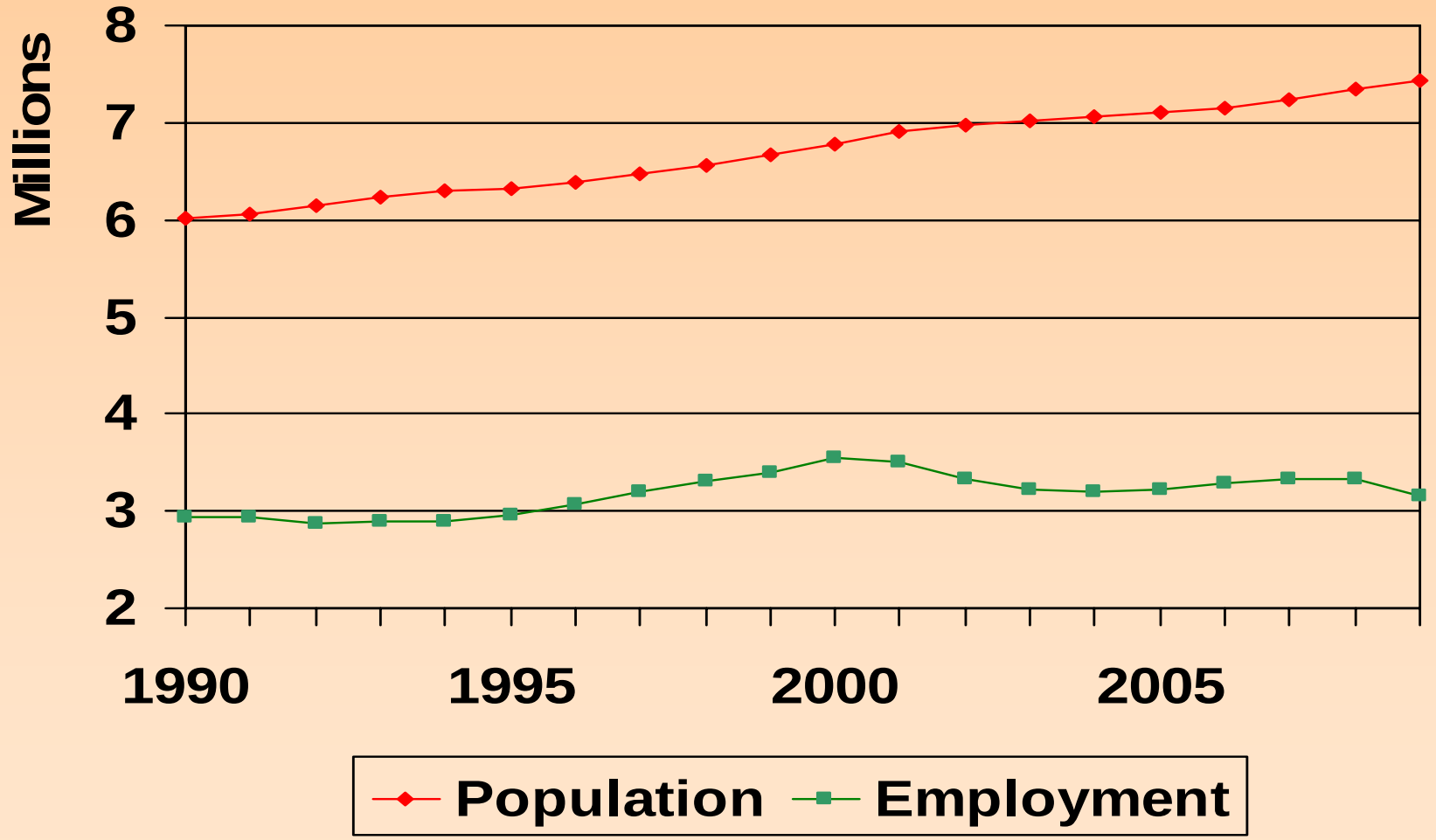
This report will inform:

- What targets are important for employment?
- What options are there for the allocation of jobs and how do they perform?
- Should growing employment centers near transit be incorporated into Priority Development Areas in some form?
- Should jobs and destination stations be incorporated into an updated TOD Policy?
- How can transit better serve the workplace?

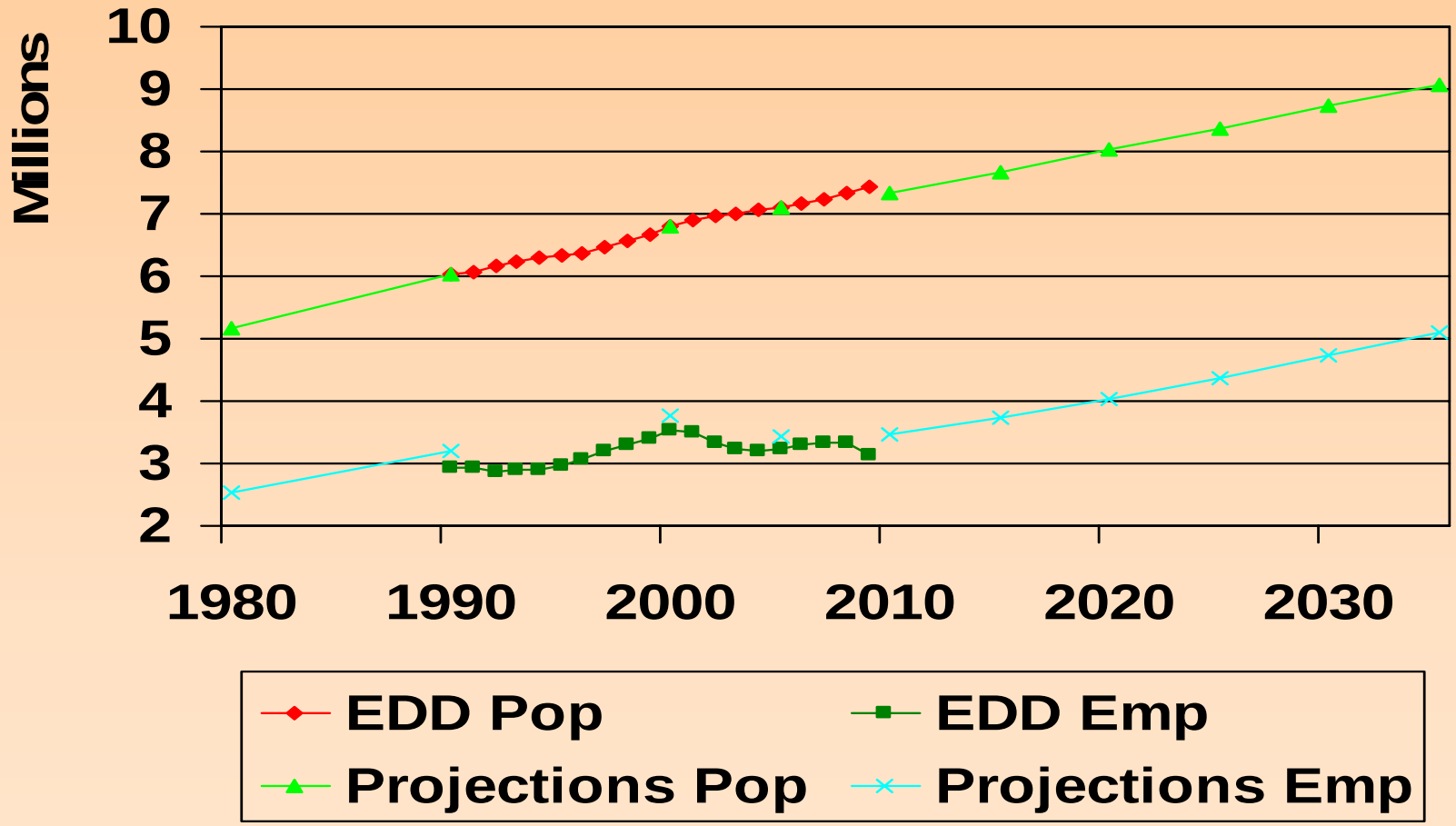
Regional Employment Change

What does the current job picture look like? What sectors have been growing? Where has growth been occurring?

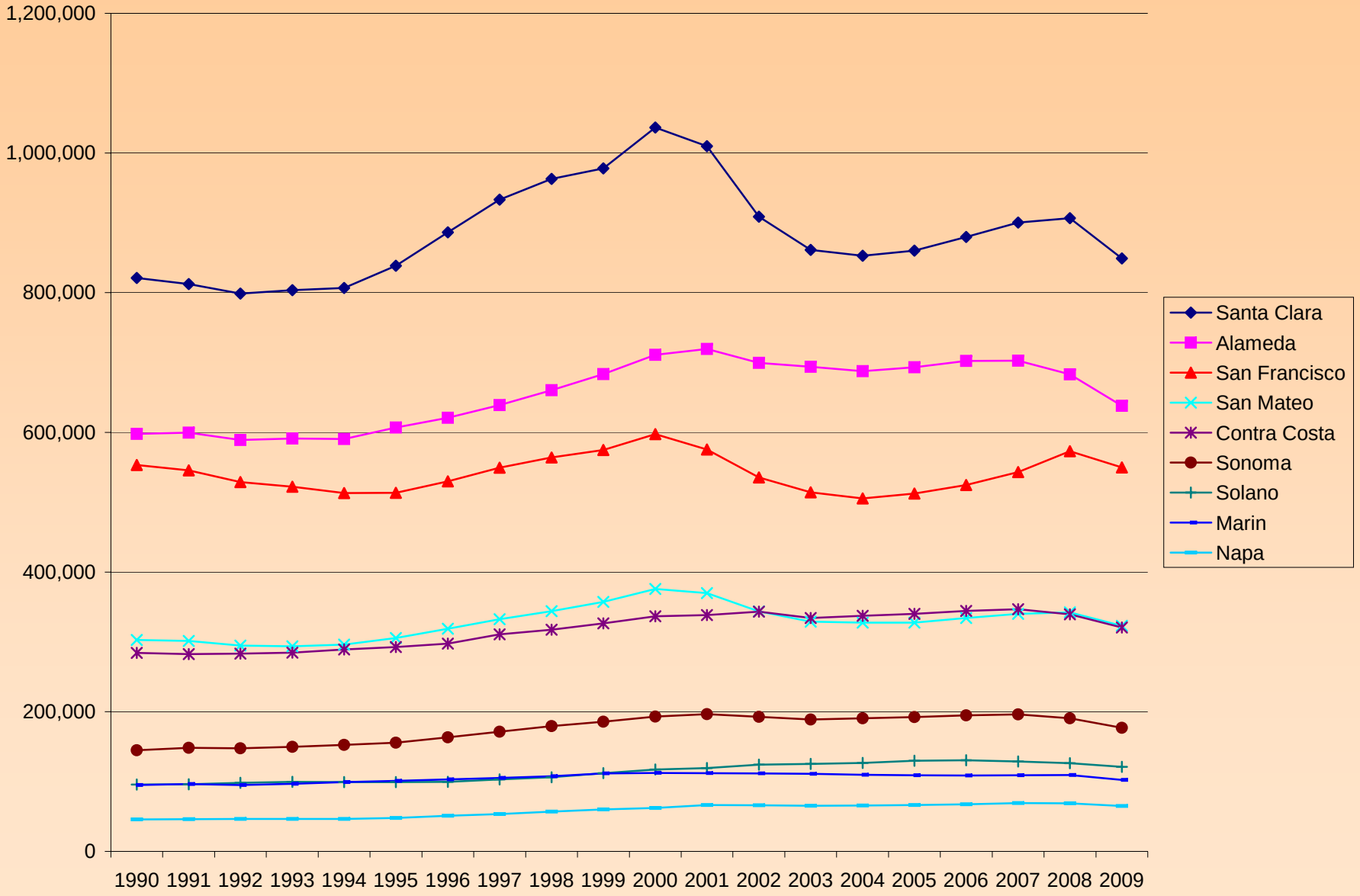
Bay Area Population and Employment



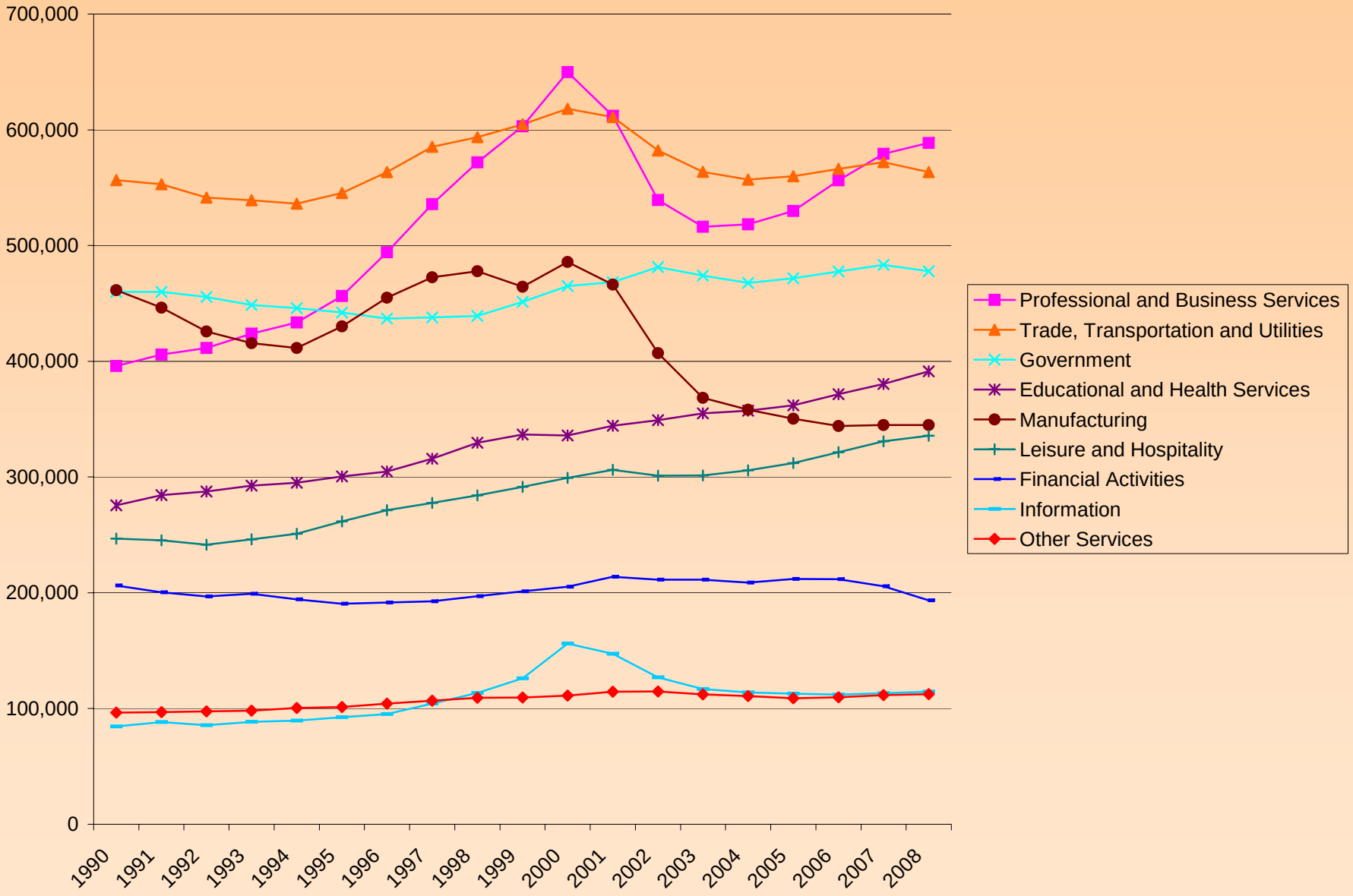
Population and Employment Projected

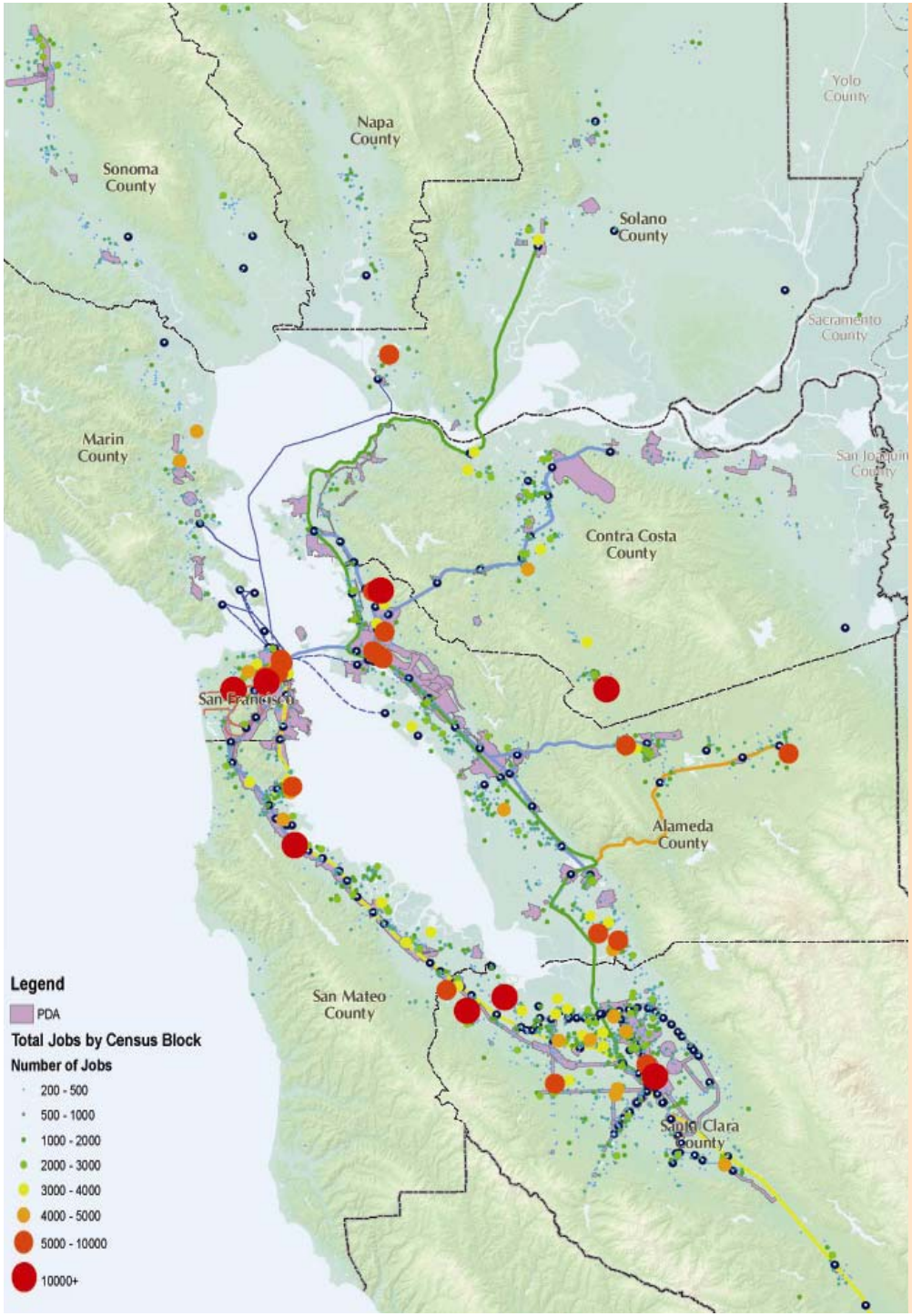


Employment by County



Regional Employment by Sector



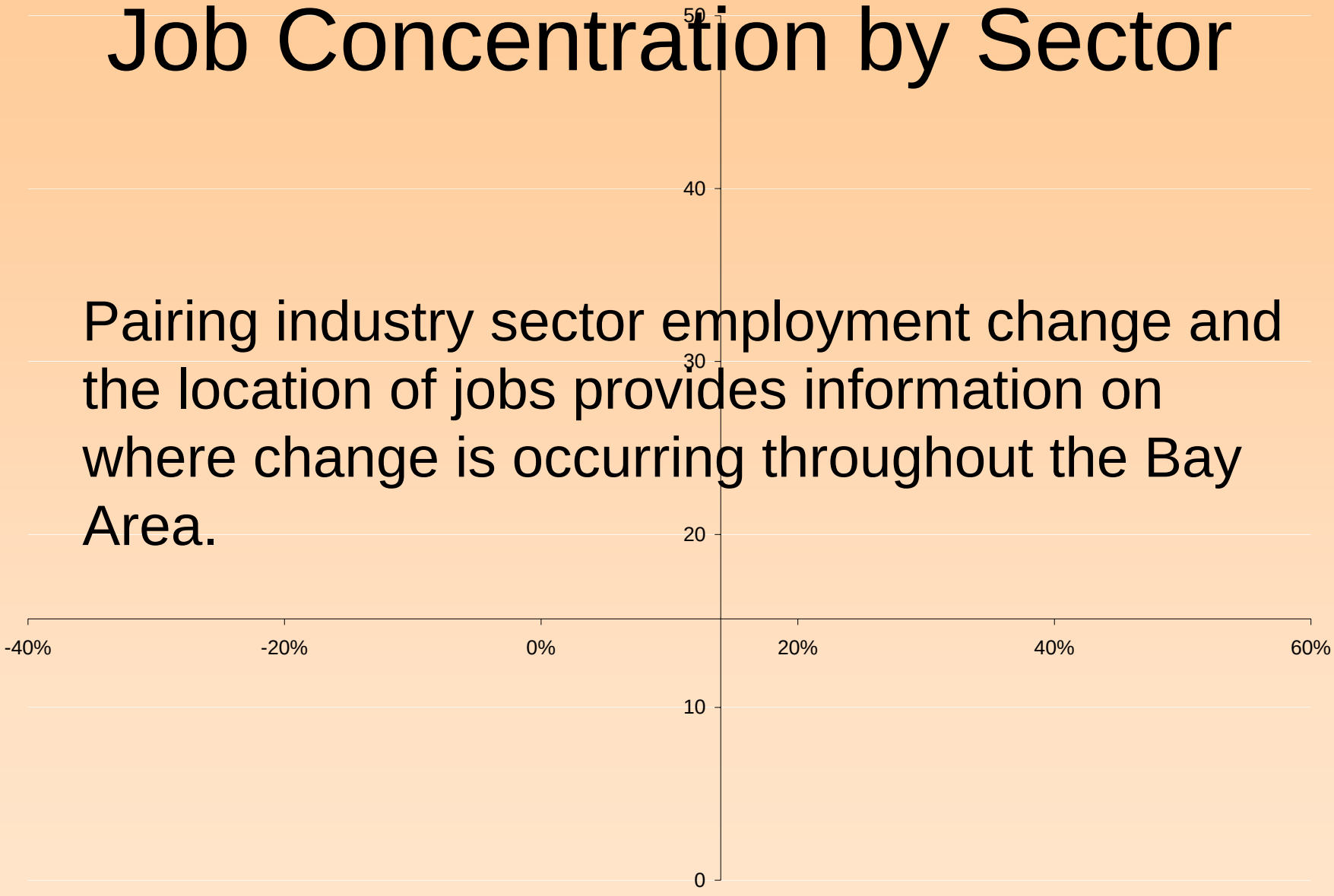


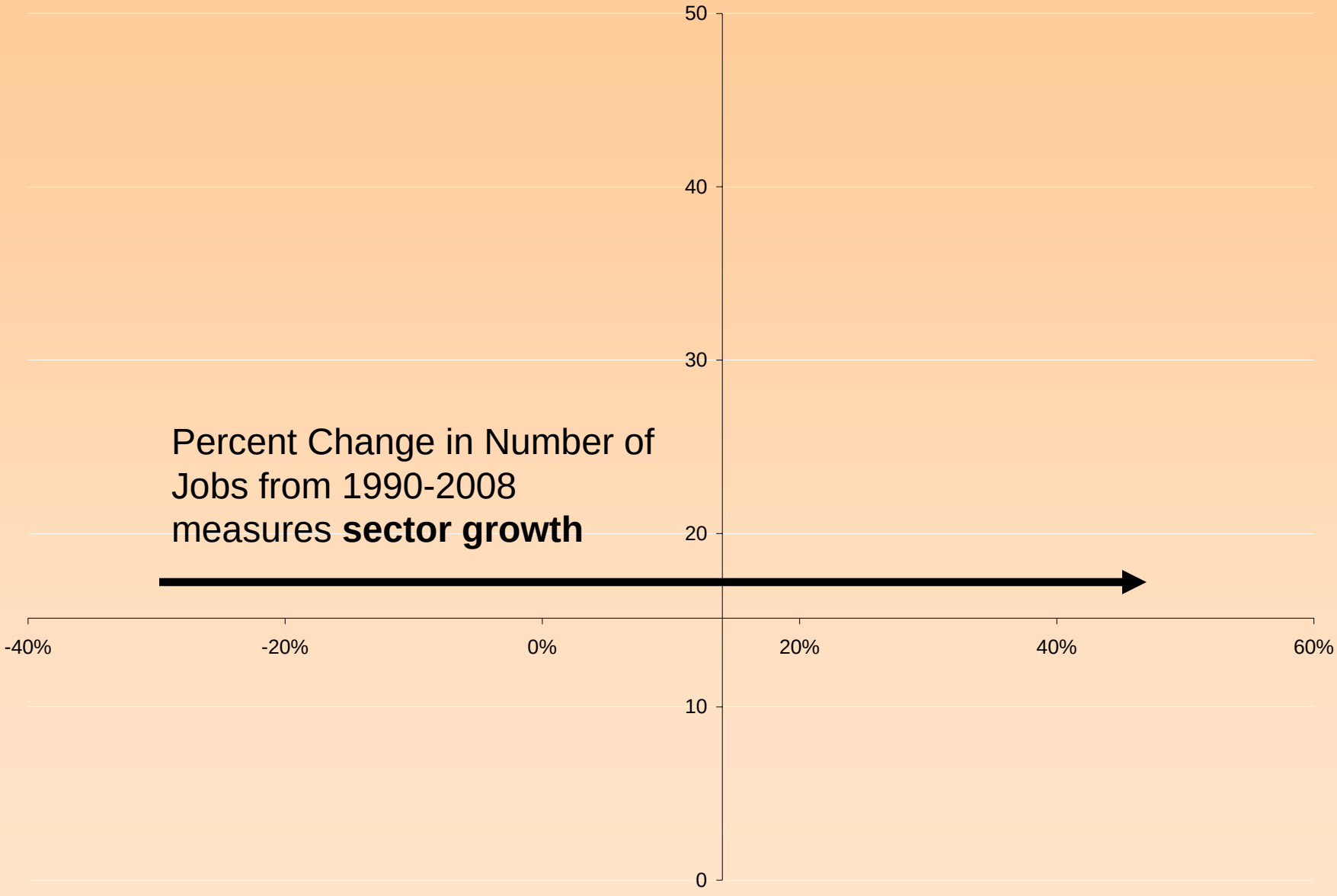
Job Location

Jobs are scattered through many parts of the Bay Area; however, there are relatively few large-scale employment centers.

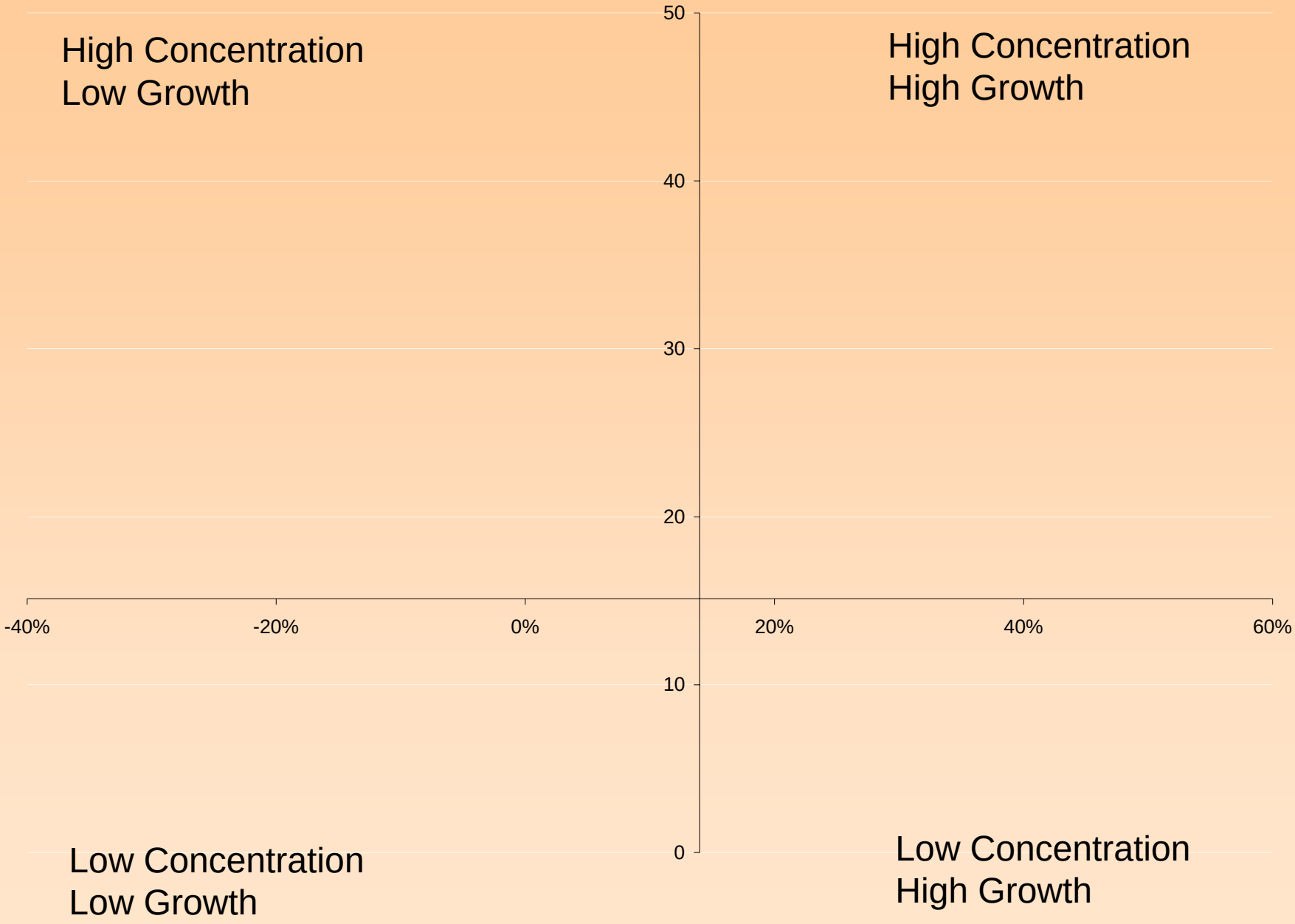
Job Concentration by Sector

Pairing industry sector employment change and the location of jobs provides information on where change is occurring throughout the Bay Area.

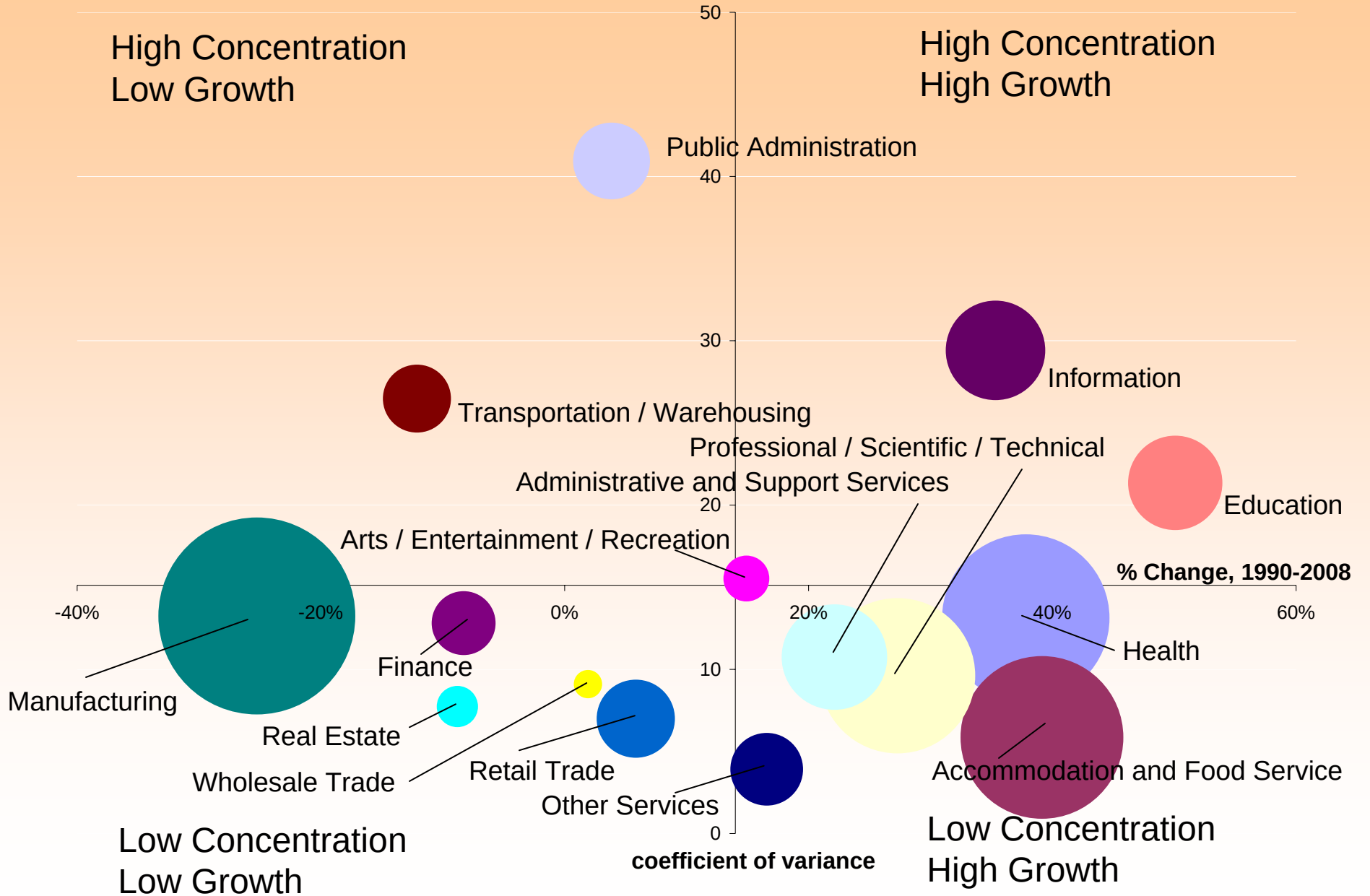



50
40
30
20
10
0
-40%
-20%
0%
20%
40%
60%
Percent Change in Number of Jobs from 1990-2008 measures **sector growth**

Coefficient of Variance of Jobs per Census Block as a measure of **spatial concentration**
50
40
30
20
10
0
-40%
-20%
0%
20%
40%
60%

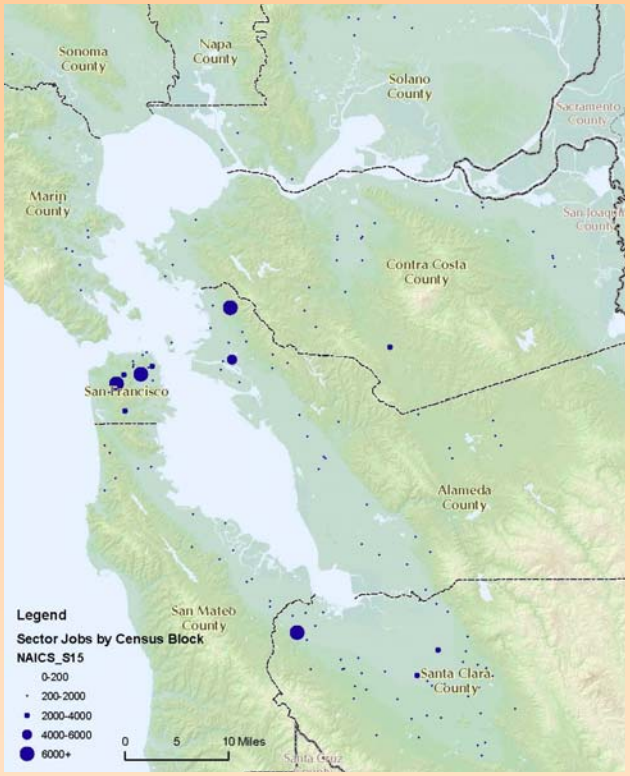

High Concentration
Low Growth
High Concentration
High Growth
Low Concentration
Low Growth
Low Concentration
High Growth
50
40
30
20
10
0
-40%
-20%
0%
20%
40%
60%

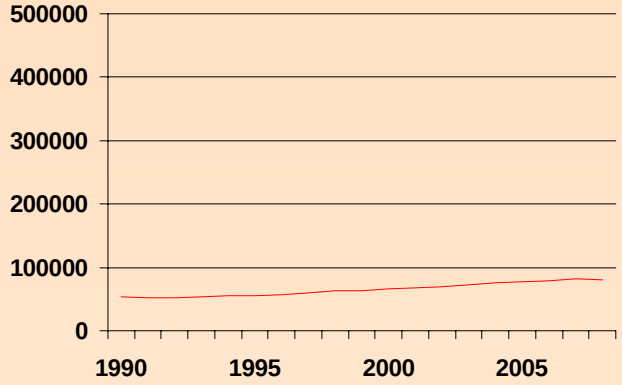
Sector Growth and Spatial Concentration



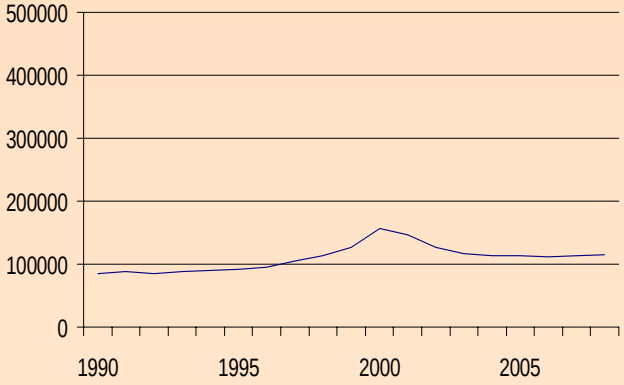
Area of circle scaled by total change in jobs

Educational Services

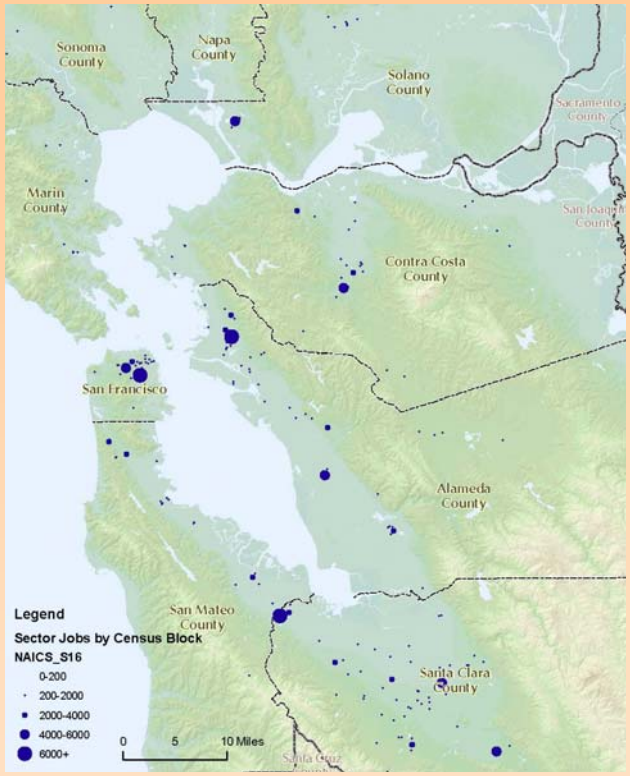


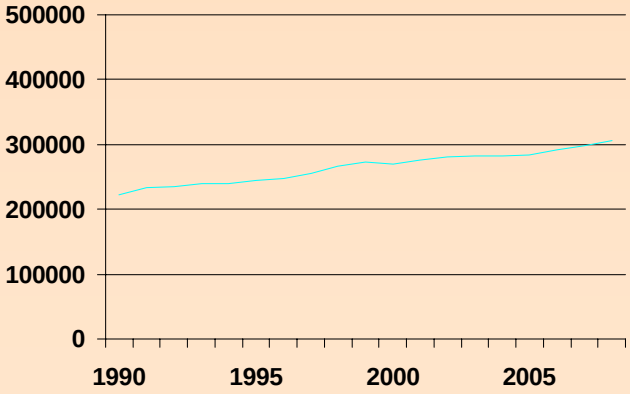


Information

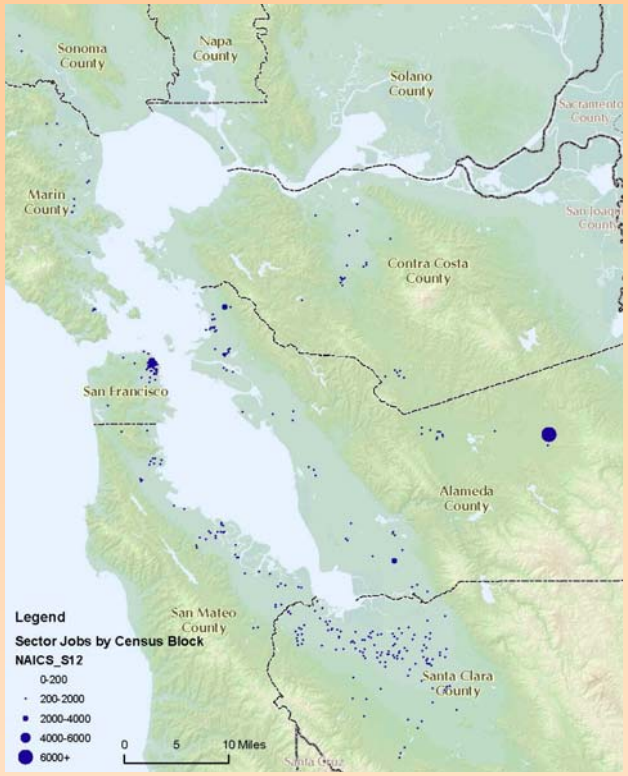


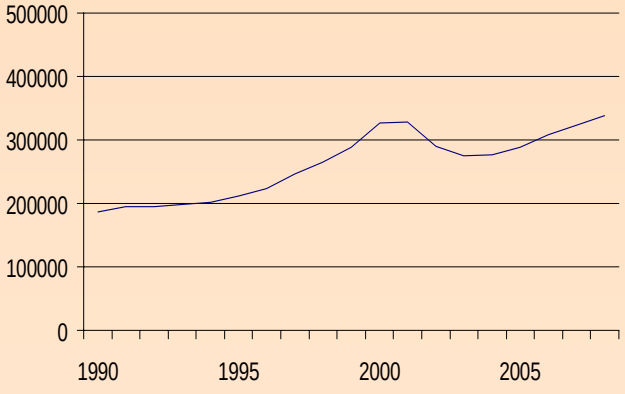
Health Care and Social Assistance



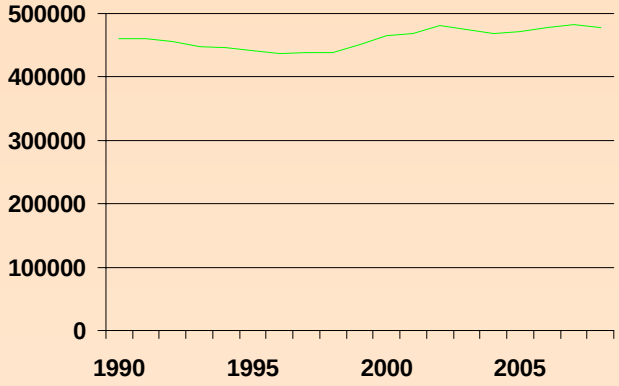


Professional, Scientific, Technical

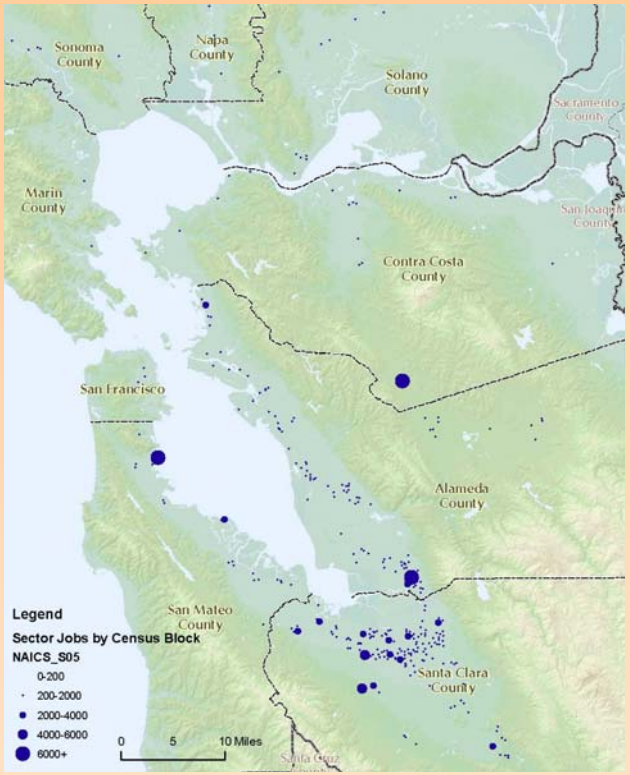


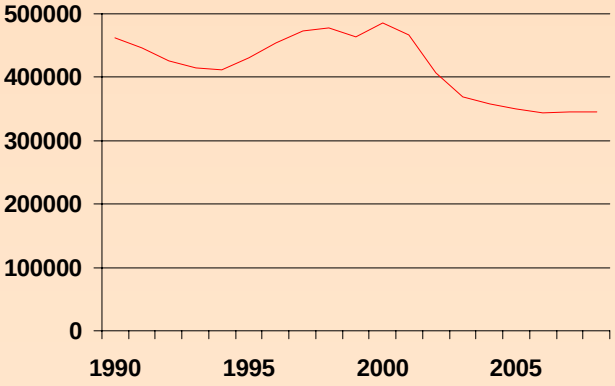


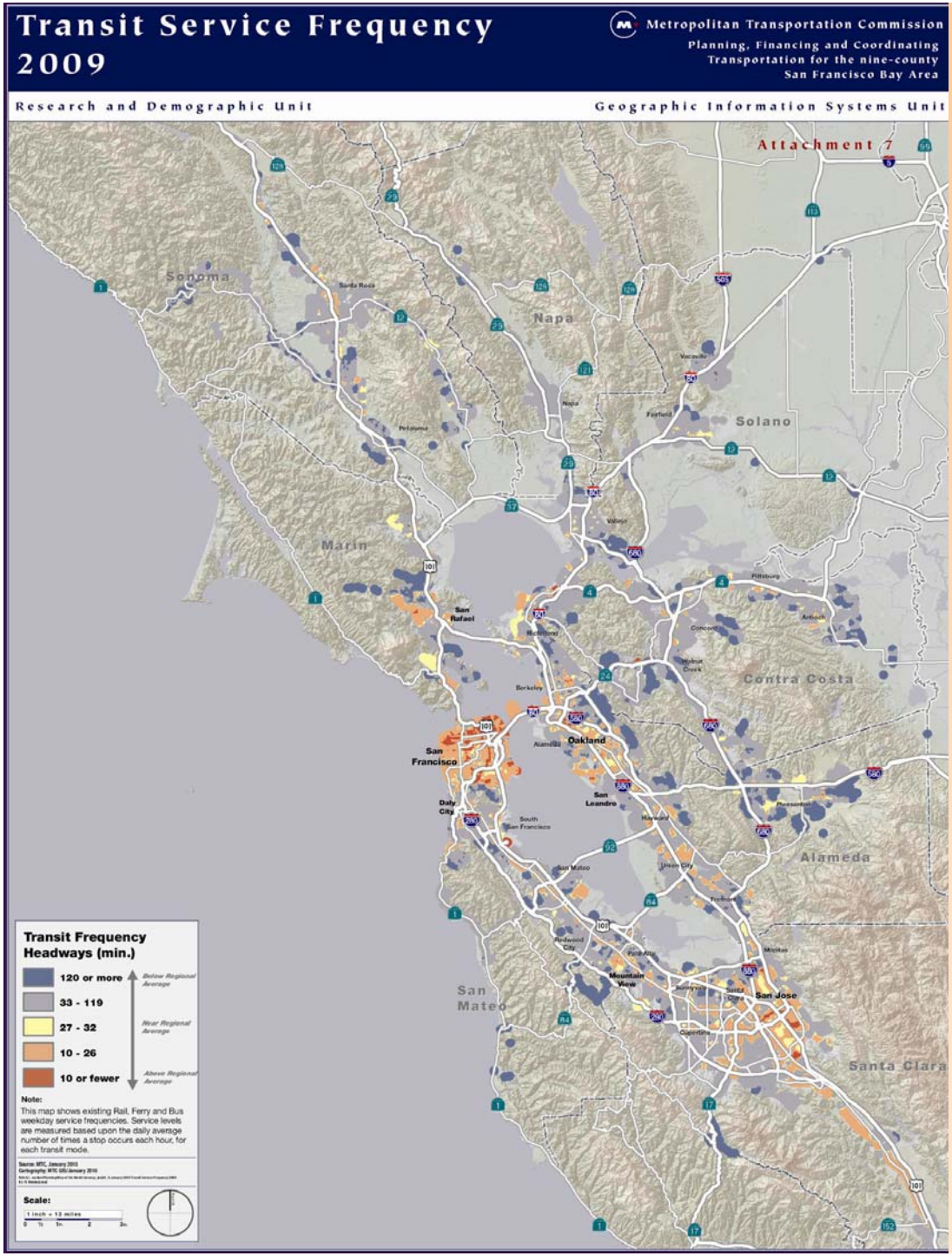
Public Administration



Manufacturing

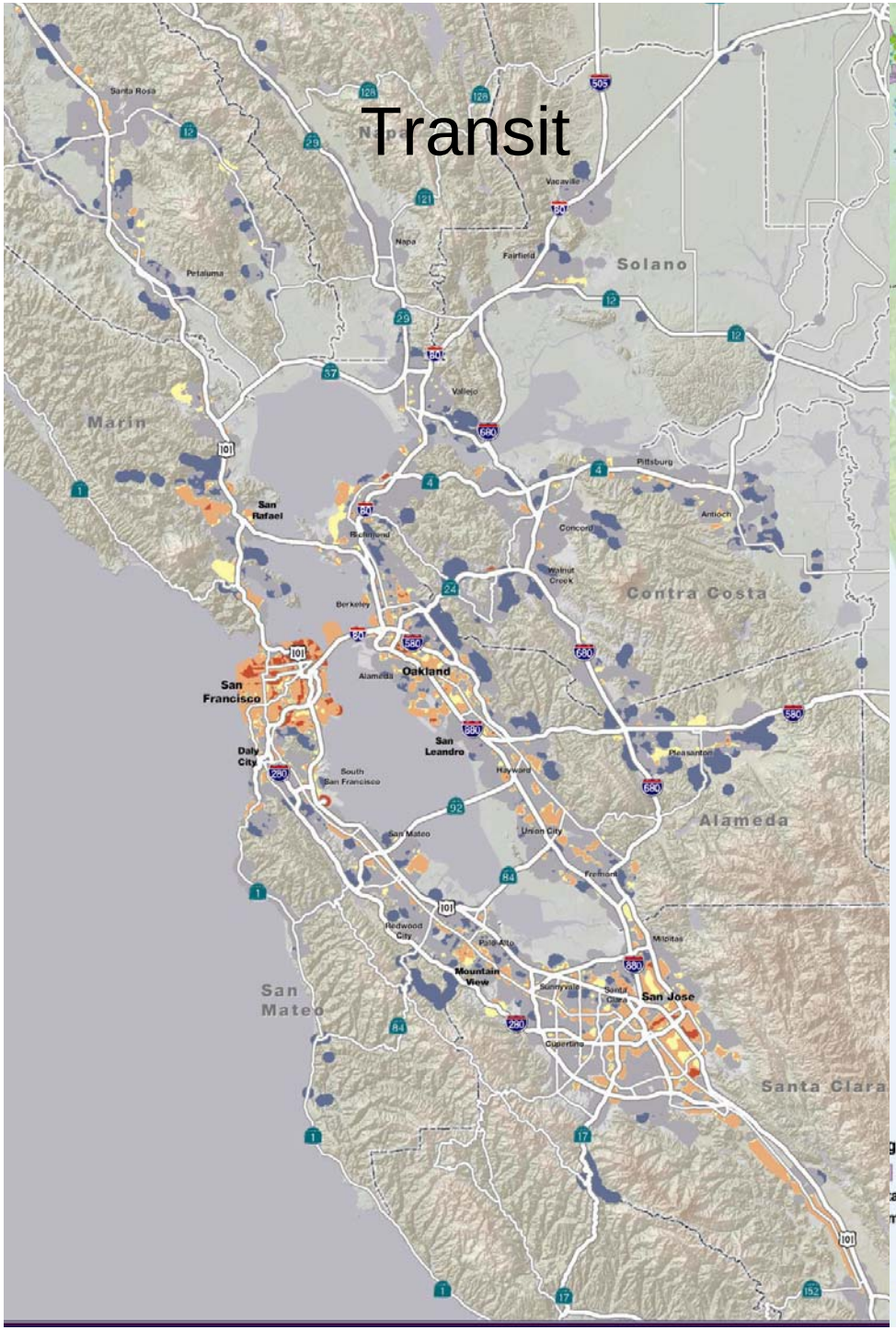


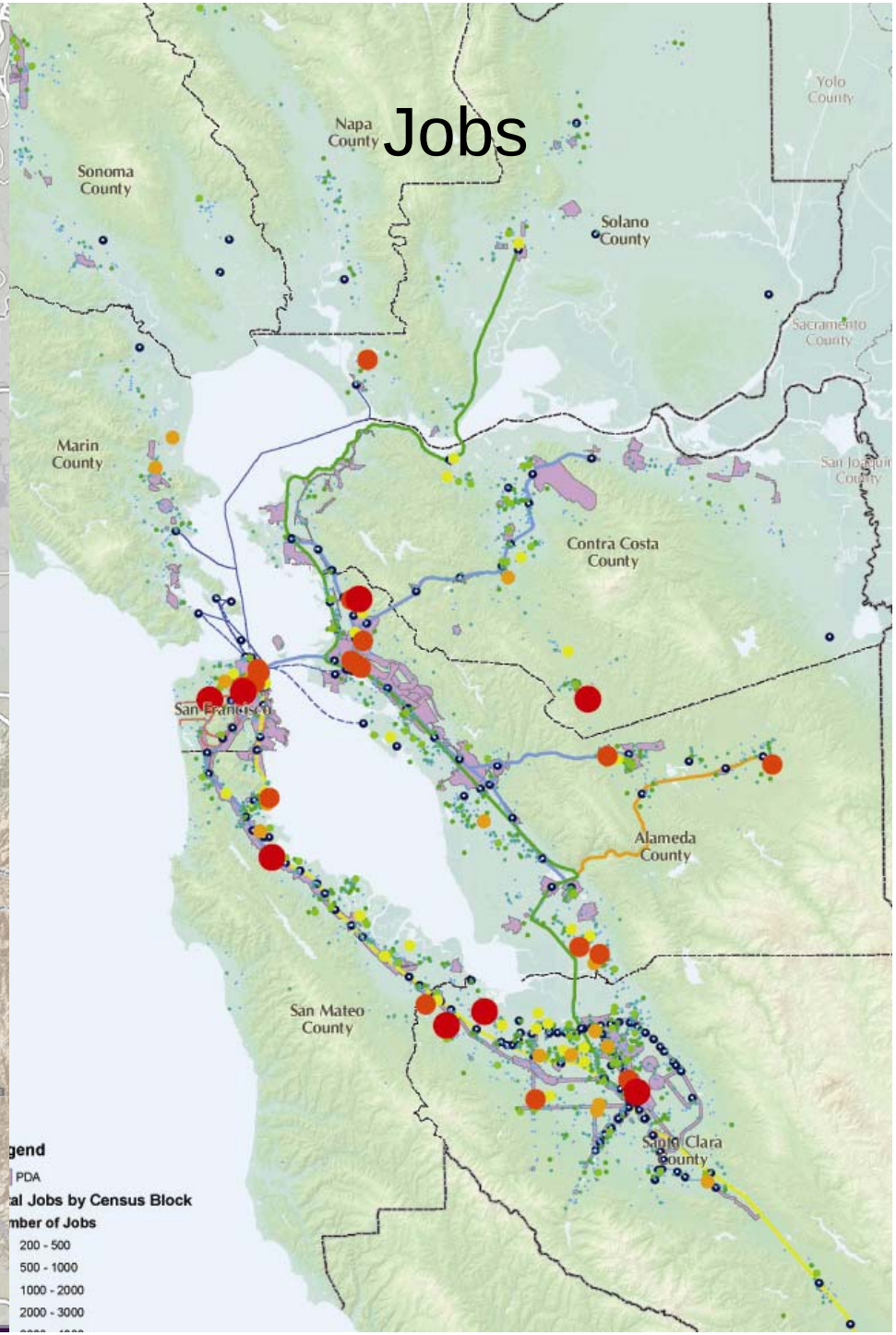


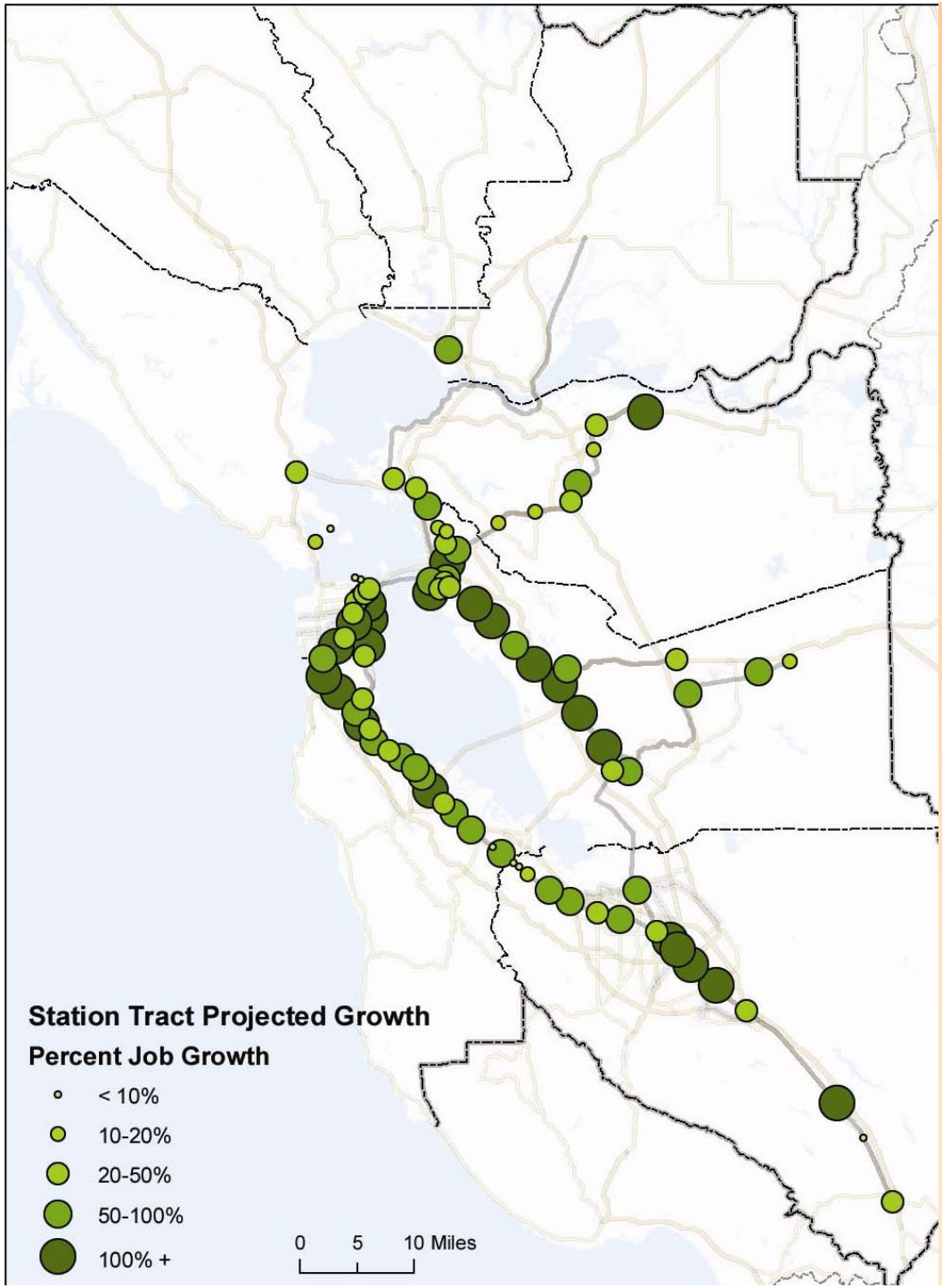


But how do these jobs relate to transit service?

Commute VMT is a function of how well transit serves employment centers as well as how well local housing options match local jobs.


Transit
Solano
Marin
Contra Costa
Alameda
San Mateo
Santa Clara
San Francisco
Oakland
San Jose
San Rafael
Daly City
San Leandro
Mountain View
Santa Rosa
Petaluma
Napa
Vacaville
Fairfield
Vallejo
Pittsburg
Antioch
Concord
Walnut Creek
Berkeley
Alameda
Hayward
Pleasanton
Union City
Fremont
San Mateo
South San Francisco
Redwood City
Palo Alto
Milpitas
Sunnyvale
Santa Clara
Cupertino

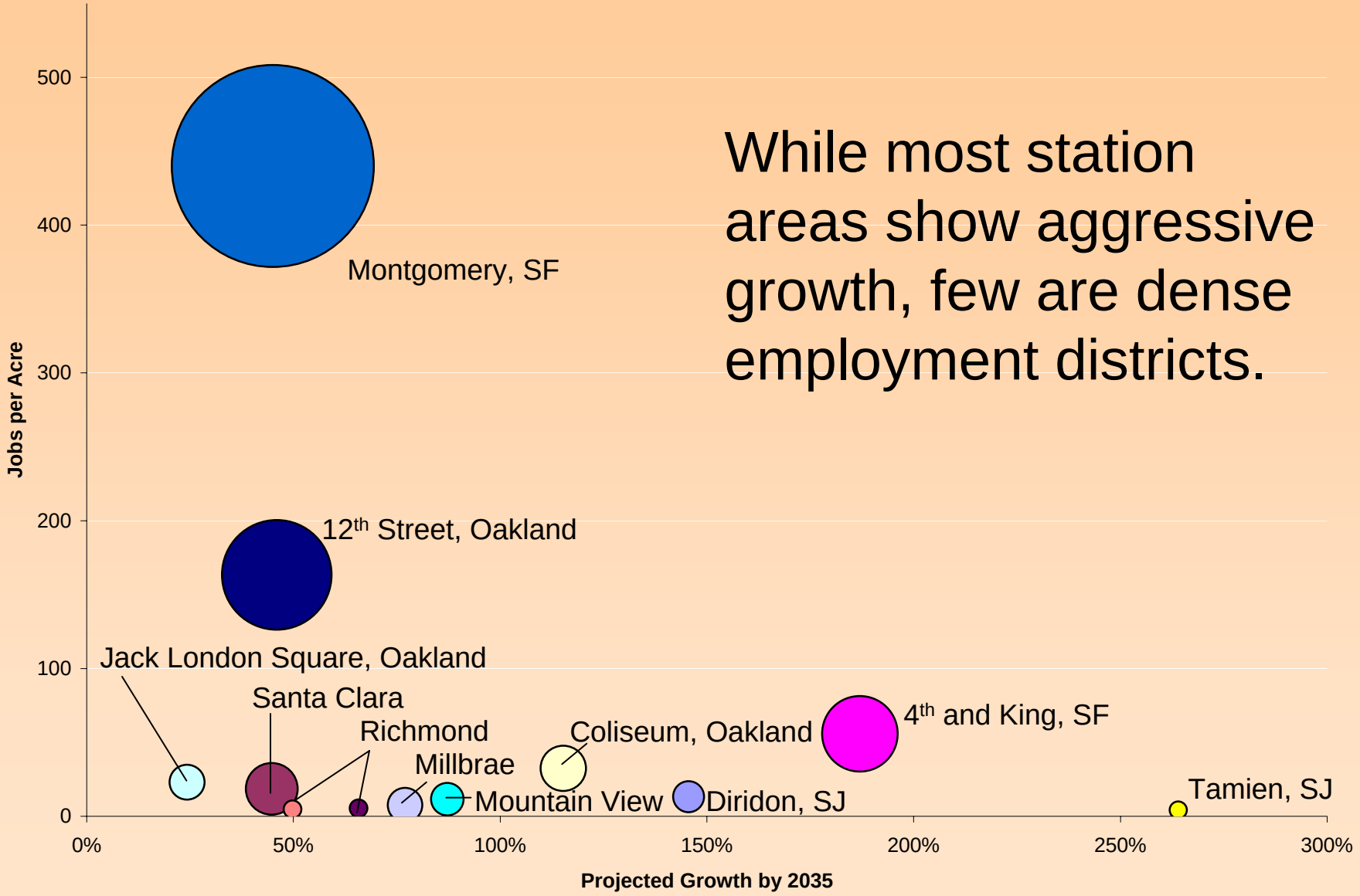

Jobs
Sonoma County
Napa County
Solano County
Yolo County
Sacramento County
Marin County
Contra Costa County
San Joaquin County
San Francisco
Alameda County
San Mateo County
Santa Clara County
gend
PDA
al Jobs by Census Block
mber of Jobs
200 - 500
500 - 1000
1000 - 2000
2000 - 3000



Job Growth Near Fixed Rail Stations

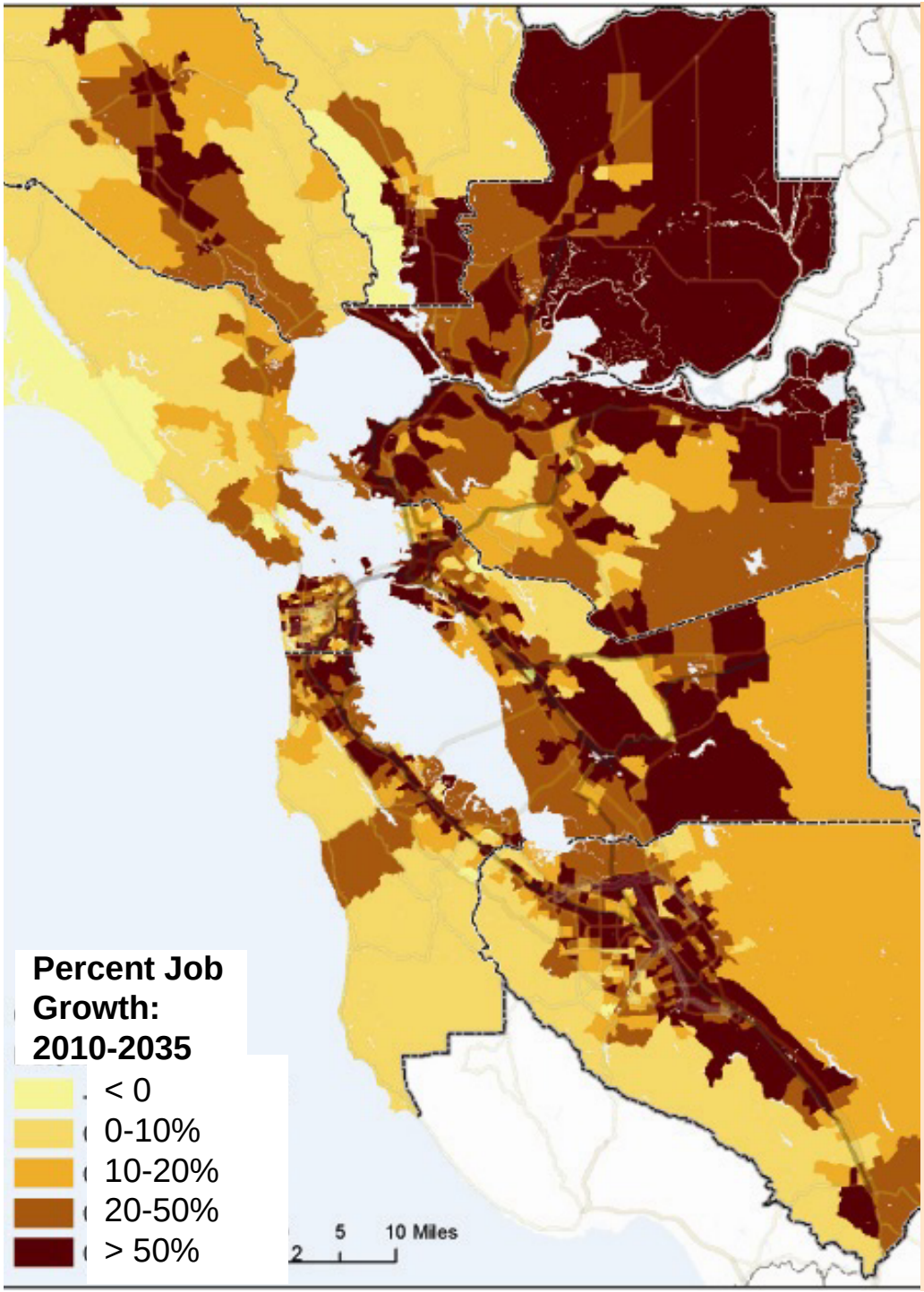
Most existing fixed-rail station areas are projected to grow substantially by 2035.

Station Area Employment Density and Growth



While most station areas show aggressive growth, few are dense employment districts.

Job density for blocks within a quarter mile of the multimodal station; projected growth for station tract. Area of circle scaled by total jobs.



Regional Job Growth

Projections 2009 also shows aggressive job growth in less transit-served areas by 2035.

Questions

What kind of analysis would be most useful for regional and county-level discussion in the Sustainable Communities Strategy?

Questions

To what extent should we promote a job lens for the SCS? How would a regional job policy work with existing housing policy and local economic development programs?

OneBayArea

Regional Employment Policy Framework
Draft Outline
September 27, 2010

I Introduction

Overview

With commuting representing over 40% of the total vehicle miles traveled in the Bay Area, reducing the length of commutes and increasing non-auto commutes are essential for reducing the region's greenhouse gas emissions. Housing location and affordability are key issues in the Bay Area, for both commute choice and economic competitiveness. However, housing near transit alone will not change commute behavior – jobs must also be more accessible by transit and other modes. Research has shown that the commute trip is the easiest trip type to shift to transit and that the distance from the transit stop to the workplace is a key factor in mode choice.

At the same time, the trend over the past several decades has been employment decentralization and low-density office development. With the majority of jobs now located outside of central business districts, the region's commute pattern has become much more complex and dispersed. Bay Area goals for reducing VMT and increasing transit ridership will not succeed without shifting more work to transit-served employment centers.

This project takes a look at travel from the place of work perspective, with a focus on the densest and best transit-served employment areas in the region. By expanding the discussion of VMT reduction beyond housing location, this project connects the Sustainable Communities Strategy to the economic competitiveness of the region and opportunities for supporting job growth. Key issues we have identified include jobs-related targets and indicators, engaging the business community in the SCS, and informing the growth allocation process and the sub-regional discussions.

Other Regional Job Issues

While our focus is on transit-served office employment areas, this work relates to a number of regional job issues, including: maintaining industrial land, businesses, and jobs; last-mile connections to transit for low-density job areas; industrial park/campus redevelopment; other major destinations (commercial, entertainment, university, medical); equitable access to jobs; industry clustering and regional economic development; and economic development in poorer inner-bay communities and smaller outer-bay communities.

Other Considerations

The discussion of regional employment policies raises a number of other issues that would be explored through our analysis: the variation in fiscal impacts for different local jurisdictions; over-zoning for jobs and fierce competition among local jurisdictions for employers; current economic conditions and vacancy rates and the uncertainty over future commercial development; changing workplace trends; the

degree to which land use policy and transit investments influence employer location decisions; and the extent to which job-based policies or incentives would pull resources from housing production, while housing affordability is still considered a threat to the region's economic competitiveness.

II Job Location

- Where are the densest, job-rich areas in the region?
    - Identify the top employment centers/areas, their share of jobs within cities/counties/region, and their relation to Priority Development Areas and transit
- Trends – how has job density changed over time in the region in the Bay Area?

III Industry Growth and Concentration

- Growth trends in industry sectors from 1990-2008
- Projected industry sector growth
- Spatial concentration of jobs by industry sector

IV Access and Density

- Density & growth – What is the past and projected growth in major employment centers?
- Density & transit – What is the past and projected growth of station areas and transit expansion areas?

V Policy Findings / Strategies

<u>Potential SCS Targets and Indicators</u>

- Jobs-transit targets
- Indicators of economic well-being, the relation of the SCS to economic strength of the region, measures of regional economic development

<u>Engaging the Business Community and Local Jurisdictions Around Employment in the SCS</u>

- What is the level of business community and economic development staff interest in these issues?
- What are the best pathways for these folks to directly input into the SCS process?
- What other topics are most relevant to the business community and local staff? Potential related topics include clustering of industries, transit to workplace, labor market access, and retooling low-density, single-use sites.

OneBayArea

Informing the Growth Allocation Process

- What are our assumptions about the distribution of employment and the variables that influence distribution?
- What growth scenarios should we consider specifically with respect to where job growth occurs and what employment-related policies are evaluated?
- What are the policies and investments most-meaningful for employers or employment centers?

Other Regional Policies

- Resolution 3434 TOD Policy: Is there an effective way to include jobs in the TOD Policy that accounts for the transit benefits of connecting regional destinations without sacrificing the crucial emphasis on housing production?
- PDA Framework: How do we incorporate growing employment centers into the Priority Development Area framework without undermining the regional emphasis on housing production? What transit service or job density thresholds should be required?
- Transit Sustainability Project: What transit service issues have disproportionate impacts on access to work and non-auto commute trip mode share? How can transit better serve the workplace?