The Regional Task

- Integrate land use and transportation planning
- Reduce greenhouse gas emissions from by 15% per capita by 2035
- House the region’s population at all income levels
- Embody local visions
- Stretch available revenues through smart investments
- Increase economic competitiveness
- Preserve our natural environment
- Help ensure a healthy, vibrant region for our children and grandchildren
### Setting Our Sights: Performance *Matters*

**Adopted Plan Bay Area Performance Targets**

<table>
<thead>
<tr>
<th>Economy</th>
<th>Environment</th>
<th>Equity</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Economic Vitality" /></td>
<td><img src="image" alt="Climate Protection" /> <img src="image" alt="Open Space and Agricultural Preservation" /></td>
<td><img src="image" alt="Adequate Housing" /> <img src="image" alt="Equitable Access" /></td>
</tr>
<tr>
<td>Increase gross regional product</td>
<td>Reduce per-capita greenhouse gas emissions from cars and light-duty trucks</td>
<td>House all of the region’s projected housing growth</td>
</tr>
<tr>
<td><img src="image" alt="Transportation System Effectiveness" /></td>
<td>Reduce premature deaths from exposure to particulate emissions</td>
<td>Decrease housing and transportation costs as a share of low-income household budgets</td>
</tr>
<tr>
<td>Increase non-auto mode share</td>
<td>Reduce injuries and fatalities from collisions</td>
<td></td>
</tr>
<tr>
<td>Maintain the transportation system</td>
<td>Increase average daily time spent walking or biking</td>
<td></td>
</tr>
</tbody>
</table>
Plan Bay Area Development Process

- **Vision Scenarios**
  - Winter 2011 (1/11 – 3/11)
  - Adopt Performance Targets

- **Alternative Scenarios**
  - Winter 2011-12 (1/11 – 1/12)
  - Adopt Equity Measures

- **Preferred Scenario**
  - Spring 2012
  - EIR Alternatives

- **DRAFT**
  - Summer 2012 – Winter 2013
  - EIR
  - Performance Assessment Report
  - Equity Analysis Report

- **FINAL Plan**
  - July 2013
Draft Plan Bay Area = Preferred Scenario approved May 2012

- Jobs-Housing Connection Strategy
- Transportation Investment Strategy
Draft Plan Bay Area

Growth Trends
## Regional Growth

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2040</th>
<th>Growth 2010-2040</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Jobs</strong></td>
<td>3,385,000</td>
<td>4,505,000</td>
<td>1,120,000</td>
</tr>
<tr>
<td><strong>Population</strong></td>
<td>7,151,000</td>
<td>9,299,000</td>
<td>2,148,000</td>
</tr>
<tr>
<td><strong>Housing Units</strong></td>
<td>2,786,000</td>
<td>3,446,000</td>
<td>660,000</td>
</tr>
</tbody>
</table>
Employment Trends
Knowledge-based and Service Industries Lead Job Growth

- Nearly 75% of new jobs in professional services, health and education, and leisure and hospitality
Employment Trends
Knowledge sector and service sectors expected to grow have shown a strong preference for locations near transit in urban centers
Population Trends
Region will grow significantly more diverse.

Figure 1 Share of Population by Race and Ethnicity, 2010 and 2040

Sources: 2010 Census, California Department of Finance, ABAG
Population Trends
Senior population will grow dramatically.

Figure 2  Bay Area Population by Age, 2010 and 2040

Sources: 2010 Census, California Department of Finance, ABAG
Housing Trends
Aging, more diverse population drives demand for multi-family housing near services and transit.

Figure 6 Bay Area Housing Construction By Type, 1990–2010

Source: U.S. Census
Draft Plan Bay Area

Growth Strategy
Regional Growth Strategy

Priority Development Areas

- Nearly 170 city nominated-areas in over 60 cities and counties
  - Within an existing community/Infill development area
  - Near existing/planned transit
  - Providing housing and/or jobs
  - Diversity of densities and community identities
Regional Growth Strategy

Priority Conservation Areas

- Areas to be retained for open space or farmland to maintain quality of life
- More than 100 locally nominated areas
Regional Growth Strategy
Focused Growth

- Non-urbanized land
- Urbanized land
- PDAs
  - Less than 5% of region’s land
  - Nearly 80% of new homes
  - Over 60% of new jobs
Draft Plan Bay Area

Investments
Revenue Forecast to 2040

- **Local**: 53% (Source: $154 billions, 53% of Total)
- **Regional**: 15% (Source: $43 billions, 15% of Total)
- **State**: 16% (Source: $45 billions, 16% of Total)
- **Federal**: 11% (Source: $33 billions, 11% of Total)
- **Anticipated**: 5% (Source: $14 billions, 5% of Total)

**Total**: $289 billions (100% of Total)
Committed and Discretionary Revenues

Total Revenue — $289 Billion

Committed
$232 Billion
80%

Discretionary
$57 Billion
20%
Committed Investments

Committed Revenue — $232 Billion

- Road and Bridge: Expand
  - 5%
- Transit: Expand
  - 5%
- Road and Bridge: Maintain Existing System
  - 30%
- Transit: Maintain Existing System
  - 60%
Discretionary Investments

Discretionary Revenue – $57 Billion

- Reserve ($2 Billion): 3%
- Maintain Existing System ($15 Billion): 26%
- Support Focused Growth: One Bay Area Grant Program ($14 Billion): 25%
- Build Next Generation Transit ($5 Billion): 9%
- Boost Freeway and Transit Efficiency ($4 Billion): 7%
- County Investment Priorities ($16 Billion): 29%
- Protect Our Climate (<$1 Billion): <1%

Discretionary Revenue

$57 Billion
## Highest Performing Transportation Projects

<table>
<thead>
<tr>
<th></th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BART Metro Program (including Bay Fair Connection &amp; Civic Center Turnback)</td>
</tr>
<tr>
<td>2</td>
<td>Treasure Island Congestion Pricing</td>
</tr>
<tr>
<td>3</td>
<td>Congestion Pricing Pilot</td>
</tr>
<tr>
<td>4</td>
<td>AC Transit Grand-MacArthur Bus Rapid Transit (BRT)</td>
</tr>
<tr>
<td>5</td>
<td>Freeway Performance Initiative</td>
</tr>
<tr>
<td>6</td>
<td>Intelligent Transportation System (ITS) Improvements in San Mateo Co.</td>
</tr>
<tr>
<td>7</td>
<td>ITS Improvements in Santa Clara Co.</td>
</tr>
<tr>
<td>8</td>
<td>Irvington BART Station</td>
</tr>
<tr>
<td>9</td>
<td>SFMTA Transit Effectiveness Project</td>
</tr>
<tr>
<td>10</td>
<td>Caltrain Service Frequency Improvements (6-train Service during Peak Hours) + Electrification (SF to Tamien)</td>
</tr>
<tr>
<td>11</td>
<td>BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)</td>
</tr>
<tr>
<td>12</td>
<td>Van Ness Avenue BRT</td>
</tr>
<tr>
<td>13</td>
<td>Better Market Street</td>
</tr>
</tbody>
</table>
## Performance Results

<table>
<thead>
<tr>
<th>Plan Meets or Exceeds Six Targets</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Climate Protection</strong></td>
<td>Reduce per-capita emissions from cars and light duty trucks by 15%</td>
</tr>
<tr>
<td><strong>Adequate Housing</strong></td>
<td>House 100% of the region’s projected growth</td>
</tr>
<tr>
<td><strong>Healthy and Safe Communities</strong></td>
<td>Reduce premature deaths from exposure to fine particulate matter by 10%</td>
</tr>
<tr>
<td></td>
<td>Achieve greater reductions in highly impacted areas</td>
</tr>
<tr>
<td><strong>Open Space and Agricultural Land</strong></td>
<td>Direct all non-agricultural development within existing urban development and urban growth boundaries</td>
</tr>
<tr>
<td><strong>Economic Vitality</strong></td>
<td>Increase gross regional product (GRP) by 110%</td>
</tr>
</tbody>
</table>
# Performance Results

<table>
<thead>
<tr>
<th>Plan Makes Progress toward Five Targets</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Healthy and Safe Communities</strong></td>
<td>Reduce coarse particulate emissions by 30%</td>
</tr>
<tr>
<td><strong>Active Transport</strong></td>
<td>Increase average daily walking or biking per person by 70%</td>
</tr>
<tr>
<td><strong>Transportation System Effectiveness</strong></td>
<td>Increase non-auto trips to 26% of all trips</td>
</tr>
<tr>
<td></td>
<td>Decrease auto vehicle miles traveled (VMT) per person by 10%</td>
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<tr>
<td></td>
<td>Increase local road pavement condition to rating of 75 or better</td>
</tr>
</tbody>
</table>
## Performance Results

<table>
<thead>
<tr>
<th>Plan Moves in Opposite Direction from Four Targets</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce Injuries and Fatalities from Collisions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduce by collisions by 50%, including bike and pedestrian</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collisions increase by 18% during plan period</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equitable Access</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Decrease share of household income needed to cover transportation and housing costs from 66% to 56%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Share of household income projected to rise to 69% for low-income and lower-income households</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation System Effectiveness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Decrease number of poor quality highway lane miles to less than 10% of total highway system</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percentage projected to rise to 44% of total highway system</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Replace all buses, trains and other transit equipment on schedule</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Share of transit assets past their useful life projected to increase to 24%</td>
<td></td>
<td></td>
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</tbody>
</table>
Draft Plan Bay Area

A Plan To Build On
A Platform for Advocacy

Land Use
- Support PDA Development With Locally Controlled Funding
- Modernize CEQA
- Stabilize Federal Funding Levels
- “Defiscalize” Land Use Decision-making

Transportation
- Support Local Self-Help
- Seek Reliable Transportation Funding Levels and Flexibility
- Grow State Transportation Funding
A Work in Progress

A Vibrant Economy

- Improve Permitting Process
- Implement the Plan Bay Area Prosperity Plan
- Link Housing, Transportation and Economic Development

Cleaning Our Air

- Promote Healthy Infill Development
- Curb Greenhouse Gases
- Climate Adaptation and Sea Level Rise
- Earthquake Mitigation and Recovery
Remaining Plan Milestones

- Draft Plan Bay Area released: Late March 2013
- Public meetings in each county: April-May 2013
- Comment period closes: Mid-May 2013
- Comments presented to MTC/ABAG: Early June 2013
- Adoption of Plan Bay Area: July 2013
Discussion
Draft Plan Bay Area

Draft Environmental Impact Report
Draft Environmental Impact Report

1. Analyze and disclose the potential environmental effects of the adoption and implementation of the proposed Plan

2. Analyze a range of reasonable alternatives to the proposed Plan

3. Inform decision-makers, responsible and trustee agencies, and members of the public as to the range of environmental impacts of the proposed Plan

4. Recommend a set of measures to mitigate significant adverse impacts
Draft Environmental Impact Report

• Examines the proposed Plan and four alternatives

• Released on April 2, 2013

• 45 day comment period through May 16, 2013

• Submit Comments Multiple Ways:
  – Provide written or oral comments at EIR public hearings or Plan Bay Area Open Houses/Public Hearings
  – Submit comments by mail or via email by close of comment period
## Environmental Issue Areas

<table>
<thead>
<tr>
<th>• Transportation</th>
<th>• Water Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Air Quality</td>
<td>• Biological Resources</td>
</tr>
<tr>
<td>• Land Use &amp; Physical Development</td>
<td>• Visual Resources</td>
</tr>
<tr>
<td>• Energy</td>
<td>• Cultural Resources</td>
</tr>
<tr>
<td>• Climate Change &amp; Greenhouse Gases</td>
<td>• Public Utilities &amp; Facilities</td>
</tr>
<tr>
<td>• Noise</td>
<td>• Hazards</td>
</tr>
<tr>
<td>• Geology &amp; Seismicity</td>
<td>• Public Services &amp; Recreation</td>
</tr>
</tbody>
</table>
## Alternatives Evaluated in the Draft EIR

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Policies and Investments</th>
</tr>
</thead>
</table>
| **No Project**                           | • Existing 2010 land uses and local land use policies  
• Existing 2010 transportation network  
• Transportation projects (fully funded or environmental clearance) |
| **Transit Priority Focus**               | • Higher densities near high quality transit  
• Reduced Express Lane Network  
• Development fee linked to vehicle miles travelled  
• Higher peak-period Bay Bridge tolls; revenues used to fund additional BART and AC Transit investments |
| **Enhanced Network of Communities**      | • Based on input from business representatives  
• Includes higher population total  
• More dispersed growth pattern than proposed Plan  
• Transportation investment similar to proposed Plan  
• Higher peak period Bay Bridge tolls |
| **Environment, Equity and Jobs**         | • Based on input from equity & environmental stakeholders  
• Emphasized increasing opportunities for low income housing in job-rich communities  
• Uncommitted roadway expansion projects eliminated  
• VMT tax and higher peak period Bay Bridge tolls; revenues used to fund increased transit service throughout the region (other than Muni) |
Remaining EIR Milestones

- **Draft EIR released**
  - April 2, 2013

- **EIR Public hearings & PBA Public hearings**
  - April-May 2013

- **Comment period closes**
  - Mid-May 2013

- **Comments presented to MTC/ABAG; formal response to comments**
  - June-July 2013

- **Adoption of Final EIR**
  - July 2013