



## **PUBLIC OUTREACH and PARTICIPATION PROGRAM**

### **Volume 4**

Phase Four: Draft Plan Bay Area (2013)

September 2013

### **APPENDIX E:**

Open Houses/Public Hearings: Materials



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**



**Association of  
Bay Area Governments**

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(San Francisco, California).



Public Outreach and Participation Program

## Phase Four: Draft Plan Bay Area (2013)

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***NOTE: Appendix E is bound separately from the rest of the report.***

### **Appendix E. Open Houses/Public Hearings: Materials**

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**Multiple ways  
to submit your  
comments!**

- ▶ Give us your oral comments at one of the public hearings listed inside.
- ▶ Submit your comments via e-mail to [info@OneBayArea.org](mailto:info@OneBayArea.org)
- ▶ Once the Plan is released, participate in an online forum — Plan Bay Area Town Hall — at [www.OneBayArea.org](http://www.OneBayArea.org)
- ▶ Send your comments via mail to:  
MTC-ABAG,  
Plan Bay Area  
Public Comment  
101 8th Street  
Oakland, CA 94607

The Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) will release for public review and comment the **Draft Plan Bay Area** on March 22, 2013. This will start the public comment period for the long-range plan that has been discussed and developed over the past two years.

**Plan Bay Area** looks forward to the year 2040 and charts a course for the Bay Area's first-ever Sustainable Communities Strategy, accommodating needed housing growth within our nine counties while at the same time decreasing greenhouse gas emissions from cars and light trucks. **Plan Bay Area** meets these challenges without compromising local control of land-use decisions.

Please attend one of the nine **Plan Bay Area** Open Houses listed inside to view displays and ask questions about the **Draft Plan Bay Area**. We encourage attendees to stay to offer comments at the Public Hearing held the same evening, adjacent to the Open House, or leave your comments at the comment station at the Open House. No registration is needed.



**Draft Plan Bay Area**

**An integrated  
long-range  
transportation  
and land use/  
housing plan**

**Release Date:**  
Friday, March 22

**Close of Comments:**  
Thursday, May 16, 4 p.m.

**MTC-ABAG**

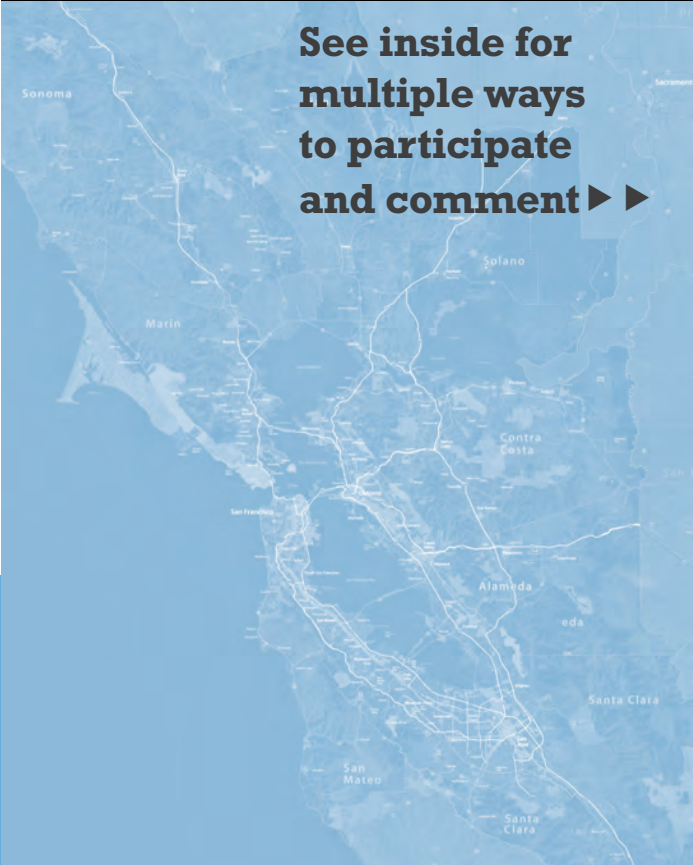
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Oakland, CA 94607

**For more information**

- ▶ Go to [www.OneBayArea.org](http://www.OneBayArea.org) to view or print a copy of the Draft Plan.
- ▶ For more information e-mail [info@OneBayArea.org](mailto:info@OneBayArea.org)



**Your invitation to  
comment on the  
Draft Plan  
Bay Area**



**See inside for  
multiple ways  
to participate  
and comment ▶▶**



**Association of  
Bay Area Governments**



**M T METROPOLITAN TRANSPORTATION COMMISSION**



**Draft Plan Bay Area:**  
**Attend an Open House and Public Hearing in Your County**

**Open House Hours:** 6 p.m. to 7:30 p.m. **Public Hearing Hours:** 7 p.m. to 9 p.m.

Attend an **Open House** to view displays and learn about the Draft Plan Bay Area. Provide oral comments on several documents related to the Draft Plan at the **Public Hearing**.

**Monday, April 8, 2013**  
**Napa County**

Elks Lodge  
2840 Soscol Ave., Napa

**Sonoma County**

Friedman Center  
4676 Mayette Ave., Santa Rosa

**Thursday, April 11, 2013**  
**San Francisco County**

Whitcomb Hotel  
1231 Market St.  
San Francisco

**Monday, April 22, 2013**  
**Solano County**

County Fairgrounds  
McCormack Hall  
900 Fairgrounds Dr., Vallejo

**Contra Costa County**

Marriott Hotel  
2355 North Main St.  
Walnut Creek

**Monday, April 29, 2013**  
**Marin County**

Marin Center  
10 Avenue of the Flags  
San Rafael

**San Mateo County**

Crowne Plaza Hotel  
1221 Chess Dr., Foster City

**Wednesday, May 1, 2013**  
**Alameda County**

Mirage Ballroom  
4100 Peralta Blvd., Fremont

**Santa Clara County**

Hilton Hotel  
300 Almaden Blvd., San Jose

**For transit directions visit 511.org.**

In addition to the Draft Plan Bay Area, you are encouraged to comment on the Draft Environmental Impact Report (EIR). The EIR examines the proposed Plan and four alternatives and the range of potential environmental impacts that could result from the implementation of Plan Bay Area. Three public hearings are scheduled as an opportunity to provide oral comments. Oral comments on the Draft EIR also can be made at the Plan Bay Area public hearings. The Draft EIR will be released for public review on Friday, March 29, 2013. The comment period will close on Thursday, May 16 at 4 p.m.

**Draft Environmental Impact Report Public Hearings**

**Tuesday, April 16, 2013**  
**10 a.m. to 12 noon**

Embassy Suites Hotel  
Novato/Larkspur Room  
101 McInnis Parkway, San Rafael

**Tuesday, April 16, 2013**  
**7 p.m. to 9 p.m.**

Joseph P. Bort MetroCenter, Auditorium  
101 8th Street, Oakland

**Wednesday, April 17, 2013**  
**1 p.m. to 3 p.m.**

Dr. Martin Luther King, Jr. Library  
Rooms 225/229  
150 East San Fernando St., San Jose

**Also comment on these two related documents:**

- ▶ **Draft 2013 Transportation Improvement Program (TIP)** — implements Plan Bay Area by identifying surface transportation projects over the next six years that are regionally significant or will receive federal funds.
- ▶ **Draft Transportation-Air Quality Conformity Analysis for Draft Plan Bay Area and 2013 TIP** — an analysis to determine if transportation investments are consistent with goals to improve air quality.

**Release Date:** Friday, March 29

**Close of Comments:**  
Friday, May 3, 4 p.m.

**Is your time limited?**

A comment station will be open during each Open House for those who cannot stay for the Public Hearing.

**Can't attend an Open House or Public Hearing?**

- ▶ Comment online at [www.OneBayArea.org](http://www.OneBayArea.org);
- ▶ E-mail [info@OneBayArea.org](mailto:info@OneBayArea.org), or
- ▶ Mail to MTC-ABAG  
Plan Bay Area Public Comment  
101 8th Street, Oakland, CA 94607

**If you need** a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 510.817.5757 or 510.817.5769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

**Si necesita** un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電510-817-5757或致電TDD/TTY電話510-817-5769。我們要求獲得至少三天提前通知才能提供合理的配合安排。

# Welcome!

## Thank you for attending tonight's Open House on the Draft Plan Bay Area.

### 6:00 p.m. – 7:30 p.m. Open House

Visit a series of stations that present information from the Draft Plan. Staff are available to answer questions. Submit your written comments at the Comment Station.

### 7:00 p.m. – 9:00 p.m. Public Hearing

Attend the Public Hearing to offer your oral comments on the Draft Plan or one of its supplemental documents.

#### Tonight!

Submit written comments at the Open House or offer oral comments at the public hearing.

#### E-mail

Submit your comments on the Draft Plan or the Plan's Draft Environmental Impact Report by Thursday, May 16 at 4 p.m. via e-mail to [info@onebayarea.org](mailto:info@onebayarea.org)

#### Mail

Send written comment via mail to:  
**MTC-ABAG**  
**Plan Bay Area Public Comment**  
101 8th Street  
Oakland, CA 94607

#### Online Forum

Participate in an online forum called Plan Bay Area Town Hall at [www.onebayarea.org](http://www.onebayarea.org)



# Open House Stations

## Station A: Where We Live, Where We Work

*Learn more about how the Draft Plan focuses future jobs and housing growth into areas nominated by local jurisdictions to create a network of complete communities and expand a prosperous and equitable regional economy. (Chapter 2: The Bay Area in 2040 and Chapter 3: Where We Live, Where We Work)*

## Station B: Investments

*Learn more about strategies for maintaining and boosting the efficiency of the existing road and transit system, while making investments in projects that support the focused growth land-use framework. (Chapter 4: Investments)*

## Station C: Setting Our Sights on Performance

*Learn more about how the Draft Plan meets mandated and voluntary performance objectives to accommodate future growth in a way that preserves the character of our communities and our region. (Chapter 5: Performance and Chapter 1: Setting Our Sights)*

## Station D: A Plan to Build On

*Learn more about ongoing and future efforts to achieve the Draft Plan Bay Area vision through policies, programs and legislative advocacy. (Chapter 6: A Plan To Build On)*

## Station E: Comment Station

*Pick up a form and submit your written comments on the Draft Plan Bay Area or one of its supplemental documents.*

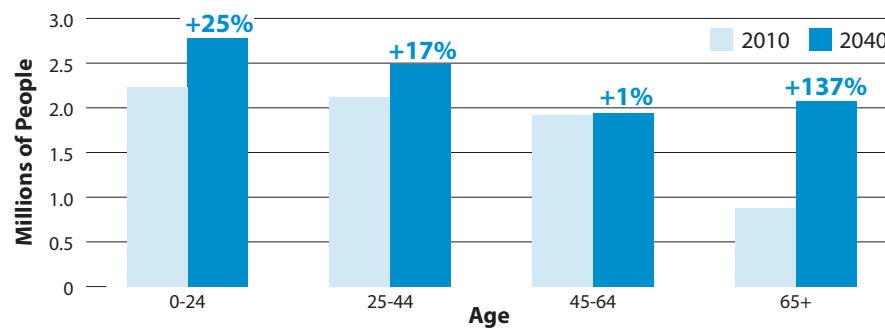
# Station A: Where We Live/Where We Work

## How We Grow

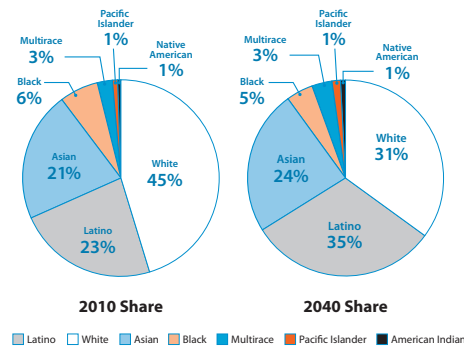
### Creating a Vibrant, Healthy Region for Current and Future Generations

Substantial shifts in housing preferences are expected as the Bay Area population ages and becomes more diverse.

Bay Area Population by Age, 2010 and 2040



Sources: 2010 Census, California Department of Finance, ABAG





# Station A: Where We Live/Where We Work

## Open Space:

### Protecting the Region's Unique Natural Environment

- Priority Conservation Areas identified locally
- Developing in existing downtowns, main streets and neighborhoods allows us to preserve small towns, open space and agricultural land for future generations



# Station A: Where We Live/Where We Work

## Where We Work

### Making Bay Area Businesses More Competitive

Creating a robust growth economy requires smart investments in housing supply and infrastructure.





# Station A: Where We Live/Where We Work

## Where We Work

### Making the Link between Jobs, Housing and Transportation

Economic growth could be compromised without significant increase in housing production.

Draft Plan Bay Area County Job Growth: 2010-2040

County	Jobs				
	2010	2040	2010-2040 Growth		
			Total Average Annual Growth	% Average Annual Growth	Total Growth
Alameda	694,447	947,635	8,440	1.2%	253,188
Contra Costa	344,921	467,000	4,069	1.2%	122,079
Marin	110,733	129,128	613	0.6%	18,394
Napa	70,651	89,530	629	0.9%	18,879
San Francisco	568,724	759,467	6,358	1.1%	190,743
San Mateo	345,200	445,312	3,337	1.0%	100,112
Santa Clara	926,264	1,229,797	10,118	1.1%	303,533
Solano	132,346	179,904	1,585	1.2%	47,558
Sonoma	192,013	257,446	2,181	1.1%	65,433
REGION	3,385,300	4,505,218	37,331	1.1%	1,119,918



Draft Plan Bay Area Housing Unit Growth: 2010-2040

County	Housing Units				
	2010	2040	2010-2040 Growth		
			Total Average Annual Growth	% Average Annual Growth	Total Growth
Alameda	582,549	730,522	4,932	0.8%	147,973
Contra Costa	400,263	480,396	2,671	0.7%	80,133
Marin	111,214	118,719	250	0.2%	7,505
Napa	54,759	60,809	202	0.4%	6,050
San Francisco	376,941	469,347	3,080	0.8%	92,406
San Mateo	271,031	326,733	1,857	0.7%	55,702
Santa Clara	631,920	843,110	7,040	1.1%	211,190
Solano	152,698	175,518	761	0.5%	22,820
Sonoma	204,572	236,446	1,062	0.5%	31,874
REGION	2,785,947	3,441,602	21,855	0.8%	655,655

# Station A: Where We Live/Where We Work

## Where We Live

### Embodying Local Visions to Create Healthy Communities

- More housing options
- Better access to jobs
- Access to open space and recreation
- Improved infrastructure
- Cleaner air
- Fewer greenhouse gas emissions



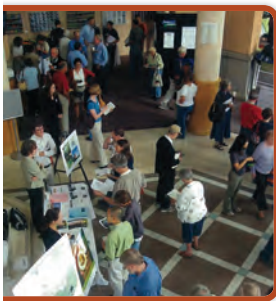


# Station A: Where We Live/Where We Work

## Where We Live

### Relying on Local Plans, Creating Housing Choices

- Complete communities – where people walk more and live near shops, transit and local parks
- More housing choices – neighborhoods with a greater variety of multi-family and single-family housing available



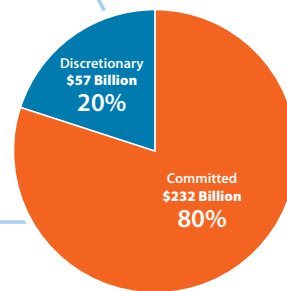
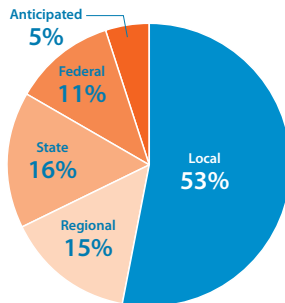
# Station B: Investments

## Gauging Our Financial Resources

### Plan Bay Area Funding: 28-Year Revenue Forecast

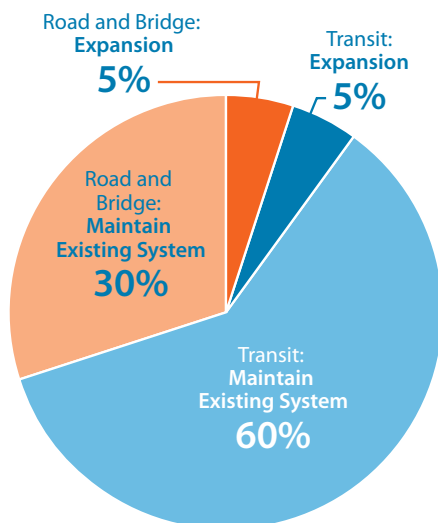
The draft plan forecasts \$289 billion in available funding over the 28-year period of the plan. Over two-thirds (68 percent) of these funds are from regional and local sources, primarily transit fares, dedicated sales tax programs and bridge tolls.

Revenues for Plan Bay Area are either committed to existing purposes – such as to maintain our existing transportation system or committed by voters to specific projects – or considered discretionary and available for assignment to new projects or programs through the plan.

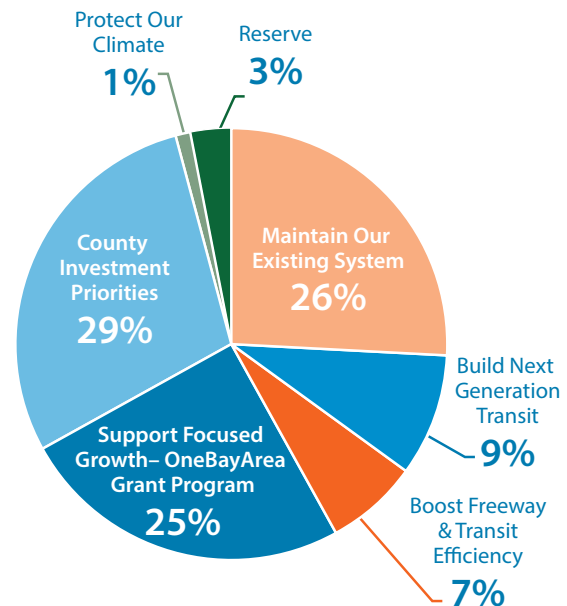


### Draft Plan Investments

#### Committed Revenue by Function \$232 Billion



#### Discretionary Revenue by Investment Strategy \$57 Billion



# Station B: Investments

## Maintain the Existing Transportation System: \$15 Billion



- Support the operating needs of transit operators
- Fund high-priority transit capital investments, such as new buses, railcars and ferries; and needed improvements to tracks, bridges, tunnels, power systems and communications equipment
- Invest in local streets and roads
- Invest in state bridges and highways



## Support Focused Growth — One Bay Area Grant Program: \$14 Billion

Under the OneBayArea Grant framework, funds will support jurisdictions that produce housing near transit. The OneBayArea Grant program is locally administered and gives communities flexibility to support infill development by providing funding for items such as:

- bicycle and pedestrian improvements
- local street repair
- planning activities
- specific funding for Safe Routes to Schools projects
- specific funding for Priority Conservation Areas



## Build Next-Generation Transit: \$5 Billion

Plan Bay Area identifies significant future transit investments to the region's core transit systems and assumes the region can attract federal "New Starts and Small Starts" funding through 2040 to support these projects.

### NEW STARTS AND SMALL STARTS – PLAN BAY AREA "NEXT GENERATION" PROJECTS

- BART: Berryessa to San Jose/Santa Clara
- Transbay Transit Center/Caltrain Downtown Extension: Phase 2
- AC Transit Enhanced Bus/BRT: Grand-MacArthur Corridor
- Van Ness Avenue Bus Rapid Transit Project
- AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit
- New Starts and Small Starts Reserve

# Station B: Investments

## Boost Freeway and Transit Efficiency: \$4 Billion

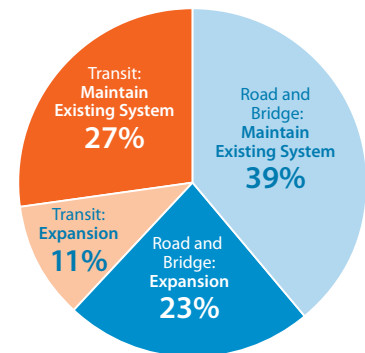


- Squeeze more efficiency out of the existing system using low-cost technology upgrades to improve the speed and reliability of roadways and transit service.
- Freeway Performance Initiative (includes ramp metering, changeable message signs, Freeway Service Patrol and Call Box programs)
- Transit Performance Initiative –funding for performance improvements in major transit corridors
- Regional Express Lane Network – improve reliability and reduce delay in congested corridors
- San Francisco Pricing Program – charge a fee to drive in specific congested spots to fund transportation improvements, reduce traffic

## County Investment Priorities: \$16 Billion

This strategy directs funds to key local transportation priorities identified by the county congestion management agencies during the development of their county transportation plans.

- 66 percent of the funds are dedicated to maintaining and sustaining current transportation systems
- The county programs include “complete streets” programs that will deliver substantial bicycle and pedestrian improvements
- More details can be found in the Online Project Database



## Protect Our Climate: < \$1 Billion

This investment strategy focuses on technology advancements and provides incentives for travel options to help meet the state-mandated targets to reduce emissions from cars and light trucks.

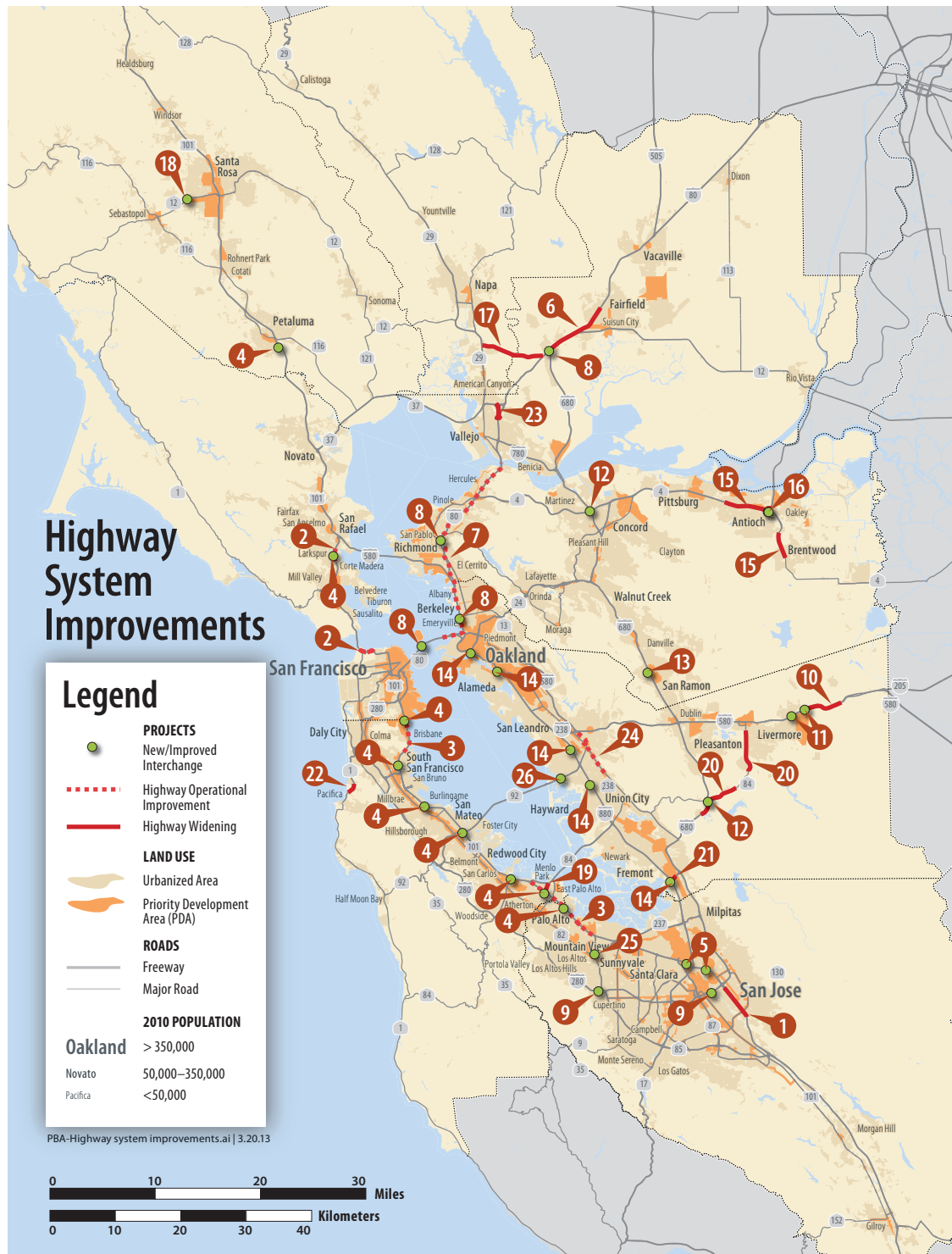
### Summary of Climate Program Initiatives



Policy Initiative (From most to least cost-effective)	Cost (In Year of Expenditure, Millions of \$)	Per Capita CO <sub>2</sub> Emissions Reductions in 2035
Commuter Benefit Ordinance	\$0	-0.3%
Car Sharing	\$13	-2.8%
Vanpool Incentives	\$6	-0.4%
Clean Vehicles Feebate Program	\$25	-0.7%
Smart Driving Strategy	\$160	-1.6%
Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive	\$120	-0.5%
Regional Electric Vehicle Charger Network	\$80	-0.3%
Climate Initiatives Innovative Grants	\$226	TBD
<b>Total</b>	<b>\$630</b>	<b>-6.6%</b>



# Station B: Investments



# Station B: Investments

## Highway System Improvements\*

### US-101 Corridor

- 1 Widening from Story Road to Yerba Buena Road
- 2 Operational Improvements along Presidio Parkway/Doyle Drive and in the Twin Cities/Greenbrae Corridor
- 3 New Auxiliary Lanes from Oyster Point to San Francisco county line and from Marsh Road to Embarcadero Road
- 4 Interchange Improvements at: Petaluma Boulevard, Greenbrae, Candlestick Point, Produce Ave, Broadway, SR-92, Woodside Road, Willow Road and Oregon Expressway
- 5 New Interchanges at: Zanker Road/Skyport Drive and Mabury Road/Taylor St

### I-80 Corridor

- 6 Widening from I-680 to Airbase Parkway
- 7 Integrated Corridor Management (Emeryville to Crockett)
- 8 Interchange Improvements at: I-680/SR-12, San Pablo Dam Road, Ashby Ave, and Yerba Buena Island

### I-280 Corridor

- 9 Interchange Improvements at: SR-85 and Senter Road

### I-580 Corridor

- 10 Widening from Greenville Road to North Flynn Road
- 11 Interchange Improvements at: Vasco Road and Greenville Road

### I-680 Corridor

- 12 Interchange Improvements at: SR-84 and SR-4
- 13 New Interchange at: Norris Canyon Road

### I-880 Corridor

- 14 Interchange Improvements at: Jackson St, 23rd Ave, 29th Ave, A St, Industrial Parkway, Whipple Road, and SR-262

### SR-4 Corridor

- 15 Widening from Somersville Road to SR-160 and from Lone Tree Way to Balfour Road
- 16 Interchange Improvements at: SR-160/Phillips Lane

### SR-12 Corridor

- 17 Jameson Canyon Widening
- 18 New Interchange at: Fulton Road

### Other Projects

- 19 Willow Road Expressway (SR-84 to US-101)
- 20 SR-84 Widening (I-680 to Jack London Boulevard)
- 21 SR-262 Widening (I-680 to I-880)
- 22 SR-1 Widening (Fassler Ave to Westport Drive)
- 23 Redwood Parkway/Fairground Drive Widening
- 24 SR-238 & SR-185 Operational Improvements
- 25 SR-85/SR-237 Interchange Improvements
- 26 SR-92/Clawiter Road/Whitesell St Interchange Improvements

# Station B: Investments



# Station B: Investments

## ◀ Regional Transit System Improvements\*

### BART Projects

- 1 BART Extension to San Jose/ Santa Clara

### Commuter Rail Projects

- 2 Caltrain Electrification & Frequency Improvements
- 3 Caltrain Downtown Extension (4th & King to Transbay Transit Center)
- 4 eBART to Antioch
- 5 SMART Commuter Rail (Larkspur to Windsor)

### Infill Stations & Bus Terminals

- 6 Transbay Transit Center
- 7 Irvington BART Station
- 8 Union City Commuter Rail Station
- 9 Hercules Commuter Rail Station

### Ferry

- 10 New Ferry Routes: Treasure Island, Berkeley, Richmond, Hercules, Redwood City

## Local Transit Improvements\* ▶

### Bus Rapid Transit (BRT) Projects

- 1 Van Ness BRT
- 2 Geary BRT
- 3 Geneva-Harney BRT
- 4 East Bay BRT
- 5 Grand-MacArthur BRT
- 6 Alameda-Oakland BRT
- 7 El Camino BRT
- 8 Santa Clara-Alum Rock BRT
- 9 Stevens Creek BRT
- 10 King Road Rapid

### Light Rail (LRT) Projects

- 11 Central Subway (Chinatown to Caltrain)
- 12 Embarcadero Streetcar (Fort Mason to Caltrain)
- 13 Parkmerced Light Rail Extension
- 14 Bayshore Light Rail Extension
- 15 Oakland Airport Connector
- 16 San Jose Airport People Mover
- 17 Vasona Light Rail Extension
- 18 Capitol Expressway Light Rail Extension

### Other Projects

- 19 Transit Effectiveness Project
- 20 Dumbarton Express Bus Frequency Improvements

\*For clarity, only major expansion projects or operational improvements with costs exceeding \$50 million are depicted.









# Station B: Investments



# Station C: Setting Our Sights on Performance

## How Does the Draft Plan Bay Area Perform?






Performance targets are an essential part of the Draft Plan. Two of the targets — the greenhouse gas emissions reduction and housing targets — are mandated by state law. Eight of the targets are voluntary or aspirational. Some targets, including the state-mandated targets, are met or even exceeded. In other cases, the plan makes progress but falls short. And in other metrics, the plan actually loses ground.

PLAN MEETS OR EXCEEDS TARGET			
<b>Climate Protection</b>	<b>Target #1:</b> Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15 percent.	Reduces per-capita emissions of CO <sub>2</sub> by 18 percent (by 2040).	
<b>Adequate Housing</b>	<b>Target #2:</b> House 100 percent of the region's projected growth by income level without displacing current low-income residents.	Houses 100 percent of population growth	
<b>Healthy and Safe Communities</b> Reduce Particulate Matter	<b>Target #3a:</b> Reduce premature deaths from exposure to fine particulates (PM <sub>2.5</sub> ) by 10 percent.	Reduces premature deaths from exposure to fine particulates by 71 percent.	
	<b>Target #3c:</b> Achieve greater reductions in highly impacted areas.	Plan meets target; achieves greater particulate emission reductions in highly impacted neighborhoods.	
<b>Open Space and Agricultural Land</b>	<b>Target #6:</b> Direct all non-agricultural development within existing urban development and urban growth boundaries.	Plan meets target; directs all non-agricultural development within the existing urban footprint.	
<b>Economic Vitality</b>	<b>Target #8:</b> Increase gross regional product (GRP) by 110 percent.	119 percent increase in GRP is forecasted over the life of the plan.	







# Station C: Setting Our Sights on Performance

## PLAN MAKES PROGRESS TOWARD TARGET

<b>Healthy and Safe Communities</b> Reduce Particulate Matter	<b>Target #3b:</b> Reduce coarse particulate emissions (PM <sub>10</sub> ) by 30 percent.	Plan reduces coarse particulate emissions by 17 percent.	
<b>Active Transport</b>	<b>Target #5:</b> Increase the average daily time walking or biking per person by 70 percent (for an average of 15 minutes per person per day).	Plan boosts per-person active transportation by 17 percent.	
<b>Transportation System Effectiveness</b> Increase Non-Auto Mode Share	<b>Target #9a:</b> Increase percentage of trips not requiring a car to 26 percent of all trips.	Plan boosts the percentage of trips not requiring a car to 20 percent of all trips.	
Reduce VMT per Capita	<b>Target #9b:</b> Decrease automobile vehicle miles traveled (VMT) per person by 10 percent.	Plan reduces VMT per person by 9 percent.	
Local Road Maintenance	<b>Target #10a:</b> Increase local road pavement condition index (PCI) to 75 or better (in other words, maintain local streets and roads to a satisfactory standard)	Plan improves pavement condition of local roads to a PCI of 68.	

## PLAN MOVES IN OPPOSITE DIRECTION FROM TARGET

<b>Reduce Injuries and Fatalities from Collisions</b>	<b>Target #4:</b> Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).	Injury and fatality collisions are projected to increase during plan period by 18 percent.	
<b>Equitable Access</b>	<b>Target #7:</b> Decrease by 10 percentage points (to 56 percent from 66 percent) the share of household income needed to cover transportation and housing costs.	The share of household income needed to cover transportation and housing costs is projected to rise to 69 percent for low-income and lower-middle income residents during the Plan Bay Area period.	
<b>Transportation System Effectiveness</b> Highway Maintenance	<b>Target #10b:</b> Decrease number of miles of poor quality highway lanes to less than 10 percent of total highway system.	The percentage of poor quality state highway lane-miles in the region will rise to 44 percent of the regional highway system by year 2040.	
Transit Maintenance	<b>Target #10c:</b> Replace all buses, trains and other transit equipment on schedule.	The share of transit assets past their useful life is projected to increase to 24 percent of all assets during the Plan Bay Area period.	

# Station C: Setting Our Sights on Performance

## Highest-Performing Transportation Projects

	Project Name	County	Project Description
1	BART Metro Program (including Bay Fair Connection & Civic Center Turnback)	Multi-County	Increases the efficiency of BART in the urban core by constructing new turnbacks and providing new express train service.
2	Treasure Island Congestion Pricing	San Francisco	Charges a \$5 toll for residents to enter/exit Treasure Island during peak hours; net revenues designated for transit service.
3	Congestion Pricing Pilot	San Francisco	Charges a \$3 toll to enter/exit the northeast quadrant of San Francisco during peak hours; net revenues designated for transit service.
4	AC Transit Grand-MacArthur Bus Rapid Transit (BRT)	Alameda	Constructs a bus rapid transit line along the Grand Avenue and MacArthur Avenue corridors in Oakland, providing faster service for AC Transit Line NR.
5	Freeway Performance Initiative	Regional	Maximizes the efficiency of the roadway network through arterial signal coordination and freeway ramp metering.
6	Intelligent Transportation System (ITS) Improvements in San Mateo County	San Mateo	Maximizes the efficiency of the roadway network through arterial signal coordination and freeway ramp metering.
7	ITS Improvements in Santa Clara County	Santa Clara	Maximizes the efficiency of the roadway network through arterial signal coordination and freeway ramp metering.
8	Irvington BART Station	Alameda	Constructs a new infill BART station in the Irvington district of Fremont.
9	SFMTA Transit Effectiveness Project	San Francisco	Improves reliability and reduces travel times on key Muni bus corridors through signal prioritization and bus lanes.
10	Caltrain Service Frequency Improvements (6-Train Service during Peak Hours) + Electrification (SF to Tamien)	Multi-County	Electrifies the Caltrain line and purchases additional train vehicles to provide faster, more frequent service during peak hours.
11	BART to San Jose/ Santa Clara (Phase 2: Berryessa to Santa Clara)	Santa Clara	Extends BART from the Phase 1 terminus in Berryessa (North San Jose) through a new BART subway to Alum Rock, Downtown San Jose, Diridon Station, and Santa Clara.
12	Van Ness Avenue BRT	San Francisco	Constructs a bus rapid transit line with dedicated lanes along the Van Ness corridor in San Francisco (from Lombard to Mission).
13	Better Market Street	San Francisco	Increases transit speeds along San Francisco's Market Street between the Embarcadero & Octavia by restricting auto traffic on the corridor.





# Station D: A Plan to Build On

## Realizing the Vision

Plan Bay Area is a work in progress that will be updated every four years to reflect new priorities. In some cases, new legislation, updated regulations or additional resources will be needed to fully realize the Plan Bay Area vision and implement the plan's policies and programs. Here are some of the most important of these challenges, and steps proposed to address them.

### A Vibrant Economy

- **IMPROVE PERMITTING:** Speed approvals in permitting and environmental review for new housing projects.
- **IMPLEMENT THE BAY AREA PROSPERITY PLAN:** Encourage stronger, more sustainable communities by completing the Bay Area Prosperity Plan that focuses on expanding economic opportunities and housing the workforce.
- **LINK HOUSING, TRANSPORTATION AND LAND USE DEVELOPMENT**  
Continue work to better understand how land-use patterns and transportation investments affect the region's economy.



# Station D: A Plan to Build On

## Towards a Healthier, More Resilient Bay Area

### Cleaning our Air

- **HEALTHY INFILL DEVELOPMENT:**  
Develop best practices for local governments on addressing local pollutants in planning development decisions.
- **CURBING GREENHOUSE GASES:**  
Inform future investment decisions by implementing pilot projects to reduce transportation-related emissions, such as:
  - regional bike-sharing pilot program
  - educational campaign to increase demand for plug-in electric and plug-in hybrid vehicles



### Planning for Resilience

- **CLIMATE ADAPTATION AND SEA LEVEL RISE:** Some 1,000 miles of existing and future road, rail, air and other infrastructure are at risk of being affected by sea level rise. Regional agencies and local communities are working together to increase resilience to sea level rise and storm events while protecting critical ecosystems and community services.
- **EARTHQUAKE MITIGATION AND RECOVERY:** While the region has made great strides in improving our resilience to natural disasters, ABAG is working with businesses and local governments and others to help ensure an effective recovery of housing, businesses and infrastructure.



# Station D: A Plan to Build On

## A Platform for Advocacy

### Land Use:

- **SUPPORT LOCAL DEVELOPMENT WITH LOCALLY CONTROLLED FUNDING:** Consider replacing redevelopment funds with a new revenue source to support housing construction and infrastructure improvements.
- **MODERNIZE THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):** Update CEQA to encourage infill development.
- **STABILIZE FEDERAL FUNDING LEVELS:** Advocate for stable and reliable federal funding for housing.
- **ADJUST TAX STRUCTURE:** Adjust commercial or residential tax structures to balance the financial incentives for new development.

### Transportation:

- **SUPPORT LOCAL SELF-HELP:** Local voter-approved measures generate about 2/3 of the state's transportation funding. Support efforts to lower the vote threshold for local and regional transportation tax measures from two-thirds to 55 percent.
- **SEEK RELIABLE AND FLEXIBLE FEDERAL FUNDING:** The current federal transportation bill ends in 2014. Congress should identify a long-term, user-fee based funding source to maintain and improve our nation's transportation infrastructure.
- **GROW STATE TRANSPORTATION FUNDING:** New state funds are needed to maintain and increase the efficiency of the existing transportation network and make needed improvements.





# Station E: Comment Station



Association of  
Bay Area Governments



METROPOLITAN  
TRANSPORTATION  
COMMISSION





## Reaching Out

- Comments are logged, summarized and presented to decision makers
- 25 public workshops and hearings in all nine counties (2010-2012) attended by nearly 2,000 residents
- 12 additional open houses/public hearings in all nine counties slated for 2013 (including tonight)
- Local Government Summit (2010) drew over 300 local elected officials; additional 40 presentations to elected officials
- More than 65 presentations to civic groups throughout the Bay Area
- Partnerships with community groups in low-income communities and communities of color (1,600 completed surveys, 21 focus groups)
- Online comment opportunities (Virtual Workshop taken by 1,300 residents and recently launched Plan Bay Area Town Hall on [onebayarea.org](http://onebayarea.org))
- Over 270,000 page views and 50,000 unique visits to [onebayarea.org](http://onebayarea.org) website
- Three statistically valid telephone polls (late 2010/early 2011, spring 2012 and spring 2013 surveying some 5,200 residents)





## **Public Hearing**

- The purpose of this public hearing is to receive oral comments from the public.
- All comments from tonight's hearing will be transcribed by a court reporter, entered into the official record and shared with MTC Commissioners and ABAG Board Members.
- Thank you for taking the time to comment!

### **Public Hearing Procedures:**

- If you wish to speak, please fill out a Blue Card. When the hearing starts, you will be invited to come up to the microphone.
- Each speaker will be given 2 minutes to comment.
- If you would like to make additional comments, please use the comment form.
- Please state your name and city of residence when you begin your remarks.
- Please be respectful of others. Please do not shout or interrupt.



# **A Guide to the San Francisco Bay Area's Transportation Improvement Program, or **TIP****

**Updated to reflect the Draft 2013 TIP**

**March 2013**



# Introduction

This guide explains how the public and interested stakeholders can get involved in the San Francisco Bay Area's transportation project development process. Specifically, the focus is on the Transportation Improvement Program or TIP, which is compiled and approved by the Metropolitan Transportation Commission. A major milestone occurs when a highway, transit or other transportation project is added to the TIP. A project may not receive federal funds or receive other critical federal project approvals unless it is included in the TIP. This guide focuses on the TIP – what it is and how the public can use it to keep informed about projects in their communities.

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- 2** What is the Metropolitan Transportation Commission?
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- 14** What happens after a project is included in the TIP?
- 15** In what ways can the public participate?
- 16** Where to turn for more information
- 18** Transportation agencies in the San Francisco Bay Area



## What is the Metropolitan Transportation Commission?

**T**he Metropolitan Transportation Commission (MTC) was created by the California State Legislature in 1970 and is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the region's metropolitan planning organization (MPO) – a federal designation – and, for state purposes, as the regional transportation planning agency. As such, it is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass



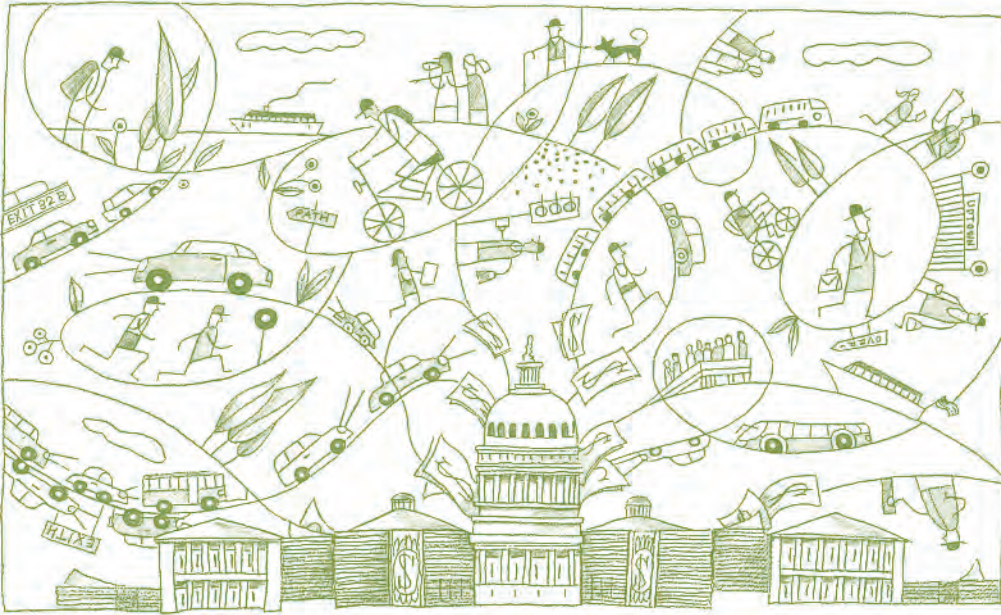
transit, highway, local streets and roads, rail, bicycle and pedestrian facilities. The RTP includes a Sustainable Communities Strategy (SCS) that integrates planning for transportation, land use and housing. The Commission screens requests from local agencies for regional, state and federal grants for transportation projects to determine their compatibility with the RTP, and coordinates the participation of governments and the general public in the planning process. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

The San Francisco Bay Area is served by seven primary public transit systems as well as over 20 other local transit operators, which together carry over 500 million passengers per year. There are nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports. The region includes nine counties and 101 municipalities; more than 7 million people reside within its 7,000 square miles.

The Commission is governed by a 21-member policy board. Sixteen commissioners are appointed directly by local elected officials. In addition, two members represent regional agencies – the Association of Bay Area Governments and the Bay Conservation and Development Commission. Finally, three nonvoting members represent the U.S. Department of Transportation, the State Business, Transportation and Housing Agency and the U.S. Department of Housing and Urban Development.







## What is the Transportation Improvement Program or TIP?

**T**he TIP lists the near-term transportation projects, programs and investment priorities of the region's surface transportation system that have a federal interest – meaning projects or programs for which federal funds or actions by federal agencies are anticipated – along with locally and state-funded projects that are regionally significant. A regionally significant project, generally large scale, changes travel patterns over a relatively large geographic area. The TIP signifies the start of implementation of the programs and policies approved in the Bay Area's long-range transportation plan. It does this by identifying specific projects over a six-year timeframe that will help move the region toward its transportation vision. Locally funded transit operations and pavement maintenance are generally not included in the TIP.

### **The TIP is multimodal.**

The TIP lists highway, local roadway, bridge, public transit, bicycle, pedestrian and freight-related projects.

### **The TIP covers a six-year period.**

The TIP lists projects for a period of six years. MTC is required by federal law to update the TIP at least one time every four years.



### **The TIP identifies future commitments of funding and signifies that a project may move ahead to implementation.**

A project's inclusion in the TIP is a critical step. It does NOT, however, represent an allocation of funds, an obligation to fund, or a grant of funds. For projects funded with federal dollars, this may occur only after the California Department of Transportation (Caltrans) and/or either the U.S. Federal Highway Administration or Federal Transit Administration review the design, financing, and environmental impacts of a project; consult with other transportation and resource agencies; and review public comment. Beyond this point, a project sponsor works with Caltrans or the federal agencies to guarantee the federal funding identified in the TIP. This federal guarantee is referred to as an "obligation." To secure non-federal funds, projects are subject to final approval from state, regional or local agencies.

### **The TIP shows estimated project costs and schedules.**

The TIP lists specific projects and the anticipated schedule and cost for each phase of a project (preliminary engineering, final design, right-of-way acquisition and construction). Any project phase included in the TIP means implementation of that phase is expected to begin during the six-year timeframe of the TIP. Funding shown outside the TIP period is for informational purpose or to display total project cost.

The TIP schedule of project implementation is NOT fixed. The timeframe shown in the TIP is the "best estimate" at the time it is first listed in the TIP. Sometimes projects cannot maintain that schedule and will be moved to a later year. Conversely, to accelerate implementation the project sponsor can request that the project be moved to an earlier year.

### **The TIP must reflect realistic revenues and costs.**

The list of projects in the TIP must be able to be funded within the amount of funds reasonably expected to be available over the six-year timeframe of the TIP. To add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. As a result, the TIP is not a "wish list" but a list of projects with funding commitments during the timeframe of the TIP.

### **The TIP may be changed after it is adopted.**

An approved TIP may be revised in order to add new projects, delete projects, advance projects into the first year, and accommodate changes in the scope, cost or phasing of a project. MTC encourages public comment on significant proposed changes to the TIP.

The TIP is NOT a guarantee that a project will move forward to construction. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, or cost increases or declining revenues. These problems can slow a project, cause it to be postponed, change its scope, or have it dropped from consideration.

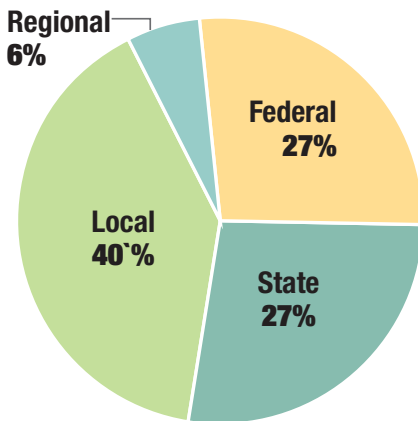




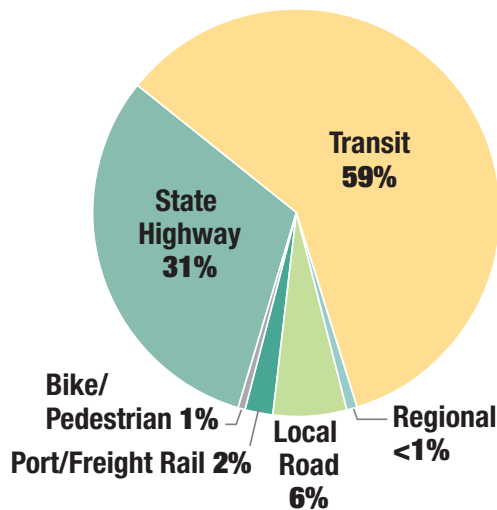
## A summary of the Draft 2013 TIP

**T**he Bay Area's Draft 2013 TIP includes approximately 880 transportation projects, and a total of approximately \$16.9 billion in committed federal, state and local funding over the six-year TIP period through fiscal year 2018. See the next page for a map of projects with costs greater than \$200 million.

**2013 TIP Funds by Source**



**2013 TIP Funds by Mode**



### Draft 2013 TIP Investment Analysis: Focus on low-income and minority communities

To address the equity implications of the proposed 2013 TIP investments, MTC has conducted an investment analysis with a focus on minority and low-income residents. The key question addressed is: "Are low-income and minority populations sharing equitably in the TIP's financial investments?" To answer this question, the investment analysis uses demographic criteria to calculate the shares of 2013 TIP investments that will flow to the identified communities, and compares those shares with the proportional size of this group's population and trip-making, relative to those of the general population.

Results of the Investment Analysis of the Draft 2013 TIP can be viewed on MTC's web site at: [www.mtc.ca.gov/funding/tip/](http://www.mtc.ca.gov/funding/tip/)



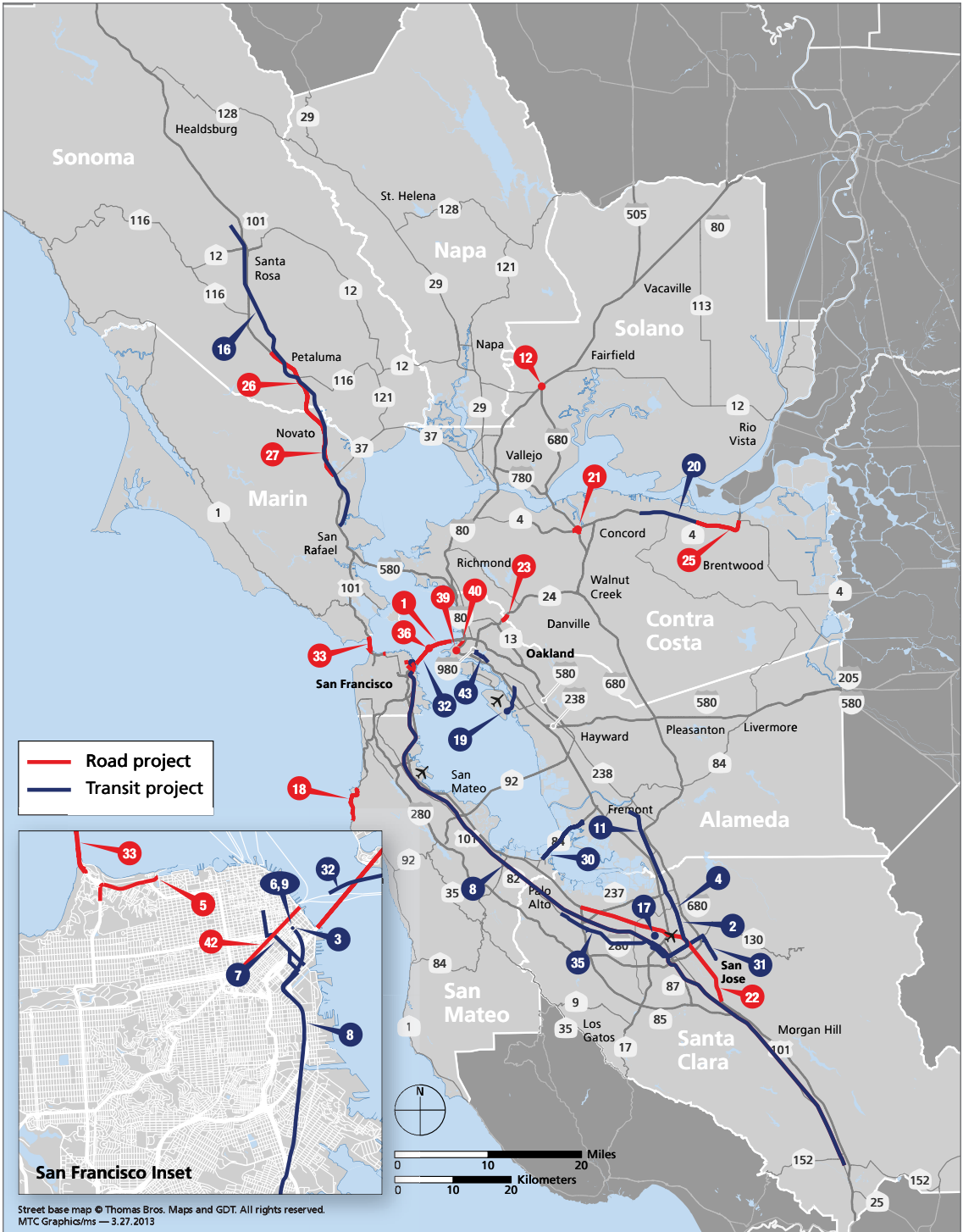
## Projects in the Draft 2013 TIP Over \$200 Million

**BLUE** Transit Project  
**RED** Road Project

- 1. San Francisco-Oakland Bay Bridge East Span Replacement**  
Alameda County  
\$5.71 billion
- 2. BART – Berryessa to San Jose Extension**  
Santa Clara County  
\$3.96 billion
- 3. Transbay Terminal/Caltrain Downtown Extension, Phase 2**  
San Francisco County  
\$2.60 billion
- 4. BART – Warm Springs to Berryessa Extension**  
Santa Clara County  
\$2.52 billion
- 5. US-101 Doyle Drive Replacement**  
San Francisco County  
\$1.97 billion
- 6. Transbay Terminal/Caltrain Downtown Extension, Phase 1**  
San Francisco County  
\$1.59 billion
- 7. SF Muni Third St LRT Phase 2 Central Subway**  
San Francisco County  
\$1.57 billion
- 8. Caltrain Electrification**  
Multiple Counties  
\$1.23 billion
- 9. Transbay Transit Center – TIFIA Loan Debt Service**  
San Francisco County  
\$1.08 billion
- 10. BART Railcar Replacement Program\*\***  
Multiple Counties  
\$1.03 billion
- 11. BART – Warm Springs Extension**  
Alameda County  
\$890 million
- 12. I-80/680/12 Interchange Project**  
Solano County  
\$718 million
- 13. Toll Bridge Rehabilitation Program\*\***  
Multiple Counties  
\$629 million
- 14. BART Car Exchange (Preventative Maintenance)\*\***  
Multiple Counties  
\$603 million
- 15. Valley Transportation Authority: Preventative Maintenance\*\***  
Santa Clara County  
\$571 million
- 16. Sonoma Marin Area Rail Corridor**  
Sonoma/Marin Counties  
\$532 million
- 17. San Jose International Airport People Mover**  
Santa Clara County  
\$508 million
- 18. SR-1 Devils Slide Bypass Tunnel**  
San Mateo County  
\$505 million
- 19. BART Oakland Airport Connector**  
Alameda County  
\$484 million
- 20. E-BART – East Contra Costa County Rail Extension**  
Contra Costa County  
\$460 million
- 21. I-680/SR-4 Interchange Reconstruction, Phases 1-5**  
Contra Costa County  
\$425 million
- 22. US-101 Express Lanes in Santa Clara County**  
Santa Clara County  
\$425 million
- 23. SR-24 – Caldecott Tunnel Fourth Bore**  
Alameda/Contra Costa Counties  
\$420 million
- 24. AC Transit: Preventative Maintenance Program\*\***  
Alameda County  
\$392 million
- 25. SR-4 East Widening from Somersville Rd to SR-160**  
Contra Costa County  
\$385 million
- 26. US-101 Marin-Sonoma Narrows (Sonoma)**  
Sonoma County  
\$373 million
- 27. US-101 Marin-Sonoma Narrows (Marin)**  
Marin County  
\$341 million
- 28. Hunters Point Shipyard and Candlestick Point Local Roads\*\***  
San Francisco County  
\$338 million
- 29. Freeway Performance Initiative (FPI)\*\***  
Multiple Counties  
\$328 million
- 30. Dumbarton Rail Service (PE and ROW only)**  
Alameda/San Mateo Counties  
\$301 million
- 31. Capitol Expressway LRT Extension, Ph. 2**  
Santa Clara County  
\$294 million
- 32. BART Transbay Tube Seismic Retrofit**  
Multiple Counties  
\$276 million
- 33. Golden Gate Bridge Seismic Retrofit, Ph. 1-3A**  
Marin/San Francisco Counties  
\$274 million
- 34. Southeast Waterfront Transportation Improvements\*\***  
San Francisco County  
\$254 million
- 35. El Camino Real Bus Rapid Transit**  
Santa Clara County  
\$234 million
- 36. Yerba Buena Island (YBI) Ramp Improvements**  
San Francisco County  
\$233 million
- 37. Caltrain Positive Train Control\*\***  
Multiple Counties  
\$231 million
- 38. SF Muni Rail Replacement Program\*\***  
San Francisco County  
\$223 million
- 39. 7th Street Grade Separation and Roadway Improvement**  
Alameda County  
\$221 million
- 40. Oakland Army Base Infrastructure Improvements**  
Alameda County  
\$215 million
- 41. SFMTA ADA Paratransit Operating Support\*\***  
San Francisco County  
\$207 million
- 42. Better Market Street Transportation Elements**  
San Francisco County  
\$206 million
- 43. Enhanced Bus – Telegraph/International/ East 14th**  
Alameda County  
\$205 million

\*\* These projects not shown on map

# Projects in the Draft 2013 TIP With Costs Greater Than \$200 million





## How does the TIP relate to the long-range regional transportation plan?

**R**egionally significant projects must be first identified in the region's long-range transportation plan, and projects in the TIP must help implement the goals of the plan. The long-range plan is required by federal law and is a blueprint for transportation investment decisions over a 25- to 30-year horizon. The long-range plan establishes policies and priorities to address mobility, congestion, air quality and other transportation goals. The Draft 2013 TIP translates recommendations from the Draft Plan Bay Area into a short-term (six-year) program of improvements focused on projects that have a federal interest. Therefore, the earlier (and more effective) timeframe for public comment on the merits of a particular transportation project is during the development of the long-range plan.





## How does the TIP relate to the Clean Air Act?

**T**ransportation activities funded with federal dollars must be consistent with air quality standards called for in the Clean Air Act Amendments of 1990. A TIP and Regional Transportation Plan are said to “conform” to those standards if they do not cause new air quality violations, worsen existing violations, or delay attainment of the air quality standards. Along with adoption of the TIP and RTP, MTC must make a conformity finding that the quality standards are met. To determine this, MTC conducts a transportation air quality conformity analysis. MTC encourages the public to review and comment on this analysis.



## How is the TIP funded?

**F**unding for projects in the TIP comes from you – through taxes, tolls and fees, including local, regional, state and federal programs. Major fund sources are administered through the U.S. Department of Transportation’s Federal Highway Administration and Federal Transit Administration, and by the State of California. Various county sales tax measures and regional bridge toll measures provide additional funds. The state of California, transit agencies and local jurisdictions provide dollars to match federal funding or to fully fund certain local projects.





## How does a project get in the TIP?

**O**ften years of planning and public input precede a project's inclusion in the TIP. Although there are several ways in which a project can get in the TIP, the most typical course is described here. *The chart on the next page shows where the TIP lies on the path to completion of a project.*

First, a particular transportation need is identified. In many cases, planners and engineers generate lists of potential improvements based on their needs analyses and public inquiries. The local proposals are in turn reviewed by a city, county, transportation authority, transit operator, or state agency. If the public agency agrees that a particular idea has merit, it may decide to act as the project sponsor, work toward refining the initial idea, develop a clear project cost, scope and schedule, and subsequently seek funding for the project.

Once local agencies develop their list of projects and priorities, they are submitted to MTC for consideration to include in a regional transportation plan. Even if a project is fully funded with local funds, if it is a major project it must still align with the regional plan's goals in order to be included in the plan. Many project sponsors will request funding for their projects that is subject to MTC approval. MTC must balance competing needs and assure that the most critical investment priorities are being addressed within the limits of available funds and that there is consistency among projects and with the region's goals as embodied by the Regional Transportation Plan.

When federal and state discretionary funding becomes available to the region, MTC, guided by the long-range plan in consultation with transportation stakeholders, develops a transportation program for those funds. This involves deciding on criteria for project selection and setting funding levels per project. Depending on the program, either MTC, the county congestion management agency, transit operator, or county may propose projects.



# Follow a Transportation Project From Idea to

## New Project Ideas and Local Review

## MTC's Long-Term Regional Transportation Plan

### Idea

An idea for a project starts when a transportation need is identified and a new idea is put forward. The idea can surface in any number of ways – from you, a private business, a community group or a government agency.

### Local Review

The project idea must be adopted by a formal sponsor – usually a public agency – that may refine the initial idea and develop details for the project. To move forward, the project must be approved by local authorities such as a city council, county board of supervisors or transit agency.

To be eligible for certain regional, state and federal funds, projects must be cleared through the county congestion management agency (CMA), and become part of the Regional Transportation Plan.

### The Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS)

Every four years MTC updates the Regional Transportation Plan (RTP), looking forward two to three decades. The plan identifies policies, programs and transportation investments to support the long-term vision for the Bay Area.

The RTP also must identify anticipated funding sources. The RTP can include only those projects and programs that can be funded with revenues reasonably expected to be available during the plan's timeframe. Projects identified in the RTP are generally drawn from the planning efforts of MTC, county congestion management agencies, transit agencies and local governments.

State legislation now requires that regional transportation plans incorporate a Sustainable Communities Strategy (SCS) – provisions for reducing greenhouse gas emissions from cars and light trucks by integrating transportation, housing and land-use planning.

## How You Can Make a Difference

### Get involved in your community!

- ▶ Follow the work of your city council, county board of supervisors or local transit agency.
- ▶ Take notice of plans or improvement programs developed by your city, county or transit agency.
- ▶ Comment on projects proposed by your county CMA or on transportation

The Regional Transportation Plan is the earliest and best opportunity within the MTC process to comment on and influence projects.

- ▶ A project cannot move forward or receive any federal funds unless it is included in the Regional Transportation Plan. Participate in the RTP/SCS public meetings, surveys, etc.
- ▶ MTC support of large projects occurs in the RTP and not as part of the TIP.



# Implementation

## MTC's Project Selection Process

## Construction/Implementation

Once long-term goals, policies and funding initiatives have been set in the RTP, MTC develops program criteria and funds specific projects.

### Project Selection Process

#### *Funding Levels Established for RTP*

**Programs/Initiatives:** Guided by the RTP and short-term revenue estimates, MTC decides how much funding to apply to programs over a two-to-four-year period at a time.

#### *Project Selection Criteria Developed:*

For competitive programs under its control, MTC is guided by the RTP and develops and adopts minimum project requirements and criteria to evaluate and prioritize projects.

**Project Selection:** Depending on the program, projects may be selected using MTC's criteria or by the county congestion management agency, the California Transportation Commission or a transit agency board. Some funding programs are non-competitive, meaning projects are funded according to a pre-determined formula or voter-enacted initiative.

### The Transportation Improvement Program (TIP)

The production of the Transportation Improvement Program or TIP is the culmination of MTC's transportation planning and project selection process. The TIP identifies specific near-term projects over a six-year period to move the region toward its transportation vision.

The TIP lists all surface transportation projects for which federal funds or actions by federal agencies are anticipated, along with some of the larger locally and state-funded projects. A project cannot receive federal funds or receive other critical federal project approvals unless it is in the TIP. MTC must update the TIP at least once every four years. It is revised several times a year to add, delete or modify projects.

### Environmental Review and Project Development Activities

The project sponsor conducts an environmental review, as required by either the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). Final approval of the project design and right-of-way is required by the sponsoring agency and appropriate federal agency (Federal Highway Administration or Federal Transit Administration) if federal funds and/or actions are involved.

Funding is fully committed by grant approval (once the project meets all requirements and moves forward to phases such as preliminary engineering, right-of-way acquisition, or construction).

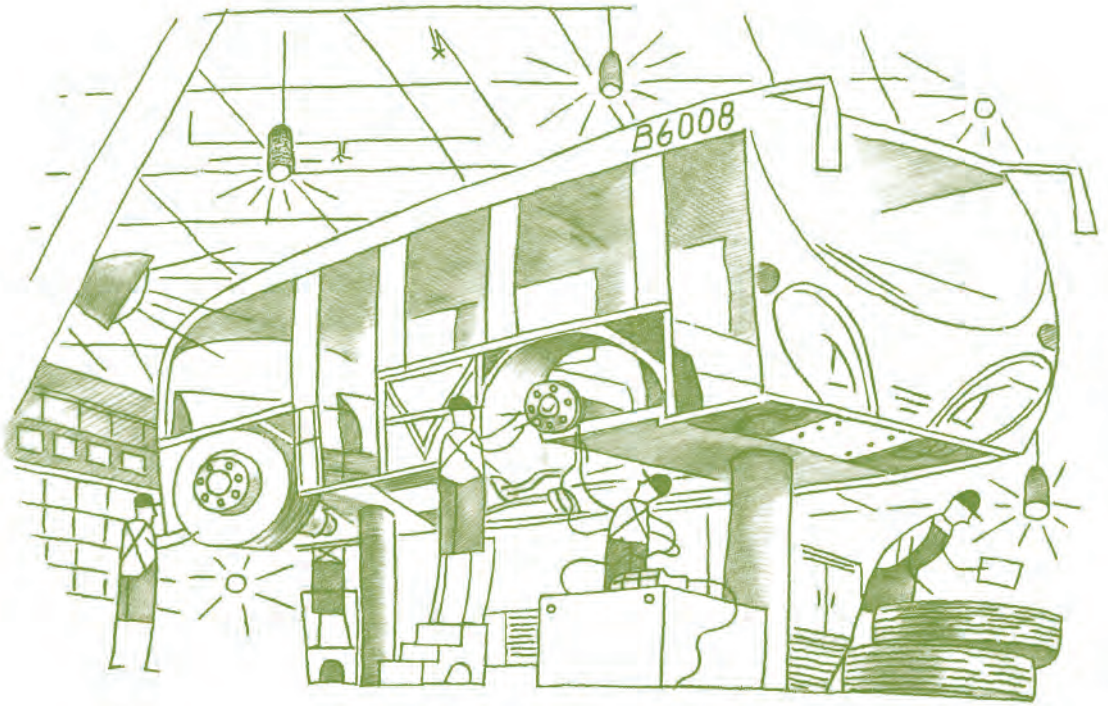
### Get involved in planning for the whole Bay Area at MTC!

- ▶ Comment at MTC committee-level and Commission-level meetings, special public hearings and workshops.
- ▶ Follow the work of MTC's Policy Advisory Council which advises the Commission

([www.mtc.ca.gov/get\\_involved](http://www.mtc.ca.gov/get_involved)).

### Comment on a project's impacts

- ▶ Comment on the environmental impacts of the project before the environmental document and project receive final approval by the board of the sponsoring agency, or in advance of federal approval, if required.



## What happens after a project is included in the TIP?

Once a project is in the TIP, a considerable amount of work still remains to bring it to completion. The designated project sponsor is responsible for ensuring the project moves forward. Projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, and construction). Each phase is included in the TIP showing funding and the anticipated schedule. Ideally, a project will advance according to its listed schedule. However, tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that funding can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, they usually no longer appear in future TIP documents – even though the project may not yet be completed.



## In what ways can the public participate?

**P**ublic participation occurs during all stages of a project's development. Communicating support or concern to municipal and county officials and transit agency managers is one of the most effective starting points. As local review begins, public input may be provided at formal meetings or informal sessions with local planning boards and staff. Members of the public may also be asked to participate in special task forces to review transportation improvement concepts at the corridor, county and regional level. The MTC's long-range transportation plan has an extensive public involvement program including but not limited to workshops, focus groups, surveys, public hearings and opportunities to comment at Commission meetings. Finally, once a project is in the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input. An overview of opportunities to get involved during every stage of a project is provided on pages 12 and 13.

MTC's public involvement process aims to give the public ample opportunities for early and continuing participation in transportation project planning, and to provide full public access to key decisions. The public has the opportunity to comment before the draft TIP is officially adopted by the Commission. MTC conducts a public comment period and holds public meetings to allow the public an opportunity to ask questions about the process and projects. Copies of the draft TIP are distributed to major libraries; notices are mailed out to an extensive mailing list of interested individuals and agencies along with instructions on how to access and comment on the TIP on the MTC website; and the TIP documents can be viewed on the MTC website at [www.mtc.ca.gov/funding/tip/](http://www.mtc.ca.gov/funding/tip/).

MTC extends an open and continuing invitation to the Bay Area public to assist in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to get involved in MTC's work. The plan can be found on MTC's website at [www.mtc.ca.gov/get\\_involved/participation\\_plan.htm](http://www.mtc.ca.gov/get_involved/participation_plan.htm).



## Where to turn for more information

**V**isit the MTC website at [www.mtc.ca.gov](http://www.mtc.ca.gov) for more information about the transportation planning and funding process and to obtain schedules and agendas for MTC meetings. Below are direct links to key documents.

Some publications mentioned are available at the MTC-ABAG Library.

### Resources

#### The Transportation Improvement Program

[www.mtc.ca.gov/funding/tip/](http://www.mtc.ca.gov/funding/tip/)

#### MTC Public Participation Plan

[www.mtc.ca.gov/get\\_involved/participation\\_plan.htm](http://www.mtc.ca.gov/get_involved/participation_plan.htm)

#### The ABCs of MTC

[www.mtc.ca.gov/library/abcs\\_of\\_mtc/](http://www.mtc.ca.gov/library/abcs_of_mtc/)

#### Project Listing: MTC Fund Management System

[www.mtc.ca.gov/funding/fms\\_intro.htm](http://www.mtc.ca.gov/funding/fms_intro.htm)

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#### MTC Public Information

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#### MTC-ABAG Library

(510) 817-5836 or [library@mtc.ca.gov](mailto:library@mtc.ca.gov)







## Transportation agencies in the San Francisco Bay Area

### Major Transit Operators

#### Altamont Commuter Express (ACE)

209.944.6220

#### Alameda-Contra Costa Transit District (AC Transit)

510.891.4777

#### Bay Area Rapid Transit District (BART)

510.464.6000

#### Bay Area Water Emergency Transit Authority

415.291.3377

#### Central Contra Costa Transit Authority (County Connection)

925.676.1976

#### Eastern Contra Costa Transit Authority (Tri Delta)

925.754.6622

#### Fairfield/Suisun Transit (FAST)

707.422.2877

#### Golden Gate Bridge, Highway and Transportation District

415.921.5858

#### Livermore Amador Valley Transit Authority (WHEELS)

925.455.7500

#### Napa County Transportation and Planning Agency (VINE)

707.259.8631

#### Peninsula Corridor Joint Powers Board (Caltrain)

650.508.6200

#### San Francisco Municipal Transportation Agency (SFMTA)

415.701.4500

#### San Mateo County Transit District (SamTrans)

650.508.6200

#### Santa Clara Valley Transportation Authority (VTA)

408.321.2300

#### Santa Rosa Department of Transit and Parking

707.543.3333

#### Solano County Transit (SolTrans)

707.648.4666

#### Sonoma County Transit

707.585.7516

#### Transbay Joint Powers Authority

415.597.4620

#### Western Contra Costa Transit Authority (WestCAT)

510.724.3331

### Major Airports and Seaports

Port of Oakland

510.627.1100

#### Port of San Francisco

415.274-0400

#### Oakland International Airport

510.563.3300

#### San Jose International Airport

408.392.3600

#### San Francisco International Airport

650.821.8211

## Regional Agencies

### Association of Bay Area Governments

510.464.7900

### Bay Area Air Quality Management District

415.771.6000

### Metropolitan Transportation Commission

510.817.5700

### San Francisco Bay Conservation and Development Commission

415.352.3600

## Congestion Management Agencies

### Alameda County Transportation Commission

510.208.7400

### Contra Costa Transportation Authority

925.256.4700

### Transportation Authority of Marin

415.226.0815

### Napa County Transportation and Planning Agency

707.259.8631

### San Francisco County Transportation Authority

415.522.4800

### City/County Association of Governments of San Mateo County

650.599.1406

### Santa Clara Valley Transportation Authority

408.321.2300

### Solano Transportation Authority

707.424.6075

### Sonoma County Transportation Authority

707.565.5373

## State Agencies

### California Air Resources Board

916.322.2990

### California Highway Patrol, Golden Gate Division

707.551.4180

### California Transportation Commission

916.654.4245

### Caltrans, District 4

510.286.4444

## Federal Agencies

### Environmental Protection Agency, Region 9

415.947.8021

### Federal Highway Administration, California Division

916.498.5001

### Federal Transit Administration, Region 9

415.744.3133

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# Frequently Asked Questions

## Overview

### What is Plan Bay Area?

Plan Bay Area is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide more housing and transportation choices and reduce transportation-related pollution in the nine-county San Francisco Bay Area. It builds on earlier efforts to develop an efficient transportation network and grow in a financially and environmentally responsible way. It is a work in progress that will be updated every four years to reflect new priorities. By planning now, we will create a Bay Area we will be proud to leave to future generations.

### Why is there a Plan Bay Area?

By law (Senate Bill 375), all regions in California must complete a Sustainable Communities Strategy (SCS) as part of a Regional Transportation Plan (RTP). SB 375 requires California's 18 metro areas to integrate transportation, land-use and housing as part of an SCS to reduce greenhouse gas emissions from cars and light-duty trucks. In the Bay Area, this requires the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to adopt an SCS that meets greenhouse gas reduction targets adopted by the California Air Resources Board (CARB).

### Who is responsible for doing this planning?

Within the Bay Area, the law gives joint responsibility for Plan Bay Area to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC). These two agencies work with the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC). They also partner with local communities, agencies, and a wide range of stakeholders to ensure broad public input into Plan Bay Area's preparation.

### What does the Metropolitan Transportation Commission do?

MTC is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area. MTC operates the regional transportation network as smoothly and efficiently as possible now and for the future.

### Under what authority does MTC exist?

The Metropolitan Transportation Commission (MTC), a statutorily created regional transportation planning agency pursuant to Government Code Section 66500 *et seq.*, is for the

purposes of the Political Reform Act, a local government agency pursuant to Government Code Section 82041. Federal law [Title 23, United States Code, Section 134 (d)] designates MTC as the Metropolitan Planning Organization for the nine-county San Francisco Bay Area. As such, MTC must adopt and regularly update a long-range regional transportation plan.

The Commission's work is guided by a 21-member policy board, with 18 of the commissioners designated as voting members. Sixteen of the voting commissioners are appointed by local elected officials in each county. The two most populous counties, Alameda and Santa Clara, each have three representatives on the Commission: the county board of supervisors selects one member; the mayors of the cities within the county collectively appoint another; and the mayors of the biggest cities in these two counties (Oakland in Alameda County and San Jose in Santa Clara County) each appoint a representative.

### **What does the Association of Bay Area Governments (ABAG) do?**

The Association of Bay Area Governments (ABAG) is the regional planning agency and council of governments (COG) serving the people who live and work in the 101 cities and towns of the Bay Area, including coastal communities, older industrial centers, rural towns and big cities. ABAG was formed by local government leaders in 1961 who recognized the need to address common issues from a regional perspective.

ABAG's mission is promoting good planning to build a better Bay Area in order to enhance the quality of life here by supporting regional collaboration, planning, research and member services. ABAG also houses the San Francisco Bay Trail project, the San Francisco Estuary Project, and a Risk Management and Insurance Services program that provides cost effective self-insurance to over two dozen local jurisdictions. ABAG also conducts regional population and employment projections and the state-mandated Regional Housing Need Allocation (RHNA) process (Government Code Section 65584 *et seq.*).

### **Under what authority does ABAG exist?**

ABAG is a joint powers agency formed in 1961 pursuant to California Government Code Section 6500, *et seq.*, and the council of governments (COG) for the San Francisco Bay Area. ABAG is governed by a 38-member Executive Board comprised of locally elected officials based on regional population. A General Assembly made up of elected officials from every member jurisdiction determines policy matters and reviews major Executive Board actions and recommendations. Each delegate has one vote, and a majority of city and county votes are required for action.

### **So why are regional agencies involved in planning?**

As required by State legislation (Government Code Section 65080 *et seq.*) and by federal regulation (Title 23 USC Section 134), MTC is responsible for preparing the RTP for the San Francisco Bay Area Region. An RTP is a long-range transportation plan, updated every four years, that identifies the strategies and investments to maintain, manage, and improve the region's transportation network. In 2009, MTC adopted its most recent RTP, known as the Transportation 2035 Plan for the San Francisco Bay Area.

As the Council of Governments for the Bay Area, ABAG is responsible for providing a forum for local jurisdictions to work out issues with impacts that cross jurisdictional boundaries. ABAG



also is required by state law (Article 10.6 of the California Government Code) to update the Regional Housing Need Allocation (RHNA) every eight years, and to allocate specific housing targets to individual cities and counties. State law (Senate Bill 375) also requires ABAG and MTC to plan jointly for transportation, land-use and housing as part of an SCS to reduce greenhouse gas emissions from cars and light-duty trucks.

### **What will Plan Bay Area do?**

State law requires Plan Bay Area to:

1. Identify “areas within the region sufficient to house all the population of the region” — where people will live, including all income groups, for at least the next 25 years; and
2. Reduce greenhouse gas emissions from cars and light-duty trucks by an amount specified by the CARB.
3. Meet the federal requirements for an RTP.

### **How does the Plan Bay Area affect me, personally?**

This Plan looks ahead to 2040 and seeks to preserve what we love about our small towns, cities and farmlands; maintain key transportation infrastructure; and offer more choices in where we will live and how we will get around. As a long-range initiative, Plan Bay Area will have more of an impact on future generations than it will on those of us here today. The goal is to reduce traffic congestion, improve transit options, create more opportunities to walk or bike, strengthen existing neighborhood infrastructure and support the creation of more affordable housing options within Bay Area communities.

### **Will Plan Bay Area change the character of the region’s rural communities, small towns and suburban residential neighborhoods?**

No. Most single-family neighborhoods will remain unchanged. Plan Bay Area recognizes the diversity of communities across our region. The Plan concentrates new growth in areas nominated by local governments, with most of the growth taking place toward the center of our region in cities like San Francisco, Oakland and San Jose. Overall, over two-thirds of all regional growth by 2040 is allocated to Priority Development Areas. As a result, small cities, single family neighborhoods and rural areas throughout the Bay Area will take on a very small share of the region’s overall growth. Local land use authority is retained by the region’s cities and counties. Local jurisdictions will continue to determine where future development occurs.

### **How do smaller suburban job centers benefit from Plan Bay Area?**

Plan Bay Area supports growing suburban job centers such as the Tri-Valley by maximizing the amount of forecasted employment growth in these jurisdictions given the amount of housing that they deem appropriate. The Draft Plan invests in the region’s transportation network to support job growth and housing in existing communities by focusing the lion’s share of funding on maintaining and improving the efficiency of the existing transit and road system.

The Draft Plan also includes strategic transportation investments that benefit suburban cities by addressing management, reliability and safety of the existing freeway, highway and arterial infrastructures while targeting freeway improvements to most congested locations.

## **Why would local governments want to support the Plan Bay Area?**

Implementation of Plan Bay Area is intended to improve the quality of life of neighborhoods by providing cleaner air, improved public health, better mobility, more walkable streets, and homes closer to transit, jobs and services. Plan Bay Area redirects some regional resources to more closely align with local community development visions, as adopted in local plans. This includes funding from the One Bay Area Grant Program and assistance in meeting the requirements of the California Environmental Quality Act (CEQA).

## **This sounds like a big effort. Are we starting from scratch?**

Not at all. For decades, the Bay Area has been encouraging more focused and compact growth. Plan Bay Area builds on this history and places even greater emphasis on the integration of transportation and land use planning. Plan Bay Area continues our traditional emphasis of investing in operating and maintaining our existing transportation system, and builds on successful regional programs centered on focused growth around high quality transit, including affordable housing, complete streets that serve pedestrians and bicyclists and well as motorists, and protection and preservation of open space.

## **When will the Draft Plan Bay Area be complete?**

MTC and ABAG issued a Draft Plan Bay Area for public comment in April 2013, after more than two years of public dialogue and consultation. The agencies are scheduled to consider adoption of the Final Plan in July 2013. If adopted, Plan Bay Area will be updated every four years, as required by law, to reflect the region's changing needs and priorities.

## **What are the consequences of delaying the adoption of Plan Bay Area?**

The schedule to develop Plan Bay Area has been extended several times over the past three years in response to input from stakeholders and local jurisdictions. There was no additional time in the schedule for further extension without impacting federal air quality conformity requirements and the Transportation Improvement Plan (TIP), which are directly tied to the schedule for the adoption of Plan Bay Area following certification of the EIR.

## **What does it cost to conduct and complete a planning process like this?**

The budget for the planning portion of Plan Bay Area (that is, the costs associated with conducting the process versus the funding the plan directs toward programs and projects) is approximately \$3.1 million over 3 years. This includes consultant assistance and staff costs to update the regional travel model; to create a new, integrated economic and land use model for the current Plan and future updates to the Plan; to conduct model analyses; to evaluate the performance of plan scenarios, alternatives and projects; to prepare the Draft Plan and the Draft Environmental Impact Report; to complete supplementary reports and to conduct public engagement. Funding comes from the region's annual allocation of federal, state and local planning revenues.

## **What are some of the other regional efforts related to Plan Bay Area?**

The Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC) are considering how to improve the region's land use pattern

and placement of public infrastructure, including transportation. To reduce air pollution (smog, particulate matter and airborne toxins), the Air District is considering how to address the air quality impacts of transportation and other sources associated with land development. BCDC is preparing for rising sea levels and storm surges affecting areas on and near the Bay shoreline. Future sea levels will have implications for the location of development and transportation infrastructure.

## **About Forecasts**

### **How can ABAG and MTC predict the future?**

We do not predict the future. For several decades, both MTC and ABAG have been developing and updating long-term regional plans for the Bay Area by using computer modeling to forecast transportation and housing demand, economic growth, demographics, and land-use changes, among others. These forecasts are used to inform planning and investment decisions. The forecasts are updated every two to four years to make sure they are based on the most reliable data, including locally adopted plans for development and conservation.

### **How many people will Plan Bay Area need to accommodate?**

The Bay Area is currently home to about 7 million people. Data suggests that over the next 30 years the region will attract another 2 million people. The rate of growth depends on several variables, including job growth, age distribution, predicted birth and death rates, and estimated migration into the Bay Area.

### **Why do the Department of Finance population numbers differ from ABAG's projections?**

California's Department of Housing and Community Development, the Department of Finance, and ABAG all agree that economic trends need to be addressed in Plan Bay Area. ABAG's 2.1 million population growth projection is directly tied to employment growth. The Department of Finance's 2013 projections do not take into account the high rate of growth in jobs, population and migration into the region. The Department of Finance population projections depict only one possible course of future population change, i.e., the one reflecting assumed trends in fertility, mortality, and migration. The model does not consider employment, which is a major driver of migration. The Department of Finance will incorporate ABAG employment forecasts in the future. The Department of Finance, and Department of Housing and Community Development agree with ABAG's methodology and projections.

### **Why are your population estimates based on one number and not a range?**

We recognize that there is a range of future population estimates; however for planning purposes we have to arrive at a single number. Based on the current population and assumptions for fertility rates, death rates and future jobs (which affects job seekers moving to the Bay Area), the Plan Bay Area estimate represents what we believe is the most likely future population. To ensure the forecast is as accurate as possible, it will be updated every four years.

## **Why should we have confidence in the population/demographic models used to support the plan?**

The Plan Bay Area forecast was developed by ABAG with extensive assistance and peer review by a team of economists and other state agencies including the California Department of Finance. The forecast uses demographic data from national and state sources, such as the U.S. Bureau of Labor Statistics, U.S. Census, and the California Department of Finance. It relies upon standardized forecasting methods to estimate the Bay Area's share of expected national employment growth and the detailed demographic characteristics (e.g., age, gender, race/ethnicity, etc.) of the region's future population. The methodology for forecasting the region's future population is based on natural increase of the existing population (births minus deaths) and expected job growth (which draws people to the region). A detailed description of the forecasting methodology is available in the *Draft Forecast of Jobs, Population and Housing*.

The forecast includes these inputs and is based on the best professional estimates of ABAG staff. In addition, although the SCS forecasts population growth out to 2040, by law the SCS must be updated every four years. This provides ABAG the opportunity to continually refine the assumptions and data used in its forecasts.

## **Why are natural hazards such as earthquakes, sea level rise and flooding not integrated more directly into the plan?**

Plan Bay Area is a long-term, regional-scale plan covering 101 cities and nine counties, over 150 major transportation projects, and many other transportation and land use projects over the next approximately 27 years. The Plan and the Environmental Impact Report address natural hazards at the level appropriate for long-term, programmatic regional plans. Potentially significant site-specific natural hazards caused by projects implemented under Plan Bay Area will be addressed at the project-specific level. MTC and ABAG will continue to monitor these issues and revise Plan Bay Area in response to the changing environment every four years, as required by law.

## **About Transportation**

### **How does Draft Plan Bay Area invest transportation funds?**

Draft Plan Bay Area focuses the lion's share of investment on maintaining the existing transit and road system and boosting the transportation system's efficiency. The Plan also provides support for focused growth in Priority Development Areas, including the new One Bay Area Grant program.

### **How much transportation revenue is expected to be available?**

The Draft Plan Bay Area forecasts transportation revenue totaling \$289 billion over 28 years. However, most of this money will be needed just to maintain the existing transportation network. Of the total amount, \$57 billion is "discretionary," or available for assignment to new projects and programs.



## How does Plan Bay Area invest future transportation funds?

### *Draft Plan Investments by Function*

Function	Committed YOES billions	Discretionary Revenue YOES billions	Total YOES billions	% of Total
Transit: Maintain Existing System	\$139	\$20	\$159	55%
Road and Bridge: Maintain Existing System	\$69	\$25	\$94	33%
Transit: Expansion	\$13	\$8	\$21	7%
Road and Bridge: Expansion	\$11	\$4	\$15	5%
<b>Total</b>	<b>\$232</b>	<b>\$57</b>	<b>\$289</b>	<b>100%</b>

## How does the Draft Plan Bay Area propose to invest future discretionary funds?

The Draft Plan invests discretionary funds into six key investment strategies: (1) county investment priorities would receive \$16 billion, or 29 percent of available funds; (2) system maintenance would receive \$15 billion, or 26 percent; (3) programs to support focused growth are slated to garner \$14 billion through the One Bay Area Grant program, or 25 percent of expected discretionary funds; (4) transit expansion projects would receive \$5 billion, or 9 percent; (5) freeway and transit efficiency projects would receive \$4 billion, or 7 percent; and (6) \$1 billion (less than 1 percent) would go toward programs specifically designed to combat climate change. The plan includes a \$2 billion reserve fund set aside for future rail expansion projects.

## What is OBAG?

The One Bay Area Grant (OBAG) program is designed to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation process. The program totals \$320 million over the next four years (\$14.6 billion over the life of the Plan, which amounts to 5 percent of overall funding and 25 percent of discretionary funding in the plan). The program grants local communities the flexibility to invest in transportation infrastructure that supports infill development by providing funds for bicycle and pedestrian improvements, local road repair and planning activities, while also providing funds for Safe Routes to School programs and for Priority Conservation Areas.

## How does the Draft Plan propose to support bicycle and pedestrian travel?

State Transportation Development Act (TDA) and local sales tax funds committed to bicycle and pedestrian improvements total \$4.6 billion during the Plan period. The One Bay Area Grant program, \$14.6 billion over the life of the Plan, is another fund source that can be used to pay for 'Complete Streets' projects. These projects can include stand-alone bicycle and pedestrian paths, bicycle lanes, pedestrian bulb-outs, lighting, new sidewalks, Safe Routes to Transit, and Safe Routes to Schools projects that will improve bicycle and pedestrian safety and travel.

In addition to this funding, cities and counties that wish to use OBAG grant funds must adopt a 'Complete Streets' resolution and in the future an updated general plan element to improve the delivery of Complete Streets projects serving all road users, including pedestrians and bicyclists. During MTC's last survey of project sponsors in 2006, over 55% of transportation projects surveyed already included complete streets elements. The resolution requirement is expected to increase the rate of complete street implementation.

## **What does the Plan propose to fund for the region’s Climate Initiatives Program?**

The Climate Initiatives Program invests in eight programs focused on technology advancements and incentives for travel options to help the region meet the SB 375 GHG emissions targets. The programs include: implementing the Commuter Benefit Ordinance, authorized by SB 1339; expanding car sharing to ensure vehicles are available at high-demand locations and expanded to suburban communities; providing incentives to reduce the cost of vanpools; establishing discounted fees charged on new vehicles with low miles-per-gallon rating to help purchase fuel-efficient vehicles; a public education campaign and rebates for tools that encourage “smart driving”; establishing a voluntary vehicle buy-back incentive program to accelerate the removal of low-mpg vehicles coupled with incentives towards the purchase of plug-ins or electric vehicles; and investing in a regional electric vehicles charger network. In addition, the Plan calls for the expansion of the most successful strategies identified in the Climate Initiatives Innovative Grants program, which is currently underway.

## **About Housing and Land Use**

### **Why do we have RHNA – Regional Housing Need Allocation?**

California Housing Element law (Article 10.6 of the California Government Code) requires each jurisdiction to plan for housing for all income levels by ensuring that local zoning and planning support the production of a diverse range of new housing. The RHNA is the state-mandated process to identify the share of the state’s housing need for which each jurisdiction must plan over an 8-year period. Jurisdictions are not responsible for building the housing: only for demonstrating in their local Housing Element that it could be built under current zoning. ABAG oversees the RHNA process in the nine-county San Francisco Bay Area.

### **How does Plan Bay Area relate to the Sustainable Communities Strategy (SCS), Regional Transportation Plan (RTP) and Regional Housing Need Allocation (RHNA)?**

Plan Bay Area combines these three initiatives into a single, integrated regional plan. For example, RTPs traditionally include land use projections. Plan Bay Area’s distribution of growth is the SCS. Senate Bill 375 also stipulates that the SCS will identify areas to accommodate the RHNA. State law requires that the RHNA follow the development pattern specified in the Sustainable Communities Strategy.

### **Does Plan Bay Area override local land use control?**

No. Cities and counties, not MTC or ABAG, are ultimately responsible for the manner in which their local communities continue to be built out in the future. For this reason, cities and counties are not required to revise their “land use policies and regulations, including [their] general plan, to be consistent with the regional transportation plan or an alternative planning strategy.” [Gov. Code, § 65080, subd. (b)(2)(J)]. The Plan’s SCS merely provides a land use vision that “*if implemented*, [would] achieve the greenhouse gas emission reductions targets” for the region. (Pub. Resources Code, § 21155, subd. (a) (emphasis added).) The proposed Plan will only be implemented insofar as local jurisdictions adopt its policies and recommendations.

Rather than increase regional land use control, the Plan facilitates implementation by expanding incentives and opportunities available to local jurisdictions to support growth in Priority

Development Areas (PDAs). In addition to funding transportation and planning projects in PDAs, the Plan sets the stage for cities and counties to increase the efficiency of the development process, if they choose, for projects consistent with the Plan and other state legislation.

### **What is a Priority Development Area?**

Priority Development Areas (PDAs) are locally designated areas within existing communities that have been identified and approved by local cities or counties for future growth. These areas are typically accessible to transit, jobs, shopping and other services. Over 70 local governments have voluntarily designated some 170 PDAs, which are proposed to absorb about 80 percent of new housing and over 60 percent of new jobs on less than five percent of the Bay Area's land. The result is a locally supported, compact and efficient growth pattern that meets CARB's GHG reduction targets and provides adequate housing for the Bay Area's growing population.

### **What is a Priority Conservation Area?**

Priority Conservation Areas are identified in partnership with land trusts, open space districts, parks and recreation departments, local jurisdictions and property owners to preserve the region's diverse farming, recreational, and resource lands for future generations. This process builds on a century of park development and open space protection. The purpose of designating Priority Conservation Areas is to protect key natural lands in the San Francisco Bay Area through purchase or conservation easements with willing property owners.

### **If Plan Bay Area includes additional housing units in my community, does this guarantee that those units are going to be built?**

No. The pace at which new housing is built will be determined by various factors, including local zoning, the financial feasibility of building the new housing permitted under this zoning, and ultimately the decision by a city council, town council, or board of supervisors to approve each housing project. Cities and counties will continue to retain all control over local building decisions following adoption of the Plan. Over the long term, communities may change zoning, provide incentives for developers, or adjust other land use policies to increase or decrease the feasibility of building the levels of housing projected in the Plan.

### **Have ABAG and MTC investigated whether Plan Bay Area's development is feasible?**

The regional land use plan, or distribution of growth to individual jurisdictions, was developed through a variety of land use and transportation scenarios that distributed the total amount of growth forecasted for the region to specific locations. These scenarios sought to address the needs and aspirations of each Bay Area jurisdiction, as identified in locally adopted general plans and zoning ordinances, while meeting Plan Bay Area performance targets adopted by ABAG and MTC to guide and gauge the region's future growth.

The framework for developing these scenarios is based as Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) nominated by local governments, not ABAG or MTC. ABAG and MTC incorporated local feedback from individual jurisdictions, relying on their best assessment of feasible growth over the plan period and then applied a series of additional factors to achieve Plan Bay Area's goals. The scenarios were then developed through an open, deliberative process, during which public input was sought at every step along the way. After

further modeling, analysis, and public engagement, the five initial scenarios were narrowed down to a single preferred land use scenario.

Feasibility of this scenario was further tested by an assessment of a representative sample of PDAs from throughout the region by consultants at Economic and Planning Systems (EPS) deeply familiar with the market characteristics of each jurisdiction in the Bay Area. Overall, the study concluded that the proposed development pattern contained in the preferred scenario, while ambitious, represents an achievable level of growth with sufficient policy changes, some of which are now underway or currently being examined.

### **So all projects in Plan Bay Area will require further environmental review?**

It's important to note that while Plan Bay Area includes a "Program-level" EIR under the California Environmental Quality Act (or CEQA), any major transportation, housing or other project included in the plan must still comply with CEQA, and in some cases the National Environmental Policy Act (NEPA). For example, if a project to add bicycle lanes is listed in the Plan, separate environmental review specific to that project is still required under CEQA and will be conducted by the jurisdiction with approval authority over the project. Likewise, if the Plan describes new housing units or jobs within a city or county, the actual planning and development enabling any proposed project that might be brought forward to a city or county would fall under a local environmental review and still need local approval. SB 375 provides CEQA streamlining benefits that local jurisdictions can take advantage of, but it the Plan Bay Area EIR does not preclude future environmental review.

### **What is open space and who owns it?**

Open space generally refers to undeveloped land or water that could be either publicly or privately owned.

### **Is Plan Bay Area consistent with Urban Growth Boundaries and similar locally adopted growth controls in many Bay Area counties?**

Yes. The Draft Plan accommodates 100% of new growth within existing urban growth boundaries and similar locally adopted growth controls. It also emphasizes protection for the region's farmland and scenic and natural resource areas, including Priority Conservation Areas.

### **How will local sewer, fire, water and other local infrastructure be impacted by housing growth? What about schools, libraries, and other public services?**

Infrastructure, school, police, and fire service effects will vary in different locations, with those locations experiencing more growth likely requiring additional services. Funding for many of these services will be locally determined, as public service standards, performance measures, and policies related to police and fire are typically set by local jurisdictions and agencies; and library and recreation facilities are typically set in city and county general plans. For schools, standards relating to class size are primarily determined at the state level, although local school districts are responsible for the planning and construction of school facilities. Additional funding may come from developer agreements, which can include impact fees to support schools and other community benefits, such as parks and libraries.



As a regional plan encompassing nine counties, Plan Bay Area cannot provide a detailed assessment of local needs. However the compact growth pattern in the SCS should allow jurisdictions to leverage existing facilities and absorb some of the increased demand with facilities that are currently underutilized. Overall, more compact urban development costs less for upfront infrastructure, saves on ongoing delivery of services, and generates more local tax revenue per acre than conventional suburban development. New employment associated with providing public services is recognized in the Plan Bay Area jobs forecast, with increases in every county consistent with population growth.

The SCS DEIR found that impacts to schools, libraries, and parks from land use development are Potentially Significant, and therefore would have to undergo environmental review during the approvals process to determine feasible mitigations. For additional information, please see the Draft EIR, chapters 2.12 and 2.14.

### **How are water needs for new development proposed in this plan being addressed?**

Plan Bay Area is a programmatic document and the Draft EIR includes a program-level assessment of impacts related to water supply. The Draft EIR demonstrates the region faces questions regarding water supply deficiencies particularly during drought years. While numerous factors influence water demand, including employment growth, socio-economic characteristics, geographic distribution of the population, variation in precipitation levels, and water conservation practices, overall population growth is the most important factor. The projected population growth will occur with or without the Plan.

The proposed Plan Bay Area concentrates the projected growth within currently developed areas in the region, which reduces per capita water consumption. As a result, the proposed Plan should help protect the region's water supply by reducing development pressure on rural areas; areas where per capita water use is typically higher and new water infrastructure would be needed to accommodate growth.

With a few exceptions, the areas anticipated for new development conform to local general plans and specific plans. Each of the Bay Area's urban water suppliers must prepare an Urban Water Management Plan that assesses current and future demands for water. The potential future development would have been accounted for in the local Urban Water Management Plan.

## **About Greenhouse Gas Emissions**

### **What are the greenhouse-gas reduction targets?**

In 2010, the California Air Resources Board (CARB) adopted greenhouse gas (GHG) reduction targets for regions across California, as required by law. For the San Francisco Bay Area, this means a 7 percent per capita reduction target for the year 2020 and 15 percent per capita reduction target for 2035, based on 2005 levels. CARB set the GHG emissions reductions targets for the various regions in the state as a per capita metric. The DEIR of the Plan included both this "SB 375 metric" focused on reducing per capita emissions from cars and light duty trucks related to transportation and land use planning, as well as an overall GHG emissions metric in its analysis of Plan Bay Area.

## **Why is lowering greenhouse gas emissions important?**

Lowering greenhouse gas (GHG) emissions protects public health, lowers energy consumption, and reduces our contribution to global warming. More immediately, strategies to reduce emissions emphasize creating more options to take public transit, walk or use a bicycle for transportation instead of a car, when viable and appropriate. In addition, other laws require Plan Bay Area to meet federal and state air quality health standards for several pollutants.

## **Why the focus on cars and light trucks?**

Transportation is the biggest single source of greenhouse gases in California. In the Bay Area, it accounts for 41 percent of our overall emissions, most of that comes from personal travel in on-road vehicles. To reduce our contribution to global warming, the region must pursue multiple transportation and land use strategies.

Plan Bay Area will:

1. Reduce the separation of land uses (jobs, stores, schools, and homes) and encourage more complete, mixed-use communities, so people can drive less and walk, bike or use more transit;
2. Cluster more homes, jobs and other activities around transit, so people can more easily use transit rather than drive; and
3. Plan land uses and transportation together, to reduce traffic congestion, improve vehicle speeds, reduce emissions from idling and other inefficiencies.

## **What about low-carbon fuels, more efficient cars, and solar/green buildings? Won't that reduce the region's greenhouse gas emissions? Why do we even need SB 375?**

Vehicle technology and transportation pricing (e.g., parking) are likely to have a significant impact on reducing greenhouse gas emissions. The impact of more efficient vehicles would be significantly reduced, however, if we continue to drive more and congestion increases because of inefficient land uses. Experts agree that there is no single answer. Changes in technology as well as changes in travel behavior will be necessary to reduce emissions to healthier levels in the future. There are other planning and implementation efforts that address building energy efficiency, renewable energy production, and additional GHG reduction approaches (for example, local Climate Action Plans and Energy Upgrade California (<https://energyupgradeca.org/overview>)).

Further, SB 375 requires regional planning agencies in the state to include a Sustainable Communities Strategy (SCS) in their regional transportation plan that demonstrates how the region could achieve the GHG emissions reductions targets through integrated land use and transportation planning. The CARB Scoping Plan, developed to implement AB 32 as a comprehensive statewide strategy to reduce GHG, specifically charges CARB with implementing GHG reduction strategies related to clean vehicles and fuel efficiency. Therefore, the SB 375 targets analysis does not include the GHG emissions reductions and benefits of statewide standards that are anticipated as the result of fuel efficiency standards and the low carbon fuels standards (LCFS) as part of the region's efforts to reduce GHG emissions through integrated land use and transportation planning. Were MTC/ABAG to include those benefits in the SB 375 analysis, the region would be taking credit for emissions reductions in the land use

and transportation planning sector that the state is taking credit for as part of ARB's responsibilities, thus double counting.

### **What if Plan Bay Area can't meet its targets?**

If we cannot meet the greenhouse-gas reduction targets in Plan Bay Area, then we must prepare an Alternative Planning Strategy (APS) to accompany the Sustainable Communities Strategy (SCS). The APS would identify the physical, economic or political conditions required to meet the regional greenhouse gas targets.

## **Equity**

### **What does "social equity" mean?**

Social equity is the idea that all persons should have fair and equal access to opportunity. Plan Bay Area is designed to find housing for all persons at all income levels in the region, improve air quality in polluted areas and to make housing and transportation more affordable for lower-income households. For more information, visit the One Bay Area web page on [equity](#).

### **What does "environmental justice" mean?**

Environmental justice stems from a Presidential Executive Order to fairly distribute benefits and burdens for disadvantaged communities and to include minority and low-income communities in decision-making. The federal government oversees regional planning. As a recipient of federal funds, MTC is required to incorporate environmental justice principles in all its planning efforts, including Plan Bay Area.

## **Public Input**

### **How are local governments and other organizations involved?**

Local officials, as well as environmental, social justice, faith-based, public-health and business leaders, are engaging in Plan Bay Area through a Regional Advisory Working Group that provides input on planning and policy issues. The agencies also get input from several other interest groups through MTC's Policy Advisory Council and ABAG's Regional Planning Committee. These meetings are open to the public and broadcast live via streaming audio. For more details, visit [OneBayArea.org](http://OneBayArea.org).

### **How are you involving residents in low-income communities and communities of color?**

MTC and ABAG are partnering with nonprofit groups working in low-income communities and communities of color, selected through a competitive procurement process, to involve residents in those communities in development of the Plan.

### **Are businesses involved in the Plan Bay Area process?**

Yes. MTC and ABAG have been working with business leaders from throughout the region, especially at key points during development of the Plan.

## **Is my input really considered by ABAG and MTC?**

Absolutely. Oral and written comments from workshops, telephone survey results, a web survey and focus groups, have been analyzed, summarized and presented to ABAG and MTC decision makers at key milestones in the development of the plan. The Draft Plan and its Draft Environmental Impact Report (DEIR) were released March 22 and April 2 respectively for public review and comment. All oral and written comments will be summarized and presented for review by ABAG and MTC board members to inform their final action on the Draft Plan, which is slated for adoption in July 2013.

## **How can I get involved?**

Public engagement is essential to the success of all the regional planning efforts. Plan Bay Area needs the input of all stakeholders — especially the people who live and work in Bay Area communities — to build a plan that meets their vision, goals and aspirations for a prosperous future.

There are many ways to get involved. You can go to our [Get Involved](#) page to sign up for alerts about [meetings](#) and other opportunities to have your voice heard. We also encourage you to visit our [Public Process](#) page, which explains the nuts and bolts of what can be an admittedly complicated multi-year planning process.

Plan Bay Area is based on the work of hundreds of local planning efforts that have taken place around the Bay Area. We encourage you to get involved in local planning efforts, including neighborhood plans, General Plan and Housing Element updates. A second regional planning effort, the Bay Area Prosperity Plan, is engaging a broad range of community organizations and partners around the region on economic development and housing strategies to implement Plan Bay Area. You can learn more about this effort at <http://onebayarea.org/regional-initiatives/Bay-Area-Prosperity-Plan.html>.

## **Why don't you do more to publicize opportunities to comment on this plan?**

MTC and ABAG are conducting an extensive public engagement program. Methods for publicizing comment opportunities include:

- Regular press releases to the news media outlets about comment opportunities
- Numerous presentations to local elected officials and civic groups.
- Social media (Facebook and Twitter)
- An interactive web site that has drawn some 50,000 unique visitors to learn about Plan Bay Area and comment via a “Virtual Workshop” and an online “Plan Bay Area Town Hall”
- Email and direct mail



# **The Role of Regional Government**

**Some claim that Plan Bay Area is part of an ill-intended global agenda to force lifestyle changes — is this true?**

Plan Bay Area is a home-grown effort to plan for future transportation and land use needs. Most of us who live here are accustomed to saying that we live in “The Bay Area.” That simple phrase speaks volumes. It shows we already share a regional identity. We have a history of joining together on issues that cross jurisdictional lines. Notable examples include working to save San Francisco Bay, set aside land for a vast system of interconnected parks and open space, and pioneer a regional rapid rail system. All these efforts have shaped our collective identity and put us on the map as a region. Our first long-range comprehensive regional plan was completed in 1964 by ABAG. MTC has been adopting and updating regional transportation plans since 1971, the most recent of which was adopted in 2009. Plan Bay Area is a work in progress that will be updated every four years. While it is done in part to meet state and federal laws that require metropolitan areas to plan for regional needs, the Plan furthers a very important conversation in the Bay Area about the quality of life we enjoy today, and how to leave a better region for future generations.

**Is there any relationship between Plan Bay Area and U.N. Agenda 21?**

No. Plan Bay Area is mandated by California Senate Bill 375. For more information, read the American Planning Association fact sheet “[Agenda 21: Myths and Facts](http://www.onebayarea.org/pdf/Agenda21mythsfacts.pdf)” available online at <http://www.onebayarea.org/pdf/Agenda21mythsfacts.pdf>.

**Does Plan Bay Area force local governments to accept regional dictates in order to receive transportation funding?**

Plan Bay Area does not require local governments to implement regional requirements in order to receive transportation funding. The majority of funding in the Plan (\$232 billion, or 80%) is already committed for specific purposes. The remaining \$57 billion in revenues are available for assignment through the plan. As revenues become available, MTC assigns these funds to specific projects and programs, and may, at its discretion, include specific requirements. For the One Bay Area Grant program (OBAG) — which is slated to receive 5% of funding included in the Plan — MTC requires recipients to comply with existing state law by having an approved housing element. MTC directs the majority of OBAG funds to areas that local jurisdictions have nominated and have been approved as Priority Development Areas, though it is not a requirement to be designated a PDA in order to receive funding. So the Plan itself does not dictate specific requirements to local governments, rather the subsequent funding programs may include policies to ensure scarce transportation revenues are invested appropriately and in a manner that supports implementation of the Plan.

**Will Plan Bay Area be on the ballot for approval by voters?**

Rather than asking voters to adopt the long-range transportation and land use plan, state law requires this action from ABAG (as the state-designated Council of Governments) and MTC (as the federally designated Metropolitan Planning Organization). Both boards consist of locally elected officials.

**Comment Form**  
**April 2013 Open House/Public Hearing**