



Plan BayArea

Plan Bay Area Presentation

California Air Resources Board

June 27, 2013

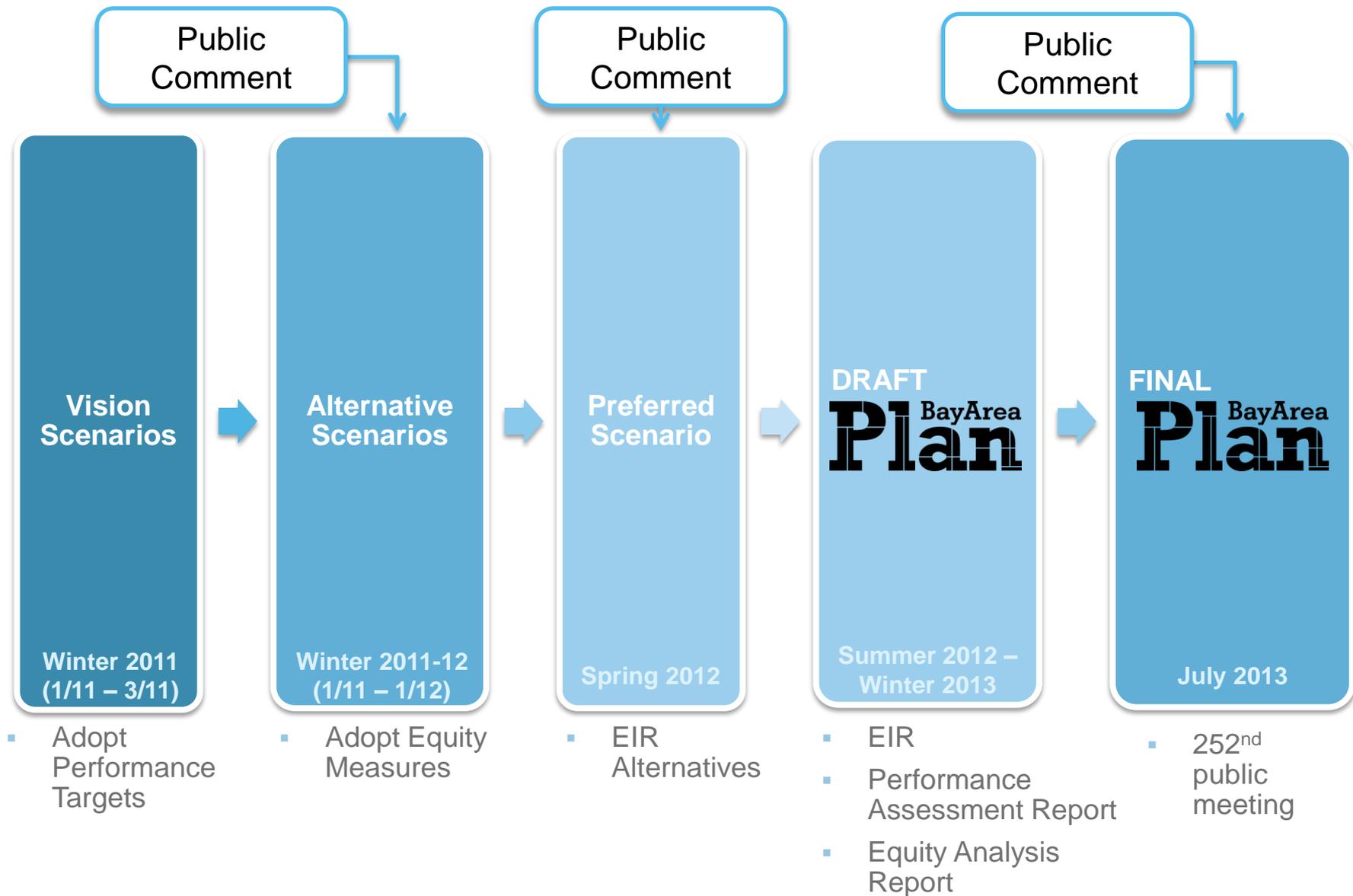
History of Leadership

- **Strong Regional Transit Network (BART, Caltrain) has existed for decades**
- **San Francisco Bay was saved and region's network of farms, habitats and vistas has been preserved**
- **Vital, pedestrian friendly, transit served neighborhoods have been the center of many communities for decades**
- **Balance between vital cities and protected rural areas provides a solid platform for the Plan**

Building Upon Recent Efforts

- **Regional Measure 2, raised bridge tolls by \$1 for mass transit and highway improvements**
- **MTC's Transit-Oriented Development Policy, 1st in the nation to link transit investments to plans for housing and station areas**
- **FOCUS Regional Blueprint Initiative identified Priority Development Areas and Priority Conservation Areas advancing complete communities and open space conservation**

Plan Bay Area Development Process



Setting Our Sights: Performance *Matters*

Adopted Plan Bay Area Performance Targets

ECONOMY	 <p>ECONOMIC VITALITY</p> <ul style="list-style-type: none">➤ Increase gross regional product	 <p>TRANSPORTATION SYSTEM EFFECTIVENESS</p> <ul style="list-style-type: none">➤ Increase non-auto mode share➤ Reduce VMT per-capita<ul style="list-style-type: none">➤ Maintain the transportation system
	 <p>CLIMATE PROTECTION</p> <ul style="list-style-type: none">➤ Reduce per-capita greenhouse gas emissions from cars and light-duty trucks	 <p>HEALTHY AND SAFE COMMUNITIES</p> <ul style="list-style-type: none">➤ Reduce premature deaths from exposure to particulate emissions➤ Reduce injuries and fatalities from collisions➤ Increase average daily time spent walking or biking
 <p>OPEN SPACE AND AGRICULTURAL PRESERVATION</p> <ul style="list-style-type: none">➤ Direct all non-agricultural development within the urban footprint		
EQUITY	 <p>ADEQUATE HOUSING</p> <ul style="list-style-type: none">➤ House all of the region's projected housing growth	 <p>EQUITABLE ACCESS</p> <ul style="list-style-type: none">➤ Decrease housing and transportation costs as a share of low-income household budgets

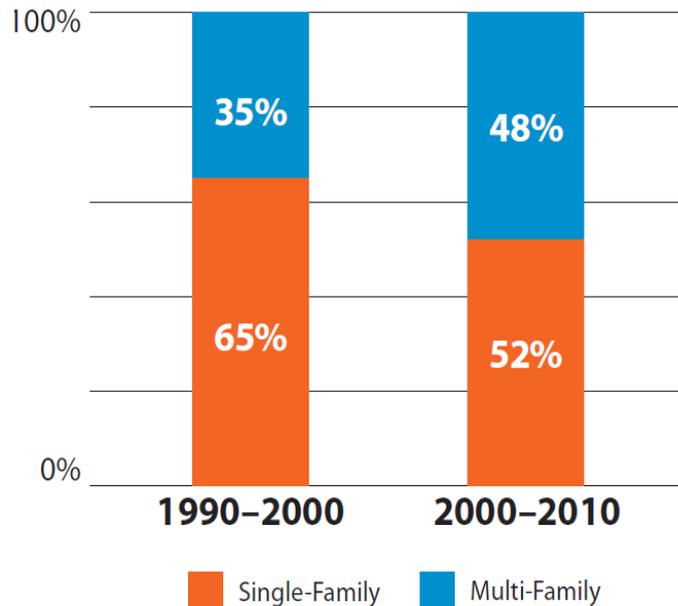
Regional Growth

	2010	2040	Growth 2010-2040
Jobs	3,385,000	4,505,000	1,120,000
Population	7,151,000	9,299,000	2,148,000
Housing Units	2,786,000	3,446,000	660,000

Housing Trends

Aging population, increased demand for housing including multi-family housing near services and transit.

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



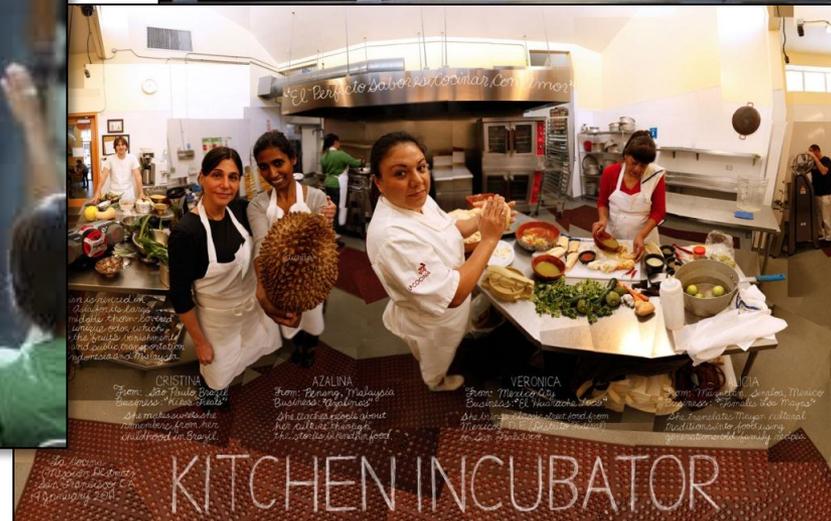
Source: U.S. Census



Employment Trends

Knowledge-based and Service Industries Lead Job Growth

- Nearly 75% of new jobs in professional services, health and education, and leisure and hospitality



Regional Growth Strategy

Focused Growth

 Non-urbanized land

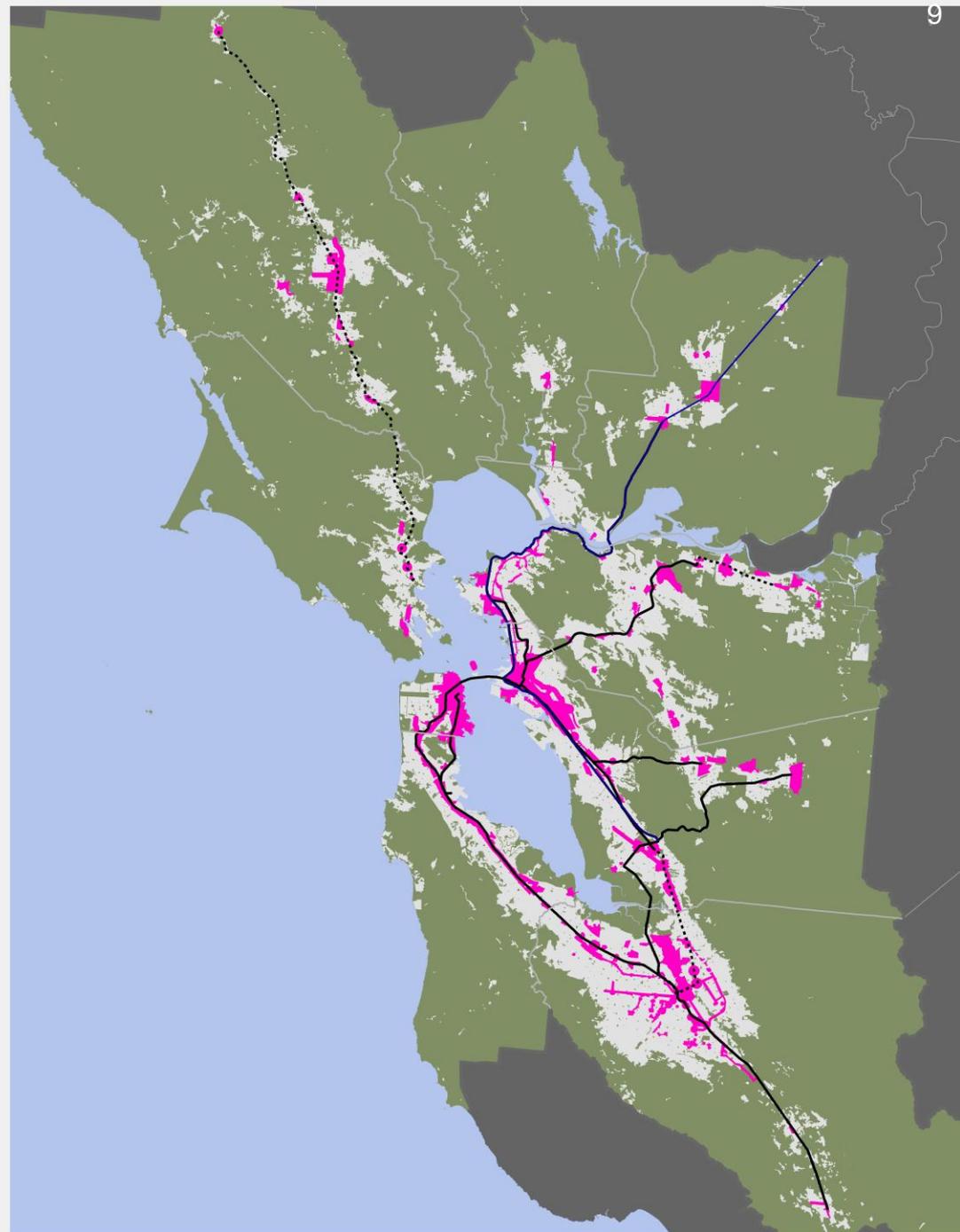
 Urbanized land

 PDAs

 Less than 5% of region's land

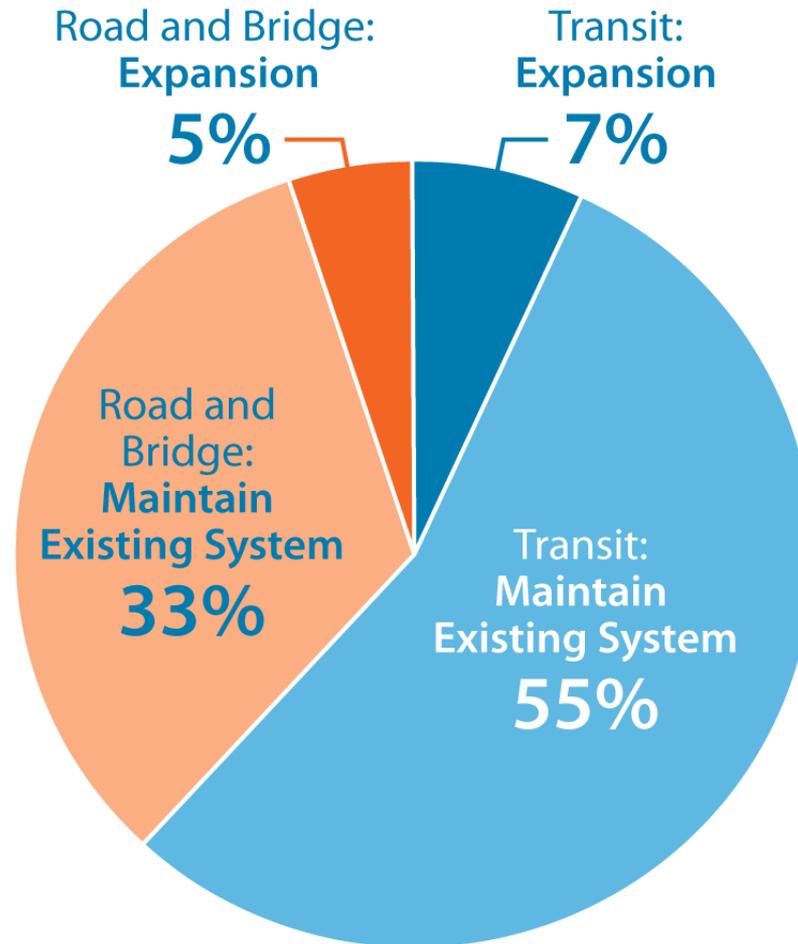
 Nearly 80% of new homes

 Over 60% of new jobs



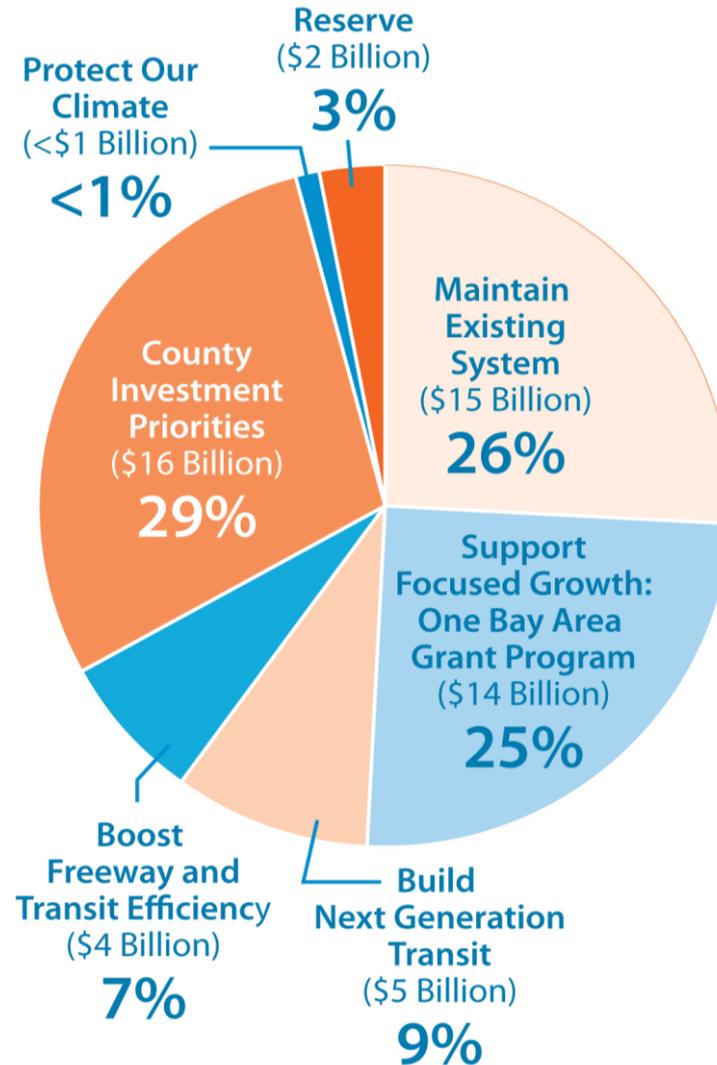
Total Transportation Investments

Total Revenue — \$289 Billion

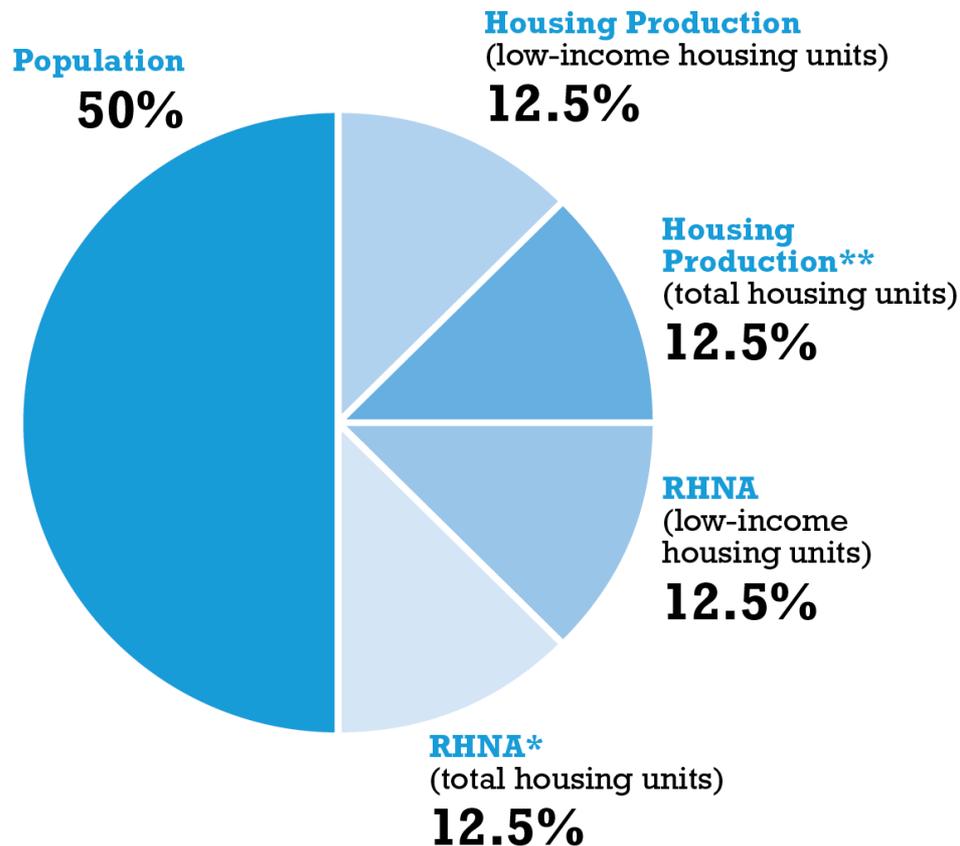


Discretionary Investments

**Discretionary
Revenue –
\$57 Billion**



One Bay Area Grant - \$320 million



Policy Linkages:

- Certified Housing Element
- Complete Streets
- 70%/50% Investment in Priority Development Areas

Investment Categories:

- Local Streets and Roads
- Bicycle and Pedestrian
- Transportation for Livable Communities
- Safe Routes to Schools

Major Projects

Project	Cost
BART: Fremont to San Jose	\$8.3 billion
Regional Express Lanes	\$6.6 billion
Caltrain Extension to new Transbay Terminal	\$4.2 billion
Freeway Performance Initiative	\$2.3 billion
Doyle Drive/ US 101 replacement	\$2.1 billion
Caltrain Electrification and Service Expansion	\$1.7 billion
MUNI Central Subway	\$1.6 billion



Frederic Larson / The Chronicle

Highest Performing Projects

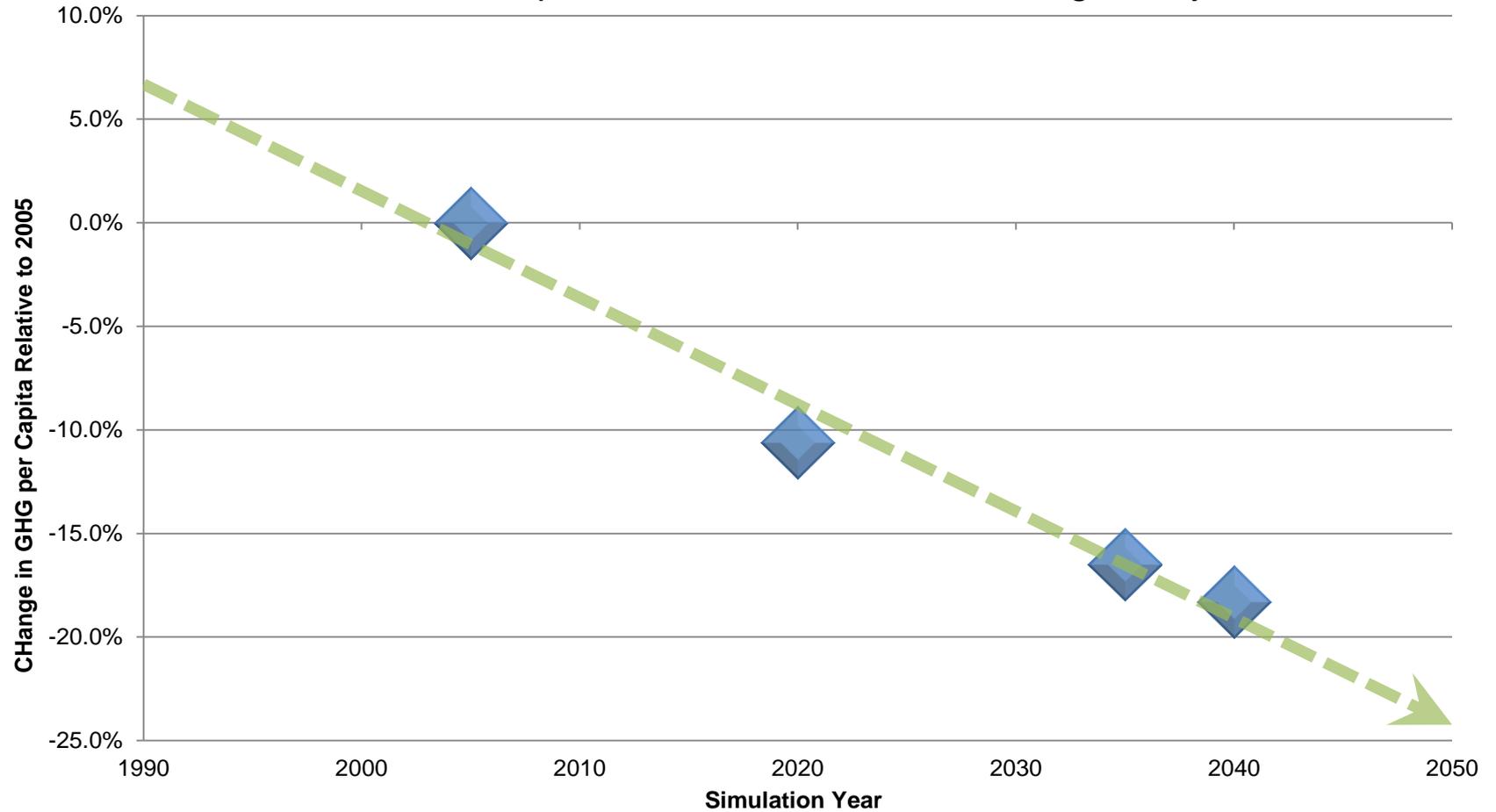
Project	Benefit/Cost
BART Metro	>60
San Francisco Congestion Pricing	45-59
AC Transit Grand Ave BRT	18
Freeway Performance Initiative & ITS Programs	16
Fremont: Irving Infill BART station	12
MUNI Transit Effectiveness Project	11
MUNI: Van Ness BRT	6
MUNI: Better Market Street	6
Caltrain Electrification and Service Expansion	5
BART: Fremont to San Jose	5

Protect Our Climate

	Climate Program	Description/Benefit
1)	Car Sharing	Expansion of car sharing to high demand and suburban locations to improve vehicle availability
2)	Vanpool Incentives	Cost reduction of van rentals to encourage new vanpools
3)	Clean Vehicle Feebate Program	Customer incentive program to encourage purchase of low MPG vehicle
4)	Smart Driving	Driving behavior change to improve gas mileage and reduce GHG emissions
5)	Vehicle Buy-Back & EV Purchase Incentive	Vehicle trade-in and incentive program to encourage retirement of inefficient vehicles and increase purchase of EVs
6)	Regional EV Charger Network	Installation of EV chargers at Bay Area workplaces to improve charger availability
7)	Innovative Grants	Implementation of innovative GHG emission reduction pilots

Tale of the Tape

SB 375 Per Capita Emissions from Cars and Light Duty Trucks



Focus on Implementation

Land Use

- **Support PDA Development With Locally Controlled Funding**
- **CEQA must support infill development**
- **Stabilize Federal Funding Levels**
- **“Defiscalize” Land Use Decision-making**

Transportation

- **Support Local Self-Help**
- **Seek Reliable Transportation Funding Levels and Flexibility**
- **Grow State Transportation Funding**
- **Cap and Trade for transportation and TOD**