Plan BayArea 2040

DRAFT PREFERRED SCENARIO:
OVERVIEW OF GROWTH PATTERN & INVESTMENT STRATEGY

Image Source: https://www.flickr.com/photos/adamrschultz/8810617814

Ken Kirkey & Matt Maloney, MTC – September 20, 2016
San Mateo County Planning Directors Workshop
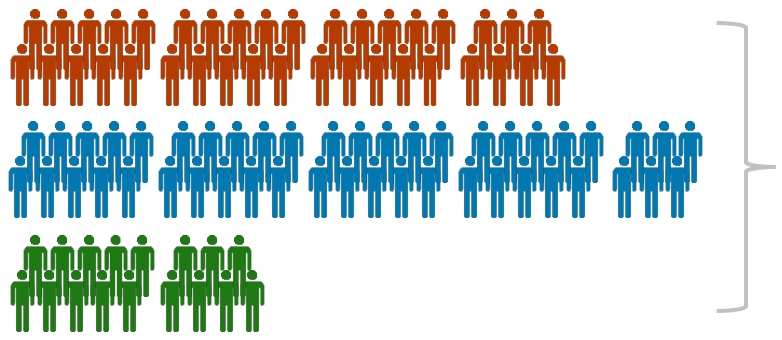
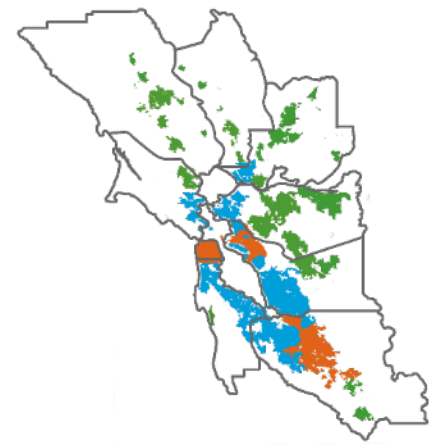Plan Bay Area 2040 establishes a 24-year regional vision for growth and investment.

Our economy is booming – but we're not building enough housing.

Plan
BayArea
2040

Jobs added from 2011 through 2015:
501,000

Housing units built from 2011 through 2015:
65,000

Big 3 Cities:
1 housing unit built for every
7 jobs created

Bayside Cities and Towns:
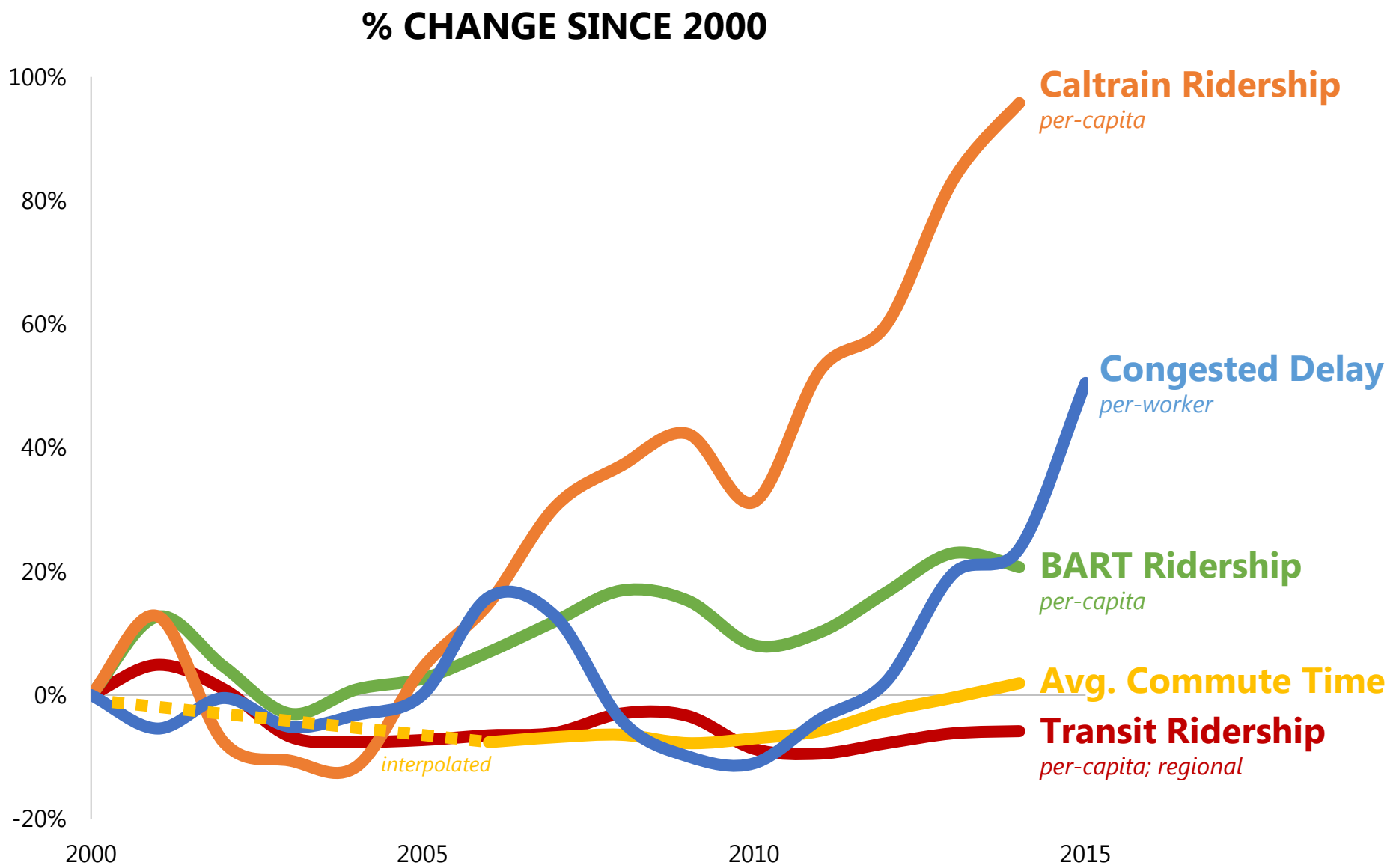1 housing unit built for every
15 jobs created

Inland, Coastal, Delta Cities and Towns:
1 housing unit built for every
3 jobs created

Regionally: 1 house was built for every **8 jobs** created

http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php

Image Source: https://www.flickr.com/photos/swang168/388908005

This current boom is translating into new pressures on our transportation system – even worse than the "dot com" boom.

% CHANGE SINCE 2000

- **Caltrain Ridership** *per-capita*
- **Congested Delay** *per-worker*
- **BART Ridership** *per-capita*
- **Avg. Commute Time**
- **Transit Ridership** *per-capita; regional*

interpolated

Source: Vital Signs (MTC 2015; ACS 2014; NTD 2014)

Funding and policies are available to help us tackle transportation challenges...

	Transportation Strategies	Land Use Strategies
State/ Federal	• Generate new state/federal revenues • Fund projects and programs • Condition existing funding sources	
Regional Agencies	• Prioritize high-performing expansion projects • Fund preservation and operation of system • Generate new regional revenues • Condition existing funding sources • Coordinate multi-county transportation programs • Advocate for Bay Area projects at the state and federal levels	
Local Agencies	• Build transportation projects • Improve efficiency of operations and maintenance activities • Generate new local revenues • Condition local revenues • Advocate for local projects at the regional, state, and federal levels	
Other	• **Private Companies:** operate private shuttles and provide TNC service	

... but solving our land use and affordability challenges is much more difficult.

Plan BayArea 2040

	Transportation Strategies	Land Use Strategies
State/ Federal	• Generate new state/federal revenues • Fund projects and programs • Condition existing funding sources	• Reform tax policies (including redevelopment) • Subsidize affordable housing • Streamline regulatory processes (e.g., CEQA reform)
Regional Agencies	• Prioritize high-performing expansion projects • Fund preservation and operation of system • Generate new regional revenues • Condition existing funding sources • Coordinate multi-county transportation programs • Advocate for Bay Area projects at the state and federal levels	• Condition existing funding sources • Implement new regional development fees *Fewer regional policies available today than for transportation*
Local Agencies	• Build transportation projects • Improve efficiency of operations and maintenance activities • Generate new local revenues • Condition local revenues • Advocate for local projects at the regional, state, and federal levels	• Change zoning • Change fees and subsidies for development • Streamline approval processes • Implement inclusionary policies • Adjust urban growth boundaries • Build infrastructure to support growth (e.g., sewer/water, schools, etc.)
Other	• **Private Companies:** operate private shuttles and provide TNC service	• **Developers:** build new residential, commercial, and industrial buildings *(both market-rate and affordable)*

Working within these constraints – and keeping this update limited and focused – we achieve 5 of the 13 ambitious targets.

Plan BayArea 2040

TARGET ACHIEVED (5)

Climate Protection*

Adequate Housing

Open Space and Agricultural Preservation*

Middle-Wage Job Creation

Goods Movement/ Congestion Reduction*

RIGHT DIRECTION (5)

Healthy and Safe Communities

Affordable Housing

Non-Auto Mode Shift*

Road Maintenance*

Transit Maintenance

WRONG DIRECTION (3)

Housing + Transportation Affordability*
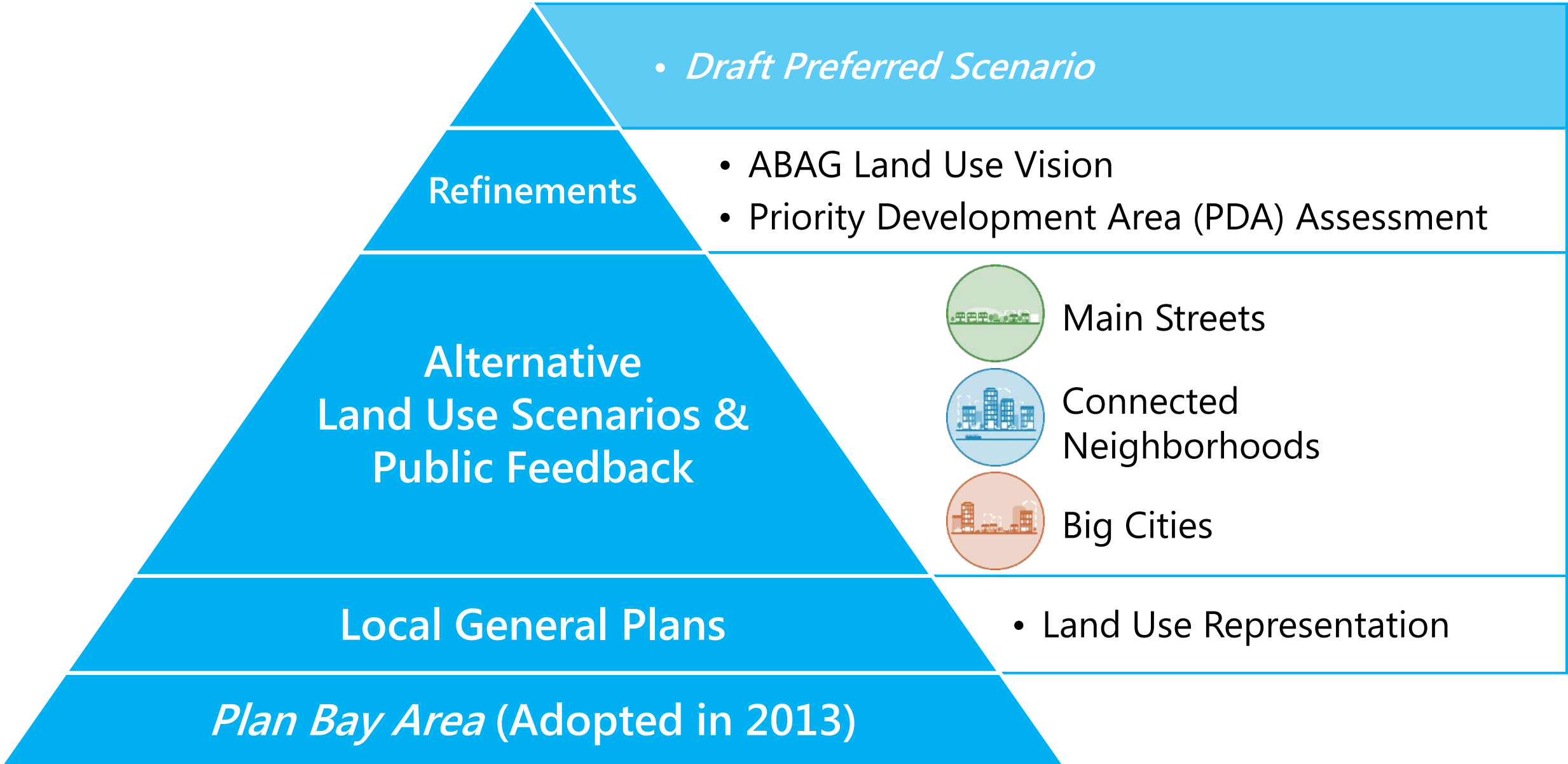
Displacement Risk*

Access to Jobs

PlanBayArea 2040

Identifying a feasible pattern for regional growth was the first step in crafting the Draft Preferred Scenario.

Image Source: https://www.flickr.com/photos/skakos/6421883439

- *Draft Preferred Scenario*

Refinements
- ABAG Land Use Vision
- Priority Development Area (PDA) Assessment

Alternative Land Use Scenarios & Public Feedback

Main Streets

Connected Neighborhoods

Big Cities

Local General Plans
- Land Use Representation

Plan Bay Area (Adopted in 2013)

What is UrbanSim?

- Land use model forecasting likely future development patterns

- Considers a range of information for each land parcel in the Bay Area:
  - Allowable uses
  - Allowable intensity
  - Prohibitions
  - Developer profitability

Data Sources for 2010 base year

2010 Households

- U.S. Census Bureau
- Consistent at Census Block Group Totals

2010 Employment

- Employment Development Department
- Consistent at County Totals
- Spatial distribution within county based on Dunn & Bradstreet data

Land use strategies influence the location of future housing and jobs.

Plan
BayArea
2040

12

*The **Draft Preferred Scenario** has the following key strategies for land use:*

Keep **current urban growth boundaries** in place.

Apply **inclusionary zoning** in all cities with PDAs.

Assume for-profit housing developments make **10 percent of units deed-restricted** in perpetuity.

Assign **higher densities** than currently allowed by cities in select PDAs.

Reduce the cost of building in PDAs and TPAs through **eased parking minimums** and **streamlined environmental clearance**.
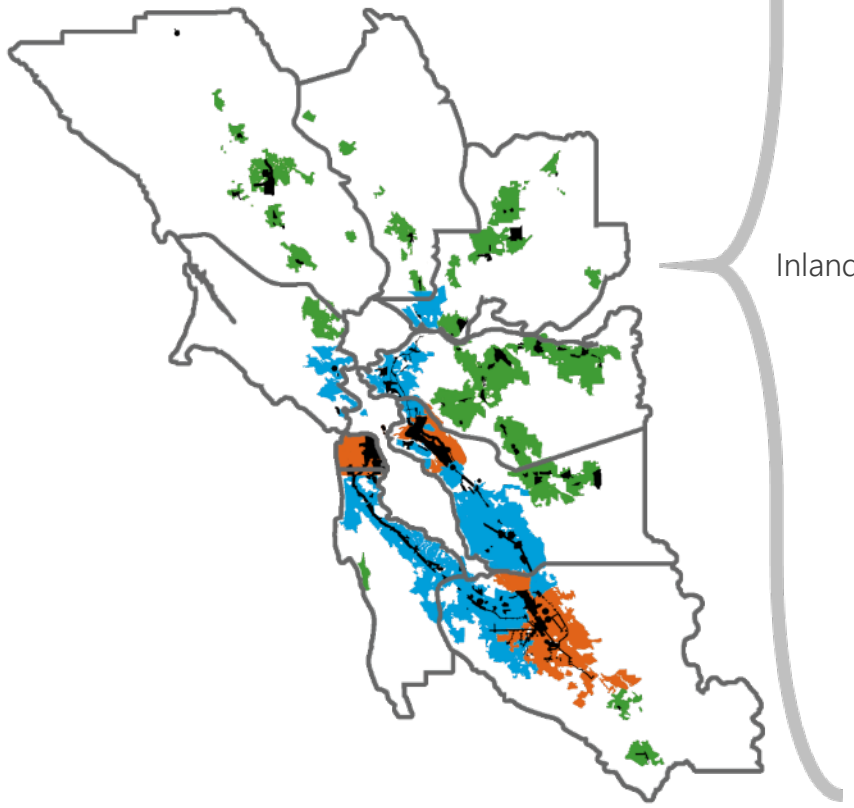
Assume **subsidies** stimulate housing and commercial development within PDAs.

Similar to *Plan Bay Area*, the Draft Preferred focuses growth in the core of the region.

Where will the region plan for the 820,000 new households?
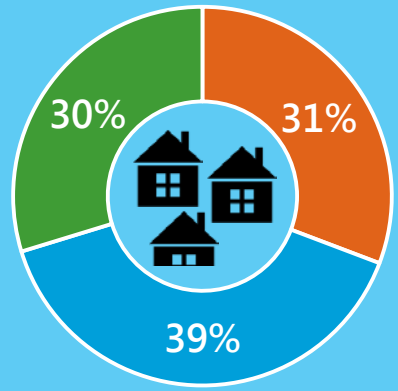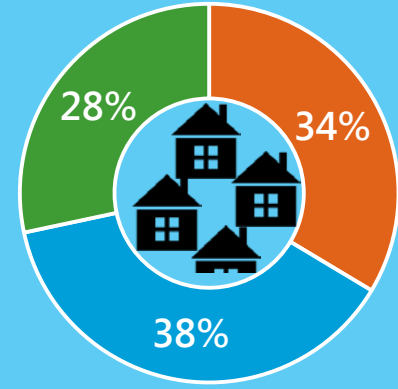
Big 3 Cities — 43%

Bayside — 33%

Inland, Coastal, Delta — 24%

in PDA — 75%

outside PDA — 25%

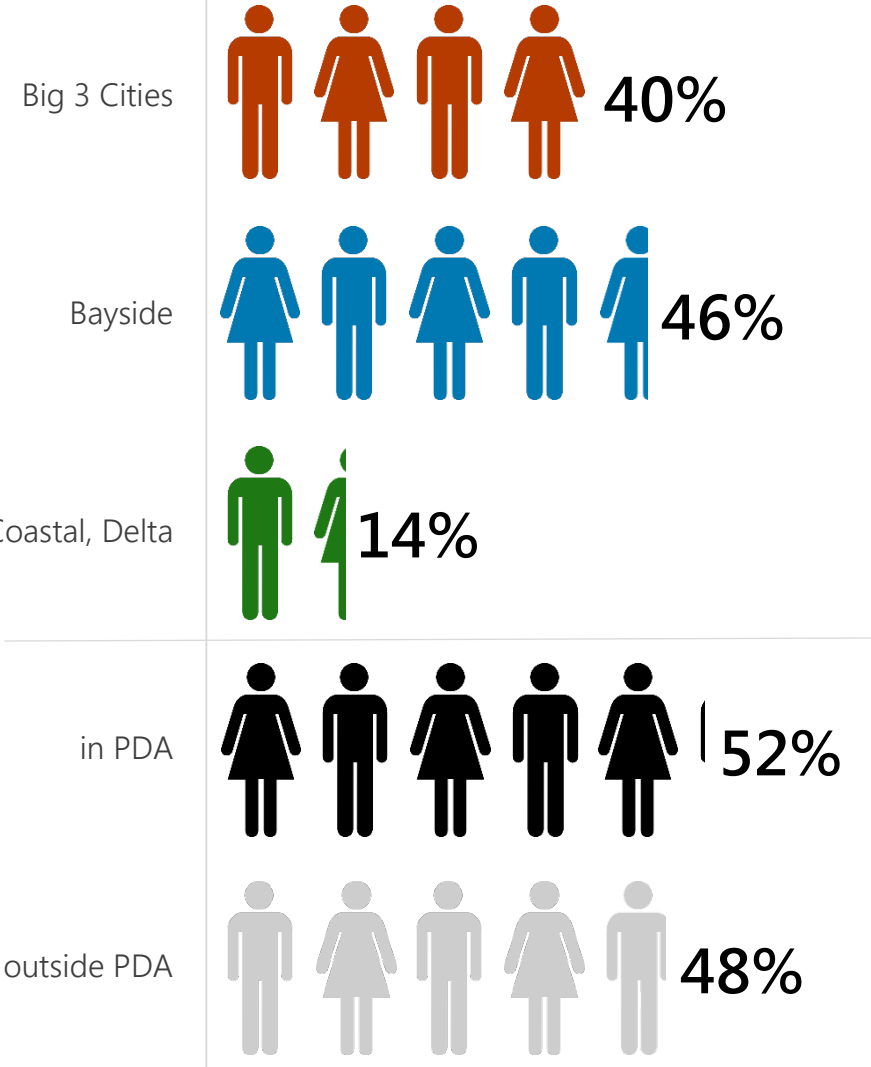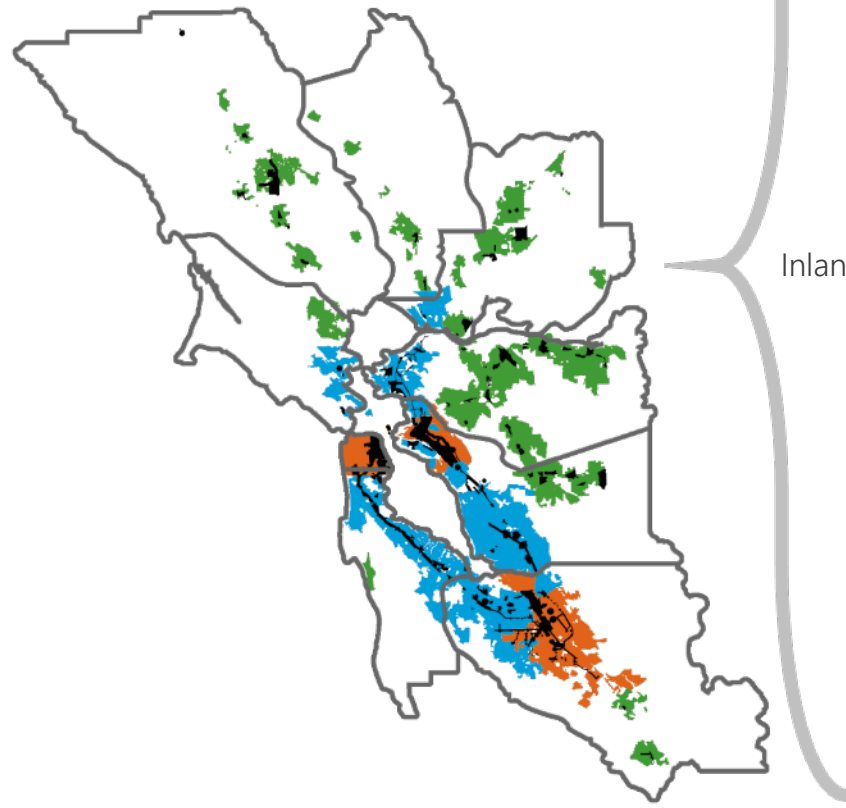2010: **2.6 million** households
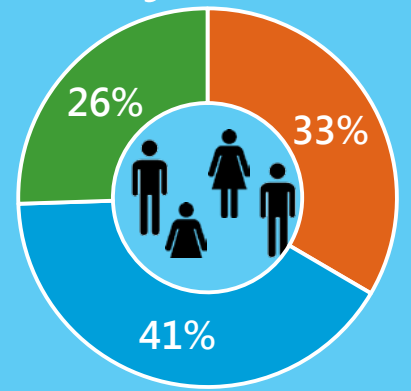
30% 31% 39%

2040: **3.4 million** households

28% 34% 38%

Fewer strategies exist to encourage shifts in job locations – meaning that the West Bay and South Bay remain primary centers.
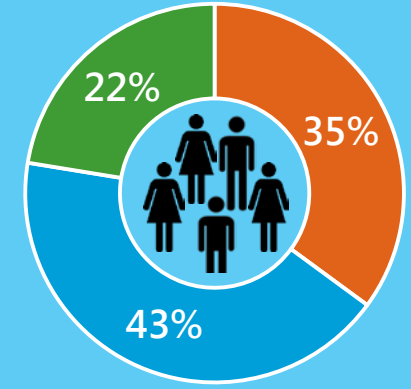
Plan
BayArea
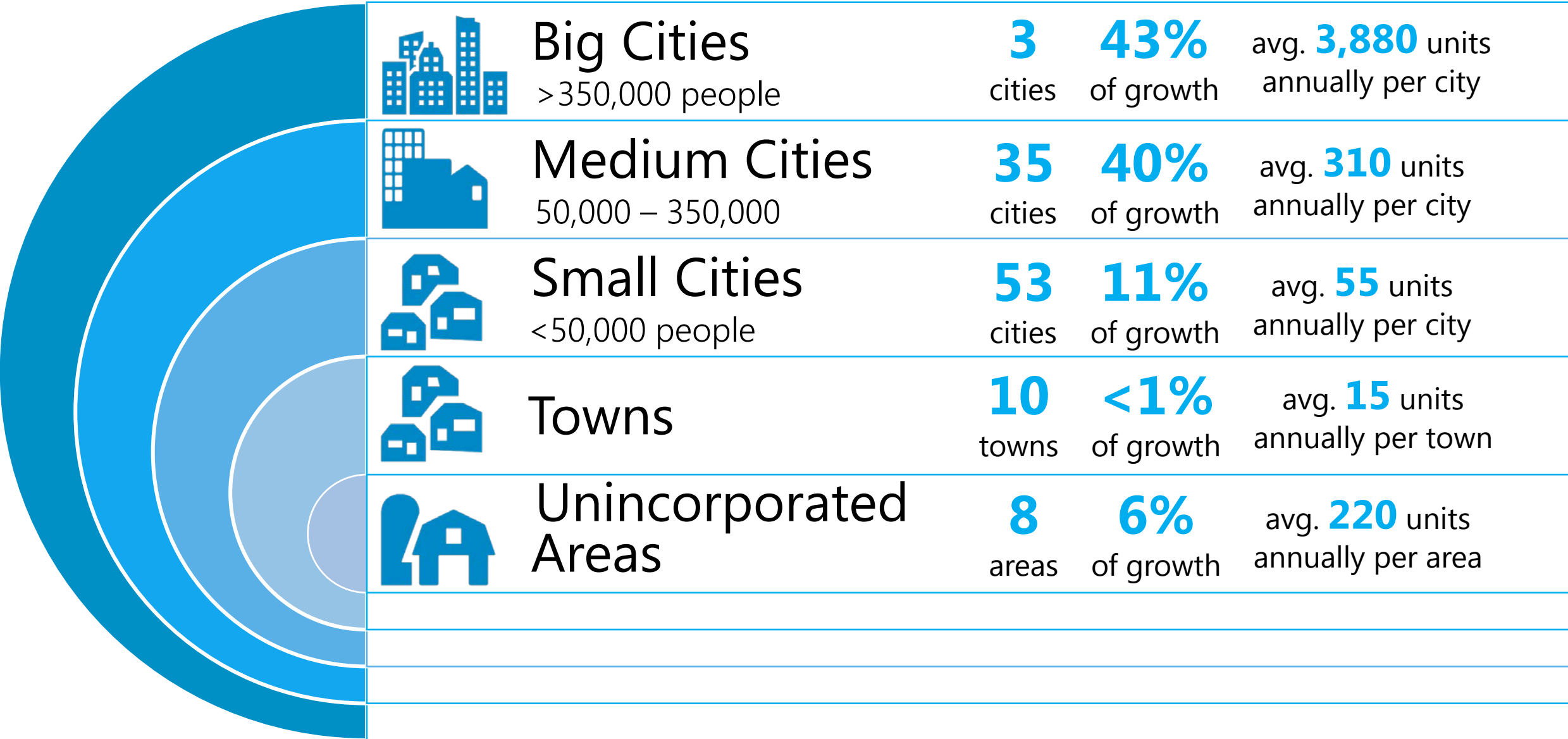2040

Where will the region plan for the 1.3 million new jobs?

Big 3 Cities — 40%

Bayside — 46%

Inland, Coastal, Delta — 14%

in PDA — 52%

outside PDA — 48%

2010: **3.4 million** jobs

26%
33%
41%

2040: **4.7 million** jobs

22%
35%
43%

Local jurisdiction support is critical to realize the goals of Plan Bay Area 2040.

Big Cities
>350,000 people

3 cities   **43%** of growth   avg. **3,880** units annually per city

Medium Cities
50,000 – 350,000

35 cities   **40%** of growth   avg. **310** units annually per city

Small Cities
<50,000 people

53 cities   **11%** of growth   avg. **55** units annually per city

Towns

10 towns   **<1%** of growth   avg. **15** units annually per town

Unincorporated Areas

8 areas   **6%** of growth   avg. **220** units annually per area

More information for local jurisdictions interested in detailed forecasts is publicly available.

County	Households 2010	Households 2040 (Forecast)	Employment 2010	Employment 2040 (Forecast)
Alameda	548,000	725,000	706,000	978,000
Contra Costa	376,000	491,000	360,000	473,000
Marin	104,000	116,000	121,000	138,000
Napa	49,000	56,000	71,000	79,000
San Francisco	347,000	476,000	577,000	888,000
San Mateo	257,000	316,000	343,000	475,000
Santa Clara	597,000	847,000	912,000	1,270,000
Solano	142,000	170,000	130,000	157,000
Sonoma	187,000	231,000	203,000	241,000
Total	2,607,000	3,427,000	3,422,000	4,699,000

The Draft Preferred land use pattern meets our environmental goals, but it does not solve the region's affordability issues.

Goal		TARGET		No Project	Main Streets	Connected Neighbor.	Big Cities	Draft Preferred
Climate Protection	1	Reduce per-capita CO_2 emissions	-15%	-5%	-15%	-18%	-20%	-18%
Open Space and Agricultural Preservation	4	Direct development within urban footprint	100%	87%	91%	100%	100%	100%
Equitable Access	5	Decrease H+T share for lower-income households*	-10%	+14%	+13%	+13%	+13%	+13%
Equitable Access	7	Do not increase share of households at risk of displacement*	+0%	+18%	+11%	+13%	+15%	+9%

= indicates that performance results analysis year 2035; final target results will reflect consistent horizon year of 2040

PlanBayArea 2040

The Draft Preferred Scenario supports focused growth by prioritizing transportation operations, maintenance, and modernization.

Fortunately, the region has significant resources for improving our transportation system – especially voter-approved sales taxes.
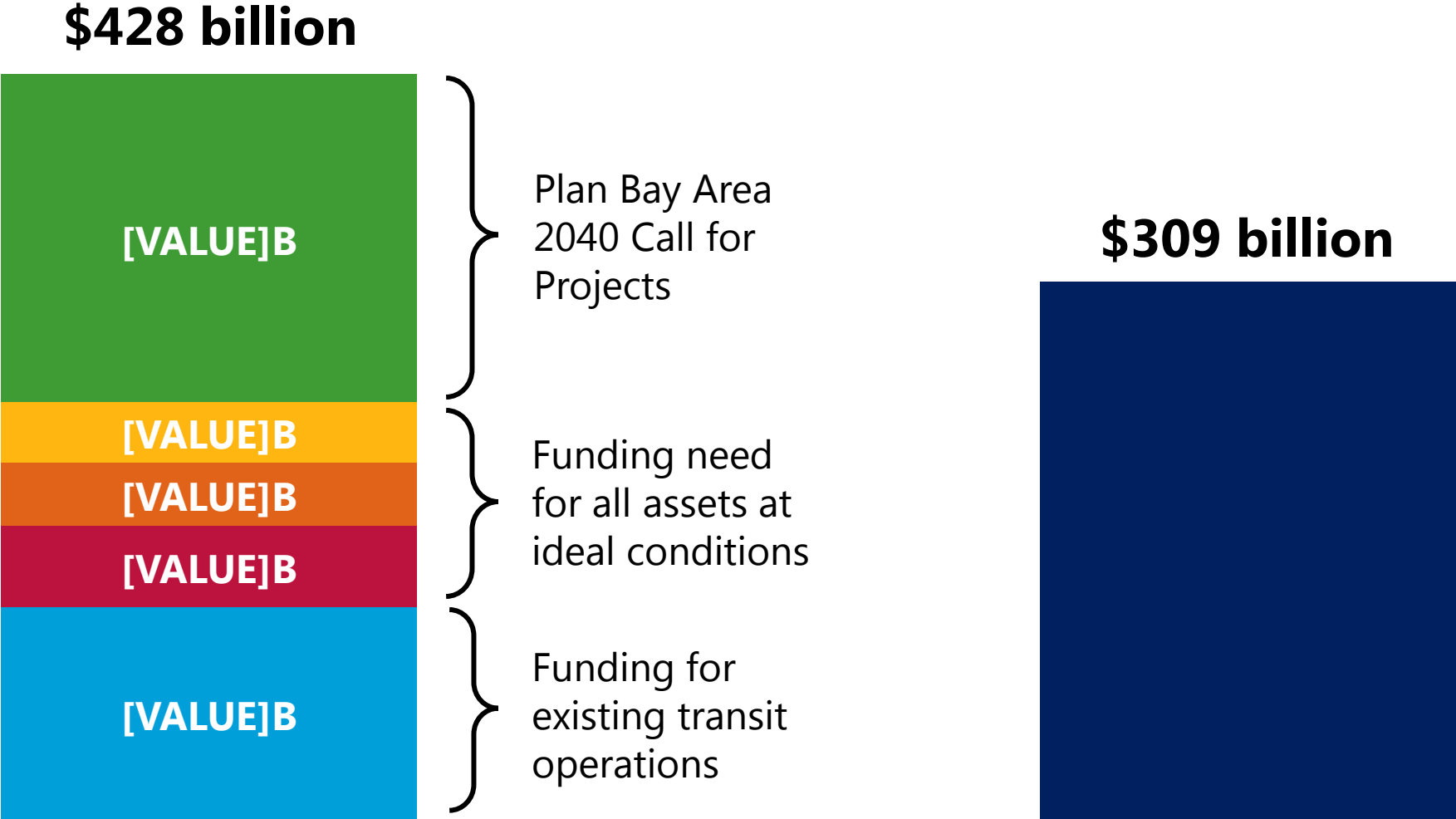
Plan BayArea 2040

Revenue Envelope for Plan Bay Area 2040

■ Federal ■ State ■ Regional ■ Local ■ Anticipated ▨ 2016 Transportation Ballot Measures

| [VALUE]B | [VALUE]B | [VALUE]B | [VALUE]B | [VALU[VALUE]B |

$309 billion
Year of Expenditure $

The Draft Preferred Scenario allocates over 90 percent of funds towards maintenance and modernization, similar to Plan Bay Area.

Plan BayArea 2040 — 23

Total Plan Bay Area 2040 Expenditures
(in billions of $YOE)

91%
Operate, Maintain, and Modernize

9%
Expand Existing System

$29 billion 9%
$54 billion 17%
$158 billion 51%
$68 billion 22%
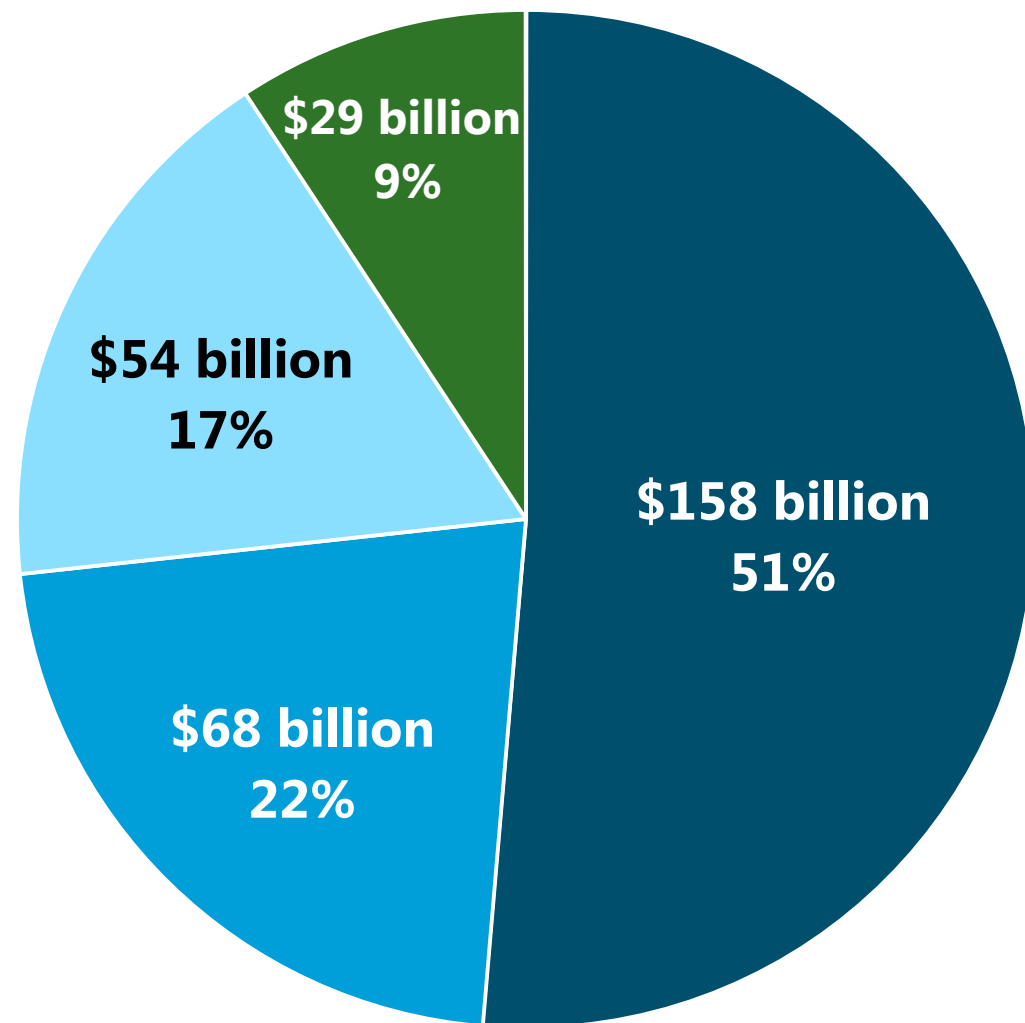
■ Operate and Maintain - Transit
■ Operate and Maintain - Roads/Freeways/Bridges
■ Modernize
■ Expand

Operating and maintaining the existing system remains our top priority, despite its high costs.

Plan BayArea 2040

Category	Current Conditions (2015)	Draft Preferred (2040)
Transit Operations	*Fully funds preservation of current service levels through 2040*	
Transit Maintenance	**29%** of transit assets past useful life	**12%** of transit assets past useful life
Local Road Maintenance	Pavement condition index of **66**	Pavement condition index of **69**
Highway Maintenance	**20%** of highway lane-miles in poor condition	**20%** of highway lane-miles in poor condition

Strategy 1:
Operate and Maintain

$226 billion (73%)

Includes:

- Transit Operations ($122 billion)
- Transit Maintenance ($31 billion)
- Local Streets Maintenance ($25 billion)
- Bridge Maintenance ($14 billion)

Modernization of existing transit system and highways is a high priority as well.

Plan BayArea 2040

Strategy 2:

Modernize

$54 billion (17%)

Includes:
- Core Capacity ($7 billion)
- Bike/Ped Program ($3 billion)
- Goods Movement Program ($3 billion)
- Caltrain Electrification ($2 billion)
- Mobility and Access Program ($2 billion)
- BART Metro ($1 billion)

The share of funding allocated towards expansion projects continues to decline – focusing primarily on high-performers.

Plan BayArea 2040

Strategy 3:
Expand

$29 billion (9%)

Includes:
- High Speed Rail in Bay Area ($8 billion)
- BART to San Jose ($5 billion)
- Caltrain Downtown Extension ($4 billion)
- Silicon Valley Express Lanes: SR-85 + US-101 ($2 billion)
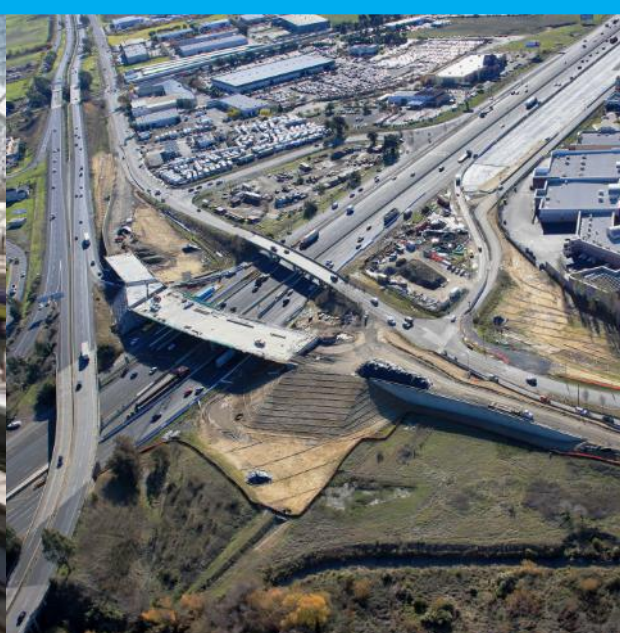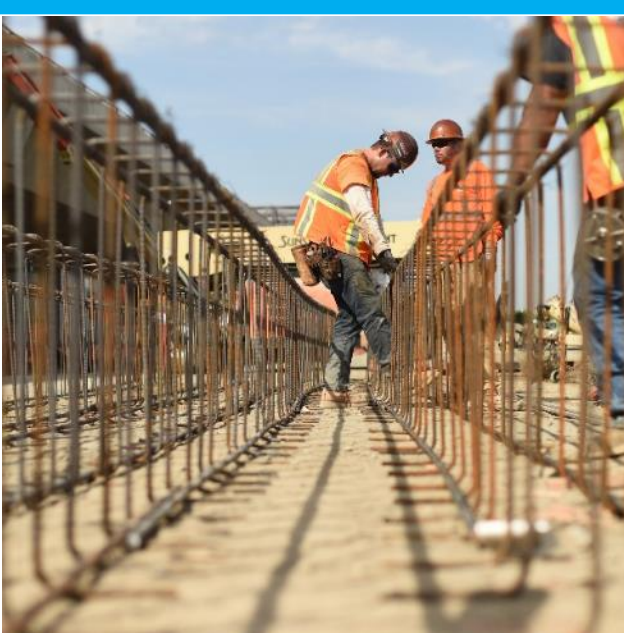
The Draft Preferred Scenario includes specific strategies for equity.

Fund existing bus operations through 2040
$62 billion

Fund bus service increases and transit improvements
$5 billion

Fund Lifeline Program and County Access Initiatives
$2 billion

Assume **increases in inclusionary zoning** within Priority Development Areas

Performance results for transportation are generally positive but fall short on several key targets.

Plan BayArea 2040

Goal		TARGET		No Project	Main Streets	Connected Neighbor.	Big Cities	Draft Preferred
Climate Protection	1	Reduce per-capita CO_2 emissions	-15%	-5%	-15%	-18%	-20%	-18%
Economic Vitality	10	Reduce per-capita delay on freight network	-20%	+14%	-22%	-14%	-35%	-28%
Transportation System Effectiveness	11	Increase non-auto mode share*	+10%	+2%	+2%	+3%	+4%	+3%
Transportation System Effectiveness	12	Reduce vehicle O&M costs due to pavement conditions*	-100%	+46%	-66%	-9%	+15%	-16%

** = indicates that performance results analysis year 2035; final target results will reflect consistent horizon year of 2040*

ORACL

Compared to the No Project:

- The Draft Preferred Scenario achieves **13 additional percentage points** of per-capita greenhouse gas reduction, primarily due to the Climate Initiatives Program.

- **Nearly 12,000 fewer acres** of greenfield lands are developed in the Draft Preferred Scenario.

- **63,000 fewer households** are at risk of displacement in PDAs, TPAs, and HOAs in the Draft Preferred Scenario.

- The typical driver spends **$124 less per car** on auto maintenance due to smoother local streets in the Draft Preferred Scenario.
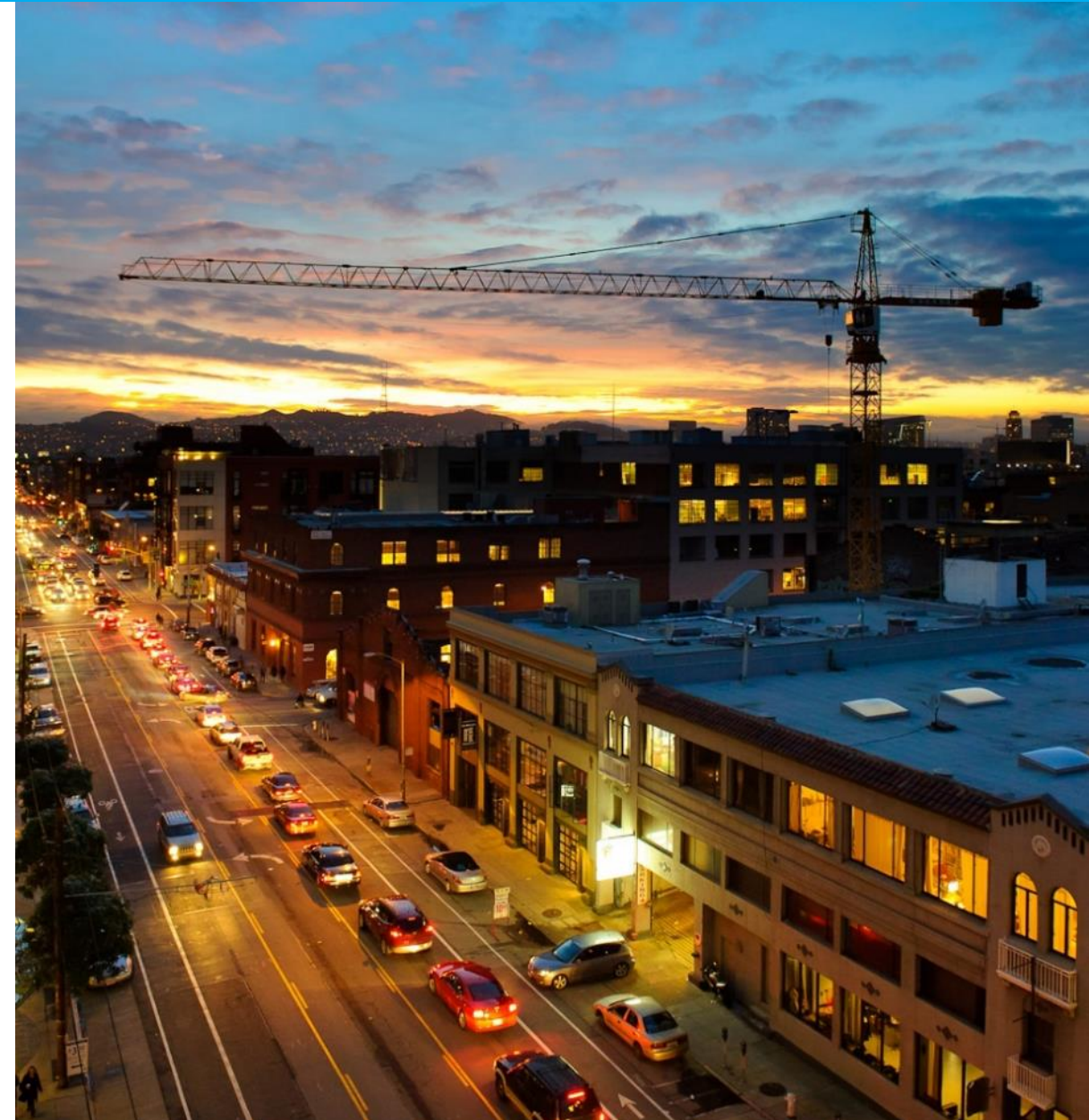
Plan BayArea 2040

We want your feedback on how to craft the best Preferred Scenario possible.

September
- Hold County Workshops with Planning Directors

October
- Comments on Draft Preferred Due **(October 14)**
- Revise Preferred Scenario

Fall
- Adopt Revised Preferred Scenario
- Begin CEQA Review

Spring 2017
- Release Draft Plan
- Release Draft EIR

Summer 2017
- Adopt Plan Bay Area 2040
- Certify EIR

Image Source: https://www.flickr.com/photos/arballoimages/9656613352