The Bay Area’s Land Use and Transportation Plan

Institution of Transportation Engineers – Bay Area
November 20, 2014
Policy Predecessors

- Fix It First Policy
- Transit-Oriented Development (TOD) Policy
- Transportation for Livable Communities
- FOCUS Initiative
  - Priority Development Areas
  - Priority Conservation Areas
Fix It First Policy

- Maintains the Existing Transport System – Most Investments support existing Transit, Roads, Bridges
- Supports Focused Growth
- Supports Communities of Concern
- Reduces Deferred Maintenance = Highly Cost Effective
TOD Policy — Resolution 3434 (2005)

- Identified Regional Transit Expansion Priorities
- Created a unified regional strategy for competitive funding (e.g. New Starts and Small Starts)
- Established TOD housing thresholds for all rail extensions
- Station Area Planning Grant Program created to develop neighborhood plans at rail stations
Transportation for Livable Communities Program (1997)

- Began as planning program
- Evolved into Infrastructure and Housing Incentive Funding Program
- Over 200 projects funded in 65+ communities
- Expanded transportation choices and improved pedestrian, transit, and/or bicycle facilities
- Tied to infill and TOD housing and mixed use
FOCUS

Bay Area’s Regional Growth Blueprint

- **Priority Development Areas**
  - Locally nominated
  - Transit-served infill areas
  - TLC and Station Area Planning Program aligned with PDAs

- **Priority Conservation Areas**
  - Locally nominated
  - Regionally significant unprotected resource areas
Plan Bay Area

- Aligns transportation investments, housing growth, and land use planning
- Houses the region’s population at all income levels
- Meets state greenhouse gas reduction targets
SB 375
The Regional Task

Develop a strategy that:

- Reduces GHG emissions from driving in the Bay Area
- Houses the region’s population at all income levels
- Supports a strong economy and quality of life
# Regional Growth 2010-2040

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2040</th>
<th>Growth 2010 - 2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs</td>
<td>3,385,000</td>
<td>4,505,000</td>
<td>1,120,000</td>
</tr>
<tr>
<td>Population</td>
<td>7,152,000</td>
<td>9,299,000</td>
<td>2,147,000</td>
</tr>
<tr>
<td>Housing Units</td>
<td>2,786,000</td>
<td>3,446,000</td>
<td>660,000</td>
</tr>
</tbody>
</table>

Source: California Department of Finance, US Census, Center for Continuing Study of the California Economy, United States Department of Labor, Bureau of Labor Statistics, ABAG
Revenue Forecast to 2040

<table>
<thead>
<tr>
<th>Source</th>
<th>YOE $ billions</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>$154</td>
<td>53%</td>
</tr>
<tr>
<td>Regional</td>
<td>$43</td>
<td>15%</td>
</tr>
<tr>
<td>State</td>
<td>$48</td>
<td>16%</td>
</tr>
<tr>
<td>Federal</td>
<td>$33</td>
<td>11%</td>
</tr>
<tr>
<td>Anticipated</td>
<td>$14</td>
<td>5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$292</strong></td>
<td><strong>100%</strong></td>
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</tbody>
</table>
Total Transportation Investments

Total Revenue — $292 Billion

- 56% Transit: Maintain Existing System
- 32% Road and Bridge: Maintain Existing System
- 7% Transit: Expansion
- 5% Road and Bridge: Expansion
Investment Strategy

Fix It First

Comparison of O&M Expenditures with other Regions

- SANDAG: Transit O&M 27%, Road and Bridge O&M 22%
- SACOG: Transit O&M 22%, Road and Bridge O&M 33%
- SCAG: Transit O&M 29%, Road and Bridge O&M 19%
- MTC: Transit O&M 58%, Road and Bridge O&M 30%
Investment Strategy

Focused Growth

- Priority Development Areas:
  - 3% of region’s land
  - 77% new homes
  - 63% new jobs

- All growth within existing urban growth boundaries/limit lines
Investment Strategy

Invest in Communities

- One Bay Area Grant (OBAG) Program rewards jurisdictions that produce housing near transit
- Target investments in PDAs
- OBAG requires state certified housing elements (109 of 110 cities in compliance)
- OBAG requires “Complete Streets” policy for ped/bike access (all cities in compliance)
Investment Strategy

Invest in Communities

One Bay Area Grant Distribution Formula: FY2012-13 through FY2015-16

Bay Area Plan

OBAG County Fund Distribution
(Millions $, rounded)

<table>
<thead>
<tr>
<th>County</th>
<th>Total Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alameda</td>
<td>$63</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>$45</td>
</tr>
<tr>
<td>Marin</td>
<td>$10</td>
</tr>
<tr>
<td>Napa</td>
<td>$6</td>
</tr>
<tr>
<td>San Francisco</td>
<td>$38</td>
</tr>
<tr>
<td>San Mateo</td>
<td>$26</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>$88</td>
</tr>
<tr>
<td>Solano</td>
<td>$18</td>
</tr>
<tr>
<td>Sonoma</td>
<td>$23</td>
</tr>
<tr>
<td><strong>Regional Total</strong></td>
<td><strong>$320</strong></td>
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</tbody>
</table>

* RHNA 2014-2022
** Housing Production Report 1999-2006, ABAG

Populations

- 50%
- 25%
- 25%
Investment Strategy

**Invest in Transit**

- Core Capacity Challenge
  Grant Program for major transit operators

- Increased transit capacity
  for places taking on lion’s share of growth

- Leverage federal transit
  formula funds and new
  state Cap & Trade revenue
Looking Ahead...

We are headed in the right direction, but…

- We need resources to implement SCS
- Replace lost affordable housing funding
- Transportation repair backlogs
- Cap & Trade funding uncertainty