

# FOCUS

## Working Group Meeting

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Thursday, April 3, 2008  
9:30 a.m. to 11:30 a.m.  
BCDC, McAteer Petris Conference Room  
50 California Street, 26<sup>th</sup> Floor, San Francisco

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### Meeting Summary

#### Introductions and Meeting Overview

Kenneth Kirkey, Association of Bay Area Governments (ABAG) Planning Director, lead introductions, provided an overview of the meeting agenda, and mentioned upcoming events.

#### *Upcoming Events*

The ABAG General Assembly is on April 24<sup>th</sup>. Visit the ABAG website for the full agenda:

<http://www.abag.ca.gov/abag/events/ga/>

Rail~Volution 2008, a national transit and livability conference, will be held in San Francisco on October 26-29. Visit their website for more information:

<http://www.railvolution.com/>

#### FOCUS Updates

#### *Priority Conservation Areas*

Ken Kirkey, provided an update on the Priority Conservation Area process. ABAG will be sending out letters to jurisdictions in the region where nominations have been submitted. This second round of outreach to local jurisdictions is to confirm that they do not oppose a nomination made within their boundaries in an effort to emphasize the importance of local government support to the FOCUS Program. Memos will also be sent to nominating entities to update them on the process and the status of the staff recommendations. Draft staff recommendations and next steps will be taken to the Joint Policy Committee in May and to the ABAG Regional Planning Committee in June. The adoption of the first round of nominations will be in July, 2008 at ABAG's Executive Board meeting.

#### *Station Area Planning Program Application Review Status*

Doug Johnson, Metropolitan Transportation Committee (MTC) Planner, provided an overview of the Station Area Planning Program application review status. MTC received

grant applications from about 35 jurisdictions requesting \$14 million in funding for the approximately \$7 million available. A scoring panel will be reviewing the applications and providing feedback to staff to finalize a list of recommendations. The final list of recommendations is expected towards the end of April and will go to the Commission in May, 2008.

#### *Regional Transportation Plan*

Ted Droettboom, Joint Policy Committee (JPC) Regional Planning Program Director, provided an update on the Regional Transportation Plan. At this point over 600 transportation projects were submitted from across the region. The projects are currently being evaluated against the vision targets in the five policy areas identified. A Commission workshop will be held in late May.

#### **Transportation for Livable Communities (TLC) Program – Evaluation & Potential Improvement Options**

Doug Johnson, MTC Planner, provided an overview of the TLC Program evaluation as outlined in the draft report called “Ten Years of TLC: An Evaluation of MTC's Transportation for Livable Communities Program.” Five recommendations are highlighted in the report as stated on pages 14 to 16:

1. Tighten the connection between the TLC program and projects that directly support infill housing and transit-oriented development throughout the region.
2. Discontinue the TLC Planning Program and focus instead on larger land use planning grants combined with smaller, quick-response technical assistance grants.
3. Discontinue the Housing Incentive Program (HIP).
4. Broaden Grant Eligibility.
5. Provide larger TLC capital grants at more frequent intervals.

Staff will be going to MTC's Planning Committee for feedback on the TLC Program recommendations.

FOCUS Working Group feedback included the following points:

- Explain when new programming decisions will take effect if TLC Program recommendations move forward.
- Clarify how TLC funding criteria would be modified to incorporate HIP criteria.
- A concern with HIP is that the existing program guidelines do not allow outer suburban communities to compete well for funding. Thus, consideration should be given to outer suburbs if HIP guidelines are folded into the TLC program.
- A discussion will follow later on the details for how big TLC should be and what percentage will be distributed by CMAs and MTC.
- Clarify the use of the word infill in the draft TLC report because some Resolution 3434 projects are extensions.
- Locally, on an administrative cycle, it does not make sense to have funding on a more frequent cycle.

- Since PDAs are now eligible to receive Station Area Planning grants, staff should ensure that success is emphasized in the grant criteria because PDAs may not be as tied to receiving incentives as areas with Resolution 3434 stations are.
- A concern was expressed about extending TLC funds to parking structures. A preference should be given to support walking and biking.

The TLC report and appendix of case studies are available on the FOCUS Working Group web page for this meeting date:

<http://www.bayareavision.org/initiatives/workinggroup.html>

### **Performance Criteria for Priority Development Areas**

Ted Droettboom, JPC Regional Planning Program Director, presented the draft Performance Criteria for Priority Development Areas (PDAs) as outlined in the memo to the FOCUS Working Group. If the region is going to provide incentive funding to Priority Development Areas, then the region should have some expectations tied to that funding. These criteria are a preliminary exploration of what those expectations might look like and are about funding areas not projects. Since the prime funding source will likely be regional transportation funds, staff is suggesting that the prime criterion to evaluate these communities be how they reduce Vehicle Miles Traveled (VMT), which is also related to reducing greenhouse gases and criteria pollutants. In order to achieve this metric over the long-term, other aspects of a community plan also need to be considered. Other supporting criteria as outlined in the staff memo are as follows: community improvement, housing choice, transportation choice, land use-compatibility, and sustainability. At this point, these are categories and staff recognizes that PDAs are different from one another, but these criteria will be helpful to compare PDAs along similar metrics as competitive grants are developed for PDAs.

FOCUS Working Group feedback included the following points:

- Staff is on the right track in developing criteria for PDAs, but staff can also consider mode split.
- Staff should take some time to look at proxies for VMT that the general public can understand and support because VMT can be a technical term that does not mean a lot to the average person.
- Recognize that VMT is not a perfect measure, particularly since ozone emissions even come from parked cars. Other strategies could include reducing the rate of vehicle ownership and encouraging car sharing.
- The sustainability criteria should also incorporate greenbuilding principles, such as LEED or Green Point Rating.
- Think about how we can get current residents to see how their actions impact future residents.
- The sustainability criteria can be made more specific by providing examples.
- Explain how PDA VMT would relate to a regional VMT target.
- The housing choice criteria should also talk about locating jobs near transit.
- Encourage the use of VMT instead of Level of Service during the design phase of projects.
- These criteria are really goals.

- The transportation choice criteria could be reworded to say transit choice and land use mix, since mixed use was not called out in the criteria. Transportation choice can also be made plural.
- Consider public health improvements.
- Mention the need for housing near community amenities.

The staff report on “Performance Criteria for Priority Development Areas” is available on the FOCUS Working Group web page for this meeting date:

<http://www.bayareavision.org/initiatives/workinggroup.html>

### **Projections 2009: Draft Performance Targets**

Christy Riviere, ABAG Senior Planner, provided an overview of some key points that have been realized from feedback during county-wide presentations on draft performance targets for Projections 2009 and of the review process schedule. The county meetings were scheduled at the request of the JPC and ABAG’s Executive Board to talk about land use performance targets as part of the Projections 2009 update. Given that MTC is focused on the transportation infrastructure package, ABAG is talking about land use and its role in meeting performance targets. Some key points that have been realized from feedback received during the county-wide presentations on this topic are as follows:

- **Inevitability of Growth:** By 2035 two million more people and 1.8 million new jobs are expected in the region. As a consequence, a need exists for 700,000 new housing units. The usual reaction received when providing this information was that attendees did not have a clear understanding of why growth is projected. Thus, staff will bring back the components of growth to our regional board to explain the basis for assuming growth. Some of these components include natural increase (more births than deaths) and in migration (people come here to work). An important regional conversation will be to identify ways to grow in a more sustainable way.
- **Accuracy of Projections:** People question the accuracy of Projections. ABAG research staff has researched this and found that it is within plus or minus 5% at the county level. The Department of Finance, however, has recently been forecasting more growth in suburban areas than Projections. The difference is most likely due to our regional policy assumptions that focus more growth in urban areas.
- **Manage Expectations of Performance Targets:** Staff has not stated up front what can and cannot be accomplished through performance targets. Thus, conversations about the topic often tend to go towards a variety of issues that really can’t be modeled since the forecast uses a transportation model. Only the land use assumptions that go into the transportation model for the Projections forecast can be adjusted. Some example land use assumptions may include more telecommuting, travel mode, and pricing. The model outputs are usually the measures contained within the targets, such as VMT, PM10, and carbon emissions.

### *Draft Projections 2009 Schedule*

#### April/May

- Complete Targets Outreach
- Adopt Final Targets, May Executive Board

#### June/July

- Draft Projections 2009 - possibly at census tract level
- Draft Alternative Land Use Assumptions & Scenarios
- Review of Alternative Land Use Assumptions, July ABAG Board

#### Aug/Sept

- Round 1 Local Review of Alternative Land Use Assumptions/Scenarios – possibly at a county or sub-regional level
- Round 1 Stakeholder Review of Alt Land Use Assumptions/Scenarios
- Revise Land Use Assumptions
- Local Review Progress Report, Sept ABAG Board

#### Oct/Nov

- Round 2 Local Review – more county meetings mostly with staff
- Round 2 Stakeholder Review
- Determine Draft Alternative Land Use Scenario
- Draft Scenario, November ABAG Board

#### Dec/Jan

- Adopt Projections, Jan ABAG Board
- Produce Projections Book

FOCUS Working Group feedback on the draft performance targets for Projections 2009 included the following points:

- Look at a potential target for economy that considers accessibility to jobs. Since the current target is based on congestion, the economy could look like it is crashing if delay is reduced. Additionally, a goal may be to increase congestion to decrease VMT. Furthermore, expanding freeways, which does not support reducing regional VMT, would also reduce congestion and would show that progress is being made to achieve the congestion target.
- Looking at cost alone may not be the best measure for reaching the equity target.
- Not all the targets have the same level of change, so need to consider this when measuring progress.
- The land consumption target is going to be an interesting one to discuss regionally, particularly in light of the regional housing allocation.
- It is exciting that staff is looking at performance targets, particularly the addition of the land consumption target.
- The explanation of model inputs and outputs and how they relate to land use assumptions is helpful to clarify how performance targets can be set.
- Be explicit that there will be opportunities for people to provide input on both the performance targets and the alternative land use scenarios.

The staff report on “Projections 2009: Draft Performance Targets” is available on the FOCUS Working Group web page for this meeting date:

<http://www.bayareavision.org/initiatives/workinggroup.html>

**FOCUS Next Steps**

The next FOCUS Working Group meeting scheduled for May 1, 2008 has been *cancelled*. The group will be reconvened on June 5, 2008. The meeting will be held at BCDC, 50 California Street, 26<sup>th</sup> floor, McAteer Petris Conference Room, San Francisco.