



# CALL AND NOTICE

For additional information, please call:  
Fred Castro, (510) 464 7913

Agenda and attachments available at:  
[www.abag.ca.gov](http://www.abag.ca.gov)

## **CALL AND NOTICE OF SPECIAL MEETING OF THE ADMINISTRATIVE COMMITTEE OF THE ASSOCIATION OF BAY AREA GOVERNMENTS**

As Chair of the Administrative Committee of the Association of Bay Area Governments (ABAG), I am calling a special meeting of the ABAG Administrative Committee as follows:

Friday, March 8, 2013, 9:30 AM  
Special Meeting with the MTC Planning Committee

### Location

MetroCenter, 101—8th Street, Auditorium, Oakland, CA

The business to be transacted will include:

### **Approval of Minutes of February 8, 2013**

ABAG Administrative Committee/MTC Planning Committee ACTION

### **Report on Plan Bay Area Public Meetings**

ABAG Administrative Committee/MTC Planning Committee INFORMATION

### **Priority Development Area (PDA) Feasibility and Readiness Assessment**

ABAG Administrative Committee/MTC Planning Committee INFORMATION

### **Plan Bay Area Draft Advocacy Platform**

ABAG Administrative Committee/MTC Planning Committee INFORMATION

The ABAG Administrative Committee may act on any item on the agenda.

Members of the public shall be provided an opportunity to directly address the ABAG Administrative Committee concerning any item described in this notice before consideration of that item.

Call and Notice  
Administrative Committee  
March 8, 2013  
2

Agendas and materials will be posted and distributed for this meeting by ABAG staff in the normal course of business.



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Mark Luce  
Chair, Administrative Committee

March 4, 2013

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Date



ABAG

# AGENDA

## **ADMINISTRATIVE COMMITTEE**

Friday, March 8, 2013, 9:30 AM

Special Meeting with the MTC Planning Committee

### Location

MetroCenter, 101—8th Street, Auditorium, Oakland, CA

For additional information, please call:  
Fred Castro, (510) 464 7913

Agenda and attachments available at:  
[www.abag.ca.gov](http://www.abag.ca.gov)

*The ABAG Administrative Committee may act on any item on this agenda.*

1. **Call to Order/Confirm Quorum**
2. **Pledge of Allegiance**
3. **Compensation Announcement**
4. **Consent Calendar**

### **A. Approval of Minutes of February 8, 2013**

ABAG Administrative Committee/MTC Planning Committee ACTION

*Attachment: Minutes of February 8, 2013*

### **B. Report on Plan Bay Area Public Meetings**

ABAG Administrative Committee/MTC Planning Committee INFORMATION

*Attachment: Staff memo on Plan Bay Area Public Meetings*

**5. Priority Development Area (PDA) Feasibility and Readiness Assessment**

ABAG Administrative Committee/MTC Planning Committee INFORMATION

Therese Trivedi, MTC, and Johnny Jaramillo, ABAG, will present the PDA Readiness Assessment, an in-depth representative analysis of the ability of the PDAs to accommodate new residential development consistent with the Jobs-Housing Connection Land Use Scenario.

*Attachment: Staff memo on PDA Feasibility and Readiness Assessment*

**6. Plan Bay Area Draft Advocacy Platform**

ABAG Administrative Committee/MTC Planning Committee INFORMATION

Steve Heminger, MTC, and Ezra Rapport, ABAG, will present the Draft MTC/ABAG Advocacy Platform to advance the implementation of the Plan Bay Area.

*Attachment: Staff memo on Plan Bay Area Implementation and Advocacy*

**7. Public Comment / Other Business / Adjournment:**

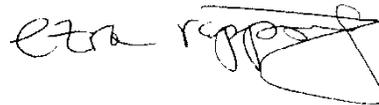
Information

Next Meeting:

Friday, April 12, 2013 at 9:30 a.m.

Lawrence D. Dahms Auditorium

101 8th Street, Oakland, CA 94607



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Ezra Rapport  
Secretary-Treasurer

March 4, 2013

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Date



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
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San Mateo County

*Amy Rein Worth, Vice Chair*  
Cities of Contra Costa County

*Alicia C. Aguirre*  
Cities of San Mateo County

*Tom Azumbrado*  
U.S. Department of Housing  
and Urban Development

*Tom Bates*  
Cities of Alameda County

*David Campos*  
City and County of San Francisco

*Dave Cortese*  
Santa Clara County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Federal D. Glover*  
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*Scott Haggerty*  
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and Development Commission

*Steve Kinsey*  
Marin County and Cities

*Sam Liccardo*  
San Jose Mayor's Appointee

*Mark Luce*  
Association of Bay Area Governments

*Jake Mackenzie*  
Sonoma County and Cities

*Joe Pirzynski*  
Cities of Santa Clara County

*Jean Quan*  
Oakland Mayor's Appointee

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Scott Wiener*  
San Francisco Mayor's Appointee

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

**MTC PLANNING COMMITTEE  
February 8, 2013  
MINUTES**

**ATTENDANCE**

Chair Sperring called the MTC Planning Committee meeting to order at 9:31 a.m. Planning Committee members in attendance were: Commissioners Azumbrado, Haggerty, and Halsted. Commission Chair Tissier was present in her ex-officio voting member capacity. Other Commissioners present as ad hoc non-voting members of the Committee were Bates, Cortese, and Wiener.

ABAG Administrative Committee members in attendance were: Cortese, Gioia, Haggerty, Pierce, and Sperring.

**CONSENT CALENDAR: a) Minutes of January 11, 2013**

Commissioner Halsted moved approval of the January 11, 2013 minutes, Commissioner Haggerty seconded. ABAG Administrative Committee member Pierce moved approval, Committee member Gioia seconded. Motion passed unanimously.

**b) Air Quality Conformity Redetermination**

Commissioner Halsted moved approval of the Air Quality Conformity Redetermination, Commissioner Haggerty seconded. Motion passed unanimously.

**REGIONAL PRIORITY DEVELOPMENT AREA (PDA) AND PRIORITY  
CONSERVATION AREA (PCA) PLANNING PROGRAM, MTC  
Resolution No. 4035, Revised**

Mr. Ken Kirkey stated that in terms of the Regional Planning Program per Commission direction and relative to PDA funding, staff has analyzed the three options that were presented in November 2012, and recommended that \$10 million be directed to the Transit-oriented Affordable Housing (TOAH) revolving loan fund, and \$8 million to Regional PDA Planning and Technical Assistance Program.

Relative to TOAH, he also recommended the following conditions for funding: 1) MTC will exchange \$10 million in transportation funds for local funds because the transportation funds cannot be used for housing, 2) the foundation or other sources of funding would be matched but MTC funds on a minimum of 3:1 basis to reach a minimum fund of \$40 million, and 3) the TOAH fund would be spent only on affordable housing projects and PDAs with direct access to transit.

Mr. Kirkey recommended that funding for PDA planning and technical assistance of \$8 million complement the county Congestion Management Agency planning efforts for

PDAs, and target investments in jurisdictions taking the majority of Plan Bay Area housing and job growth. Staff recommends that the program support planning grants and technical assistance with a specific allocation of funding following the review of the PDA Investment and Growth Strategies that each of the CMAs are developing and will be presented to the committees in May 2013.

Relative to the Regional Priority Conservation Area (PCA) Program, Mr. Kirkey noted that there are two programs based on geography. For the North Bay, each CMA will take the lead to develop its own program, building on PCA planning in those counties conducted to date, and select the projects for funding. For the five remaining counties, he recommended that MTC and ABAG partner with the State Coastal Conservancy to program the PCA funds. MTC would provide \$5 million to the Coastal Conservancy to manage the call for projects in coordination with their own program funds. By leveraging the coastal conservancy funds the program can support a broader range of projects.

In closing, Mr. Kirkey recommended the Committee forward to the full Commission for approval Resolution No. 4035, Revised which specifies the allocation of the Regional PDA Planning Program funding with \$10 million to TOAH, \$8 million to Regional PDA Planning and Technical Assistance, and \$2 million to ABAG, and that the committee incorporate the allocation framework for the PCA program and confirm the funding split among the North Bay program (\$5 million) and the remaining counties (\$5 million).

Public comment:

- Stephanie Reyes, Greenbelt Alliance, expressed her support for the TOAH fund, as well as the PCA Program, and was happy to see the partnership with the State Coastal Conservancy Agency. She suggested that the grant solicitation and award process be coordinated across the nine Bay Area counties.
- Evelyn Stivers, Non Profit Housing Association, also expressed her support for the TOAH fund.

Commissioner Halsted moved approval of MTC Resolution No. 4035, Revised, Commissioner Haggerty seconded. Motion passed unanimously.

Supervisor Gioia of the ABAG Administrative Committee moved approval of MTC Resolution No. 4035, Revised, Commissioner Cortese seconded. Motion passed unanimously.

**OTHER BUSINESS/PUBLIC COMMENT**

There being no other business, the meeting adjourned at 9:48 a.m. The Committee's next meeting is scheduled for Friday, March 8, 2013 at 9:30 a.m. in the Lawrence D. Dahms Auditorium, Joseph P. Bort MetroCenter, Oakland, CA.

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# Plan BayArea

TO: MTC Planning Committee, ABAG Administrative Committee

DATE: March 1, 2013

FR: Executive Director, MTC  
Executive Director, ABAG

W.I.

RE: Plan Bay Area Public Meetings

Thanks for your patience as our staffs worked together to schedule the many meetings that come with release of the Draft Plan and companion Environmental Impact Report. This memo reviews past direction we have received from you and lists key milestones and dates.

Dates	Milestone
March 22	Release of Draft Plan Bay Area (begin 55-day comment period)
March 29	Release of Draft Plan Bay Area Environmental Impact Report (begin 45-day comment period)
April-May	Various comment opportunities, presentations, public hearings, etc.
May 16	Close of Comment Period (Draft Plan, DEIR)
Late May	Present summary of comments to ABAG and Commission
June 20	Joint ABAG-MTC Adoption of Final EIR, Final Plan Bay Area, and conformity analysis

In December, the joint MTC Planning and ABAG Administrative committees approved the following approach to public engagement for release of the Draft Plan. Our goal is to provide the public with numerous opportunities and methods to comment.

- 1. Combination Open House/Public Hearings:** SB 375 requires at least three public hearings in the Bay Area, as well as an additional round of workshops in counties with populations of over 500,000. MTC and ABAG will host one hearing per county in combination with an Open House. The Open House will start at approximately 6 p.m. and run to approximately 7:30 p.m. Members of the public can come and view displays, ask questions of staff and then move right into a public hearing that will start at approximately 7 p.m. MTC Commissioners and ABAG Executive Board members will preside over the formal public hearing portion of the meetings for the purpose of taking comments from the public. A court reporter will transcribe comments. For those who cannot stay for the public meeting or who prefer not to speak in front of a large group, we will have a “comment station” where people can submit their comments directly for inclusion into the public record. A list of tentative dates for these open house/public hearings is included in Table 1 on the following page.
- 2. EIR Public Hearings:** We will conduct three public hearings on the EIR, one each in Oakland, San Jose and San Rafael. The Oakland meeting will be in the evening. These will be formal public hearings to comply with CEQA, with a brief staff presentation and the balance of the meeting dedicated to hearing from the public. A list of tentative dates for these public hearings is included in Table 2 on the following page.

**Table 1: Plan Bay Area Open House/Public Workshops**

*(Note: In general, Open Houses will run from 6 p.m. to 7:30 p.m.; Public Hearings from 7 p.m. to 9 p.m.)*

<b>Date</b>	<b>Location</b>
Monday, April 8	Napa County: Elks Lodge, Napa
Monday, April 8	Sonoma County: Friedman Center, Santa Rosa
Thursday, April 11	San Francisco: Hotel Whitcomb, Civic Center
Monday, April 22	Solano County: Fairgrounds, Vallejo
Monday, April 22	Contra Costa County: Marriott, Walnut Creek
Monday, April 29	Marin County: Marin Center, San Rafael
Monday, April 29	San Mateo County: Holiday Inn Crowne Plaza, Foster City
Wednesday, May 1	Alameda County: Mirage Ballroom, Fremont
Wednesday, May 1	Santa Clara County: Downtown Hilton, San Jose

**Table 2: Plan Bay Area Draft Environmental Impact Report Public Hearings**

<b>Date</b>	<b>Location</b>
Tuesday, April 16, 10 a.m.	San Rafael, Embassy Suites
Tuesday, April 16, 7 p.m.	Oakland (Joseph P. Bort MetroCenter)
Wednesday, April 17, 1 p.m.	San Jose (Martin Luther King, Jr. Library, San Jose State)

We will be publicizing the meetings via email newsletters and a mailing, and welcome your assistance in helping us get the word out to your respective constituents.

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Steve Heminger

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Ezra Rapport

# Plan BayArea

TO: MTC Planning Committee, ABAG Administrative Committee

DATE: March 1, 2013

FR: Executive Director, MTC  
Executive Director, ABAG

W.I.

RE: Priority Development Area (PDA) Feasibility and Readiness Assessment

## Background

In July of last year, the Bay Area Business Coalition and several developers raised concerns about the significant amount of growth that was allocated to the region's PDAs in *Plan Bay Area's Jobs-Housing Connection Strategy* (JHC) and whether the PDAs would be able to accommodate this growth. MTC, with support from ABAG, contracted with Economics and Planning Systems (EPS) to conduct a Priority Development Area (PDA) development readiness and feasibility assessment. Concerns had been raised a Building on the PDA Assessment completed by ABAG and MTC in 2010, the goal of the analysis is to assess the feasibility of accommodating the number of housing units projected in 2040 as outlined in the JHC, by evaluating a sample of PDA place types.

Twenty PDAs representing a range of place types, as well as strong and weak development markets, were selected for the sample. The PDAs were assessed using five criteria:

- Housing capacity estimate (based on current conditions and the JHC forecast),
- Existing planning and entitlement process,
- Level of community support as demonstrated by elected official approval of PDA-supportive land uses as well as history of neighborhood opposition,
- Market attractiveness, and
- Infrastructure capacity, unfunded needs and financing capability.

Data for the analysis is based on discussion with local jurisdiction staff, examination of existing local plans and policies, and interviews with developers working in the sample PDAs. The analysis considers both the baseline current conditions and future conditions assuming certain key barriers to development that exist in the baseline are addressed by policy or financial interventions.

## Conclusions and Results

The assessment reached the following conclusions, as summarized in Table 1.

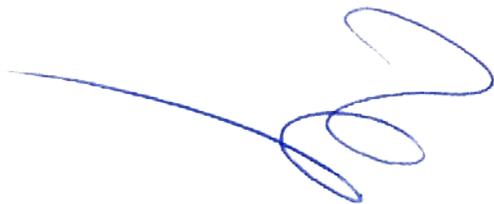
- Substantial development capacity exists given current local land use policies and development opportunity sites. There is **current capacity for about 60%** of the JHC forecast of residential development through 2040 (baseline readiness).
- With the implementation of a range of policy and financial interventions, the assessment estimates an **increase** in the development capacity of the PDA sample **to 80% or more** (amended readiness).
- Top PDA **development constraints** include:
  - Infrastructure deficiencies,

- Limited local government financing capacity (e.g. loss of redevelopment agencies and funding),
  - Lack of sufficient parcel size or potential for existing development displacement,
  - Land use policy constraints (local zoning),
  - Market demand constraints, and
  - Financial limitations.
- A range of policy actions could be implemented at the local, regional and state levels to address these development constraints and significantly improve PDA development readiness, such as:
    - Refining local land use policies and zoning that improves the flexibility, predictability and efficiency of land use regulations,
    - Targeting available planning and capital funding to reflect development readiness,
    - Reinstating some form of redevelopment authority at the local level to provide jurisdictions with funding options or assist parcel assembly challenges, and
    - Creating additional infrastructure funding for local governments.
  - Development of non-PDA areas will continue as the JHC's forecast anticipates 20% of future housing growth will occur beyond PDA boundaries. In most instances non-PDA areas will face constraints similar to PDAs. Ultimately, market forces will influence the precise location, development prototypes, and cost of future housing.

**Next Steps**

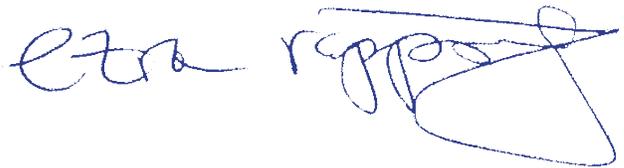
The final report for the project will be completed by the end of March. Staff will review the recommended policy actions for inclusion in Plan Bay Area and related advocacy efforts.

Agency and EPS staff will review the attached slides at your meeting, providing additional detail about the project. Using one of the PDAs included in the sample, they will walk through an example illustrating how each of the criteria noted above was applied in the assessment.



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Steve Heminger



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Ezra Rapport

**Table 1**  
**Summary of PDA Readiness Assessment Results**  
**PDA Readiness Assessment; EPS #121113**

PDA Type	# of PDAs in Sample	SCS New Units 2010-2040	Current Planned Capacity		"Base" Readiness		"Amended" Readiness	
			New Units based on Current Zoning and Sites (2012)	% of Allocation	New Units by 2040	% of Allocation	New Units by 2040	% of Allocation
City Center	5	16,605	22,383	135%	12,267	74%	16,400	99%
Mixed-Use Corridor	3	6,631	6,665	101%	5,481	83%	6,989	105%
Regional Center	2	59,539	48,846	82%	36,888	62%	47,079	79%
Suburban Center	3	12,379	10,450	84%	8,224	66%	9,813	79%
Transit Neighborhood	2	2,752	1,136	41%	980	36%	1,419	52%
Transit Town Center	4	15,390	16,072	104%	7,683	50%	10,420	68%
Urban Neighborhood	1	5,092	3,577	70%	2,325	46%	3,130	61%
<b>TOTAL SAMPLE</b>	<b>20</b>	<b>118,388</b>	<b>109,129</b>	<b>92%</b>	<b>73,848</b>	<b>62%</b>	<b>95,249</b>	<b>80%</b>

## Priority Development Area (PDA) Readiness Assessment

**MTC Planning and ABAG Administrative Committees**  
**March 8, 2013**

# Study Purpose

- Address concerns of developers and Bay Area Business Coalition
- Estimate the ability of PDAs to accommodate residential units projected in *Plan Bay Area* by building on criteria established in 2010 PDA Assessment
- Determine specific policy initiatives that could be advocated to improve feasibility



Item 5

# Framework for Analysis

- 2010 PDA Assessment used as starting point
- Readiness Criteria
  - Housing capacity estimate
  - Existing planning and entitlement process
  - Level of community support
  - Market attractiveness
  - Infrastructure capacity, needs
- Evaluate baseline readiness
- Determine amended readiness assuming certain policy actions



# Framework for Analysis

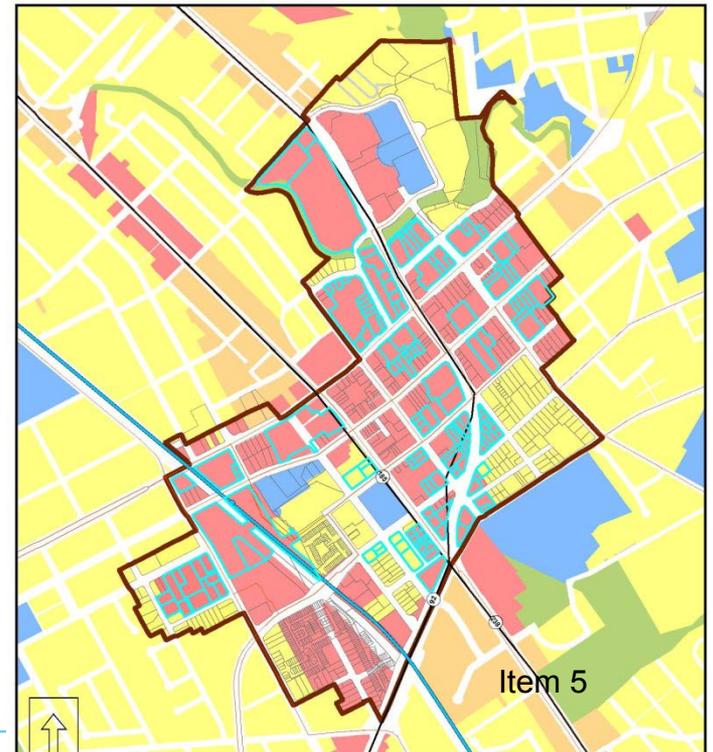
- Selected sample of 20 PDAs representing a range of place types, strong and weak markets
  - Regional Center
  - City Center
  - Suburban Center
  - Urban Neighborhood
  - Transit Town Center
  - Mixed-Use Corridor
  - Transit Neighborhood



Item 5

# (1) Housing Capacity Estimate

- Evaluated potential opportunity sites by assessing existing vacant or underutilized parcels
- Reviewed current local land use policy and zoning for new housing capacity
- Reviewed estimates with local planning staff



## (2) Planning & Entitlement Process

- Staff capacity, time and difficulty in obtaining entitlement
- Likelihood of residential neighborhood displacement based on identified opportunity sites



### (3) Level of Community Support

- Elected official support for proposed PDA use/densities over past 3 years
- History of neighborhood opposition



Item 5

## (4) Market Attractiveness & Investment

- Real estate investment/development in PDA/city over past 10 years
- Recent local development activity
- General market conditions
- Financial feasibility constraint (market prices vs. construction costs)
- Available parcel size and configuration
- Existence of major investment disincentives such as environmental contamination

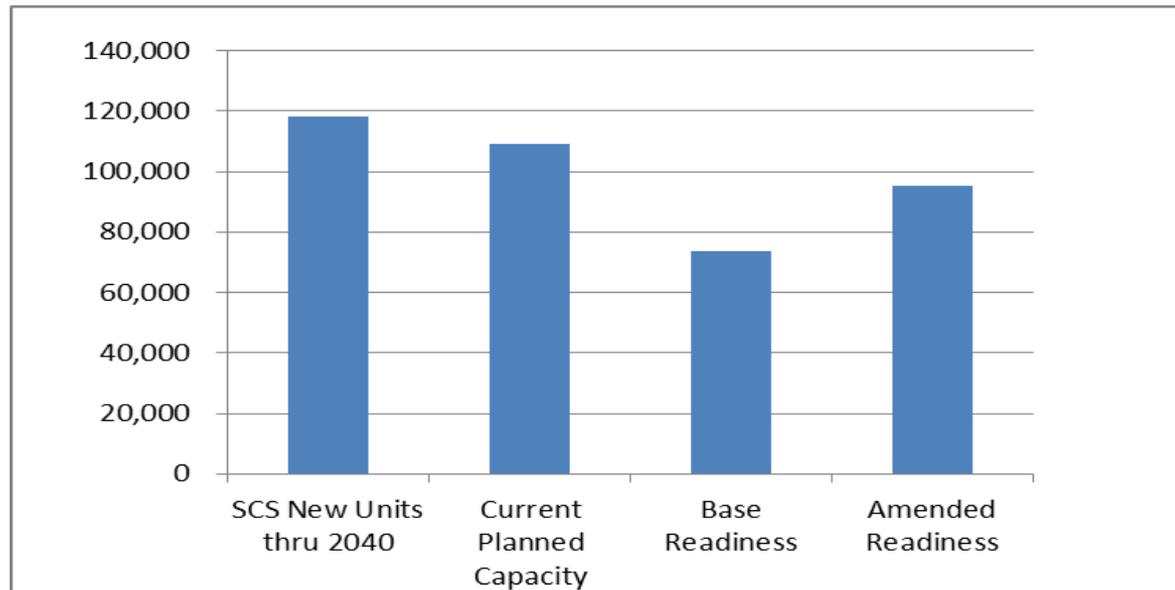
## (5) Infrastructure Capacity/Needs

- Existing infrastructure capacity (transportation, sewers, etc.)
- Existing funding mechanisms such as development impact fee programs
- Overall infrastructure financing capacity of PDA (value of future development vs. cost of needed infrastructure)



# Overall Results

- **Can achieve 62%** of *Plan Bay Area* forecast of residential units for PDAs in sample set under current conditions
- **Can achieve 80% or more** of *Plan Bay Area* forecast with implementation of policy actions



# Development Constraints

- Infrastructure deficiencies
- Limited local government financing capacity (e.g. loss of redevelopment agencies and funding)
- Lack of sufficient parcel size or potential for existing development displacement
- Land use policy (local zoning)
- Market demand constraints
- Financial limitations

# Key Policy Considerations

- Refining local land use policies and zoning that improves the flexibility, predictability and efficiency of land use regulations
- Targeting planning & capital funding to reflect development readiness
- Reinstating some form of redevelopment authority at the local level
- Creating additional infrastructure funding for local governments

# Assessment of Non-PDA

- JHC assumes 20% of future housing growth will occur outside PDA boundaries
- Likely concentration in a few areas based on current urban growth boundaries
- Most non-PDA development faces similar constraints to PDA development
  - Lack of infrastructure
  - Financing capacity
  - Market constraints

# Summary/Next Steps

- Results offer understanding of PDA development challenges across a range of place types and market conditions
- Identifies challenges common to many PDAs that could be the focus of future work to support local jurisdictions
- Use results and policy considerations to focus *Plan Bay Area* policy and legislative priorities

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# Plan BayArea

TO: MTC Planning Committee, ABAG Administrative Committee

DATE: March 8, 2013

FR: Executive Director, MTC  
Executive Director, ABAG

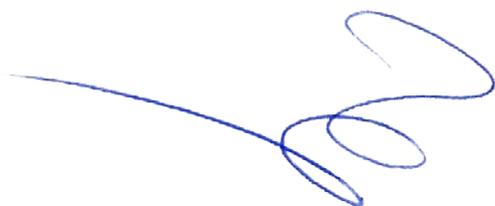
RE: Plan Bay Area Implementation and Advocacy

## Background

The draft land use and transportation elements of Plan Bay Area lay out an ambitious effort to bolster our region's economy, protect its environment and improve housing and transportation choices for residents from all walks of life. A reliable, efficient transportation network and a healthy housing market with a range of price options for our workforce are absolutely vital to a growing economy in the Bay Area. In order to make progress towards our 2040 Plan Bay Area performance targets, ABAG and MTC will need to identify key legislative advocacy objectives to secure changes in both federal and state law.

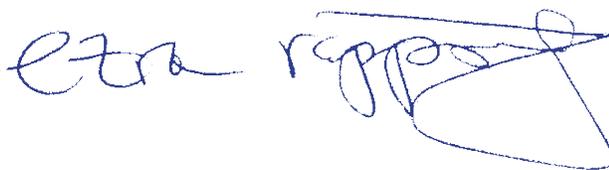
The draft priorities outlined in Attachment A include potential actions at the federal, state, and regional level that would provide cities, counties, and transportation agencies with increased capacity to implement Plan Bay Area including increased funding for economic development, housing, and transportation; responsible approaches to cutting regulatory red tape; and other mechanisms to develop the region's Priority Development Areas that are expected to accommodate most of the housing and job growth in Plan Bay Area.

Staff look forward to your feedback on these concepts for inclusion in the draft Plan Bay Area to be released in March 2013.



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Steve Heminger



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Ezra Rapport

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## Attachment A

### Land Use

In order to support the draft land use strategy, staff proposes four key efforts.

1. Locally controlled funding to support PDA development. Up until 2012, Bay Area jurisdictions could count on redevelopment programs for over \$1 billion per year in tax-increment financing (TIF) to support affordable housing projects, critical infrastructure improvements, and economic development projects in designated areas of many cities and counties. Replacing this revenue with a new locally controlled funding opportunity—including a newly authorized tax-increment financing authority should be a top priority to support new, infill development called for in the Preferred Scenario.
2. Modernize the California Environmental Quality Act (CEQA): CEQA has undoubtedly *helped* to improve environmental quality in California. However, it is commonly used as a tool by project opponents who are more interested in halting a project than minimizing its harm on the environment. Sensible CEQA reform is a key ingredient to a more economically vibrant state and region. MTC and ABAG will support efforts to strengthen CEQA's protection of the state's environment and residents while updating the requirements of the California Environmental Quality Act (CEQA) to encourage and expand infill developments to reduce urban sprawl, strengthen the region's economy and promote development consistent with Plan Bay Area and SB375. By providing consistent standards and greater certainty to project sponsors, and reducing duplication in EIR requirements the CEQA process can be expedited, without compromising environmental protection and reducing duplication in EIR Requirements.
3. Stabilize Federal funding levels. Deep funding cuts for two of the largest HUD housing programs, the HOME Investment Partnership Program and Community Development Block Grant (CDBG) have significantly affected the allocation of funds to Bay Area jurisdictions. CDBG budget allocations to the region fell 27% (from \$86 million to \$63 million) between 2010 and 2012. Bay Area allocations from the HOME program dropped by 51% (\$38 million to \$18 million) between 2009 and 2012. In order to increase the supply of a variety of workforce housing options, key federal programs need to deliver increased financial certainty for local jurisdictions and developers. In addition to funding, incentives in the tax code for multi-family development should be established for the long run so cities and developers can plan with certainty.
4. Fiscalization of land use. The structure of property taxes in California is a major obstacle to creating a balanced regional growth pattern. The current approach to taxation creates incentives to attract development that maximizes sales tax revenues but creates a disconnect between the location of jobs, housing and transportation. This trend has discouraged housing development and small business growth in many communities. This effort would support a long-term adjustment to commercial or residential tax rates to balance the financial incentives for new development.

## **Transportation**

In order to support the draft transportation investment strategy, staff suggests the following three efforts.

1. Support Local Self-help: Lower the vote threshold for local and regional transportation tax measures from two-thirds to 55 percent, as proposed by SCA 4 (Liu) and SCA 8 (Corbett). With local funding now constituting two thirds of the state's total transportation funding, lowering the voter approval threshold is a major step toward preserving and expanding our existing roadway and public transportation infrastructure and help them run more efficiently.
2. Seek Federal transportation policy and funding levels that support Plan Bay Area. MTC and ABAG will work with local, state and national partners to urge Congress to identify a long-term, reliable funding source for transportation in the next authorization. That bill should build on the streamlined structure and performance-based framework established by MAP-21 and provide flexibility for the region to respond to its diverse transportation needs.
3. Grow State funding. MTC/ABAG will urge the Bay Area's State delegation to create a new permanent revenue source for transportation (such as cap and trade) to achieve the Plan's financial assumptions, increase funding to sustain and increase the efficiency of the existing network, and invest in high performing network improvements that further the goals and performance metrics of Plan Bay Area.

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