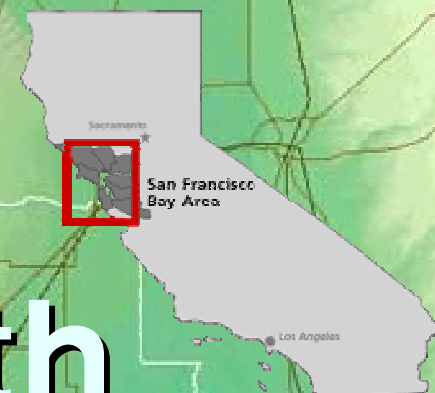


Focused Growth for the Bay Area

ULTRA Forum

March 17th, 2007

Ted Droettboom
ABAG/BAAQMD/MTC
Joint Policy Committee



What is Focused Growth?

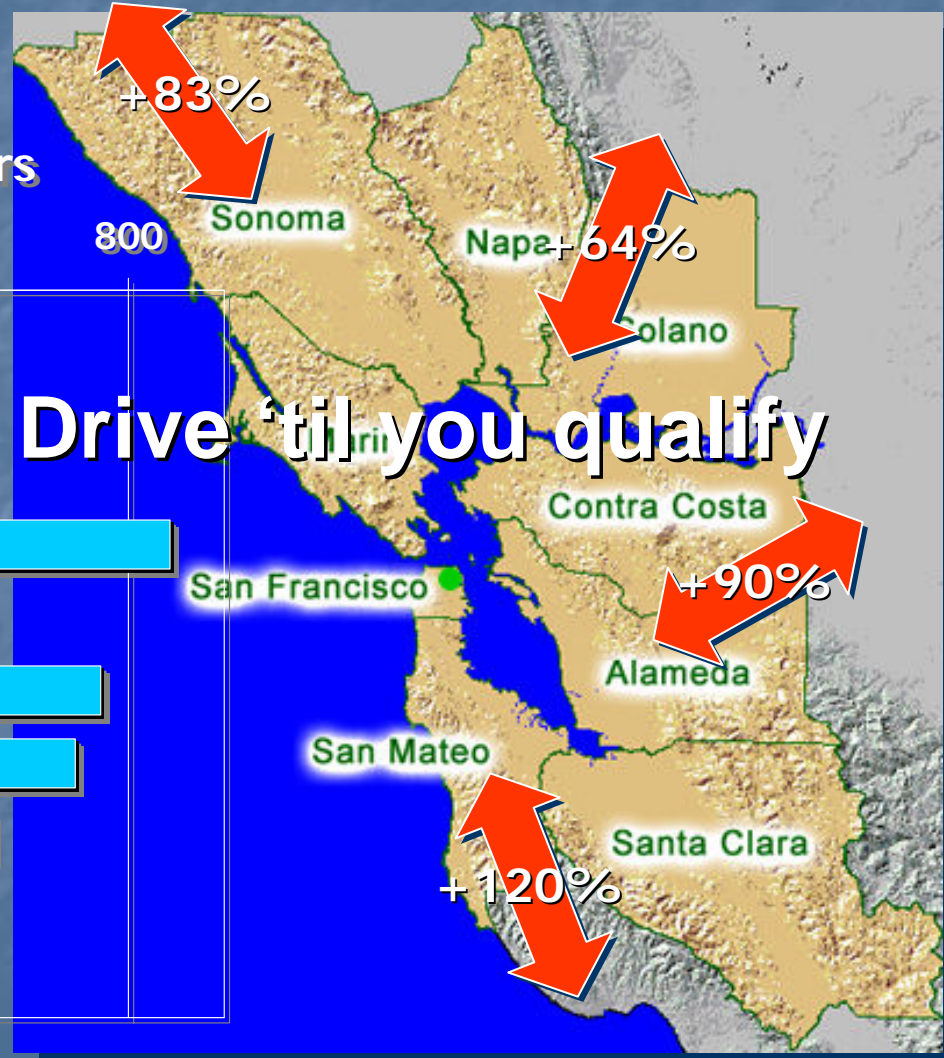
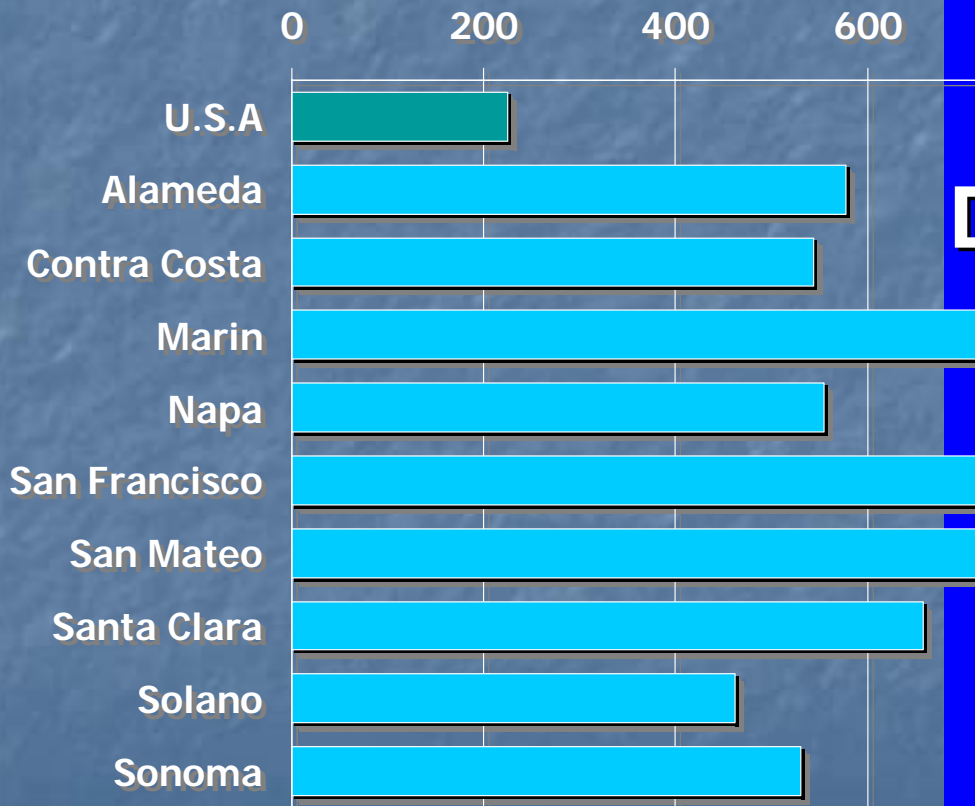
Mostly Infill which is:

- Compact
- Transit-oriented
- Supportive of existing communities
- Resource conserving
- Socially equitable
- More affordable



Why Focused Growth?

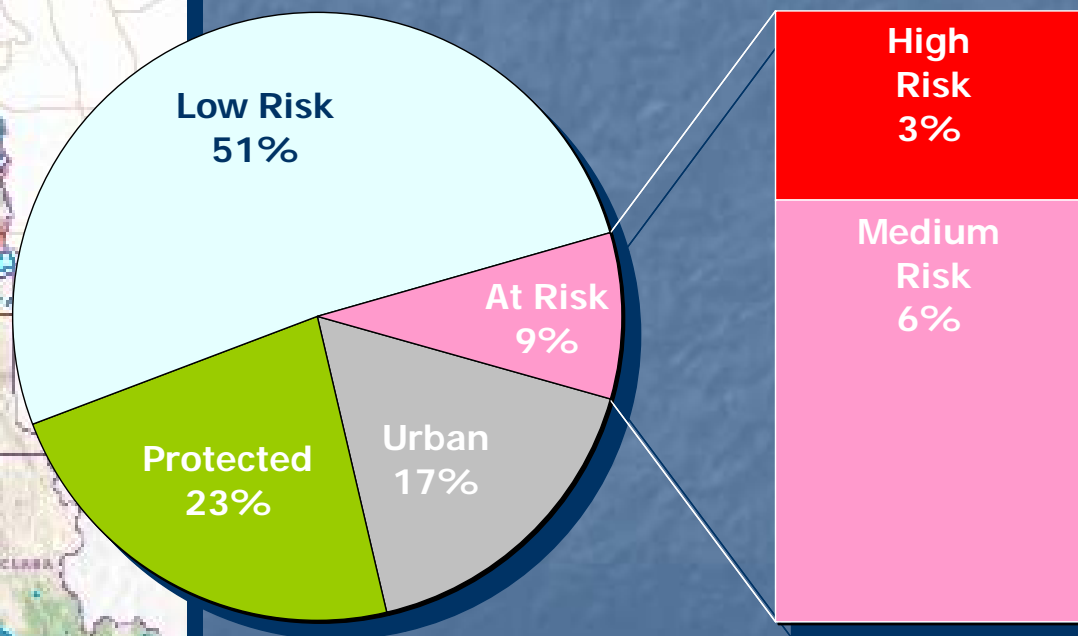
Median Home Prices
Thousands of Dollars



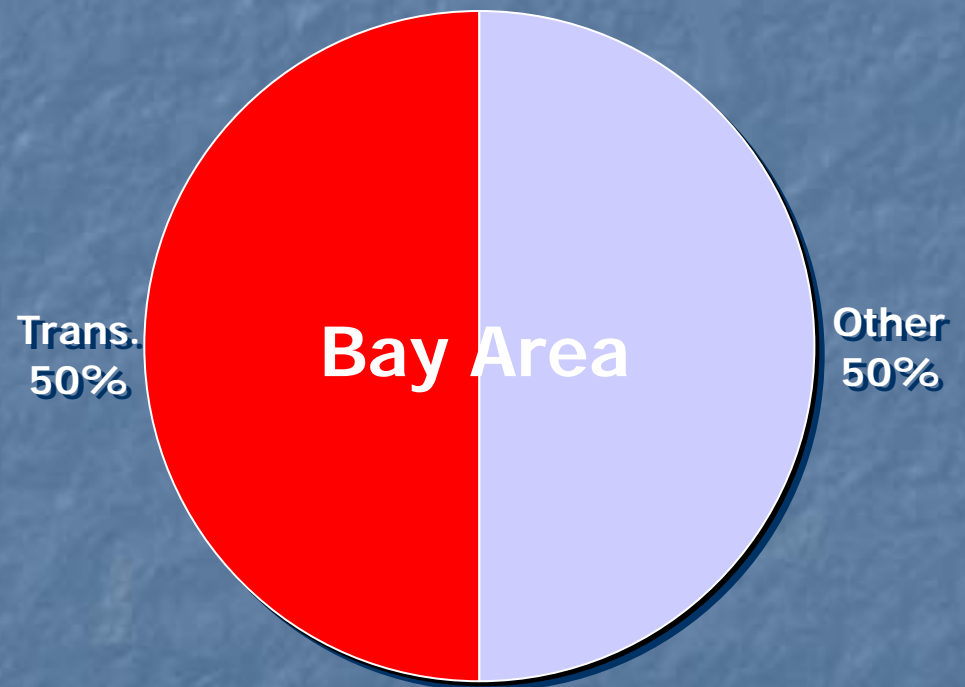
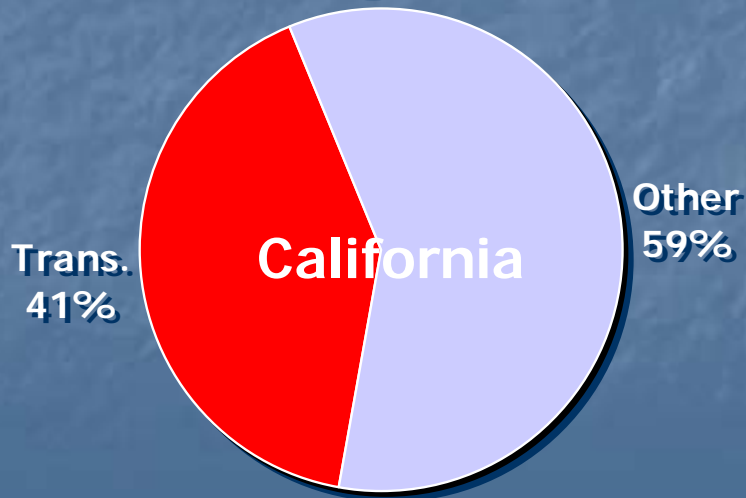
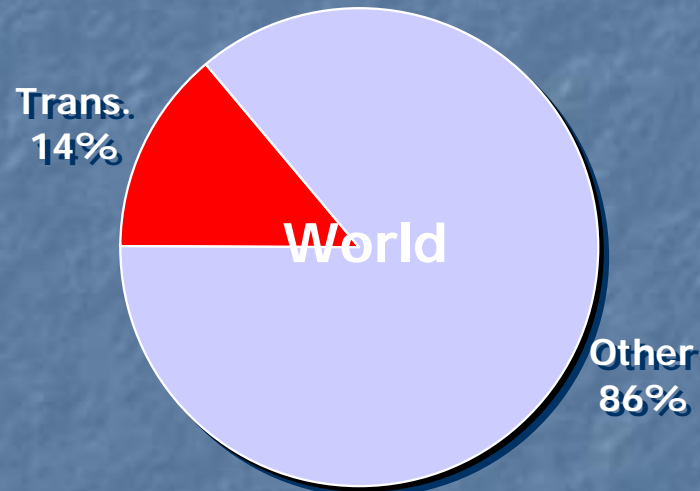
Growth in interregional commuting, 2000-2030

Why Focused Growth?

Sprawl eating away at our land resource



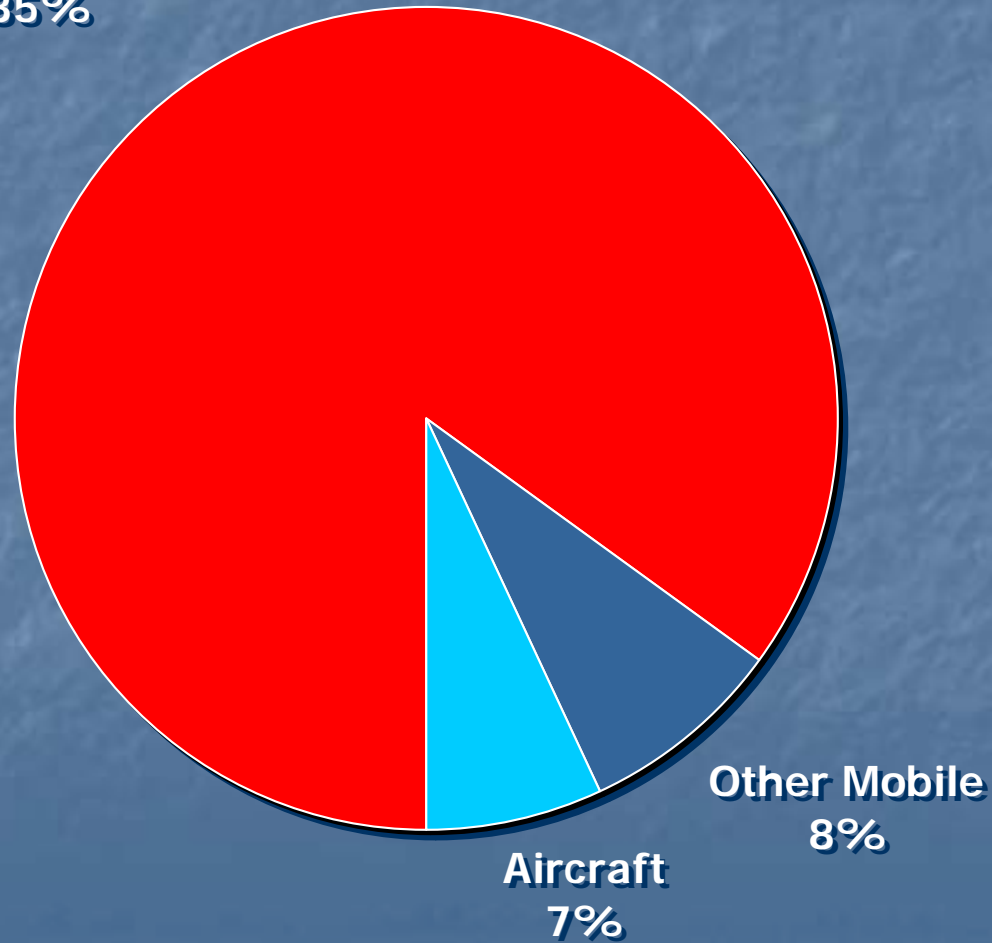
Why Focused Growth? Greenhouse Gas Contributors



Sources: USEIA, CA Climate Action Team, BAAQMD

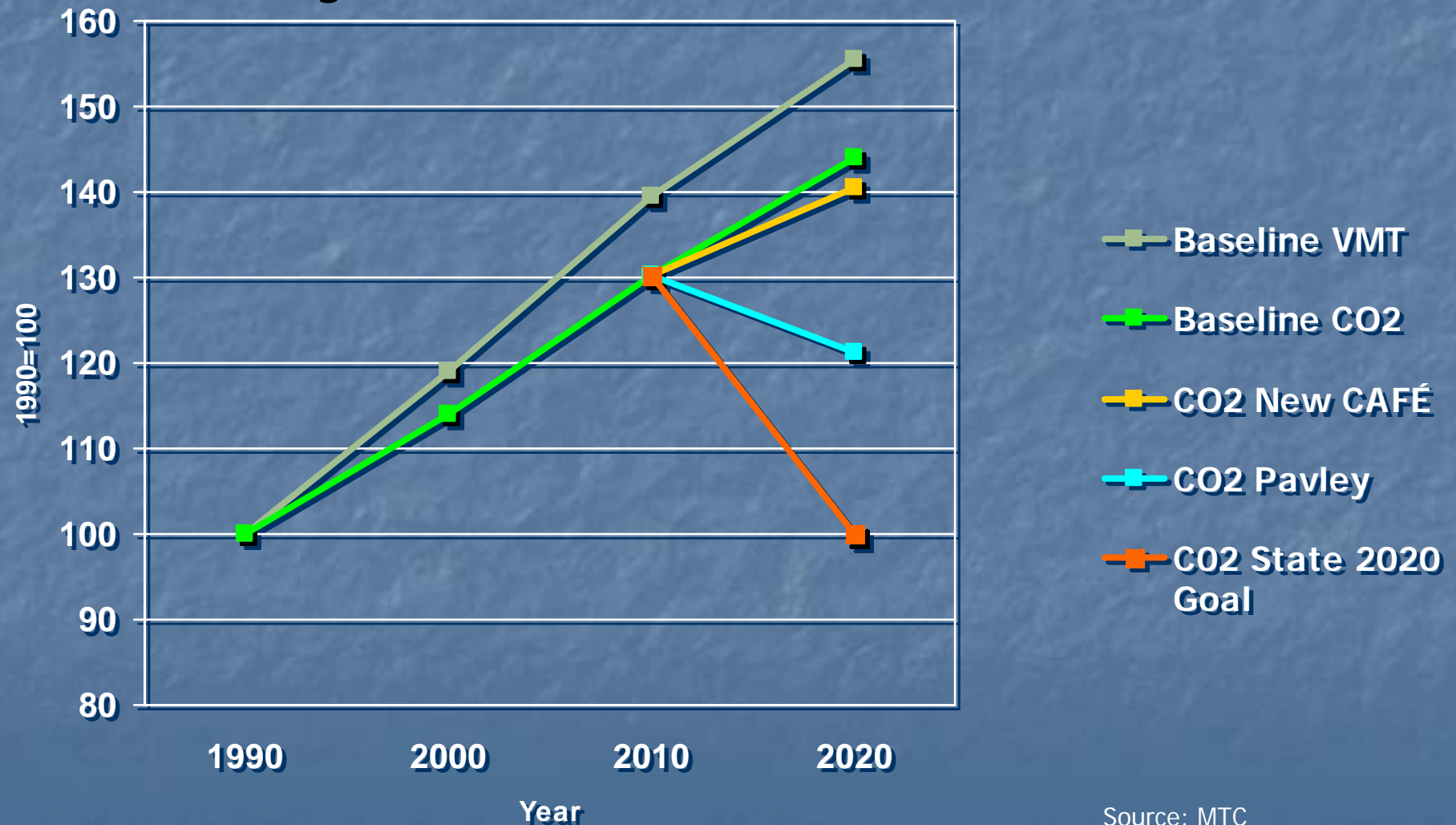
Bay Area Transportation GHGs

On Road Vehicles
85%



Source: BAAQMD

Meeting GHG Targets Beyond Emission Standards

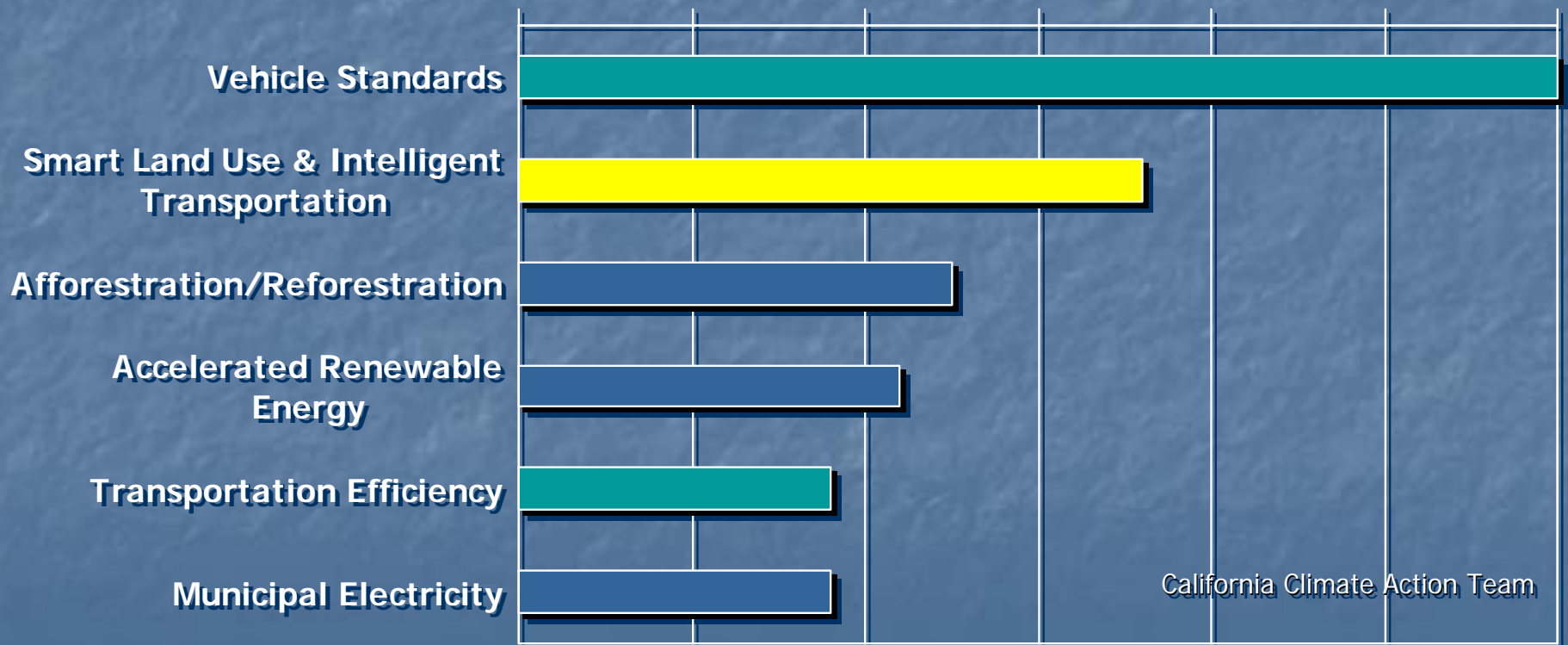


Source: MTC

GHG Strategies: The State's Initial Top Six

GHG Reduction (Millions of Metric Tons/Year)

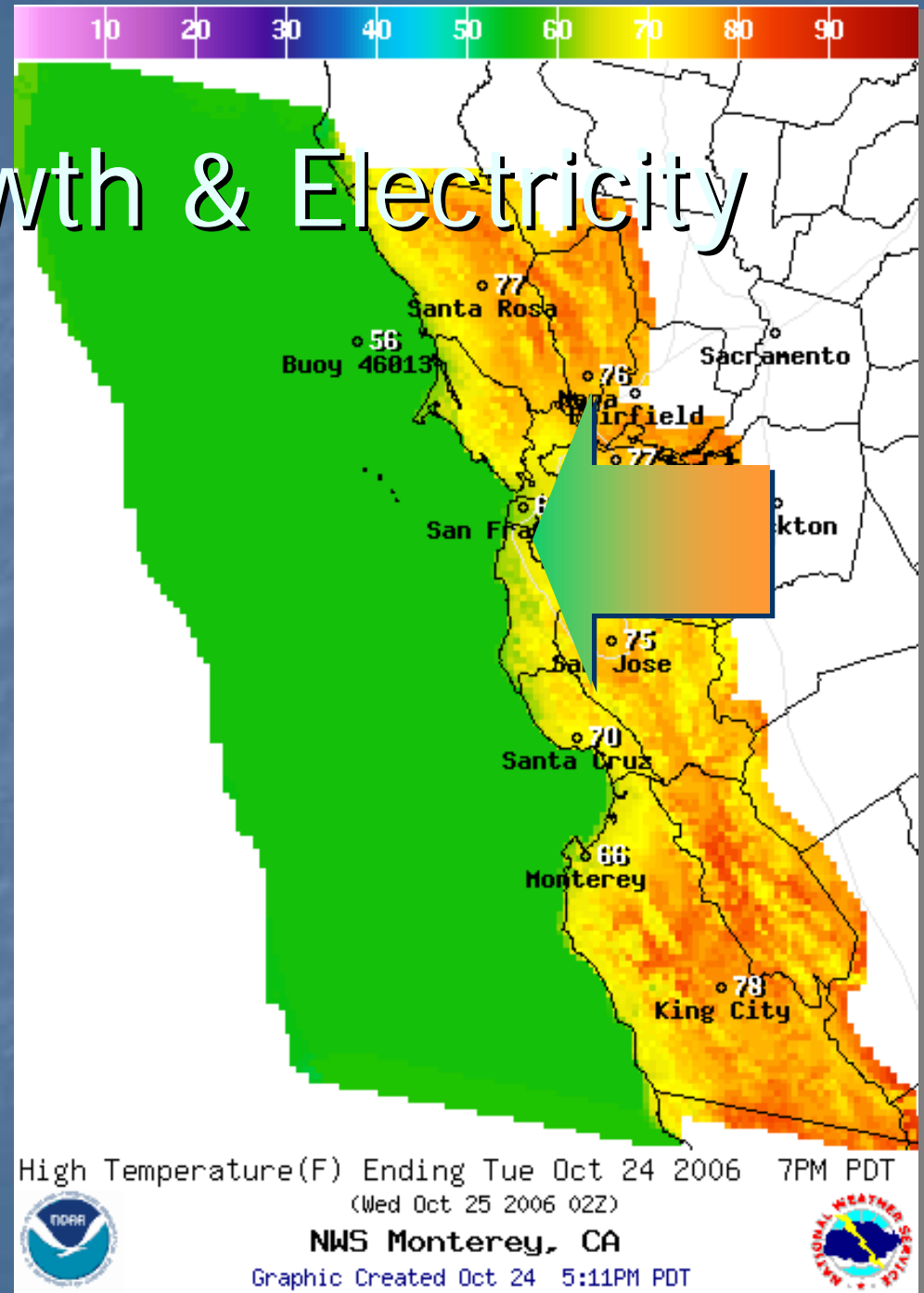
0 5 10 15 20 25 30



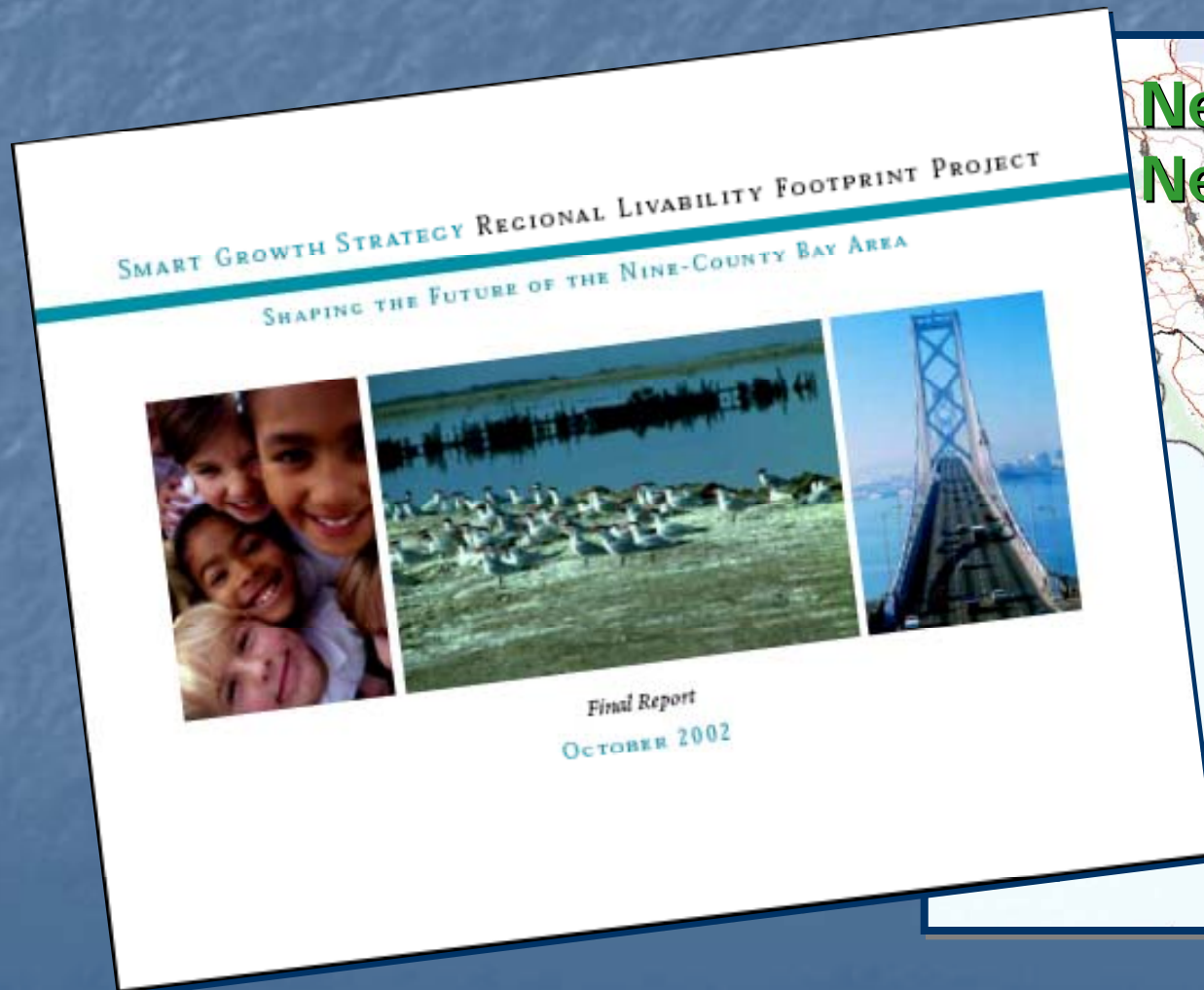
California Climate Action Team

Focused Growth & Electricity

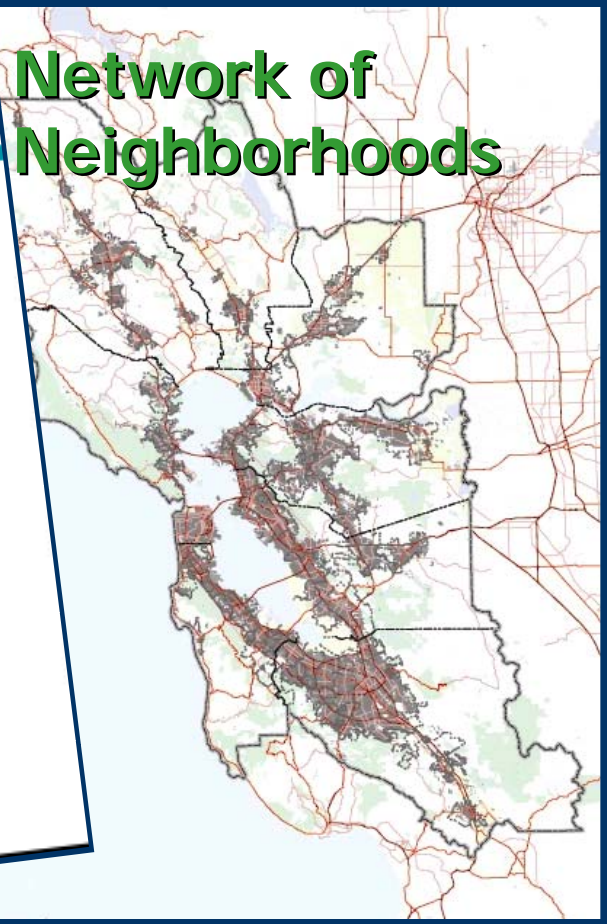
- Temperature gradient: as much as a degree per mile
- Synergy: reduced energy for cooling + reduced energy for transportation



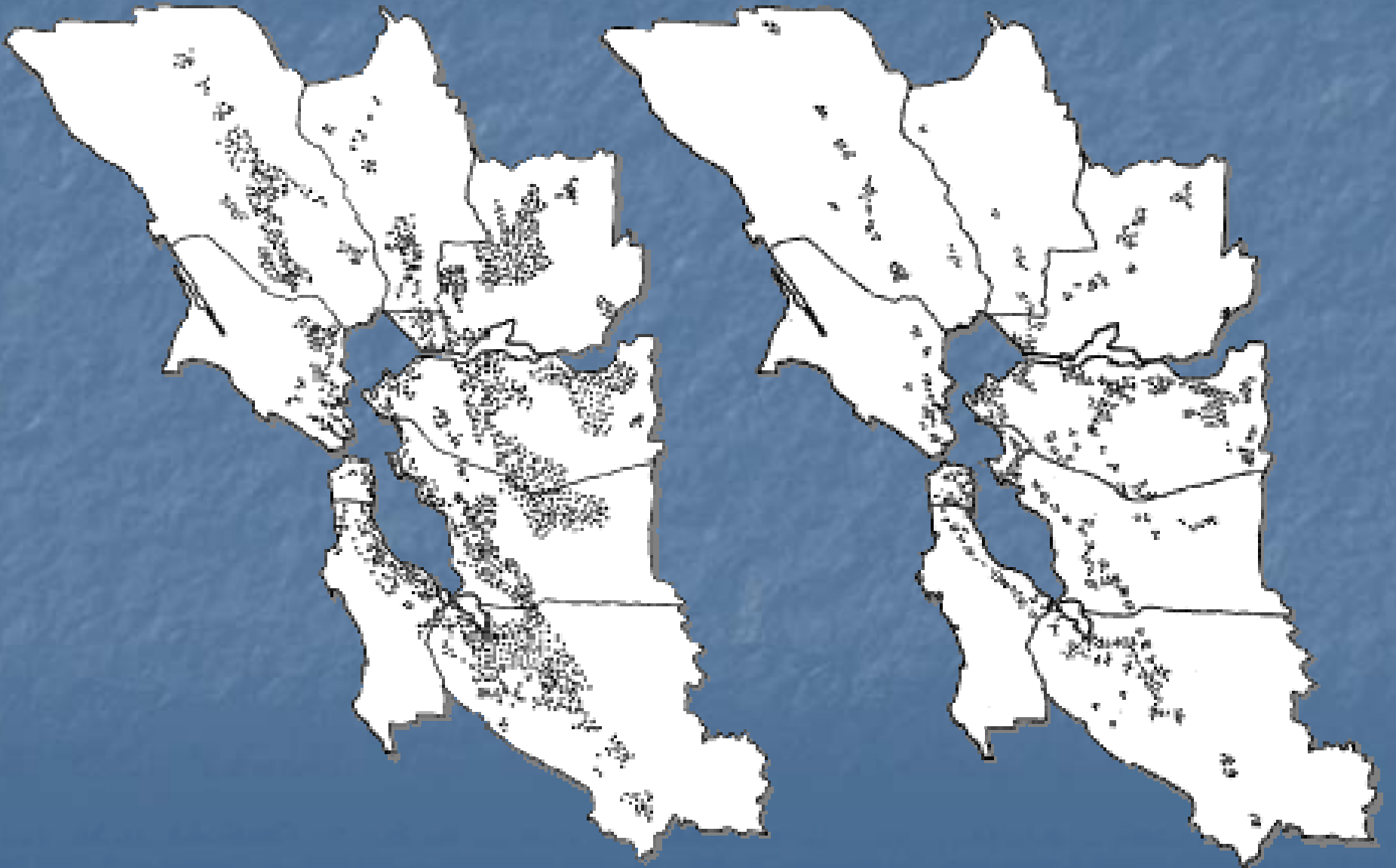
Our Vision



**Network of
Neighborhoods**



Trend vs. Vision



Some Environmental Benefits of Focused Growth in the Bay Area, 2020

Greenfield Development



Water Consumption/Household



Gasoline Consumption

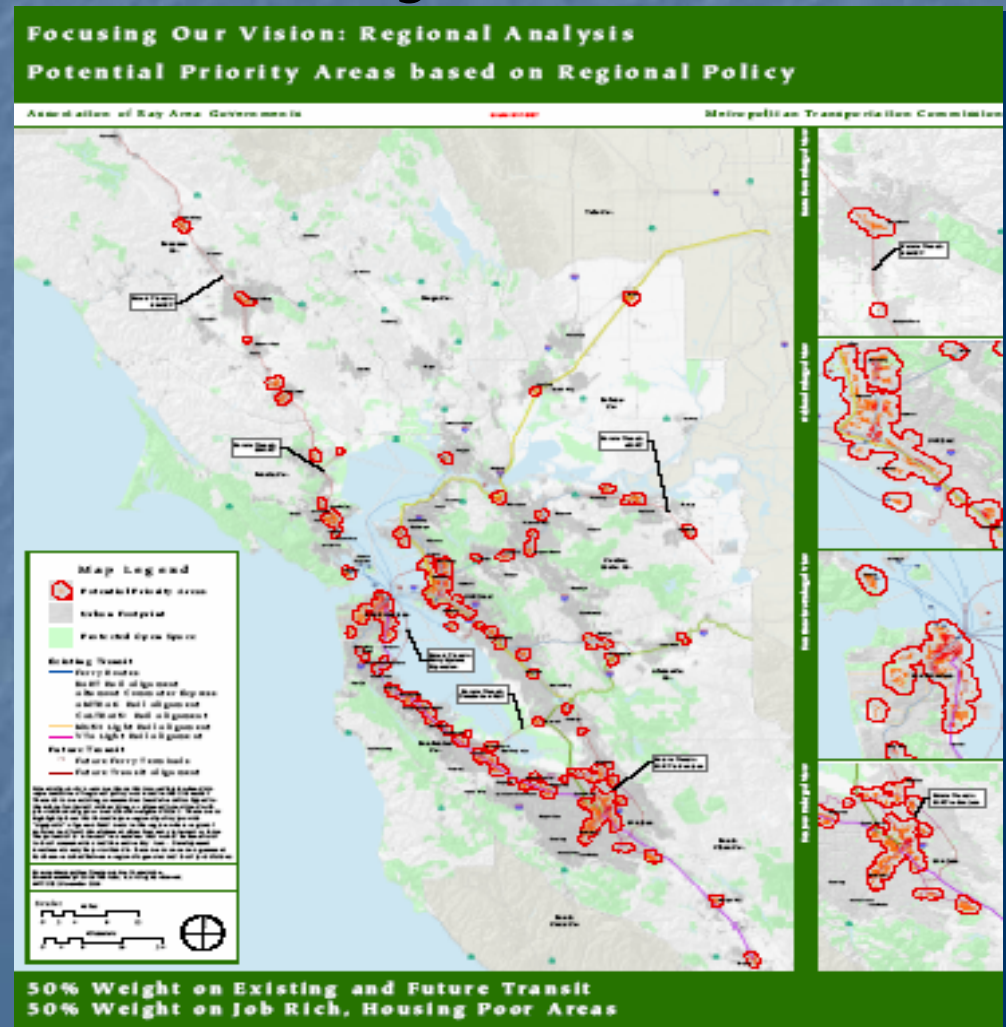


CO2 Emissions



Focusing Our Vision: Signposts to Priority Areas

- In Existing Communities
- Near Transit
- Near Job Concentrations



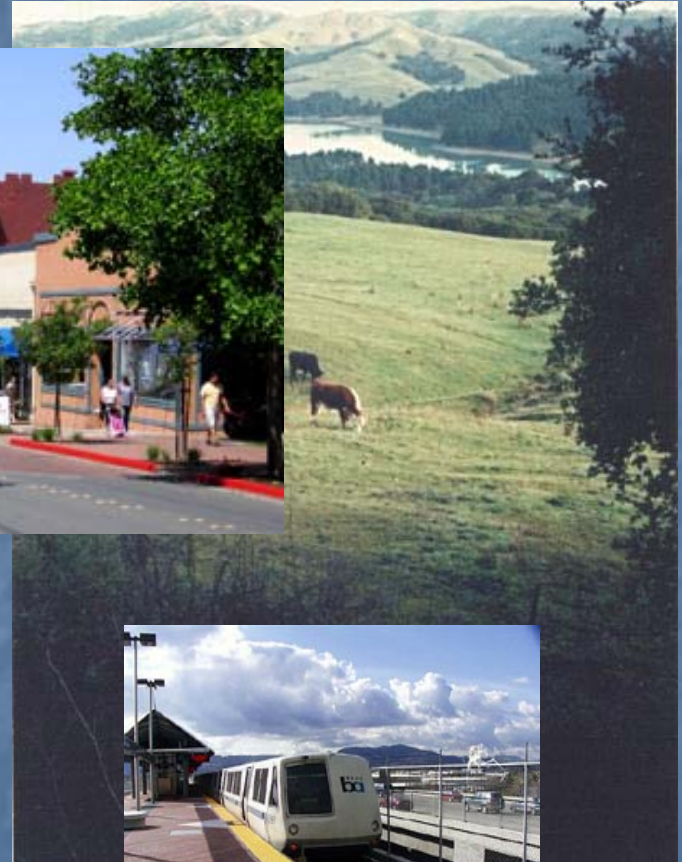
Open Process: Priority Area Criteria

- Entry
 - Within an existing community
 - Near existing or planned fixed transit or comparable bus service
 - Planned (or planning) for more housing
- Ranking
 - Area size (more than a project)
 - Mixed use / Complete community
 - Job concentrations
 - Circulation and connectivity



Focused Growth: Positives Outweigh Negatives

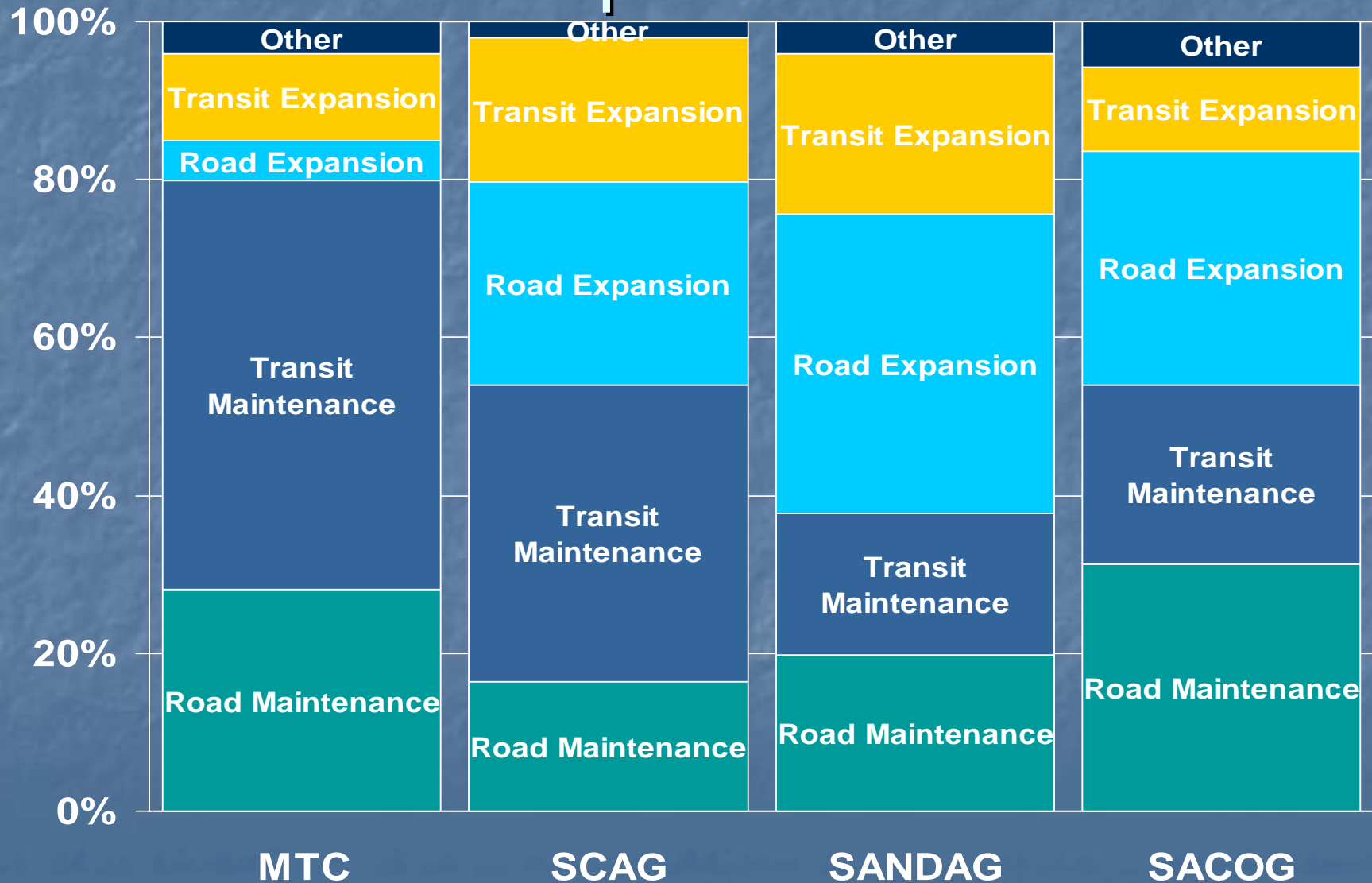
- + Rejuvenation of communities
- + Infrastructure savings
- + Environmental benefits
- + More & better lifestyle choices
- Local fiscal challenges
- Community resistance



Toward an Initial Incentive Package

Source	Account	State	Region est.
Prop 1C	Regional Planning, Housing and Infill Incentives	\$850M	\$141.4M
Prop 1C	Transit-oriented Development	\$300M	NA
Prop 1C	Housing-related Parks	\$200M	\$33.3M
Prop 84	Urban Greening	\$90M	\$15.0M
Prop 84	Urban Forestry	\$20M	\$3.3M
Prop 84	Local and Regional Parks	\$400M	\$66.5M
Prop 84	Planning Grants and Loans	\$90M	\$15.0M
	TOTAL	\$1,950M	\$274.5M

Regional Transportation Plan Expenditures



Building a Bigger Carrot

2009 Regional Transportation Plan

" If the region's smart growth vision is to become a reality, more compact growth patterns must be supported by a complementary investment in the rehabilitation and maintenance of existing infrastructure" -- *Transportation 2030*, Transportation/Land-use Platform



Focused Growth: Positives Outweigh Negatives

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