



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 6

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

TO: Policy Advisory Council

DATE: June 9, 2017

FR: Pam Grove, Staff Liaison

W.I. 1114

RE: Plan Bay Area 2040 Action Plan: Discussion Notes

At your May meeting, the Council broke into small groups to discuss the three main topics of the Plan Bay Area 2040 Action Plan: housing, economic development and resilience. Attached to this packet are the notes from that discussion. Also attached is a PowerPoint with staff's draft list of the top line policy points gleaned from that list. These are items that could possibly be directed to the Commission's attention either for implementation by staff, for further study, or to be placed on MTC's legislative agenda for 2018.

At your June 14 meeting, staff will lead the Council in a continued discussion of these policy items to determine whether you wish to bring any of them forward to the Commission at its June 28th meeting.

Attachments

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**Policy Advisory Council Breakout Session
Plan Bay Area 2040 Action Plan – Discussion Notes Combined**

HOUSING

- There is a gap in workforce housing (housing for public employees such as teachers, firemen, nurses, etc., who don't qualify for below-market-rate housing, but can't afford market rate). The region is losing public sector workers because they can't afford to live in the area. What are local jurisdictions doing to fill this gap, and who is focused on the gap at the regional level?
- One model is to build multi-family housing rentals on public land, but build more densely than is permissible under current zoning rules. Land could be owned by local, regional or state government, or land-banked land. Builders –after they get an equity pay out of 8 percent -- split profits with the public agency that owns the land.
- Focus on multi-family vs. single-family units.
- Encourage high-density housing.
- TOD areas near train stations are good because they reduce vehicular transit, plus they also create a great transit option for seniors who don't drive as much (or at all).
- MTC/ABAG should:
 1. Create a land bank for the aforementioned workforce model and bond it, then provide the opportunity to local jurisdictions (patterned after open space preservation, but will take more aggressive zoning by the community).
 2. Explore legal/regulatory changes related to tax credits to incentivize affordable housing.
 3. Sharpen tie between transportation dollars and incentivizing housing development, affordable housing production and anti-displacement at the local level.
 4. Focus on community stabilization in addition to housing production.
 5. Consider getting involved with rent stabilization issues at the county level.
 6. Lobby for keeping/using public lands for “permanently” affordable housing.
- Review aspects of successful city/county projects for possible regional takeaways
- Consider clawbacks from counties/cities that don't build as promised with MTC funds; MTC needs to do some modeling to show improved performance (in order to create a stick)
- Coordinate with other state MPOs to lobby for funding for housing (convince them of the connection between transportation and housing)
- Create a slush fund and use it to incentivize landlords to cater to Section 8
- Increase smaller scale, high density projects (frame “density” differently)
- Create more/frequent conversations between residents and elected officials between communities (not just within one city) – this should be the regional agency's responsibility and focus
- Focus on ways to get people onto transit, such as increasing parking fees, creating more toll roads, and educating people on the true cost of driving
- Build a grassroots network of advocates who care about these issues; and get young people involved (i.e., local colleges)

- Increasing the overall housing supply is the solution. Market rate housing plays a role in solving the crisis. We need housing for all incomes. Since fear of low-income housing is pervasive, it's not always the solution.
- Good policy on paper doesn't translate into creating units (e.g., inclusionary zoning is great; still requires the building of market rate housing to work)
- Focus on generational change: the "American Dream" post-WWII vision may not be universal among generations (e.g., fitting density into existing suburban context, such as accessible dwelling units or mix of housing types)
- Some professionalization would allow more low- and middle-income families to buy in.
- Need quality rental opportunities (and perhaps a tax break for renters).
- Can/should we imagine a new take on "public housing"? Society does not care about addressing this, but public lands are where this might work.
- Identify the "sweet spot" of feasible project types (for communities and builders).
- Local planning/public works/Councils need to be staffed/resourced to make fastracking/streamlining realistic
- Consider overturning Prop 13, at least at the residential level, since it was put into place primarily for the commercial sector.

ECONOMIC DEVELOPMENT

- Promote increased density to alleviate pressure on industrial land
- Improve modeling for Plan Bay Area around economic development (focus on worker opportunity/impacts vs. just industry)
- Similar to housing incentives, tie transportation funds (where possible) with economic development, such as jurisdictions that incentivize middle-wage jobs, good wages, etc., in PDAs
- Claw-back dollars from PDAs/CMAAs when planning is not manifested
- Improve transit connectivity between counties to job centers (coordinate from one system to another)
- Access to transportation (specifically efficient transit) is vital, especially for people with disabilities
- Solve first/last mile challenges to get to jobs
- Need strong goods movement; need to bring warehousing back to the Bay Area so we're not reliant on the Central Valley; consider a land bank for this type of infrastructure
- The conversion of industrial lands to housing (and low-density housing) means communities lose that tax base
- Non-polluting corporate campuses should provide housing
- Future solutions need to take into account the shift to the suburbanization of poverty
- Need to create a synergy with industrial training programs:
 - Coordinate with local colleges, consortiums
 - Invest in education (K-12)
 - Synergize with corporations

- Continue to evaluate means-based fare recommendations and free transit for youth with the goal of regional implementation and coordination (i.e., low-income transit riders are frequently displaced due to rising housing + transportation costs).
- Utilize/repurpose existing industrial lands as job centers with housing, without becoming a corporate campus (i.e., work-loft types of buildings)
- Need to train our youth for H-1B types of jobs and work with corporations to assist
- Need to look at the impact on economic development of continued shopping online vs. brick and mortar stores; also need to prioritize buying local
- Emphasize job access on/via subordinate corridors such as along Highway 4, the Highway 80 corridor (outlying Vacaville), Brentwood, Petaluma, etc. Focus middle-class jobs in these areas
- Skills mismatch isn't as big of a problem as enabling low-wage workers to secure housing
- There is a demand for blue-collar workers, like electricians and even in the waste management field. Of the 5 million jobs open, 4.2 million are non-technical (such as health aide). Perhaps need to focus energies on filling those types of jobs (more trade schools and focus on these skills at high school and junior college level).
- Perhaps need to focus more on how to automate jobs and training people to work in the automation of jobs.
- Some people will always want a larger home with access to land – they will not want to live in an urban setting. Preserving industrial lands for the purposes of housing is useless, since it doesn't help with higher wages or housing prices, and those who work in manufacturing are likely more interested in a suburban lifestyle and will move farther away in order to get the home they want.
- Preserving existing infrastructure should be the top priority. Increasing transportation access to growing job centers should also be a focus.

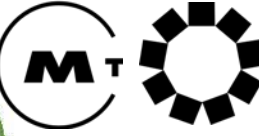
RESILIENCE

- More focus on “people” resilience vs. infrastructure. Don't forget about social vulnerability; in the political world, resilience is an issue for people.
- Identify solutions/opportunities that prioritize disaster workers and low-income and/or vulnerable populations in terms of housing (we need to make sure our first-responders, police, nurses, PGE workers, etc., are within the community and not commuting in during a disaster)
- Promote regional certification program; also through local jurisdictions and feds
- We've put emphases on big impacts such as floods and earthquakes, but need to focus more on secondary impacts (such as food/water shortages/heat/freight impacts, etc.)
- Continue to strengthen connections with utilities (cable, PGE, cell companies, etc.)
- Focus on first responders is the most important thing – they need a direct channel and need to be able to talk to each other
- Also need to focus on the impact of heat, especially with vulnerable populations
- Focus on social and economic vulnerability as well

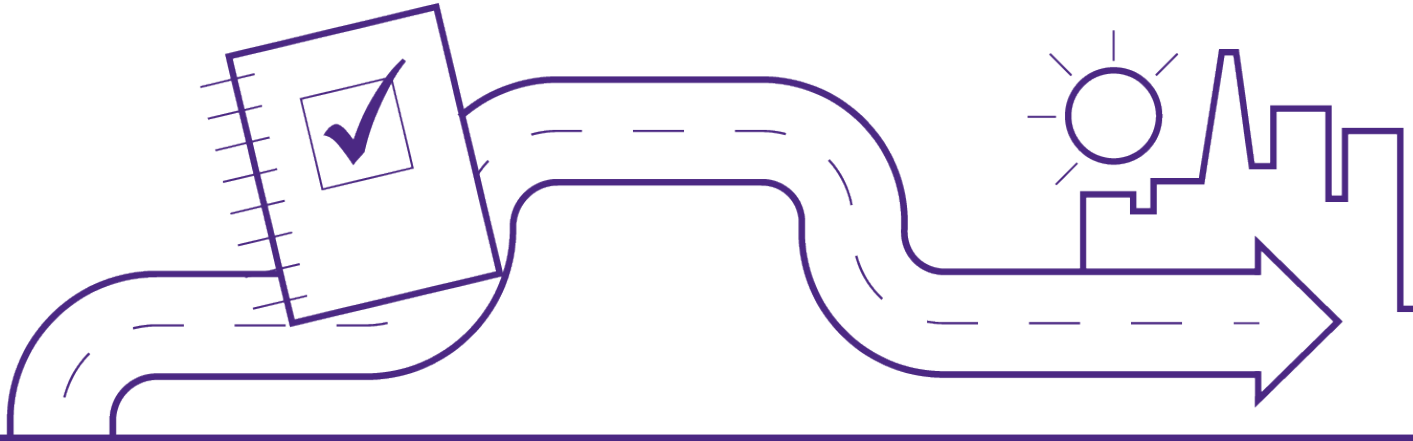
- Drinking water will be an important aspect, possibly discuss the effects of things like water capture and educate the public
- Prioritize projects based on funds available and what makes sense (i.e., a second Transbay tunnel would be great, but would be a huge project and would take major dollars)
- Add pilot projects
- Prioritize long-term planning
- There needs to be a regional leadership group that has statutory authority (power)
- Need to deal with greater stresses of storm water management at the regional level
- Create a Regional Resource Center
 - Consolidate information
 - Provide Technical Assistance
 - Speakers
 - Data
- Consider all modes when addressing flooding disasters – roads closed to cars could still be open to bicycles, motorcycles and pedestrians.
- More collaboration is needed to reduce redundancy of efforts; and need greater coordination with the Air District
- Need a funding source for resiliency implementation. Right now the focus is on planning; consider shifting some emergency preparedness/response funds to these efforts
- Educate the public about retrofit being a better use of dollars than earthquake insurance
- Distributed resource hubs; fuel (refineries and pipelines) is a heavy concern
- Climate Action Plan (CAP)
- Protect job centers as we develop them

Plan BayArea 2040

June 14, 2017
Policy Advisory Council



Section 5: Action Plan



- Summarizes progress on Plan Bay Area implementation to date
- Proposes specific shorter-term actions focused on areas where Plan falls short: *affordability, displacement risk, access to jobs, road maintenance*

Housing

**Economic
Development**

Resilience

Draft Action Plan: Housing Discussion Policy Points

Based on May Policy Advisory Council Break-Out Groups

- **Use public lands for affordable housing**
- **Create land banks for housing**
- **Lobby for tax credits for the purpose of:**
 - **Incentivizing developers**
 - **Incentivizing landlords (to keep rents/housing affordable)**
 - **Assisting low-income renters**
- **Lobby to repeal Proposition 13 (at least at the residential level)**

- **Consider a means-based fare with the goal of regional implementation/coordination**
- **Study the possibility of repurposing existing industrial lands as job centers inclusive of housing**

- **Create a Regional Resource Center in order to:**
 - **Consolidate efforts and information**
 - **Educate the public**
 - **Provide technical assistance**
 - **Provide a resource for speakers**
 - **Provide a resource for data**
- **Search for an ongoing funding source for resiliency implementation (versus planning funds)**
- **Define which agency has statutory authority over which issues. Does there need to be one regional leadership group for this purpose?**