The letter 'P' is rendered in a large, blue, stylized font. It is composed of several rectangular blocks, with a vertical line running through its center. The top bar of the 'P' is a solid blue rectangle. The stem is a vertical blue line with a small gap in the middle. The bottom bar is a solid blue rectangle. The overall design is modern and geometric.

Plan BayArea

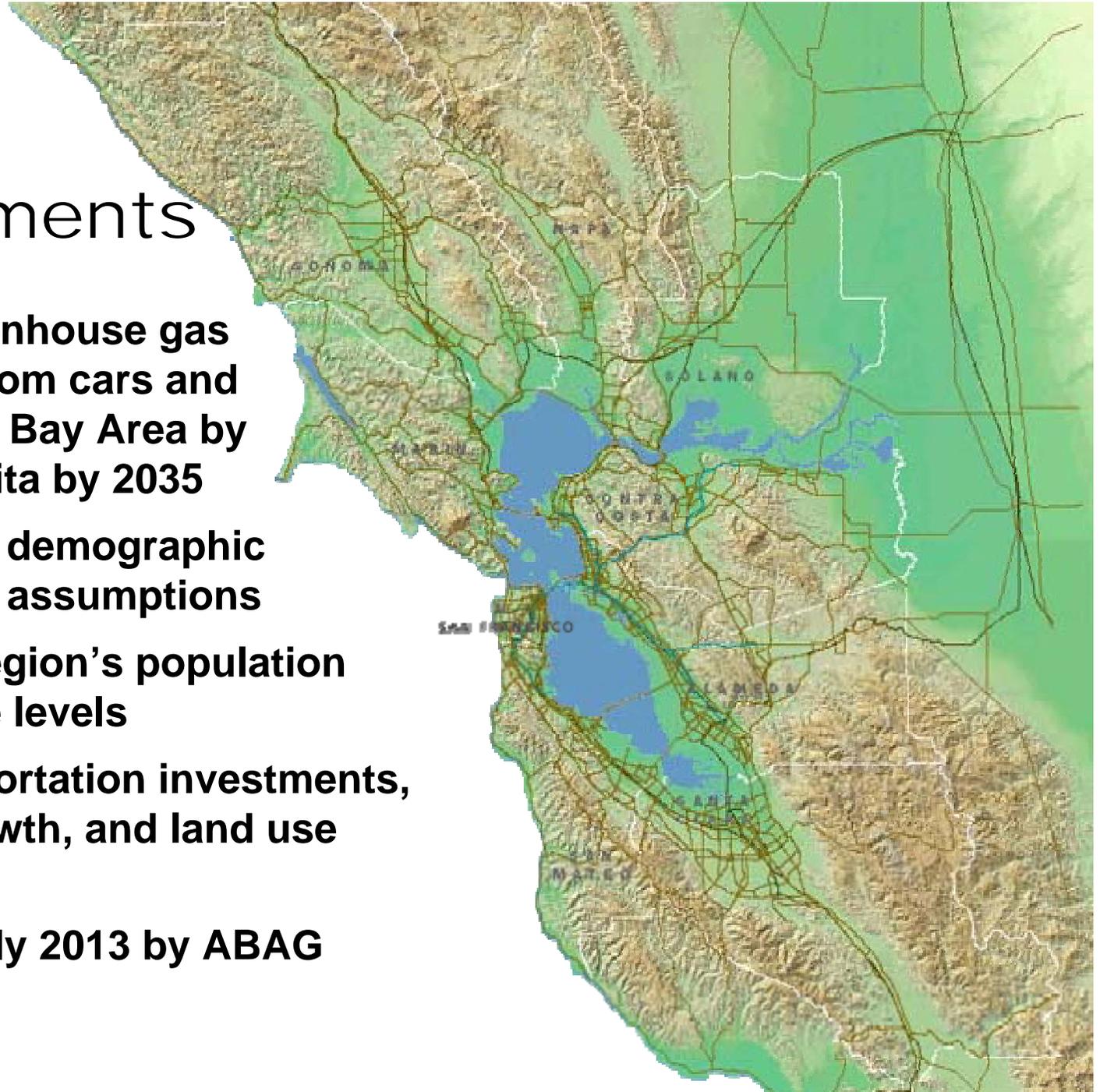
Current Regional Plans & Initial Vision Scenario

Partnership Technical Advisory Committee

March 21, 2011

SB 375 Requirements

- Reduce greenhouse gas emissions from cars and trucks in the Bay Area by 15% per capita by 2035
- Use realistic demographic and revenue assumptions
- House the region's population at all income levels
- Align transportation investments, housing growth, and land use planning
- Adopt in early 2013 by ABAG and MTC



Current Regional Plans

- **Updates Projections 2009 forecast**
- **Starting point for analysis; basis for creation of the Initial Vision Scenario**
- **Reflects current planning and assumptions**
- **Not designed to meet the targets**
- **Won't become the Sustainable Communities Strategy**

Initial Vision Scenario

- **Starting point to develop the Sustainable Communities Strategy (SCS)**
- **Identifies places for sustainable growth**
- **Accommodates regional housing need**
- **Strengthens existing communities**
- **Utilizes existing transit infrastructure**
- **Assumes unconstrained resources**
 - Affordable housing
 - Neighborhood infrastructure
 - Transit and other investments

Initial Vision Scenario: How was it developed?

■ **Housing Growth Distribution Criteria**

- Locally identified growth in Priority Development Areas or new Growth Opportunity Areas
- Additional housing units based upon a jurisdiction's selected Place Type for a PDA or Growth Area
- Greater housing density proximate to significant transit investments (Existing Transit or Resolution 3434 Transit Expansions)
- Major mixed-use corridors with high potential for transit-served, infill development

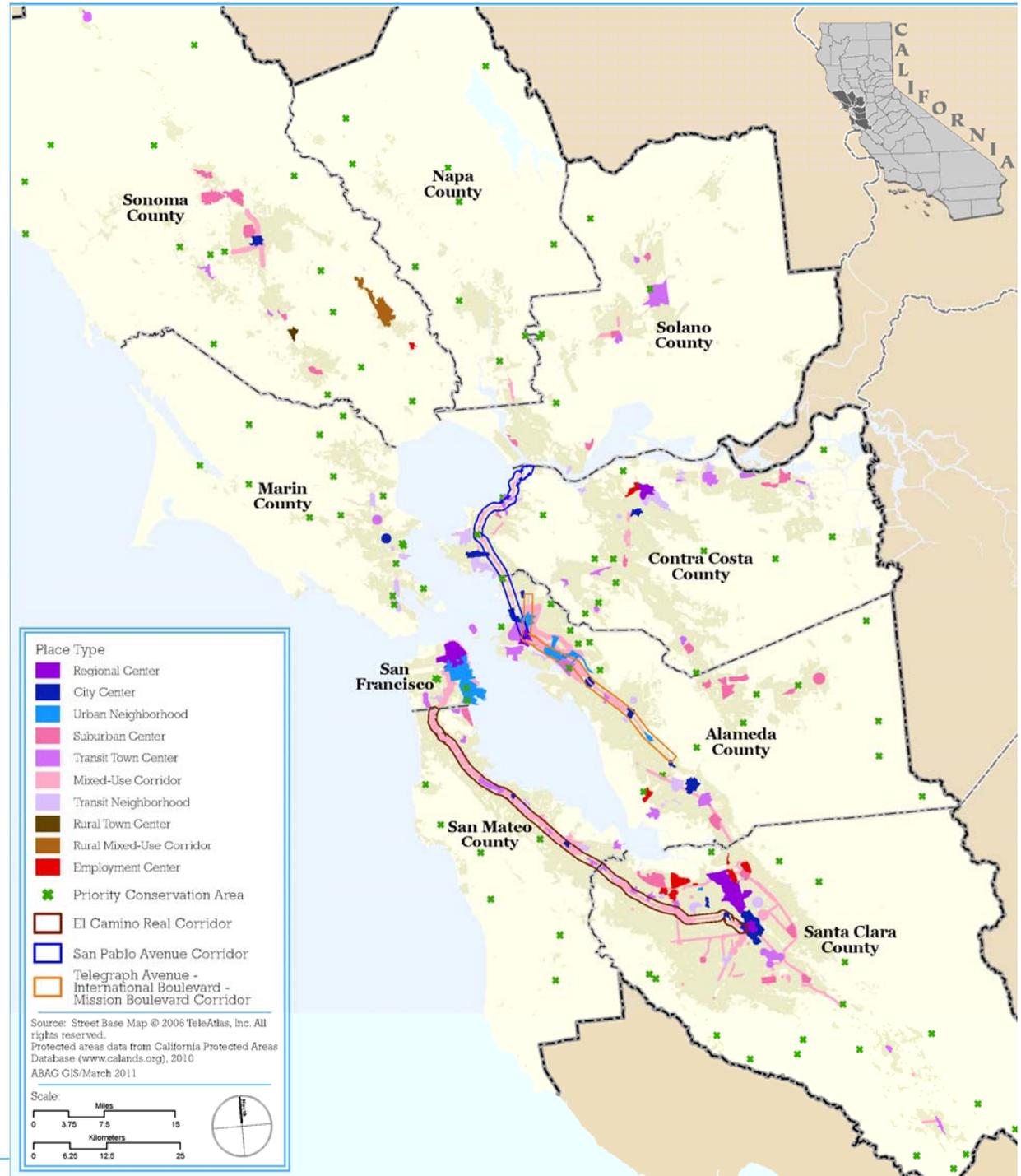
Regional Growth Overview

Scenario	Households	Population	Employed Residents	Jobs
2010	2,669,800	7,348,300	3,152,400	3,271,300
2035 Current Regional Plans	+633,500	+1,717,900	+881,600	+1,129,100
2035 Growth Increment	+269,000	+363,700	+165,000	+92,900
2035 Initial Vision Scenario	+902,500	+2,081,600	+1,046,600	+1,222,000
Total 2035 Initial Vision Scenario	3,572,300	9,429,900	4,199,000	4,493,300

Housing Distribution

70% of growth in Priority Development Areas and Growth Opportunity Areas

97% of growth within the existing urban footprint



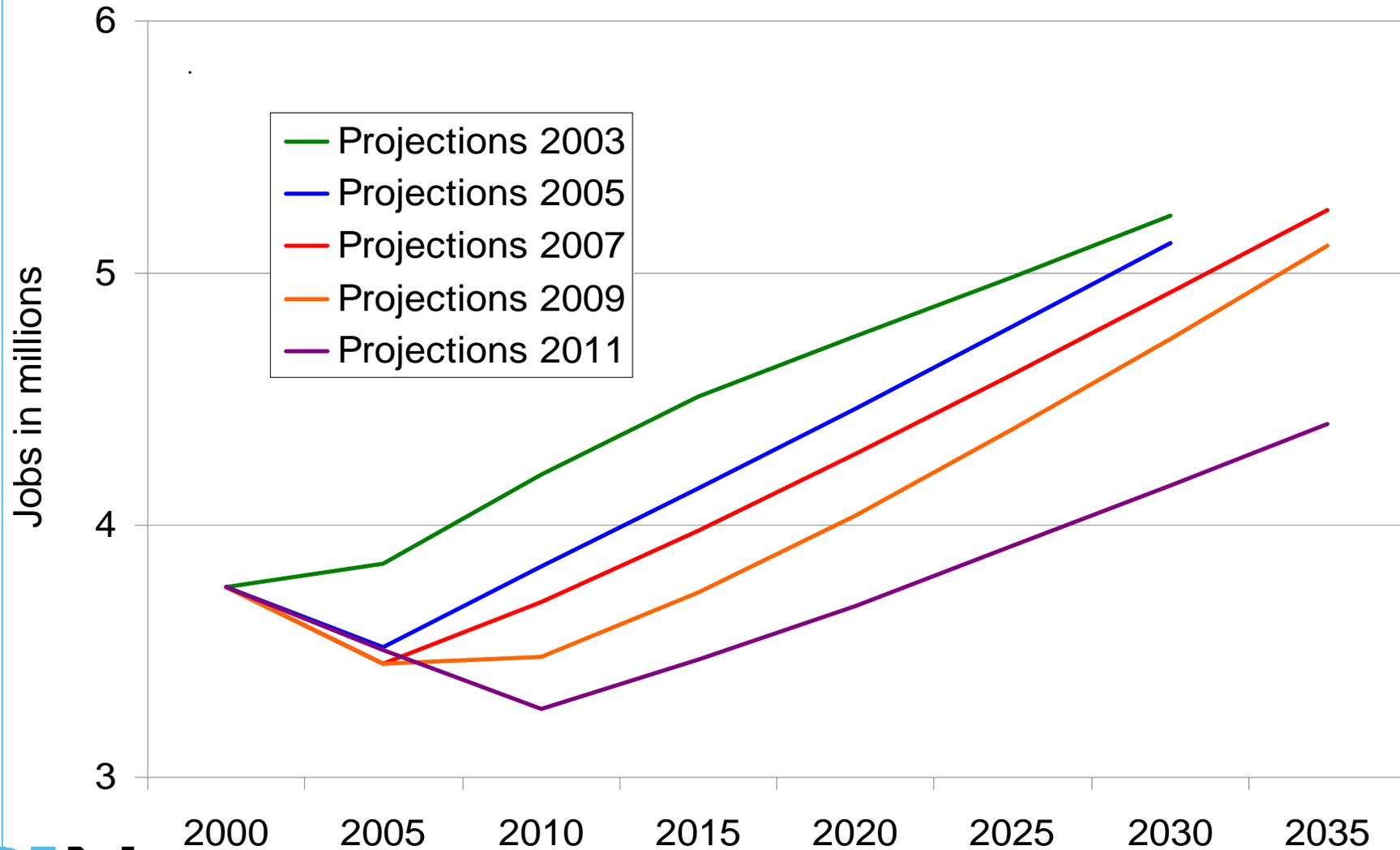
Initial Vision Scenario: Housing Distribution

COUNTY	2010 Households	2035 Households	2010-2035 Growth	2010-2035 Growth Rate
Alameda	557,700	770,400	212,700	38%
Contra Costa	392,700	546,700	154,000	39%
Marin	106,400	117,100	10,700	10%
Napa	51,300	56,100	4,800	9%
San Francisco	346,700	436,800	90,100	26%
San Mateo	264,500	358,300	93,800	36%
Santa Clara	613,900	867,800	253,900	41%
Solano	148,200	187,800	39,600	27%
Sonoma	188,400	231,400	42,900	23%
TOTAL	2,669,800	3,572,300	902,600	34%

Initial Vision Scenario: Growth Pattern

- Concentrates 70% of growth in PDAs, Growth Opportunity Areas; about 3% of region's land area
- Limits greenfield development – 97% of growth in existing developed areas
- Reduces development pressure on Priority Conservation Areas
- Preserves character of existing residential neighborhoods
- Utilizes existing transit; strengthens planned transit
- Provides for rapid growth in senior population
- Leverages /improves existing water, sewer infrastructure
- Lower per capita water use to growth location, development type

Current Regional Plans: Regional Job Projections



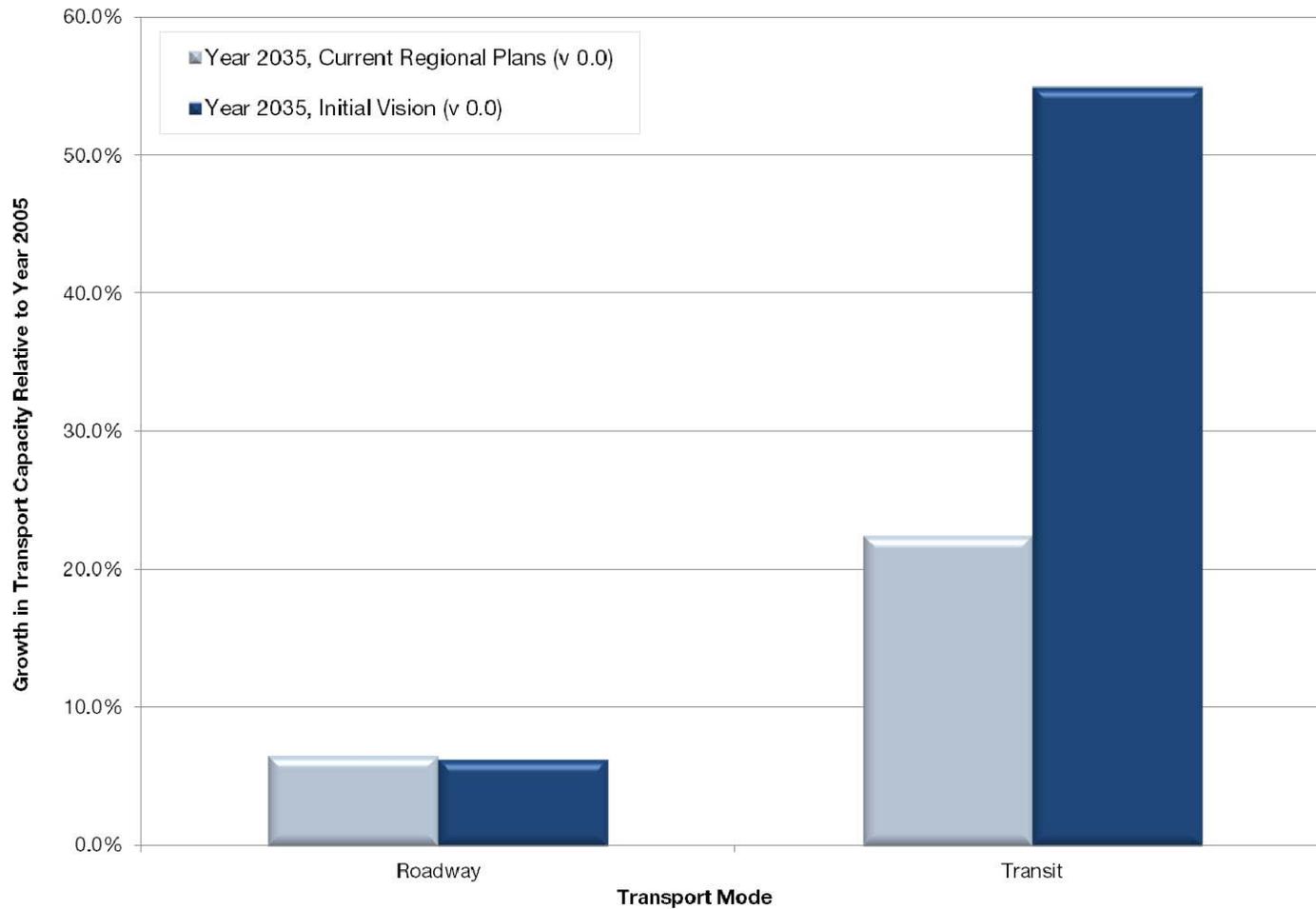
Employment Distribution

COUNTY	2010 Jobs	2035 Jobs	2010-2035 Growth	2010-2035 Growth Rate
Alameda	675,600	925,400	249,900	37%
Contra Costa	345,900	479,400	133,400	39%
Marin	129,700	151,100	21,400	17%
Napa	70,100	88,800	18,700	27%
San Francisco	544,800	713,700	168,900	31%
San Mateo	330,100	452,200	122,100	37%
Santa Clara	858,400	1,238,400	380,000	44%
Solano	126,300	176,700	50,400	40%
Sonoma	190,400	267,600	77,200	41%
TOTAL	3,271,300	4,493,300	1,222,000	37%

Initial Vision Scenario: Transportation Network

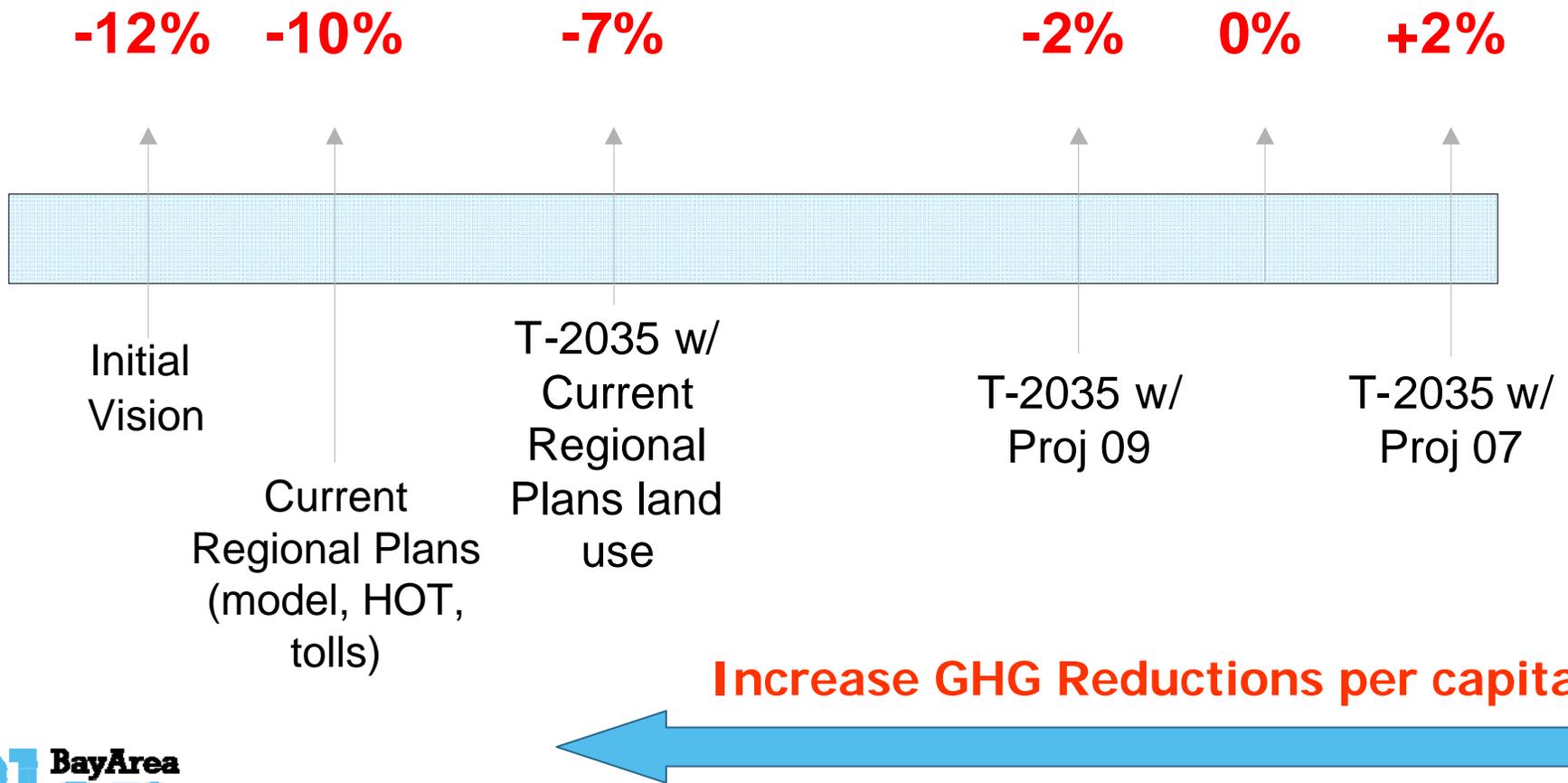
- **Transportation 2035 is base network with Express Lane Backbone system**
- **Increased frequencies of existing transit services adjacent to Initial Vision growth areas**
- **Highlights include ...**
 - Improved headways on over 70 local bus routes and several express bus routes
 - Improved headways on BART, eBART, Caltrain, Muni Metro, VTA Light Rail, and ACE
 - 60 miles of dedicated bus lanes in San Francisco and Santa Clara counties
- **Increase in passenger seat miles of**
 - 55 percent relative to 2005
 - 25 percent relative to Current Regional Plans in 2035

Growth in Transportation Capacity From Year 2005



GHG Emission Reduction Estimates

(% per capita - 2005 vs. 2035)



GHG Targets

(% per capita reduction compared to 2005)

Horizon Year	ARB Target	Current Regional Plans	Initial Vision Scenario
2020	-7%	-9%	-11%
2035	-15%	-10%	-12%

Target Results Preview

Initial Vision Scenario does two things:

1. Creates more housing and more affordable housing

This is all “good” news for the targets:

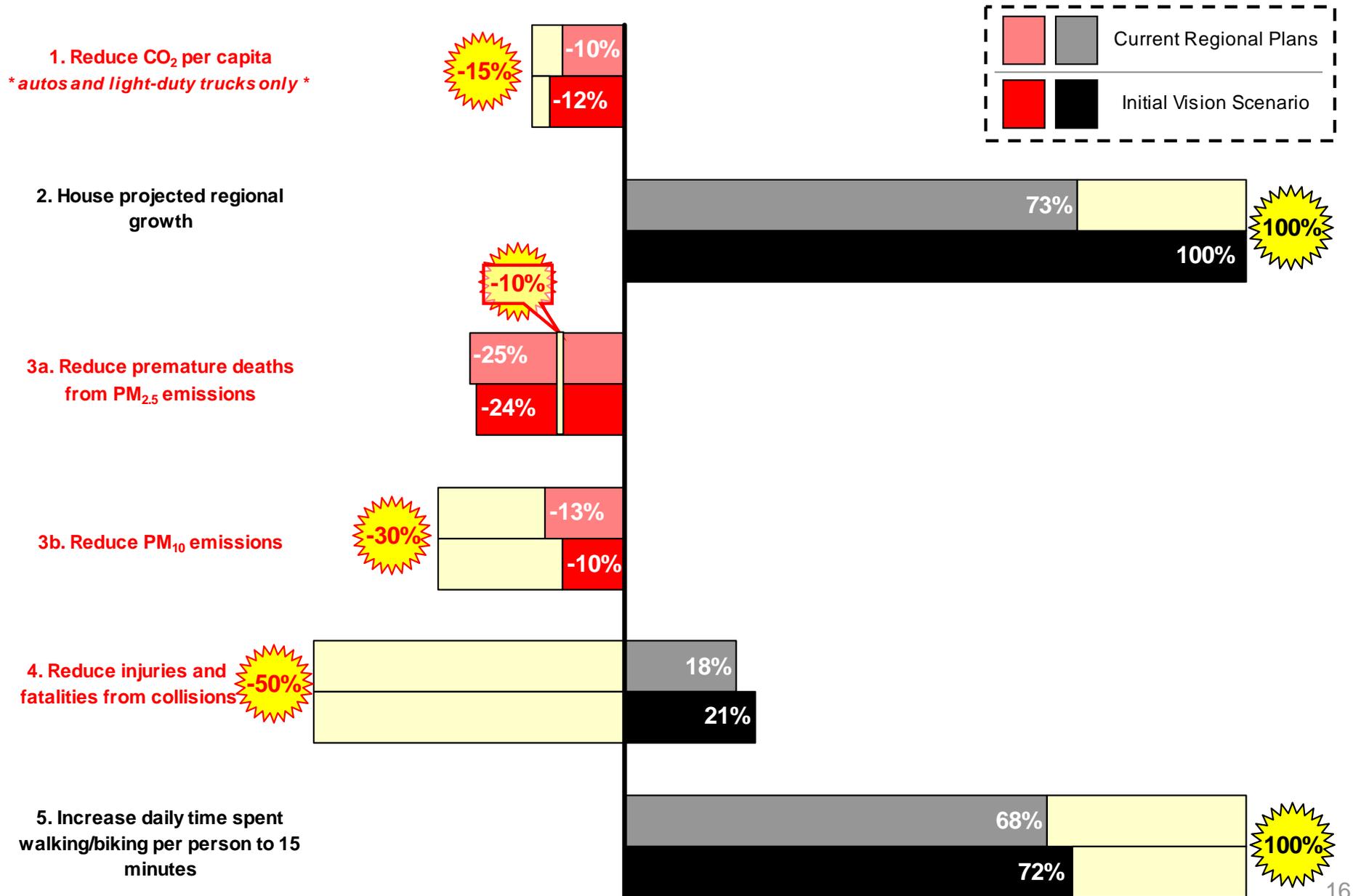
- Meets the housing target
- Improves jobs-housing-transit alignment
- Reduces housing costs for low-income households

2. Brings more people into the region

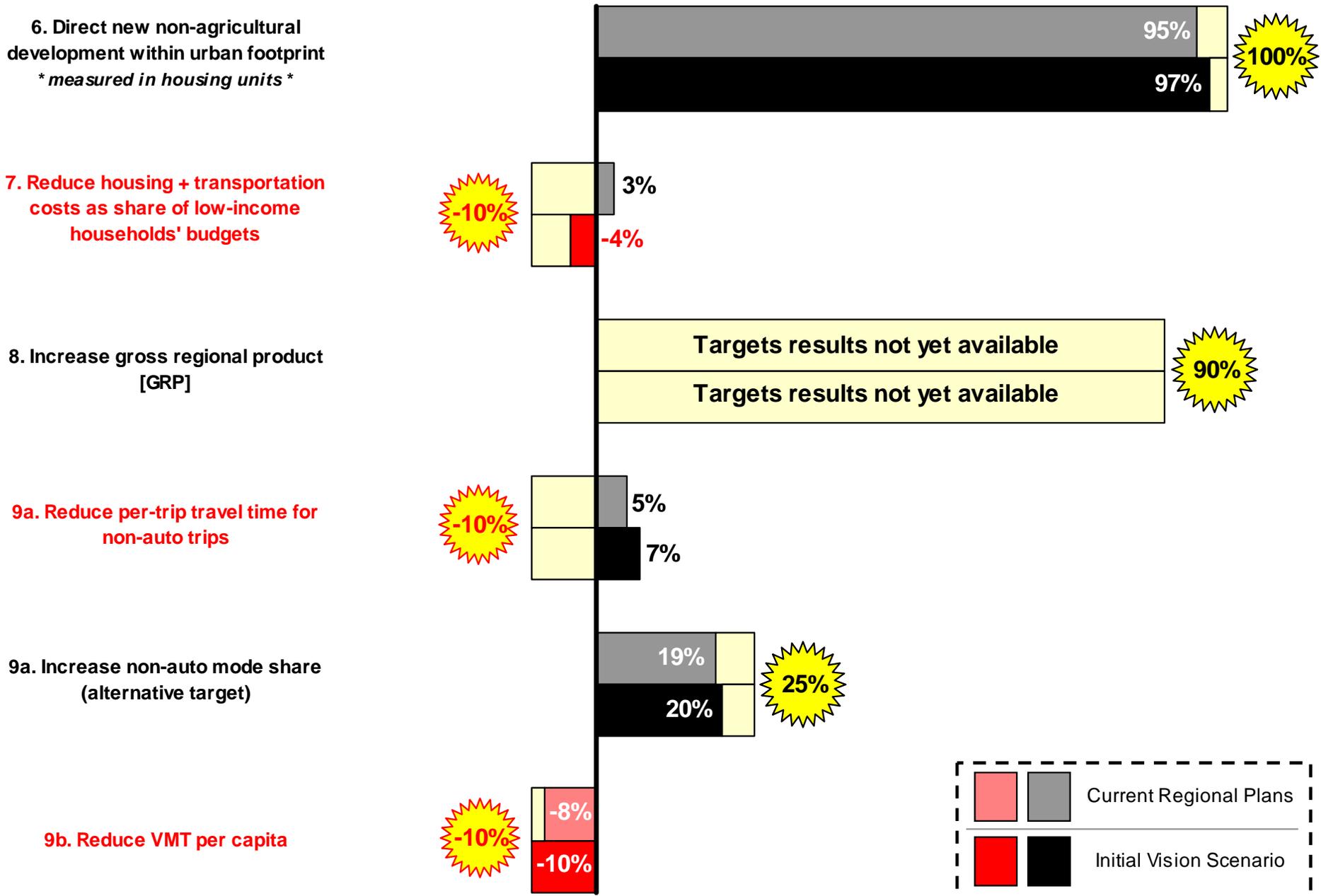
This is both “good” and “bad” for the targets:

- New residents ride transit, walk and bike more than existing residents and GHG/capita and VMT/capita go down
- But they still drive. As a result, total VMT goes up, which increases collisions and particulate emissions from autos

Target Results (1)

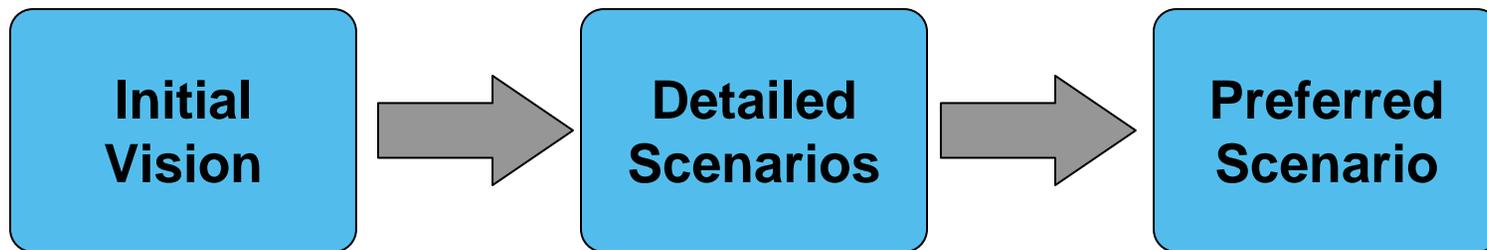


Target Results (2)



Initial Vision Equity Analysis: Approach

- **Three-phase Equity Analysis approach outlined in Public Participation Plan**



- **Initial Vision Scenario Approach**
 - Break out targets by income level as preliminary equity indicators
- **Reviewed approach and results with RTP/SCS Equity Working Group**
 - Interested members of Regional Advisory Working Group and MTC's Policy Advisory Council Equity & Access Subcommittee

Do Low-Income Households Have Similar or Better Results Than Higher-Income Households for the Initial Vision Scenario?

		Current Conditions	2035 Initial Vision Scenario
Climate Protection	<i>Per-capita VMT</i>		
Adequate Housing	<i>Adequate housing</i>		
Healthy and Safe Communities	<i>Active travel</i>		
Equitable Access	<i>Affordability</i>		
Economic Vitality	<i>Travel time to work/school</i>		
	<i>Travel cost</i>		
Transportation System Effectiveness	<i>Non-auto travel time</i>		

KEY

-  = Worse results
-  = Result mixed, or by assumption
-  = Similar or better results

Conclusions

- **The Initial Vision Scenario reflects additional progress towards the sustainability of the region**
- **The prolonged Great Recession is having profound impacts on projected job growth**
- **Bay Area communities can accommodate housing in sustainable locations given adequate resources and transit**
- **While we meet the 2020 GHG target, we still don't meet the 2035 GHG target and some other targets**
- **Achieving the targets still requires additional land-use, transportation and non-infrastructure strategies**
- **Employment location, and its relationship to housing and transit, is a key issue requiring further analysis**

Next Steps

Public Involvement (mid-March – July 2011)

- Elected Officials Briefings
- Planner-to-Planner Discussions
- Countywide Workshops
- Community-based Engagement in Communities of Concern
- Telephone Poll & Focus Groups
- Web-based Survey & Interactive Visualization Tools

Detailed SCS Scenarios Definitions (April – December 2011)

- Seek input on a range of detailed alternatives to be tested
- Define draft alternatives that represent varying land-use/transportation strategies that will help us achieve greenhouse gas and other targets
- Finalize alternative definitions in July 2011
- Evaluate alternatives and produce results by December 2011
- Identify preferred scenario by January 2012

Next Steps (continued)

Additional Analysis (starting in April 2011)

- Employment distribution across region
- Housing distribution by economic segments
- Equity analysis

Transportation Investment Strategy (starting in October 2011)

- Discuss transportation policies and investment strategies

Regional Housing Needs Allocation (RHNA) (underway)

- Release Draft RHNA Methodology in July 2011
- Adopt Final RHNA Methodology in September 2011
- State issues Bay Area housing needs determination in October 2011
- Release Draft RHNA Plan in January 2012
- Adopt Final RHNA Plan in September 2012