



# **Plan** BayArea

## **Draft Alternative Scenarios**

**Joint MTC Planning and ABAG Administrative Committee  
June 10, 2011**

# SB 375 Requirements\*

The Sustainable Communities Strategy shall:

- Analyze how the region can satisfy the housing demand for its projected population across all income categories
- Agree to a forecasted development pattern for the region, supported by a transportation system, that will reduce the greenhouse gas emissions from automobiles and light trucks

**\*Note:** If SCS is unable to achieve the GHG reduction targets, an Alternative Planning Strategy will be prepared showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

# Policy Issues

- 1. Given what we learned from Current Regional Plans and the Initial Vision Scenario:**
  - a. Can we agree to a realistic land use pattern that reaches all our adopted performance targets?**
  - b. Can we afford all the transportation improvements needed to support the land use pattern?\***
  - c. What difference could employment distribution make? How might we affect change?**
  - d. What new resources or policies need to be considered to help reach our targets?**
  
- 2. Can we develop distinct alternative scenarios that help us address these questions?**

**\*Note:** The Bay Area is projected to grow up to 2 million more people by 2040. Regardless of the land use pattern, accommodating this level of growth will cost money. Not doing so may also be costly.

# Alternative Scenarios Framework

- Strive to achieve all adopted performance targets
- Assess resource constraints on housing production and infrastructure funding
- Isolate impacts of different combinations of land use growth patterns, transportation investments, and supportive policies
- Identify job, population and housing growth patterns that can reduce auto trip lengths and improve proximity to transit network
- Keep regional job, population and housing growth totals and transportation funding assumptions as consistent as practicable across all scenarios
- Assess against social equity measures (as included in adopted performance targets and SCS Equity Subcommittee-defined equity measures)
- Inform selection of a preferred scenario that best meets the region's goals, complies with SB 375 and federal requirements



# Commission and Board Comments

(from May 13, 2011 joint MTC/ABAG committee meeting)

- Take a realistic, pragmatic approach when defining alternative scenarios
- Scrutinize the assumptions in the jobs and housing forecasts – are they reasonable and realistic given historic trends and the current economic recession?
- Organize our thinking into three areas: (1) things that we can control, (2) things beyond our control, and (3) what it would take to affect change
- We can influence where our housing goes (within our imperfect control) but have less influence on where jobs will go (outside of our control due to market forces and importance to local tax bases). But, through the scenarios, we must identify ways to influence both housing and jobs (show what it would take).
- Assuming major roadway and transit expansions in scenarios beyond what's in the current RTP may not be realistic because it's a challenge today to maintain our existing transportation system with available resources

# Land Use Option

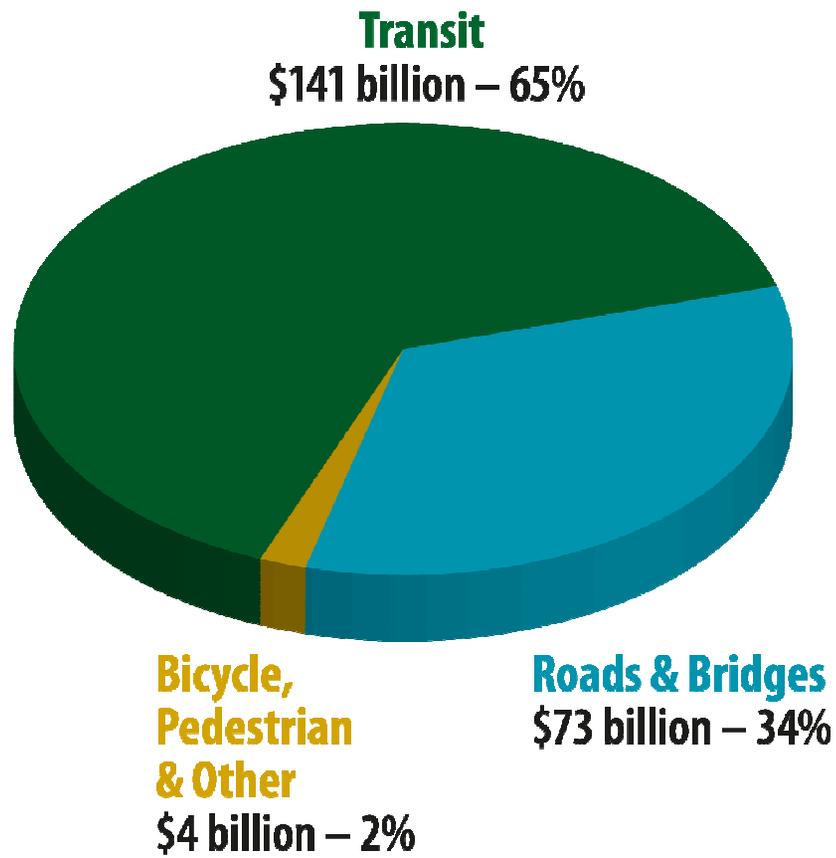
1 Initial Vision Scenario (evaluation completed)	2 Core Concentration	3 Locally Defined Development Pattern	4 Constrained Core Concentration	5 Outer Bay Area Growth
<ul style="list-style-type: none"> <li>70% of housing growth allocated in Priority Development Areas (PDAs) and Growth Opportunity Areas informed through consultation with local jurisdictions</li> <li>Employment allocated based on regional forecast</li> </ul>	<ul style="list-style-type: none"> <li>Redistributes both the housing and job growth from Current Regional Plans and Initial Vision Scenario</li> <li>Directs more growth to Priority Development Areas and Growth Opportunity Areas served by high frequency rail or bus service.</li> </ul>	<ul style="list-style-type: none"> <li>Local governments suggest revisions to the Initial Vision Scenario that reflect the level and distribution of housing and job growth that they deem feasible for their own jurisdictions.</li> </ul>	<p>Same as Core Concentration except:</p> <ul style="list-style-type: none"> <li>Constraints that impede housing target identified in #3 will be considered*.</li> </ul>	<ul style="list-style-type: none"> <li>Most housing and job growth is assumed to remain in larger cities.</li> <li>However, other PDAs/GOAs assumed to get higher growth levels than in other scenarios.</li> </ul>
<ul style="list-style-type: none"> <li>Housing target met but not GHG target</li> </ul>	<ul style="list-style-type: none"> <li>Will meet housing target</li> </ul>	<ul style="list-style-type: none"> <li>Housing target may not be met</li> </ul>	<ul style="list-style-type: none"> <li>Housing target may not be met</li> </ul>	<ul style="list-style-type: none"> <li>Housing target may not be met</li> </ul>

\*The analysis will consider potential resources and policy tools that could make land use assumptions viable.

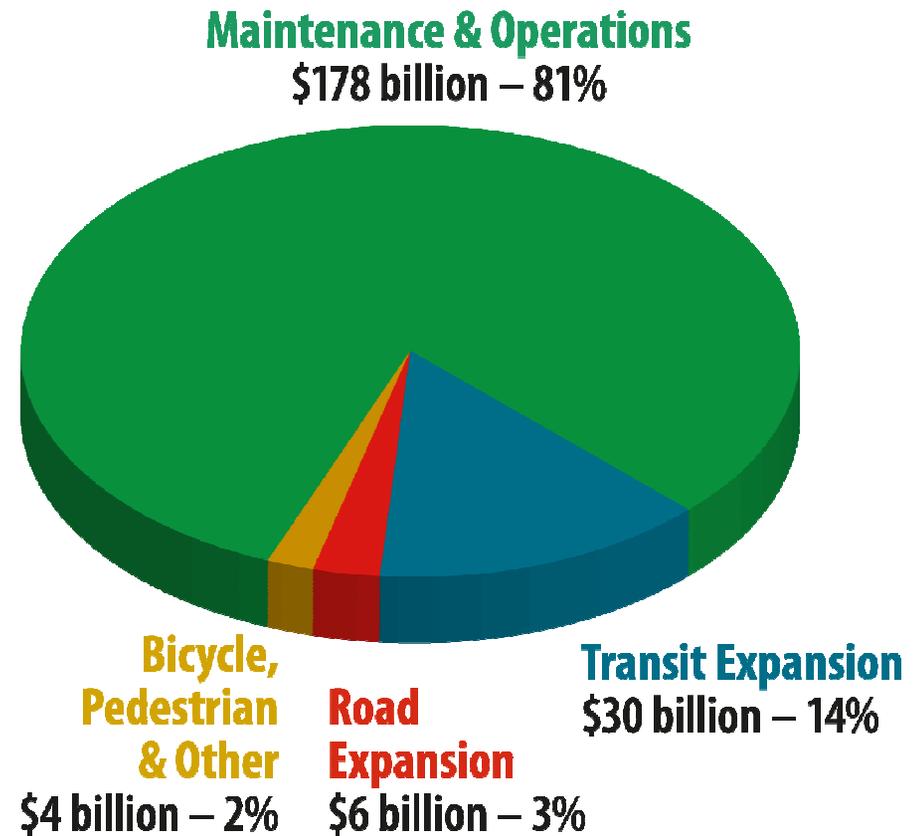
# Transportation 2035 Investment Strategy

\$218 Billion Plan Expenditures

## By Mode



## By Function



# Transportation Options

3

## T2035 Network

- Keep “fix-it first” maintenance levels at about the same as Transportation 2035 (T2035) (i.e., 80 percent of available funding directed to maintenance)
- Allocate funding to roadways and transit improvements at levels similar to those in T2035 (i.e., 14 percent to transit expansion and 3 percent to roadway expansion)
- Allocate funding to support bike improvements at level similar to those in T2035 (i.e., 2 percent)

4

## Core Transit Capacity Network

- Increase “fix-it first” maintenance levels from T2035 (i.e., assume about 85 percent to maintenance)
- Allocate **more** funding towards transit core capacity improvements in the inner Bay Area – improving commuter rail, express bus, bus rapid transit
- Allocate **more** funding towards roadway improvements – Backbone Express Lane Network and FPI
- Prioritize bike/ped. funding for improvements in the Core Concentration scenario

5

## Expanded Network

- Decrease “fix-it first” maintenance levels from Transportation 2035 (i.e., assume about 70 percent to maintenance)
- Allocate **more** funding towards roadway improvements – full Express Lane Network and FPI buildout.
- Allocate **more** funding towards transit improvements – include trunk-line transit expansions beyond Resolution 3434
- Prioritize bike/ped. funding to support improvements in the Outer Bay Area Growth scenario

# Policy Initiatives\*

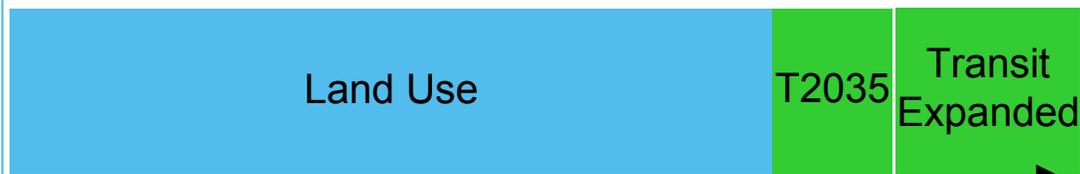
- **Transportation Demand Management**  
(telework, commuter benefits, ridesharing services, etc.)
- **Parking Pricing** (e.g., higher parking during peak hours, charge for employer parking)
- **Climate Initiatives**
  - Eco-Driving (driver education on how to drive to save fuels and reduce emissions)
  - Electric Vehicles (beyond what's assumed by Air Resources Board)
  - Safe Routes to Schools
- **Other Strategies**
  - Scale-up above strategies to enable target achievement
  - Identify other GHG strategies

**\*Note: Policy initiatives may be deployed as a “package” at a scale appropriate for each scenario so as to reduce GHG emissions.**

# Proposed Scenarios

1

## Initial Vision Scenario/Transportation 2035 Network



GHG Target

GHG Target Not Achieved  
Housing Target Achieved

2

## Core Concentration/Core Transit Capacity Network



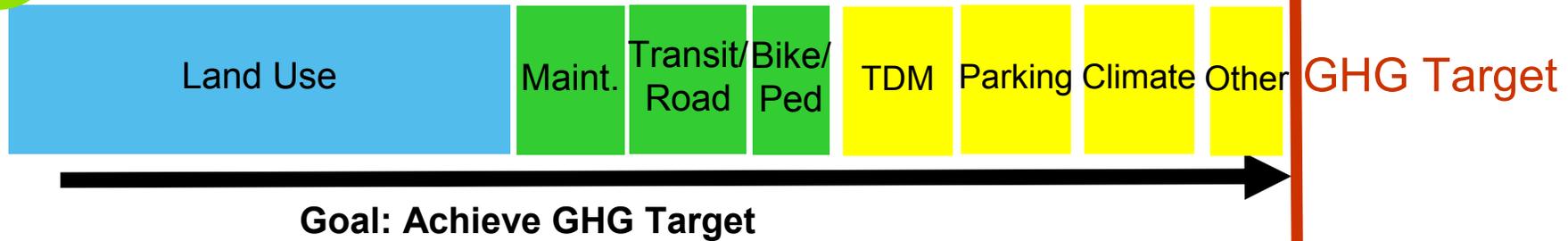
Goal: Achieve GHG and Housing Targets with Land Use



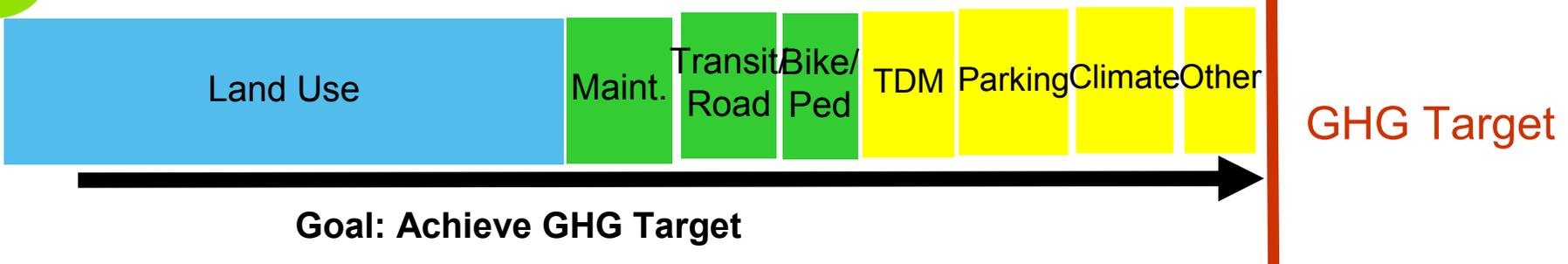
GHG Target

# Proposed Scenarios

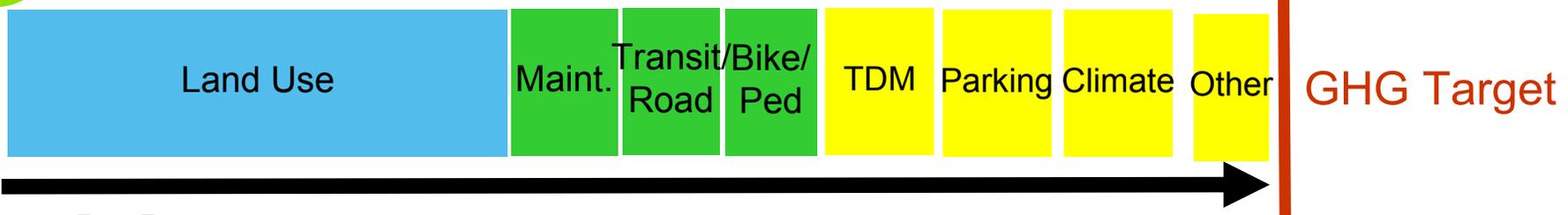
## 3 Locally Defined Pattern/Transportation 2035 Network



## 4 Constrained Core Concentration/Core Transit Capacity Network



## 5 Outer Bay Area Growth/Expanded Network



# Alternative Scenario Timeline

Develop alternative scenarios through an iterative process	Now – June 2011
Present conceptual alternative scenarios for review and approval by MTC and ABAG	June 2011
Start alternative scenarios analysis	July 2011
Release alternative scenarios results	October 2011
Seek public review and comment on alternative scenarios results	October 2011
Release preferred land use scenario to conform with RHNA schedule	November 2011
Review preferred scenario with MTC and ABAG	January 2012
Approval of preferred scenario by MTC and ABAG	February 2012