TO: MTC Planning Committee
ABAG Administrative Committee

DATE: June 3, 2011

FR: Executive Director, MTC
Executive Director, ABAG

RE: Plan Bay Area: Proposed Alternative Scenarios

Starting in April 2011, MTC and ABAG staffs presented our initial ideas on alternative scenarios that demonstrate how the region can achieve the greenhouse gas, housing and other performance targets. We received a lot of feedback, which has helped staff to revise and refine our thinking and approach to the alternative scenarios. More specifically, at your joint meeting in May 2011, staff heard the following key points:

- 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

Based upon the feedback heard to date, staff proposes the following framework for the alternative scenarios:

- Strive to achieve performance targets
- Take into account constraints on housing production, infrastructure funding, and transportation resources in multiple scenarios
- Show distinctly different combinations of land use growth patterns, transportation investments, and supportive policies
- Distribution and intensity of jobs, population and housing will reduce auto trip lengths and improve proximity to transit network
- Assess all scenarios against defined social equity measures
- Use the analyses to create a preferred scenario that best meets the region's goals and complies with SB 375 and metropolitan planning regulations

The attached PowerPoint presentation outlines proposed alternative scenario analyses. Staff seeks the committees' review and approval of these proposed scenarios so that we may immediately begin the technical work. Staff will conduct the technical analysis between July through September 2011, and we will present the scenario analysis and results to this joint committee in October 2011. This will mark the beginning of a public process to review and comment on the alternative scenarios. Input received will help us identify a draft preferred scenario that is slated for approval by MTC and ABAG in early 2012. Following that step, the draft preferred scenario would be subject to environmental review and other analyses throughout the remainder of 2012. Plan Bay Area is slated for final adoption in April 2013.

Steve Heminger

Ezra Rapport

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## Draft Alternative Scenarios

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

## SB 375 Requirements*

The Sustainable Communities Strategy shall:

- Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population
- Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve the greenhouse gas emission reduction targets

***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. **Have we achieved a realistic land use pattern sufficient to reach our targets?**
   b. **Can we afford the transportation improvements needed to support the land use pattern?***
   c. **What difference could employment distribution make? How might we affect change?**
   d. **What more do we need in order to reach our targets?**

2. **Can we develop distinct alternative scenarios that help us evaluate 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.

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## Alternative Scenarios Framework

- Each scenario will attempt to achieve performance targets
- Scenarios will take into account constraints on housing production, infrastructure funding, and transportation resources
- Each scenario will show distinctly different combinations of land use growth patterns, transportation investments, and supportive policies
- Land use growth patterns entail distribution and intensity of jobs, population and housing to reduce auto trip lengths and improve proximity to transit network
- Scenarios will be assessed against social equity measures
- Alternative scenarios will be analyzed to create a preferred scenario that best meets the region's goals and complies with SB 375 and metropolitan planning regulations

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# 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

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# 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 |
|---|---|---|---|---|
| ▪ 70% of housing growth allocated in Priority Development Areas (PDAs) and Growth Opportunity Areas informed through consultation with local jurisdictions<br>▪ Employment allocated based on regional forecast | ▪ Redistributes both the housing and job growth from Current Regional Plans and Initial Vision Scenario<br>▪ Housing and job growth will be shifted toward higher density in the urban core and centers where GHG can be reduced most effectively<br>▪ While growth will be distributed to Priority Development Areas (PDAs), some PDAs have greater potential to reduce GHG than others. | ▪ 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. | Same as Core Concentration except:<br>▪ Constraints that impede housing target identified in #3 will be considered. | ▪ Most housing and job growth is assumed to remain in urban core. However, outer parts of region assumed faster growth than other scenarios.<br>▪ Housing and job growth in the Outer Bay Areas are assumed to locate within established urban growth boundaries |
| ▪ Housing target met* but not GHG target | ▪ Will meet housing target | ▪ Housing target may not be met | ▪ Housing target may not be met | ▪ Housing target may not be met |

*SB 375 requires an analysis of how the region can house all its population across all economic segments.

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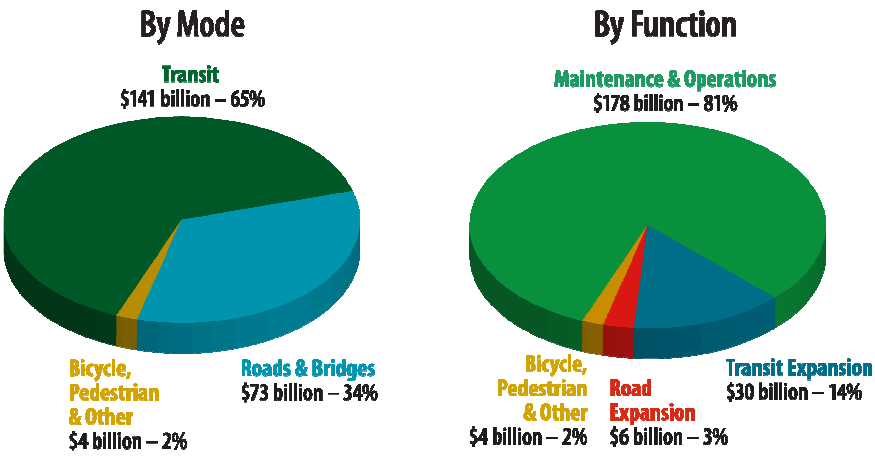
# Transportation 2035 Investment Strategy

**$218 Billion Plan Expenditures**

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# Transportation Options

| 3 T2035 Network | 4 Core Transit Capacity Network | 5 Expanded 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)<br>▪ 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)<br>▪ Allocate funding to support bike improvements at level similar to those in T2035 (i.e., 2 percent) | ▪ Increase "fix-it first" maintenance levels from T2035 (i.e., assume about 85 percent to maintenance)<br>▪ Allocate **more** funding towards transit core capacity improvements in the urban core – improving commuter rail, express bus, bus rapid transit<br>▪ Allocate **more** funding towards roadway improvements in the urban core – Backbone Express Lane Network and FPI<br>▪ Prioritize bike funding for improvements in the urban core | ▪ Decrease "fix-it first" maintenance levels from Transportation 2035 (i.e., assume about 70 percent to maintenance)<br>▪ Allocate **more** funding towards roadway improvements – full Express Lane Network and FPI buildout.<br>▪ Allocate **more** funding towards transit improvements – include trunk-line transit expansions beyond Resolution 3434<br>▪ Prioritize bike funding to support suburban improvements |

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# 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: All policy initiatives will be deployed at a scale appropriate for each scenario so as to reduce GHG emissions.**

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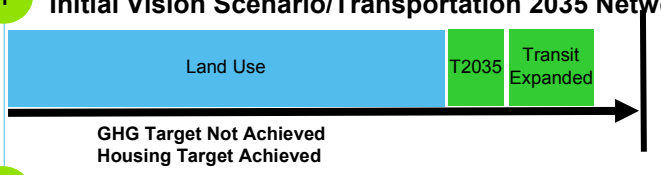
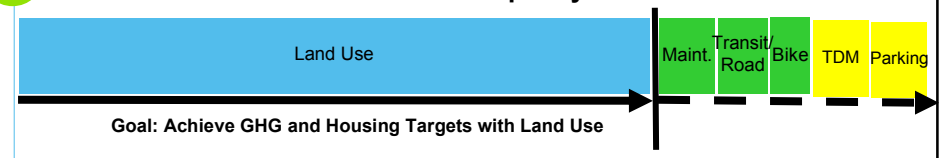
# Proposed Scenarios

1 **Initial Vision Scenario/Transportation 2035 Network**




**GHG Target Not Achieved**
**Housing Target Achieved**

2 **Core Concentration/Core Transit Capacity Network**




**Goal: Achieve GHG and Housing Targets with Land Use**

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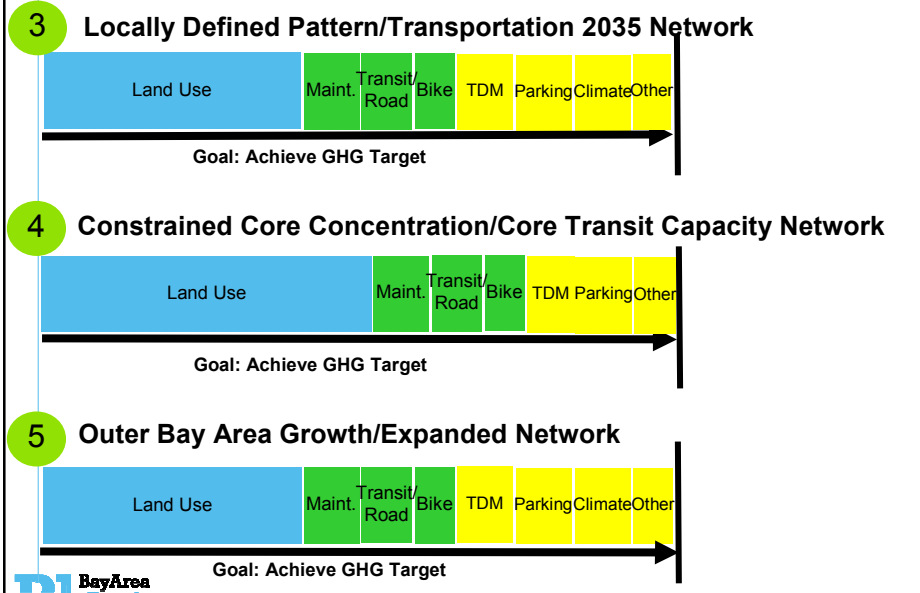
## Proposed Scenarios

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## 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 |

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