

The logo features the letters 'PI' in a large, blue, stylized font. To the right of 'PI', the words 'BayArea' and 'Plan' are stacked. 'BayArea' is in a bold, black, sans-serif font, and 'Plan' is in a blue, lowercase, sans-serif font. A vertical blue line is on the left, and a horizontal blue line is below the text.

# **PI BayArea Plan**

## **Alternative Scenarios Follow-Up**

**Joint MTC Planning Committee and ABAG Administrative Committee  
July 8, 2011**

# Scenario Action & Follow-Up

(from June 22, 2011 Commission/ABAG Administrative Committee Meeting)

## Action Taken

**Directed staff to move forward with the evaluation of the five (5) alternative scenarios**

### Notes

- 1. Transportation Option #3: Expanded Network was deleted**
- 2. Land Use Option #5: Outer Bay Area Growth now matched with Transportation Option #1: Transportation 2035 Investment Strategy**

## Follow-Up in July

**Directed staff to report back on the following:**

- 1. Details on the land use, infrastructure and policy initiatives assumed under each of the 5 alternative scenarios**
- 2. How the components of the proposed equity-focused scenario are reflected in the 5 alternative scenarios**
- 3. Details on the proposed equity-focused scenario based upon consultation with equity stakeholder groups**

# Equity, Environment and Jobs Scenario

Request for an “Equity, Environment, and Jobs” scenario that includes following key features:

## Land Use

- 1 Distribute substantial proportion of the region’s overall housing growth to high-opportunities communities based on presence of jobs, high-performing schools, transit service levels
- 2 Allocate to cities with low numbers of lower-income residents a higher percentage of lower-income housing

## Transportation

- 3 Maximize existing and new funding for local transit operations & prioritize operating assistance for low-income communities
- 4 Prioritize capital funds that cannot be shifted to transit operations for maintenance over capital expansion
- 5 Include only the most cost-effective transit expansion projects, including those from Community-Based Transportation Plans
- 6 Prioritize capital projects that will improve health and safety, especially in Communities of Concern
- 7 Set aside a portion of local streets and roads/other funds to reward local jurisdictions that accommodate and build low-income housing

# SCS: Land Use

- Land Use Scenarios
- Regional Housing Need Allocation and the SCS
- Addressing Equity

# Land Use Scenario Assumptions

- Community Building
- Demographic and Economic Growth
- Employment, Environment, Equity

# Land Use Scenario Assumptions

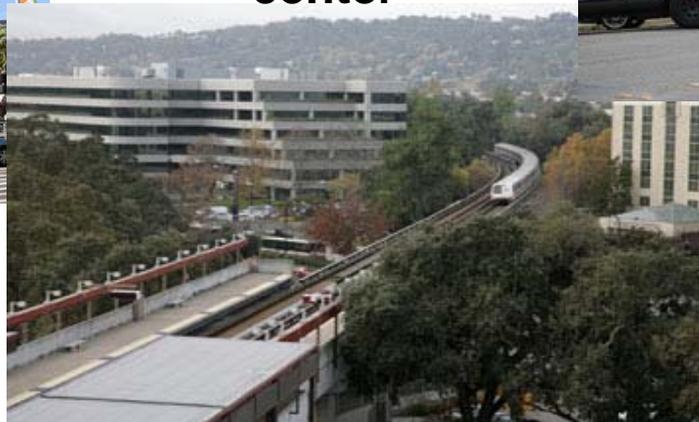
## ■ Community Building

- **Complete Communities** – provide a range of housing options, transit accessibility, employment opportunities, and amenities
- **Place Types** - recognizes the diversity of places and development expectations throughout the region



**Regional  
center**

**Suburban  
center**



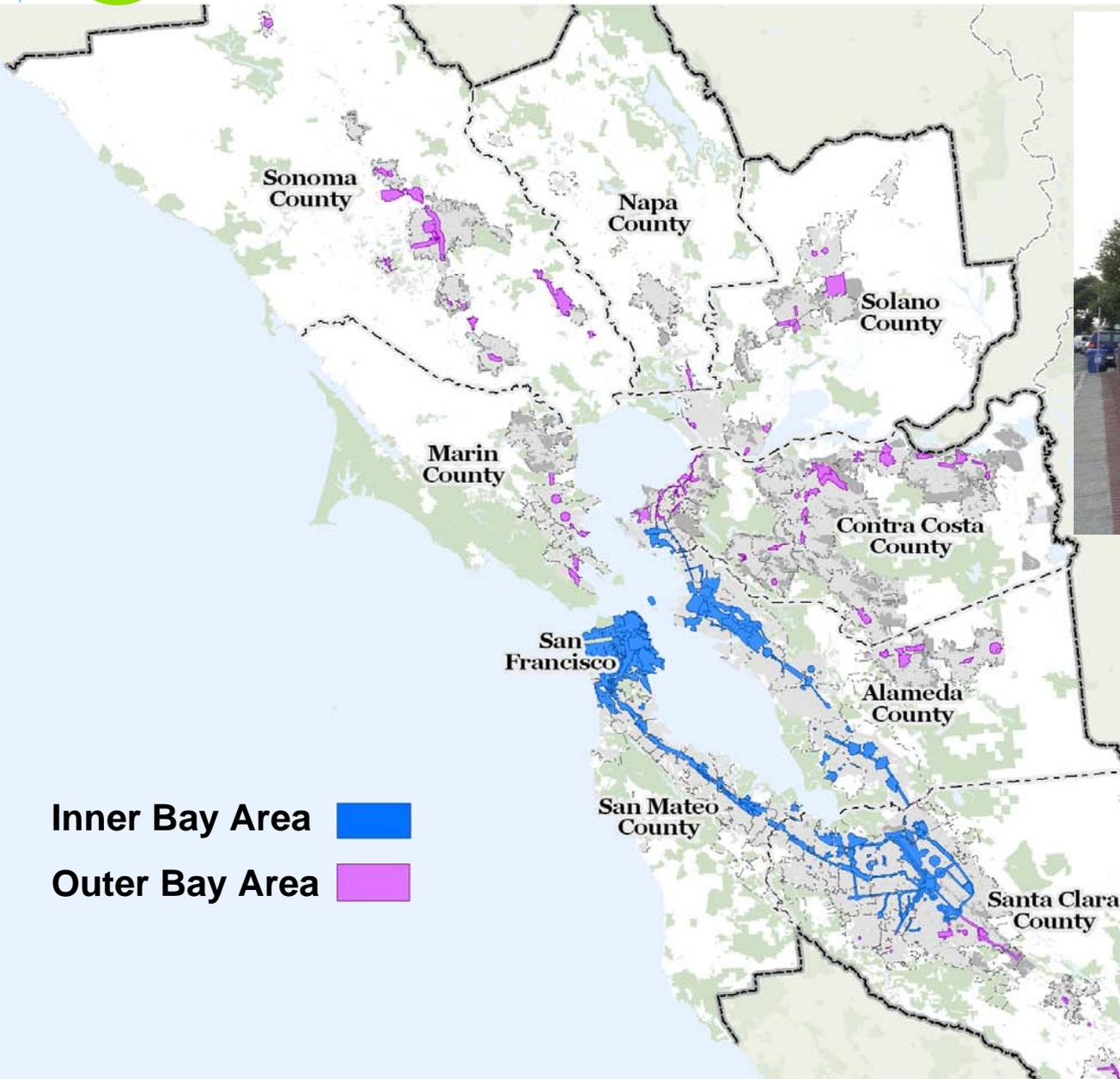
**Rural town  
center**

# Land Use: Alternative Scenarios

- **Unconstrained resources and policies**
  - 1 Initial Vision Scenario
  - 2 Core Concentration Scenario
- **Constrained resources and reasonable planning**
  - 3 Focused Growth Scenario
  - 4 Core Concentration Scenario
  - 5 Outer Bay Area Growth Scenario

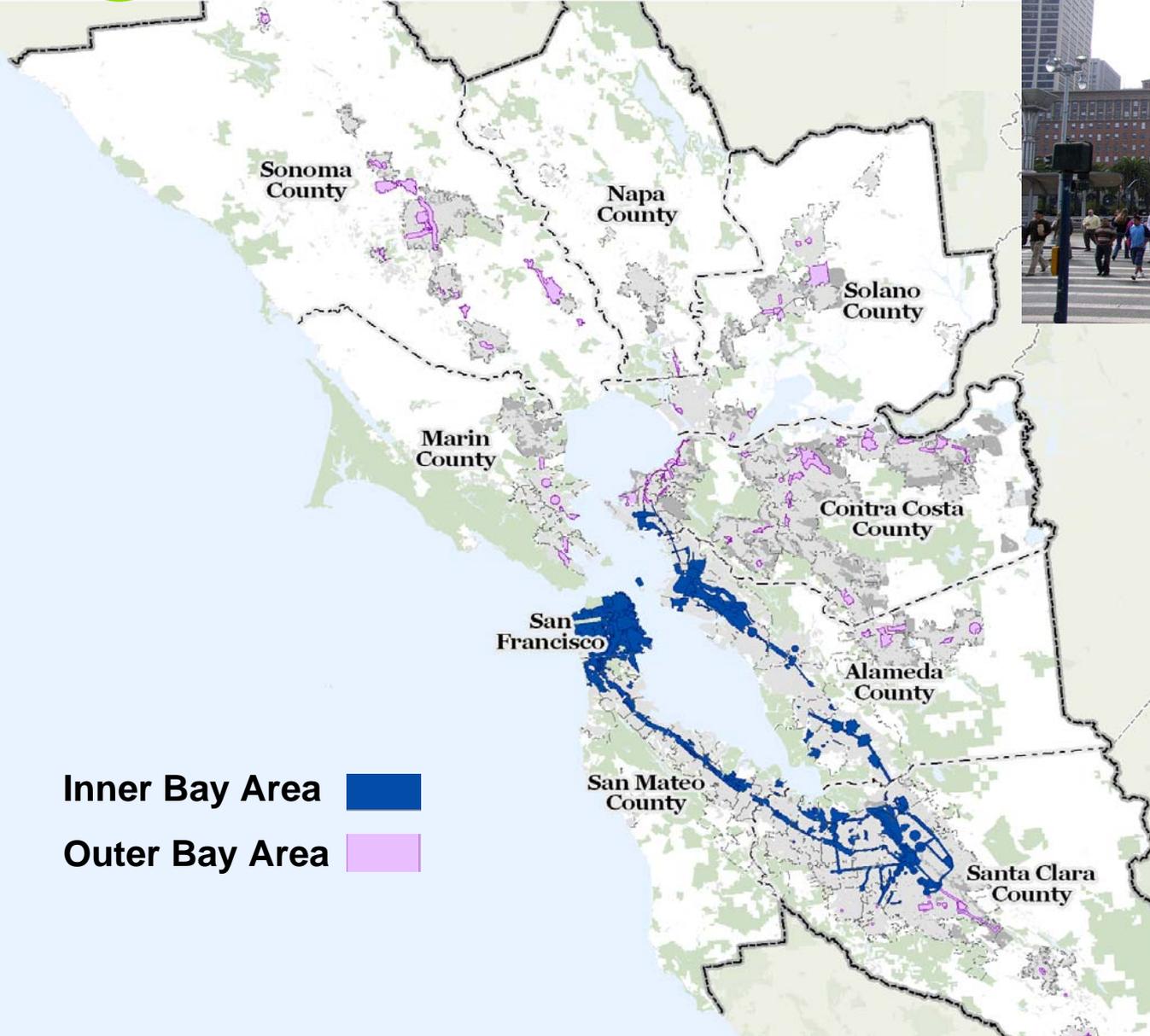
3

# Focused Growth Scenario



4

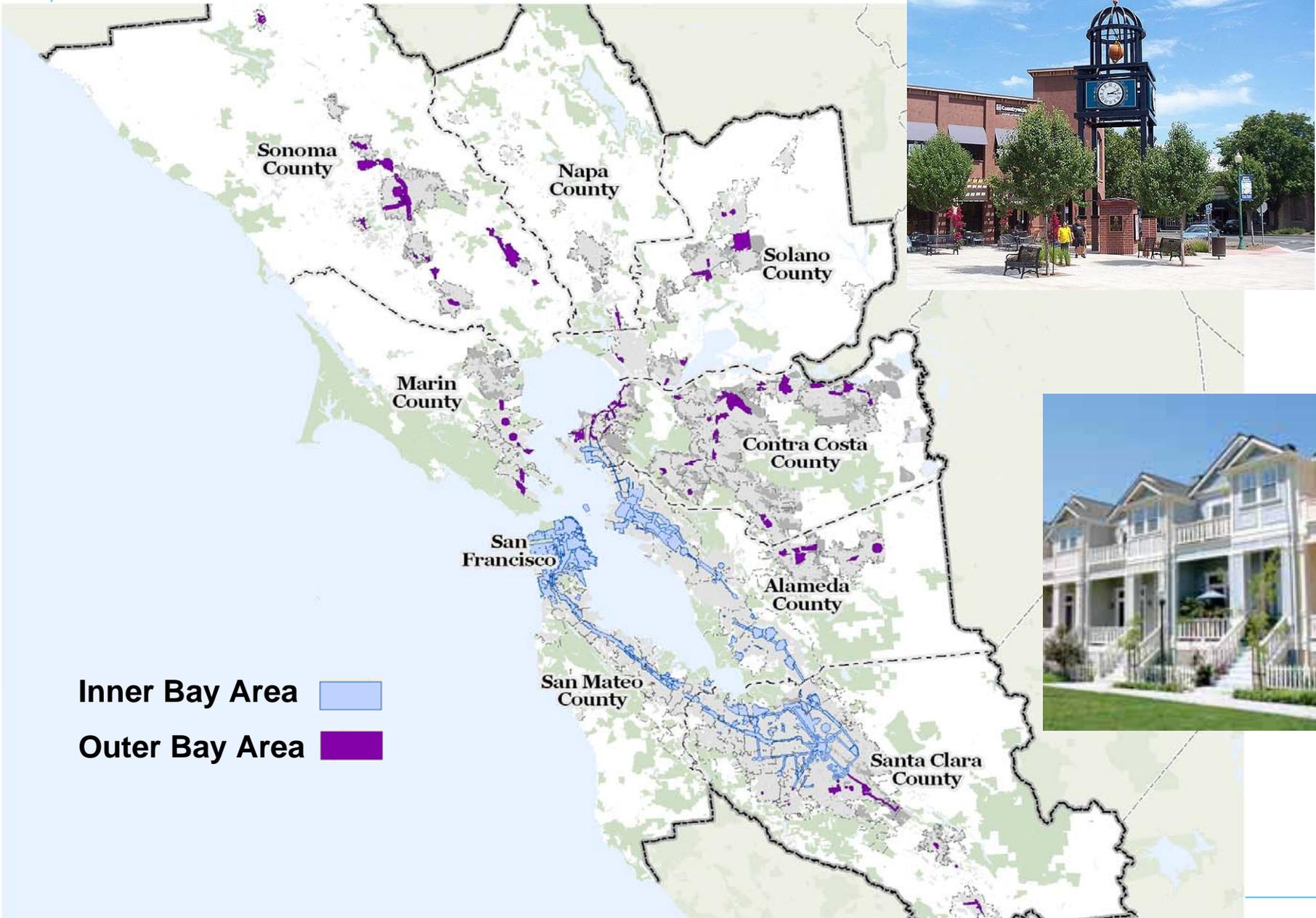
# Core Concentration Scenario



**Inner Bay Area** ■  
**Outer Bay Area** ■



# 5 Outer Bay Area Growth Scenario

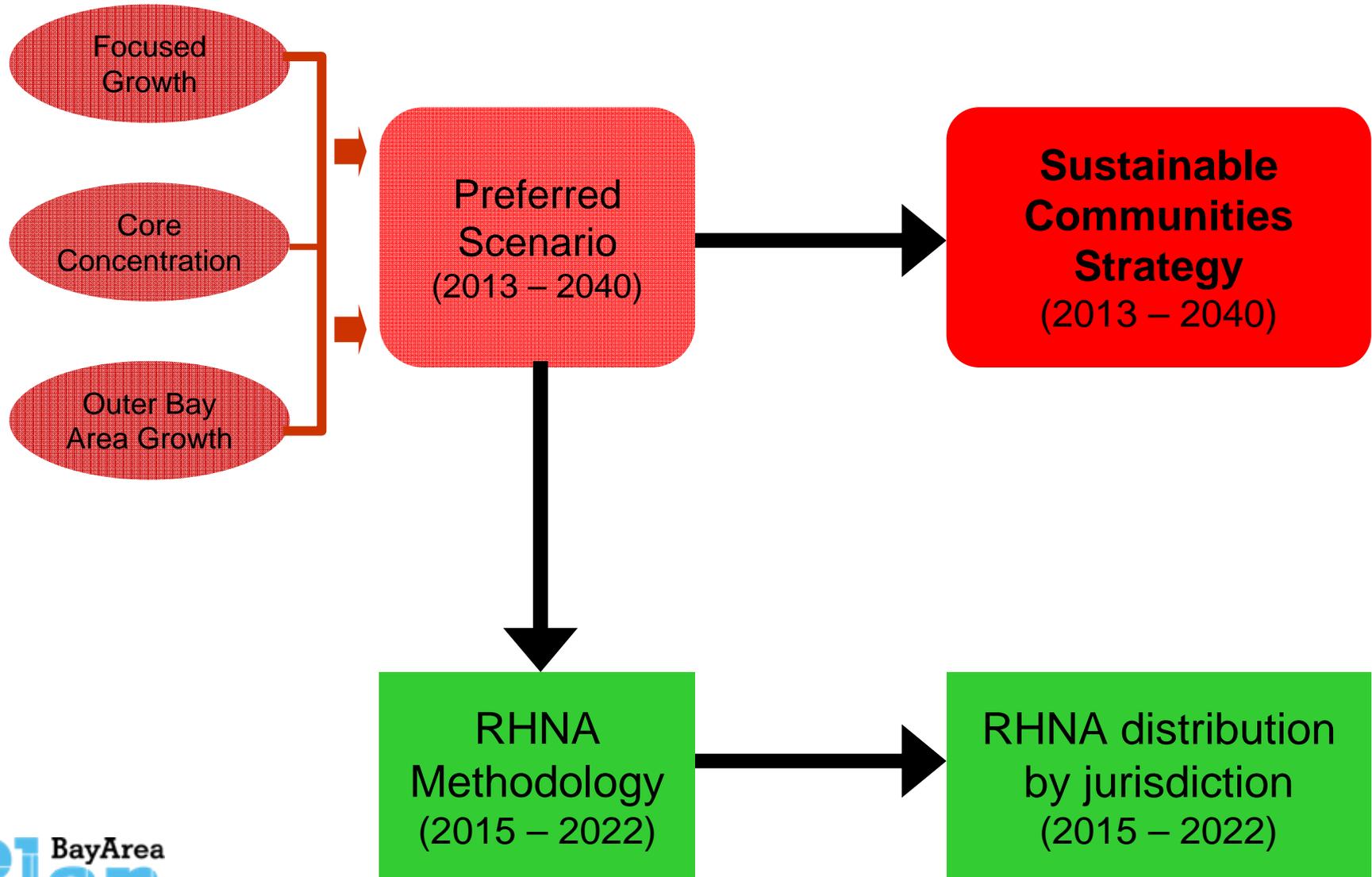


Inner Bay Area   
Outer Bay Area 

# Regional Housing Need Allocation

- **Determines how much housing of all levels of affordability must be provided by each jurisdiction**
- **Methodology includes:**
  - **Sustainability Component**
    - Housing and job growth in PDAs from SCS Preferred Scenario
  - **Fair Share Factors**
    - Upper housing threshold (110% of household formation)
    - Minimum housing floor (40% of household formation)
    - Quality of life factors outside of PDAs
    - Income allocation (175% shift towards regional average)

# SCS and RHNA



# Land Use: Addressing Equity

**All scenarios are based on equity components**

<b>Equity advocates' concerns</b>	<b>Inclusion of equity components in scenarios</b>
Access to opportunities	<ul style="list-style-type: none"><li>■ Complete Communities</li><li>■ Quality of life factors</li></ul>
Reduce income disparities	<ul style="list-style-type: none"><li>■ Minimum housing floor</li><li>■ Income allocation</li></ul>

# Land Use: Addressing Equity

## Scenarios allow analysis of different equity strategies

### 3 Focused Growth

- Increased access to public transit in PDAs across place types

### 4 Core Concentration

- High share of low income population gain greater access to jobs, services, and transit

### 5 Outer Bay Area Growth

- Economic development in areas with limited jobs and services

# Transportation Assumptions

## 1 Initial Vision Scenario

1. Based on T-2035 network
  - Existing transit service (2005)
  - Backbone Express Lane Network (approx. 500 miles)
  - Fully funded Resolution No. 3434 projects
2. Increase in transit headways/service in high-growth PDAs (mirrors Communities of Concern)
  - New dedicated bus lanes in SF and SJ

## 2 Unconstrained Core Concentration

1. Same as T-2035 network in IVS
2. Further increase in transit headways/service in high-growth PDAs/city centers/ in Inner Bay Area – increased service in Communities of Concern – than in Scenario 1

# Transportation Assumptions

## 3 Focused Growth

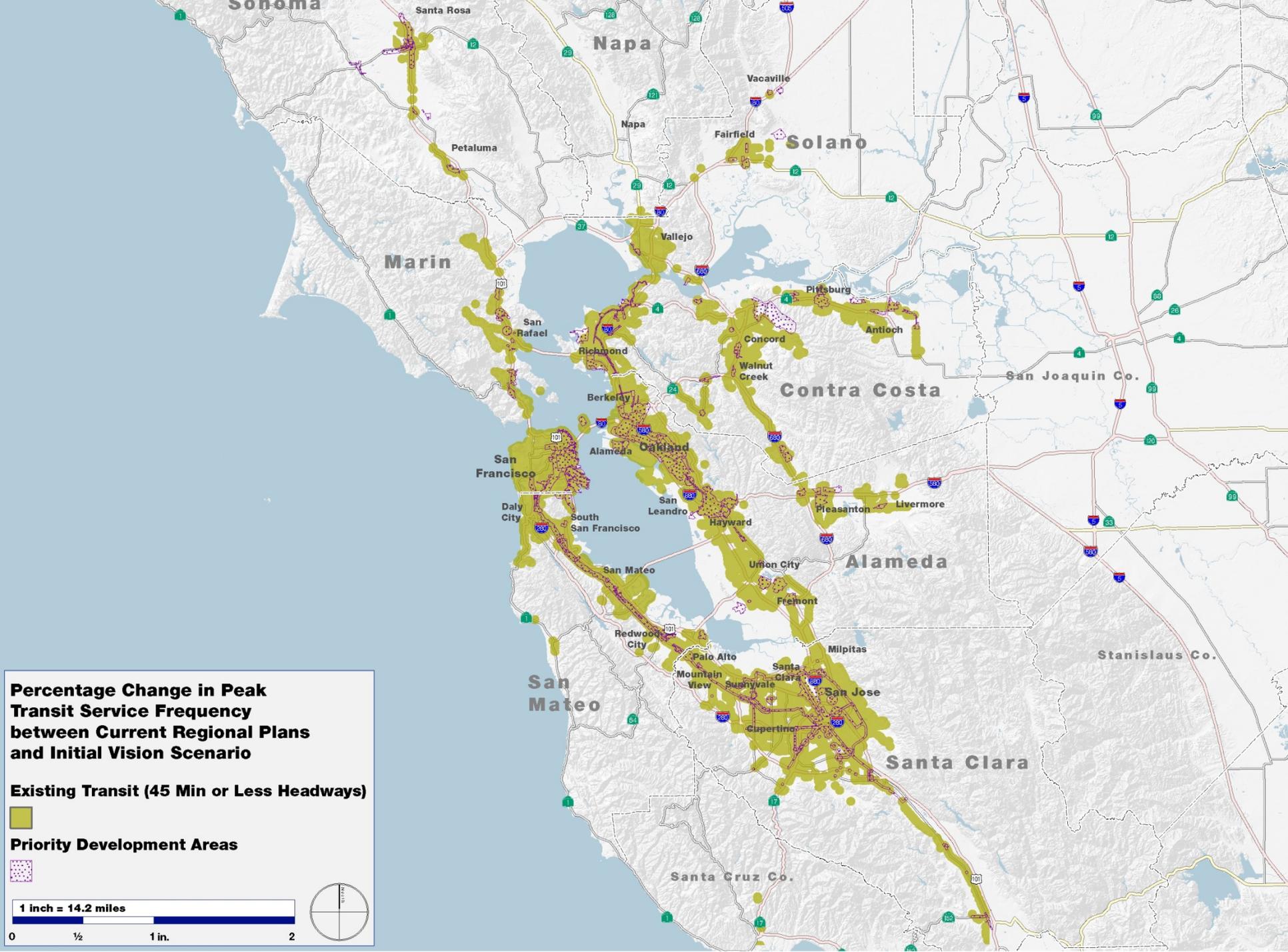
1. Same as T-2035 network in IVS
2. Smaller increase in transit headways/service in high-growth PDAs/city centers/ in Inner Bay Area than in Scenarios 1 & 2

## 4 Core Concentration

1. Same as T-2035 network in IVS
2. Smaller increase in transit headways/service in high-growth PDAs/city centers/ in Inner Bay Area than in Scenario 2, but larger increase than Scenarios 1 & 2

## 5 Outer Bay Area Growth

1. T-2035 network in IVS with full Express Lane Network buildout
2. Smaller increase in transit headways/service in high-growth PDAs/city centers – more express bus between Inner/Outer Bay Area than in Scenarios 1 - 4



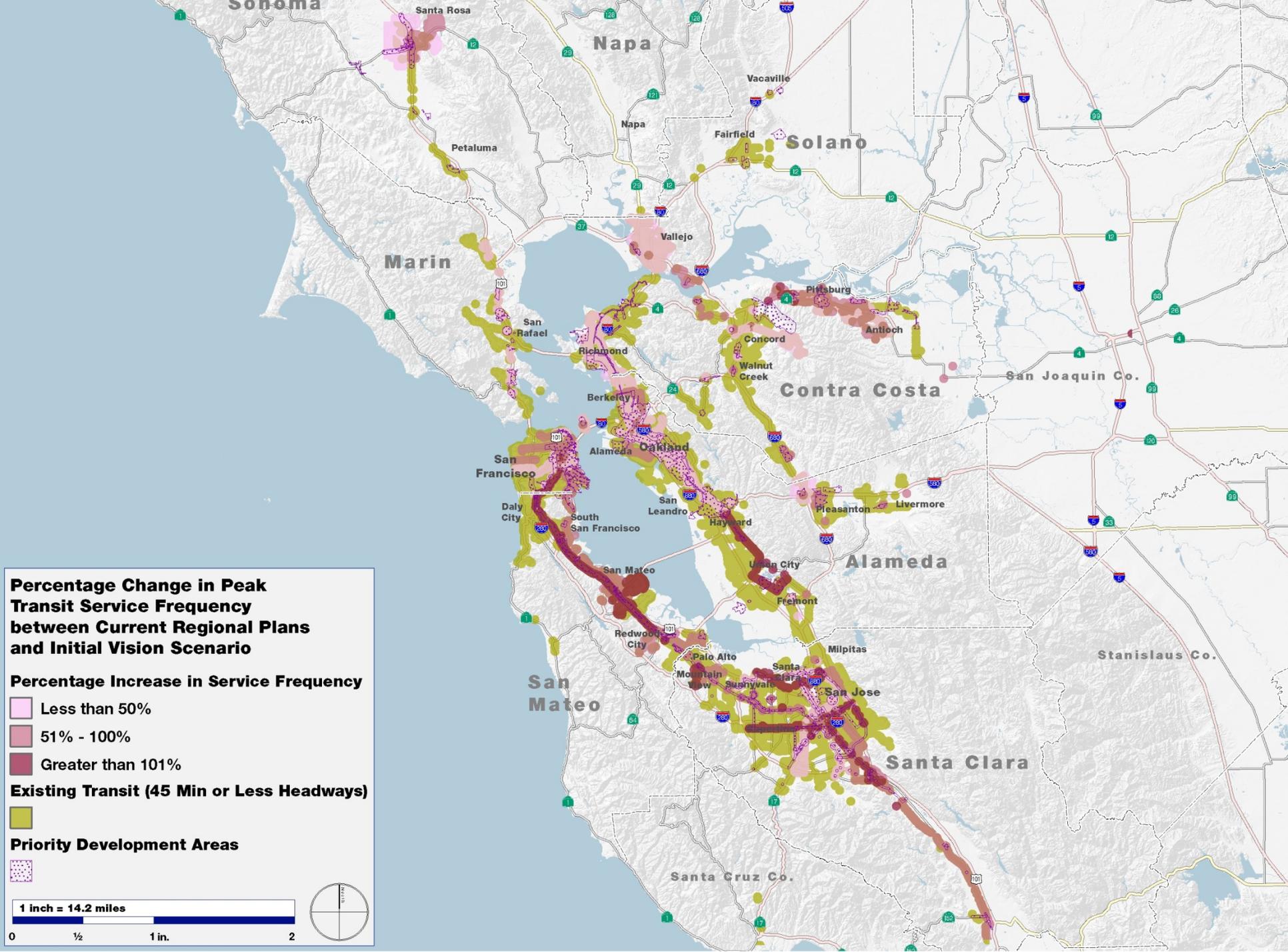
**Percentage Change in Peak Transit Service Frequency between Current Regional Plans and Initial Vision Scenario**

**Existing Transit (45 Min or Less Headways)**



**Priority Development Areas**

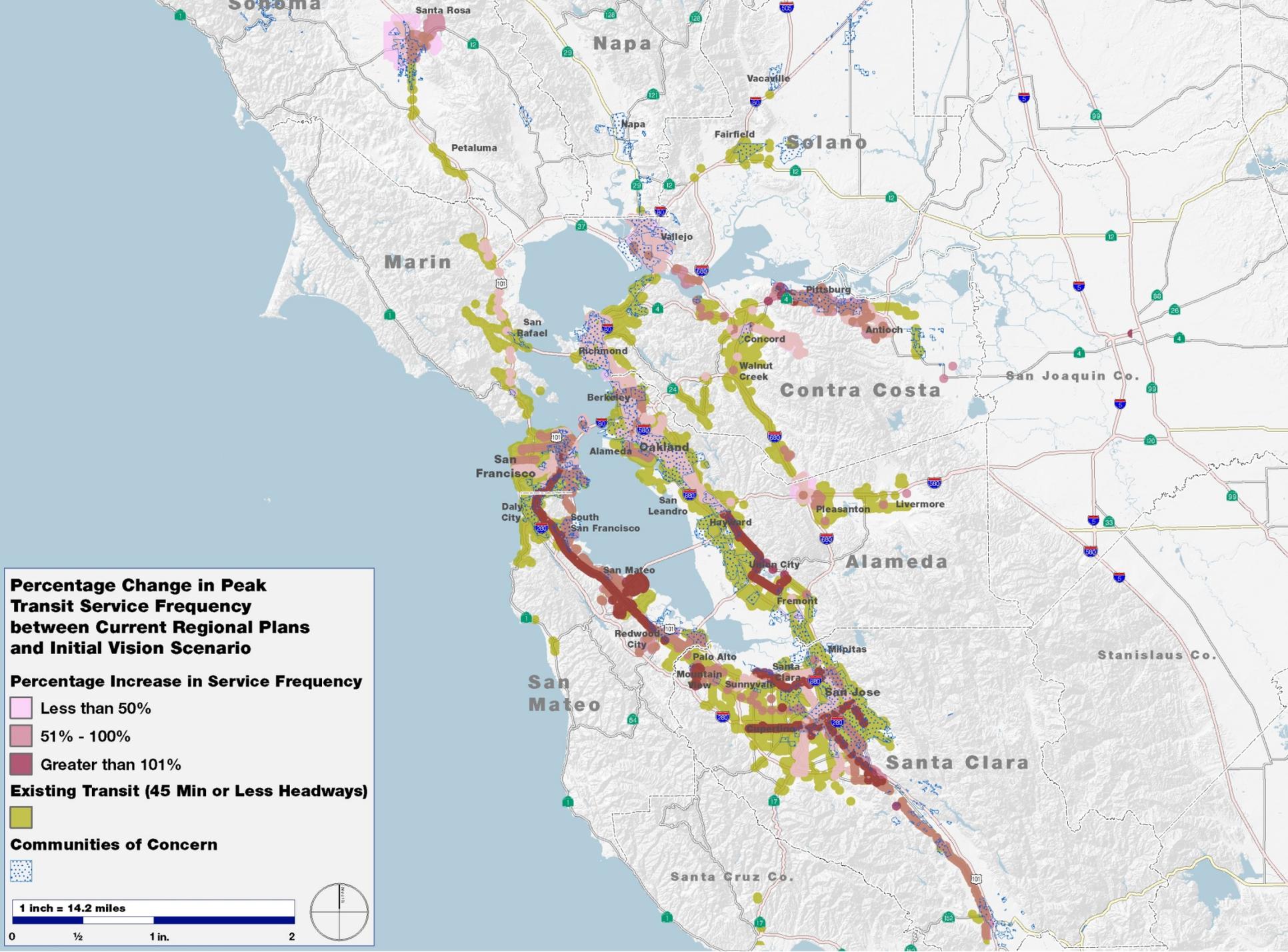




**Percentage Change in Peak Transit Service Frequency between Current Regional Plans and Initial Vision Scenario**

- Percentage Increase in Service Frequency**
- Less than 50%
  - 51% - 100%
  - Greater than 101%
- Existing Transit (45 Min or Less Headways)**
- 
- Priority Development Areas**
- 





**Percentage Change in Peak Transit Service Frequency between Current Regional Plans and Initial Vision Scenario**

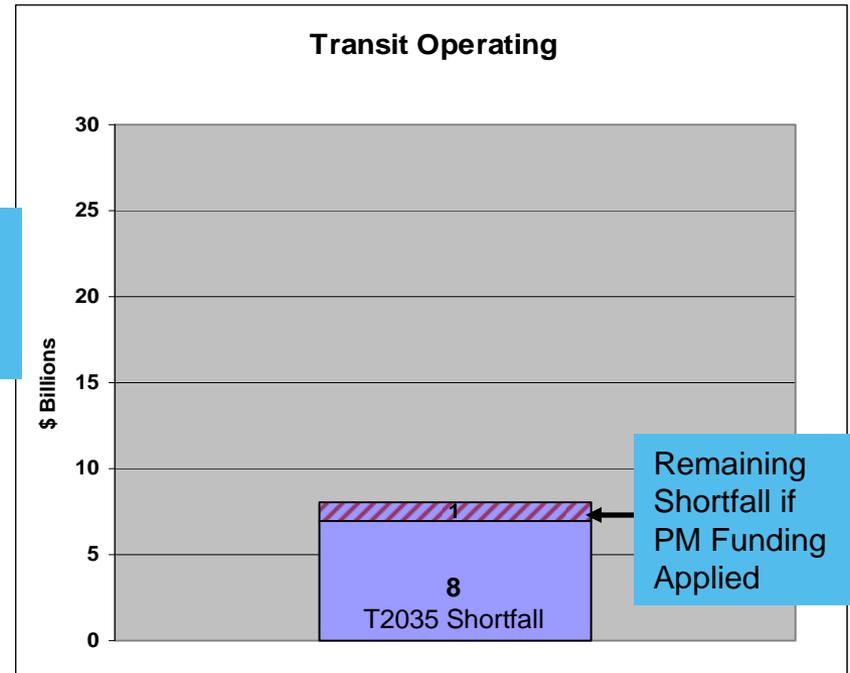
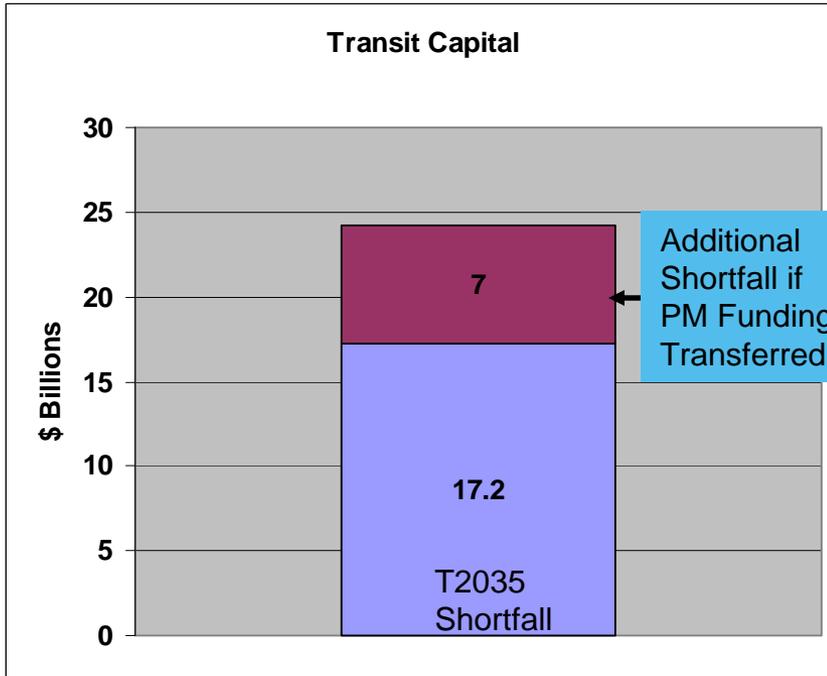
- Percentage Increase in Service Frequency**
- Less than 50%
  - 51% - 100%
  - Greater than 101%
- Existing Transit (45 Min or Less Headways)**
- 
- Communities of Concern**
- 

1 inch = 14.2 miles

0      1/2      1 in.      2



# T2035 Transit Shortfalls



Capital Shortfall: \$17.2 Billion

Additional Shortfall if PM Funding (5307/5309) Transferred: \$7 Billion

Potential New Shortfall: \$24.2 Billion

- Eligible potential backfill sources: STP, RTIP

Operating Shortfall: \$8 Billion

Max PM Funding Applied (5307/09 transferred from capital): \$7 Billion

Potential New Shortfall: \$1 Billion

# Transportation Assumptions

## Include cost-effective transit expansion in low-income communities

- Over 900 projects submitted for consideration in the Plan in response to MTC's Call for Projects in February 2011
- All projects/programs, including transit expansion projects from Community-Based Transportation Plans (CBTPs), are subject to project performance assessment with exception of the 150+ committed projects

## Transportation Project Performance Assessment

- Identify projects and programs that advance Plan Bay Area targets, support the land use strategy, and are cost-effective
- Evaluate projects and programs submitted through the Call for Projects
- Initial results will inform transportation projects to be included in scenarios
- Final results will inform the Commission's discussions of trade-offs of various investment strategies when selecting a set of projects for inclusion in the preferred scenario

## Equity Analysis

- Assess how each scenario distributes benefits and burdens in communities of concern and rest of the region using target definitions developed by Regional Equity Working Group

# Project Performance Assessment

## BENEFIT-COST ASSESSMENT

*Compare benefits and costs*

- Evaluate projects with greater than \$50 million in costs and/or regional impacts
- Quantify project support for equity by comparing aggregate benefits for low-income travelers and for the rest of the population:
  - out-of-pocket cost savings
  - travel time savings

## TARGETS ASSESSMENT

*Determine performance against all adopted performance targets*

- Evaluate all projects
- Capture key equity issues:
  - Adequate Housing – accessibility provided to areas with planned housing growth, including affordable housing
  - Particulate Matter – PM emissions in CARE communities
  - Equitable Access – transportation costs for low-income households

# All Scenarios Subject to Equity Analysis

## Proposed Equity Analysis

Themes	Equity Analysis to be Performed	Key Questions Addressed
<b>Affordable Housing &amp; Transportation Choices</b>	<b>Housing + Transportation Affordability</b> Percent of average share of household income spent on housing and transportation costs combined	Which scenario reduces the share of income spent on housing and transportation by the greatest amount for the target population?
<b>Growing Equitably</b>	<b>Displacement Analysis</b> Comparison of forecasted number of low-income households to current year	Which scenario (a) results in zero displacement of low-income households and (b) accommodates greatest number of low-income households?
<b>Making Jobs/Housing Connection</b>	<b>Jobs-Housing Fit Analysis</b> Comparison of low-income households to entry-level jobs	Which scenario provides best fit for low-income households and entry-level jobs?
<b>Healthy Communities</b>	<b>Vehicle Emissions Analysis</b> Estimation of emissions of fine and coarse particulates per day per roadway	Which scenario reduces emissions by the greatest amount for the target population?
<b>Equitable Mobility</b>	<b>Non-Commute Travel Time</b> Average travel time for non-commute trips, reflecting trips to shopping, childcare, health/medical, and social/recreation	Which scenario reduces average trip time to non-work destinations by the greatest amount for the target population?

# Transportation Assumptions

## Proposed One Bay Area Grants

- **Would allocate Cycle 2 STP/CMAQ funds to reward counties whose jurisdictions produce housing (using RHNA formula)**
- **Most funding directed to Priority Development Areas that are expected to accommodate significant portion of the region's housing growth**

# Alternative Scenario Timeline

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

# Next Steps

- **Meet with Policy Advisory Council and Equity Working Group to review Alternatives Assumptions**
- **Consult with Advocates of the Equity, Environment and Jobs Scenario**
- **Policy Board Schedule:**
  - ABAG Executive Committee – July 21, 2011
  - Commission – July 27, 2011