

The title 'P1 BayArea Plan' is rendered in a stylized, blocky font. 'P1' is in blue, 'BayArea' is in black, and 'Plan' is in blue. The letters are interconnected with a grid of thin blue lines. A vertical blue line runs down the left side of the page, and a horizontal blue line runs across the middle, intersecting the title.

P1 BayArea Plan

Alternative Scenarios Follow-Up

**Commission
July 27, 2011**

Recent Actions

Committee	Action Taken	Date of Action
Commission & ABAG Administrative Committee	<ul style="list-style-type: none"> ▪ Directed staff to move forward with the evaluation of the five (5) alternative scenarios ▪ Report back on how 5 scenarios address equity, or detail out 6th equity focused scenario 	June 22, 2011
MTC Policy Advisory Council	<ul style="list-style-type: none"> ▪ Work on the 5 scenarios, incorporating elements of the proposed equity-focused into the five but leave open the possibility of a 6th equity-focused scenario ▪ Ensure that all scenarios are subject to equity analysis ▪ Continue the discussion on the definition of equity and the performance metrics to be used in the equity analysis 	July 13, 2011
ABAG Executive Board	<ul style="list-style-type: none"> ▪ Approved modification to Land Use Scenario 3: Focused Growth to reflect elements proposed by proponents of equity-focused scenario 	July 21, 2011

Modified Scenario 3: Focused Growth

(modifications as approved by ABAG on 7/21/11 are shown as underlined text)

- **Maximizes potential for PDAs and other transit-connected nodes to accommodate household and job growth across region with an emphasis on density along all major regional transit corridors**
- **Intensify growth in all PDAs and transit-connected nodes, with an emphasis on growth along major transit corridors (including BART lines and Caltrain)**
- **Put more homes and jobs near transit**
- **Growth would be based on maximizing the regional transit network and reducing GHG emissions by providing convenient access to employment for people of all incomes by distributing total housing growth numbers to job-rich cities that are a) PDAs and PDA-like, b) connected to existing transit infrastructure, c) lack the affordable housing needed to accommodate low-income in-commuters**
- **Except for the major cities, where high-rise buildings are considered, most other places would be expected to build three-to-five story buildings of wood frame construction**

Modified Core Capacity Transit Network

(modifications as proposed by MTC staff are shown as underlined text)

Investment Approach

- 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 inner Bay Area – improving commuter rail, express bus, bus rapid transit
- Allocate less funding towards roadway improvements – focus funds on Backbone Express Lane Network and Freeway Performance Initiative (FPI)
- Prioritize bike/pedestrian funding for improvements in high growth areas identified in Core Concentration land use option

Transit Network Approach

- Increase transit service to accommodate household and job growth in PDAs and other transit connected nodes
- Prioritize transit service improvements to support growth along established and emerging transit corridors
- Corridor transit service would maximize transit use & GHG reductions by servicing PDAs & PDA-like areas that match incomes with appropriate job types, and provide better connectivity in existing and planned major transit corridors
- Consider transit service needs of Communities of Concern and aging population
- Applies to land use Scenarios 2, 3 and 4

Modified Core Capacity Transit Network (cont'd)

(modifications as proposed by MTC staff are shown as underlined text)

Cost Approach

- Assume up to 10% operating efficiency savings from implementation of a set of Transit Sustainability Project (TSP) recommendations
- Assume up to 10% more transit operating revenue from robust yet reasonable assumptions from among the following sources: sales tax reauthorizations, bridge tolls, and anticipated funds

Revenue Approach

a) Will Not Assume:

- Preventive maintenance (PM) for transit operating
- STIP for maintenance based on CTC's long-standing low-priority status

b) Assume Existing STP/CMAQ

- OneBayArea Grants proposal directs 20% of STP/CMAQ to transit capital rehab consistent with T2035

c) Assume New Revenues

- Sales Tax Reauthorization
- Bridge Tolls
- Anticipated Funds

Next Steps

- **Develop detailed roadway and transit network assumptions for review and input from partners/stakeholders – now through early September**
- **Meet twice with advisors (Policy Advisory Council, Regional Advisory Working Group, & Equity Working Group) to review network assumptions – early August and late August**
- **Finalize network assumptions and start modeling and technical assessment – early September**
- **Release results and start public outreach - October**