Scenario Evaluation
Planning Committee

Ken Kirkey, Planning Director, MTC
May 13, 2016
3 SCENARIOS

Main Streets

Connected Neighborhoods

Big Cities
## TRANSPORTATION STRATEGIES

### by Mode and Purpose

<table>
<thead>
<tr>
<th>Mode</th>
<th>Main Streets</th>
<th>Connected Neighborhoods</th>
<th>Big Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Streets &amp; Highways</strong></td>
<td>State of Good Repair</td>
<td>● ● ●</td>
<td>● ●</td>
</tr>
<tr>
<td></td>
<td>Efficiency</td>
<td>● ● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>Expansion / Extension</td>
<td>● ● ●</td>
<td>● ●</td>
</tr>
<tr>
<td><strong>Public Transit</strong></td>
<td>State of Good Repair</td>
<td>● ● ●</td>
<td>● ●</td>
</tr>
<tr>
<td></td>
<td>Efficiency / Operations</td>
<td>● ●</td>
<td>● ● ●</td>
</tr>
<tr>
<td></td>
<td>Expansion / Extension</td>
<td>●</td>
<td>● ●</td>
</tr>
<tr>
<td><strong>Bicycle / Pedestrian</strong></td>
<td>Bicycle / Pedestrian</td>
<td>● ●</td>
<td>● ●</td>
</tr>
<tr>
<td><strong>Climate Strategies</strong></td>
<td>Climate Strategies</td>
<td>● ● ●</td>
<td>● ● ●</td>
</tr>
</tbody>
</table>

*Note: The symbols (●) represent the level of strategy focus.*
<table>
<thead>
<tr>
<th>Land Use Strategy</th>
<th>Main Streets</th>
<th>Connected Neighborhoods</th>
<th>Big Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upzoning</td>
<td>Select suburban areas</td>
<td>PDAs</td>
<td>Big 3 &amp; neighbors</td>
</tr>
<tr>
<td>Open space/UGB expansion</td>
<td>Modest</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Reduce parking minimums</td>
<td>PDAs along regional rail</td>
<td>PDAs along corridors</td>
<td>Big 3 &amp; neighbors</td>
</tr>
<tr>
<td>Inclusionary zoning</td>
<td>High-opportunity areas</td>
<td>Jurisdictions with PDAs</td>
<td>Big 3</td>
</tr>
<tr>
<td>Fees/subsidies for deed-restricted units in low-VMT areas</td>
<td>Yes- fee on new commercial in high VMT areas</td>
<td>None</td>
<td>Yes- fee on new residential in high VMT areas</td>
</tr>
<tr>
<td>Other tax policies</td>
<td>Assume new taxes/fees providing over $500M annual for affordable housing</td>
<td>None</td>
<td>Assume revenue-neutral property tax assessment modification in Big 3 cities</td>
</tr>
</tbody>
</table>
- **Main Streets** - over half the investment on state of good repair. More limited investment on major projects, especially highway capacity and express lanes.

- **Big Cities** - makes largest investment in major capital projects, especially core capacity transit expansion.

- **Connected Neighborhoods** - balanced focus on transit and highway efficiency improvements and state of good repair.
Share of Total Household Growth, 2040

- **Main Streets**: over a third of housing growth in inland, coastal, delta areas. Places most growth in high VMT parts of region, relative to other scenarios.

- **Big Cities**: places most growth in big 3 cities and neighbors.

- **Connected Neighborhoods**: places most growth in PDAs compared to other scenarios.
Symbols used in summary tables shown below:

- **W%**: performance moving in wrong direction from target
- **X%**: performance moving in right direction, but falls well short of target achievement
- **Z%**: target achieved
## TARGETS - SUMMARY

<table>
<thead>
<tr>
<th>Goal</th>
<th>TARGET</th>
<th>No Project</th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Climate Projection</td>
<td>Reduce per-capita CO₂ emissions*</td>
<td>-15%</td>
<td>-3%</td>
<td>-15%</td>
<td>-18%</td>
</tr>
<tr>
<td>Adequate Housing</td>
<td>House the region’s population</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Healthy and Safe Communities</td>
<td>Reduce adverse health impacts</td>
<td>-10%</td>
<td>-0%</td>
<td>-0%</td>
<td>-1%</td>
</tr>
<tr>
<td>Open Space and Agricultural Preservation</td>
<td>Direct development within urban footprint</td>
<td>100%</td>
<td>71%</td>
<td>77%</td>
<td>100%</td>
</tr>
<tr>
<td>Equitable Access</td>
<td>Decrease H+T share for lower-income households</td>
<td>-10%</td>
<td>+15%</td>
<td>+13%</td>
<td>+13%</td>
</tr>
</tbody>
</table>

* = includes Climate Initiatives in all three scenarios (-11.2% per-capita GHG reduction)
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<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equitable Access</td>
<td>Increase share of affordable housing</td>
<td>+15%</td>
<td>-0%</td>
<td>-0%</td>
<td>+1%</td>
</tr>
<tr>
<td>Equitable Access</td>
<td>Do not increase share of households at risk of displacement</td>
<td>+0%</td>
<td>+20%</td>
<td>+9%</td>
<td>+8%</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>Increase share of jobs accessible in congested conditions</td>
<td>+20%</td>
<td>-3%</td>
<td>-1%</td>
<td>-1%</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>Increase jobs in middle-wage industries</td>
<td>+38%</td>
<td>+43%</td>
<td>+43%</td>
<td>+43%</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>Reduce per-capita delay on freight network</td>
<td>-20%</td>
<td>+27%</td>
<td>-24%</td>
<td>-21%</td>
</tr>
</tbody>
</table>
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<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation System Effectiveness</td>
<td>Increase non-auto mode share</td>
<td>+10%</td>
<td>+1%</td>
<td>+2%</td>
<td>+3%</td>
</tr>
<tr>
<td>Transportation System Effectiveness</td>
<td>Reduce vehicle O&amp;M costs due to pavement conditions</td>
<td>-100%</td>
<td>+57%</td>
<td>-65%</td>
<td>-7%</td>
</tr>
<tr>
<td>Transportation System Effectiveness</td>
<td>Reduce per-rider transit delay due to aged infrastructure</td>
<td>-100%</td>
<td>-56%</td>
<td>-76%</td>
<td>-77%</td>
</tr>
</tbody>
</table>
• All three scenarios achieve the greenhouse gas target
• The public health target remains out of reach in all scenarios
• Strict urban growth boundaries are effective to focus growth within existing urban footprint
• Significant equity challenges exist in all three scenarios
• Goods movement will benefit from regional investment and smart land use decisions
• Increasing funding to “fix it first” leads to smoother streets and more reliable transit
WHAT WOULD IT TAKE?

What would it take to achieve more of the targets?

• **Health**: much more aggressive bike/ped investments to increase physical activity; wide-scale deployment of autonomous vehicles to reduce crashes (off-model/safety benefits)

• **Equity**: focus growth in communities with minimal lower-income population today (including industrial or commercial lands); significant increase of housing subsidies in PDAs/TPAs/HOAs (rental subsidies; additional deed-restricted unit production); understand and test the impacts of additional anti-displacement policies
WHAT WOULD IT TAKE?

What would it take to achieve more of the targets?

- **Access to Jobs/Non-Auto Mode Share**: transformative transportation investments (freeway widening to achieve congestion relief across the region; high-speed transit expansion across the region); much more aggressive bike/ped investments (off-model)

- **State of Good Repair**: greater funding for local streets and roads to bring all streets to at least fair conditions; greater funding for transit assets to replace assets besides vehicles and guideways
NEXT STEPS

• Open Houses / Public Workshops
• Develop the Preferred Scenario
• Environmental Assessment (EIR)
  • Issue Notice of Preparation (NOP) in mid May
  • 3 scoping sessions beginning in late May and into early June
SCENARIO DEVELOPMENT PROCESS

Early 2015

Policy Development

- Conducted open houses to solicit public input on updated goals and performance targets for Plan Bay Area 2040
- MTC Commissioners and ABAG’s Executive Board members considered and approved a partial list of Plan Bay Area 2040 goals and targets. More action expected in November 2015.

Late 2015

Scenario Development

- Generate updated Plan Bay Area 2040 regional forecasts for jobs, housing, population, travel demand and transportation revenue
- Assess transportation projects and programs to be included in Plan Bay Area 2040
- Create preliminary scenario concepts for housing, jobs and transportation investments
- Solicit feedback from key stakeholders to refine and improve preliminary scenario concepts for housing, jobs and transportation investments

Mid 2016

Preferred Scenario Selection

- Release scenario and targets evaluation
- Conduct public workshops to solicit input on alternative scenarios for housing, jobs and transportation investments
- Adopt preferred scenario based on public input, feedback from key stakeholders, and technical analysis, September 2016

Late 2016

Draft Plan and Draft EIR

- Release Draft Plan Bay Area 2040 and Draft Environmental Impact Report for public comment
- Conduct public workshops to solicit input on Draft Plan Bay Area 2040 and draft Draft Environmental Impact Report
- Adopt Plan Bay Area 2040 and final EIR, summer 2017

Early 2017

Public Workshops and Outreach

We Are Here

Refine Scenario Framework

Preferred Scenario

Plan Bay Area 2040

Feedback on the preliminary scenario concepts collected during this meeting will help inform Plan Bay Area 2040 alternative scenarios and, ultimately, the final preferred scenario.
Subscribe to our mailing list to receive updates about Plan Bay Area and other regional initiatives at PlanBayArea.org

Contact MTC and ABAG directly to provide your comments in writing at info@planbayarea.org or join the discussion online on PlanBayArea.org or Facebook and Twitter.

Find an archive of past planning documents, frequently asked questions, regional planning agency calendars, and up-to-date planning information at PlanBayArea.org

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5/12/2016
Thank You