



Scenario Evaluation

Planning Committee

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METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

3 SCENARIOS



Main Streets



**Connected
Neighborhoods**



Big Cities

TRANSPORTATION STRATEGIES

by Mode and Purpose




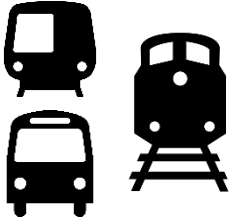


Main Streets






Connected
Neighborhoods



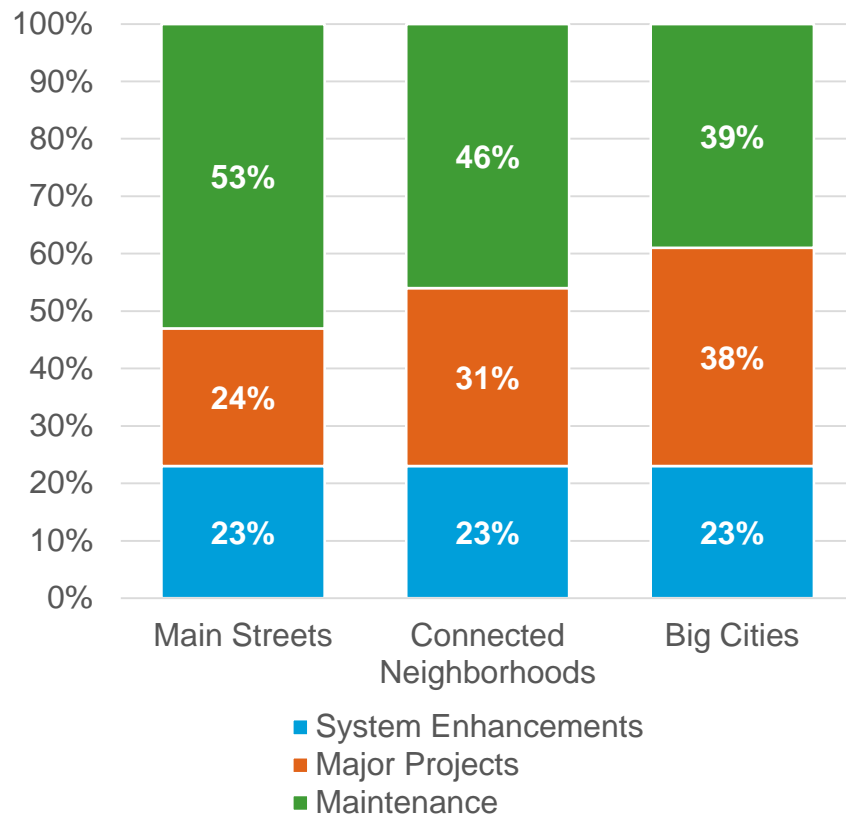
Big Cities

Streets & Highways	State of Good Repair	● ● ●	● ●	●
	Efficiency	● ● ●	● ● ●	● ●
	Expansion / Extension	● ● ●	● ●	●
Public Transit	State of Good Repair	● ● ●	● ●	●
	Efficiency / Operations	● ●	● ● ●	● ● ●
	Expansion / Extension	●	● ●	● ● ●
	Bicycle / Pedestrian	● ●	● ●	● ●
	Climate Strategies	● ● ●	● ● ●	● ● ●

LAND USE STRATEGIES

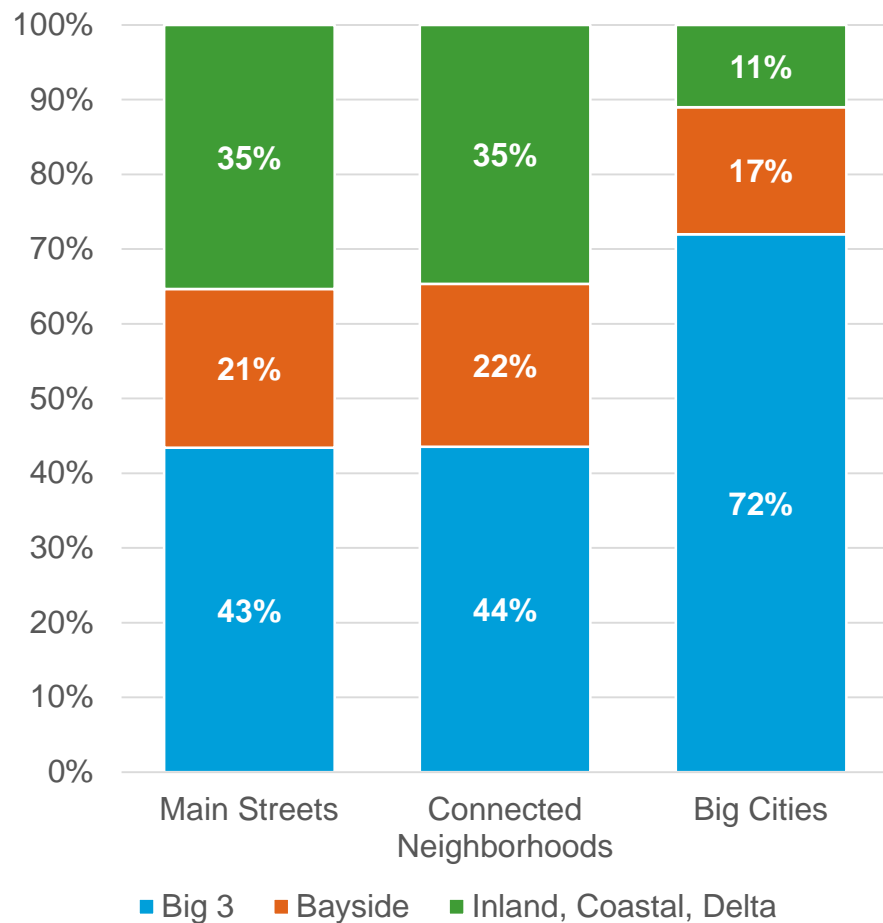
Land Use Strategy	 Main Streets	 Connected Neighborhoods	 Big Cities
Upzoning	Select suburban areas	PDAs	Big 3 & neighbors
Open space/UGB expansion	Modest	None	None
Reduce parking minimums	PDAs along regional rail	PDAs along corridors	Big 3 & neighbors
Inclusionary zoning	High-opportunity areas	Jurisdictions with PDAs	Big 3
Fees/subsidies for deed-restricted units in low-VMT areas	Yes- fee on new commercial in high VMT areas	None	Yes- fee on new residential in high VMT areas
Other tax policies	Assume new taxes/fees providing over \$500M annual for affordable housing	None	Assume revenue-neutral property tax assessment modification in Big 3 cities

Share of Discretionary Investments



- 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

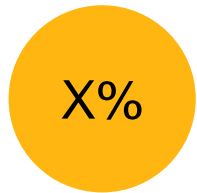


- Main Streets- over a third of housing growth in inland, coastal, delta areas. Places most growth in high VMT parts of region, relative to other scenarios
- Big Cities- places most growth in big 3 cities and neighbors
- Connected Neighborhoods- places most growth in PDAs compared to other scenarios.

Symbols used in summary tables shown below:



performance moving in wrong direction from target








performance moving in right direction, but falls well short of target achievement








target achieved




TARGETS - SUMMARY

Goal	TARGET	No Project	Scenario 1	Scenario 2	Scenario 3	
 Climate Projection	1 Reduce per-capita CO ₂ emissions*	-15%	-3%	-15%	-18%	-20%
 Adequate Housing	2 House the region's population	100%	100%	100%	100%	100%
 Healthy and Safe Communities	3 Reduce adverse health impacts	-10%	-0%	-0%	-1%	-1%
 Open Space and Agricultural Preservation	4 Direct development within urban footprint	100%	71%	77%	100%	100%
 Equitable Access	5 Decrease H+T share for lower-income households	-10%	+15%	+13%	+13%	+13%

TARGETS - SUMMARY

Goal	TARGET	No Project	Scenario 1	Scenario 2	Scenario 3	
 Equitable Access	6 Increase share of affordable housing	+15%	-0%	-0%	+1%	+0%
 Equitable Access	7 Do not increase share of households at risk of displacement	+0%	+20%	+9%	+8%	+15%
 Economic Vitality	8 Increase share of jobs accessible in congested conditions	+20%	-3%	-1%	-1%	-1%
 Economic Vitality	9 Increase jobs in middle-wage industries	+38%	+43%	+43%	+43%	+43%
 Economic Vitality	10 Reduce per-capita delay on freight network	-20%	+27%	-24%	-21%	-38%

TARGETS - SUMMARY

Goal	TARGET	No Project	Scenario 1	Scenario 2	Scenario 3
 Transportation System Effectiveness	11 Increase non-auto mode share +10%	+1%	+2%	+3%	+3%
 Transportation System Effectiveness	12 Reduce vehicle O&M costs due to pavement conditions -100%	+57%	-65%	-7%	+20%
 Transportation System Effectiveness	13 Reduce per-rider transit delay due to aged infrastructure -100%	-56%	-76%	-77%	-83%

- 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

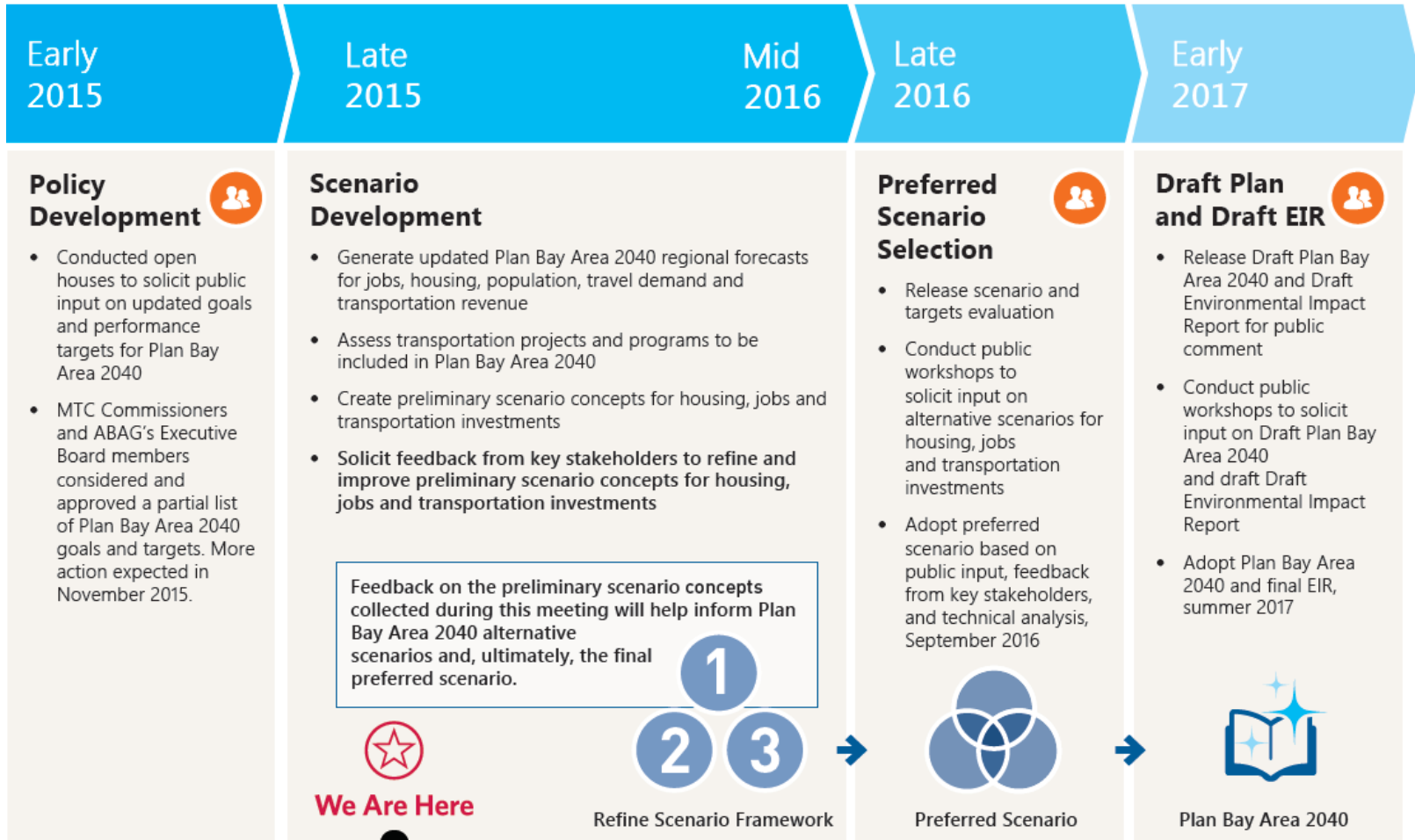
What would it take to achieve more of the targets?

- 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 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

- 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



Revised January 2016

 Public Workshops and Outreach





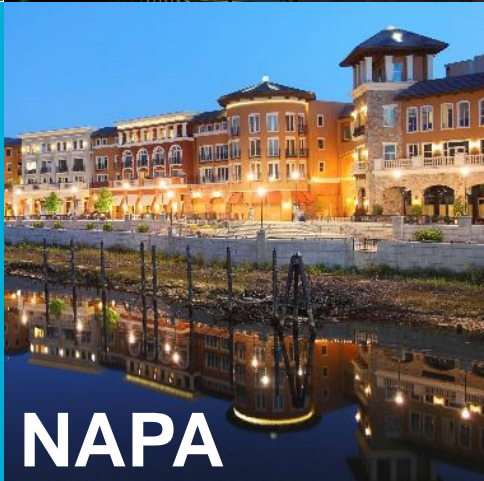
ALAMEDA



**CONTRA
COSTA**



MARIN



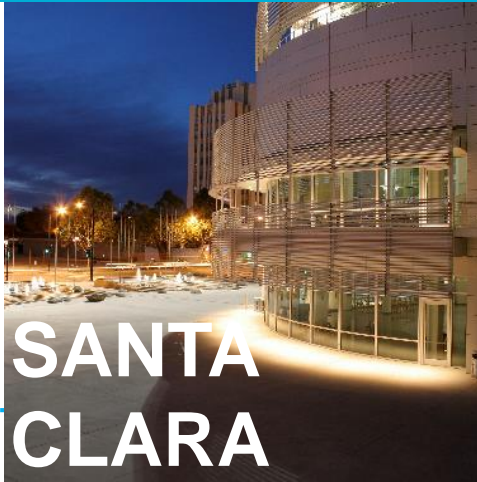
NAPA



**SAN
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SONOMA



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You**

