TO: Joint MTC Planning Committee with the ABAG Administrative Committee

DATE: November 6, 2015

FR: ABAG Executive Director and MTC Executive Director

RE: Plan Bay Area 2040 Scenario Planning Approach and Draft Scenario Concepts

Background

ABAG and MTC are beginning the process of developing three land use and transportation scenarios to inform discussions about the strategic update of Plan Bay Area, Plan Bay Area 2040. Scenarios show different options for how the Bay Area can grow and change over time in ways that help us meet our goals for a more prosperous, sustainable, and equitable region. A vital part of the Plan Bay Area 2040 plan development process, scenarios represent alternative Bay Area futures based on distinct land use development patterns and transportation investment strategies.

Scenario Planning Approach

The MTC Public Participation Plan, adopted in February 2015, lays out Plan Bay Area 2040's scenario development approach. This approach can be summarized as follows:

- One round of scenario analysis and evaluation will be conducted, and a maximum of three scenarios will be developed;
- The scenarios will be constructed in an effort to achieve Plan Bay Area 2040's goals and performance targets;
- The scenarios will be designed to inform the selection of a preferred scenario; and,
- The same scenario alternatives will be carried over into the Environmental Impact Report (EIR) process.

Attachment 1 explains ABAG and MTC's approach to scenario planning in more detail.

Draft Scenario Concepts

On October 6 and October 7, ABAG and MTC held two scenario workshops at the Regional Advisory Working Group (RAWG) and ABAG's Regional Planning Committee , respectively, to present and discuss three draft scenario concepts (Attachment 2). The purpose of the workshops was to receive feedback on the initial concepts, as well as specific strategies for how to maximize their effectiveness. Some 80 participants attended the RAWG workshop on October 6, representing a mix of staff from local planning agencies, transit operators, CMA staff, as well as leaders from business, building, environmental, public health and social justice organizations. A number of members of MTC's Policy Advisory Council also joined the dialogue. Another 50 people attended the October 7 meeting of ABAG's Regional Planning Committee, which included a range of public sector, nonprofit and community representatives as well as local elected officials.

After a short overview of our Plan Bay Area 2040 scenario development approach (Attachment 1), participants at the workshops had the opportunity to engage in small-group discussions around the draft scenario concepts. Participants were asked for their feedback on the draft scenario concepts, and their suggested housing, jobs and transportation policy strategies that would allow each scenario

concept to be successful in achieving the same Plan Bay Area 2040 goals. After reviewing the draft scenario concepts, workshop participants were then asked what they found most promising and most challenging and any other important issues for consideration in developing scenarios. A complete summary of the workshop comments organized by overall goals for scenario planning; general comments on the process; and specific comments on each of the three draft scenario concepts are found in Attachment 3.

Next Steps

Once refined, these scenario concept narratives will provide a framework for the scenario alternatives, which will be developed and evaluated to understand the effects of different combinations of land use and transportation strategies on our shared goals and targets. Key milestones include the release of scenarios in early 2016 and the selection of a preferred scenario in June 2016. The scenario planning process and next steps are detailed in Attachment 4.

Ezra Rapport	Steve Heminger

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Attachments

1. Scenario Planning Approach
2. Draft Scenario Concepts
3. Workshop Comments Summary
4. Scenario Development Process
5. Scenario Planning Approach Presentation

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Scenario Planning Approach

Background

In July 2013, MTC and ABAG adopted Plan Bay Area 2013 as the Bay Area's first Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). The plan responds to State Law (SB 375) requiring the preparation of an integrated land-use and transportation plan to meet greenhouse gas (GHG) emission reduction targets. A lot has changed in the Bay Area since the Plan's adoption, as the region's economy is growing rapidly and housing costs continue to increase, and many communities have recently completed land use plans that envision how to accommodate future growth.

MTC and ABAG are required to update the RTP/SCS every four years. In spring 2015, MTC and ABAG began a limited and focused update of Plan Bay Area 2013, called Plan Bay Area 2040 (PBA 2040). From late April through May, a series of open houses were conducted across the region to introduce the public to the PBA 2040 update process, seek comments on goals and targets, and receive feedback on local priorities across a wide range of issue areas. The comments and feedback were compiled and shared with the Regional Advisory Working Group (RAWG) as well as MTC and ABAG other committees and working groups, in July 2015. Meanwhile, over the past several months, MTC and ABAG have presented information regarding PBA 2040's proposed Goals and Performance Targets, Regional Forecasts, and Project Performance Assessment to the RAWG, the MTC Planning and ABAG Administrative Committees, and various other committees and working groups. With the Goals and Performance Targets up for adoption this fall and the Regional Forecasts underway, the next milestone is to develop and evaluate regional scenarios that integrate land use and transportation strategies.

What is Scenario Planning?

Scenario planning is a common way for organizations such as MTC and ABAG to analyze and communicate the effects of different combinations of land use and transportation strategies on regional goals and targets. Scenarios can help articulate alternative future paths and provide information to help partner agencies, local jurisdictions, and the general public understand trade-offs. Scenarios can be constructed to modify the status quo, analyze and evaluate strategies that may be practically or politically challenging, and engage the region in a common dialogue about planning for our common future.

Constructing and communicating scenarios generally requires adherence to the following principles:

- **Develop a small number of scenarios.** A good regional planning process should advance a short list of coherent scenarios that can be clearly communicated. This can be challenging, because the strategies underpinning scenarios can be arranged in an infinite number of ways.
- **Construct a preferred scenario.** Since an infinite number of scenarios can theoretically be constructed, it is not appropriate to conduct a "winner takes all" approach to scenario planning. Rather, a "preferred scenario" can incorporate some of the best ideas from each scenario alternative. This can be challenging, because most people naturally gravitate toward voting for a favorite scenario out of the alternatives presented.
- **Balance sophistication with simplicity.** Scenarios should be meaningful for the most engaged and sophisticated observers, but also be easy to communicate to a broad spectrum of people around the region. This can be challenging, because scenarios may seem overly simplistic to some audiences or cryptic to other audiences.

Scenario Planning in Plan Bay Area 2013

For Plan Bay Area 2013, MTC and ABAG conducted extensive outreach to develop multiple rounds of scenario development and evaluation. This led to the development and adoption of the preferred land use distribution and transportation investment strategy (preferred scenario). Once the preferred scenario was adopted, another set of scenarios was developed and evaluated as alternatives within Plan Bay Area 2013's Environmental Impact

Report (EIR). These multiple rounds of scenario development required a tremendous amount of time and effort on the part of MTC and ABAG, partner agencies, local jurisdictions, working groups and committees. In retrospect, this process may also have created confusion due to the large number of scenario alternatives (13 alternatives in total). As a result, in early project scoping meetings for PBA 2040, MTC and ABAG proposed a simplified approach to scenario planning as described in the following sections.

Recommended approach to PBA 2040 Scenario Development

As described in a July 2014 memo to the MTC Planning Committee and ABAG Administrative Committees, MTC and ABAG's approach for this RTP/SCS will be to conduct a limited and focused update, building off the core framework established in Plan Bay Area 2013. One key difference between Plan Bay Area 2013 and its update – PBA 2040 – is that PBA 2040 does not include the Regional Housing Need Allocation (RHNA), which will be included again in the 2021 RTP/SCS. The RHNA process required a great deal of outreach and planning work that will not be necessary for PBA 2040. In addition, this will not be the region's first RTP/SCS, so we can build on lessons learned in the first integrated transportation and land use planning effort.

The MTC Public Participation Plan, adopted in February 2015, lays out PBA 2040's scenario development approach. This approach can be summarized as follows:

- One round of scenario analysis and evaluation will be conducted, and a maximum of three scenarios will be developed;
- The scenarios will be constructed in an effort to achieve PBA 2040's goals and performance targets;
- The scenarios will be designed to inform the selection of a preferred scenario; and,
- The same scenario alternatives will be carried over into the Environmental Impact Report (EIR) process.

Additionally, in order to analyze and evaluate the scenario alternatives, each scenario output will include, at a minimum:

- Land use
  - Total jobs by PDA and city;
  - Total housing units and households by PDA and city; and
  - Total population by PDA and city.
- Transportation
  - Investments by mode and purpose; and,
  - GHG and other travel model outputs for performance targets assessment.

Specific Process and Timeline for Developing and Evaluating Scenarios

The scenario development and evaluation process will occur over the next nine months, with MTC and ABAG adopting a preferred scenario in June 2016. MTC and ABAG, using input from the public workshops held in Spring 2015, partner agencies, working groups, and committees will develop and evaluate three alternative scenarios composed of land use and transportation strategies.

The scenario planning process will have three phases:

- Scenario Development. In October, MTC and ABAG staff hosted scenario development workshops with the RAWG and ABAG Regional Planning Committee (RPC) to kick off the scenario planning process; gather input on the draft scenario concepts; and identify potential jobs, housing and transportation strategies to support the scenario concepts. These workshops will help shape the development of the three scenario alternative concepts and their respective strategies.

  Following the October workshops, MTC and ABAG staff will present the draft scenario concepts in November to the MTC Planning and ABAG Administrative Committees, ABAG Executive Board, and other committees and working groups as appropriate, for additional feedback.

  In February and March 2016, MTC and ABAG staff will present to the RAWG, RPC, the MTC Planning and ABAG Administrative Committees, and the ABAG Executive Board defined scenario alternatives that show

different options for distributing forecasted housing, population, and employment growth, as well as the high performing projects of the project performance assessment and the costs to maintain and operate our existing transportation system.

- Scenario Evaluation. Following the November 2015 joint meeting of the MTC Planning and ABAG Administrative Committees, MTC and ABAG staff will begin an iterative process of scenario evaluation and refinement of each scenario's land use and transportation strategies to meet regional goals and targets. MTC and ABAG staff will use regional models, described in more detail in the following section, to develop and analyze the scenarios.

  In March 2016, MTC and ABAG staff will present to the RAWG, the MTC Planning and ABAG Administrative Committees, and other committees and working groups as appropriate, the results of the performance targets and equity assessments for each of the three scenario alternatives.

  In April 2016, MTC and ABAG will host public workshops to discuss the scenario alternatives and the results of their evaluation.

- Scenario Adoption. Following the April 2016 public workshops, MTC and ABAG staff will create a draft preferred scenario based on feedback from the public, local jurisdictions, MTC and ABAG's partner agencies, working groups, and committees. The draft preferred scenario will incorporate strategies that best achieve the adopted PBA 2040 goals and performance targets and equity metrics.

  In May 2016, MTC and ABAG staff will present the draft preferred scenario to the RAWG, the MTC Planning and ABAG Administrative Committees, and ABAG Executive Board. Their input will be used to refine the preferred scenario before the MTC Commission and ABAG Executive Board are asked to adopt the final preferred scenario at a joint June 2016 meeting.

Figure 1

Modeling Tools

MTC and ABAG staff will use modeling tools to assist in the development and analysis of scenarios. The integration of the regional land use and travel demand models allows for analysis of how land use policies will affect transportation outcomes and how transportation projects and policies will affect land use outcomes. The models allow us to perform our targets assessment for each scenario.

- UrbanSim. This regional land use forecasting model relies on regional control totals of jobs, housing, and population, developed and adopted by ABAG, to analyze the effects of land use and transportation strategies on the forecasted regional development pattern. The model simulates the interactions of households, businesses, developers, and governments within the urban market. The model will produce land use outputs, including the forecasted location of new jobs and housing for each scenario alternative. MTC and ABAG staff will evaluate the model outputs through an extensive planning process involving input by local jurisdictions.
- Travel Model One. The regional travel demand model relies on UrbanSim's forecasted regional development pattern to analyze the significance of transportation impacts and estimate travel outcomes, including vehicle miles traveled, vehicle hours of delay, and accessibility for each scenario alternative.

Common Assumptions for All Scenarios

There are a number of core assumptions that will stay the same across different scenarios:

- **Regional Forecast – Total Jobs, Housing, and Population (Control Totals).** ABAG's adopted regional forecast will set control totals for the total jobs, housing, and population in the region. This total number will not vary across scenarios.
- **Regional Housing Need Allocation (RHNA).** In 2013, ABAG adopted the *Final Regional Housing Need Plan for the San Francisco Bay Area: 2014-2022*, including the final housing unit allocations, by income, to local jurisdictions in the region. The three scenario alternatives will reflect the adopted 2013 RHNA, and will not vary across scenarios. The next RHNA process will occur in coordination with the 2021 RTP/SCS.
- **Regional PDA and PCA Framework.** PDAs and PCAs are locally nominated and their geography will not vary across scenarios; however, the extent to which growth is emphasized in PDAs and land in PCAs is conserved may be considered as strategies.
- **Regional Transportation Revenue Sources.** MTC develops a revenue forecast that accounts for all reasonably assumed revenue sources to 2040. The total amount of revenues and sources will not vary across scenarios; however, certain revenue enhancements may be considered as strategies.
- **Regional Committed Transportation Network.** The committed transportation network represents the existing transportation infrastructure and proposed transportation improvements that are fully funded and under construction. The committed transportation network will not vary across scenarios.

Strategies Varying Across Scenarios

The differences in scenario alternatives will be driven by alternative distributions of strategies, which generally comprise a short set of land use and housing policies, transportation policies, and transportation investments. While not an exhaustive list, the strategies generally encompass the following actions:

- **Land Use Strategies** that change a community's capacity for new development or incentivize a particular type or location of growth, such as changes to zoning, fees and subsidies, incentives and growth boundaries.
- **Transportation Strategies**
  - Transportation Investments- includes strategies for different types of transportation investments by category (expansion, maintenance, state of good repair, etc.), and mode (highway, transit, bike/ped, etc.), and programs.
  - Transportation Policies- includes strategies to manage transportation demand, systems operations, parking policies, and taxes and fees.
  - Climate Strategies- includes technological advancements (e.g. clean vehicles) and incentive programs to encourage travel options that help meet GHG emissions reduction targets.

It is important to recognize that the distribution of different strategies within initial scenarios does not constitute a staff proposal or recommendation. This distribution is done simply to illustrate tradeoffs between alternative growth patterns and infrastructure investments and serve as a building block for developing a preferred scenario.

Next Steps

Stakeholder engagement will help shape the strategies across each of the three scenario alternatives. The October '15 scenario workshops are the first opportunity for input.

Figure 2

Plan BayArea 2040

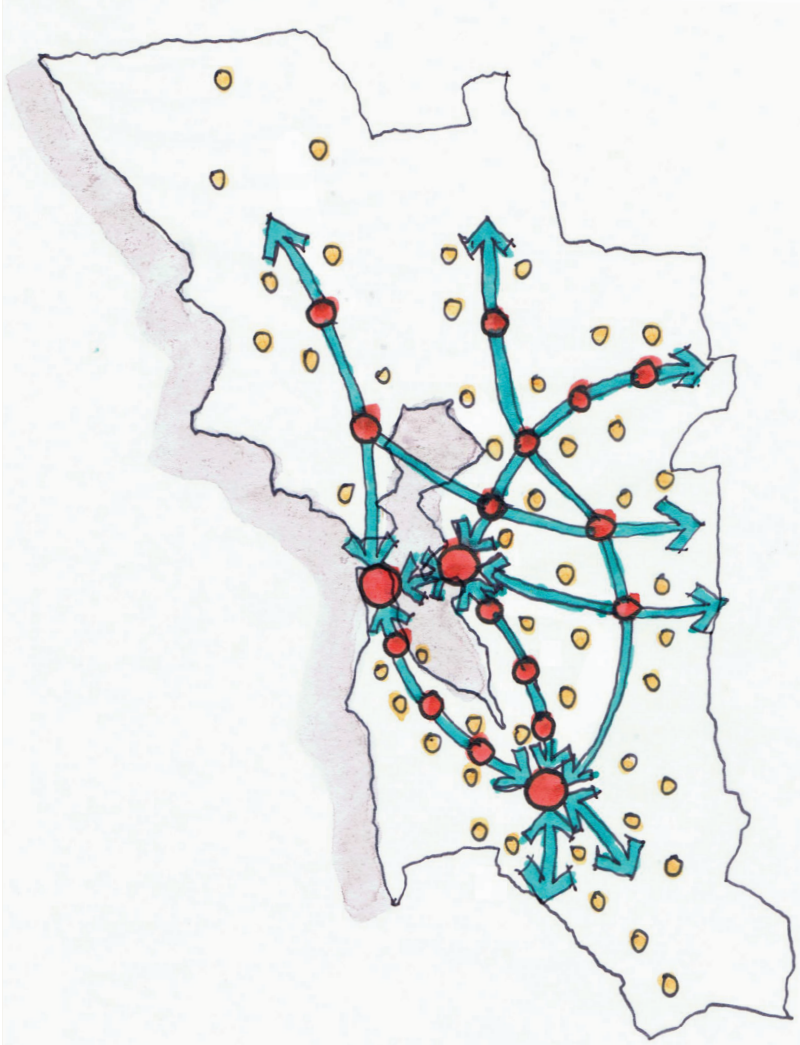
Scenario Draft Concept #1

Scenario 1 targets future population and employment growth to the downtowns of every city in the Bay Area to foster a region of moderately-sized, integrated town centers. As in the other scenarios, most growth will be in locally-identified PDAs, but this scenario offers the most dispersed growth pattern, meaning that cities outside the region's core are likely to see higher levels of growth and, within cities, more growth will be accommodated outside of PDAs than in other scenarios.

To accommodate this growth, investments, including resources for affordable housing, will be dispersed across PDAs, other transit-proximate locations outside PDAs, and underutilized transportation corridors across the region. This scenario comes closest to resembling a traditional suburban pattern, with an increase in greenfield development to accommodate the dispersed growth pattern. While an emphasis on multi-family and mixed-use development in downtowns will provide opportunities for households of all incomes to live near a mix of jobs, shopping, services, and other amenities, this scenario also assumes that many people will drive significant distances by automobile to get to work.

To support this scenario's dispersed growth pattern, transportation investment priorities will largely embrace new technologies and innovative strategies to manage travel demand. To accommodate increased reliance on automobiles for commuting, this scenario assumes a vast expansion of high-occupancy toll lanes on all regional highways, the institution of variable pricing, and highway widening at key bottlenecks. Additionally, the region will adopt transformational investments like automated buses and private vehicles. Bicycle and pedestrian infrastructure will create a network of regional trails and bike lanes, including a robust regional network of bike sharing. To support industry and goods movement, the scenario will focus largely on "smart operations and deliveries"— technology and operations to reduce congestion and increase safety on urban and rural roads.

To reach our climate goals, this scenario sees heavy investments in technology advancements, clean vehicles, and incentives and to pursue near-zero and zero emissions strategies wherever feasible. The mobility needs of seniors, persons with disabilities, and low-income communities will be addressed most centrally by "mobility management" solutions to link individuals to travel options that meet their specific needs, as well as the provision of demand-responsive strategies by the public, non-profit, and private sectors.



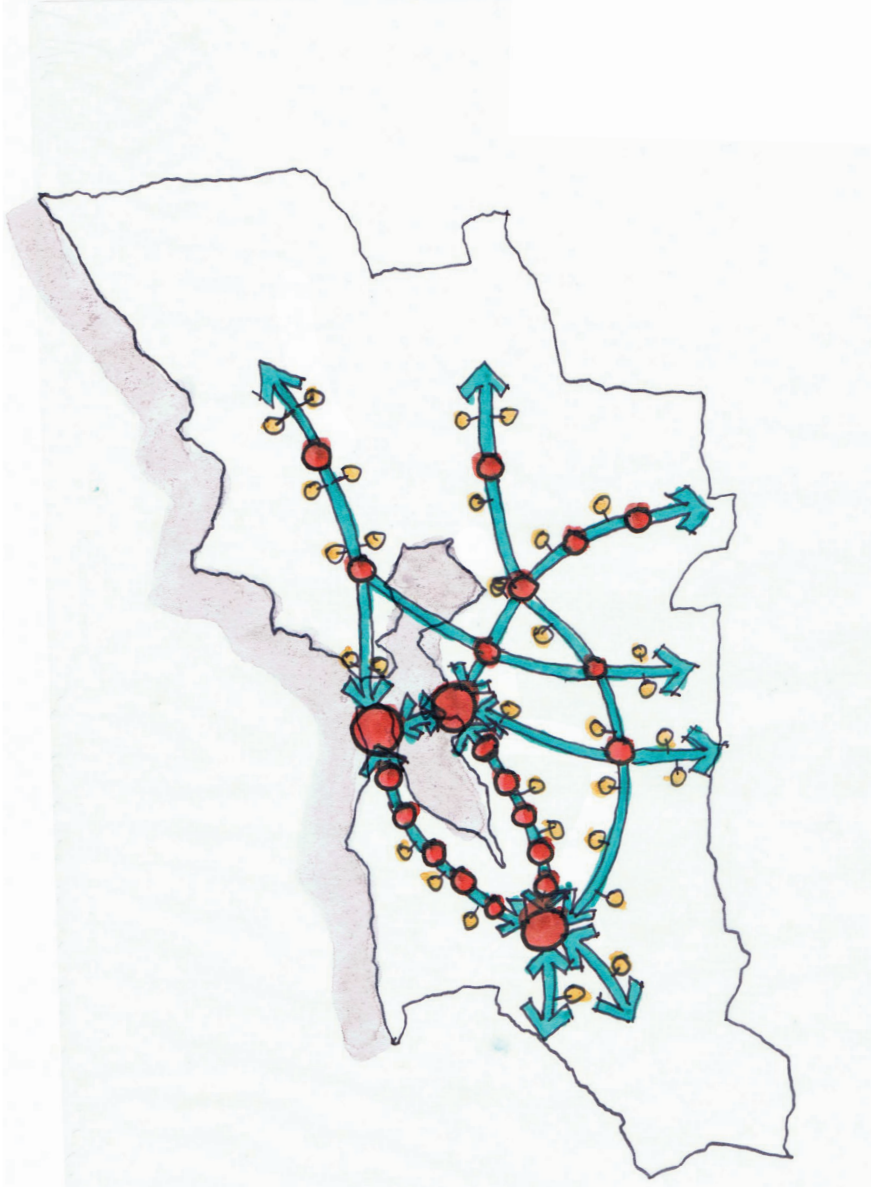
Plan BayArea 2040

Scenario Draft Concept #2

Building from the final, adopted Plan Bay Area 2013, Scenario 2 targets future population and employment growth to locally-identified PDAs throughout the region, with an emphasis on growth in medium-sized cities with access to the region's major rail services, such as BART and Caltrain. Outside the PDAs, this scenario sees modest infill development, along with a small amount of greenfield growth. As these communities grow over the next 25 years, compact development and strategic transportation investments will provide residents and workers access to a mix of housing, jobs, shopping, services, and amenities in proximity to transit traditionally offered by more urban environments. Resources for affordable housing will be dispersed across the Bay Area, with some concentration in PDAs to support the development of affordable housing where the most population and employment growth is targeted.

To support this scenario's growth pattern, transportation investments will prioritize maintenance of existing infrastructure. The region's transit system will be modernized and expanded along key corridors to improve commutes and add capacity. Investments in bicycle and pedestrian infrastructure, including the regional bike sharing network, will support the creation of more walkable and bikeable downtowns. While this scenario would see limited expansion of the region's roadways, it will use travel demand strategies, including an expansion of the regional express lanes network to use existing roadways more efficiently. To support industry and goods movement, this scenario will support environmentally sustainable investments at our key global gateways to create local jobs, protect the community, and attract international commerce.

To protect the climate, this scenario prioritizes a number of innovative transportation initiatives, including car sharing and near-zero and zero emission goods movement technologies.
The mobility and accessibility needs of seniors, persons with disabilities, and low-income communities will be addressed through continued investments in transit operations, transit capital, and a continued focus on "mobility management" solutions to link individuals to travel options that meet their specific needs.



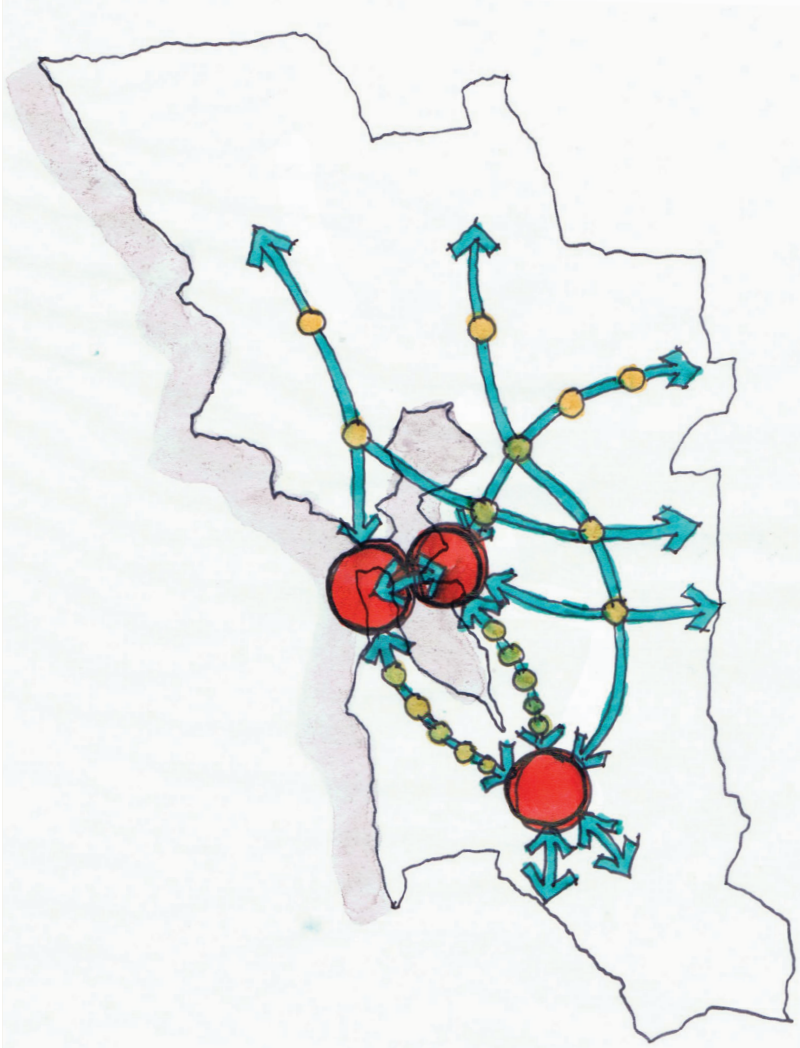
Plan BayArea 2040

Scenario Draft Concept #3

Scenario 3 concentrates future population and employment growth in the locally-identified PDAs within the Bay Area's three largest cities: San Jose, San Francisco and Oakland. Neighboring cities that are already well-connected to these three cities by transit will also see increases in population and employment growth, particularly in their locally-identified PDAs. The amount of growth outside these areas is minimal, with limited infill development in PDAs and no greenfield development. Growth in the three biggest cities will require substantial investment to support transformational changes to accommodate households of all incomes. This scenario will prioritize strategies to make these existing urban neighborhoods even more compact and vibrant, and enable residents and workers to easily take transit, bike or walk to clusters of jobs, stores, services, and other amenities. Resources for affordable housing will likewise be directed to the cities taking on the most growth.

To support this scenario's big city-focused growth pattern, the transportation infrastructure within and directly serving the region's core will be maintained to a state of good repair, modernized to boost service and improve commutes and capacity, and expanded to meet increased demand. While these transit investments will take priority, the roadway network will also require significant investments, such as a regional express lane network to prioritize direct access to the three biggest cities and regional express bus service to increase connections to the region's core. Bicycle and pedestrian infrastructure will be dramatically expanded in these cities, including a robust network of bike sharing. To support industry and goods movement, investments at the Port of Oakland will be ramped up quickly to enable more efficiency and to mitigate the impacts of Port activities on nearby communities.

To reach our climate goals, this scenario will focus technological and financial incentive strategies in and around the three biggest cities, which will accommodate a significant increase in population and travel demand. The mobility and accessibility needs of seniors, persons with disabilities, and low-income communities will be addressed by directing resources for a robust increase in transit operations and capital within the region's core.



What We Heard from RAWG & RPC

Goals and Aspirations for Scenario Planning

- Plan for diverse, inclusive and supportive communities
- Preserve what is unique about each community
- Focus on vibrant downtowns and neighborhoods with clean, safe and attractive streets; more walking and activity on the streets; great parks, schools and lots of services
- Promote equitable community development that brings new life to neighborhoods without displacement
- Plan to improve public health and improve the health of the natural environment

General Comments: Scenario Development Process

- Appreciated ability to provide early input in the scenario process
- Include social equity as a guiding theme in each scenario
- Concern about achieving greenhouse gas (GHG) reduction and housing goals under any scenario
- Concern that policies to promote compact growth could lead to segregation
- Solutions to region's challenges will be different in every city; need scalable solutions
- Provide examples of how the type of development discussed in each scenario concept worked in other regions
- Consider changing demographics (race, age, and lifestyle preferences such as young people driving significantly less)
- Priorities for unincorporated communities and/or smaller communities are not reflected in the scenarios.
- Consider discussing tradeoffs what will the region gain and what is the region willing to give up?
- Provide the general public with an opportunity to have a discussion about scenario concepts before scenarios are solidified

Plan Bay Area 2040: Scenario Draft Concept #1

Housing

- Requires suburban co-location of jobs/housing
- Affordable housing will be harder to produce in less dense areas; requires more subsidy
- Consider housing subsidies for low-income residents; more funds for affordable housing
- Encourage density bonuses
- Could help smaller cities become complete communities while still maintaining their character

Transportation

- Consider transit subsidies for low income residents; public shuttles; toll roads
- Last mile connection still an issue
- Regional bus system and high occupancy toll/express lane network important to this scenario (24/7)
- Scenario requires expanded roadways, leaving less funding for transit
- Greater need for transit infrastructure (transit in suburbs) with dispersed development
- Consider parking policy reform

- Invest more in goods movement
- Scenario is heavy on technology but the innovations aren't here yet; be cautious when planning

Equity

- Scenario could lead to displacement; need renters' protection
- Explicitly include inclusionary zoning as a policy solution

Economy

- Need more employment growth in the dispersed areas
- Consider how to disperse jobs
- Need transportation demand management strategies to encourage working remotely

Environment

- This scenario could encourage greenfield development and sprawl
- This scenario could be detrimental to preserving open space
- Consider better coordination between Bay Area Air Quality Management District and Bay Conservation and Development Commission and ABAG and MTC as policies are moving in opposite direction than priority development areas (PDAs)
- Vehicle miles traveled will increase under this scenario; won't achieve GHG target
- Could achieve GHG target with zero emissions vehicles
- Keep some lots for urban agriculture
- Maintain urban growth boundaries
- Implement indirect source review

Other

- Congestion pricing to raise money to pay for roadways; development fees for transit
- Consider providing funding for areas outside of PDAs; many cities cannot accommodate all growth within PDAs.
- One Bay Area Grants (OBAG) could expand the definition of PDAs and provide incentives if close to transit

Plan Bay Area 2040: Scenario Draft Concept #2

Housing

- Need anti-displacement policies, both carrots and sticks
- Need more incentives to get needed densities to support more affordable housing
- Convert older office parks to low-income housing and provide needed transit
- Need for senior housing near transit given changing demographics
- Clarify and specify PDA criteria about PDAs with respect to housing
- Smaller cities will need technical support to plan in a way that supports this scenario

Transportation

- First/last mile transportation will be key with this scenario
- Scenario will require significant investment in rail/fixed-guideway transit, but that only works in the core
- Consider new types of transit or Transportation Demand Management for suburbs
- Scenario leaves North Bay out in terms of transportation investments (more for Sonoma-Marin Area Rail Transit)

- Support mobility-management programs for seniors
- Consider bicycle/pedestrian improvements
- Scenario doesn't offer enough for small suburban or rural communities

Equity

- This scenario offers potential for most equitable growth
- This scenario will need to address suburbanization of poverty; lower income communities will increasingly have longer commutes, less access to services
- Consider policies to provide living wage
- Consider non-work transit trips (many other needs - school, recreation, medical, shopping)
- Don't just focus on housing; look at location of and access to jobs

Economy

- Pay equal attention to jobs and housing
- Policies should promote more working remotely
- Promote job creation, especially in PDAs (though some wanted jobs outside PDAs to increase accessibility to lower income residents)
- Need more clarity and specificity about PDA policies with respect to jobs
- Need more California Environmental Quality Act relief/regulatory streamlining

Environment

- This scenario encourages greenfield development and sprawl
- Would require enormous investments in transit (esp. rail or bus-rapid transit) to avoid sprawl
- Need to address hazards like fault lines and sea-level rise with this scenario
- Ensure that PDA policies are not weakened or the region will not be able to realize environmental benefits from concentrated growth
- Commuter Benefit Ordinances could be helpful to making this scenario work

Other

- Would require new regional sales tax for bus service as well as a regional gas tax
- OBAG should go to all "red dot" areas (outside PDAs as well as within)

Plan Bay Area 2040: Scenario Draft Concept #3

Housing

- Exacerbates displacement and affordability; more stress regarding displacement if jobs are focused in urban core
- The three cities are already behind in their jobs/housing balance
- Would need to incentivize affordable housing, but land costs will be a huge barrier
- Needs anti-displacement policies
- Needs inclusionary zoning
- Consider a housing trust fund
- Missed opportunity to consider infill in smaller cities

Transportation

- Transit will need large investments plus operating funds
- Transit could not handle this scenario; already at capacity now

- Transit investments needed in other parts of the region; need to support smaller cities and suburbs too.

Equity

- Least equitable scenario
- This scenario provides least amount of choice
- There will be the highest pressures on displacement under this scenario
- Who could afford to live in the cities?

Economy

- The kind of growth discussed in the scenario is already happening so let's make it successful by investing in cities
- Infrastructure in other areas will deteriorate, and so will economic vitality
- Goods movement in and out of these corridors will be a challenge
- How will we fund regional initiatives if benefits only flow to big cities?

Environment

- Only this scenario will help us reach targets; most environmentally sustainable
- This scenario will be hard to implement due to economic and political realities
- Change urban growth boundaries to change development

Other

- Other cities need investments in order to be walkable, complete, equitable and green; creates "have" vs "have nots"
- Need to address other areas such as schools, safety, parks to improve quality of life in three big cities
- Three big cities enjoy economies of scale and are better able to address major issues
- Consider creating incentives for public-private partnerships

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Scenario Development Process

Plan BayArea 2040

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**

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.

We Are Here

1 2 3

Refine Scenario Framework

Early 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, June 2016

Preferred Scenario

Early 2017

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, June 2017

Plan Bay Area 2040

Public Workshops and Outreach

Plan BayArea 2040

Alternative Scenarios

Joint MTC Planning Committee with the ABAG Administrative

Miriam Chion, Planning & Research Director, ABAG
Ken Kirkey, Planning Director, MTC
November 13, 2015

METROPOLITAN TRANSPORTATION COMMISSION

Association of Bay Area Governments

WHAT IS PLAN BAY AREA?

Plan BayArea 2040

Plan Bay Area is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth.

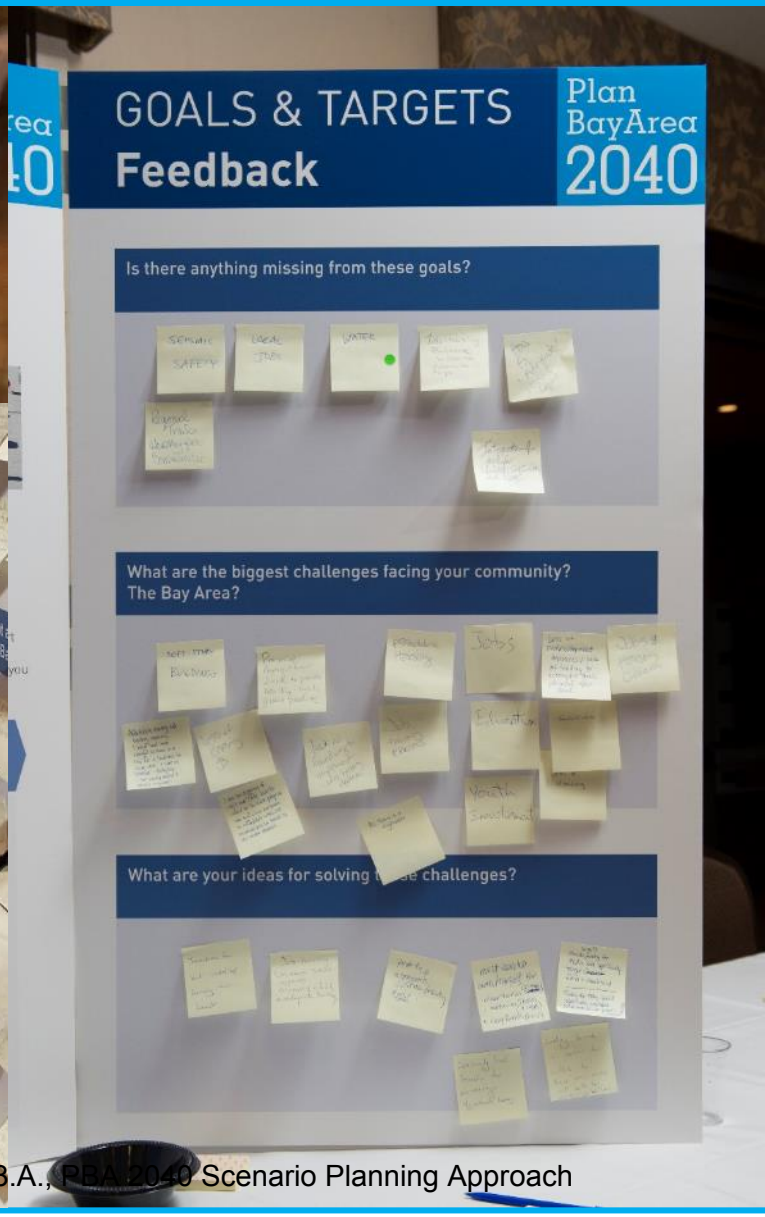
Promotes a strong regional **economy** by providing communities with the data they need to plan for future job growth, as well as any accompanying education, housing, and transportation needs.

Informs local cities and counties in their decision-making around new **housing** developments by providing housing demand forecasts.

Supports strategic **transportation** investments that aim to decrease traffic congestion, improve travel options, and reduce pollution both locally and regionally.

2015 SPRING OPEN HOUSES

Plan BayArea 2040

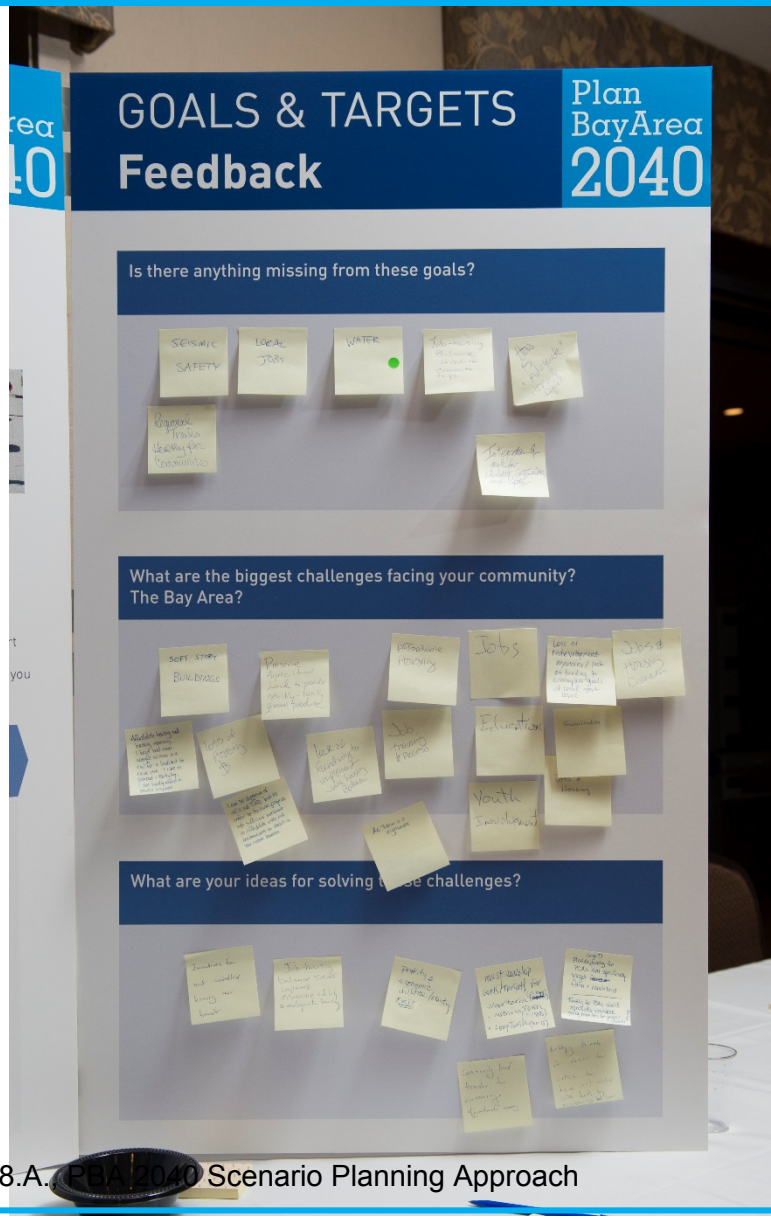


2015 SPRING OPEN HOUSES

Plan BayArea 2040

Approximately 600 participants attended nine Bay Area Open Houses. General themes:

- We heard concerns about housing affordability and rapidly rising rents
- We heard suggestions for improving transit connections (especially BART)
- Many noted the lack of housing near available jobs and adequate transit options
- We heard about the importance of protecting open space and preserving water resources



FEEDBACK ON PBA GOALS & TARGETS

Plan BayArea 2040

NEXT STEP: SCENARIOS

Plan BayArea 2040

- Scenarios show different options for how the Bay Area can grow and change over time in ways that help us meet our goals for a more prosperous, sustainable, and equitable region.

- The alternative scenarios combine different strategies to highlight potential differences in the region's development pattern and transportation system.

SCENARIOS APPROACH

Plan BayArea 2040

- Develop 3 scenarios
- Construct a preferred scenario
- Balance sophistication with simplicity

SCENARIO DEVELOPMENT PROCESS

Plan BayArea 2040

SCENARIO CONCEPTS

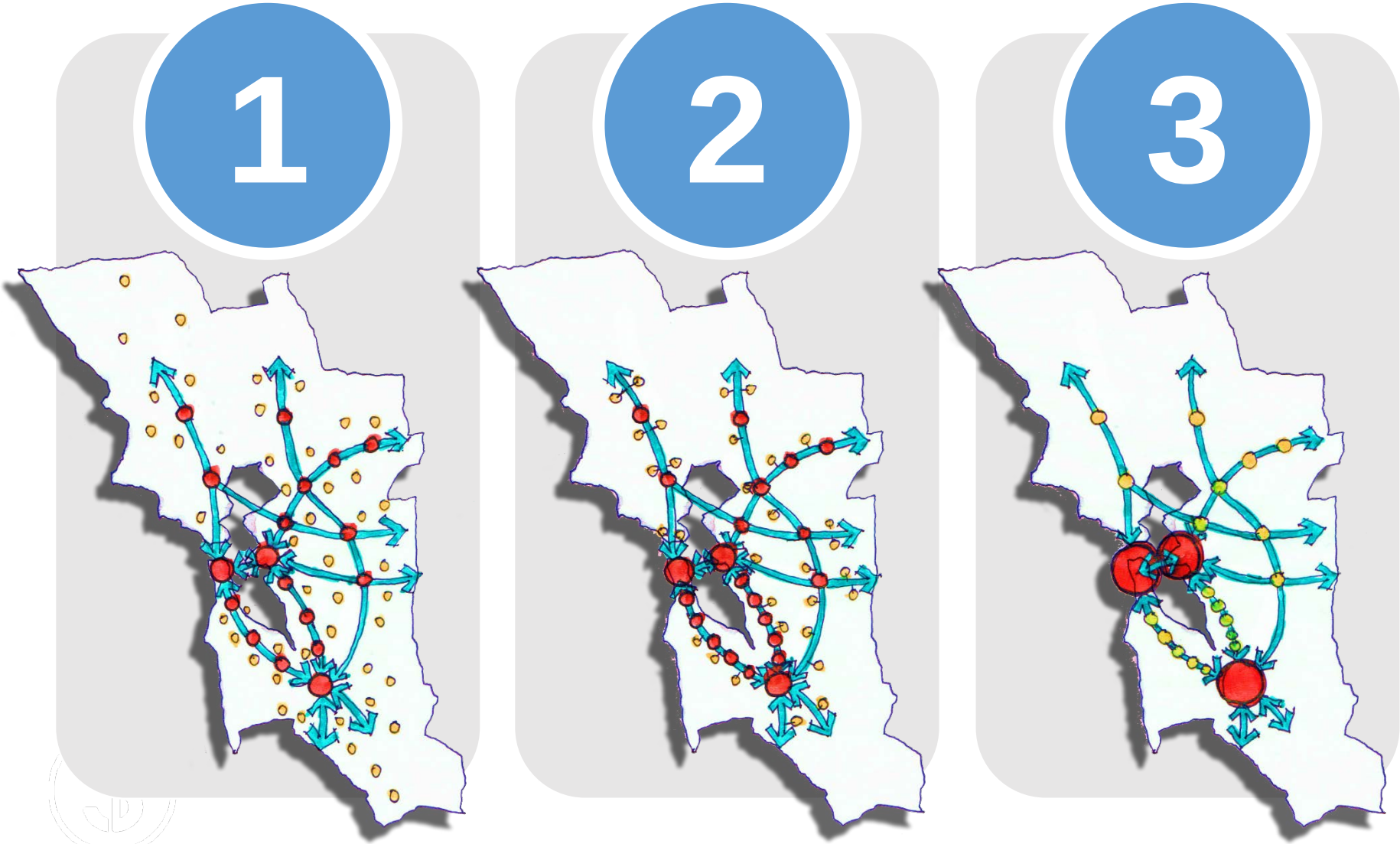
Plan BayArea 2040

Keep in mind:

- Alternative scenarios are required as part of Plan Bay Area 2040
- Our goal today is to improve the three scenario concepts via policy strategies that preserve the character of our diverse communities while adapting to the challenges of future population growth.
- Common assumptions for all three scenarios concepts:
  - Plan Bay Area 2040 goals and targets
  - Regional Forecast totals
  - Regional Housing Need Allocation (RHNA)
  - Regional PDAs and PCAs Framework
  - Regional Transportation Revenue Sources
  - Regional Committed Transportation Network

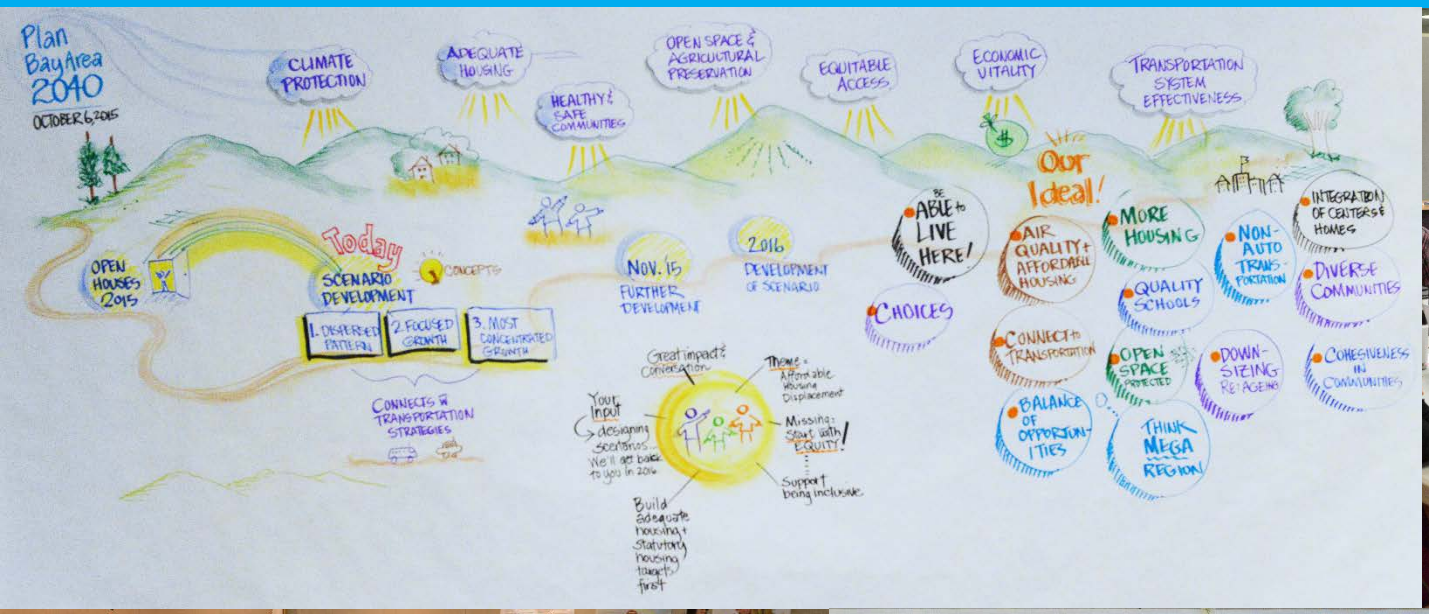
SCENARIO CONCEPTS

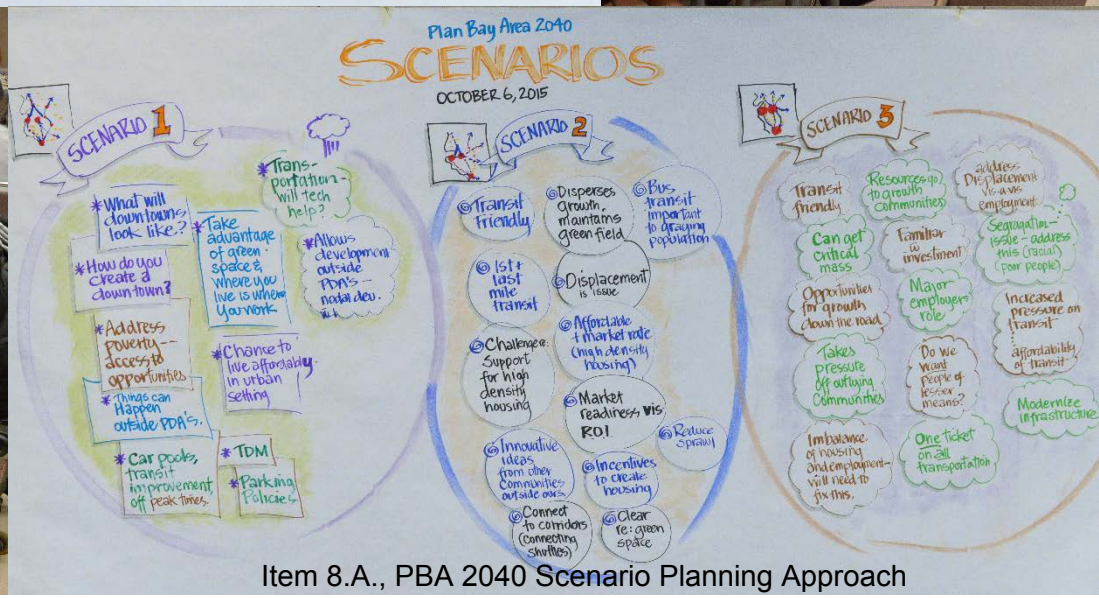
Plan BayArea 2040



SCENARIO WORKSHOPS

Plan BayArea 2040





2015 RAWG & RPC WORKSHOPS

Plan BayArea 2040

Approximately 130 persons attended:

- 80 participants at the RAWG workshop and
- 50 participants at the RPC workshop.

- RAWG participants represented a mix of staff from local planning agencies, transit operators, CMA staff, as well as leaders from business, building, environmental, public health and social justice organizations. A number of members of MTC's Policy Advisory Council also joined the dialogue.

- RPC participants represented a range of public sector, nonprofit and community representatives as well as local elected officials.

SCENARIO DEVELOPMENT PROCESS

Plan BayArea 2040

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**

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.

We Are Here

1 2 3

Refine Scenario Framework

Early 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, June 2016

Preferred Scenario

Early 2017

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, June 2017

Plan Bay Area 2040

Public Workshops and Outreach

STAY INVOLVED

Plan BayArea 2040

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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Thank You

METROPOLITAN TRANSPORTATION COMMISSION

Association of Bay Area Governments