Presentation Purpose

- Current Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) activities:
  - Draft Revenue Projections
  - Draft Alternative Land Use and Transportation Scenarios
- Current Countywide Planning processes
- Next steps
RTP-SCS Highlights

- **Performance Assessment**
  - Call for Projects and Programs completed in May
  - ACTC staff worked with MTC staff to refine applications in June
  - Same projects and programs will be used in CWTP-TEP evaluation

- **Draft Revenue Projections**
  - Countywide discretionary budgets available in Fall
  - Plan Bay Area Total Projected Revenues: $243.6 B (28 year total)
    - 72% committed, 28% discretionary
  - T2035 Projected Revenues: $218 B (25 year total)
    - 85% committed, 15% discretionary
  - Potential MTC Block Grant policies – initial discussions in July
RTP-SCS Highlights

- Developing a combination of land use and transportation scenarios to maximize reduction of greenhouse gases and house the region’s population across all income levels to guide investment over the next 28 years.

- Sustainable Communities Strategy:
  - Initial Vision Scenario
  - Development of Draft Alternative Land Use Scenarios
  - Development of Preferred SCS

- Regional Transportation Plan
  - Call for Projects and Programs
  - Performance Assessment

  Develop transportation investment to support land use

RTP-SCS Highlights

- Initial Vision Scenario/Draft Alternative Scenarios
  - 10 of 15 jurisdictions commented on IVS
  - MTC/ABAG released Draft Alternative Land Use and Transportation Scenarios (June)
    - 5 land use options
    - 2 to 3 transportation options
  - Policy Initiatives: TDM, Climate, Other

- Schedule
  - Present results of analysis (October 2011)
  - Approve preferred scenario (February 2011)
### Land Use Options

<table>
<thead>
<tr>
<th>Initial Vision Scenario (evaluation completed)</th>
<th>Core Concentration</th>
<th>Locally Defined Development Pattern</th>
<th>Constrained Core Concentration</th>
<th>Outer Bay Area Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redistributes both the housing and job growth from Current Regional Plans and Initial Vision Scenario</td>
<td>Directs more growth to Priority Development Areas (PDAs), locally identified Growth Opportunity Areas, and other urbanized areas served by high frequency rail or bus service and other infrastructure</td>
<td><em>Local governments suggest revisions to the Initial Vision Scenario that reflect the level and distribution of housing and job growth that they deem feasible for their own jurisdictions</em></td>
<td>Same as Core Concentration except: Constraints that impede housing target identified in #3 will be considered*</td>
<td>Most housing and job growth is assumed to remain in larger cities in the inner parts of the region; however, more jobs are distributed to outer areas that have housing supply disproportionate to current jobs; Housing and jobs to be distributed to areas that are served by rail or bus service, particularly in PDAs</td>
</tr>
</tbody>
</table>

*The analysis will consider potential resources and policy tools that could make land use assumptions viable.*

<table>
<thead>
<tr>
<th>Land Use Options</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Housing target met but not GHG target</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transport Options</td>
<td>T2035 Network</td>
<td>Core Transit Capacity Network</td>
<td>Expanded Network</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Keep “fix-it first” maintenance levels at about the same as Transportation 2035 (T2035) (i.e., 80 percent of available funding directed to maintenance)</td>
<td>Increase “fix-it first” maintenance levels from T2035 (i.e., assume about 85 percent to maintenance)</td>
<td>Decrease “fix-it first” maintenance levels from Transportation 2035 (i.e., assume about 70 percent to maintenance)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allocate funding to roadways and transit improvements at levels similar to those in T2035 (i.e., 14 percent to transit expansion and 3 percent to roadway expansion)</td>
<td>Allocate more funding towards transit core capacity improvements in the inner Bay Area – improving commuter rail, express bus, bus rapid transit</td>
<td>Allocate some funding towards roadway improvements – focus funds on full Express Lane Network and Freeway Performance Initiative (FPI)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allocate funding to support bike improvements at level similar to those in T2035 (i.e., 2 percent)</td>
<td>Allocate less funding towards roadway improvements – focus funds on Backbone Express Lane Network and Freeway Performance Initiative (FPI)</td>
<td>Allocate some funding towards transit improvements – include trunk-line transit expansions beyond Resolution 3434</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Prioritize bike/pedestrian funding for improvements in high growth areas identified in the Core Concentration land use option</strong></td>
<td><strong>Prioritize bike/pedestrian funding for improvements in high growth areas identified in the Outer Bay Area Growth land use option</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Countywide Planning Highlights

- Evaluation of Transportation Investment Packages
  - Using approved project and program list
  - Testing a future land use scenario consistent with local plans and IVS assumptions (July) and a locally preferred SCS (October)
  - Will be used to inform regional process
- Evaluation outcomes and tiered project list presented to CAWG, TAWG, Steering Committee in July
- Discussion of TEP financial projections and parameters in July

Multi-Tiered Evaluation Process

- Land Use Evaluation
- Transportation Evaluation
Next Steps in CWTP-TEP Development

- July: Present CWTP evaluation outcomes
- September: First draft of CWTP and preliminary Transportation Expenditure Plan projects and program lists
- October: Conduct second evaluation of constrained list based in Steering Committee recommendations
- October/November: Second round of outreach and polling
- December: Present second draft CWTP and first draft TEP at Board Retreat

Questions