# Plan Bay Area 2040
## Introduction

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CCAG CMEQ Committee
September 28, 2015

**Plan Bay Area 2040 is...**

- a **focused** update to Plan Bay Area *(2013)*

- the region's second **RTP/SCS**

- a vision for housing growth and transportation projects through **2040**

And must be updated every 4 years

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# What is an RTP/SCS?

Regional Transportation Plan +

Sustainable Communities Strategy

A long-range, integrated land use and transportation plan

- Required to meet state GHG emission targets
- Required to house all new growth through 2040
- Required to meet federal air quality conformity targets

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**Prioritizing Transportation Investments**



- Call for projects
  Summer 2015

- Transportation revenue forecast
  Summer/Fall 2015

- Operations & maintenance need assessments
  Summer/Fall 2015

- Project performance assessment
  Winter 2015

# Goals & Performance Targets

**CLIMATE PROTECTION**

**1** Reduce per-capita $CO_2$ emissions from cars and light-duty trucks by **15%**\*\*

**ADEQUATE HOUSING**

**2** *[placeholder pending further discussion by MTC and ABAG on housing target language]*

Text marked in green indicates that the target will be developed later in the process pending further discussion with stakeholders.

Text marked with **\*\*** indicates that the target was rolled over from Plan Bay Area.

# Goals & Performance Targets

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| | | | |
|---|---|---|---|
| HEALTHY & SAFE COMMUNITIES | **3** | Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by **10%** | |
| OPEN SPACE AND AGRICULTURAL PRESERVATION | **4** | Direct **all** non-agricultural development within the urban footprint (existing urban development and UGBs)** | |
| EQUITABLE ACCESS | **5** | Decrease the share of lower-income residents' household income consumed by transportation and housing by **10%**** | |
| | **6** | Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by **15%** | |
| | **7** | *[placeholder for a future performance target related to displacement risk]* | |

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# Goals & Performance Targets

ECONOMIC
VITALITY

**8** Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions

**9** *[placeholder for a future performance target related to jobs/wages]*

**10** *[placeholder for a future performance target related to goods movement]*

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# Goals & Performance Targets

TRANSPORTATION
SYSTEM
EFFECTIVENESS

**11** Increase non-auto mode share by **10%****

**12** Reduce vehicle operating and maintenance costs due to pavement conditions by **100%**

**13** Reduce per-rider transit delay due to aged infrastructure by **100%**

Text marked in green indicates that the target will be developed later in the process pending further discussion with stakeholders.
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Image Source: https://www.flickr.com/photos/asherisbrucker/12929881895

# Scenario Evaluation

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**PLANNING FRAMEWORK**

**PERFORMANCE ASSESSMENT**

**SCENARIOS**

SCENARIO-LEVEL TARGETS ASSESSMENT

SCENARIO-LEVEL EQUITY ASSESSMENT

**LAND USE PATTERNS**

**TRANSPORTATION PROJECTS + POLICIES**

# Project Performance Assessment

**Plan BayArea 2040**

**TARGETS ASSESSMENT**

*Assessed qualitatively using target scores*

Determine impact on adopted targets

**BENEFIT-COST ASSESSMENT**

*Assessed quantitatively using MTC Travel Model*

Evaluate relative cost-effectiveness

**HIGH-PERFORMING** and **LOW-PERFORMING PROJECTS**

*Identified based on the combination of target scores & benefit-cost ratios*

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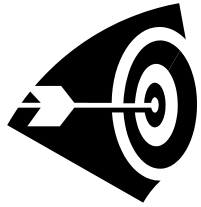
## TARGETS ASSESSMENT
*Assessed qualitatively using target scores*

For each target, score from -1 to +1

Example criteria – Increase non-auto mode share by 10%-age points

| Assessment | Score | Criteria |
|---|---|---|
| Support | +1, +0.5 | • Provides alternative to driving<br>• Improves transit service and connections to transit<br>• Improves active transportation facilities |
| Minimal | +0 | • Minimal effect on demand for driving |
| Adverse Impact | -0.5, -1 | • Increases the demand for driving<br>• Worsens transit service<br>• Worsens active transportation facilities |

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## BENEFIT – COST ASSESSMENT

*Assessed quantitatively using MTC Travel Model One*

$$\frac{\text{Benefits}}{\text{Costs}} = \frac{\text{Travel Time + Travel Cost + Emissions + Collisions + Health}}{\text{Capital costs + net O\&M costs}}$$

Difference between "base" and "build" scenarios in 2040

Build scenario = each project added individually to the baseline network

Benefits = difference between baseline and build, **across the region**

**Sample High-Performing Projects from Plan Bay Area**

*Prioritized for Regional Funding*

BART Metro

Urban BRT Systems

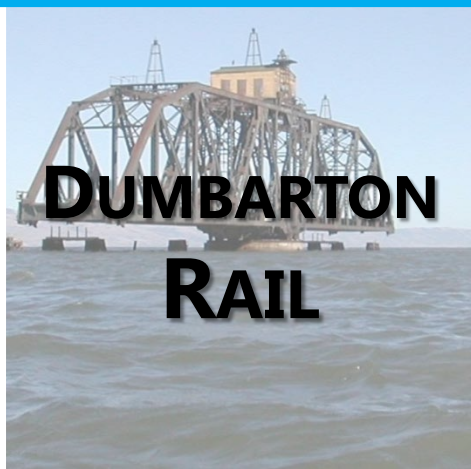Caltrain Electrification

BART Extension to San Jose

SF Congestion Pricing

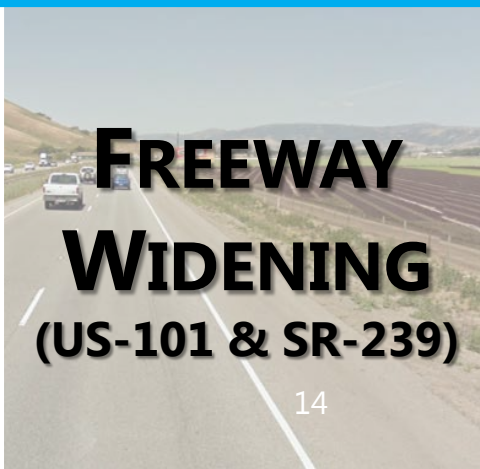Freeway Performance Initiative

**Sample Low-Performing Projects**

*Required Compelling Case for Inclusion in Plan*

SMART Expansion

Dumbarton Rail

Freeway Widening (US-101 & SR-239)

# Next Steps

September 30, 2015 – Call for Projects closes

October 31, 2015 – Resolutions of local support for Call for Projects due to MTC

**October – Project meetings with CMA staff and sponsors**

Winter 2015 – Project performance assessment

Winter 2015 – Scenario development and evaluation

Spring 2016 – MTC/ABAG adopts a preferred scenario (aka the Plan)

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# Thank You