



101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Meeting Agenda

Regional Advisory Working Group

Tuesday, November 3, 2015

9:30 AM

Lawrence D. Dahms Auditorium

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission's Website: www.mtc.ca.gov

9:30 a.m.

1. [15-0987](#) Welcome, Introductions
Presenter: Miriam Chion, ABAG and Ken Kirkey, MTC

9:35 a.m.

2. [15-0866](#) Regional Parking Initiative: Value Pricing Pilot (VPP) Parking Project

Findings around Value Pricing Pilot Study on parking data, best practices and potential recommendations for MTC and other public agencies.
Action: Information
Presenter: Valerie Knepper, MTC
Attachments: [02_Parking Planning Committee DRAFT.pdf](#)

10:00 a.m.

3. [15-0863](#) Plan Bay Area 2040 Draft Revenue Forecast

Draft revenue forecast of transportation fund sources for Plan Bay Area 2040.
Action: Information
Presenter: William Bacon and Theresa Romell, MTC
Attachments: [03_Plan Bay Area 2040 Draft Revenue Forecast.pdf](#)

10:30 a.m.

4. [15-0955](#) Staff Recommendation for Remaining Performance Targets (MTC Resolution No. 4204, Revised)

Presentation on a staff recommendation for performance targets not already adopted (adequate housing, displacement risk, jobs / wages, and goods movement) in advance of Commission and ABAG Board consideration for approval later this month.

Action: Information

Presenter: Pedro Galvao, ABAG and Dave Vautin, MTC

Attachments: [04_Staff Recommendation for Remaining Performance Targets \(MTC Resolutio](#)

11:00 a.m.

5. Next Steps / Other Business / Public Comments

11:35 a.m.

6. Adjournment / Next Meeting

The next meeting of the Regional Advisory Working Group will be December 1, 2015, 9:30 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.810.5769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 15-0987 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 10/8/2015 **In control:** Regional Advisory Working Group

On agenda: 11/3/2015 **Final action:**

Title: Welcome, Introductions

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Welcome, Introductions

Presenter:
Miriam Chion, ABAG and Ken Kirkey, MTC



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Legislation Details (With Text)

File #: 15-0866 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/11/2015 **In control:** Regional Advisory Working Group
On agenda: 11/3/2015 **Final action:**
Title: Regional Parking Initiative: Value Pricing Pilot (VPP) Parking Project
Findings around Value Pricing Pilot Study on parking data, best practices and potential recommendations for MTC and other public agencies.

Sponsors:

Indexes:

Code sections:

Attachments: [02_Parking Planning Committee DRAFT.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Regional Parking Initiative: Value Pricing Pilot (VPP) Parking Project

Findings around Value Pricing Pilot Study on parking data, best practices and potential recommendations for MTC and other public agencies.

Presenter:

Valerie Knepper, MTC

Recommended Action:

Information

Attachments



TO: Regional Advisory Working Group

DATE: October 27, 2015

FR: Valerie Knepper

RE: Regional Parking Initiative: Value Pricing Pilot (VPP) Parking Project

Through the Regional Parking Initiative, MTC has been working for several years to implement parking reform, focusing on both directly supporting local parking reforms, and regional policies to support regional transportation, land use, environmental, and economic policy goals. MTC has assisted many local jurisdictions in the reform of parking policies over the last decade, providing training, tools, and customized analyses. For an overview of the Regional Parking Initiative work to date see http://www.mtc.ca.gov/planning/smart_growth/parking/

Overview of the Value Pricing Pilot (VPP) Parking Project

The Value Pricing Pilot (VPP) Analysis Project is a two year regional initiative led by MTC to reform parking policies to support implementation of Plan Bay Area, with an emphasis on the role of pricing. This project is made possible by a \$560,000 grant from the Federal Highway Administration (FHWA). A technical advisory committee has assisted with development of this project. This Committee has received previous reports; this briefing reflects the completion of the VPP project, and leads into next steps for the Regional Parking Initiative.

Process and Key Findings

The VPP Project collected, geocoded and analyzed new parking data from 25 locations, including supply, restrictions and occupancy at five times of day for a weekday and weekend, and presents these in an interactive web tool, along with analytical tools and additional parking policy information. The locations selected are Priority Development Areas (PDAs) where local jurisdictions were interested in gaining a greater understanding of parking conditions as a basis for developing policies. Policy recommendations were made on the basis of case studies, best practices and modeling, along with the data. Key findings from this analysis are summarized below and will be discussed as part of the presentation to the committee. This effort is best examined on the web site at <http://vppweb-beta.s3-website-us-west-2.amazonaws.com/#/database>

- 1) **Most study locations have significant amounts of unused parking, even during the peak use time.** While there is excess parking demand and usage on particular streets during the peak in some locations, there are significant amounts of unused parking spaces in lots and structures within a few blocks in almost all the locations and at almost all times.
- 2) **Many locations do not have pricing policies that effectively balance parking demand across their area. There is a lack of coordination of prices between on-street and off-street parking.** Prices for on-street parking are typically lower, or free, while lots and structures tend to have higher prices. This commonly results in drivers double parking and circling searching for free/inexpensive on-street parking spaces, clogging up local business districts and resulting in excess vehicle miles of travel, while structures go underutilized.

- 3) **Many parking requirements are not closely aligned with demand of the relevant population in the local context. Households that are younger or lower income and who have good walk/bike and transit access have lower automobile ownership rates. High parking requirements make housing less affordable.** There is some movement toward reformed parking requirements based more on local populations, local land uses, transit access, and prices; regional support is valued.
- 4) **When parking structures are included in transit projects, there is often a lack of analysis of relative cost and effectiveness of alternative modes of access and of the impact of pricing on the need for or appropriate size of a structure and pricing strategies.** While parking structures can be a component of the transit system, their relative cost effectiveness and usefulness depends on local land use and transportation conditions.
- 5) **Employee programs that charge for parking are the most effective in reducing driving to work.** However, many employers are reluctant to charge for parking at work. Parking cash-out is an attempt to put charging for parking into a more favorable perspective, but is not being implemented in the Bay Area. Programs that provide subsidies for alternative modes are more expensive and less effective, but appear to be more acceptable.
- 6) **Regional parking policies are a logical policy approach as part of the Sustainable Community Strategy (SCS, as per SB 375.** Regional policies can be effective by providing expertise, supporting local analyses and implementation, conditioning funds on local adoption of appropriate parking policies, and increased scrutiny on the use of regional funds.

Next Steps

The VPP Project makes a number of recommendations; key among them are the following:

1. **Fund local parking reform projects that implement pricing.** MTC and BAAQMD have initiated a Climate Initiative Project this year in which parking reform is the top priority; requests are in excess of available funds. The agencies could commit to future years of this program. Estimated cost: \$6 million/cycle.
2. **Continue to support and build the Regional Parking Database.** The Regional Parking Database has created a valuable new tool for analyzing parking conditions. Training for local jurisdictions and additional data collection would make local and regional analysis both more effective and efficient. Estimated cost: \$60,000/year.
3. **Require / conduct analysis of parking structures prior to the commitment of regional funds.** Condition funds on the meeting thresholds regarding access options and financial implications. Estimated cost: \$50,000/ year.
4. **Work with local jurisdictions, Congestion Management Agencies (CMAs) and developers to reduce parking requirements.** Document local successes, develop guidelines, and provide resources to assist in the reduction of local parking requirements to allow for more market based levels of parking. Estimated cost: \$30,000/year staff time.

We look forward to your comments and recommendations.

Attachment

Attachment A: Potential Regional Parking Policy Actions

<u>Level of impact</u>	Actions (generally ordered by impact)	Ease to Implement
<u>High</u> Includes direct new regional programs and actions that condition some regional funding on localities adopting parking reforms	1. Establish a regional parking space (VMT/GHG) fee, in coordination with cities/CMAAs/transit agencies, use of funds for alternative modes. Or develop a regional parking cap and trade approach. Might require nexus studies.	Harder
	2. Develop an ISR regarding fees on new parking spaces/development with credit for location/tdm, etc, (see San Joaquin Valley https://www.valleyair.org/ISR/Documents/isr_faq_10_29_12.pdf and Imperial County. http://www.co.imperial.ca.us/AirPollution) Need to carefully evaluate impact, especially on housing production	Harder
	3. Require adoption of local smart parking policies, including elimination of parking minimums in locations with quality transit (TPAs), for regional funding programs, including OBAG 2/3, RM3, New Starts/Small Starts. This was considered as an option for a previous OBAG round, but not implemented.	Medium
	4. Parking structure/lot construction - require analysis and establish thresholds (alternative mode, cost, pricing) for regional funding of new parking structures or lots (including RM 3, New Starts/Small Starts)	Easier/ Medium
<u>Medium</u> Actions that support local implementation of pricing and managing parking.	5. Modify the next Bay Area CBO program to require parking cash-out in applicable situations	Medium
	6. Fund additional local and corridor/multi-city parking data collection, smart parking policy and management plans, and implementation with stronger parking policies. Continue funding Technical Assistance Program, PDA/Station Area Plan. Develop additional funding sources for implementation. Improve pricing and management tools.	Easier
	7. Develop a regional parking management system plan for local jurisdictions, including reduced parking minimums. Monitor, summarize, analyze local strategies, evaluate technologies, promote successful approaches. Coordinate public and private parking management systems. Support legislative reforms.	Easier
	8. Enforce current parking cash-out, with Air District. and/or develop model for local jurisdictions (cities, CMAAs) to enforce parking cash-out and collect and use fees. Education, then enforcement	Easier
<u>Low</u> Regional analysis, small programs	9. Incorporate UrbanSim modeling of reductions in parking requirements in SCS scenarios. Upgrade Travel Model 3 to include additional parking data and submodels, in downtowns and at transit stations	Easier
	10. TOAH – limit/prioritize funding to projects with appropriate parking policies and strategies. Increase requirements for AHSC	Easier



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File #: 15-0863 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/11/2015 **In control:** Regional Advisory Working Group
On agenda: 10/6/2015 **Final action:**
Title: Plan Bay Area 2040 Draft Revenue Forecast

Draft revenue forecast of transportation fund sources for Plan Bay Area 2040.

Sponsors:

Indexes:

Code sections:

Attachments: [03_Plan Bay Area 2040 Draft Revenue Forecast.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Plan Bay Area 2040 Draft Revenue Forecast

Draft revenue forecast of transportation fund sources for Plan Bay Area 2040.

Presenter:

William Bacon and Theresa Romell, MTC

Recommended Action:

Information

Attachments



TO: Regional Advisory Working Group

DATE: October 27, 2015

FR: William Bacon and Theresa Romell, MTC

RE: Plan Bay Area 2040 Draft Revenue Forecast

Background

In June 2015 MTC staff shared with stakeholders proposed financial projections assumptions and methodology for Plan Bay Area 2040 (Plan) as well as a first look at a possible revenue scenario for the Plan. Since the spring MTC staff have worked to develop a draft revenue forecast for the Plan based upon the assumptions methodology. The draft revenue forecast, which is summarized in Table 1 below, draws upon data from MTC, transit operators, local jurisdictions, congestion management agencies, and other stakeholders. The funds in the Plan are divided into six categories: federal, state, regional, local, anticipated/unspecified, and other. Each section of this memo details key issues impacting revenue from its relevant category. Table 1 also provides a comparison of total revenues between the previous Regional Transportation Plan/Sustainable Communities Strategy, Plan Bay Area, which was adopted in 2013 and the draft Plan Bay Area 2040 forecast. Total revenue in year-of-expenditure (YOES) dollars for the 24 year Plan period of FY 2016-17 to FY 2039-40 is currently projected to be \$287 billion.

Schedule

The draft revenue forecast will not be finalized until shortly before the Plan is adopted in 2017. It will be updated to reflect additional local revenues submitted through the call for projects, local value capture proposals submitted by congestion management agencies (CMAs), and possible new revenue sources approved before 2017 (including new county or transit operator ballot measures).

Table 1. Draft Plan Bay Area 2040 Revenue Estimate (in Billions \$)

Revenue Category	Plan Bay Area Revenue FY 12-13 to FY 39-40 (YOES)	Plan Bay Area 2040 Revenue FY 16-17 to FY 39-40 (YOES)	Difference (%)
Federal Funds Total	\$33.5	\$24.9	-26%
State Funds Total*	\$45.6	\$54.9	20%
Regional Funds Total	\$36.9	\$37.2	1%
Local Funds Total	\$148.3	\$153.8	4%
Anticipated/Unspecified Total	\$14.0	\$14.0	0%
Other**	\$13.7	\$2.5	-82%
TOTAL	\$291.8	\$287.3	-2%

**Plan Bay Area 2040 includes anticipated funding for the Bay Area segment of the California High Speed Rail (HSR) project which was not included in Plan Bay Area. It also assumes a “Fuel Augmentation Measure” placeholder in light of current negotiations in the State Legislature.*

***Note that the significant difference is due to the assignment of regional gas tax, Cap and Trade, and county managed express lane revenues to other categories in Plan Bay Area 2040 as compared to Plan Bay Area. “Other” now includes only San Francisco cordon congestion pricing.*

Attachment 1 contains projections for each revenue source included in the plan. The below sections of the memo discuss some of the key issues underlying the Plan Bay Area 2040 Draft Revenue Forecast.

General Assumptions

The Plan revenue forecast is based on the following time frame and inflation assumptions:

- Time Frame – The Plan covers a time period from FY 2016-17 through FY 2039-40 (24 years). All revenue projections are prepared in escalated year of expenditure dollars (YOES\$).
- Inflation Rate – The Plan assumes a 2.2% inflation rate, the same inflation rate as the 2013 Plan. This rate is consistent with ten year inflation forecasts for the Bay Area from the California Department of Finance, the U.S. Federal Reserve, and the federal Office of Management and Budget (OMB).

Federal Funds

Federal fund sources included in the revenue forecast are assumed to increase at a 2% annual growth rate for the period from FY 2016-17 to FY 2021-22 and at a 3% annual growth rate for the remainder of the Plan. These growth rates are applied to a base year of the actual federal funds received in the region in FY 2013-14.

- New Starts, Small Starts, and Core Capacity

The draft revenue forecast includes a total \$5.3 billion for Federal Transit Administration (FTA) Section 5309 Fixed-Guideway Capital Investment Grants, usually referred to as the New Starts and Small Starts programs. The revenue forecast for the New/Small Starts program is based upon an analysis of the amount of funding the Bay Area has received from the programs over the last ten years which amounts to an average of nearly 8% of the overall national program. This represents a significant increase to the Bay Area share of the national program over the 5% share that was assumed in Plan Bay Area.

The \$5.3 billion includes \$670 million in committed New Starts funding for remaining needs on the Central Subway and BART to Berryessa projects and \$50 million in committed Small Starts funding for remaining needs on the Van Ness BRT and SMART to Larkspur projects. This \$720 million in committed New/Small Starts funding is separate from the \$660 million New/Small Starts Reserve established in Plan Bay Area. The draft revenue forecast does not propose any policy for use of uncommitted New/Small Starts funds. Development of New/Small Starts and Core Capacity priorities will take place in a separate discussion prior to adoption of the Plan in 2017.

With the approval of MAP-21 in 2012 the FTA added an additional project type eligible for funding through the New Starts and Small Starts programs. MAP-21 included language authorizing the FTA to award New Starts and Small Starts funds to “Core Capacity” projects “which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity, or are expected to be at or above capacity within five years.” Over the Plan period MTC expects the Bay Area will perform well with Core Capacity-type projects given the age of fixed-guide way in our transit systems.

State Funds

The majority of state funds for transportation are based on various motor vehicle fuel taxes. Assumptions underlying the prices and level of consumption for motor vehicle fuel used in the financial projections strive to be consistent with those assumptions used by MTC’s travel model. Fuel price and consumption assumptions are based on figures and growth rates developed jointly by MTC, the Southern California Association of Governments (SCAG), the San Diego Association of Governments (SANDAG), and the Sacramento Area Council of Governments (SACOG), California’s four largest metropolitan planning organizations (MPOs). These joint assumptions will be used by each of the four MPOs in the development of their updated regional plans.

Table 2. MPO Agreement Fuel Assumptions

Year	Price Assumptions (2015\$)	Bay Area Daily Consumption Assumptions (1,000 gallons)	Change in Consumption
2015	\$3.83	7,054	N/A
2035	\$5.29	4,079	-42%

Table 2 shows the fuel assumptions from the MPO agreement for 2015 and 2035 (the final year of the MPO agreement). For the period from 2035 to 2040 a linear growth rate was used to project price and consumption for the remaining years of the Plan period. The significant projected decrease in motor vehicle fuel consumption is due to a variety of factors including higher federal Corporate Average Fuel Economy (CAFE) standards, increased market share of alternative fuel vehicles, and turnover/replacement of the existing auto fleet with more fuel efficient vehicles. It is important to note that consumption forecasts for diesel fuel are expected to increase slightly over the course of the Plan, not decrease, therefore revenues generated from diesel fuel taxes (e.g., State Transit Assistance) are not expected to be significantly affected.

▪ State Transportation Improvement Program (STIP)

The STIP consists of two main parts, the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The RTIP is the 75% regional share of the capital improvement program that includes projects on and off the state highway system. The ITIP is the 25% interregional share that focuses on projects in the state that cross metropolitan boundaries or are generally more regional in scope. The STIP draft revenue forecast totals \$3.8 billion over the Plan period, with \$3.1 billion in RTIP funds and \$0.7 billion in ITIP funds.

The forecast is a significant decrease in anticipated RTIP revenues from Plan Bay Area which totaled \$6.0 billion. This decrease is due to several factors including the projected 42% decrease in motor vehicle fuel consumption in California over the Plan period which significantly reduces

overall state fuel tax revenues. Additionally the California Transportation Commission's (CTC) 2016 STIP Fund Estimate shows only \$46 million available statewide in the period that includes the first three years of the Plan. The 2016 STIP Fund Estimate is used for the initial three years of the Plan with the forecast for the remaining 21 years consistent with the above fuel consumption assumptions. Further, the STIP is negatively affected by the diversion of truck weight fees to the state General Fund to pay bond debt.

- Cap and Trade

The draft revenue forecast currently includes projections for the various state Cap and Trade programs consistent with \$2.5 billion in annual statewide generations, which the Cap and Trade auctions are currently generating. Table 3 below provides details on the assumed Bay Area shares for the various Cap and Trade programs. This forecast for existing statutory Cap and Trade programs is consistent with the draft Cap and Trade Framework update which will be presented at the October MTC Programming and Allocations Committee. The share assumptions detailed in Table 3 are based upon either state statute (for the Low Carbon Transit Operations Program) or upon MTC's analysis of the results of the first year of state awards for the other programs. The revenue forecast also includes \$1.5 billion in revenue from the 40% of Cap and Trade revenues which have not been programmed by the state Legislature. This forecast is based on the assumption that 1/3 of the 40% un-programmed Cap and Trade funds will benefit transportation projects and that of those funds the Bay Area will receive its population share of 19%. The \$1.5 billion assumes half or \$760 million of this amount will be dedicated to goods movement projects in the region.

Table 3. Cap and Trade Bay Area Shares (in Billions \$)

Cap and Trade Program	Revenue	Bay Area % Share of Total
Affordable Housing & Sustainable Communities Program (transportation projects)	\$0.5	9% (30% of the 30% of total AHSC funds benefiting transportation projects)
Cap & Trade High Speed Rail	\$1.3	19%
Low Carbon Transit Operations Program Population-Based	\$0.3	19%
Low Carbon Transit Operations Program Revenue-Based	\$0.8	54%
Transit and Intercity Rail Capital Program	\$1.8	30%
40% Un-programmed Cap and Trade Funds <ul style="list-style-type: none"> ▪ Goods Movement - \$760 million total over Plan period 	\$1.5	6.3% (19% of 33% of total un-programmed funds benefiting transportation projects)
TOTAL	\$6.2	N/A

- **High Speed Rail**

The Plan will include the California High Speed Rail (HSR) project, the first time this major statewide initiative has been included in the regional transportation plan. The revenue forecast includes \$9 billion in funds for the HSR project and supporting connectivity projects in the Bay Area. These funds are assumed based upon the Bay Area's track-mile share of the total HSR project, consistent with the 2014 HSR Business Plan. Fund sources include Cap and Trade funds for HSR, Proposition 1A funds, and future state funding from other sources.

- **New State Revenue Sources**

In June 2015 when sharing the proposed financial assumptions for the Plan, MTC had proposed including a placeholder state revenue source due to discussions about increased transportation funding between the Legislature and Governor Brown. This placeholder measure was expected to generate over \$7.5 billion in revenue for the State Highway Operations and Protection Program (SHOPP) and for local streets and roads over the Plan period. Although negotiations during the special legislative session which adjourned for the time being in September did not yield a successful funding measure, the special session will continue when the Legislature reconvenes in 2016 and staff is hopeful that the Legislature will approve a measure in the short term. To reflect this modest but not cockeyed optimism, staff has retained a placeholder amount. The placeholder amount has been reduced to approximately \$6.4 billion in order to reflect that the measure may be less robust or timely than some of the legislative proposals from earlier in the year in terms of revenue generation.

Regional Revenues

The majority of the regional revenue for the Plan is attributed to bridge tolls and the AB 1107 sales tax in the three BART district counties.

- **\$2 Bridge Toll Increase** – The 2013 Plan included a \$1 increase in bridge tolls starting in FY 2017-18. The draft Plan revenue forecast is assuming a \$2 increase in FY 2019-20.
- **10¢ Regional Gas Tax** – As with the 2013 Plan, the Plan revenue forecast includes a 10¢ regional gas tax beginning in FY 2017-18.

Local Revenues

The major local fund sources in the Plan include transit fare revenues, street and road local revenue, and sales tax based revenues.

- **Sales Taxes**

The revenue forecast includes revenues generated by county transportation sales taxes, transit district sales taxes, and the Transportation Development Act's (TDA) Local Transportation Fund ¼ cent sales tax which is collected in each Bay Area county. The forecast also includes revenues expected from the reauthorization of county and transit district sales taxes which are currently set to expire during the Plan period. Forecasts for county transportation sales taxes and transit district sales taxes are developed directly by the sales tax administering agencies. Estimates for county sales tax and transit district measures were submitted by each county sales tax agency. These estimates are used in the revenue forecast to maintain consistency with sales tax expenditure and strategic plans. To maintain consistency, TDA growth rates also assume the same growth rates as

those provided by the sales tax authorities in their respective counties. Table 4 below details the projected sales tax growth rates for county and transit district measures and TDA.

Table 4. Projected Sales Tax Growth Rates

County	Average Sales Tax Growth Rate
Alameda	1.23%
Contra Costa	3.83%
Marin	2.00%
Napa	0.36%
San Francisco	3.57%
San Mateo/SamTrans	1.00%
Santa Clara/VTa	2.80%
Solano*	1.94%
Sonoma	4.00%
SMART	2.85%
AB 1107**	2.56%

**Sales tax forecast for Solano County is based on a ten year retrospective analysis of actual TDA receipts.*

***AB 1107 forecast is the weighted average of projected growth rates for Alameda, Contra Costa, and San Francisco counties.*

▪ Value Capture

Following the Plan Bay Area 2040 call for projects and after county project budgets/targets are reduced to conform with forecasted revenue, MTC will allow project sponsors to propose revenue generated through value capture strategies such as Enhanced Infrastructure Financing Districts (EIFD), assessment districts, community facilities districts (Mello-Roos), and public-private partnerships for inclusion in the Plan's revenue forecast. Proposals would be evaluated based on feasibility of implementation and likelihood of estimated revenue generation. Proposals would also require endorsement by the project sponsor's CMA or transit board. The goal of this process is to encourage project sponsors without a fully funded project to explore innovative methods to complete their project's funding plan. A workshop will be held for project sponsors and Congestion Management Agency staff in December 2015, to provide more information on value capture concepts and tools for evaluating value capture opportunities.

Anticipated/Unspecified

Anticipated/unspecified represents funding that is likely to become available from federal or state sources over the course of the Plan period, but is unspecified in terms of source or expenditure requirements. Reasonably anticipated revenues differ from new, specific revenue that would be generated under local or regional control such as sales tax reauthorizations or regional bridge toll increases. An example of this revenue would be the American Recovery and Reinvestment Act (ARRA) transportation funding that was distributed by the federal government in FY 2009 in response to the national recession as well as Proposition 1B funding approved statewide by voters in 2006. The revenue forecast includes \$14 billion in anticipated/unspecified revenues. This estimate is

based upon a historical analysis of revenue sources that materialized over a fifteen year period from FY 2001-02 through FY 2015-16.

Other

This category includes committed revenues associated with the proposed congestion pricing projects in downtown San Francisco and on Treasure Island which were included in the 2013. Revenues from these two sources may be modified based on the results of the Plan Bay Area 2040 call for projects.

Next Steps

This draft revenue forecast will inform the next phases of the Plan development process including the eventual development of a preferred, fiscally constrained scenario. The financial projections, however, will not be finalized until shortly before the adoption of the Plan in 2017, in order to allow for updates to revenue estimates based on legislative or economic changes.

Attachments

Attachment A – Plan Bay Area 2040 Draft Revenue Forecast by Source

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Attachment A
PLAN BAY AREA 2040 DRAFT REVENUE FORECAST BY SOURCE
In Billions of Year of Expenditure \$

Revenue Source	Plan Bay Area 2040 Total Revenue	Plan Bay Area 2040 Total Committed Revenue	Plan Bay Area 2040 Total Discretionary Revenue
FEDERAL			
FHWA Construction of Ferry Boats & Ferry Terminal Facilities Formula Program	\$ 0.04	\$ 0.04	\$ -
FHWA/FTA Section 5303 Metropolitan Planning	\$ 0.03	\$ 0.03	\$ -
FHWA Congestion Mitigation & Air Quality (CMAQ) Improvement Program	\$ 2.35	\$ -	\$ 2.35
FHWA Highway Safety Improvement Program (HSIP)	\$ 0.31	\$ 0.31	\$ -
FHWA Surface Transportation Program (STP)	\$ 2.94	\$ -	\$ 2.94
FTA Passenger Ferry Grant Program	\$ 0.10	\$ 0.10	\$ -
FTA Sections 5307 & 5340 Urbanized Area Formula (Capital)	\$ 7.25	\$ -	\$ 7.25
FTA Section 5309 Fixed-Guideway Capital Investment Grants - New Starts and Core Capacity	\$ 4.67	\$ 0.67	\$ 4.00
FTA Section 5309 Fixed-Guideway Capital Investment Grants - Small Starts	\$ 0.65	\$ 0.05	\$ 0.60
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	\$ 0.16	\$ -	\$ 0.16
FTA Section 5311 Non-Urbanized Area Formula	\$ 0.06	\$ -	\$ 0.06
FTA Section 5337 State of Good Repair Formula	\$ 5.91	\$ -	\$ 5.91
FTA Section 5339 Bus & Bus Facilities Program	\$ 0.44	\$ -	\$ 0.44
Federal Total	\$ 24.91	\$ 1.20	\$ 23.70
STATE			
Active Transportation Program (ATP) - State Program	\$ 0.28	\$ -	\$ 0.28
Affordable Housing & Sustainable Communities Program	\$ 0.54	\$ 0.54	\$ -
High Speed Rail	\$ 9.26	\$ 8.40	\$ 0.86
Cap & Trade 40% Uncommitted Funds	\$ 0.76	\$ -	\$ 0.76
Cap & Trade Goods Movement (from 40% Uncommitted Funds)	\$ 0.76	\$ 0.76	\$ -
Fuel Tax Augmentation Measure	\$ 6.38	\$ 6.38	\$ -
Gas Tax Subvention	\$ 9.52	\$ 9.52	\$ -
Low Carbon Transit Operations Program Population-Based	\$ 0.29	\$ -	\$ 0.29
Low Carbon Transit Operations Program Revenue-Based	\$ 0.80	\$ 0.80	\$ -
Proposition 1B	\$ 0.01	\$ 0.01	\$ -
State Highway Operations & Protection Program (SHOPP)	\$ 13.75	\$ 13.75	\$ -
State Transit Assistance (STA) Population-Based	\$ 1.79	\$ -	\$ 1.79
State Transit Assistance (STA) Revenue-Based	\$ 5.12	\$ 5.12	\$ -
Transit and Intercity Rail Capital Program	\$ 1.80	\$ 1.20	\$ 0.60
State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares	\$ 3.11	\$ 0.14	\$ 2.97
STIP: Interregional Road/Intercity Rail (ITIP)	\$ 0.73	\$ 0.12	\$ 0.61
State Total	\$ 54.91	\$ 46.75	\$ 8.16

REGIONAL				
2% Toll Revenues	\$	0.09	\$	0.09
5% State General Funds	\$	0.09	\$	0.09
Active Transportation Program (ATP) - Regional Program	\$	0.31	\$	0.31
AB 1107 ½-cent Sales Tax in three BART counties (25% MTC Administered Share)	\$	2.61	\$	2.61
AB 1107 ½-cent Sales Tax in three BART Counties (75% BART Share)	\$	7.82	\$	-
AB 1171	\$	0.25	\$	0.25
AB 434 (Transportation Fund for Clean Air – Regional) – 60% of funding	\$	0.37	\$	-
AB 664	\$	0.38	\$	0.38
BATA Base Toll Revenues	\$	3.59	\$	-
Bridge Toll Increase - \$2.00	\$	5.60	\$	5.60
Regional Express Lane Network Revenues	\$	5.40	\$	-
Regional Gas Tax Increase - 10¢	\$	3.97	\$	3.97
Regional Measure 2 (RM2)	\$	3.10	\$	-
RM1 Rail Extension Reserve	\$	0.29	\$	0.29
Service Authority for Freeway and Expressways (SAFE)	\$	0.15	\$	-
Seismic Retrofit	\$	3.18	\$	-
Regional Total	\$	37.19	\$	23.60
LOCAL				
AB 434 (Transportation Fund for Clean Air – County Program Manager) – 40% of funding	\$	0.25	\$	-
County Sales Tax Measures	\$	31.62	\$	-
County Sales Tax Measures - Reauthorizations	\$	5.85	\$	-
County Vehicle Registration Fees	\$	1.02	\$	-
County Vehicle Registration Fees - Reauthorization	\$	0.03	\$	0.03
Express Lane Revenue (county managed)	\$	3.00	\$	-
Golden Gate Bridge Toll	\$	3.43	\$	-
Land Sales & Other Developer Revenues	\$	1.00	\$	-
Local Funding for Streets and Roads	\$	14.76	\$	-
Property Tax/Parcel Taxes	\$	5.27	\$	-
San Francisco Municipal Transportation Agency (SFMTA) General Fund	\$	10.50	\$	-
SMART Sales Tax in Marin and Sonoma Counties	\$	0.54	\$	-
SMART Sales Tax in Marin and Sonoma Counties - Reauthorization	\$	0.64	\$	0.64
Transit Fare Revenues	\$	37.10	\$	-
Transit Non-Fare Revenues	\$	23.50	\$	-
Transportation Development Act (TDA)	\$	12.38	\$	12.38
Other Local	\$	2.90	\$	-
Local Total	\$	153.79	\$	140.74
ANTICIPATED/UNSPECIFIED				
Anticipated/Unspecified	\$	14.00	\$	14.00
Anticipated/Unspecified Total	\$	14.00	\$	14.00
OTHER				
San Francisco Treasure Island/Cordon Pricing	\$	2.50	\$	-
Other Total	\$	2.50	\$	-
GRAND TOTAL	\$	287.29	\$	72.49
<i>Plan Bay Area (2013) Total Revenue</i>	<i>\$</i>	<i>291.82</i>	<i>\$</i>	<i>78.20</i>



Plan BayArea 2040



Plan Bay Area 2040 Draft Revenue Forecast

Photo Credit: Richard Masoner

Regional Advisory Working Group
November 3, 2015

Draft Revenue Forecast

- Draft forecast covers period from FY 2016-17 to FY 2039-40 (24 years)
- Assumes 2.2% annual inflation rate
- Draft forecast will be final in spring 2017, just before Plan adoption

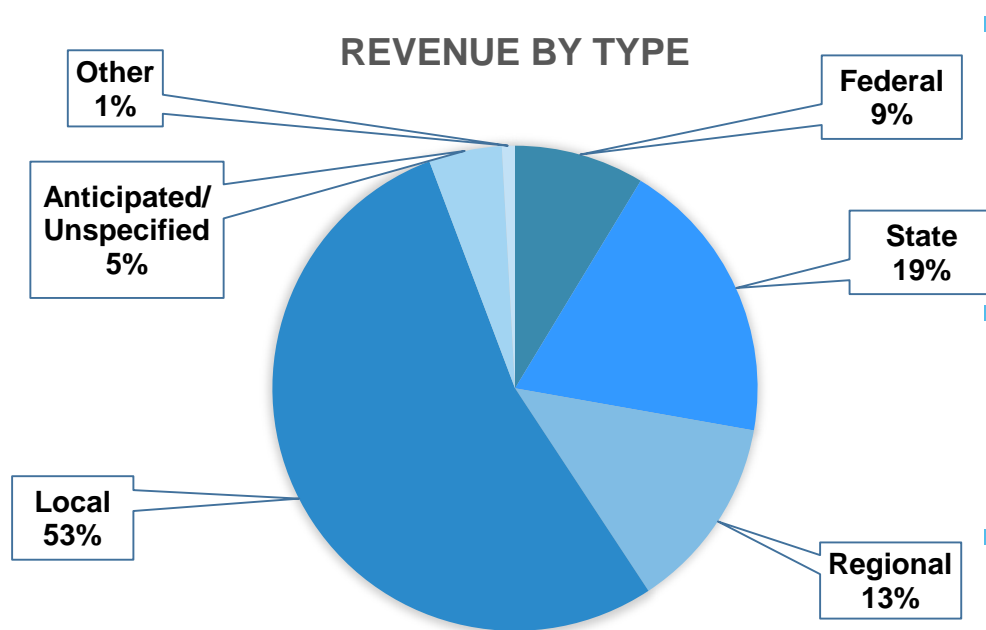
Draft Plan Bay Area 2040 Revenue Estimate (in Billions of Year of Expenditure \$)

Revenue Category	Plan Bay Area Revenue FY 12-13 to FY 39-40 (YOE\$)	Plan Bay Area 2040 Revenue FY 16-17 to FY 39-40 (YOE\$)	Difference (%)
Federal Funds	\$33.5	\$24.9	-26%
State Funds*	\$45.6	\$54.9	20%
Regional Funds	\$36.9	\$37.2	1%
Local Funds	\$148.3	\$153.8	4%
Anticipated/Unspecified	\$14.0	\$14.0	0%
Other**	\$13.7	\$2.5	-82%
TOTAL	\$291.8	\$287.3	-2%

**Plan Bay Area 2040 includes anticipated funding for the Bay Area segment of the California High Speed Rail (HSR) project which was not included in Plan Bay Area. It also includes a "Fuel Augmentation Measure" in light of current negotiations in the State Legislature*

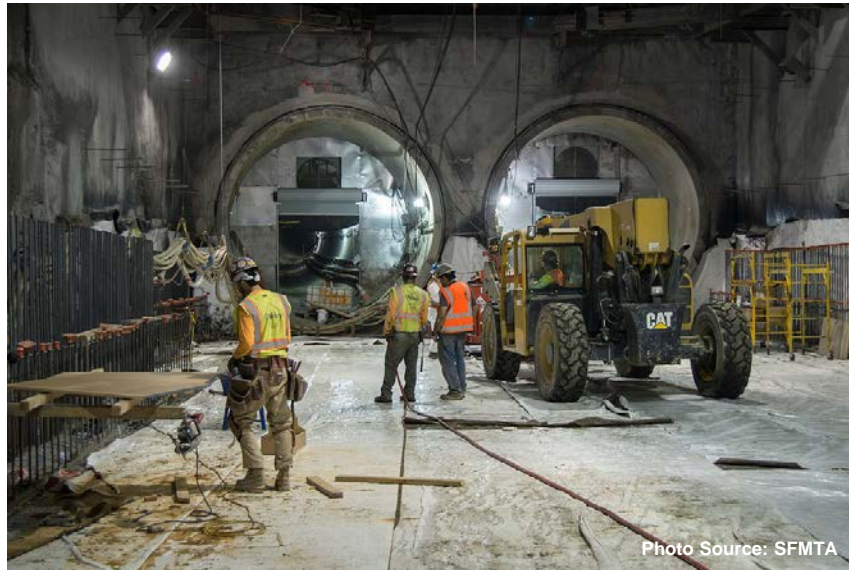
***Note that the significant difference is due to the assignment of regional gas tax, Cap and Trade, and county managed express lane revenues to other categories in Plan Bay Area 2040 as compared to Plan Bay Area. "Other" now includes only San Francisco cordon congestion pricing.*

Local/Regional Funds are Critical



- Local and regional fund sources constitute 66% of all transportation funding in the Plan period
- Federal funds expected to decrease, down from 11% in Plan Bay Area
- Cap and Trade funding provides boost to state funding
- State funds reflect projected decrease in motor vehicle fuel consumption and diversion of truck weight fees
- Anticipated funds based on retrospective analysis

Federal Funding



- Federal funds expected are significantly lower than in Plan Bay Area, \$25 billion vs. \$33 billion
- Decrease in STP and CMAQ funds compared to Plan Bay Area
- Key to major transit investment projects through New/Small Starts/Core Capacity. Forecast assumes Bay Area receives 7.6% of national program compared to 5% in Plan Bay Area based on trends analysis

State Funding



Photo Source: Mark Hogan

- Majority of revenue tied to motor vehicle fuel taxes
- Gasoline consumption expected to decrease 42% over Plan period
- Forecast assumes state action to partially offset reductions in revenue – \$6.4 billion included, middle-of-the-road estimate of various state funding proposals
- Cap and Trade program generates \$4.95 billion in new funds for region

“Big 4” California MPO Gasoline Price and Consumption Assumptions

Year	Price Assumptions (2015\$) per gallon	Bay Area Consumption Assumptions (1,000 gallons)	Change in Consumption
2015	\$3.83	7,054	N/A
2035	\$5.29	4,079	-42%

Regional Funding



- Most revenue tied to toll revenues from the state-owned bridges and regional express lanes
- Forecast includes a \$2 bridge toll increase in 2020, last non-multi-axle increase was in 2010 – \$1 increase was included in Plan Bay Area
- Forecast also includes a 10¢ regional gas tax starting in 2018 – included in Plan Bay Area

Local Funding



Photo Source: Marc Buehler

- Majority (55%) of Plan revenues
- Much of these funds go to operations and maintenance (O&M)
- Includes transit fare revenues, sales taxes, local streets and roads revenues, transit tax measures
- Sales tax growth rates developed by counties
- New to this Plan: local value capture revenues
- “Other” funds include pricing projects in San Francisco/Treasure Island

Next Steps



- Review draft revenue forecast with stakeholders
- Update estimate after Plan Bay Area 2040 Call for Projects and Operating/Capital Needs Assessments work is complete in early 2016
- Update after November 2016 election
- Finalize revenue forecast in 2017 before Plan Bay Area 2040 adoption



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-0955 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/8/2015 **In control:** Regional Advisory Working Group
On agenda: 11/3/2015 **Final action:**
Title: Staff Recommendation for Remaining Performance Targets (MTC Resolution No. 4204, Revised)

Presentation on a staff recommendation for performance targets not already adopted (adequate housing, displacement risk, jobs / wages, and goods movement) in advance of Commission and ABAG Board consideration for approval later this month.

Sponsors:

Indexes:

Code sections:

Attachments: [04 Staff Recommendation for Remaining Performance Targets \(MTC Resolution No. 4204, Revised\) -](#)

Date	Ver.	Action By	Action	Result
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Subject:

Staff Recommendation for Remaining Performance Targets (MTC Resolution No. 4204, Revised)

Presentation on a staff recommendation for performance targets not already adopted (adequate housing, displacement risk, jobs / wages, and goods movement) in advance of Commission and ABAG Board consideration for approval later this month.

Presenter:

Pedro Galvao, ABAG and Dave Vautin, MTC

Recommended Action:

Information

Attachments



TO: Regional Advisory Working Group

DATE: October 27, 2015

FR: Pedro Galvao, ABAG and Dave Vautin, MTC

RE: Staff Recommendation for Remaining Performance Targets (MTC Resolution No. 4204, Revised)

This memorandum presents the staff recommendation for the four remaining performance targets for Plan Bay Area 2040. In September 2015, MTC and ABAG approved the Plan goals, as well as nine of the thirteen performance targets. Over the past two months, staff has sought feedback from jurisdictions and stakeholders to develop a recommendation for the remaining four targets. Staff is seeking action by the committees to refer the remaining Plan Bay Area 2040 targets for approval by the MTC Commission on November 18 and by the ABAG Executive Board on November 19.

Background

Performance-based planning is a central element of the long-range planning process for MTC and ABAG. In 2013, Plan Bay Area included a set of ten performance targets that were used to evaluate over a dozen different scenarios and hundreds of transportation projects. Plan Bay Area 2040 carries over the goals from the last Plan, as well as performance targets related to greenhouse gas emissions, open space & agricultural preservation, affordability and non-auto mode share. In total, thirteen performance targets will be used to compare scenarios, highlight tradeoffs between goals, analyze proposed investments and flag issue areas where the Plan may fall short. Performance targets will guide Plan development and will be supplemented in the future by required federal performance measures.

In September, MTC and ABAG adopted the goals and nine of the thirteen performance targets (refer to **Attachment A** for more detail). At that time, policymakers also directed staff to identify four more performance targets for consideration this month; these targets relate to adequate housing, displacement risk, jobs/wages and goods movement. This memorandum highlights the staff recommendation developed in response to this direction, which is being reviewed by the Regional Advisory Working Group, Regional Equity Working Group, MTC Policy Advisory Council, and MTC Planning / ABAG Administrative Committees this month.

Development Process for Staff Recommendation

Staff received clear direction from policymakers in September regarding the issue areas for each of the four remaining performance targets. However, for each issue area, there are a number of potential performance targets, each with their own strengths and weaknesses. To narrow down the field to the most promising candidates, staff scored potential targets' viability using the standard targets criteria identified in **Attachment B**. Stakeholder input was then sought at an October 6 meeting, at which point staff discussed options for the remaining performance targets. Staff received valuable feedback from approximately 50 attendees, ranging from local governments & congestion management agencies to non-governmental organizations representing equity, economic, and environmental interests.

The four proposed performance targets are highlighted in **Attachment A**, with specific methodologies included in **Attachment C**. The remainder of this memorandum discusses the rationale behind the staff recommendation for each performance target.

Proposed Target #2: Adequate Housing

ABAG and MTC staff have reached consensus on the Adequate Housing target language and are recommending using MTC's proposed language with inclusion of the explanation below. The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth. The forecast of households, jobs, population, and in-commute will remain as established by the approved forecast methodology and best practices.

Proposed Target #7: Equitable Access - Displacement Risk

The proposed performance target for risk of displacement reflects a focus on Priority Development Areas (PDAs) as the fundamental building block of Plan Bay Area 2040. Given the high level of growth forecasted for these areas, staff recommends that the performance target focus specifically on displacement risk in these communities. The proposed target seeks to eliminate displacement risk in PDAs triggered by investments and related growth pressures and to support mixed-income communities.

Proposed Target #9: Economic Vitality - Jobs/Wages

Over the past few months, there has been significant discussion with stakeholders about the issue of middle-wage jobs. Middle-wage jobs have been declining in the Bay Area, impacting the region's economic diversity and stability. The challenge related to creating a middle-wage job performance target has been that many potential performance targets do not meet the criteria established for the Plan Bay Area 2040 process. However, given the significance of this issue, staff is recommending including a performance target related to middle-wage job creation despite the fact that it will not vary between scenarios. This modeling limitation is a result of the control total framework, which does not allow for any variance in the total number or type of jobs across the scenarios. The proposed target sets a goal of growing the Bay Area's middle-wage jobs at the same rate as overall regional job growth.

Proposed Target #10: Economic Vitality - Goods Movement

The proposed performance target for goods movement was designed to reflect concerns raised at the September joint committee meeting related to goods movement and traffic congestion. Given ongoing work with the Regional Goods Movement Plan, the proposed target focuses specifically on highway corridors identified as the Regional Freight Network¹ in that planning effort. It prominently reintroduces the issue of highway delay into Plan Bay Area 2040 by relying upon a revised version of a performance target last included in *Transportation 2035*.

Next Steps

- **November 18, 2015:** Seek ABAG Executive Board approval of all four remaining Plan Bay Area 2040 performance targets
- **November 19, 2015:** Seek MTC Commission approval of all four remaining Plan Bay Area 2040 performance targets
- **January 2016:** Release project performance assessment results for public review
- **Spring 2016:** Release scenario performance assessment results for public review

¹ The Regional Freight Network includes segments along the following highway corridors: I-880, I-80, I-580, US-101, I-680, SR-12/SR-37, SR-152 and SR-4; it was finalized earlier this year as part of the Goods Movement Plan.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee
Revised: 11/18/15-C

ABSTRACT

Resolution No. 4204, Revised

This resolution adopts the goals and performance targets for Plan Bay Area 2040.

This resolution was amended on November 18, 2015 to reflect the selection of the four remaining performance targets for Plan Bay Area 2040, previously included as placeholders in September 2015.

Further discussion of this action is contained in the MTC Executive Director's Memoranda to the Planning Committee dated September 4, 2015 and November 6, 2015 and to the Commission dated September 16, 2015 and November 11, 2015.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee

Re: Adoption of Goals and Performance Targets for Plan Bay Area 2040

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4204

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, SB 375, Chapter 728, Statutes of 2008, amended Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and added Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and amended Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality; and

WHEREAS, SB 375 requires MTC and Association of Bay Area Governments (“ABAG”) to adopt a Sustainable Communities Strategy (SCS), referred to as Plan Bay Area 2040 (“the Plan”); and

WHEREAS, SB 375 specifies how MTC and the ABAG are to collaborate in the preparation of the Plan; and

WHEREAS, MTC and ABAG may elect to set performance targets for the purpose of evaluating land use and transportation scenarios to help inform selection of a draft and final Plan; and

WHEREAS, goals and performance targets adopted by MTC and ABAG will be applied in the planning process at the regional level and do not constitute standards, policies or restrictions that apply to decisions under the jurisdiction of local governments; and

WHEREAS, MTC and ABAG have solicited extensive input from local governments, partner transportation agencies, the MTC Policy Advisory Council, the Regional Equity Working Group, and other regional stakeholders on goals and performance targets; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists a set of goals and performance targets representing environmental, economic and equity outcomes MTC and ABAG hope to achieve through the Plan; and

WHEREAS, the goals and performance targets in Attachment A provide a framework for both quantitative and qualitative assessment of potential transportation projects to inform decisions about the projects to be included in the financially constrained element of the Plan; and

WHEREAS, MTC and ABAG will periodically measure progress toward the performance targets in order to assess the impacts of regional and local policies and investments, modify or adjust programs or policies, modify or adjust performance targets, or inform development of future Plan updates, now, therefore be it

RESOLVED, MTC adopts the goals and performance targets set forth in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on September 23, 2015.

Date: September 23, 2015
W.I.: 1212
Referred by: Planning Committee
Revised: 11/18/15-C

Attachment A
Resolution No. 4204
Page 1 of 1

Goals and Performance Targets for Plan Bay Area 2040

Goal	#	Performance Target
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year
Healthy and 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	Reduce the share of low- and moderate-income renter households in PDAs that are at an increased risk of displacement to 0%
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	Increase by 35%* the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by 20%
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%

* = the numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth

ATTACHMENT A: STAFF RECOMMENDATION FOR REMAINING PLAN BAY AREA 2040 PERFORMANCE TARGETS

Goal	#	Proposed Target*	Same Target as PBA?
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%	✓
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year	
Healthy and 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	Reduce the share of low- and moderate-income renter households in PDAs that are at an increased risk of displacement to 0%	
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	Increase by 35%** the number of jobs in predominantly middle-wage industries	
	10	Reduce per-capita delay on the Regional Freight Network by 20%	
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 blue highlights staff recommendation for four remaining performance targets

** = the numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth

ATTACHMENT B: PRIMARY TECHNICAL CRITERIA FOR SELECTING PERFORMANCE TARGETS

Criterion for an Individual Performance Target

- 1** **Targets should be able to be forecasted well.**
A target must be able to be forecasted reasonably well using MTC's and ABAG's models for transportation and land use, respectively. This means that the target must be something that can be predicted with reasonable accuracy into future conditions, as opposed to an indicator that can only be observed.
- 2** **Targets should be able to be influenced by regional agencies in cooperation with local agencies.**
A target must be able to be affected or influenced by policies or practices of ABAG, MTC, BAAQMD and BCDC, in conjunction with local agencies. For example, MTC and ABAG policies can have a significant effect on accessibility of residents to jobs by virtue of their adopted policies on transportation investment and housing requirements.
- 3** **Targets should be easy to understand.**
A target should be a concept to which the general public can readily relate and should be represented in terms that are easy for the general public to understand.
- 4** **Targets should address multiple areas of interest.**
Ideally, a target should address more than one of the three "E's" – economy, environment, and equity. By influencing more than one of these factors, the target will better recognize the interactions between these goals. Additionally, by selecting targets that address multiple areas of interest, we can keep the total number of targets smaller.
- 5** **Targets should have some existing basis for the long-term numeric goal.**
The numeric goal associated with the target should have some basis in research literature or technical analysis performed by MTC or another organization, rather than being an arbitrarily determined value.

Criterion for the Set of Performance Targets

- A** **The total number of targets selected should be relatively small.**
Targets should be selected carefully to make technical analysis feasible within the project timeline and to ensure that scenario comparison can be performed without overwhelming decision-makers with redundant quantitative data.
- B** **Each of the targets should measure distinct criteria.**
Once a set of targets is created, it is necessary to verify that each of the targets in the set is measuring something unique, as having multiple targets with the same goal unnecessarily complicates scenario assessment and comparison.
- C** **The set of targets should provide some quantifiable metric for each of the identified goals.**
For each of the seven goals identified, the set of performance measures should provide some level of quantification for each to ensure that that particular goal is being met. Multiple goals may be measured with a single target, resulting in a smaller set of targets while still providing a metric for each of the goals.

ATTACHMENT C: PROPOSED PERFORMANCE TARGETS – BACKGROUND INFORMATION & METHODOLOGIES

Performance Target #2: Adequate Housing

House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year

Background Information

Similar to the greenhouse gas reduction target, California Senate Bill 375 requires Plan Bay Area to house all of the region's growth. This is an important regional issue given that long interregional trips – which typically have above-average emission impacts – can be reduced by planning for sufficient housing in the region.

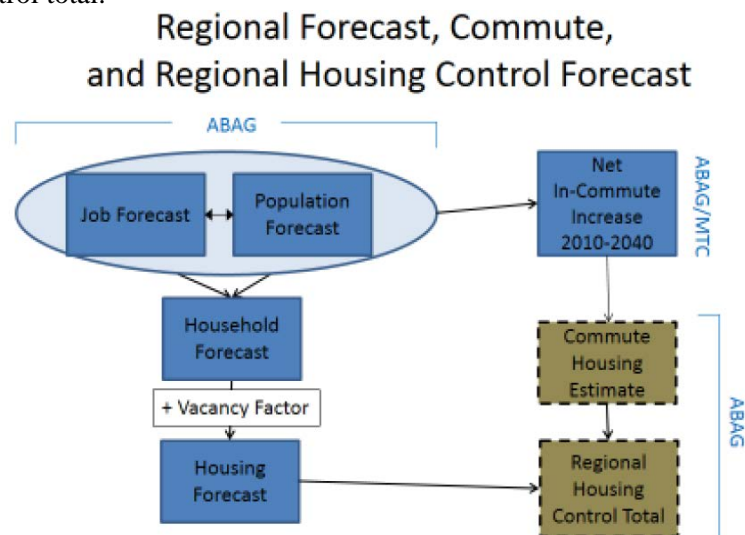
ABAG and MTC staff have reached consensus on the Adequate Housing target language and are recommending using MTC's proposed language with inclusion of the explanation below. The Adequate Housing target relates to a Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA) which increases the housing forecast by the housing equivalent to in-commute growth. The forecast of households, jobs, population, and in-commute will remain as established by the approved forecast methodology and best practices.

Past Experience

A similar version of this target was included in Plan Bay Area adopted in 2013, although the proposal for Plan Bay Area 2040 incorporates language clarifying how the regional housing control total will be calculated as agreed to by MTC, ABAG, and the Building Industry Association as part of a 2014 legal settlement. In 2013 Plan Bay Area housed 100% of the region's projected growth as defined under the adopted language from 2011.

Evaluation Methodology

Evaluation of this performance target will utilize the methodology relating to the Regional Forecast agreed to by both agencies. The regional housing control total will estimate the total number of units needed to accommodate all of the residents in the region plus the number of housing units that correspond to the in-commute increase. The number of units will include a reasonable vacancy level for circulation of units among movers. The figure below diagrams the overall regional forecast process that leads to a regional housing control total.



Performance Target #7: Equitable Access (Displacement Risk)

Proposed Target Language: Reduce the share of low- and moderate-income renter households in PDAs that are at an increased risk of displacement to 0%

Background Information

Displacement has consistently been identified as a major concern for low-and-moderate-income households, who are most vulnerable to rising costs in the Bay Area's housing market. As households relocate to more affordable areas within and outside the region, they may lose not only their homes but also their social networks and support systems. The scale of displacement across the Bay Area has triggered major concerns among the region's elected officials who requested that displacement be directly addressed in Plan Bay Area.

The region's strong economy has brought many benefits such as employment growth, innovative technologies, and tax revenues for infrastructure improvements and public services. However, since housing production usually lags job creation, especially in a booming economy, there has been upward pressure on housing costs which is most keenly felt by households with the least resources. The working definition of displacement in this document is: *Displacement occurs when a household is forced to move from its place of residence due to conditions beyond its ability to control. These conditions may include unjust-cause eviction, rapid rent increase, or relocation due to repairs of demolition, among others.*

While there is currently no precise tool available to predict which and what number of households would be displaced from a given neighborhood, current research allows planners to measure existing and future displacement risk. According to the Regional Early Warning System for Displacement (REWS) study by the Center for Community Innovation at UC Berkeley (www.urbandisplacement.org), areas that are experiencing losses of low-income residents and affordable units are home to about 750,000 people. In general, areas of displacement and displacement risk are concentrated around high capacity transit corridors such as Caltrain on the Peninsula, BART in the East Bay, and in the region's three largest cities.

It is important to note that this approach highlights areas where low-income households are potentially vulnerable to displacement, however this study does not "predict" which specific neighborhoods will experience displacement, or how many households will be displaced in the future.

With a numeric target for displacement risk of 0%, ABAG and MTC are signaling the importance of this issue at the regional level. At the same time, regional agencies and stakeholders recognize that more specific local strategies will be needed beyond the scope of the Plan. The broader trend of risk is a function of job growth and wage disparities without an equal or greater expansion of adequate affordable housing at all income levels.

Plan Bay Area has the potential to accomplish substantial environmental and social sustainability goals if Priority Development Areas (PDAs) are able to carry out development without displacement. PDAs are locally identified areas that are suitable for accommodating the region's future growth. By designating them as PDAs, regional agencies are recognizing local priorities that will help meet regional goals for sustainable development. Regional policies and programs may, to an extent, mitigate the impacts of focused growth patterns, but the most effective measures are still local, though there is a critical role for state and federal agencies as well.

Past Experience

This target is not new to Plan Bay Area 2040, although it represents a more refined version of a displacement risk measure that was based on overburdened renters in Plan Bay Area 2013 Equity Analysis. Overburdened renters served as a proxy for vulnerable populations. Using this methodology,

the 2013 Equity Analysis estimated that the Plan increased the risk of displacement on Communities of Concern by 36% and 8% everywhere else. Current estimates from the REWS study suggest that this methodology may have significantly underestimated the risk of displacement on lower-income households.

Evaluation Methodology

Regional agencies propose to measure displacement risk by measuring the decline of low and moderate-income households in PDAs between the target baseline year and 2040.

In order to forecast the risk of displacement in 2040 relative to conditions in the baseline year, the analysis will compare the following three data points *[note that “lower-income” is defined as including both low- and moderate-income households]*:

- Number of lower-income renter households in the target baseline year in each census tract or TAZ;
- Number of lower-income households in 2040 as projected by ABAG through its demographic forecast; and
- Number of lower-income renter households in each census tract or TAZ in 2040 through UrbanSim, the land use model.

Working under the assumption that UrbanSim will be used for forecasting future renter household location patterns, the analysis will estimate which zones (e.g., census tracts or TAZs) gained or lost the total number and share of lower-income households – “projected” vs. “actual”. Zones designated as PDAs that lost lower-income households (beyond 2 standard deviations from the regional mean to account for margin of error) would be defined as areas where there is risk of displacement. The share of lower-income households at risk of displacement would be calculated by dividing the number of lower-income households living in census tracts in PDAs with an increased risk of displacement by the total number of lower-income households living in census tracts in PDAs in 2040.

The relative risk of displacement for each Plan scenario will be estimated using this methodology. Relative risk is expected to vary between scenarios, since each scenario will allocate households across the region based on different growth patterns. A comparison of these relative risks will determine which scenario maximizes benefits or adverse impacts on lower-income households.

Performance Target #9: Economic Vitality (Jobs/Wages)

Proposed Target Language: Increase by 35% the number of jobs in predominantly middle-wage industries*

** = indicates that the numeric target will be revised based on the final ABAG forecast for overall job growth*

Background Information

As home to some of the world’s most innovative and successful businesses, the Bay Area boasted a gross regional product of \$631 billion in 2013, making it one of the world’s largest economies. However, the region’s economic prosperity is unevenly felt, as 36% of the region’s 1.1 million workers earn less than \$18 per hour with the majority of those earning even less than \$12 per hour. As the Bay Area’s cost of living (particularly housing costs) continues to skyrocket, a decent quality of life is becoming increasingly out of reach for hundreds of thousands of workers, particularly those without higher education.

The proposed performance target acknowledges the importance of middle-wage jobs in the Bay Area’s economy. The numeric target is based on a goal to preserve the target baseline year share of middle-wage jobs - by growing middle-wage jobs at the same rate as the region’s overall growth in total jobs.

The exact numeric target will be updated in early 2016 to make it fully consistent with the overall job growth rate forecast from the finalized control totals.

Past Experience

This target is new to Plan Bay Area 2040, as the issue of middle-wage jobs was not specifically addressed in Plan Bay Area.

Evaluation Methodology

The number of jobs in predominantly middle-wage industries would be forecast using ABAG's Forecast of Housing, Population and Jobs. This target expects a proportional growth of jobs in predominantly middle-wage industries to the region's overall growth in jobs; preliminary forecasts show overall job growth of approximately 35% between the target baseline year and 2040.

Given that some industries have a higher proportion of middle-wage jobs than others, ABAG will use the number of jobs in predominantly middle-wage industries as a proxy for the number of middle-wage jobs. Presently, forecasting limitations do not allow us to project the number of jobs in individual occupations (i.e., how many nurses there will be in 2040); however, ABAG can project the sectoral makeup of jobs within different industries. The share of middle-wage jobs within each industry will be identified using baseline data for wage breakdowns by industry; the share of middle-wage jobs in a given industry today will be assumed to be the same in 2040 for the purpose of target forecasting.

Notably, this target will not differ between scenarios, typically a requirement for performance targets. All regional forecast totals are held constant throughout the Plan process in order to focus on the Plan's different transportation investments and land use patterns and to assure consistency within the EIR analysis. In this sense, this performance target is more of an aspirational target, rather than a measure that can be compared across scenarios.

Performance Target #10: Economic Vitality (Goods Movement)

Proposed Target Language: Reduce per-capita delay on the Regional Freight Network by 20%

Background Information

This target reflects the importance of goods movement as a component of the region's overall economy. In addition to ensuring access to and from the Port of Oakland – a major economic engine for the Bay Area – goods movement is critical in supporting agricultural and industrial sectors in the region. This proposed target focuses specifically on how trucks – the primary mode for goods movement – are affected by traffic congestion. While truck traffic cannot be forecasted with a high level of precision, this performance target captures the delay on high-volume truck corridors already identified by the Regional Goods Movement Plan.

The numeric target, reflecting a goal of reducing per-capita delay on these corridors by 20 percent, was based on *Transportation 2035* (adopted in 2009). That plan was the most recent long-range regional plan to incorporate a delay target, as Plan Bay Area did not have a specific target related to goods movement. While *Transportation 2035* focused on delay across the entire network, this performance target is slightly refined to focus in on goods movement corridors under the overarching goal of Economic Vitality.

Past Experience

This target is similar to a performance target used in *Transportation 2035*; however, no targets related to congestion reduction or goods movement were included in Plan Bay Area. In *Transportation 2035*, per-capita congestion increased as a result of capacity-constrained infrastructure (combined with robust pre-recession employment forecasts). Plan Bay Area congestion forecasts, included in the Environmental Impact Report (EIR), also showed a significant increase in congestion between baseline year and horizon year conditions.

Evaluation Methodology

In addition to calculating total delay, Travel Model One can output vehicle hours of delay for specific corridors. To calculate this target, the appropriate corridors will be flagged for analysis based on the Regional Freight Network from the ongoing goods movement plan; these include segments of the following highway corridors: I-880, I-80, I-580, US-101, I-680, SR-12/SR-37, SR-152 and SR-4. Vehicle hours of delay on this network will be calculated for a typical weekday and will be based on the differential between forecasted and free-flow speeds. The total vehicle hours of delay accrued on the network identified above will then be divided by the regional population to calculate the per-capita delay along these freeway segments. Note that rail freight delay – which is a relatively small component of both overall goods movement and goods movement delay in the Bay Area – is not reflected in the target due to travel model limitations.

October 16, 2015

Dave Vautin
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
dvautin@mtc.ca.gov

Re: Feedback on proposed Plan Bay Area Performance Target #9 (Jobs/Wages)

Dear Mr. Vautin:

Thank you for all your work on the Jobs/Wages Performance Target (Target #9) for Plan Bay Area. As members and supporters of the Bay Area Quality Jobs Network of the 6 Wins, we would like to offer the following comments on the proposed Options #1 and #2 (as provided in the “Remaining Targets” memo dated Oct. 6, 2015):

Proposed Option #1 Focuses on the Bay Area’s Biggest Economic Challenge

Of the two options proposed for Target #9, we strongly support Option #1, “Increase by 35%* the number of jobs in predominantly middle-wage industries.”

This target focuses directly on the primary problem: the growth of wage inequality and the rapidly shrinking share of middle-wage, family-supporting jobs accessible to Bay Area residents.

Land use and transportation planning and investment plays a significant role in shaping economic development. With appropriate economic development goals the Plan Bay Area 2040 and its implementing projects can reflect an intent to retain and create more middle-wage jobs and make those jobs accessible to Bay Area’s lower-income residents. We understand that Plan Bay Area is certainly not the only factor affecting the jobs mix. But neither is it the only factor affecting the housing market (Target #2), pavement conditions (Target #12), or residents’ levels of physical activity (Target #3). In the same vein, Option #1 will open up a space in Plan Bay Area to focus on the ways in which regional and local growth patterns and decision-making do impact the jobs mix, and to do our share to address this challenge.

In contrast, Option #2, “Increase by 35%* the number of jobs in predominantly middle-wage industries accessible within 30 minutes by auto or 45 minutes by transit in congested conditions,” does not address the primary problem, and furthermore, is a near-duplicate of the already adopted Target #8 (Reso. No. 4204, adopted 9/23/15). Ensuring a robust transportation network that links people to jobs is certainly important. But there is no obvious reason to create a second target that measures the same metric for middle-wage jobs only. We have not seen any data suggesting that existing middle-wage workers have substantially *more* difficulty getting to work than do existing low-wage workers.

Increasing transportation access to middle-wage jobs without also working to increase the number and share of jobs which are middle-wage is likely to have little impact, since we already have too many people chasing after far too few middle-wage jobs.

The Bay Area Needs to Both *Preserve* and *Expand* Middle-Wage Jobs

We understand that the benchmark for this target (currently 35%) is proposed to set a goal of keeping the share of middle-wage jobs stable, rather than targeting an increased share. While we strongly believe that the Bay Area needs to not just maintain, but increase its share of middle-wage jobs, stopping the bleeding is the first step.

If the final adopted target remains at a level consonant with preserving rather than increasing middle-wage jobs, we urge MTC and ABAG to simultaneously adopt a strong statement committing to revisit the topic between now and the next update of Plan Bay Area to work towards strategies that would enable us to set and reach a more ambitious goal for PBA 2022.

Modeling Constraints Should Not Dictate Our Region's Goals

We understand that the model used to analyze alternative scenarios for Plan Bay Area (UrbanSim) does not currently have the capacity to forecast the impacts of different scenarios or programs on the jobs mix, and that as a consequence, the model output would show no difference between varied scenarios with respect to performance on Option #1.

While it would certainly be ideal to be able to model this target, the model limitations should not lead us to avoid setting goals on critical issues impacting the region. Rather, let's acknowledge that we do not currently have the technical capacity to accurately forecast it, and instead focus on gaining good understanding of current conditions as a baseline, and use those to inform planning, program and policy approaches.

We would further suggest a long-term goal to work towards being able to incorporate these indicators into the modelling methodology in time for the next update of Plan Bay Area.

We Need to Measure Wages Accurately to Reflect Geographic Differences and Recognize that Labor Markets Can Change

The formulation “predominantly middle-wage industries”, used in both options for the Jobs/Wages Performance Target, is problematic. Using industries as a proxy for wages embeds at least two assumptions: that the wage distribution in an industry is the same everywhere in the Bay Area, and that the wage distribution stays the same over time. These assumptions fail to acknowledge the ability of policies or strategies that change industry dynamics to bring low-wage jobs up to a livable wage; or conversely, to push wages downward in formerly middle-wage industries.

In short: Wage distribution is not an inherent or immutable characteristic of an industry.

- It varies over time.
- It varies by geography. A single industry, like food manufacturing, might be considered low-wage in one part of the Bay Area but middle-wage in another part.
- It varies widely within an industry sector. For example, retail is overall one of the biggest low-wage sectors; but there are middle-wage retailers. And health care is considered a middle-wage sector, but there are some health care industries that are almost entirely low-wage, such as home health care.
- Finally, it varies depending on a wide range of public policies. Some of those, like trade and immigration, are outside of the region's ability to impact. But there are others that can be influenced locally and in which many local governments are already engaged: minimum wages, zoning requirements, local, targeted or first source hiring, business attraction/retention strategies, and more.

Following are two possible approaches which might help the regional agencies to obtain an accurate picture of current conditions:

1) If we cannot get accurate data on wages for individual jobs (as opposed to using industry averages as a proxy), consider looking at people instead (i.e., household rather than establishment data): average weekly wages for full-time workers, or annual earnings from work. This doesn't translate directly to an hourly wage rate, but it gives a more holistic picture of workers' pay that includes the impacts of underemployment.

– OR –

2) If the regional agencies prefer to maintain the industry approach, use detailed industries – ideally 6-digit NAICS[i] – and differentiate by geography at least down to the county level. We cannot assume that the middle-wage industries in San Francisco (for example) are the same as the middle-wage industries in Napa.

Thank you for the opportunity to provide input on this critical priority for the Bay Area.

Sincerely,

Angela Glover Blackwell, President and CEO, PolicyLink

Belén Seara, Director of Community Relations, San Mateo County Union Community Alliance

Bob Allen, Urban Habitat

David Zisser, Public Advocates

Louise Auerhahn, Director of Economic & Workforce Policy, Working Partnerships USA

Rev. Earl W. Koteen, Sunflower Alliance

Rick Auerbach, Staff, West Berkeley Artisans & Industrial Companies

Tim Frank, Director, Center for Sustainable Neighborhoods

[i] Higher-level NAICS codes hide major variation between detailed industries. For example, here are average weekly wages for a few selected industries in Alameda County:

Industries within NAICS 5617:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 561710 Exterminating and pest control services	\$989
NAICS 561720 Janitorial services	\$442
NAICS 561730 Landscaping services	\$688
NAICS 561740 Carpet and upholstery cleaning services	\$556
NAICS 561790 Other services to buildings and dwellings	\$702

Industries within NAICS 33441:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 334412 Bare printed circuit board manufacturing	\$1,114
NAICS 334413 Semiconductors and related device mfg.	\$2,098
NAICS 334416 Capacitor, transformer, and inductor mfg.	\$1,453
NAICS 334417 Electronic connector manufacturing	\$1,829
NAICS 334418 Printed circuit assembly manufacturing	\$1,216
NAICS 334419 Other electronic component manufacturing	\$960

Industries within NAICS 54151:

<u>6-digit industry</u>	<u>Average weekly wage</u>
NAICS 541511 Custom computer programming services	\$3,375
NAICS 541512 Computer systems design services	\$2,047
NAICS 541513 Computer facilities management services	\$5,968
NAICS 541519 Other computer related services	\$1,162

(Source: Quarterly Census of Employment and Wages - Bureau of Labor Statistics, 2014Q1)

Plan BayArea 2040



STAFF RECOMMENDATION FOR REMAINING PERFORMANCE TARGETS

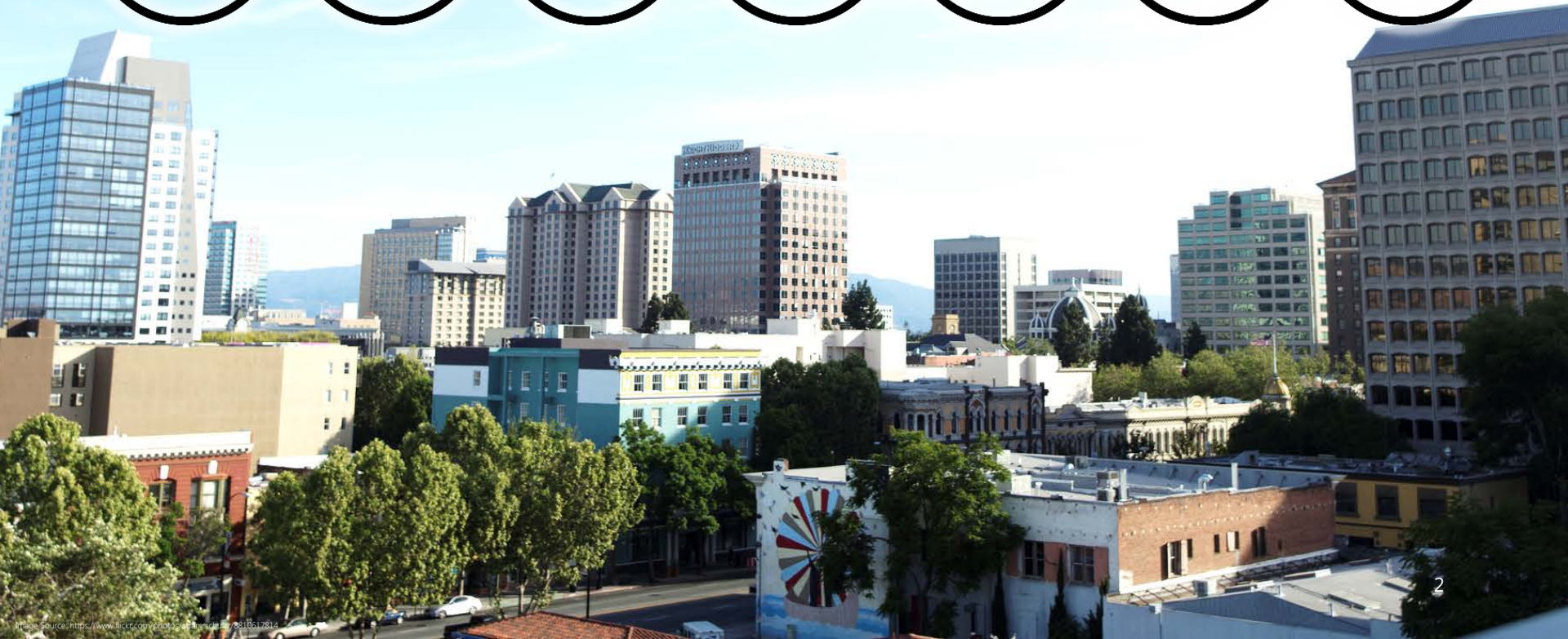


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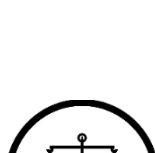
Regional Advisory Working Group
November 3, 2015

Plan BayArea 2040

Plan goals, along with nine of the thirteen performance targets, were approved by MTC and ABAG in September.



Goals & Performance Targets *(adopted in September)*

	CLIMATE PROTECTION	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
	ADEQUATE HOUSING	2	----- Placeholder -----
	HEALTHY AND 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 -----

Goals & Performance Targets *(adopted in September)*



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 -----

10

----- Placeholder -----



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%**

Proposed Target #2: Adequate Housing

Plan
Bay Area
2040

House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year

Proposed target language aligns with MTC recommendation from September 2015 meeting. ABAG and MTC now reached consensus on target language listed above.



Proposed Target #7: Equitable Access – Displacement Risk

Plan
Bay Area
2040

Reduce the share of low- and moderate-income renter households in PDAs that are at an increased risk of displacement to 0%

Why was this target selected as the staff recommendation?

- Focuses on PDAs, given the high rate of growth expected in these areas
- Emphasizes ensuring no increase in risk of displacement compared to 2010 (*land use forecast baseline*)



Proposed Target #9: Economic Vitality – Jobs/Wages

Plan
Bay Area
2040

**Increase by 35%*
the number of jobs
in predominantly
middle-wage
industries**

** = numeric target will be revised later based on final
ABAG overall job growth forecast*

Why was this target selected as the staff recommendation?

- Most responsive option available for responding to stakeholder concerns about living-wage job growth
- Simple and easy to understand (i.e., preserve the year 2010 share of jobs in middle-wage industries)



Proposed Target #10: Economic Vitality – Goods Movement

Plan
BayArea
2040

Reduce per-capita delay on the Regional Freight Network by 20%

Why was this target selected as the staff recommendation?

- Reflects concerns amongst stakeholders about nexus between traffic congestion and goods movement
- Focuses specifically on corridors with high truck volumes identified in the Regional Goods Movement Plan
- Restores delay target from *Transportation 2035*

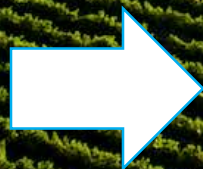


Plan BayArea 2040

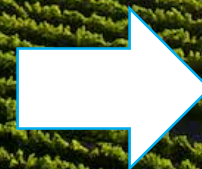
With the adoption of the remaining performance targets, the planning process can advance to the project & scenario evaluation phase.



2015
Goals & Targets
Project Evaluation



2016
Scenario Evaluation
Tradeoff Discussions



2017
EIR Process
Plan Approval