• First regional plan to integrate transportation, land use, and housing (*Sustainable Communities Strategy*)
• Initiated by California Senate Bill 375
Establish Performance Targets

Scenario Performance Assessment

Project Performance Assessment

Define Preferred Scenario

Adopt Plan Bay Area

OCTOBER 2012
ECONOMY

- Increase gross regional product

ENVIRONMENT

- Reduce per-capita greenhouse gas emissions from cars and light-duty trucks
- Direct all non-agricultural development within the urban footprint
- Reduce premature deaths from exposure to particulate emissions
- Reduce injuries and fatalities from collisions
- Increase average daily time spent walking or biking

EQUITY

- House all of the region’s projected housing growth
- Decrease housing and transportation costs as a share of low-income household budgets
Bay Area Plan

Climate Change Target

15% per-capita greenhouse gas (GHG) emissions reduction by 2035
## Performance Assessment Framework

<table>
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<th>Performance Assessment</th>
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<td>Project-Level Benefit-Cost Assessment</td>
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</table>

- **Scenario**
- **Transportation Projects**
- **Land Use Pattern**
Incorporating Sustainability into Project Performance Assessment

TARGETS ASSESSMENT

*Determine impact on targets adopted by MTC and ABAG*

Analyzed all **900** uncommitted projects

BENEFIT-COST ASSESSMENT

*Compare benefits & costs*

Analyzed most significant projects (approximately **100** in total)
Project Performance Assessment: Selected Transit Projects

Bubbles labeled for projects with greater than $15 million in annual benefits. Bubble size represents the project benefits.
Project Performance Assessment: All Road Projects

Bubble size represents the project benefits.

- Silicon Valley Express Lanes Network
- SR-239 Expressway (Brentwood to Tracy)
- SR-84/I-680 Interchange Improvements and Widening
- New SR-152 Alignment
- SR-4 Bypass Completion
- Marin-Sonoma Narrows (Phase 2)
- Fremont/Union City East-West Connector
- I-80 Auxiliary Lanes (Whipple to Cesar Chavez)
- US-101 HOV Lanes (Whipple to Cesar Chavez)
- Bay Bridge Contraflow Lane
- SR-29 HOV Lanes and BRT
- SR-85 Auxiliary Lanes
- ITS Improvements in Santa Clara and San Mateo Counties
- Congestion Pricing Pilot
- Freeway Performance Initiative
- Treasure Island Congestion Pricing
- Road Project

Adverse Impact on Targets

Supports Targets
Project Performance Assessment: Results by Project Type

Bubble size represents the total annual benefits for all projects of that type.

- Road Project
- Transit Project
- Regional Program
HIGH-PERFORMING PROJECTS
Prioritized for Regional Funding

BART Metro

Caltrain Electrification & Frequency Improvements

Bus Rapid Transit Systems in San Francisco and Oakland
HIGH-PERFORMING PROJECTS
Prioritized for Regional Funding

San Francisco Congestion Pricing

BART Extension to San Jose

Freeway Performance Initiative
LOW-PERFORMING PROJECTS
Impacts of Compelling Case Process

SMART Commuter Rail Extensions
scaled back to include only the most cost-effective segments

Dumbarton Rail
re-scoped to pursue only environmental studies

Freeway Widenings (US-101 & SR-239)
re-scoped to pursue only environmental studies
Previous RTP (Adopted in 2009)

Transportation 2035

Change in Motion

- 30% O&M - Roads & Bridges
- 5% Expansion - Roads & Bridges
- 14% O&M - Transit

$218 Billion

Current RTP (To be adopted in 2013)

Bay Area Plan

- 30% O&M - Roads & Bridges
- 9% Expansion - Roads & Bridges
- 3% O&M - Transit

$277 Billion
Prioritizing Fix-It First:
Ensuring the Sustainability of the Existing System

- Transit O&M
  - 27%
  - 58%

- Road and Bridge O&M
  - 22%
  - 30%
  - 19%
  - 33%
Conclusions

• Performance assessment can be a useful tool to put all projects and scenarios on a **level playing field** across a region – it allows agencies to go beyond travel time savings benefits to deal with key sustainability objectives.

• Modeling constraints and resource limitations are some of the **biggest challenges** to implementing comprehensive performance assessment.

• Identifying targets that help you reach realistic sustainability goals is a **top priority**, especially in the era of MAP-21.