



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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ACTIVE TRANSPORTATION WORKING GROUP: AGENDA

MEETING NOTICE

Thursday, July 16, 2015

9:30 a.m. – 11:30 a.m.

101 8th Street

Oakland, California 94607

Claremont Conference Room, 2nd Floor

Staff Contact: Therese Trivedi

Conference Call-in #:

888-273-3658

Access code: 9427202

1. **Introductions - All** 9:30 a.m.
2. **Plan Bay Area 2040 Goals and Targets and Project Performance Update** – Dave Vautin, MTC, will present information related to the goals and performance targets used to evaluate scenarios and projects and the general framework used to evaluate uncommitted transportation projects for inclusion in Plan Bay Area 2040. 9:35 a.m.
3. **Bay Area BikeShare** – Kevin Mulder, MTC, will provide a brief update on the expansion of Bay Area BikeShare. 10:00 a.m.
4. **Contra Costa Countywide Transportation Plan and Potential Expenditure Plan** Brad Beck, Contra Costa Transportation Authority, will describe the Authority’s approach to developing a transportation expenditure plan for a potential new sales tax measure in coordination with the update of its Countywide Transportation Plan. The Authority has established an Expenditure Plan Advisory Committee made up of representatives from a number of advocacy organizations which will help develop the Expenditure Plan. 10:15 a.m.
5. **Richmond/San Rafael Bridge Access Improvements Project** – Chris Lille, MTC, will present an overview/update on the Richmond/San Rafael Bridge Access Improvements project. 10:30 a.m.
6. **Announcements/Next Meeting** – Please direct suggestions for future meeting topics to MTC Staff. 11:00 a.m.

Next Meeting:

Thursday, September 17, 2015*

***Note: The ATWG meeting is the 3rd Thursday every other month starting in January**

Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor’s Appointee

Mark Luce
Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaaf
Oakland Mayor’s Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor’s Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Members will alternate taking meeting notes and typing them up for distribution.



TO: Joint MTC Planning Committee with the ABAG
Administrative Committee

DATE: July 2, 2015

FR: MTC Executive Director and ABAG Executive Director

RE: Plan Bay Area 2040 Goals & Targets and Project Performance Update

This memorandum presents the draft staff recommendation for goals and performance targets for Plan Bay Area 2040. Over the past three months, staff has been working closely with the Plan Bay Area 2040 Performance Working Group to update the adopted performance targets from Plan Bay Area. In line with the limited and focused nature of this update to Plan Bay Area, the goals and performance targets build upon the foundation of the prior Plan. Staff will seek approval of the Plan goals and targets at the September meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee.

Background

Performance-based planning is a central element of the long-range planning process for MTC and ABAG. Plan Bay Area, the region's first integrated Regional Transportation Plan/Sustainable Communities Strategy, 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 will preserve and build upon the performance-based planning process used as part of Plan Bay Area. Performance targets will again be used to compare Plan scenarios, highlight tradeoffs between policy goals, analyze proposed investments, and flag issue areas where the Plan may fall short. Regional performance targets will guide Plan development and will be supplemented in the future by required federal performance measures.

Goals and Performance Targets: Outreach & Engagement

The draft staff recommendation for goals and performance targets was extensively informed by meetings with key stakeholders, as well as outreach with the general public earlier this spring. Staff worked with the Performance Working Group, whose members include representatives of local governments, transportation agencies, non-profit organizations, and MTC's Policy Advisory Council, to identify suitable measures and targets to address key issue areas. A complete list of Performance Working Group members is included in **Attachment A**. In addition, staff sought feedback directly from the public at each of the county workshops in April and May, which generated valuable information about policy priorities for each Bay Area county.

Staff reviewed recommended changes to the performance targets through the lens of the technical criteria established in Plan Bay Area. These criteria, listed in **Attachment B** and **Attachment C**, emphasize that targets must be quantifiable and need to be able to be influenced by the Plan, among other factors. Most importantly, staff was cognizant of the importance of identifying a limited set of targets. While numerous statistics are produced over the course of the planning process via technical summaries, the Plan performance targets need to focus on the highest-priority metrics that reflect the region's most important long-term priorities.

Goals and Performance Targets: Draft Recommendation

Given the focused nature of this update to Plan Bay Area, staff recommends preserving the existing goals from Plan Bay Area and making strategic revisions to the performance targets. **Attachment D** summarizes the draft staff recommendation for Plan Bay Area 2040 goals and performance targets. Note that four targets have been carried over directly from Plan Bay Area, with modest changes recommended to another target (Adequate Housing). New targets proposed for inclusion in this Plan relate to public health, affordable housing, access to jobs, and state of good repair.

The proposed targets have a greater emphasis on transportation and housing in response to feedback received from the public at our initial round of workshops. Furthermore, the targets incorporate key improvements recommended by members of the Performance Working Group, such as an integrated public health target and an additional equity target serving as a proxy for displacement risk. Note that, at this time, MTC staff and ABAG staff are offering different proposals for target #2 (Adequate Housing) for your consideration. MTC's proposed language incorporates the in-commute language agreed to in the Building Industry Association settlement agreement. **Attachment E** outlines ABAG staff's objections to this approach. See **Attachment F** for MTC's response.

Project Performance Assessment

Before evaluating scenarios using the performance targets, MTC staff proposes conducting a performance assessment for uncommitted transportation projects, consistent with the approach taken in Plan Bay Area. This project-level evaluation will incorporate qualitative and quantitative analyses to identify both the project's level of support for adopted targets and its relative cost-effectiveness. The project performance assessment will identify high- and low-performing transportation investments and help inform scenario development by identifying regional priorities. Staff intends to work closely with the Performance Working Group this summer to identify methodological enhancements to the project performance assessment.


In addition to evaluating uncommitted expansion and operational improvement projects, staff proposes to incorporate state of good repair investments into the project performance assessment for the first time. Given the funding levels required to operate and maintain the existing system (87 percent of total revenue in Plan Bay Area), MTC believes it is appropriate to evaluate these projects in a manner consistent to other projects, thus allowing for an "apples-to-apples" performance comparison across all investment types. New state of good repair performance targets have been identified to align with this new element of the project performance assessment, in addition to better communicating the impacts of deferred maintenance on transportation system users.

Next Steps

- **Summer 2015:** Develop and document performance target methodologies
- **September 2015:** Seek approval of Plan Bay Area 2040 goals & targets
- **Fall 2015:** Define scenarios for evaluation in Plan Bay Area 2040
- **December 2015:** Release project performance assessment results for public review
- **Winter 2016:** Release scenario performance assessment results for public review


Ezra Rapport

ER/SH:dv


Steve Heminger

ATTACHMENT A: PERFORMANCE WORKING GROUP MEMBERSHIP

Category	Organization	Representative
Congestion Management Agencies	Alameda County Transportation Commission	Saravana Suthanthira
	San Francisco County Transportation Authority	Dan Tischler
	Sonoma County Transportation Authority	Chris Barney
Cities and Counties	City of Livermore	Bob Vinn
	City of San Jose	Jessica Zenk
	County of Contra Costa	Abigail Kroch
Transit Agencies	Bay Area Rapid Transit	Andrew Tang
	San Francisco Municipal Railway	Teresa Tapia
	Sonoma-Marín Area Rail Transit	Linda Meckel
	Valley Transportation Authority	George Naylor
Regional and State Agencies	Bay Area Air Quality Management District	Jaclyn Winkel
	California Department of Transportation	Cameron Oakes
	California Department of Public Health	Neil Maizlish
NGOs (Economy)	Building Industry Association	Paul Campos
	Working Partnerships USA	Louise Auerhahn
NGOs (Environment)	Greenbelt Alliance	Matt Vander Sluis
	Sierra Club	Matt Williams
NGOs (Equity)	TransForm	Clarrissa Cabansagan
	Center for Sustainable Neighborhoods	Tim Frank
MTC Policy Advisory Council	MTC Policy Advisory Council (Santa Clara County)	Randi Kinman
	MTC Policy Advisory Council (Solano County)	Richard Burnett
	MTC Policy Advisory Council (San Mateo County)	Richard Hedges

ATTACHMENT B: PRIMARY TECHNICAL CRITERIA FOR SELECTING PERFORMANCE TARGETS

#	Criterion
1	<p>Targets should be able to be forecasted well.</p> <p>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.</p>
2	<p>Targets should be able to be influenced by regional agencies in cooperation with local agencies.</p> <p>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.</p>
3	<p>Targets should be easy to understand.</p> <p>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.</p>
4	<p>Targets should address multiple areas of interest.</p> <p>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.</p>
5	<p>Targets should have some existing basis for the long-term numeric goal.</p> <p>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.</p>

ATTACHMENT C: PRIMARY TECHNICAL CRITERIA FOR IDENTIFYING A SET OF TARGETS

#	Criterion
A	<p>The total number of targets selected should be relatively small.</p> <p>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.</p>
B	<p>Each of the targets should measure distinct criteria.</p> <p>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.</p>
C	<p>The set of targets should provide some quantifiable metric for each of the identified goals.</p> <p>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.</p>

ATTACHMENT D: RECOMMENDED GOALS AND PERFORMANCE TARGETS

	Proposed Goal	#	Proposed Target	Same Target as PBA?
STATUTORY TARGETS	Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%	✓
	Adequate Housing	2	<p><i>ABAG Proposal / Current Target:</i> House 100% of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents</p> <p>-- OR --</p> <p><i>MTC Proposal:</i> House 100% of the region's projected growth by income level with no increase in in-commuters over the Plan baseline year</p>	✓
VOLUNTARY TARGETS	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 by [TBD]%	
	Economic Vitality	7	Increase the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit by [TBD]% in congested conditions	
	Transportation System Effectiveness	8	Increase non-auto mode share by 10%	✓
9		Reduce vehicle operating and maintenance costs due to pavement conditions by 100%		
10		Reduce per-rider transit delay due to aged infrastructure by 100%		

Plan
BayArea
2040

GOALS & TARGETS

AND PROJECT PERFORMANCE UPDATE



Image Source: <https://www.flickr.com/photos/theFatrob/16159764057>

Joint MTC Planning Committee with the ABAG Administrative Committee
July 10, 2015

Plan BayArea 2040

Goals and performance targets form the foundation of the planning process.



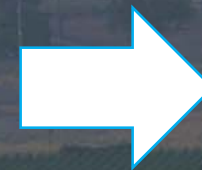
2015

Goals & Targets
Project Evaluation



2016

Scenario Evaluation
Tradeoff Discussions



2017

EIR Process
Plan Approval

What have we heard from the public about their top priorities for goals & targets?

- 1 Transportation System Effectiveness
- 2 Adequate Housing
- 3 Equitable Access
- 4 Open Space and Agricultural Preservation
- 5 Climate Protection
- 6 Healthy and Safe Communities
- 7 Economic Vitality

What have we heard from the public about their top priorities for goals & targets?

Plan
BayArea
2040



What have we heard from stakeholders about their top priorities for goals & targets?

Performance Working Group Membership

Congestion Management Agencies (CMAs)	Alameda County Transportation Commission, San Francisco County Transportation Authority, Sonoma County Transportation Authority
Cities & Counties	City of Livermore, City of San Jose, County of Contra Costa
Transit Agencies	Bay Area Rapid Transit, San Francisco Municipal Railway, Sonoma-Marín Area Rail Transit, Valley Transportation Authority
Regional & State Agencies	Bay Area Air Quality Management District, California Department of Transportation, California Department of Public Health
Non-Government Organizations (Economy)	Building Industry Association, Working Partnerships USA
Non-Government Organizations (Environment)	Greenbelt Alliance, Sierra Club
Non-Government Organizations (Equity)	TransForm, Center for Sustainable Neighborhoods
Policy Advisory Council / Equity Working Group	Randi Kinman (Santa Clara County), Richard Burnett (Solano County), Richard Hedges (San Mateo County)

What have we heard from stakeholders about their top priorities for goals & targets?

Plan
BayArea
2040

Public health

**Access to
jobs**

Affordability

Displacement

Congestion

**Housing
production**

Plan BayArea 2040

Staff evaluated revisions to the Plan Bay Area performance targets using technical criteria.

- Most importantly: targets should be **able to be forecasted and influenced** by the regional agencies.
- Targets should also be **easy to understand** and should be **limited in number** to maximize their effectiveness.

Draft Staff Recommendation: Performance Targets

Plan
BayArea
2040



CLIMATE
PROTECTION

1

Reduce per-capita CO₂ emissions from cars and light-duty trucks by **15%**



ADEQUATE
HOUSING

2

ABAG Proposal/Current Target: House **100%** of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents

- or -

MTC Proposal:* House **100%** of the region's projected growth by income level with no increase in in-commuters over the Plan baseline year



HEALTHY & SAFE
COMMUNITIES

3

Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by **10%**

* = Risk of displacement is proposed to be addressed through a dedicated affordable housing production target for PDAs (target #6). 8
Text marked in blue indicates that the target was rolled over from Plan Bay Area.

Draft Staff Recommendation: Performance Targets



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 by **[TBD]%**



ECONOMIC
VITALITY

7

Increase the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit by **[TBD]%** in congested conditions

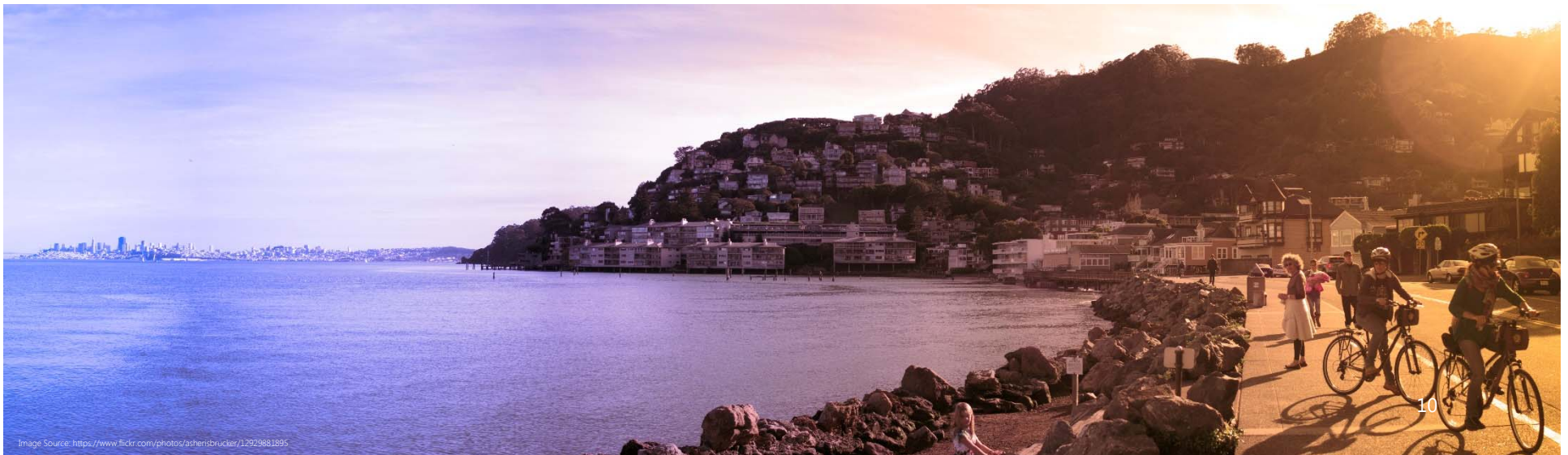
Draft Staff Recommendation: Performance Targets



TRANSPORTATION
SYSTEM
EFFECTIVENESS

- 8** Increase non-auto mode share by **10%**
- 9** Reduce vehicle operating and maintenance costs due to pavement conditions by **100%**
- 10** Reduce per-rider transit delay due to aged infrastructure by **100%**

Text marked in blue indicates that the target was rolled over from Plan Bay Area.



Plan Bay Area 2040

Transportation projects will be analyzed to determine their impact on performance targets as well as their cost-effectiveness.



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

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

TARGETS ASSESSMENT

*Assessed qualitatively
using target scores*

Determine impact on
adopted targets

BENEFIT-COST ASSESSMENT

*Assessed quantitatively
using MTC Travel Model*

Evaluate relative cost-
effectiveness

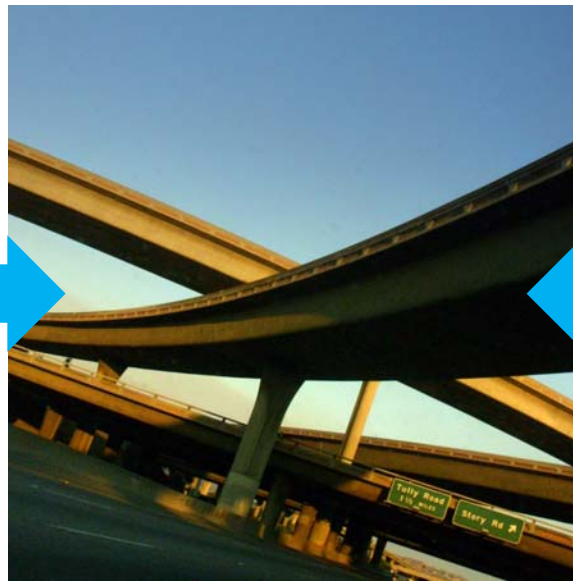
Plan Bay Area 2040

Transportation investments will be evaluated consistently to allow for tradeoff discussion when crafting a preferred scenario.



Major uncommitted transit projects

Expansion
Operational improvements
State of good repair*



Major uncommitted roadway projects

Expansion
Operational improvements
State of good repair*



Major investments from regional initiatives

Goods Movement Study*
Managed Lanes Program*
Transit Core Capacity Study*

* = new elements of Project Performance Assessment when compared to Plan Bay Area

Next Steps for Targets & Performance Assessment

Targets

Summer: Refine methodology
September: MTC/ABAG approval

Project Performance

Fall: Conduct evaluation
December: Release draft results
January: Release final results

Scenario Development

Fall: Define scenarios
Winter: Release performance results
Spring: Develop preferred scenario

Identify Preferred Scenario

June 2016



PROJECT OVERVIEW

The project will reduce congestion on the Richmond-San Rafael Bridge by converting the existing shoulder on eastbound I-580 to a peak-period use lane between Sir Francis Drake Boulevard (Marin County) and Marine Street (Contra Costa County). To allow for the peak-period use lane and maintain bicycle access to Point Molate in Richmond, the project will upgrade the current bicycle access that relies on the I-580 shoulder with a separate bicycle/pedestrian path on the north side of I-580 adjacent to westbound traffic.

The project also will install a concrete barrier system on the upper deck of the Richmond-San Rafael Bridge to convert the existing freeway shoulder to a barrier-separated path for bicycles and pedestrians.

Peak-Period Use Lane on I-580 Freeway

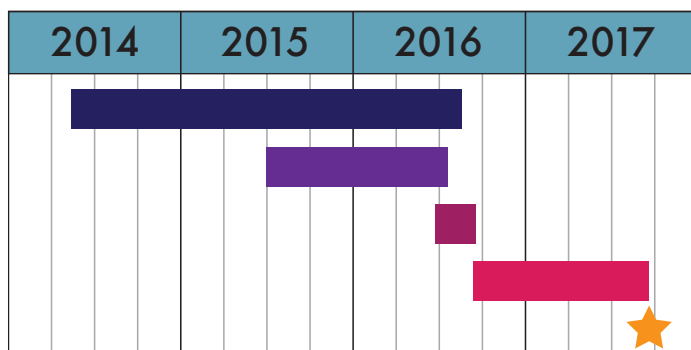
The peak-period use lane will be open to motorists during the weekday evening commute hours, when eastbound traffic is highly congested. To accommodate the additional traffic, the lane will require reconstruction of some components of the freeway. These include:

- Reconstruct the Main Street on-ramp (Marin County) with a retaining wall to improve the traffic merge with the new lane.
- Replace pavement on the bridge approach to accommodate traffic loads.
- Reconstruct a retaining wall in Richmond to achieve a safe sight distance for vehicles traveling in the new lane.
- Provide a barrier-separated bicycle and pedestrian path to Point Molate.

Bicycle/Pedestrian Path

To complete the path across San Francisco Bay, the westbound shoulder on the Richmond-San Rafael Bridge may be converted with a movable barrier-separated bicycle/pedestrian path. The movable barrier would allow Caltrans and BATA to complete bridge maintenance activities during short duration closures of the path. These closures will typically occur at night. The path will be 10-foot wide and will comply with standards outlined by the Americans with Disabilities Act.

PROJECT SCHEDULE (as of May 2015)



- Project Approval/Environmental Document
- Design
- Advertise & Award
- Construction
- ★ Open 3rd Eastbound Lane and Bike Path

PROJECT BENEFITS

- Reduces traffic congestion in eastbound direction of I-580 in Marin County
- Provides bicycle and pedestrian access between Contra Costa and Marin counties

COST ESTIMATE

(May 2015)

<i>Cost estimate by major project element</i>	
3rd I-580 Eastbound Lane	\$32 M
R-SR Bridge — Bicycle Path	\$30 M
Contingency	\$12 M
Total	\$74 M



Eastbound I-580 requires widening in Contra Costa County to accommodate the third eastbound lane. The retaining wall shown must be removed and replaced with a wall set further back from I-580.

Richmond-San Rafael Bridge Access Improvement Project



Going Green! Connecting Marin and Contra Costa Counties for Bicyclists and Pedestrians

For the first time ever the Richmond-San Rafael Bridge will connect the Bay Trail between Contra Costa and Marin counties for bicyclists and pedestrians. Adding another link to the future 500-mile bicycle and hiking network benefits residents in both counties. The proposed path will begin in Richmond at Marine Street and continue adjacent to westbound I-580 to Main Street in San Rafael. A mix of permanent and moveable barriers will separate bicyclists from vehicle traffic.



The above rendering shows the proposed 10-foot bi-directional bicycle-pedestrian path on the upper deck of the Richmond-San Rafael Bridge. Path users will be separated from traffic by a concrete barrier system.

