

FW: Comments on MTC Draft EIR for PBA 2050

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Table 2-8 in Chapter 2 of the PBA 2050 DEIR indicates expectation that PBA 2050 will add:

- 4.1m additional local bus seat miles of service (+45%) by 2050 vs. existing in 2015
- 2.8m additional express bus seat miles of service (+140%) by 2050 vs. existing in 2015
- 1.2m additional light rail seat miles of service (+60%) by 2050 vs. existing in 2015
- 9.2m additional heavy rail seat miles of service (+76%) by 2050 vs. existing in 2015
- 14.6m additional heavy commuter rail seat miles of service (+292%) by 2050 vs. existing in 2015
- 2.2m additional ferry seat miles of service (+319%) by 2050 vs. existing in 2015

Overall, the proposed Plan foresees a very robust composite increase of 110% in transit service miles operated. The increase service includes 25 million added seat miles of light rail, heavy rail and commuter rail service operating in 2050 vs. what existed in 2015. The billion dollar question is how many of those seat miles will have an occupant?

This is a very interesting question because the Plan places great emphasis on higher density development within transit rich service areas. And the utilization of the seat-miles proffered is extraordinarily important to the expense, revenue and funding of daily transit operations.

The proposed Plan anticipates a single-digit increase in roadway lane miles, although we would reasonably expect greater improvement in roadway person carrying capacity and efficiency as well as safety.

Table 2-10 projects 87% of households in 2050 own one or more vehicles in 2050 compared to 90% of households in 2015, with an overall regional average of 1.48 vehicles per household vs 1.54 in 2015. So the vast majority of Bay Area household will own vehicles and incur the corresponding cost of vehicle ownership, insurance and operation.

With continued intensive vehicle ownership, availability and sunk costs, what will induce households to dramatically increase transit use? [Note in the next paragraph that average transit travelers spend over twice as long in trip times as do auto users.]

Tables 2-12 and 2-13 shows the expected trip length for commute journeys is comparable in 2050 to 2015 at under 10 miles; unfortunately the distribution of trip length for all commute journeys is not presented. Trip times (overall) by auto average 14.9 minutes vs. 36.5 minutes by transit modes. Vehicle trips in 2050 are projected to comprise 88% of the total vehicle and transit person trips.

Table 2-15 shows anticipated 2050 journey to work percentages by mode, and suggests that the share of work journeys via transit modes is expected to grow from 13% in 2015 to 20% in 2050 – concurrent with telecommuting (i.e., working at home or otherwise remotely) increasing also by 7% over 2015.

The “Plan Bay Area 2050 Draft Performance Report, May 2021” presents greater statistical information pertaining to transit accessibility to job opportunities in 2015 and projected for 2050. Page 53 of the

Performance report states,

“The Draft Plan improves proximity to transit and accessibility to jobs by all modes for all households, with better outcomes for households with low incomes.

*.... The number of Bay Area jobs accessible to the average household within a 45-minute transit trip, including walking and waiting time, doubles from 2015 to 2050 Draft Plan, due to focused housing growth in Transit-Rich Areas and transit expansion strategies. **The share of the region’s jobs accessible by transit in 45 minutes increases from 5% to 8% (emphasis added).** The number of jobs accessible within a 30-minute drive, well over the number that can be accessed by a 45- minute transit trip, increases by over 200,000 jobs between 2015 and 2050;....”*

Figure 14 on page 55 of the Performance Report shows that 8.0% of jobs (433,000) will be accessible to Equity Priority Communities’ residents within 45 minutes by transit; 4.3% for HRA residents; 5.1% (276,000 jobs) for all residents.

How can all residents have 5.1% of regional jobs accessible within 45 minutes by transit when just the residents of Equity Priority Communities have 8.0% of all jobs with the same accessibility? The presented numbers and percentages are entirely counter-intuitive.

Further, with the number of jobs accessible by 45 minute transit travel being far, far less than those within 30 minute travel by auto, why then will 20 percent of journeys to work be made via transit?