

Report on ABAG to MCCMC

June 17, 2015

PLAN BAY AREA: The joint MTC Planning and ABAG Administrative Committees will meet in July to discuss whether the goals and/or performance targets should be amended for the Plan Bay Area Update 2017. In preparation for that meeting, the Marin ABAG delegates will meet in June to discuss and recommend proposed changes to the goals and the performance targets.

I highly recommend that the City/Town Councils review and recommend whether the goals and/or performance targets (see attached) should be amended. In that discussion, you might want to consider the public comments submitted to date which can be viewed at: <http://72.10.32.47/your-part/your-comments.html>. These comments include a suggestion that the icon for the Transportation System Effectiveness performance target be changed (currently it is a car) which originated from a resident of Fairfax that attended the Marin ABAG delegate public workshop on May 16, 2015 which can be viewed at: <https://youtu.be/fGaGwR16ueA>. Attached are the current goals and performance targets for Plan Bay Area 2013.

MTC PLANNING/ABAG ADMINISTRATIVE COMMITTEES MEETING: Adopted in July 2013, Plan Bay Area is the region's first integrated long-range land use and transportation plan prepared by MTC and ABAG. In addition to its focus on supporting housing and job growth around high-quality transit corridors, the Plan specifies the strategies and investments to maintain, manage, and improve the region's transportation network – which includes bicycle and pedestrian facilities, local streets and roads, public transit systems, and highways. **Projects cannot be programmed for state or federal funding nor implemented unless identified in the long-range plan.**

At the joint MTC Planning and ABAG Administrative Committees on June 12, 2015, we voted to recommend that the MTC and ABAG Executive Board approve the release of Draft Amendments to Plan Bay Area and 2015 Transportation Improvement Program, Draft Transportation Conformity Analysis and Draft Plan Bay Area Environmental Impact Report (EIR) Addendum for Public Review and Comment. The proposed amendments are to add the I-580 Access Improvements Project which aims to reduce traffic congestion on eastbound I-580 in Marin County and provide bicycle and pedestrian access between Contra Costa and Marin Counties. The Draft Amendment and companion documents will be subject to a 30-day public comment period, starting on June 19 and closing on July 20.

This 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). It 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. 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. The estimated project cost is \$74 million, which is fully funded with Bay Area Toll Authority (BATA) toll funds already identified in Plan Bay Area. The project is sponsored by the BATA, Caltrans, Transportation Authority of Marin and Contra Costa Transportation Authority.

Consistent with the performance framework established in Plan Bay Area for all major regional transportation projects, the I-580 Access Improvements Project will be evaluated using the performance framework established in Plan Bay Area. This will include a benefit-cost assessment to identify the cost-effectiveness of the proposed investment, as well as a targets assessment to evaluate the project's support for the adopted targets included in the Plan. Performance results for the project will be presented to MTC and ABAG in September 2015 in advance of their consideration and approval.

UPCOMING MEETINGS: Marin ABAG delegates: June 2015.

Please direct questions to Pat Eklund, Mayor Pro Tem, City of Novato (phone: 415-883-9116; email: peklund@novato.org or pateklund@comcast.net)

Summary of Performance

TABLE 25: Results of Plan Bay Area Target Assessment			
Plan Meets or Exceeds Target			
Climate Protection	Target #1: Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15 percent.	Plan meets and exceeds target; reduces per-capita emissions of CO ₂ by 18 percent (by 2040).	
Adequate Housing	Target #2: House 100 percent of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents.	Plan meets target; houses 100 percent of population growth.	
Healthy and Safe Communities Reduce Particulate Matter	Target #3a: Reduce premature deaths from exposure to fine particulates (PM _{2.5}) by 10 percent.	Plan meets and exceeds target; reduces premature deaths from exposure to fine particulates by 71 percent.	
	Target #3c: Achieve greater reductions in highly impacted areas.	Plan meets target; achieves greater particulate emission reductions in highly impacted neighborhoods.	
Open Space and Agricultural Land	Target #6: Direct all non-agricultural development within the year 2010 urban footprint (existing urban development and urban growth boundaries).	Plan meets target; directs all non-agricultural development within the existing urban footprint.	
Economic Vitality	Target #8: Increase gross regional product (GRP) by 110 percent — an average annual growth rate of approximately 2 percent (in current dollars).	Plan meets and exceeds the economic growth target; 119 percent increase in GRP is forecasted over the life of the plan.	
Plan Makes Progress Toward Target			
Healthy and Safe Communities Reduce Particulate Matter	Target #3b: Reduce coarse particulate emissions (PM ₁₀) by 30 percent.	Plan reduces coarse particulate emissions by 17 percent, but falls short of target.	
Active Transport	Target #5: Increase the average daily time walking or biking per person for transportation by 70 percent (for an average of 15 minutes per person per day).	Plan boosts per-person active transportation by 17 percent, but falls short of target.	
Transportation System Effectiveness Increase Non-Auto Mode Share	Target #9a: Increase non-auto mode share by 10 percentage points (to 26 percent of trips).	Plan boosts non-auto mode share to 20 percent of trips, but falls short of target.	
Reduce VMT per Capita	Target #9b: Decrease automobile vehicle miles traveled (VMT) per capita by 10 percent.	Plan reduces VMT per capita by 9 percent, but falls short of target.	
Local Road Maintenance	Target #10a: Increase local road pavement condition index (PCI) to 75 or better.	Plan improves pavement condition of local roads to a PCI of 68, but falls short of target.	

Table continues on following page

TABLE 25: Results of Plan Bay Area Target Assessment *(continued)*

Plan Moves in Opposite Direction From Target			
Reduce Injuries and Fatalities from Collisions	Target #4: Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).	Plan moves in opposite direction from target; injury and fatality collisions are projected to increase during plan period by 18 percent.	
Equitable Access	Target #7: Decrease by 10 percentage points (to 56 percent from 66 percent) the share of low-income and lower-middle income residents' household income consumed by transportation and housing.	Plan moves in wrong direction; the share of household income needed to cover transportation and housing costs is projected to rise to 69 percent for low-income and lower-middle income residents during the Plan Bay Area period.	
Transportation System Effectiveness Highway Maintenance	Target #10b: Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles.	Plan moves in opposite direction from target; the percentage of distressed state highway lane-miles in the region will rise to 44 percent of the regional highway system by year 2040.	
Transit Maintenance	Target #10c: Reduce the share of transit assets past their useful life to 0 percent.	Plan moves in opposite direction from target; the share of transit assets past their useful life is projected to increase to 24 percent of all assets during the Plan Bay Area period.	

Key Targets Achieved in Solid Overall Effort, But Breakthrough Strategies Needed for Some Targets

As has been the case in past long-term transportation plans, no single strategy is able to achieve all the plan's performance targets. A review of the performance results for the 10 main targets and five sub-targets (for a total of 15 performance measures) clearly bears this out. Specifically, Plan Bay Area meets or exceeds six targets, including the statutory greenhouse gas emissions and housing targets, narrowly misses three targets, falls well short of two targets and moves in the wrong direction on four of the targets. In other words, the plan makes great progress on nine of 15 performance measures, which represents a solid first effort. MTC and ABAG will need to focus future attention on conceptualizing breakthrough strategies to achieve the four targets where we are falling behind.



Noah Berger