

# Transportation Measuring Our Progress








# Plan Bay Area 2040

Our booming economy and housing shortage has resulted in a disconnect between where people live and work, producing record levels of freeway congestion and crowding on transit systems like BART, Caltrain and San Francisco Muni.

These congestion and capacity challenges are already imposing costs on the Bay Area in terms of environmental impacts and lost time. These costs are likely to increase in the future without meaningful action to improve the balance between jobs and housing in the region.

For adopted goals and performance targets related to transportation, **Draft Plan Bay Area 2040** meets or makes progress on most adopted goals and performance targets.

**Visit our staff** at the Action Plan Station to learn more about how the next stage for Plan Bay Area 2040 will address aspects where the Draft Plan is **off trajectory**.

TARGET ACHIEVED	RIGHT DIRECTION	WRONG DIRECTION
 <p><b>Goods Movement and Congestion Reduction</b> The Draft Plan reduces per-capita delay on the Regional Freight Network by 29 percent, exceeding the 20 percent target.</p>	 <p><b>Transit Maintenance</b> The Draft Plan reduces per-ride delay due to aged transit infrastructure by 75 percent but falls short of goal to eliminate delays.</p>	 <p><b>Road Maintenance</b> The Draft Plan moves in the wrong direction in eliminating extra operating and maintenance costs to motorists due to poor pavement conditions, projecting a six percent increase.</p>
 <p><b>Climate Protection</b> The Draft Plan exceeds target, reducing per-capita CO<sub>2</sub> emissions by 16 percent by 2035.</p>	 <p><b>Non-Auto Mode Shift</b> The Draft Plan boosts non-auto mode share by three percent but falls short of 10 percentage point growth target.</p>	

## Why Adopt Draft Plan Bay Area 2040?

The expected performance of Draft Plan Bay Area 2040 initiatives along key measures remains significantly better than a potential “No Project” future without implementation of the plan’s recommended land use and transportation strategies. In terms of transportation, a “No Project” alternative for the Bay Area would result in:

- Higher levels of per-capita CO<sub>2</sub> emissions
- More delays in the freight network
- Much higher levels of transportation operating and maintenance costs due to deteriorating transportation asset conditions