



Plan Bay Area 2040

Plan Bay Area 2040 Scenarios Analysis Performance Summary

What are performance targets and how are they used?

After six months of public engagement and deliberation, MTC and ABAG adopted performance targets in fall 2015, establishing the foundation of Plan Bay Area 2040. These targets represent many of the region's top priorities for Plan Bay Area 2040. Each of the 13 performance targets compares baseline conditions with conditions in the future to better understand whether the region is expected to move in the right direction or the wrong direction under each scenario. Oftentimes, the targets are aspirational in nature, making them quite difficult to achieve. For example, a given scenario may implement a suite of policy measures to address a particular issue, but available tools and funding remain too constrained to move the needle in the right direction.

Only two targets are mandatory for the region to achieve under Senate Bill 375 – Climate Protection and Adequate Housing. The remaining 11 targets are voluntary, meaning that the adopted Plan does not have to achieve them. That said, they provide a useful reference point for policymakers and the public to consider when weighing the pros and cons of each scenario. As these are draft scenarios, there will be future opportunities to refine the strategies incorporated into a preferred scenario – and perhaps move closer to achieving some of the performance targets.

What key findings are illuminated in the targets results?

- **While all three scenarios achieve the greenhouse gas target, lower levels of driving in Connected Neighborhoods and Big Cities result in stronger performance.** These two scenarios have higher non-auto mode shares that yield additional greenhouse gas benefits and build upon the foundation of the Climate Initiative Program (which is included in all three scenarios).
- **The ambitious public health target remains out of reach across all scenarios.** Much higher levels of walking and bicycling, combined with significant reductions in traffic collisions, would be needed to improve residents' health outcomes. Slightly stronger performance in Connected Neighborhoods and Big Cities indicates that a denser land use pattern better supports active transportation, and therefore public health outcomes, in the region.
- **Strict urban growth boundaries are effective in focusing growth within the existing urban footprint.** Connected Neighborhoods and Big Cities nearly achieve the Open Space and Agricultural Preservation target due to their inclusion of strict urban growth boundaries.
- **Challenges related to affordability and displacement risk increase in all three scenarios,** with No Project and Big Cities resulting in the greatest adverse impacts. Despite various housing and land use strategies included across all the scenarios to make the region more affordable, housing costs continue to rise, reflecting an increasingly expensive Bay Area housing market.
- **Goods movement will benefit from regional transportation investments and smart land use decisions.** Main Streets' investments in regional express lanes helps to reduce congestion on major truck corridors. Alternatively, Connected Neighborhoods and Big Cities succeed in improving goods movement by focusing growth in the urban core and encouraging use of non-auto modes through new transportation options.
- **Increasing funding to "Fix It First" leads to much smoother streets and more reliable transit.** Main Streets' funding brings state highway pavement to ideal conditions while improving local streets as well, saving residents a significant amount of money each year. Big Cities achieves the greatest reduction in transit system breakdowns, thanks to its higher funding level for transit maintenance.

Continued on reverse →

Draft Performance Target Results

Goal	Target*	%	No Project	Main Streets	Connected Neighborhoods	Big Cities
 Climate Protection	1 Reduce per-capita CO2 emissions	-15%	 -3%	 -15%	 -18%	 -20%
 Adequate Housing	2 House the region's population	100%	 100%	 100%	 100%	 100%
 Healthy and Safe Communities	3 Reduce adverse health impacts	-10%	 -0%	 -0%	 -1%	 -1%
 Open Space and Agricultural Preservation	4 Direct development within urban footprint	100%	 71%	 71%	 100%	 100%
 Equitable Access	5 Decrease H+T share for lower-income households	-10%	 +15%	 +13%	 +13%	 +13%
	6 Increase share of affordable housing	+15%	 -0%	 -0%	 +1%	 +0%
	7 Do not increase share of households at risk of displacement	+0%	 +20%	 +9%	 +8%	 +15%
 Economic Vitality	8 Increase share of jobs accessible in congested conditions	+20%	 -3%	 -1%	 -1%	 -1%
	9 Increase jobs in middle-wage industries	+38%	 +43%	 +43%	 +43%	 +43%
	10 Reduce per-capita delay on freight network	-20%	 +27%	 -24%	 -21%	 -38%
 Transportation System Effectiveness	11 Increase non-auto mode share	+10%	 +1%	 +2%	 +3%	 +3%
	12 Reduce vehicle O&M costs due to pavement conditions	-100%	 +57%	 -65%	 -7%	 +20%
	13 Reduce per-rider transit delay due to aged infrastructure	-100%	 -56%	 -76%	 -77%	 -83%

Notes: *Complete target language as adopted by the Commission and ABAG Executive Board can be found at <http://planbayarea.org/the-plan/plan-details/goals-and-targets.html>; target language shown above is summarized for brevity. Please note that scenario performance results remain in draft form until all scenarios are run for analysis year 2040 later this year.

Symbols used in summary tables:

 Performance moving in wrong direction from target

 Performance moving in right direction, but falls well short of target

 Target achieved