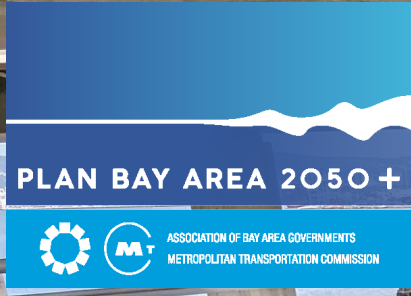


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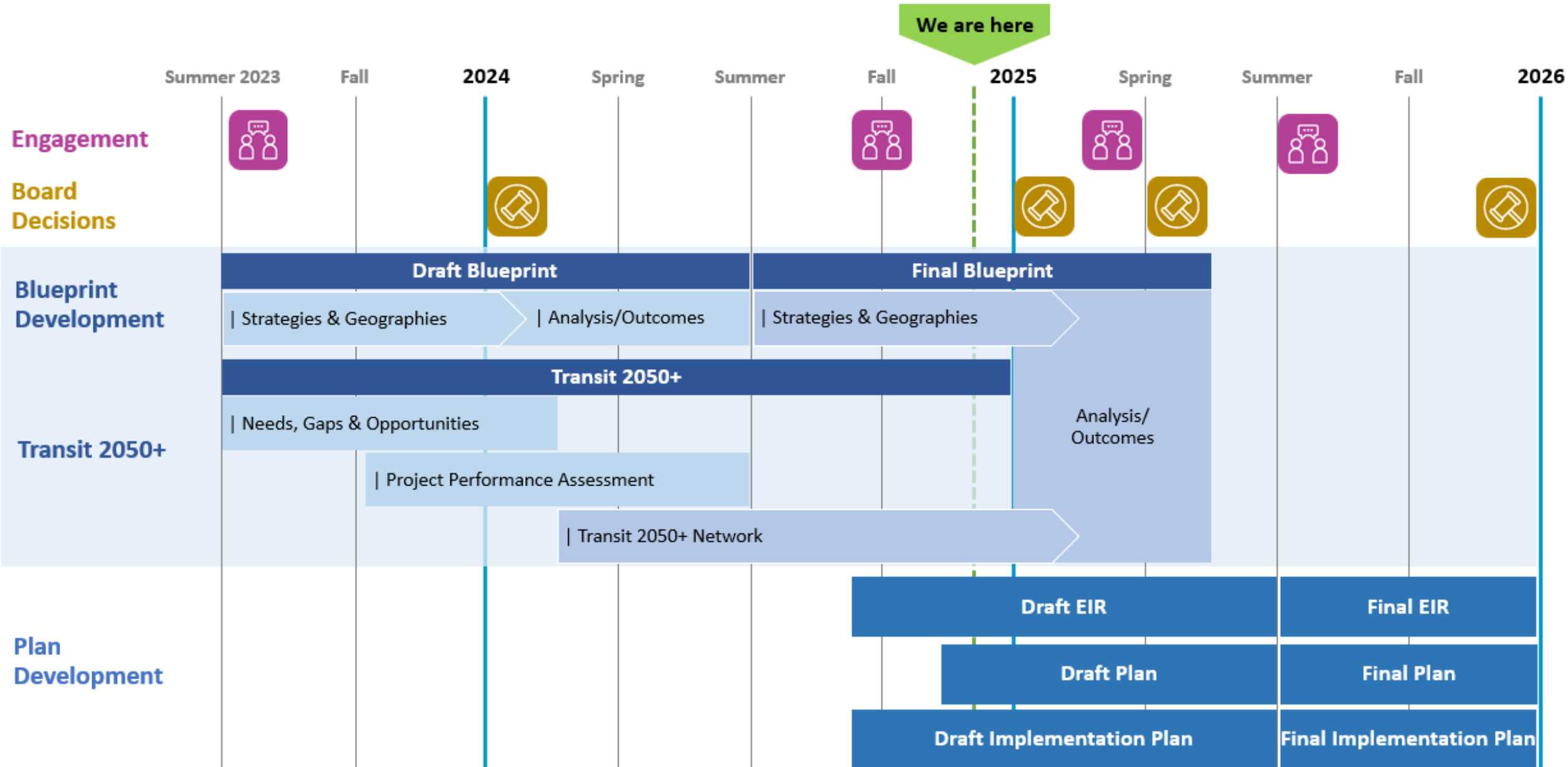


# Plan Bay Area 2050+: Transportation Element Update

MTC Planning Committee and ABAG Administrative Committee

December 13, 2024

# Plan Bay Area 2050+: Schedule



\* Dates are tentative and subject to change

# Long-Range Plan Federal and State Requirements

Plan Bay Area is subject to approval from federal and state regulators, including CARB. Among other requirements, the plan must:

**Be Updated Every  
Four Years**

**Include a Robust  
Public Process, in  
Collaboration with  
Key Partners**

**Coordinate  
Transportation,  
Housing & Land Use  
Planning**

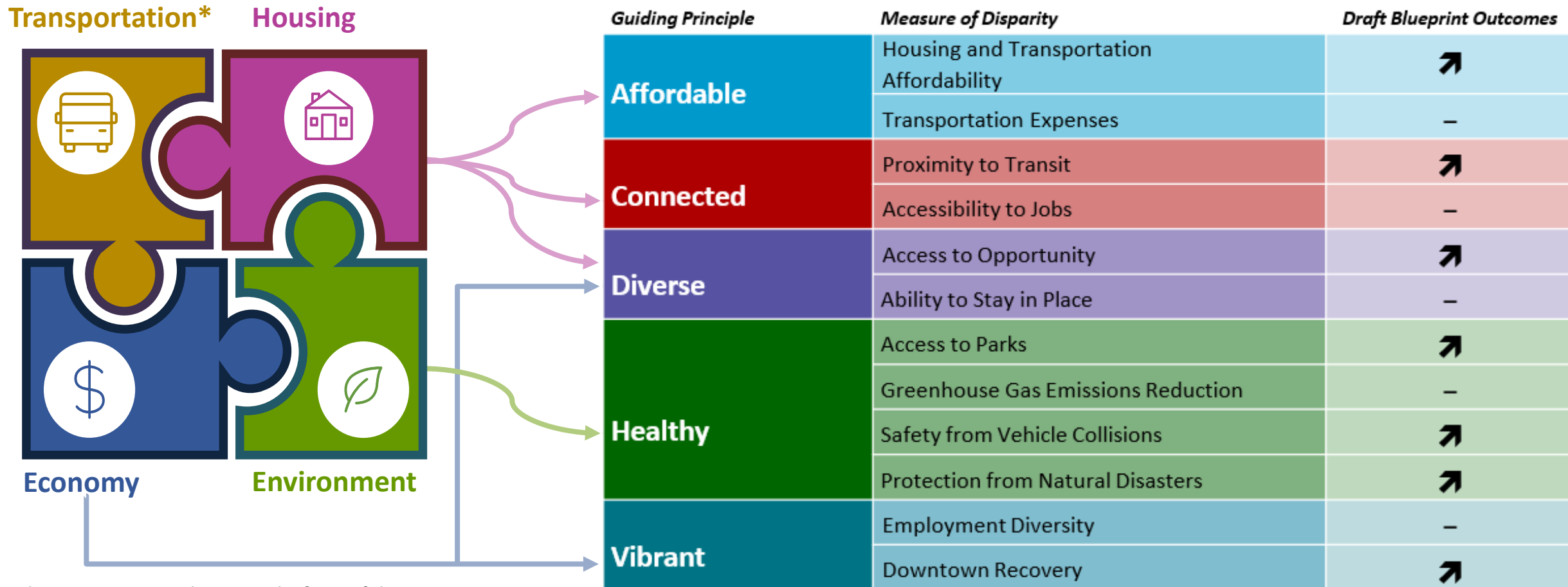
**Accommodate  
Projected Growth,  
including Housing for  
All Income Levels**

**Contain a Fiscally-  
Constrained  
Transportation  
Network**

**Reduce Per-Capita  
Greenhouse Gas  
(GHG) Emissions from  
Light-Duty Vehicles**

# Refresher: Draft Blueprint Outcomes

The plan’s Housing, Economy, and Environment Elements drive the majority of plan outcomes. However, the plan’s Transportation Element has important “real-world” considerations due to its role identifying long-range transportation investment priorities and regionally significant projects.



↗ Outcomes in Positive Direction

- Mixed Outcomes

↘ Outcomes in Negative Direction

\* Note: The Transportation Element is the focus of this presentation. As a reminder, the Draft Blueprint only included a handful of policy-based strategies such as pricing; it did not include any transportation projects.



## Fiscal Constraint

- There is significantly less money to invest in transportation expansion and enhancement for Plan Bay Area 2050+ compared to Plan Bay Area 2050.
- Projects included in the previous plan will need to be delayed or removed to meet fiscal constraint requirements.



## Greenhouse Gas Emissions

- The plan is currently falling short of its statutory requirement to reduce GHG emissions by the year 2035.
- The California Air Resource Board (CARB) has final approval over the technical methodology used to quantify GHG impacts.
- A compliant plan is required to be eligible for certain state transportation funding sources.



## Vehicle Miles Traveled (VMT)

- Senate Bill 743 (2013) is requiring robust and costly mitigations for capacity-expanding roadway projects.
- The state policy and funding environment has been moving away from freeway expansions as solutions for mobility challenges.

# Transportation: Revised Revenue Forecast



- Federal, state and regional revenue forecasts have remained relatively stable across plan cycles
- In comparison to Plan Bay Area 2050, the largest revenue reductions have been in:
  - Local sources, which include transit fare revenues
  - New/Anticipated sources, which include revenues from plan strategies, a potential regional measure, and future federal/state stimulus bills, among others
- Final technical corrections will be incorporated into the forecast in January

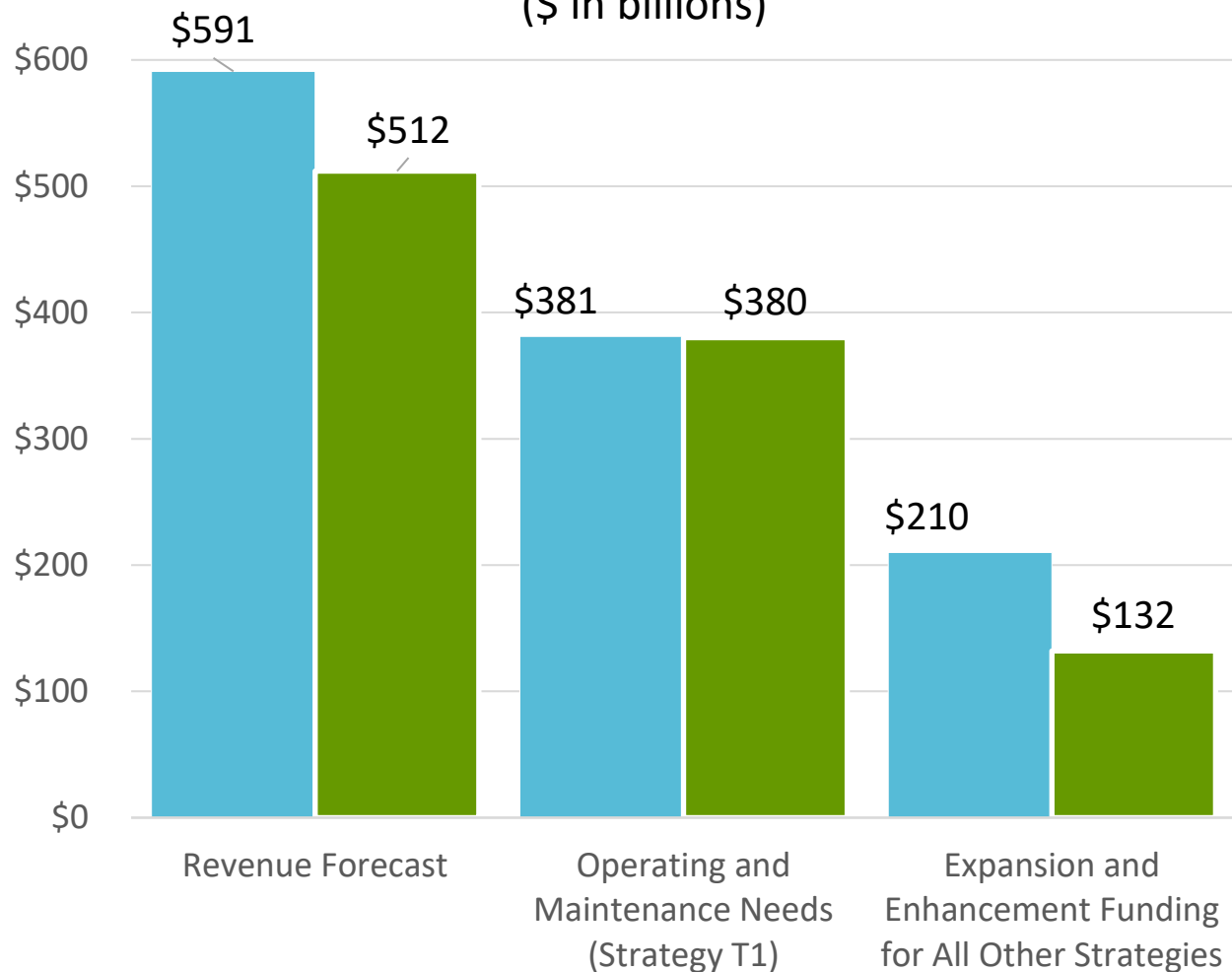
Transportation Revenue (\$ in billions)	Plan Bay Area 2050	2050+ Final Blueprint	2050 to 2050+ Change
Federal	\$51	<b>\$50</b>	(\$1)
State	\$103	<b>\$103</b>	-
Regional	\$58	<b>\$54</b>	(\$4)
Local	\$230	<b>\$199</b>	(\$31)
New and Anticipated	\$130	<b>\$89</b>	(\$41)
<i>Regional Revenue Measure</i>	\$55	\$32	(\$23)
<i>Anticipated Revenues</i>	\$21	\$23	\$2
<i>Roadway Pricing</i>	\$25	\$20	(\$5)
<i>Parking Pricing</i>	\$13	\$12	(\$1)
<i>Other New User Fees</i>	\$16	\$2	(\$14)
Other Secured	\$19	<b>\$17</b>	(\$2)
<b>Total Transportation Revenue</b>	<b>\$591</b>	<b>\$512</b>	<b>(\$79)</b>

Note: Numbers may not sum due to rounding. More detailed revenue tables and forecast summaries were included in the October committee item. Minor technical revisions in response to ongoing partner feedback have been made to the forecast since October, resulting in a net \$3 billion revenue reduction.

# Transportation: Proposed Investment Approach

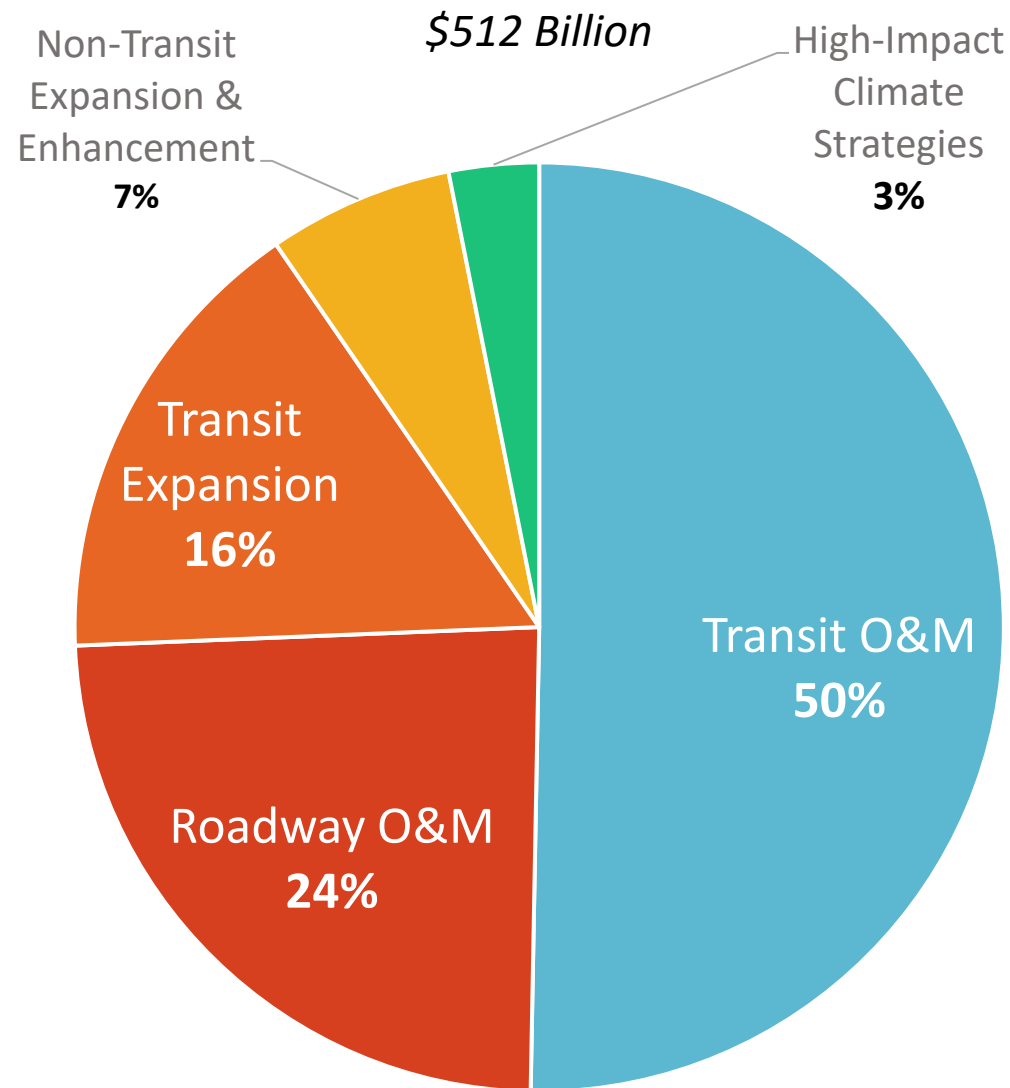


**Transportation Revenues, Needs and Expansion Funding**  
(\$ in billions)



■ Plan Bay Area 2050 ■ Plan Bay Area 2050+

**Transportation Element Investments (2025-2050)**



Note: Proposed transit investments addressed as part of Agenda Item 7c. The remainder of this item focuses on non-transit strategies and projects. For a complete draft Transportation Project List, including transit project projects, please see Attachment C. Numbers may not sum due to rounding.

# Final Blueprint: Non-Transit Strategies



Code	Strategy	Total	% of Total
T5	Implement Pricing Strategies to Manage Demand	\$5 billion	9%
T6	Modernize Freeways and Interchanges	\$7 billion	14%
T7	Expand Freeways and Mitigate Impacts	\$3 billion	7%
T8	Advance Other Regional Programs and Local Priorities	\$13 billion	26%
T9	Build a Complete Streets Network	\$9 billion	19%
T10	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	\$1 billion	3%
EN1	Adapt to Sea Level Rise ( <i>transportation-funded investments only</i> )	\$1 billion	2%
EN8	Expand Clean Vehicle Initiatives	\$8 billion	16%
EN9	Expand Transportation Demand Management Initiatives	\$2 billion	4%
	<b>TOTAL</b> ( <i>may not sum due to rounding</i> )	<b>\$50 billion</b>	<b>100%</b>

*High-impact, cost-effective climate strategies that help meet GHG target*

*Strategies include individual, named transportation projects on project list*

*Programmatic strategies; do not include individual, named projects on project list*



# Non-Transit: Road Pricing (*part of Strategy T5*)



- Bold road pricing strategies are essential to meet the plan’s 2035 GHG reduction target and can generate much-needed revenue for transportation projects.
- Even with a better understanding of tradeoffs, the Next Generation Freeways Study – an early-action planning study – is unable to recommend a single path forward for road pricing.
- Plan Bay Area 2050+ proposes to maintain inclusion of all-lane tolling as a placeholder strategy, given lower impacts on affordability and greater VMT reduction.
- The next plan cycle will need to reconfirm that this strategy meets the moment given changes in the policy, funding, and mobility landscape.

**Next Generation Freeways Study:** Evaluated tradeoffs of two pricing strategies:



**Highway peak-period all-lane tolling**



**Regionwide mileage-based fee** for all miles on all roads, leaning on the state’s potential implementation of a road usage charge

**Both strategies can advance GHG reduction goals, even with monthly toll caps for lower income households.**

**What were the tradeoffs?**

<b>Highway All-Lane Tolling</b>	<b>Mileage-Based Fee</b>
<ul style="list-style-type: none"><li>• Greater VMT reduction</li><li>• Improved highway reliability</li><li>• Maintains “free” alternatives during non-peak hours</li><li>• Diversion to local streets</li></ul>	<ul style="list-style-type: none"><li>• Significantly higher revenues for transit reinvestment</li><li>• Higher costs for drivers</li><li>• No major capital infrastructure</li><li>• Blunt tool that does not manage congestion</li></ul>

# Non-Transit: Reconsidering Freeway Strategies



In response to constrained transportation revenues and the challenges of state climate and funding policies, Plan Bay Area 2050's Strategy T6 ("Improve Interchanges and Address Highway Bottlenecks") was split into two distinct strategies for clarity.

## Non-Capacity Increasing (Strategy T6):

- ✓ Freeway technology enhancements
- ✓ Interchange modernizations
- ✓ Other freeway safety improvements

*Non-capacity investments will focus on investment to improve safety and multi-modal access at interchanges and optimize freeway traffic flow using advanced technology.*



## Capacity Increasing (Strategy T7):

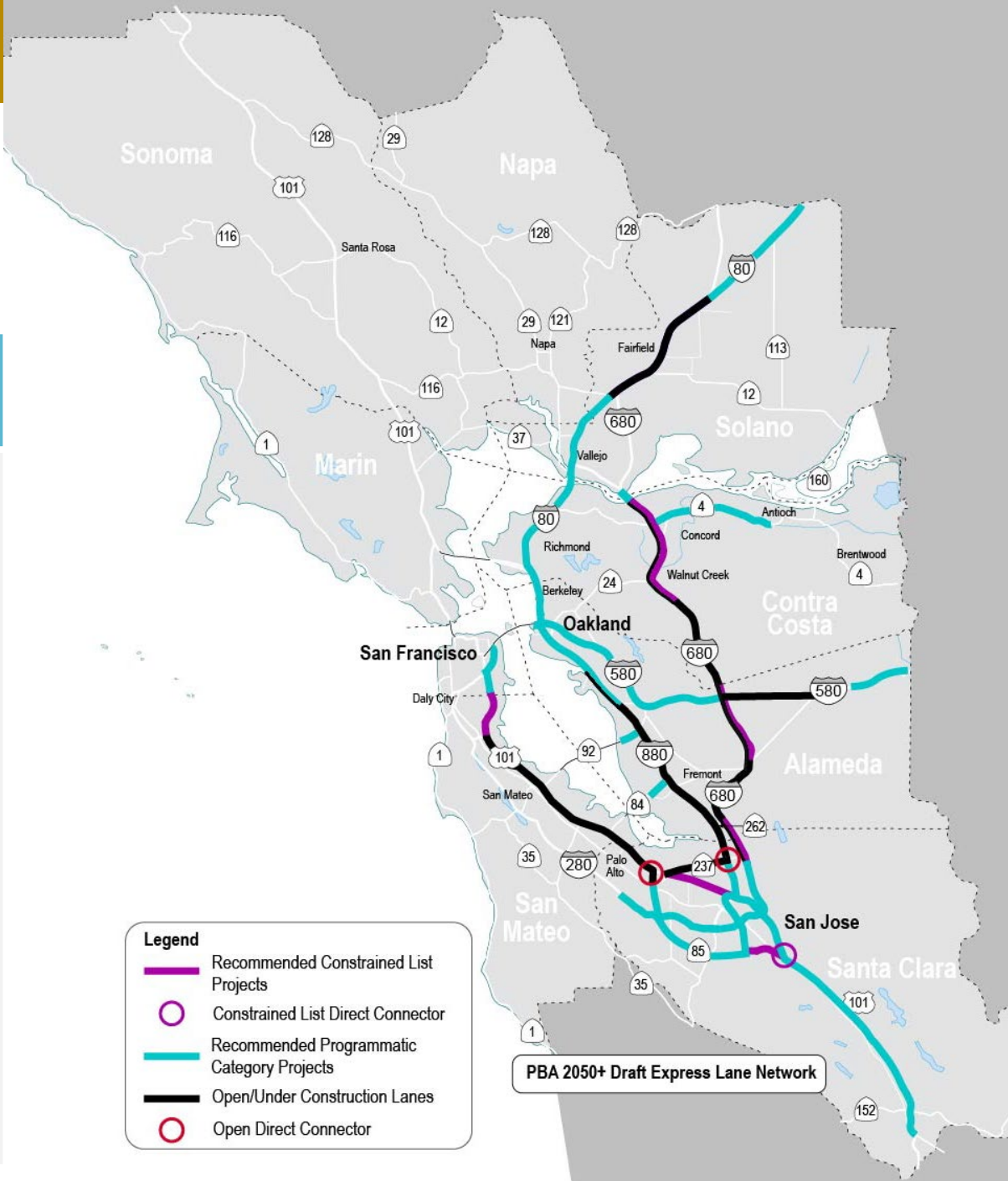
- ✓ Freeway widening, including new general purpose, express or high occupancy toll lanes ("HOT"), and high occupancy vehicle ("HOV") lanes
- ✓ Mitigation of VMT increasing projects
- ✓ Project development

*Targeted freeway expansion can still occur, but freeway expansion projects still in development phases will shift into a programmatic category to support project-level planning and environmental review.*

# Non-Transit: Express Lanes

Working closely with partners to balance priorities within planning constraints, the plan is proposing two distinct categories for Express Lane projects.

Constrained List Category	Programmatic Category (for continued project development)
<p><b>Includes projects on:</b></p> <ul style="list-style-type: none"> <li>• US-101 (San Mateo and Santa Clara)</li> <li>• I-680 (Alameda and Contra Costa)</li> <li>• SR-85 (Santa Clara)</li> </ul> <p><b>Rationale:</b></p> <ul style="list-style-type: none"> <li>• Prioritize build out of continuous express lane corridors</li> <li>• Include projects most likely ready for construction within this plan cycle (by 2029)</li> <li>• Maintain fiscal envelope of \$2B, including potential funding need to comply with SB743 VMT mitigation guidelines</li> </ul>	<p><b>Includes all other express lane projects not included in the constrained list.</b></p> <p><b>Considerations:</b></p> <ul style="list-style-type: none"> <li>• Only costs for project development need to be reflected in programmatic category, given fiscal constraint</li> <li>• Projects in this category do not worsen performance on GHG target</li> <li>• Projects can continue to move through project development cycle, but would require Plan amendment to proceed</li> <li>• Projects should be developed to align with State requirements for best opportunity to advance to construction</li> </ul>

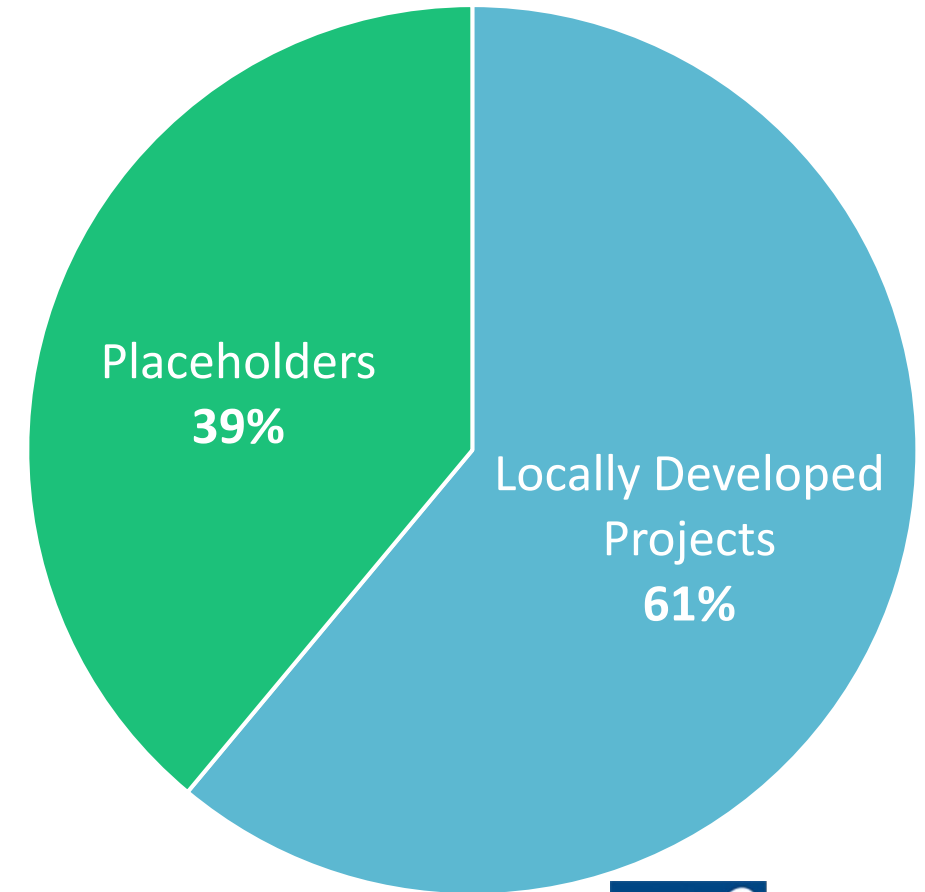


# Environment: Draft Resilience Project List



- In close partnership with BCDC staff, Plan Bay Area 2050+ integrates a first-ever fiscally-unconstrained list of sea level rise adaptation projects (Resilience Project List) within Strategy EN1, which can serve as an advocacy resource in the years ahead.
- Strategy needs were broken into two bins based on the height at which flooding occurs along the shore, with the majority of funding needs occurring after year 2035 as sea level rise accelerates over time.
- The list includes 127 locally developed projects (\$58B) that had defining information provided by local government partners.
- There are 288 placeholder projects (\$37B) with defining information developed by regional agency staff; these are locations that flood with 4.9-feet of water rise and assume green project types when suitable.

## Sea Level Rise Adaptation Projects (2025-2050) \$95 Billion



*Note: See Attachment D for a primer on the similarities and differences between the Transportation Project List and the Resilience Project List. See Attachment E for the complete Draft Resilience Project List.*



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION



# Hurdles Ahead

As MTC/ABAG approach Final Blueprint adoption and the transition to the plan's Final Phase, there will be several challenge areas that the agencies will need to consider and navigate.



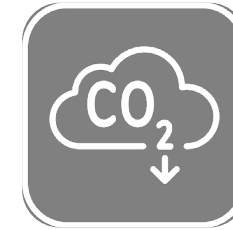
## Final Transportation Project List

- With less money for investments, staff anticipate ongoing concerns from partners regarding projects identified for inclusion on the list.
- Future plan amendments may be required to address projects experiencing a change in circumstances.



## Broader Policy and Funding Environment

- Developments at the federal and state level could have ongoing impacts on long-range planning assumptions, as well as the feasibility of the plan's strategies.



## CARB Review and Approval Process

- CARB is applying significant scrutiny to the plan's technical, planning, and financial assumptions as well as past implementation progress.
- Neither GHG target achievement nor Plan approval is guaranteed; CARB process is anticipated to stretch into 2026 or 2027.



# Next Steps

## December 2024:

- Finalize project lists and make revisions to Final Blueprint in response to public, partner, and policymaker feedback

## January 2025:

- Seek MTC/ABAG approval of Final Blueprint strategies and geographies, including project lists, for further study and analysis

## Spring & Summer 2025:

- Advance the Final Blueprint into CEQA
- Release Draft Plan, EIR, and Implementation Plan for public feedback/engagement

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