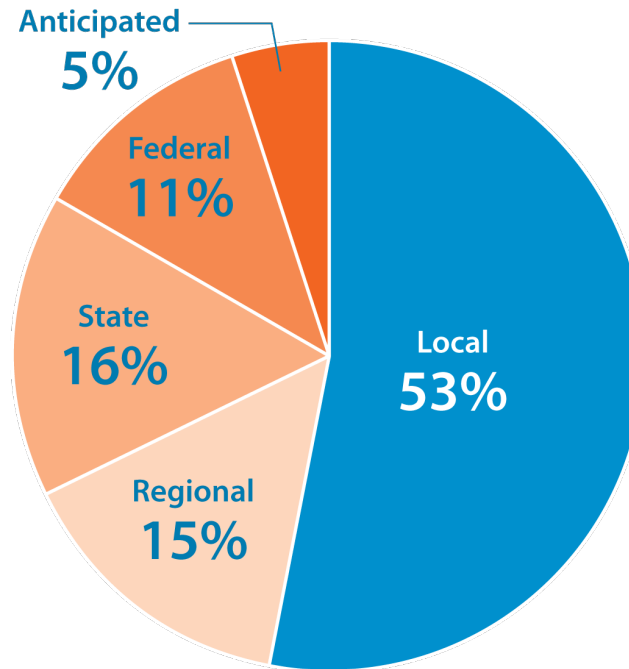


# Draft Plan Bay Area

## Investments

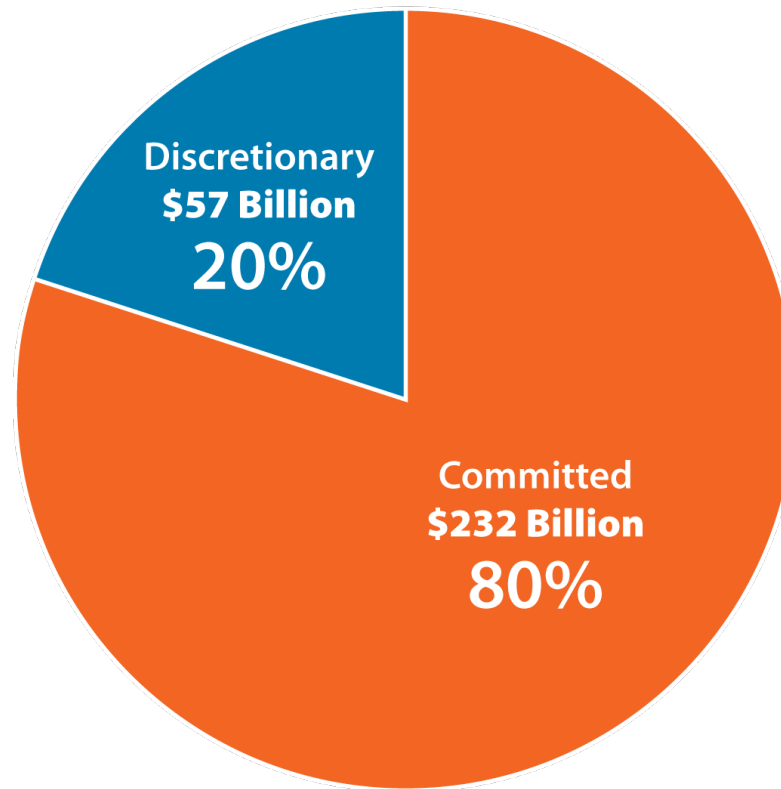
# Revenue Forecast to 2040



| Source       | YOES<br>billions | % of Total  |
|--------------|------------------|-------------|
| Local        | \$154            | 53%         |
| Regional     | \$43             | 15%         |
| State        | \$45             | 16%         |
| Federal      | \$33             | 11%         |
| Anticipated  | \$14             | 5%          |
| <b>Total</b> | <b>\$289</b>     | <b>100%</b> |

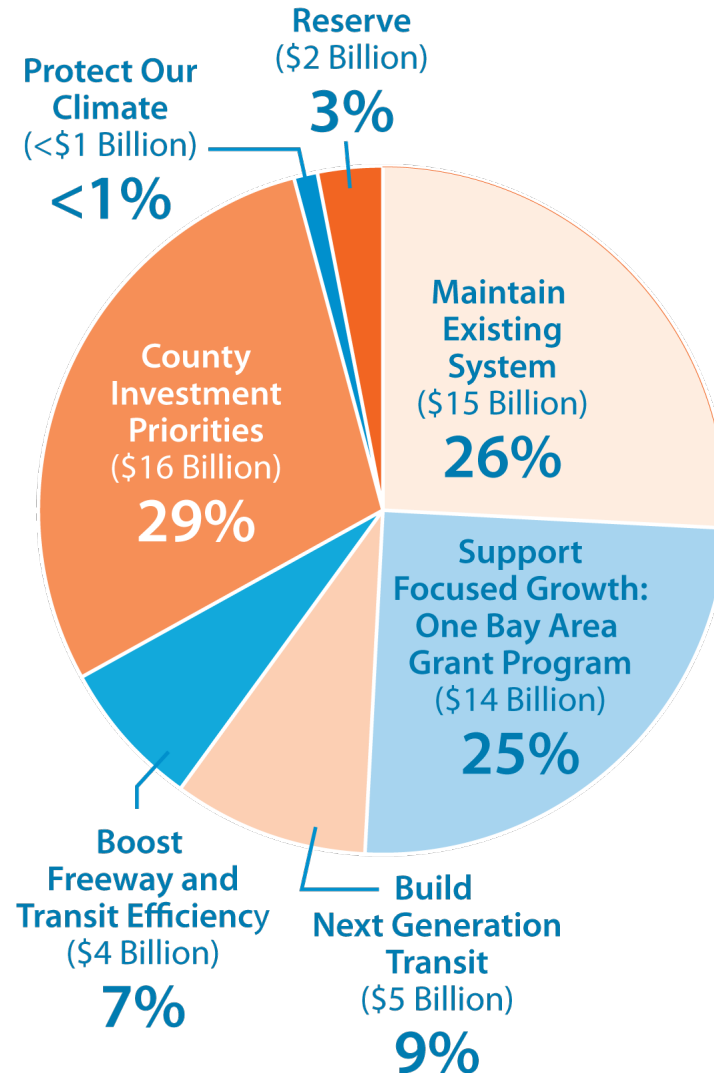
# Committed vs. Discretionary Revenues

Total Revenue — \$289 Billion



# Discretionary Investments

Discretionary  
Revenue –  
\$57 Billion



# San Francisco Co

- Key Investments:
  - Caltrain Downtown Ext.
  - Transbay Transit Center
  - Bus Rapid Transit Projects
  - Central Subway LRT Project
  - Embarcadero Streetcar LRT
  - Priority Development Areas



# Highest Performing Transportation Projects

|    |  |
|----|--|
| 1  | BART Metro Program (including Bay Fair Connection & Civic Center Turnback)                                   |
| 2  | Treasure Island Congestion Pricing   |
| 3  | Congestion Pricing Pilot   |
| 4  | AC Transit Grand-MacArthur Bus Rapid Transit (BRT)   |
| 5  | Freeway Performance Initiative   |
| 6  | Intelligent Transportation System (ITS) Improvements in San Mateo Co.  |
| 7  | ITS Improvements in Santa Clara Co.  |
| 8  | Irvington BART Station   |
| 9  | SFMTA Transit Effectiveness Project  |
| 10 | Caltrain Service Frequency Improvements (6-train Service during Peak Hours) + Electrification (SF to Tamien) |
| 11 | BART to San Jose/Santa Clara (Phase 2: Berryessa to Santa Clara)   |
| 12 | Van Ness Avenue BRT  |
| 13 | Better Market Street   |

# Performance Results

| Plan Meets or Exceeds Six Targets |   |                                 |
|-----------------------------------|---|---------------------------------|
| Climate Protection                | Reduce per-capita emissions from cars and light duty trucks by 15%                                    | Reduces by 18% by 2040          |
| Adequate Housing                  | House 100% of the region's projected growth   | Houses 100% of projected growth |
| Healthy and Safe Communities      | Reduce premature deaths from exposure to fine particulate matter by 10%                               | Reduces exposure by 71%         |
|                                   | Achieve greater reductions in highly impacted areas   | Achieves greater reductions     |
| Open Space and Agricultural Land  | Direct all non-agricultural development within existing urban development and urban growth boundaries | Achieves target                 |
| Economic Vitality                 | Increase gross regional product (GRP) by 110%   | Increases GRP by 119% to 2040   |

# Performance Results

## Plan Makes Progress toward Five Targets

|                                     |  |  |
|-------------------------------------|--|--|
| Healthy and Safe Communities        | Reduce coarse particulate emissions by 30%                       | Reduces coarse particulate emissions by 17%    |
| Active Transport                    | Increase average daily walking or biking per person by 70%       | Plan boosts per-person active transport by 17% |
| Transportation System Effectiveness | Increase non-auto trips to 26% of all trips                      | Plan boosts non-auto trips to 20% of all trips |
|                                     | Decrease auto vehicle miles traveled (VMT) per person by 10%     | Plan reduces VMT per person by 9%              |
|                                     | Increase local road pavement condition to rating of 75 or better | Plan improves condition to rating of 68        |



# Performance Results

## Plan Moves in Opposite Direction from Four Targets

|  |   |   |
|--|---|---|
| Reduce Injuries and Fatalities from Collisions | Reduce collisions by 50%, including bike and pedestrian   | Collisions increase by 18% during plan period   |
| Equitable Access                               | Decrease share of household income needed to cover transportation and housing costs from 66% to 56% | Share of household income projected to rise to 69% for low-income and lower-income households |
| Transportation System Effectiveness            | Decrease number of poor quality highway lane miles to less than 10% of total highway system         | Percentage projected to rise to 44% of total highway system                                   |
|  | Replace all buses, trains and other transit equipment on schedule                                   | Share of transit assets past their useful life projected to increase to 24%                   |

# Draft Plan Bay Area

A Plan To Build On

# A Platform for Advocacy

## Land Use

- **Support PDA Development With Locally Controlled Funding**
- **Modernize CEQA**
- **Stabilize Federal Funding Levels**
- **“Defiscalize” Land Use Decision-making**

## Transportation

- **Support Local Self-Help**
- **Seek Reliable Transportation Funding Levels and Flexibility**
- **Grow State Transportation Funding**

# Remaining Plan Milestones

