

Transportation 2035 Plan

Defining the Vision

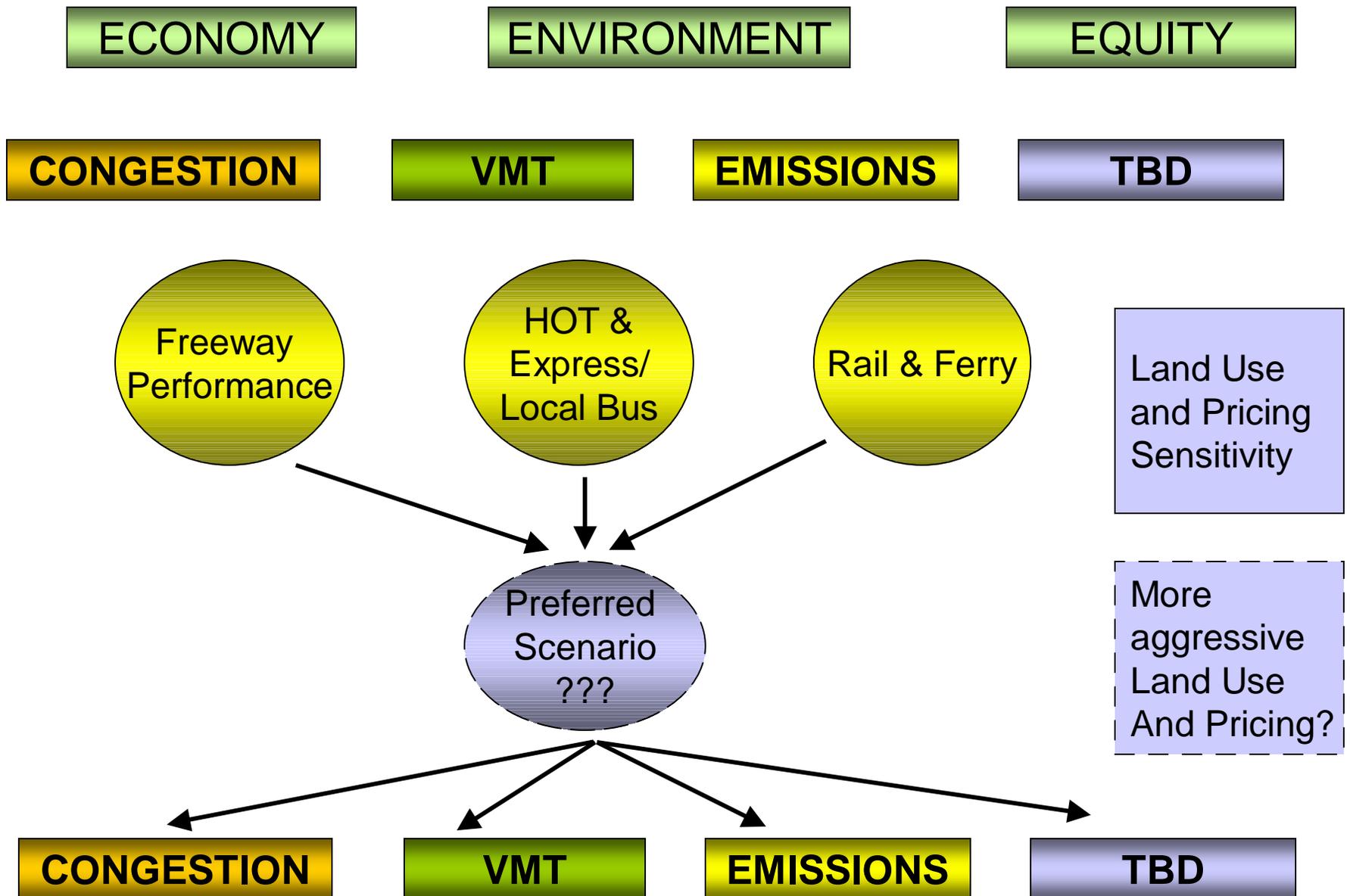


Partnership Technical Advisory Committee
August 2007



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Scenario Performance Assessment



Performance Targets

ECONOMY

ENVIRONMENT

EQUITY

CONGESTION

VMT

EMISSIONS

EQUITY

§ Reduce person hours of delay by 20% compared to today

§ Reduce vehicle miles traveled (VMT) per capita by 10% compared to today

§ Reduce particulate matter by 10% from today*

* Discussions with Air District continue

§ To be determined

§ Reduce carbon dioxide by 40% below 1990 levels by 2035



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Scenario Network Definitions

CONGESTION

VMT

EMISSIONS

EQUITY

Freeway
Performance

High
Occupancy
Toll / Bus

Rail & Ferry



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Freeway Performance Scenario

Regional Freeway Performance Initiative

1. Traffic operations system (TOS)
2. Ramp metering
3. Corridor management
 - § arterial operations and signal coordination
4. Vehicle infrastructure integration (VII)
5. HOV gap closures
 - § 43 lane miles on shoulders and short gaps



Freeway Performance

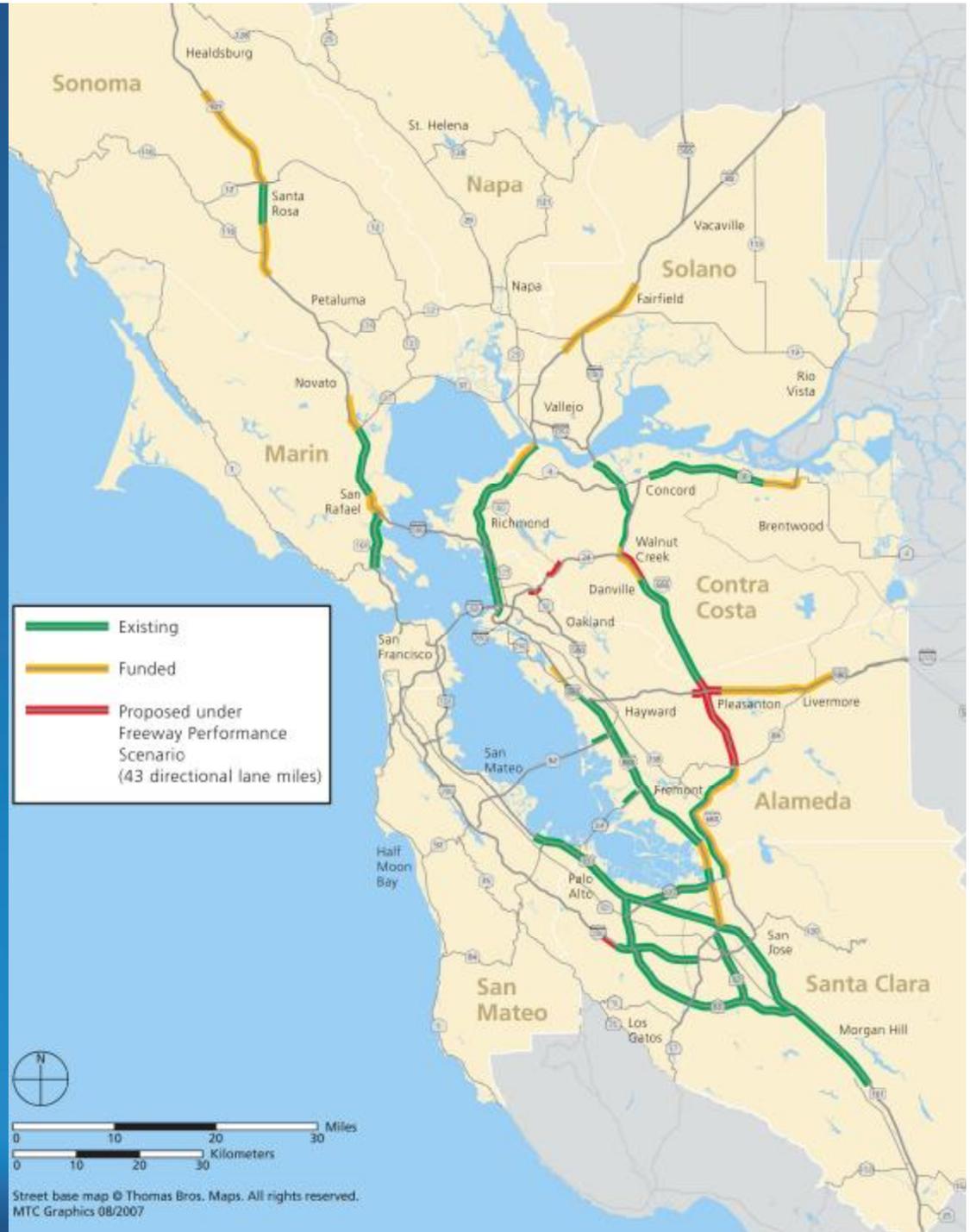
Traffic Operations System



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Freeway Performance

Strategic HOV Lane Gap Closures



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HOT Lanes / Bus Scenario

High-Occupancy Toll (HOT) Lanes

- § Complete HOV/HOT network (750 lane miles)
- § Buses and carpools travel free
- § Regional HOT Lanes Study

Express Bus

- § New and enhanced routes
- § Park and ride lots, slip ramps, transit hubs

Local Bus

- § New and Enhanced trunk routes and feeders
- § Transit priority treatments





easy to get. easy to use.

- SOLO DRIVERS MUST HAVE A MnPASS TRANSPONDER AND A VALID MnPASS ACCOUNT TO USE THE LANES.
- CARPOOLS, BUSES AND MOTORCYCLES CAN STILL USE THE LANE FOR FREE.
- FEES ARE BASED ON THE AMOUNT OF TRAFFIC IN THE MnPASS LANES.
- ENTER AND EXIT THE MnPASS LANES AT THE DESIGNATED PLACES.
- DO NOT CROSS THE DOUBLE WHITE LINES.

A second sign will tell you the current fee to Highway 100 and to downtown. If you are a carpooler or have a MnPASS transponder safely merge into the MnPASS lanes.

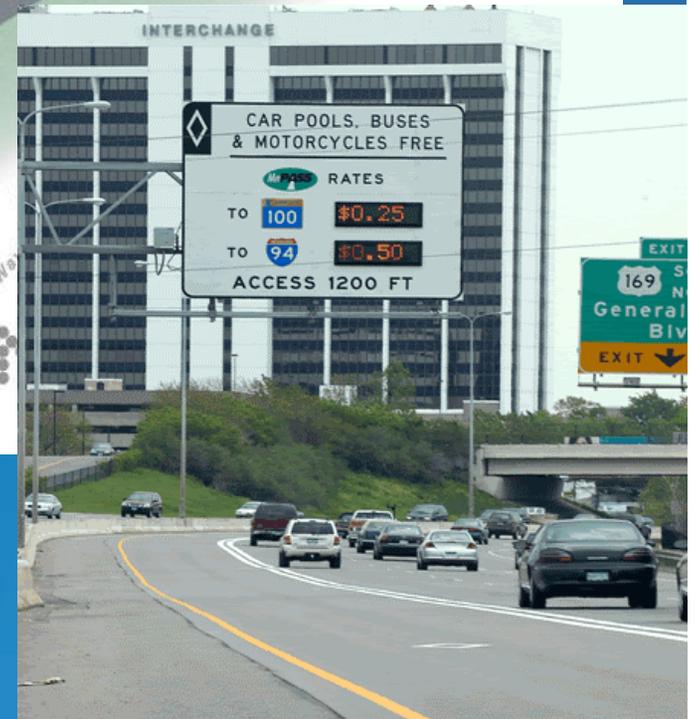
Signs will alert you to the entry and exit points for MnPASS lanes.

An overhead antenna reads your MnPASS transponder and automatically deducts your fees from a prepaid MnPASS account.

Illustration not to scale.



get in and go



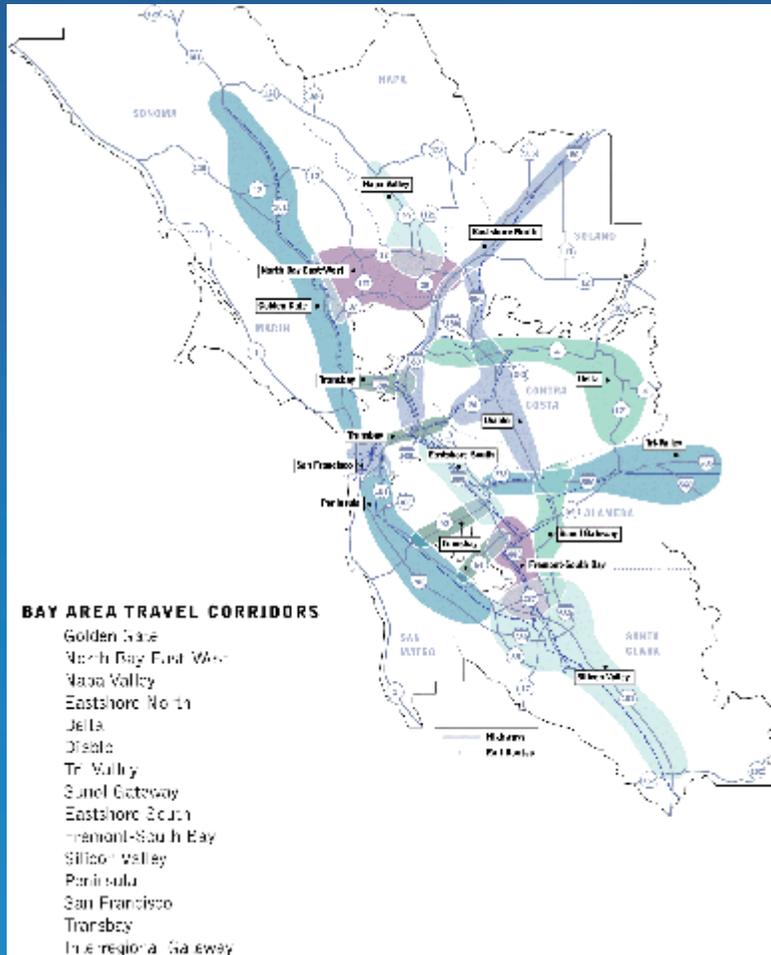
HOT Lanes Network



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Express & Local Bus



- Improved express bus service on freeway corridors
- Improved sub-regional service on arterials (BRT, Rapid Bus, Local)
- Protecting transit speed and on-time reliability using a menu of options



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Speed Protection

Transit Priority Measures

- Protect and enhance transit operational efficiency on shared roadways
- Potentially significant operational and capital savings
- Major arterial corridors identified by operators
- Running time benefits will be considered in travel model
- Menu of cost-effective options



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Regional Rail / Ferry Scenario

Regional Rail

- § Funded by Regional Measure 2
- § Resolution 3434 included as base network
- § Railroad, rapid transit, high-speed rail improvements and extensions

Ferry

- § Enhancements and new routes
- § Water Transit Authority 2003 Implementation and Operations Plan

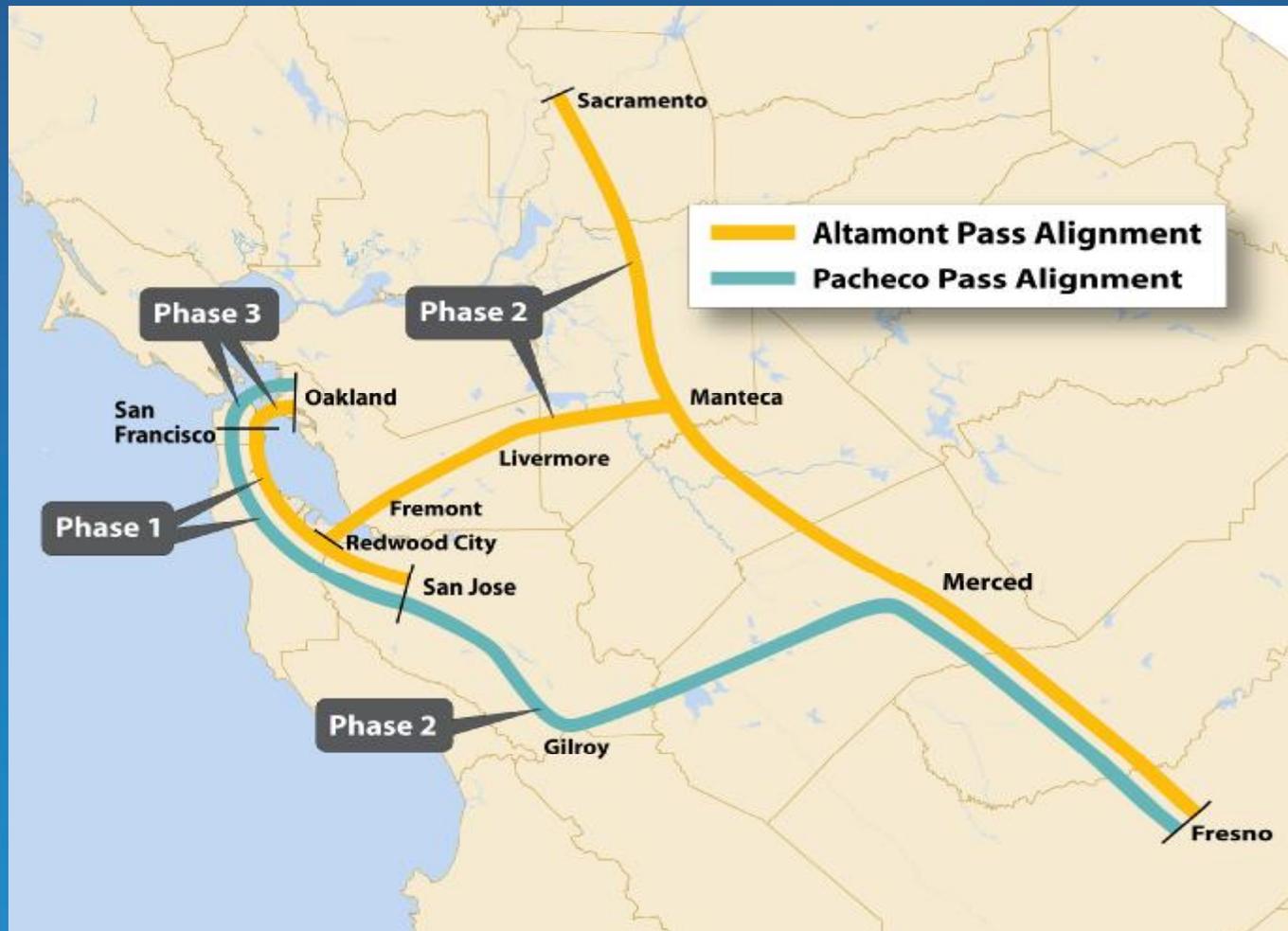


Regional Rail Only



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Regional Rail with High-Speed Rail Via Altamont and Pacheco



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Ferry Routes



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Next Steps - Scenarios

- Review network definitions
 - § Partnership TAC (8/20)
 - § MTC advisors joint meeting (8/21)
 - § ABAG Regional Planning Committee (8/29)
 - § MTC Planning Committee (9/12)
 - § Joint Policy Committee (9/21)
- Complete analysis (September)
- Present preliminary findings (early October)
- Present findings at MTC/ABAG's Bay Area on the Move – (October 26)



Scenario Definitions

Discussion



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Sensitivity Analysis

Freeway
Performance

High
Occupancy
Toll / Bus

Rail & Ferry

Sensitivity Analysis

(1) Land Use (2) Pricing (3) Combined

CONGESTION

VMT

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Land Use Sensitivity Analysis

- Growth Allocation Method using Projections 2007 as base
- Land Use Policy Assumptions
- Transportation Assumptions



Land Use Sensitivity Analysis

Household Allocation Method

- § Existing Jobs (50%)
- § Existing Jobs near Transit (25%)
- § Job Growth near Transit (25%)

Employment Allocation Method

- § Existing Households (50%)
- § Existing Households near Transit (25%)
- § Household Growth near Transit (25%)



Land Use Sensitivity Analysis

- Household growth moves from outer Bay Area communities, e.g. eastern Contra Costa and eastern Alameda, and Solano Counties to inner Bay Area, e.g. San Francisco, western Alameda, and San Mateo County



Land Use Sensitivity Analysis

- Job growth moves from northern, more rural counties, e.g. Napa, Sonoma, Solano and eastern and suburban Contra Costa County to inner Bay Area, e.g. San Francisco, Alameda, and portions of San Mateo County



Pricing Sensitivity Analysis



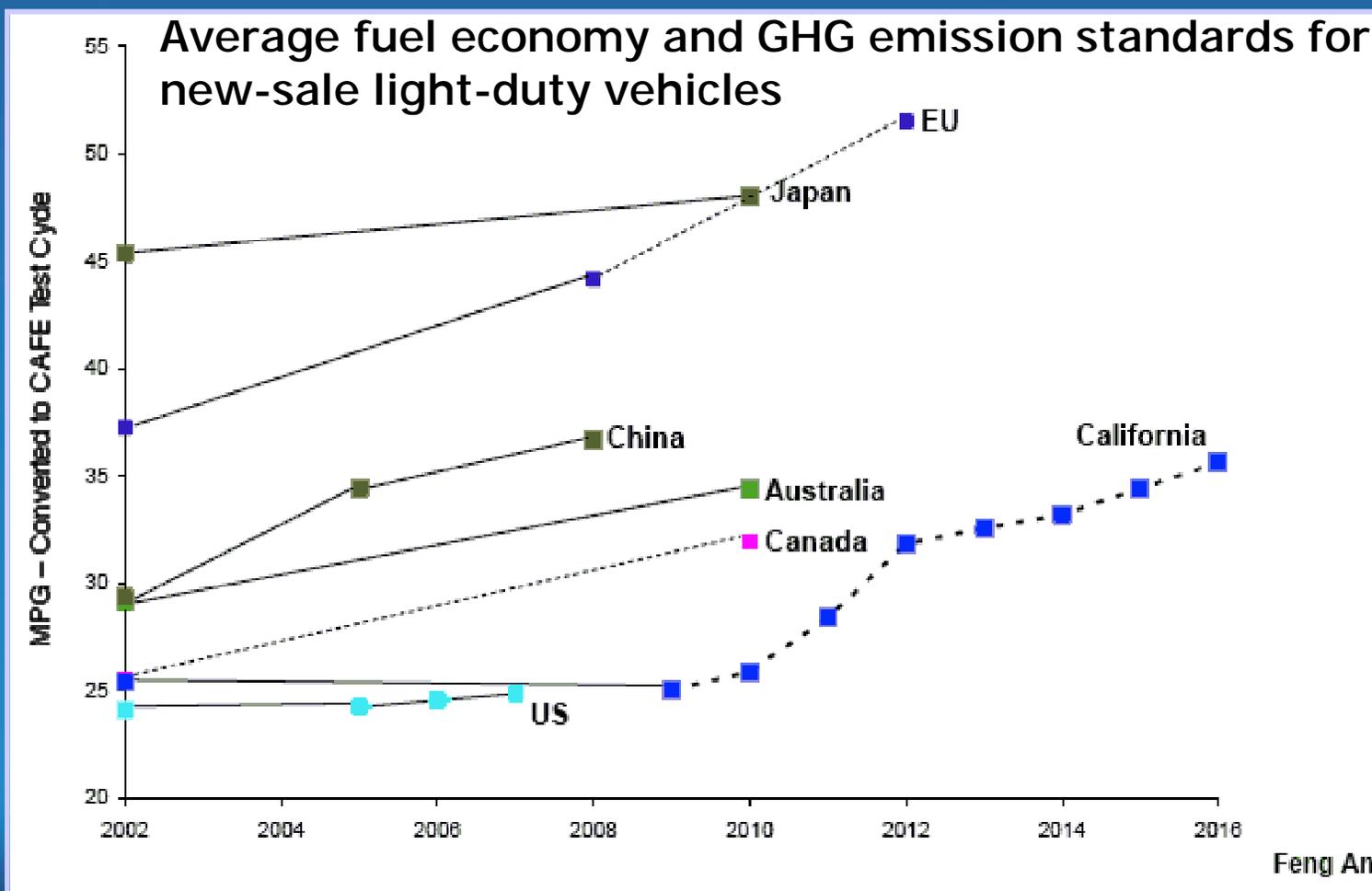
1. Carbon or VMT tax
2. Congestion pricing
(reviewing technical capability)
3. Parking charges
4. Rebate/price reduction for lowest income households



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Combined Sensitivity Analysis

- Land use & pricing
- Increased fuel efficiency



Sensitivity Analysis

Discussion



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Public Outreach Program

- Telephone poll of Bay Area residents
- Intercept interviews at transit centers and other public venues
- Joint public meetings with ABAG in September and early October
- Editorial board meetings
- Fall Forum with ABAG's General Assembly in October



Public Outreach Program

You can help!

If you are updating your countywide plans within the next 6-9 months, please contact us with your public meeting dates.



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