FR: Kristen Carnarius, MTC   DATE: November 13, 2015

RE: Plan Bay Area 2040 Draft Targets Scoring Criteria

This memorandum provides information on the <u>draft</u> set of criteria that will be used to qualitatively score projects for Plan Bay Area 2040. The projects that will be scored are large, un-committed, capacity-increasing projects with a total cost of more than $100M and state of good repair (SGR) investments. The qualitative score is one half of the performance score, which also includes a benefit-cost ratio. <u>MTC staff is seeking final feedback on the targets scoring methodology before the qualitative assessment begins in early December.</u>

As in Plan Bay Area, each large project or SGR investment is scored for how well it supports or impacts the region's ability to achieve the adopted targets. This is a completely qualitative assessment and is a complement to the quantitative benefit-cost ratio. Because the assessment is qualitative, it is important to develop thorough guidelines for applying the criteria *before* projects are assessed. This will ensure an objective treatment of criteria across all projects in the assessment.

A few notes on the assessment:
- Each target has criteria for 5 levels of support ranging from 1 to -1, in increments of 0.5. A project receives a "1" for a particular target if it strongly supports the target and a "-1" if it has a strong adverse impact on the target.
- The criteria must have a strong relationship to the target. For example, a target applied to only PDAs would mean projects must pass through a PDA to receive full credit for the target.
- The final target score is a sum across targets.
- For transportation targets and SGR investments, the score is dependent on the scale of project impacts. For example, a transit project that provides service to several high-density neighborhoods would likely score better than a project that provides service to a single lower-density neighborhood.
- For land use targets, the score is dependent on the attributes of the jurisdiction in which the project is located or through which the project passes. A project that passes through multiple jurisdictions would be scored against the attributes of a majority of the cities it passes through or serves.

Please provide feedback on the draft criteria at the November 13 workshop or directly to Kristen Carnarius at kcarnarius@mtc.ca.gov. The deadline for feedback on the assessment is **November 25, 2015.**

<u>Attachments</u>
1. Targets Criteria Table
2. Regional and Sub-Regional Job Centers
3. Bay Area Freight Corridor Delay and Congested Segments

Targets	Qualitative Assessment Criteria					
	Strong Support	Moderate Support	Minimal Impact	Moderate Adverse	Strong Adverse	Application
1 Reduce per-capita CO_2 emissions from cars and light duty trucks by 15%	1 POINT = • Likely to cause <u>large</u> VMT reduction Examples: regional transit project	0.5 POINT = • Likely to cause <u>moderate</u> VMT reduction Examples: local transit, bike, ped projects	0 POINT = • Likely to result in <u>minimal change</u> to VMT Example: interchange improvements	-0.5 POINT = • Likely to <u>moderately</u> increase VMT or more drive-alone auto trips Example: minor highway expansion	-1 POINT = • Likely to <u>significantly</u> increase VMT or more drive-alone auto trips Example: significant highway expansion	• Rating dependent on project mode and size. For example, regional transit project would cause a large VMT reduction whereas a local bus project would cause a moderate VMT reduction
	Bonus 0.5 point if project advances clean fuels and/or vehicles beyond CARB targets					
2 House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year	1 POINT = • Project passes through jurisdiction that plans to grow by **more than** 1,000 units in Plan Bay Area <u>AND</u> • The jurisdiction permitted more than 35% of its 2007-2014 RHNA	0.5 POINT = • Project passes through jurisdiction that plans to grow by **more than** 1,000 units in Plan Bay Area <u>AND</u> • The jurisdiction permitted between 15% and 35% of its 2007-2014 RHNA	0 POINT = • Project passes through jurisdiction that plans to grow by **more than** 1,000 units in Plan Bay Area <u>AND</u> • The jurisdiction permitted less than 15% of its 2007-2014 RHNA	-0.5 POINT = • Project passes through jurisdiction that plans to grow by **less than** 1,000 units in Plan Bay Area <u>AND</u> • The jurisdiction permitted more than 35% of its 2007-2014 RHNA	-1 POINT = • Project passes through jurisdiction that plans to grow by **less than** 1,000 units in Plan Bay Area <u>AND</u> • The jurisdiction permitted more than 15% of its 2007-2014 RHNA	• Rating dependent on project location, level of housing growth, and level of housing permitted in the current RHNA, irrespective of mode • Plan Bay Area growth is measured from 2010 to 2040
3 Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%	1 POINT = • Likely to cause <u>large</u> VMT reduction Example: regional transit project	0.5 POINT = • Likely to cause <u>moderate</u> VMT reduction	0 POINT = • Likely to result in <u>minimal change</u> to VMT Examples: interchange improvements, boulevard widening with cycle tracks, highway operational projects	-0.5 POINT = • Likely to <u>moderately</u> increase VMT or more auto trips	-1 POINT = • Likely to <u>significantly</u> increase VMT or more auto trips	• Highway widening projects receive adverse impact • Transit, bike, ped projects receive minimal to strong support • Access to urban parks or provision of green space increases a project's score
		Bonus 0.5 point if has one or multiple of the following: • safety component • infrastructure for walking and biking • increases access to urban parks				
4 Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	1 POINT = • Does not consume open space or agricultural land <u>AND</u> • Promotes development within urban growth boundaries Example: BART frequency increase	0.5 POINT = • Does not consume open space or agricultural land <u>AND</u> • Increases access to agricultural land Example: Freeway ITS strategies on freight network	0 POINT = • Does not consume open space or agricultural land <u>AND</u> • Does not improve access to agricultural land Example: Road re-alignment within existing right of way	-0.5 POINT = • Consumes moderate amount of open space or agricultural land Example: Road widening outside existing right of way	-1 POINT = • Consumes significant areas of open space or agricultural land <u>OR</u> • Worsens access to agricultural land Example: New facility through existing open space	• Rating dependent on project location • Same criteria as Plan Bay Area
5 Decrease by 10% the share of lower-income residents' household income consumed by transportation and housing	1 POINT = • Transit project that improves service for an operator whose low-income ridership is over 40% of its ridership <u>OR</u> • Transit project for an operator that serves more than 10% of the region's low-income riders	0.5 POINT = • Transit project that improves service for an operator that serves between 0.5% and 10% of the region's low-income riders <u>OR</u> • Road project with a transit, bicycle, or pedestrian component	0 POINT = • Does not remove a low-cost transportation option Example: highway projects that do not provide low-cost options	-0.5 POINT = Moderately: • Reduces transportation choices for low- and middle-income residents • Increases transportation cost for low income households	-1 POINT = Significantly: • Reduces transportation choices for low- and middle-income residents • Increases transportation cost for low income households Example: congestion pricing without transit improvements	• Highway projects that do not include bike, ped, or transit components would receive a minimal score. These projects assumed to minimally affect low-cost travel options.

|	Targets	Qualitative Assessment Criteria					Application
		Strong Support	Moderate Support	Minimal Impact	Moderate Adverse	Strong Adverse	
6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%	1 POINT = • Passes through a PDA, TPA, or HOA <u>AND</u> • Passes through a jurisdiction that permitted a high level of affordable housing in the 2007-2014 RHNA	0.5 POINT = • Passes through a PDA, TPA, or HOA <u>AND</u> • Passes through a jurisdiction that permitted a moderate level of affordable housing in the 2007-2014 RHNA <u>OR</u> • Passes through a jurisdiction that permitted a high level of affordable housing	0 POINT = • Passes through a PDA, TPA, or HOA <u>AND</u> • Passes through a jurisdiction that permitted a low level of affordable housing in the 2007-2014 RHNA <u>OR</u> • Passes through a jurisdiction that permitted a moderate level of affordable housing	1 POINT = • Does not pass through a PDA, TPA, or HOA <u>AND</u> • Passes through a jurisdiction that permitted a low level of affordable housing	1 POINT = • Passes through a jurisdiction that permitted no affordable housing	• Rating dependent on project location and level of affordable housing permitted in 2007-2014 RHNA, irrespective of mode • High level of affordable housing is more than 28% affordable (the regional average in 2007-2014 RHNA) • Moderate is between 10% and 27.9% • Low is between 0.1% and 9.9% • Criteria refers to priority development areas (PDAs), transit priority areas (TPAs), or high opportunity areas (HOAs)
7	Reduce the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at an increased risk of displacement to 0%	1 POINT = • Passes through a PDA, TPA or HOA with a concentration of lower-income renter households <u>AND</u> the area gained lower-income renter households	0.5 POINT = • Passes through a PDA, TPA, or HOA with a concentration of lower-income renter households <u>AND</u> the area did not lose lower-income renter households	0 POINT = • Does not pass through a PDA, TPA, or HOA with a concentration of lower- income renter households in 2000 <u>OR</u> • Does not pass through a PDA, TPA or HOA <u>OR</u> • Project is applied system-wide	-0.5 POINT = • Passes through a PDA, TPA, or HOA with a concentration of lower-income renter households <u>AND</u> the area lost lower-income renter households <u>BUT</u> the project connects residents to a regional job center	-1 POINT = • Passes through a PDA, TPA, or HOA with a concentration of lower-income renter households <u>AND</u> the area lost lower-income renter households	• Rating dependent on project location, number of moderate-to-low-income renter households within a PDA, TPA or HOA and the change in concentration between 2000 and 2013 • Criteria refers to priority development areas (PDAs), transit priority areas (TPAs), or high opportunity areas (HOAs) • Lower-income is below 120% of area median income • Concentration is at least 30% low-income renter households
8	Increase the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit by 20**%** in congested conditions	1 POINT = Significantly: • Decreases travel time during AM and PM commute hours <u>AND</u> • Serves a regional or sub-regional job center	0.5 POINT = Moderately: • Decreases travel time during AM and PM commute hours <u>AND</u> • Serves a regional or sub-regional job center	0 POINT = Minimally: • Decreases travel time during AM and PM commute hours <u>OR</u> • Does not serve a regional or sub-regional job center	-0.5 POINT = Moderately: • Increases travel time	-1 POINT = Significantly: • Increases travel time	• Rating dependent on project location and level of travel time improvement • <u>Transit capacity</u> projects assumed to support accessibility to job centers
9	Increase by 35% the number of jobs in predominantly middle-wage industries)	1 POINT = • Project itself adds both short-term and long-term jobs to the region Example: transit capital project that increases demand for operators	0.5 POINT = • Project itself adds short-term jobs to the region Example: highway construction project Bonus 0.5 point if the project serves one or more of the following: • Regional port • Tourism center • Major medical facility	0 POINT = • Has no effect on the number of jobs Example: bike/ped projects, transit efficiency project	*No project would be anticipated to generate an adverse impact by decreasing the number of jobs.*	*No project would be anticipated to generate an adverse impact by decreasing the number of jobs.*	• Rating dependent on project location and type of job creation associated with the project (long-versus short-term)
10	Reduce per-capita delay on the Regional Freight Network by 20%	1 POINT = • Reduces congestion on segments with medium to high (orange and red for either AM or PM) Corridor Delay Index (as defined in MTC Goods Movement Plan)	0.5 POINT = • Reduces congestion on all other segments of the freight network <u>OR</u> • Improves reliability on the freight network	0 POINT = • Does not affect the freight network	-0.5 POINT = Moderately: • Increases travel times on regional freight network	-1 POINT = Significantly: • Increases travel time on regional freight network	• Rating dependent on project location

Targets	Qualitative Assessment Criteria					Application
	Strong Support	Moderate Support	Minimal Impact	Moderate Adverse	Strong Adverse	
11 Increase non-auto mode share by 10%	1 POINT = Significantly supports one or more of the following: • Provides alternatives to driving • Reduces household vehicle ownership • Creates more direct active transportation routes • Improves transit service and connections to transit Example: major transit project	0.5 POINT = Moderately supports one or more of the following: • Provides alternatives driving • Reduces household vehicle ownership • Creates more direct active transportation routes • Improves transit service and connections to transit Example: HOV/T project with major increase in bus service	0 POINT = • Minimal effect on demand for driving Example: HOV/T project with minimal increase in bus service	-0.5 POINT = Moderately: • Increases the demand for driving • Reduces transit frequency • Creates barriers to using transit • Worsens active transportation routes	-1 POINT = Significantly: • Increases the demand for driving • Reduces transit frequency • Creates barriers to using transit • Worsens active transportation routes Example: Roadway projects without active transportation component receive adverse impact	• Same criteria as Plan Bay Area
12 Reduce vehicle operating and maintenance costs due to pavement conditions by 100%	1 POINT = Significantly: • Improves roadway surface condition Example: funding of street repavement	0.5 POINT = Moderately: • Improves roadway surface condition Example: expansion project that funds repavement	0 POINT = • Does not explicitly include components to improve pavement condition Example: expansion project that does not include repavement	*No project would be anticipated to generate an adverse impact by worsening pavement quality.*	*No project would be anticipated to generate an adverse impact by worsening pavement quality.*	• Projects receive moderate to strong support if they include specific roadway or transit replacement or rehabilitation. • Minimal impact assumed for projects that add inventory.
13 Reduce per-rider transit delay due to aged infrastructure by 100%	1 POINT = Significantly: • Improves transit asset condition Example: funding of vehicle replacement	0.5 POINT = Moderately: • Improves transit asset condition Example: expansion project that funds vehicle replacement	0 POINT = • Does not explicitly include components to improve transit asset condition Example: expansion project that does not include vehicle replacement	*No project would be anticipated to generate an adverse impact by worsening transit asset condition.*	*No project would be anticipated to generate an adverse impact by worsening transit asset condition.*	

Attachment 2: Regional and Sub-Regional Job Centers

- For Target 7 and Target 8
- Consistent with definitions in the Jobs Housing Connection Strategy of Plan Bay Area
- Includes the following place types:

Place Type	Description	Example Places
Regional Center	Primary center of economic and cultural activity for the region.	Downtown Oakland Downtown San Francisco Downtown San Jose
City Center	Sub-regional center of economic and cultural activity with some regional destinations.	Downtown Berkeley Downtown Concord Downtown San Rafael Downtown Santa Rosa
Suburban Center	Sub-regional center of economic activity with local amenities in traditionally suburban areas, with some sub-regional destinations.	Dublin Transit Center Livermore BART Station Area
Employment Center	Region and sub-regional serving districts focused on employment generating uses.	Mountain View-East Whisman San Jose-Old Edenville

Attachment 3   Bay Area Corridor Delay and Congested Segments
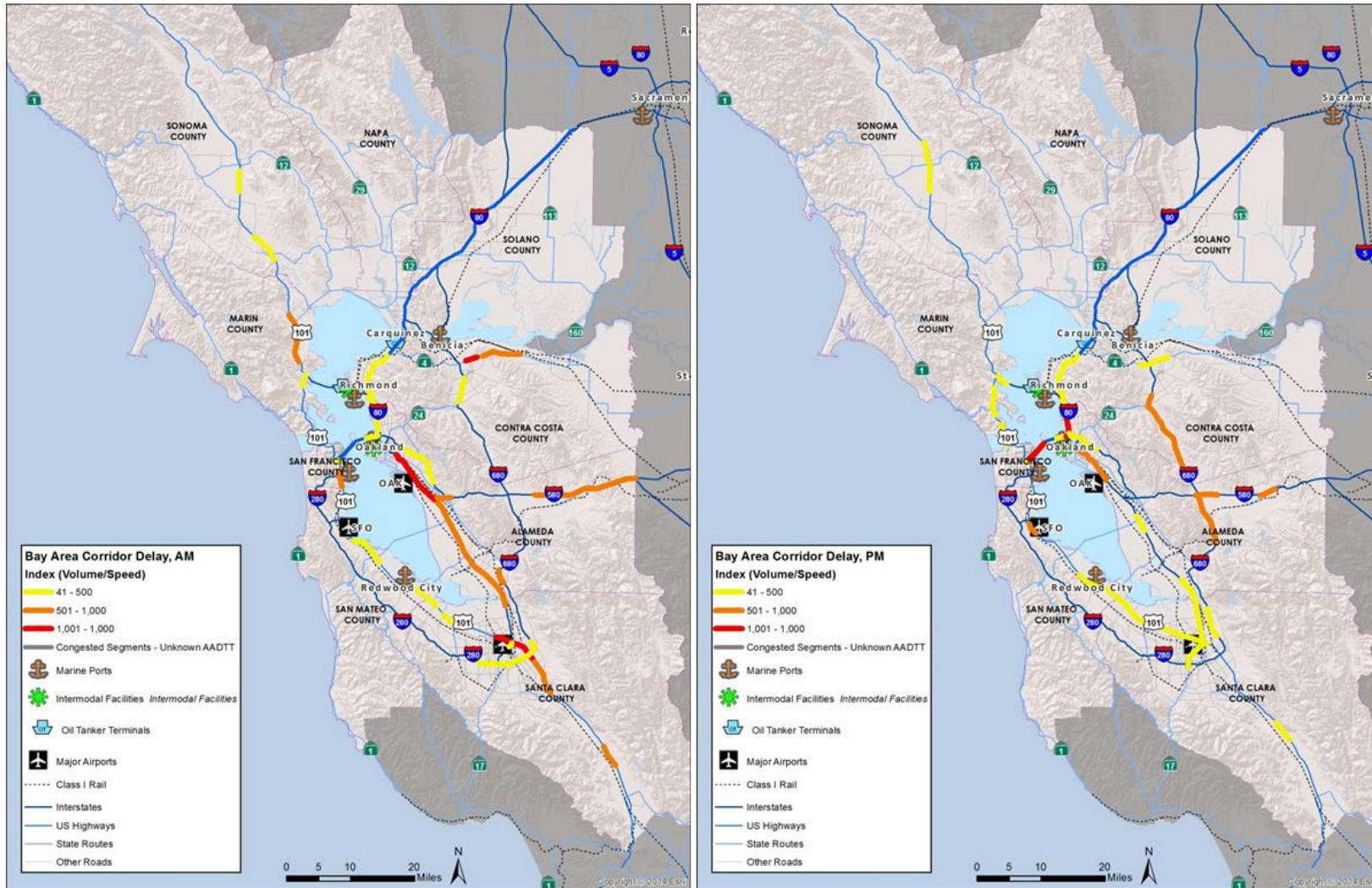
Source: Congested Segments from INRIX 2013; Truck Volumes data from Caltrans Truck Counts, 2012; Analysis by Cambridge Systematics.