Transportation 2035 EIR Overview

CHANGE IN MOTION

Planning Committee
December 12, 2008

EIR Purpose and Scope

- Discloses range of environmental impacts from the implementation of the Draft Transportation 2035 Plan
- Recommends measures to mitigate any potential adverse regional impacts identified
- Evaluates a reasonable range of potentially feasible alternatives to the Draft Transportation 2035 Plan

EIR Consultation

- Notice of Preparation (NOP) issued on February 19, 2008
- Two public/agency scoping meetings held on March 10 and March 13, 2008
- MTC/ABAG/Caltrans and Tribal Governments consultation meeting held on October 3, 2008
- Meeting with Attorney General's Office held on October 31, 2008
- Meeting with Federal, State, Tribal, land management, wildlife and regulatory agencies to discuss draft mitigations held on November 12, 2008

Issue Areas

- Transportation
- Air Quality
- Climate Change and Greenhouse Gas Emissions (new)
- Land Use, Housing and Social Environment
- Energy
- Noise
- Geology and Seismicity
- Water Resources
- Biological Resources
- Visual Resources
- Cultural Resources
- Growth-Inducing Impacts

Demographic Changes 2006 to 2035

In millions

	2006	2035	Percent Change
Population	7.2	9.0	26%
Employed Residents	3.3	5.0	53%
Employment	3.5	5.2	50%
Total Regional Vehicle Trips	16.9	23.3	37%

Source: ABAG Projections 2007, MTC travel forecasts (2008)

Increases in Roadway & Transit Supply due to Transportation 2035 Plan

Roadway Lane Miles	Percent Change from 2006	Percent Change from 2035 No Project	Transit Seat Miles (AM Peak)	Percent Change from 2006	Percent Change from 2035 No Project
	6%	2%		18%	11%

Source: MTC travel forecasts (2008)

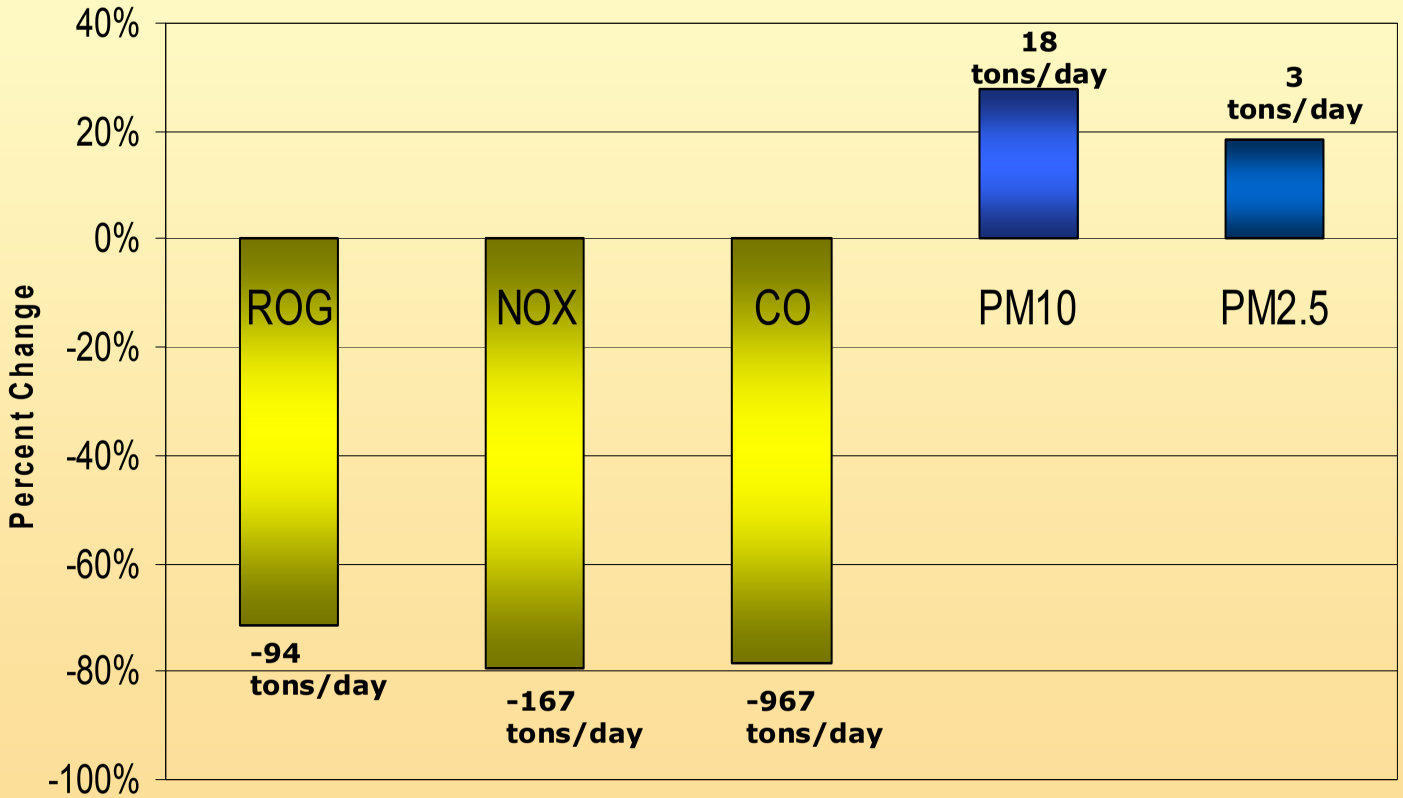
Vehicle Miles Traveled Per Person

				Change 2006 to 2035 Project		Change 2035 No Project to Project	
	2006	2035 No Project	2035 Project	Numeric	Percent	Numeric	Percent
VMT Per Capita	20.3	21.3	21.2	0.9	4.4%	-0.1	-0.5%

- Increased VMT per person when compared to existing conditions
- Decreased VMT per person when compared to No Project

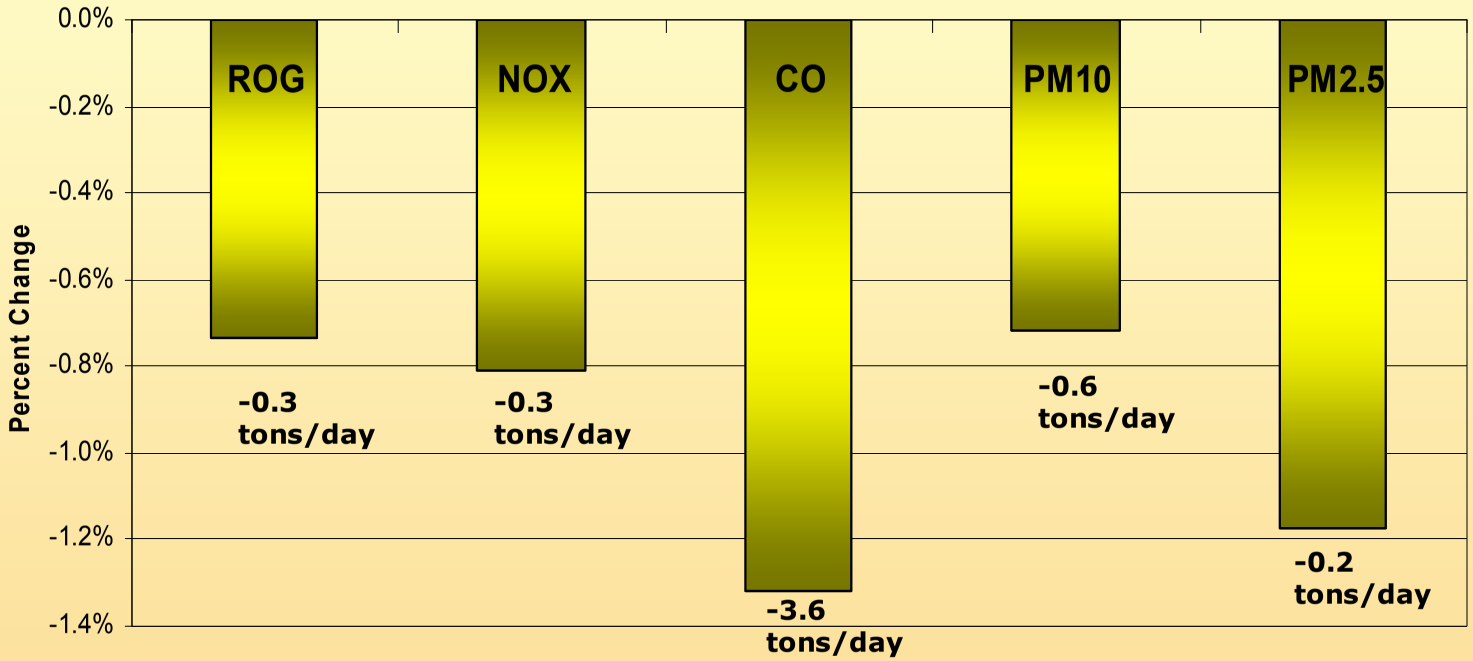
Emissions from Criteria Pollutants Decrease Except for PM_{10} and $PM_{2.5}$

(numeric and percent change from existing conditions)

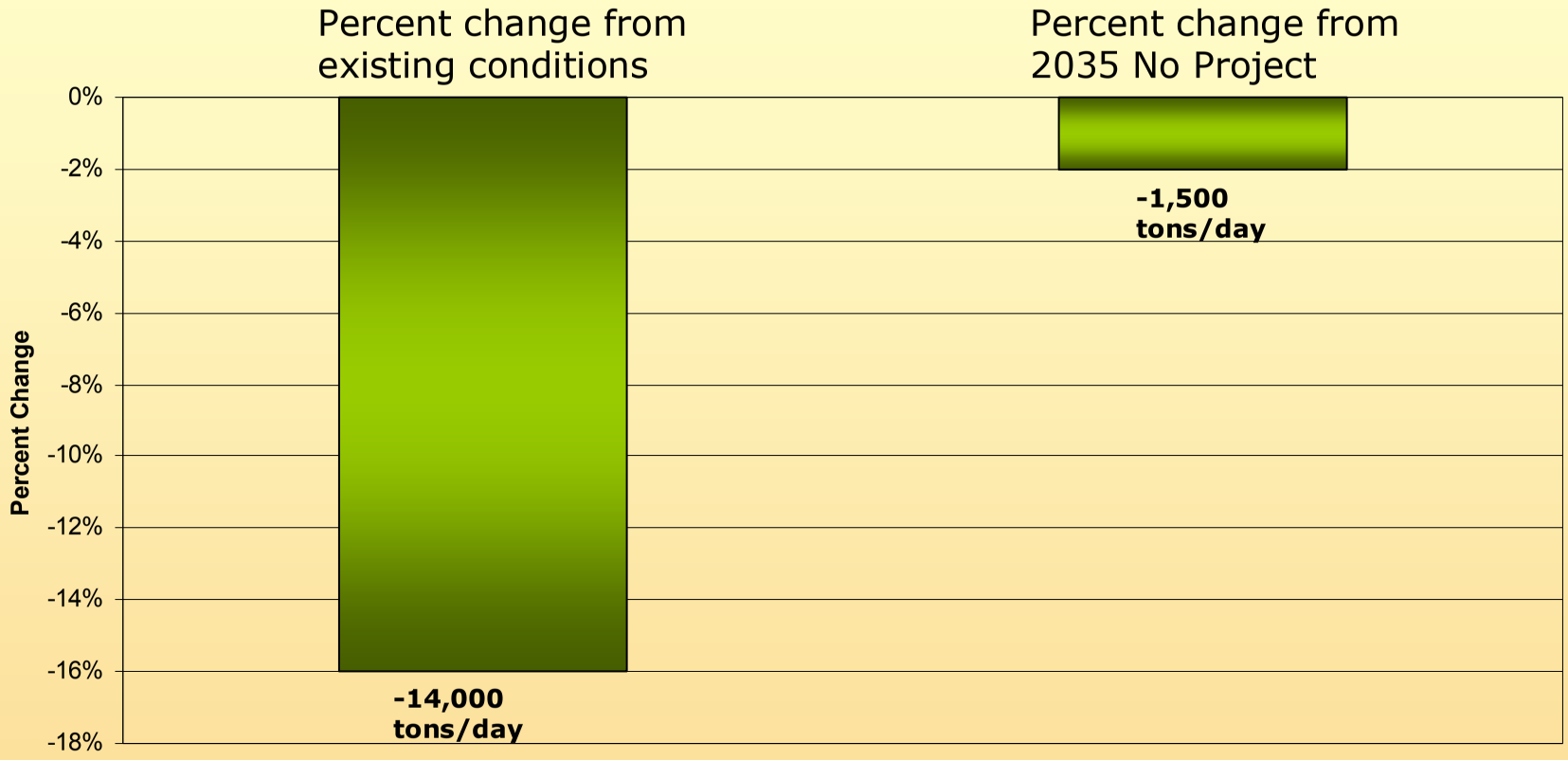


*Increase in particulate matter emissions is due to increase in cumulative regional growth and attendant increases in travel.

Emissions from All Criteria Pollutants Decrease
(numeric and percent change from 2035 No Project)



CO_2 Emissions Decrease



- Decreased CO_2 when compared to existing conditions
- Decreased CO_2 when compared to No Project

Summary of Key Impacts of Draft Transportation 2035 Plan

(compared to existing conditions)

Beneficial Impacts

- Improves number of jobs accessible by autos and transit
- Reduces criteria pollutants emissions (ROG, NO_X, CO)
- Reduces greenhouse gases emissions (CO_2) from motor vehicles

No Impact

- No substantial increase in VMT per person

Potential Impact

- Increased VMT at LOS F due to regional growth (but decreased compared to No Project)
- Increased PM_{10}, $PM_{2.5}$ emissions due to regional growth (but decreased compared to No Project)

*A comparison between the 2035 Project and 2006 Existing Conditions shows impacts that are largely attributable to the cumulative regional growth impacts that affect travel demand rather than the impacts of implementing the Transportation 2035 Plan

Summary of Key Impacts of Transportation 2035 Plan
(compared to 2035 No Project)

All Beneficial Impacts

- Improves number of jobs accessible by autos and transit
- Reduces criteria pollutants (ROG, NO_X, CO emissions)
- Reduces greenhouse gases emissions (CO_2) from motor vehicles
- Reduces VMT per person
- Reduces VMT at LOS F for all facilities
- Reduces PM_{10}, $PM_{2.5}$ emissions

*A comparison between the 2035 Project and 2035 No Project differentiates the impacts of implementing the Transportation 2035 Plan from the cumulative regional growth impacts that affect travel demand and are largely independent from the Transportation 2035 Plan

Alternatives Evaluated

- **No Project Alternative**
  - Includes projects in advanced planning stages and have full funding commitments
- **Heavy Maintenance/Climate Protection Emphasis Alternative**
  - Excludes the Freeway Performance Initiative and Regional HOT Network
  - Redirects discretionary funding:
    - $20 billion to transit and roads capital maintenance shortfall (up $7 billion from T2035)
    - $3 billion for TLC (up $900 million from T2035)
    - $1.3 billion for Regional Bicycle Program (up $300 million from T2035)
    - $900 million for Climate Action Campaign (up $500 million from T2035)
    - $1.1 billion for Lifeline (up $400 million from T2035)

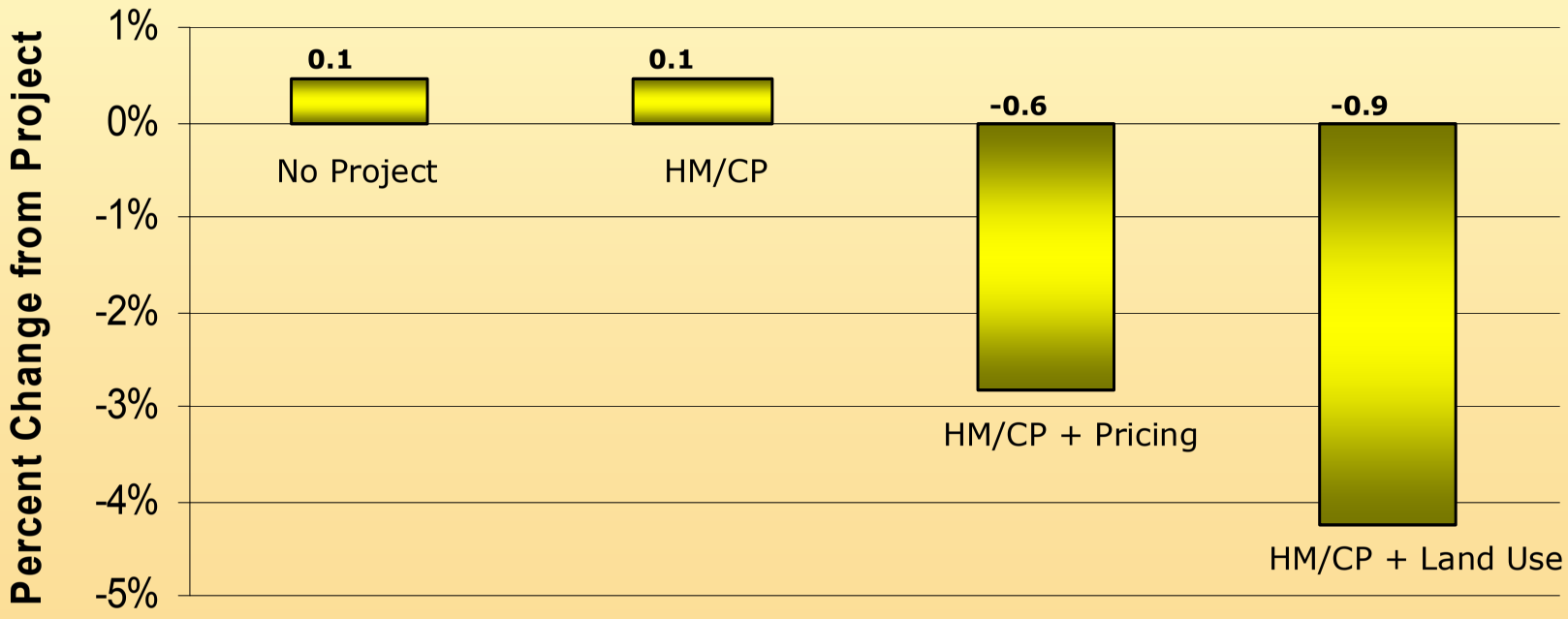
Alternatives Evaluated (cont'd)

- **Heavy Maintenance/Climate Protection Emphasis + Pricing Alternative**
  - Pricing mechanisms tested:
    - Carbon/VMT Tax: gas prices increase from $7.47 per gallon to $9.07 per gallon in 2035
    - Congestion Fee: charge of 25-cents per mile on congested freeways
    - Parking Charge: increase in parking costs by $1.00 per hour

- **Heavy Maintenance/Climate Protection Emphasis + Land Use Alternative**
  - Shifts more housing near jobs and near transit
  - Houses more Central Valley growth in region

Vehicle Miles Traveled Per Person Decreases under Heavy Maintenance/Climate Emphasis + Pricing and + Land Use

(numeric and percent change compared to 2035 Project)



Criteria Pollutant Emissions Decrease Under Heavy Maintenance/Climate Protection + Pricing and + Land Use

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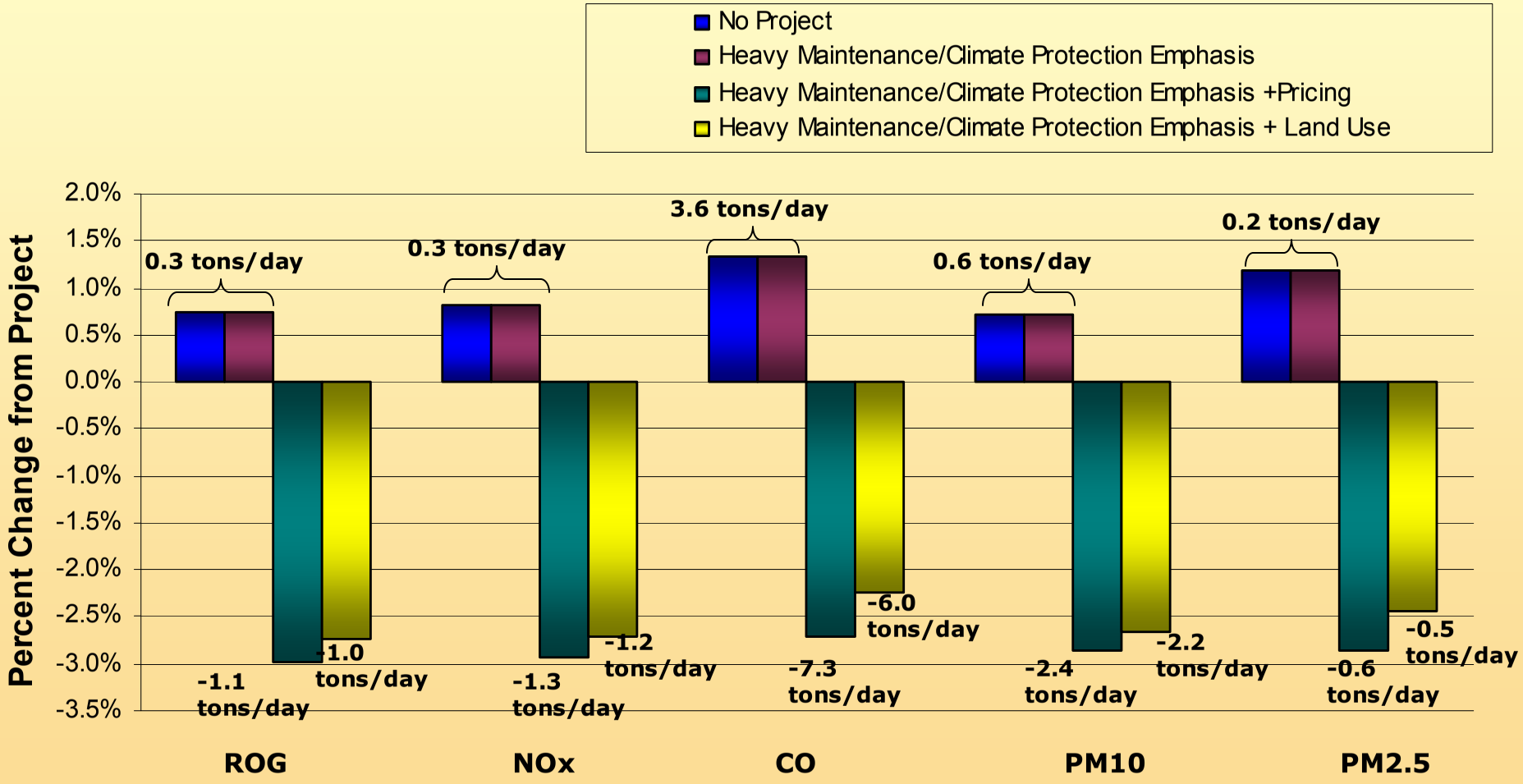

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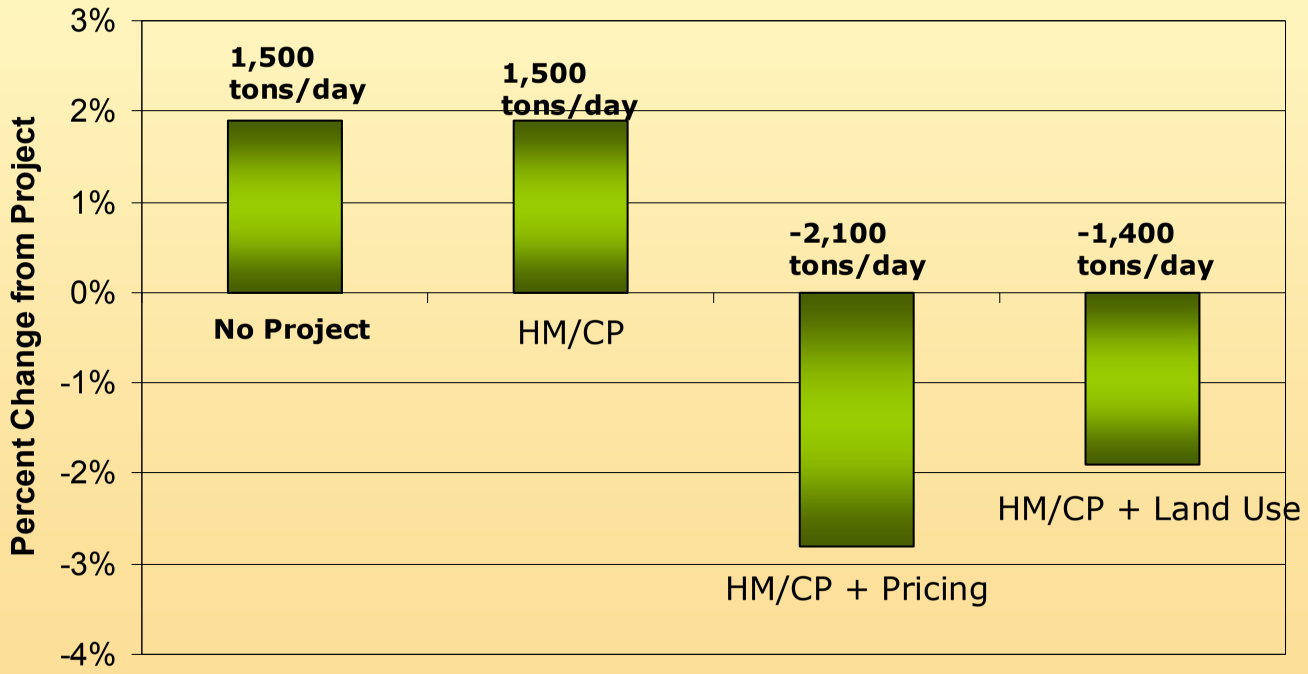

Environmentally Superior Alternative

- Heavy Maintenance/Climate Protection Emphasis + Pricing is the environmentally superior alternative because:
  - Superior performance in energy and climate change areas
  - More potential flexibility of applying and adjusting pricing controls to current needs
  - Nearer-term benefits compared to land use changes

- Feasibility of Pricing Mechanisms?
  - New pricing strategies subject to legislative or voter approval
  - Presumes public support for pricing
  - Commission decides if alternative meets reasonableness test and is consistent with Transportation 2035 goals and objectives

Next Steps

- Draft Transportation 2035 Plan and Draft EIR to be released on December 19
- 45-day comment period on Draft EIR starts December 19, 2008 and ends February 2, 2009
- Public hearings on Draft Transportation 2035 Plan tentatively slated for January 28 Commission meeting and January 27 or 29 time/location TBD
- Adoption of Final Transportation 2035 Plan and Final EIR slated for March 13 Planning Committee and March 25 Commission meetings