



**Regional Advisory Working Group
April 28, 2010**

Agenda

- Regional Advisory Working Group Charter
- Overview of Regional Planning Context and SB 375 Requirements
- Discussion of RTP/SCS Work Plan Elements
 - CARB GHG Target-Setting
 - Three Es, Goals and Other Targets
 - 2040 Regional Growth Forecasts
 - Priority Development Area Assessments
- Engagement Opportunities
 - Public Participation Plan Update
 - Local Governments and Regional Agencies Partnership

RAWG Discussion Follows Each Staff Presentation

RAWG's Charter

- Purpose
 - Provide ongoing input into key work plan elements for the RTP/SCS

- Line of Reporting
 - Act in an advisory capacity to regional agencies staff charged with preparing the RTP/SCS

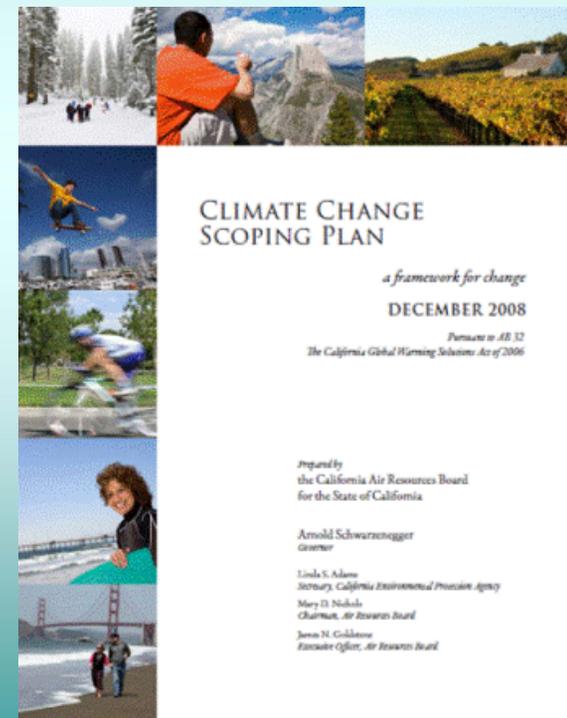
- Responsibilities
 - Review and provide input that regional agencies staff will use to develop the RTP/SCS

- Membership
 - Members comprised primarily of planning staff from cities/counties, CMAs, and regional agencies
 - Meetings are open to the public

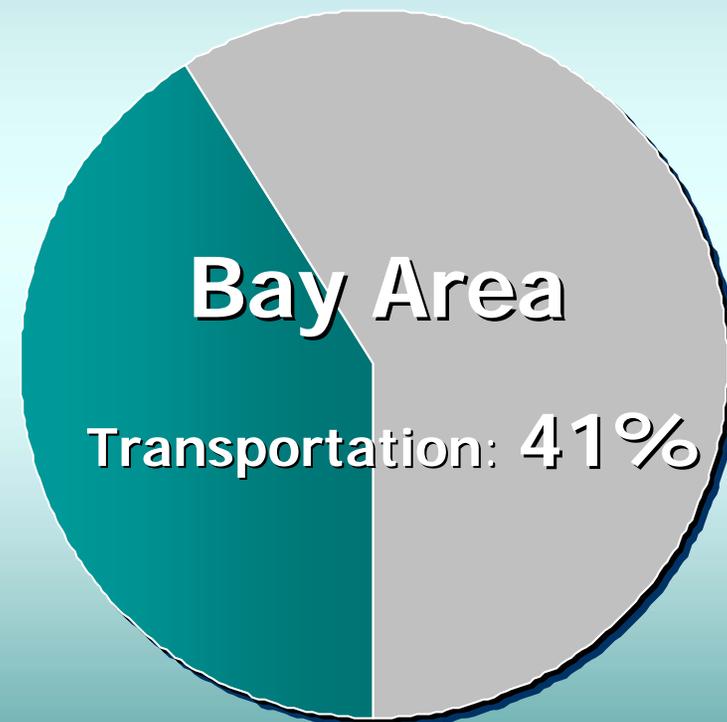
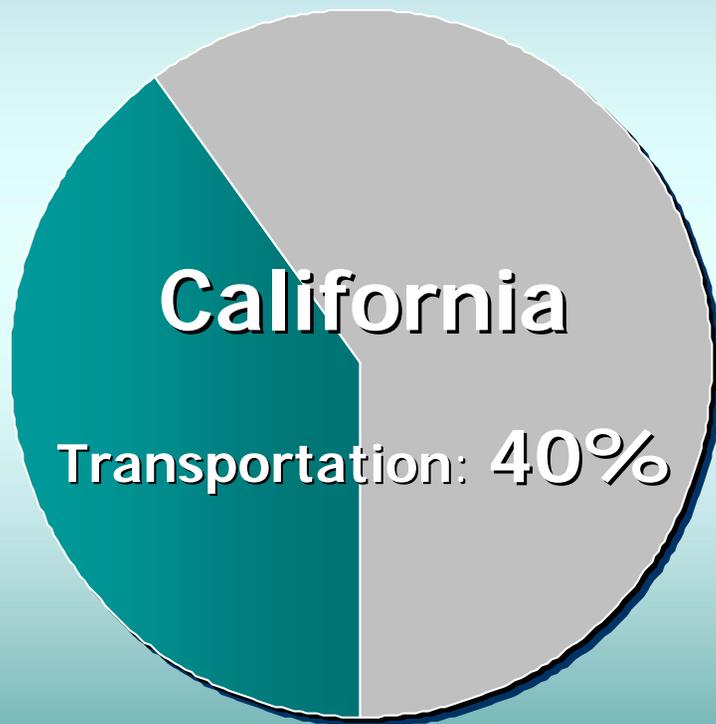
Overview of Planning Context and SB 375 Requirements

AB 32 Global Warming Solutions Act of 2006

- AB 32 establishes the first comprehensive program of regulatory and market mechanisms in the nation to achieve GHG emissions reductions
- AB 32 sets GHG emissions limit for 2020 at 1990 level
 - Acknowledges that 2020 is not the endpoint
 - Points way towards 80% reduction by 2050
- CARB adopted a Scoping Plan to achieve AB 32's GHG emissions reduction target



Transportation is the Main Source of Greenhouse Gas Emissions



Sources: ARB GHG Projections for 2020

Sources: USEIA, BAAQMD 2007 Base Year Inventory

California's Three Pronged Approach to Reducing Transportation Greenhouse Gases

- Cleaner vehicles (AB 1493, Pavley)
- Cleaner fuels (Low-Carbon Fuel Standard)
- More sustainable communities (SB 375)



SB 375 Basics

- Uses the regional transportation planning process to help achieve reductions in GHG emissions consistent with AB 32
 - Directs CARB to develop passenger vehicle GHG reduction targets for CA's 18 MPOs for 2020 and 2035
 - Adds Sustainable Communities Strategy as new element to Regional Transportation Plans
- Provides CEQA incentives to encourage projects that are consistent with a regional plan that achieves GHG emission reductions
- Coordinates the regional housing needs allocation process with the regional transportation planning process while maintaining local authority over land use decisions



What Do We Want to Accomplish With the Sustainable Communities Strategy?

Reasons SB 375 was created:

Congestion

Mega-Regional Sprawl

Disinvestment in Cities

The Bay Area has created a framework that meets the intent of SB 375.

The FOCUS program has been underway for the past three years, and 120 Priority Development Areas have been proposed and adopted.

These PDAs were established because they create a package of benefits that were considered desirable by local governments, including

- Less traffic congestion
- More efficient transit
- Improved public health
- Better access to jobs
- A healthier economy
- Improved quality of life
- Protected habitat
- Conservation of land, energy and water

Implementation Context

What's Working Against Us?

- State Funding Crisis:
 - Local Government; Transit; Redevelopment
- PDA Challenges: aging infrastructure (capacity, replacement, financing);
 - infill parcel sizes are too small (predevelopment costs too high for small scale infill (risk versus reward ratio) and risk conversion of larger parcel industrial land for housing);
 - social issues in some communities (schools, security, services, air quality, healthy food, amenities)

Implementation Context:

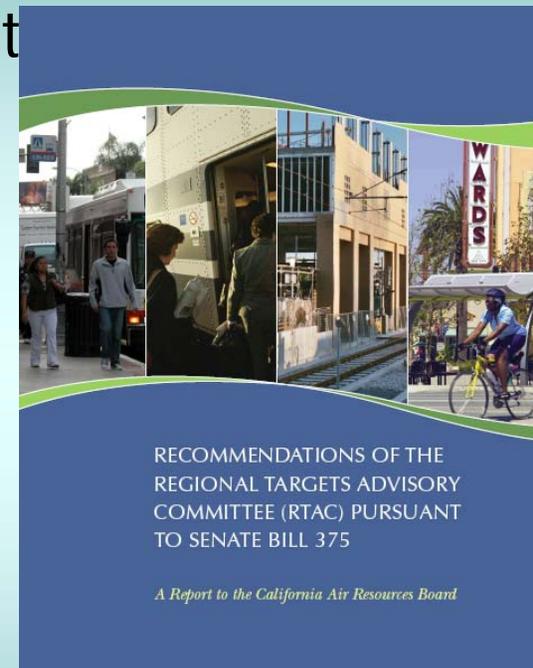
What's Working FOR Us?

- National Support: US Cabinets are Aligning Policy for Sustainability (HUD, DOT, Education, DOE, and EPA)
- State Support: Strategic Growth Council endorses SB 375 principles
- Regional Support: MTC has authorized \$41M/yr in TLC for PDAs; Four Regional Agencies working together through the JPC
- Local Support: Cities have adopted TOD plans

RTP/SCS Work Plan Element: CARB GHG Target-Setting

Key Regional Targets Advisory Committee Recommendations

- Calls for CARB to implement a consistent target setting process statewide
 - Collaborates and exchanges data with MPO
 - Identifies an initial statewide target
 - Adjusts initial target for particular regions, if needed
 - Sets draft and then final targets
- Target metric: percent per-capita GHG emissions reduction from 2005
- Extensive state-local interaction



GHG Target Setting Under SB 375

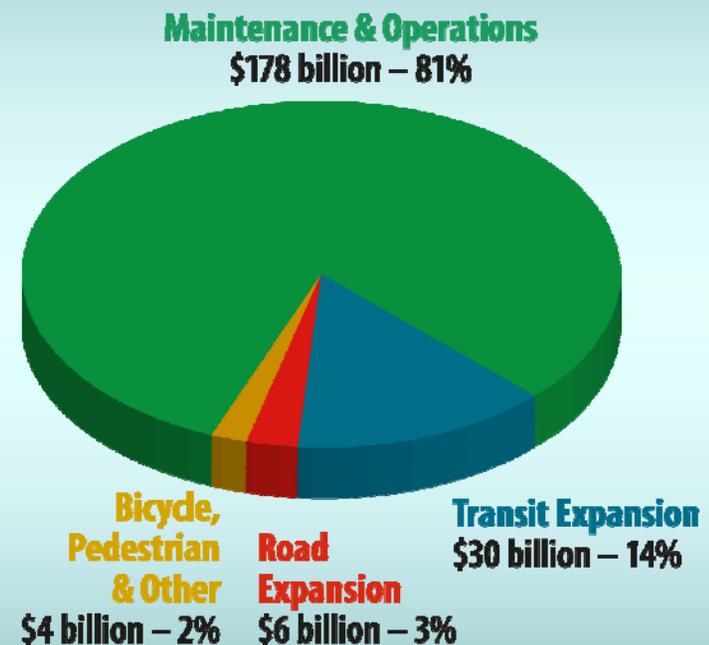
- Regional Targets Advisory Committee (RTAC) advises CARB on target methodology (Completed: September 30, 2009)
- CARB exchanges data with MPOs (Underway)
 - MPOs are developing investment/land use scenarios to assist CARB with GHG target-setting
- CARB issues draft targets by June 30, 2010
 - CARB is considering the release of draft target *range*
- MTC, in consultation with ABAG, BAAQMD, and BCDC, will prepare a response to draft targets following Commission discussion on July 28
- CARB issues final targets by September 30, 2010
 - CARB is considering the issuance of region-specific targets

Bay Area's Investment/Land Use Project Alternative: Transportation 2035 Plan + Projections 2009

- Includes a set of transportation projects and programs that can be implemented within the \$218 billion financially constrained budget
- Focuses on maintenance, system efficiency and strategic expansion investments
 - Maintenance & Ops. – 81%
 - Road Expansion – 3%
 - Transit Expansion – 14%
- Advances new initiatives such as FOCUS, Freeway Performance Initiative, Regional Express Lane Network, Climate Initiative, and Transit Sustainability Project
- Reflects Projections 2009*
 - Total Population: 9 million
 - Total Employment: 5 million

*Estimates of current and future employment substantially lower than Projections 2007

Expenditures by Function (25-Year Total revenues: \$218 Billion)



How Does the Project Alternative Perform Compared to 2005 Base Year?

	2005 Base Year	2020 Interim Year	2035 Horizon Year	Change 2005 to 2020 Project		Change 2005 to 2035 Project	
				Numeric	Percent	Numeric	Percent
Average Weekday Pounds Per Capita CO ₂ Emissions from Passenger Vehicles and Light Duty Trucks*	21.0	19.9	20.3	-1.1	-5%	-0.7	-3%

- **Reduction of 5 percent in CO₂ emissions in 2020**
- **Reduction of 3 percent in CO₂ emissions in 2035**

* Excludes Pavley and LCF standards; preliminary data subject to change.



How Does the “Best” Alternative Perform Compared to 2005 Base Year?

	2005 Base Year	2035 Horizon Year	Change 2005 to 2020 Project	
			Numeric	Percent
Average Weekday Pounds Per Capita CO ₂ Emissions from Passenger Vehicles and Light Duty Trucks*	21.0	18.7	-2.3	-11%

- **Reduction of 11 percent in CO₂ emissions in 2035**

* Excludes Pavley and LCF standards; preliminary data subject to change.



What Would It Take to Achieve the Best Alternative?

- **Increase auto operating costs three-fold**
 - Carbon tax that increases cost of gas by 20%
 - 25-cents per mile congestion charge
 - Charged parking increases by \$1.00 per hour
- **Aggressive Land Use Policies – increase projected urban population growth and decrease projected suburban/rural population growth**
 - San Francisco/San Mateo – Add 270,000 people beyond projections
 - Sonoma/Solano – Reduce projected growth by 160,000 people

How Does the Bay Area Perform Compared to Other Regions & Why Are They Different?

Average Weekday Pounds Per Capita CO2 Emissions from Passenger Vehicles and Light Duty Trucks*

Region	2005 Base Year	Project Alt. 2020 Interim Year	Project Alt. 2035 Horizon Year	Change 2005 to 2020 Project		Change 2005 to 2035 Project		Change 2005 to 2035 Best Project	
				Numeric	Percent	Numeric	Percent	Best Alt. 2035 Horizon Year	Percent
Bay Area	21.0	19.9	20.3	-1.1	-5%	-0.7	-3%	18.7	-11%
So Cal/ LA	21.4	20.2	20.8	-1.2	-6%	-0.6	-3%	19.2	-10%
San Diego	26.1	23.8	24.7	-2.3	-9%	-1.4	-5%	23.2	-11%
Sacramento	23.0	21.9	20.7	-1.1	-5%	-2.3	-10%	19.8	-19%

- Other regions are still refining scenario assessments for target setting
- In 2020, largest MPOs are mostly consistent
- In 2035, SACOG is the outlier - differences due primarily to different population and employment growth assumptions.



RTP/SCS Work Plan Element: Three Es, Goals, & Other Targets

Transportation 2035: Performance Driven Plan

“E”
Principles

Economy

Environment

Equity

Goals

Maintenance & Safety
Reliability
Efficient Freight Travel
Security

Clean Air
Climate Protection

Equitable Access
Livable Communities

Performance
Objectives

Reduce Congestion
Improve Maintenance &
Security
Reduce
Collisions/Fatalities

Reduce per-capita VMT
Reduce Carbon Dioxide
and Particulate Matter
Emissions

Decrease Low-income
Residents' Share of
Income Consumed by
Transportation and
Housing

Projections 2009 Performance Targets

- ↓ Vehicle Miles Traveled per Capita by 10 percent
- ↓ Carbon Emissions by 40 percent
- ↓ Vehicle Hours of Delay by 20 percent
- ↓ PM2.5 Emissions by 10 percent
- ↓ PM10 Emissions by 45 percent
- ↓ Greenfield Development
- ↑ Non-auto access to jobs and services by 20 percent

Proposed Three Es Architecture

“E”
Principles

Economy

Environment

Equity

Goals

Economic Growth
System Reliability

Clean Air
Climate Protection

Housing
Equitable Access
Livable Communities

Performance
Objectives

Reduce Congestion

Other economic growth
targets ??

Reduce Carbon Dioxide
and Particulate Matter
Emissions

Ideas for
equity targets ??

Discussion: Ideas for Possible Targets?

"E" Principle	Past Targets	Possible Targets for RTP/SCS
Economy	Reduce per-capita delay by 20 percent from today	Reduce per-capita delay by 20 percent from today
		Other economic growth targets?
Environment	Reduce emissions of fine particulates (PM2.5) by 45 percent from today	Reduce emissions of fine particulates (PM2.5) by 45 percent from today
	Reduce carbon dioxide emissions to 40 percent below 1990 levels	TBD by CARB
Equity	Increase non-auto access to jobs and services by 20 percent	Other equity targets?
	Decrease by 10 percent the combined share of low-income and lower-middle-income residents' household income consumed by transportation and housing	

RTP/SCS Work Plan Element: 2040 Regional Growth Forecasts

A 2040 Growth Forecast for the SCS

- Forecast is initial step in identifying an SCS that meets SB 375 requirements
- SB 375 changes regional land use forecasts
 - House the entire population by income segment
 - Identify density and intensity of land use
 - Forecast alternatives
 - Consistent with RHNA

Building a 2040 Growth Forecast

- Currently updating land use forecasting tools
- Working with the CMAs and local jurisdictions to
 - Review the modeling tools
 - Achieve consistent land use data inputs between regional and local models
- Extensive engagement

2040 Growth Forecast

- RAWG would give input on forecasting related topics
 - Accounting for performance targets in regional models
 - Modeling system changes and improvements
 - Alternative scenario sensitivity analysis
 - Land use data and growth forecasts in small areas

House the Entire Regional Population

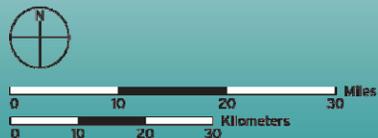
- Population growth from natural increase and net migration
- Net migration directly related to the need for labor in the regional economy
- Labor can come from the local population, new migrants and inter-regional commuters
- Population then generates households formation

RTP/SCS Work Plan Element: Priority Development Area Assessment

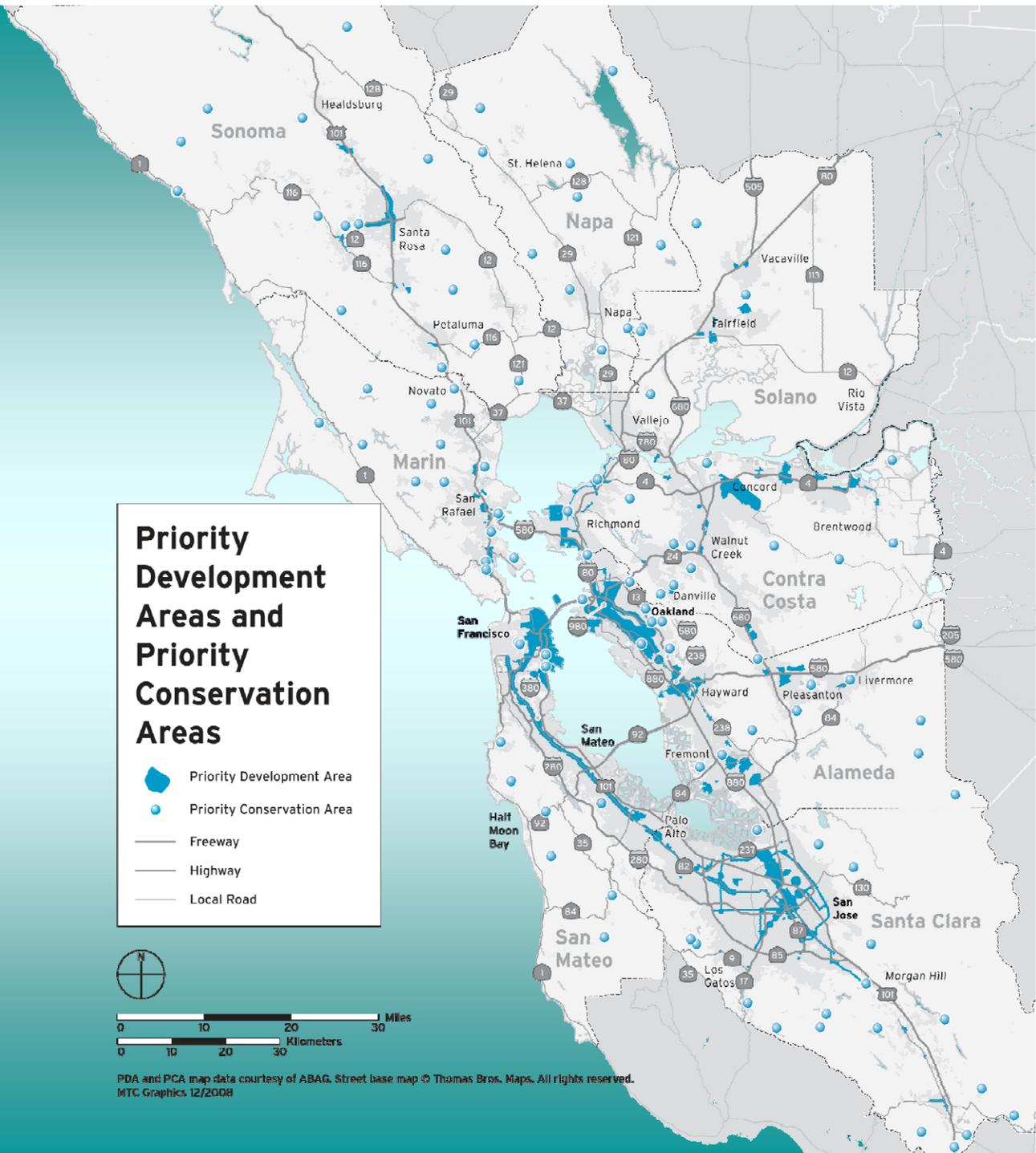
FOCUS

Priority Development Areas and Priority Conservation Areas

-  Priority Development Area
-  Priority Conservation Area
-  Freeway
-  Highway
-  Local Road



PDA and PCA map data courtesy of ABAG. Street base map © Thomas Bros. Maps. All rights reserved. MTC Graphics 12/2008



PDA Assessment – Purpose

- Identify the types of planning and investment support required to accomplish sustainable and equitable development in the PDAs
- Identify criteria and conditions for housing production and the scale and type of growth to be expected in a PDA
- Identify the goals, strategies, and achievements of local governments towards developing complete communities



PDA Assessment – Initial Findings

- Implementation of adopted plans requires community participation, streamlined environmental review, improved transit service, and catalyst projects
- Addressing challenges to infill development, such as infrastructure capacity and parcelization, is critical to growth
- Access to quality schools, design of public spaces, redesign of parking strategies, public safety, and promotion of civic and cultural activities are major priorities for the development of complete communities



How PDA Assessment Informs SCS

- Assessment of PDA growth capacities will inform jobs and housing allocation process
- Understanding of the needs and challenges of PDAs will inform regional policy and investment strategies
- Regional and local collaboration via PDA Assessment will lay groundwork for the county/corridor engagement efforts for the RTP/SCS



Local Government Access to Resources Is Key

- State and regional planning grants
- State and regional capital grants
- New federal funding models (e.g. joint HUD/DOT/EPA programs)
- Self-help tools (e.g. value-capture such as tax increment financing)

Infrastructure Budget Estimates for Select PDAs

Purpose	\$ billions
Street and Transit	16.0
Utilities	1.9
Recreation and Parks	1.2
Community Amenities	0.5
Housing	3.8
Miscellaneous	0.9
TOTAL	24.3

Public Participation Plan Update

Public Participation Plan Update

- SB 375 requires MPOs to adopt public participation plan for the SCS
 - MTC will update federally-required Public Participation Plan (Res. 3821) and ABAG will adopt similar plan in September 2010

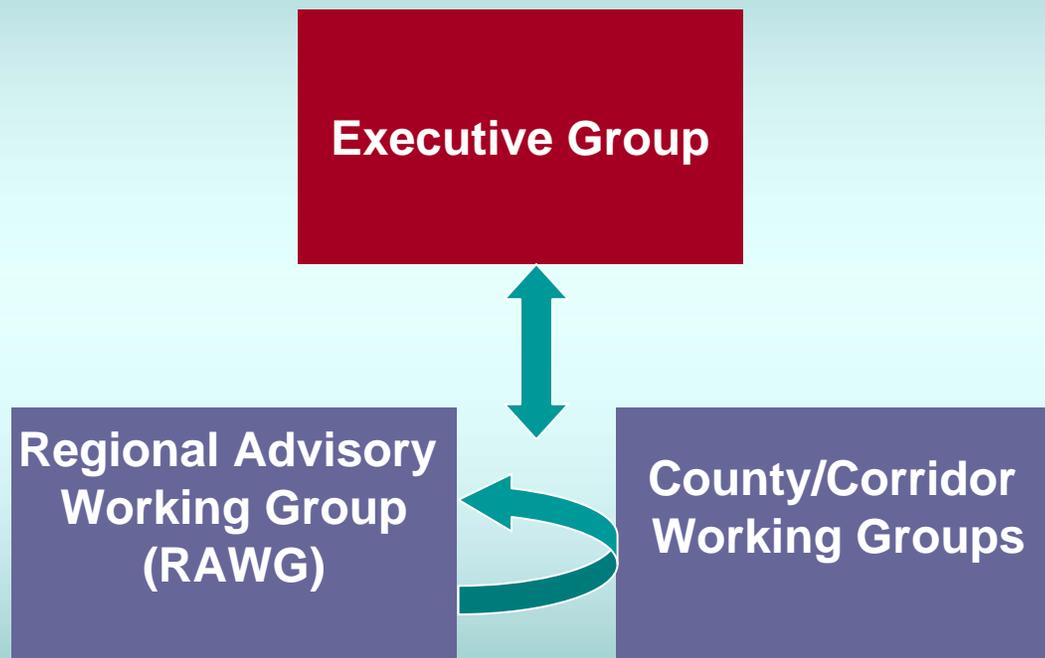
- Plan Elements include:
 - Engagement of broad spectrum of stakeholders
 - Local governments, transportation partners, community and business organizations, low-income communities, etc.
 - Use of various participation techniques
 - Workshops, grants to community organizations to host community meetings, visualization tools, public opinion polls and Web surveys, etc.
 - Use of new and existing advisory groups

Principles for Public Engagement

- Public participation is a dynamic activity that requires teamwork and commitment at all levels of ABAG and MTC
- One size does not fit all — effective public participation strategies must be tailored to fit the audience and the issue
- Citizen advisory committees can be used to hear and learn from many voices in the Bay Area
- Engaging interested citizens in 'regional' issues is challenging, but possible through coordination with community-based initiatives
- Effective public outreach and involvement requires relationship building between regional agencies, local governments, non-governmental organizations and the community

Regional and Local Government Engagement

Regional and Local Government Engagement Structure



COMPOSITION

Executive Group:

Regional Agencies Executive Directors, Congestion Management Agencies Executive Directors, and City Managers

RAWG:

Primarily planning staffs from Regional Agencies, CMAs, transit agencies, and local governments, plus stakeholders

County/Corridor Working Groups:

Primarily planning staffs from Regional Agencies, CMAs, transit agencies, and local governments across county boundaries, plus stakeholders

County/Corridor Working Groups

- Purpose
 - Sub-regional planning to assign growth within each jurisdiction
- Configuring Partnerships
 - **County Working Group:** Congestion Management Agencies to assist local jurisdictions within a county to work out growth assignments and potential trades with one another
 - **Corridor Working Group:** Inter-county group to be organized to help work out growth assignments and potential trades along multi-county corridors

Assigning Growth Allocations – An Iterative Process

- Regional agencies define a draft 2040 growth distribution
- County/Corridor working groups review initial growth assignments for their sub-region and recommend revisions
- Regional agencies test growth distribution resulting from sub-regional revisions against performance targets and report results
- Once a final set of growth assignments is in place, regional agencies confirm the performance of this distribution against the performance targets
- Final land-use pattern resulting from the growth assignment, integrated with the transportation network and with transportation measures and policies, will constitute the Bay Area's first Sustainable Communities Strategy

Next Steps Timeline



RTP/SCS Planning Process*

