



**Joint MTC Planning Committee/
ABAG Administrative Committee
May 14, 2010**



Discussion Items

1. Three Es Architecture and Targets
 - a. Greenhouse Gas Target
 - b. Housing Target

2. Public Participation and Local Government Engagement

Background: 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



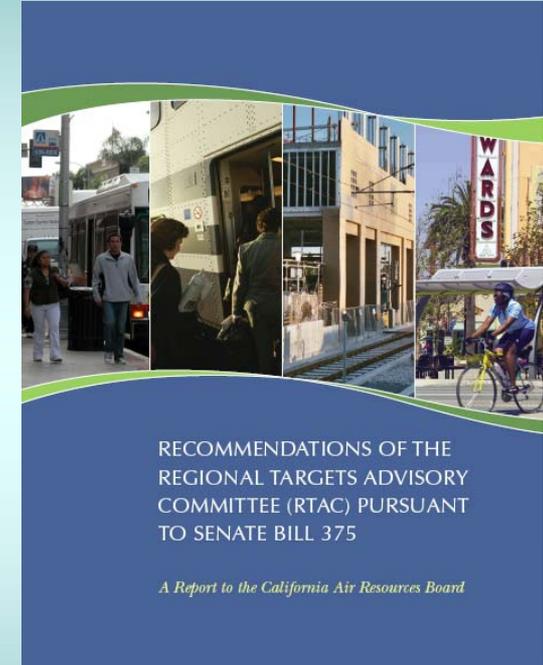
Targets Supported by 3 Es from T2035 and Projections



Greenhouse Gas Target

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



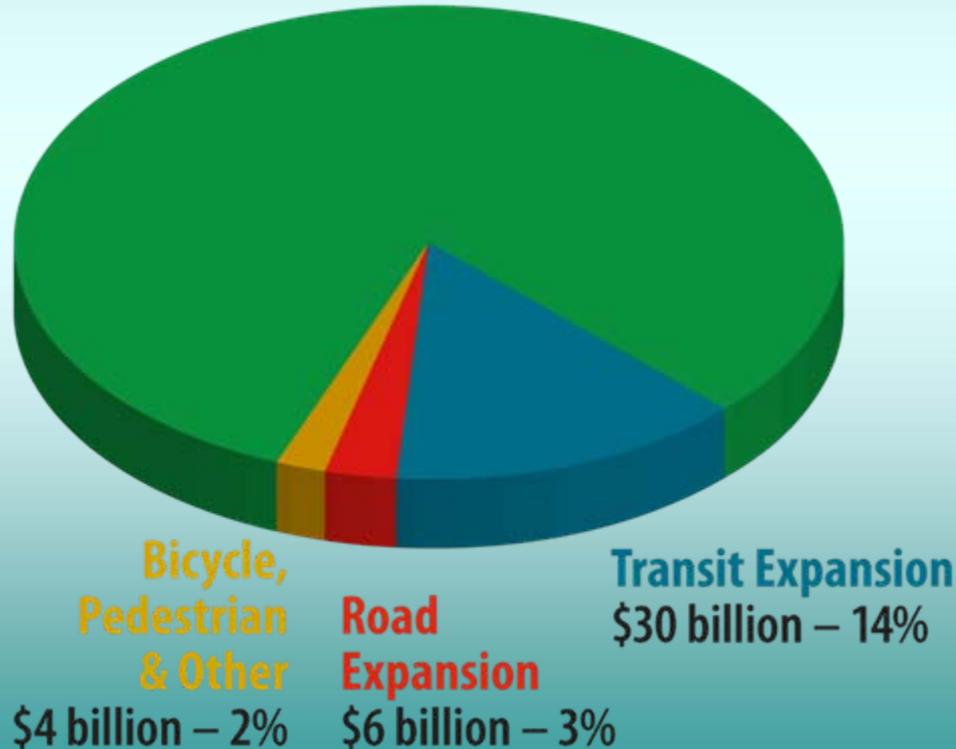
GHG Target Setting Under SB 375

- 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

Project Alternative: Transportation 2035 Plan

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

Maintenance & Operations
\$178 billion – 81%



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

	2005 Base Year	2020 Interim Year	T2035 Plan	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 Scenario Perform Compared to 2005 Base Year?

	2005 Base Year	2035 “Best”	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 Scenario?

- **Increase auto operating costs four-fold**
 - Carbon tax that increases cost of gas by 20%
 - 25-cents per mile congestion charge
 - Charged parking increases by \$1.00 per hour
 - Total auto operating cost increases from \$0.21/mi to \$1.15/mi
- **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

Q&A: Greenhouse Gas Target

1. How high do we aim?
2. What kind of target makes the most sense – uniform target or region-specific target?
3. Where and how should we be focusing our efforts – infrastructure, pricing, and/or land use?

Housing Target

Housing Target

- SCS changes regional land use forecasts
 - House the entire population, all income segments
 - Consistent with Regional Housing Needs Assessment (RHNA)
 - Identify density and intensity of land use
 - Forecast alternative scenarios
- Developing Regional Housing Target Requires Extensive Local Government Engagement
 - PDA Assessment: input on local growth potential
 - Engagement will continue through Fall 2010

Population by County: Base Case vs. Best Scenario

County	Year 2006	Year 2035		
		Projections 2007	Land Use Sensitivity Test	Percent Difference in Year 2035
Alameda	1,518,500	1,938,600	1,946,400	0%
Contra Costa	1,031,100	1,300,600	1,226,200	-6%
Marin	253,800	283,100	293,600	4%
Napa	134,800	155,700	157,000	1%
San Francisco	798,400	956,800	1,169,300	22%
San Mateo	725,700	861,600	912,200	6%
Santa Clara	1,783,900	2,380,398	2,337,400	-2%
Solano	428,300	585,800	501,100	-15%
Sonoma	484,900	568,900	587,957	3%
Bay Area Total	7,159,400	9,031,498	9,131,278	1%

Current T2035 Regional Funding Commitments that Can Support the SCS

- Transportation for Livable Communities
- Climate Initiative Program
- Local street/roads maintenance -
- Regional Bike Plan Program

Q&A: Housing Target

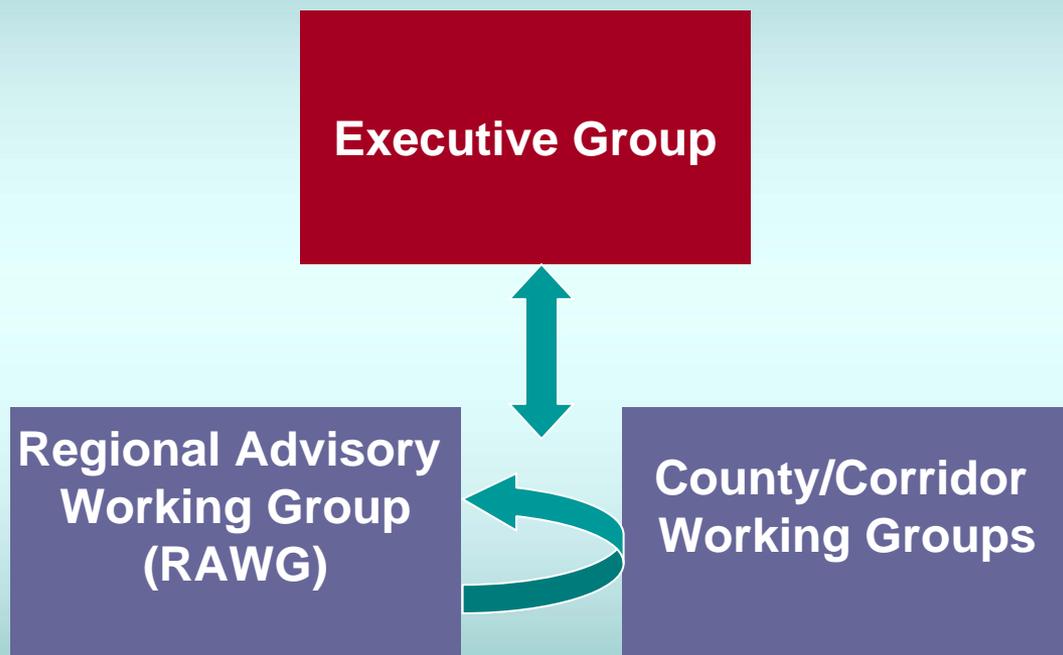
1. How can the RTP/SCS help local agencies that want to implement more focused growth?
2. Should those willing to take on more housing growth get more regional discretionary funding?

Public Participation and Local Government Engagement

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

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

Next Steps: 2010 Timeline

