

Bay Area Transportation: Planning Overview



**Briefing for
Policy Advisory Council**

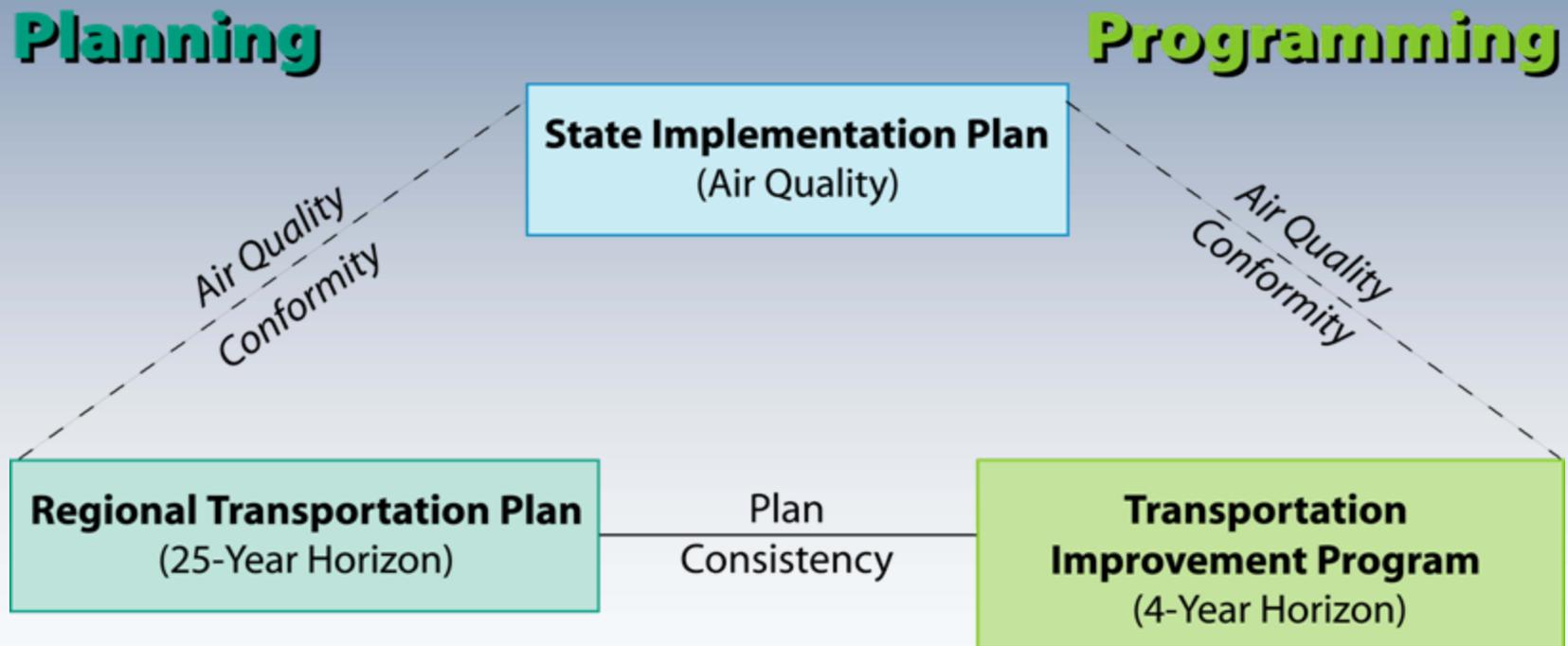
July 2010

Joint Policy Committee

- **Coordinates the regional planning efforts of four regional agencies**
 - Focused Growth
 - Climate Protection
 - Sustainable Communities Strategy
- **Has twenty voting members plus non-voting member representative from Business, Transportation and Housing Agency**



Overall Process Reminder: Planning First and Funding Follows



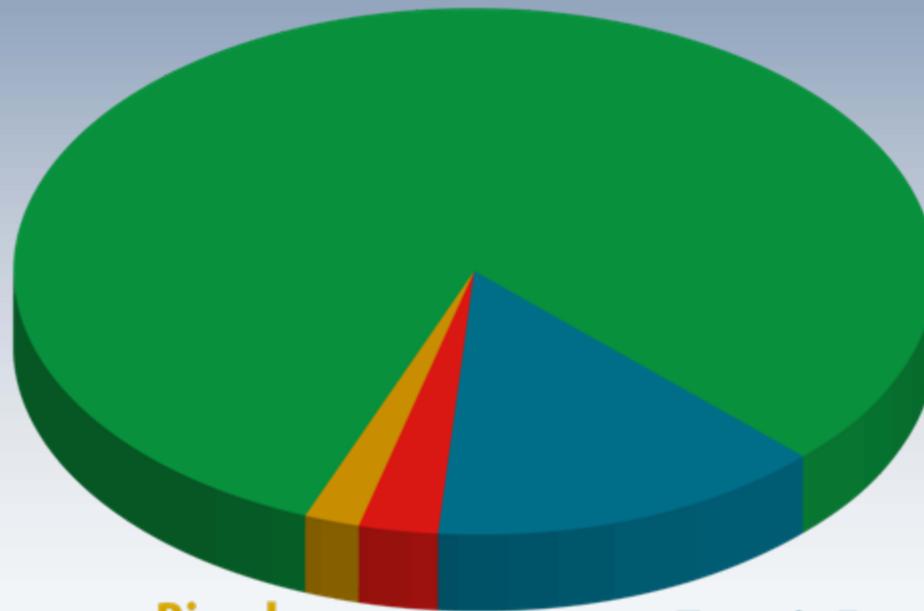
Regional Transportation Plan (RTP)

- Road map that guides region's transportation development over 25-year period
- Plan constrained to revenues reasonably available to region
- Updated every four years
- Extensive public outreach and consultation with various agencies
- Transportation projects must be consistent with RTP to receive federal, state or regional funding



Transportation 2035 Plan: Fix-It First

Maintenance & Operations
\$178 billion – 81%



**Bicycle,
Pedestrian
& Other**
\$4 billion – 2%

**Road
Expansion**
\$6 billion – 3%

Transit Expansion
\$30 billion – 14%

Investing in Change FOCUS

Change in Motion

**\$400 million for Lifeline
Transportation Program**

**\$1 billion for Regional
Bicycle Network**

**\$2.2 billion for
Transportation for Livable
Communities Program**

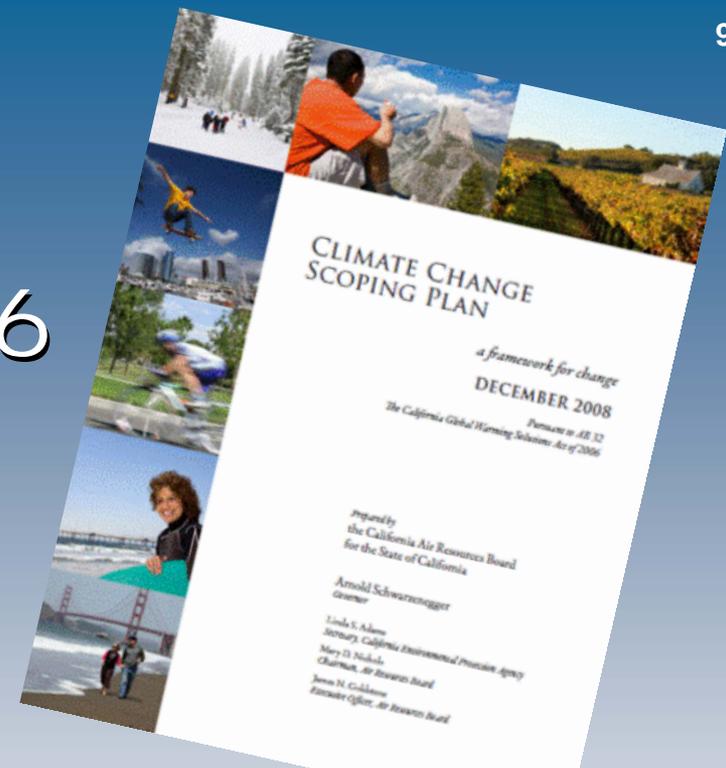


PDA and PCA map data courtesy of ABAG. Street base map © Thomas Bros. Maps. All rights reserved.
MTC Graphics 12/2008

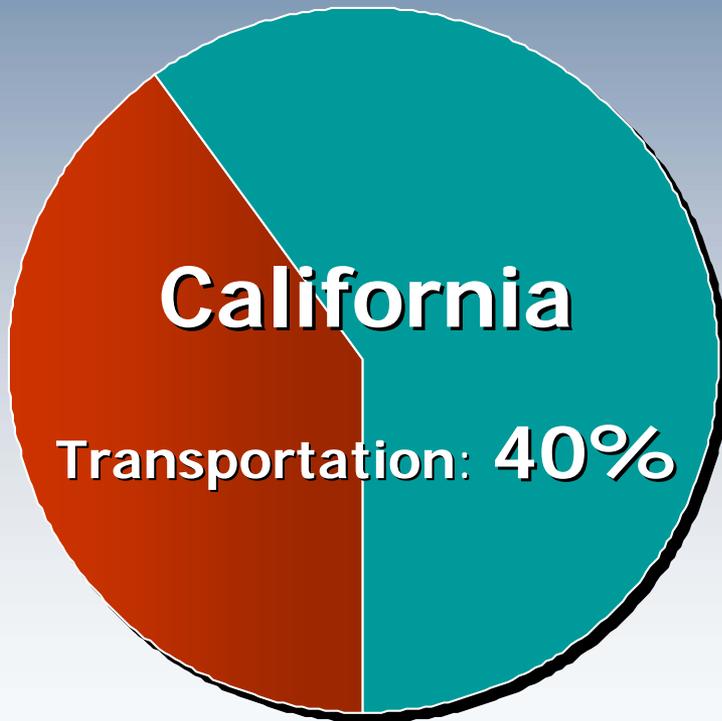


AB 32 Global Warming Solutions Act of 2006

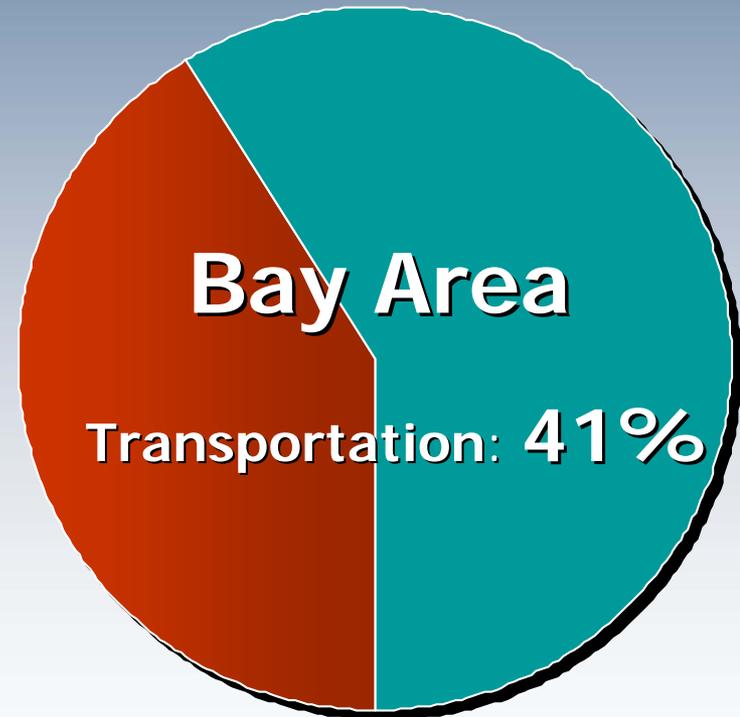
- **AB 32 establishes the first comprehensive program of regulatory and market mechanisms in the nation to achieve GHG emissions reductions**
- **AB 32 sets GHG emissions limit for 2020 at 1990 level**
 - Acknowledges that 2020 is not the endpoint
 - Points way towards 80% reduction by 2050
- **CARB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

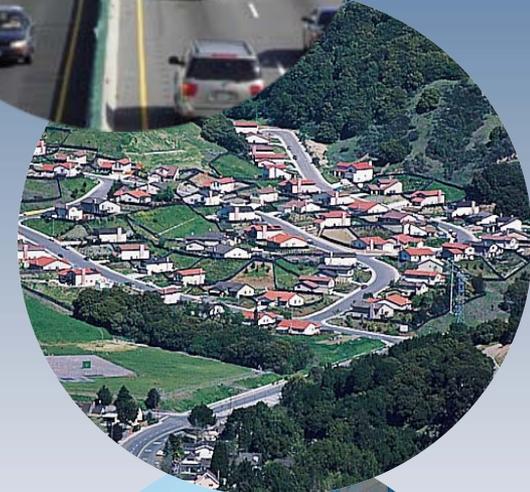
(with AB 32 Scoping Plan estimates for GHG reductions in 2020)

- **Cleaner vehicles** (AB 1493 – Pavley, 2002)
- **Cleaner fuels** (Low-Carbon Fuel Standard)
- **More sustainable communities** (SB 375)

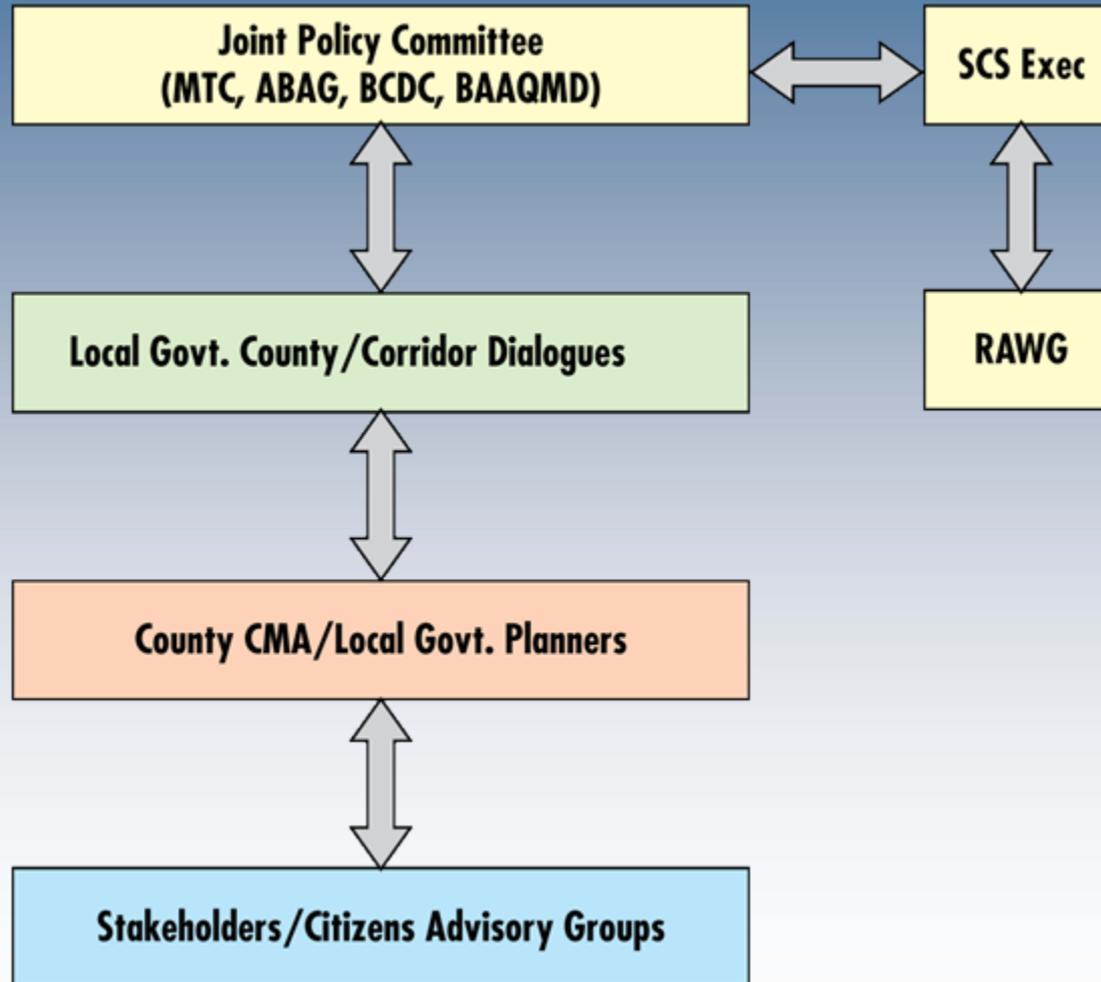


SB 375 Basics

- **Directs CARB to develop passenger vehicle GHG reduction targets for California's 18 MPOs for 2020 and 2035**
- **Adds Sustainable Communities Strategy as new element to Regional Transportation Plans**
- **Requires separate Alternative Planning Strategy if GHG targets are not met**
- **Provides CEQA streamlining incentives for projects consistent with SCS/APS**
- **Coordinates the regional housing needs allocation with the regional transportation planning process**



Local Government Partnership



Findings

Adopted plans move us in the right GHG direction and also provide important health, mobility and social equity co-benefits

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

				Change 2005 to 2020 Current Plan		Change 2005 to 2035 Current Plan		Change 2005 to 2035 Most Ambitious	
Region	2005 Base Year	2020 Interim Year	2035 Horizon Year	Numeric	Percent	Numeric	Percent	2035 Horizon Year	Percent
Bay Area*	20.8	20.1	20.5	-0.7	-3%	-0.3	-2%	18.6	-11%
So Cal/ LA	21.2	20.1	20.5	-1.1	-5%	-0.7	-3%	18.6	-12%
San Diego	26.0	23.7	24.6	-1.4	-9%	-2.4	-9%	21.1	-19%
Sacramento	22.4	21.4	19.6	-1.0	-5%	-2.8	-13%	18.5	-17%

* Corrected results

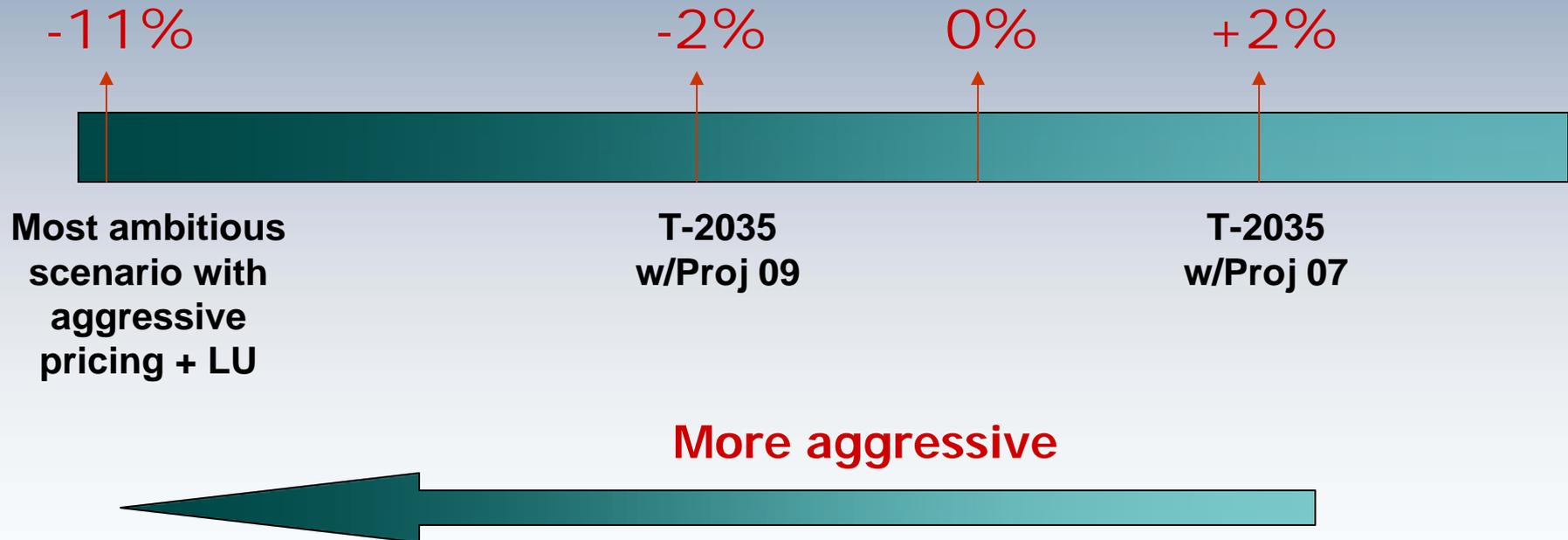
How do the Bay Area Scenarios Reduce Total Tons of GHGs?

Total vehicle CO₂ emissions per weekday (tons)

				Change 2005 to T-2035 Project		Change T-2035 No Build to T-2035 Project	
	2005 Base Year	T-2035 No Build 2035 Horizon Year	T-2035 Project 2035 Horizon Year	Numeric	Percent	Numeric	Percent
Bay Area	89,000	110,000	108,000	19,000	+21%	2,000	-2%

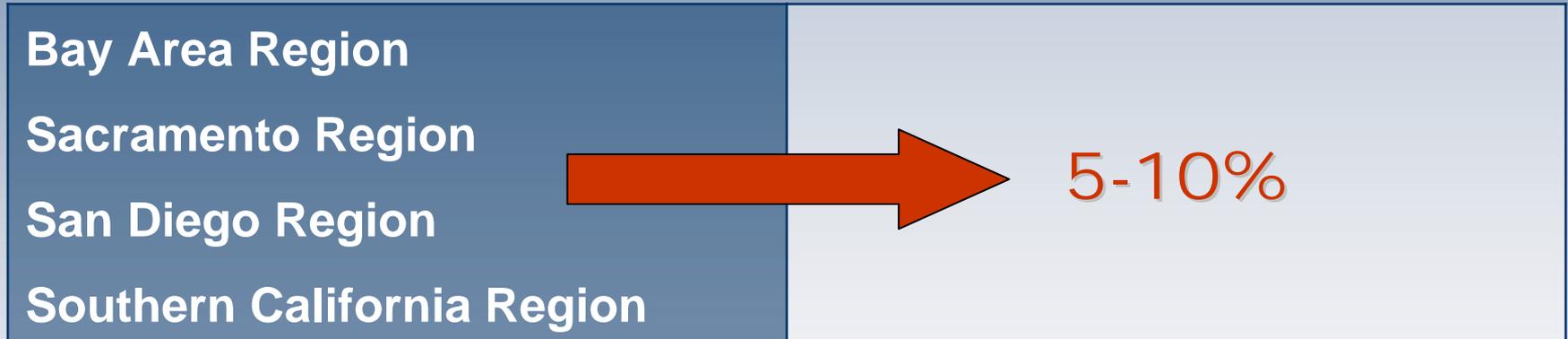
* Excludes Pavley and LCF standards; preliminary data subject to change.

Bay Area GHG Scenarios? (% per capita - 2005 vs 2035)



CARB Recommendation

Four Large MPOs - 2020 Target Range
**Percent Reduction in Per Capita Emissions from
2005 to Target Year**



CARB Recommendation

Four Large MPOs – 2035 Scenario Results
**Percent Reduction in Per Capita Emissions from
2005 to Target Year**

Bay Area Region	2% to 11%
Sacramento Region	13% to 17%
San Diego Region	5% to 19%
Southern California Region	3% to 12%

GHG Targets – Important Dates

July 9	MTC Planning Committee with ABAG Administrative Committee and Joint Policy Committee
July 21	CARB GHG Target-Setting Workshop in Oakland
July 28	MTC Commission meeting – adopt principles
July 29	SCS Executive Working Group
August 3	Regional Advisory Working Group
September 10	MTC Planning Committee with ABAG Administrative Committee and Joint Policy Committee
September 22	MTC Commission meeting
September 30	CARB adopts targets

Equity and Environmental Justice

- **Title VI of the Civil Rights Act of 1964**

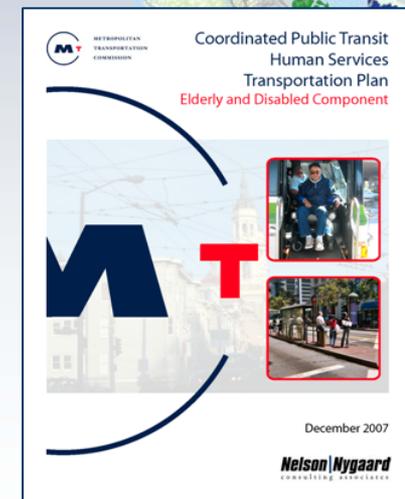
No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

- **Executive Order 12898, *Federal Actions to Address Environmental Justice***

- **MTC's Environmental Justice Principles**

Equity and Environmental Justice

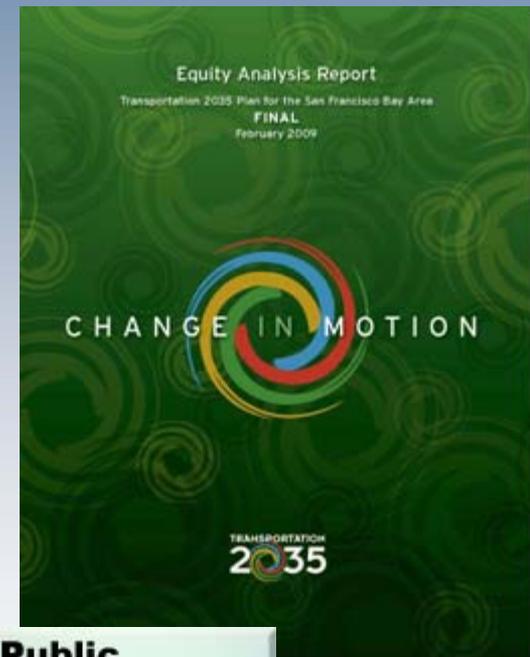
- **As a Metropolitan Planning Organization, MTC must comply with U.S. DOT's Title VI regulations**
- **Metropolitan planning process includes:**
 1. Identifying locations of low-income and minority populations
 - 44 communities of concern
 2. Identifying needs of low-income and minority populations
 - Community Based Transportation Planning
 - Coordinated Public Transit-Human Services Plan
 - Snapshot Analysis can track impacts and progress over time
 3. Analyzing benefits and burdens of transportation investments for different socioeconomic groups
 - RTP Equity Analysis



Equity and Environmental Justice

- **MTC must comply with FTA/FHWA guidance on Environmental Justice**

1. Ensure long-range plan complies with Title VI
2. Identify and address needs of low-income and minority populations, assure that benefits and burdens of transportation investments are fairly distributed
3. Eliminate barriers to public participation and engage minority and low-income populations in transportation decision-making



Climate Initiatives Program

(\$80 million)

1. Public Outreach and Education Campaign
2. Safe Routes to School
3. Innovative and SR2S Creative Grants
4. Climate Initiatives Program Evaluation



Innovative & SR2S Creative Grants: Goals and Objectives

- **Measurably reduce emissions of greenhouse gases and criteria pollutants**
- **Have the greatest potential to be replicated in other parts of the Bay Area**
- **Employ multiple approaches together, effectively layering them to produce synergy**
- **Remove substantial barrier – technical, financial, policy or political – that impedes successful implementation of a new strategy**
- **Pilot new, innovative strategies that further best practices in the SR2S field**

Innovative & SR2S Creative Grants: Incredible Response

- **MTC received nearly 80 Letters of Interest requesting \$245 million in funding for the \$33 million available grant funds**
- **Project Ideas**
 - Electric Vehicles and Infrastructure
 - Transportation Demand Management Strategies
 - Parking Management and Pricing
 - Bikesharing & Bicycle Improvements
 - School Focused Education and Encouragement Programs
- **Commission approves grant awards in Sept. 2010**

MTC's Transit-Oriented Development (TOD) Policy

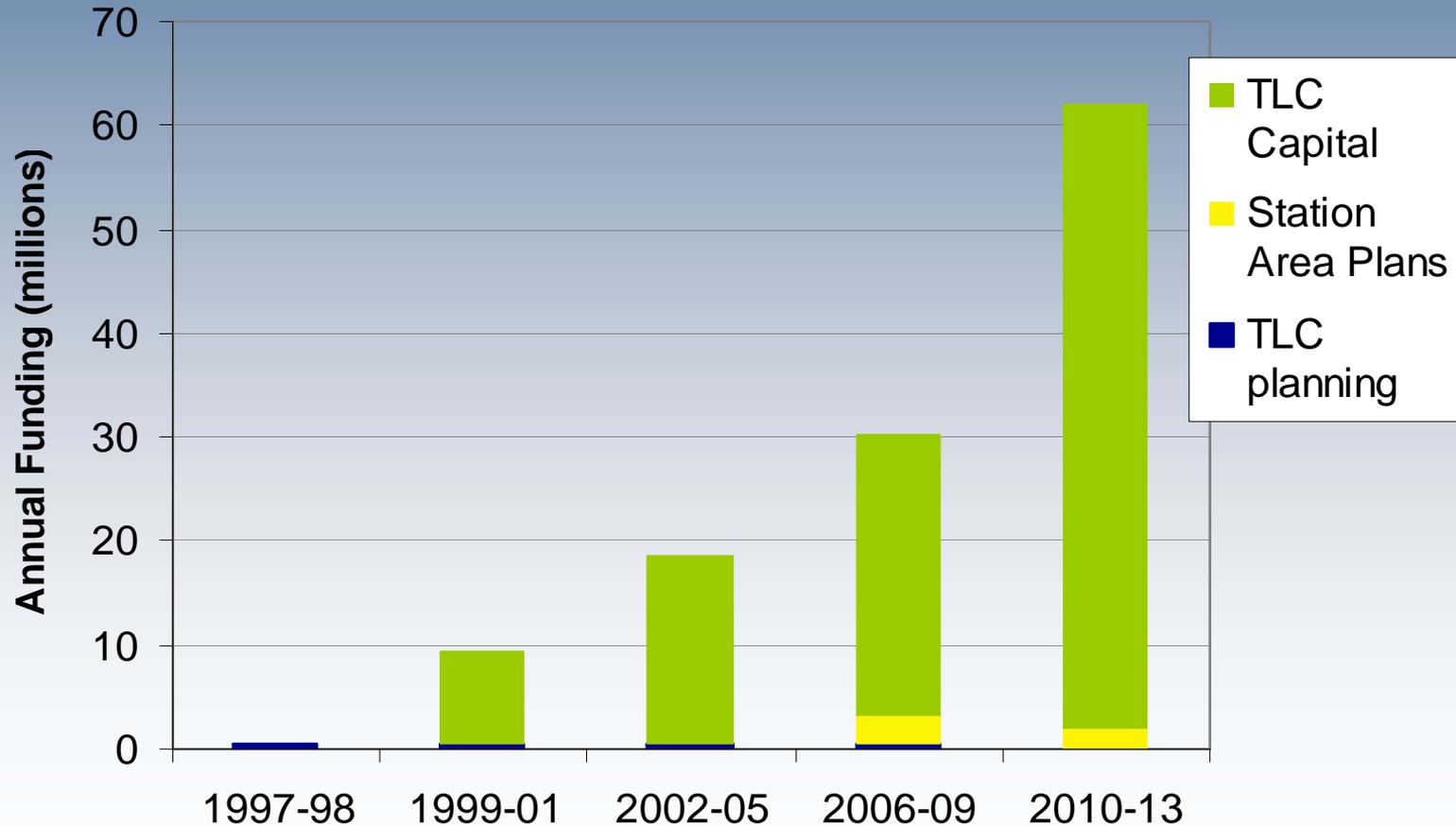
Land Use Must Support New Transit Investments

	BART	Light Rail	BRT	Commuter Rail	Ferry
Housing Units within half-mile of station	3,850	3,300	2,750	2,200	2,500

Before approved for construction, local jurisdictions must adopt land use plans consistent with housing targets.

Affordable Housing = 50% Bonus

MTC Funding to Support Smart Growth



TLC Program – 1998 to 2008

- **\$140 million invested in all programs**
 - \$100 million in TLC program
- **Local match averaged 75% of grant**
- **Supported over**
 - 14,000 housing units
 - 1.9 M sq. ft. of retail
 - 2.5 M sq. ft. of office
- **Funding too rigid for TOD**

Downtown Petaluma Riverwalk Apartments

A 81-unit affordable housing complex next to the Petaluma River, bus lines and future commuter rail in downtown Petaluma.

Petaluma
Sonoma County

MTC Grant: \$624,000



Fruitvale Transit Village

One of first of new generation of Bay Area transit villages. Library, clinic, senior center, retail and 47 rental units in phase 1. Three hundred plus housing units in phase 2.

Oakland
Alameda County

TLC Planning: \$47,000

TLC Capital Grant: \$2 million



Prometheus

A multi-family development with 218 housing units located near bus transit and Caltrain station in downtown San Mateo.

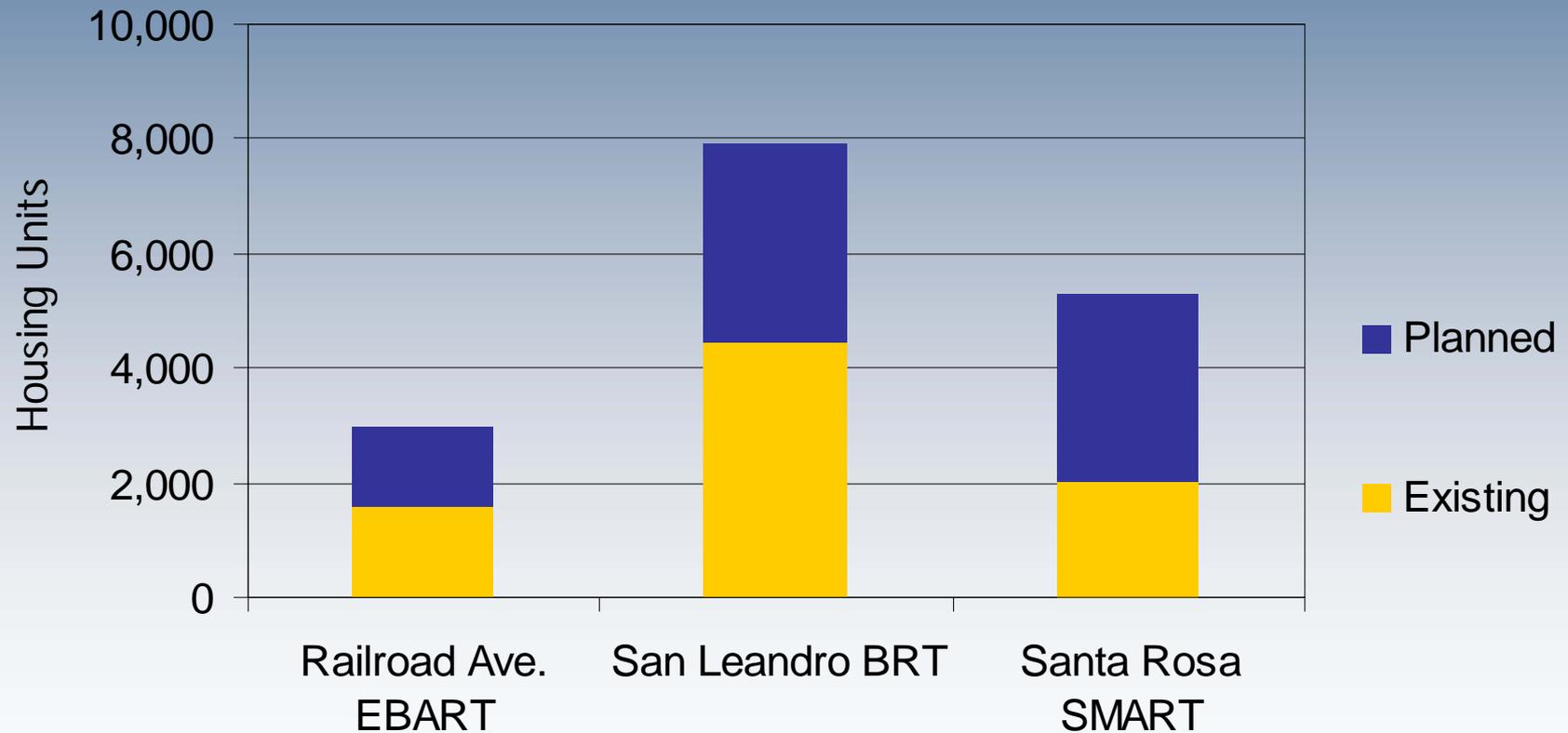
San Mateo
San Mateo County

MTC Grant: \$682,500



HIP grants funded pedestrian and streetscape improvements along Third and Fourth Avenues in downtown San Mateo (same project area).

Station Area Planning Program



Assisting local governments to up-zone around new transit corridors

TLC Program Evaluation Summer 2007

- **Maximum grants of \$75,000 (average \$40K) not large enough**
- **Capital improvements for pedestrians implemented in 40% of plans, transit and bike in 20% of plans**
- **Policy changes implemented 55% of the time**
- **78% of project sponsors reported increased pedestrian volume**
- **59% of sponsors reported increased bicycle traffic**
- **46% of sponsors reported increased transit ridership**
- **The following development was associated with 22 TLC projects:**
 - 3,195 housing units,
 - 1,940,000 square feet of retail, and
 - 2,795,000 square feet of office space

TLC Program Recommendations Adopted by MTC, September 2009

- **Tighten connection between TLC grants and infill projects**
- **Discontinue TLC planning – fold into Station Area Plans and create new Technical Assistance Program**
- **Offer more frequent TLC grant cycles**
- **Broaden TLC grant eligibility to include additional TOD elements, such as land banking and non-transportation infrastructure (e.g. sewers)**
- **At the request of MTC's former advisors, Commission supported increased accessibility at TOD sites**