



Transportation 2035: Summary Highlights

Metropolitan Transportation Commission
Commission Workshop
November 28, 2007

Setting Our Goals

Three E Principles & Goals

Economy

**SAFETY &
MAINTENANCE**

RELIABILITY

FREIGHT

SECURITY

Environment

CLEAN AIR

**CLIMATE
PROTECTION**

Equity

ACCESS

**LIVABLE
COMMUNITIES**
(crosses all three E's)

Planning for a Better Future

GOALS

Economy

Environment

Equity

TARGETS

REDUCE
CONGESTION

REDUCE
EMISSIONS
& VMT

IMPROVE
AFFORDABILITY

STRATEGIES

Infrastructure

Pricing &
Focused
Growth

Infrastructure

Freeway Operations

Capital cost: \$600 million

- Complete ramp metering and traffic operations system
- Limited carpool lane gap closures
- Complete traffic signal coordination



Infrastructure

High-Occupancy/Toll (HOT) Lanes and Bus Enhancements

Capital cost: \$10 billion

- Complete HOV/HOT network
- Expand express and local bus
 - Park & ride lots
 - Transit hubs
 - Direct ramps
 - Priority treatments to increase speed and reliability



Infrastructure

Regional Rail and Ferry

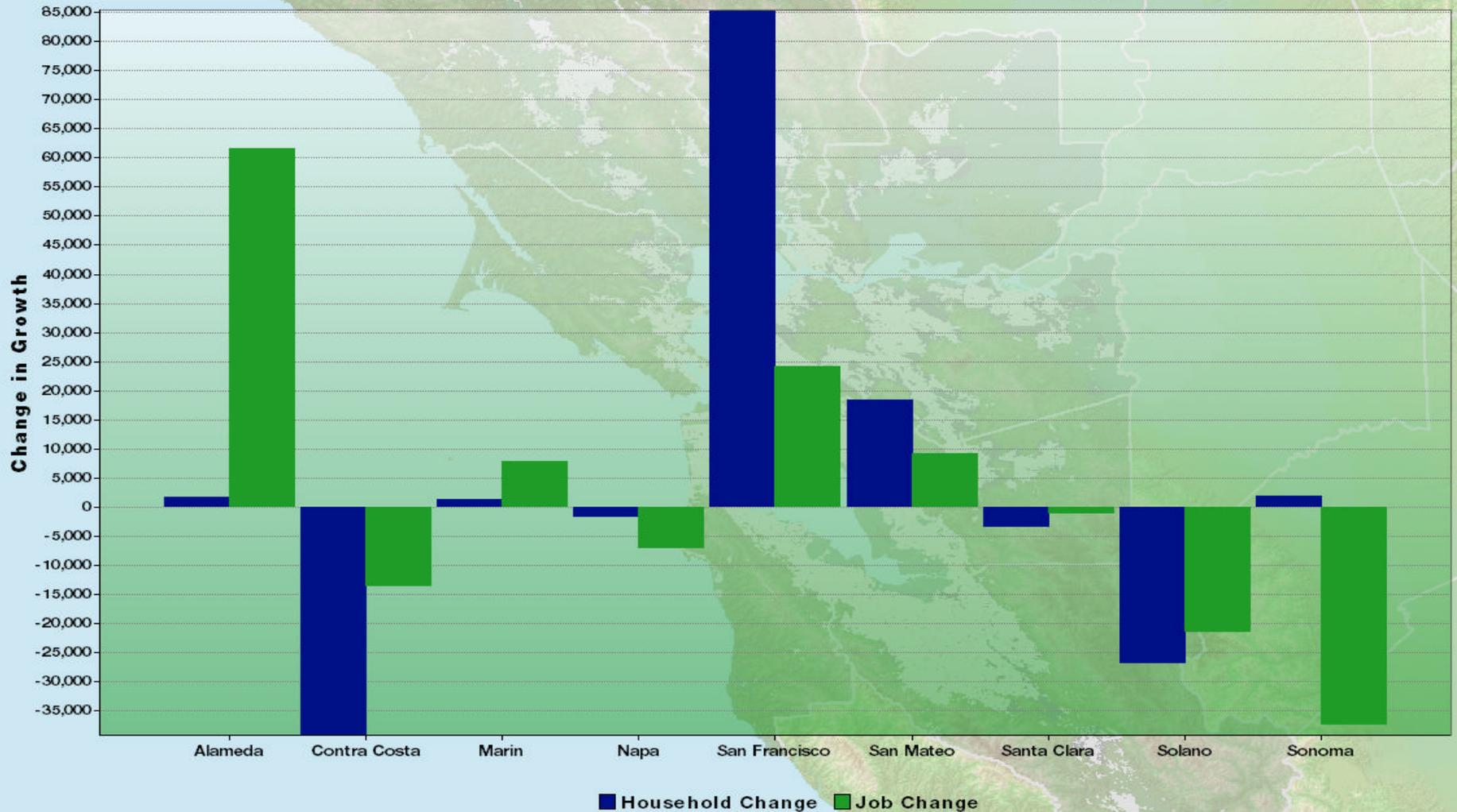
Capital cost: \$60 billion

- **Regional Rail**
 - Improvements and extensions
 - Build on California High-Speed Rail
- **Ferry**
 - New and enhanced routes



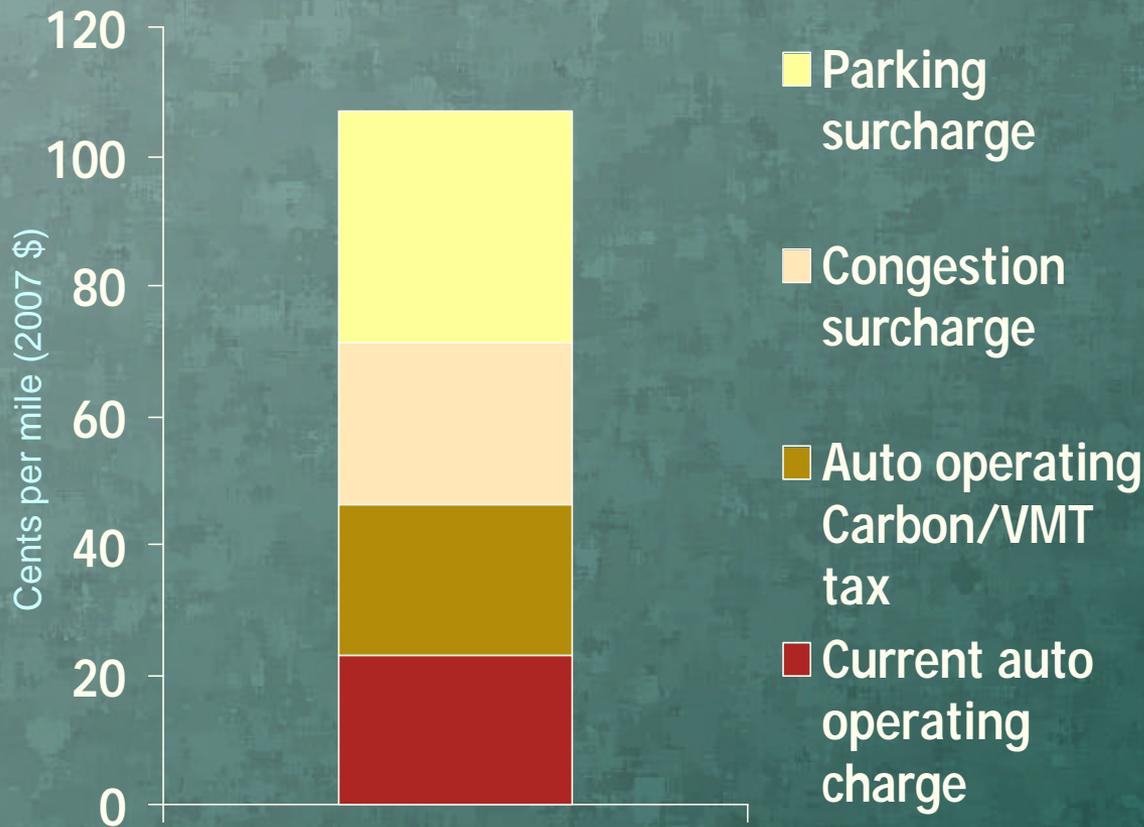
Focused Growth

Changes in Household and Job Growth from Projections 2007



Transport Pricing

Cost Increase for Typical Commute

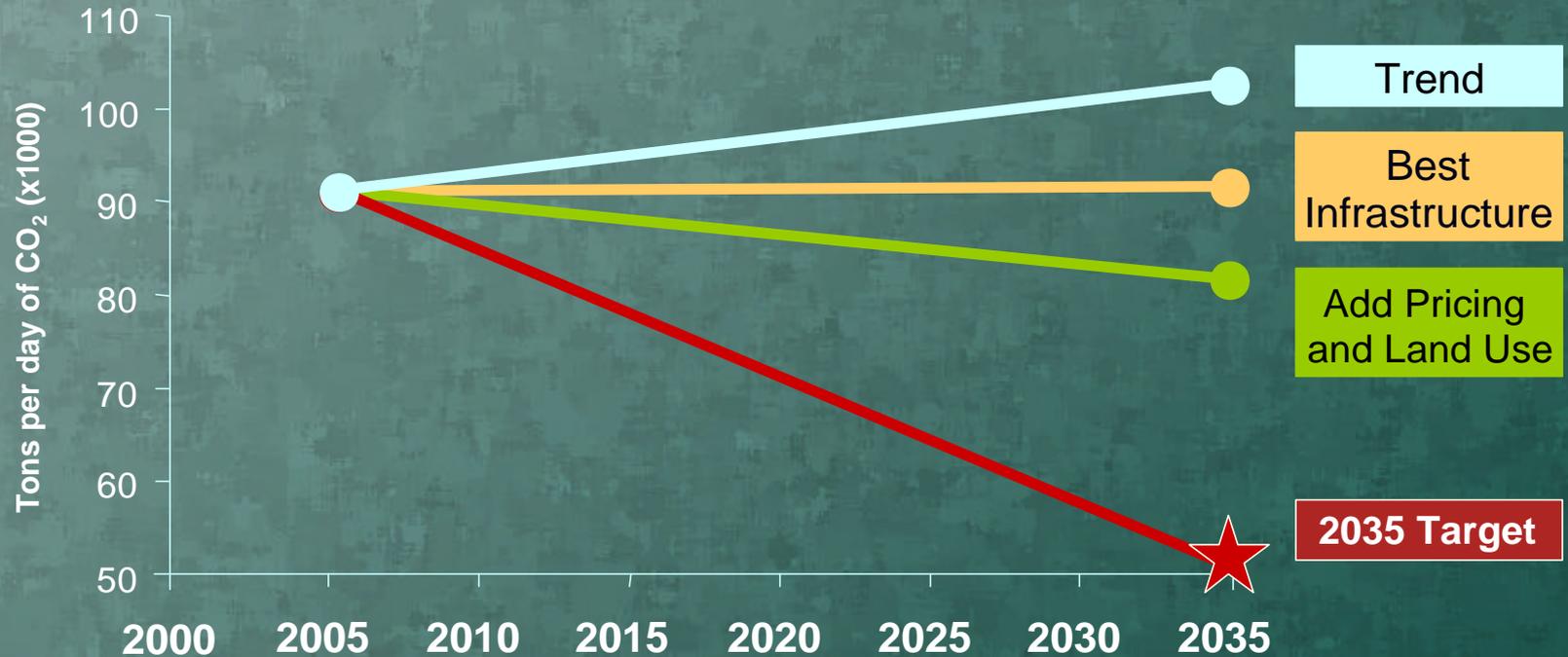


- Pricing package increases auto operating costs five-fold, with focus on peak congested times

Note: Represents cost for typical commute trip.
Does not reflect discounts for low-income travelers.

Assessing the Difference

Environment: Reduce CO₂ to 52,000 tons per day

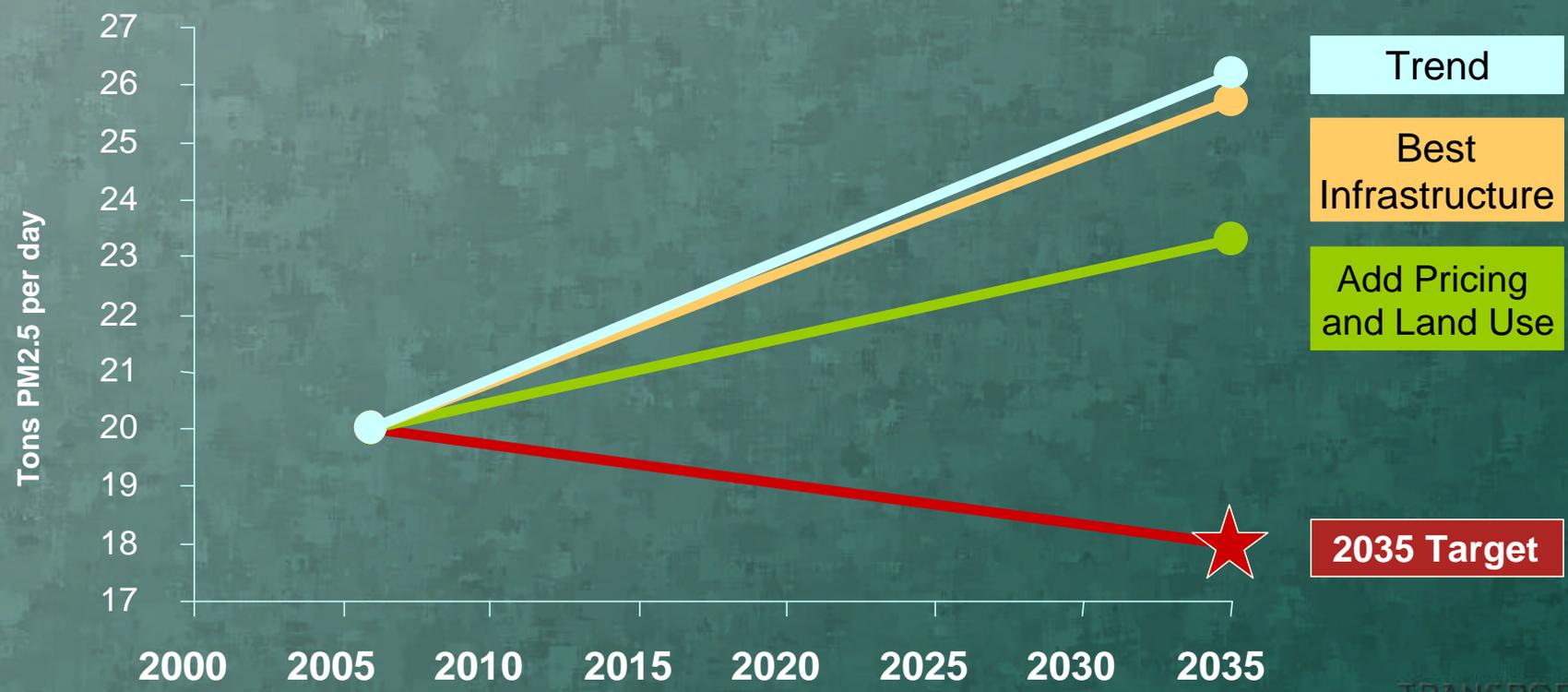


Note: Trend assumes current state laws and regulations, including fuel efficiency standards called for under state law passed in 2002, though currently in litigation (AB 1493, Pavley, 2002)

Assessing the Difference

Environment:

Reduce fine particulate emissions (PM2.5) to 18 tons per day

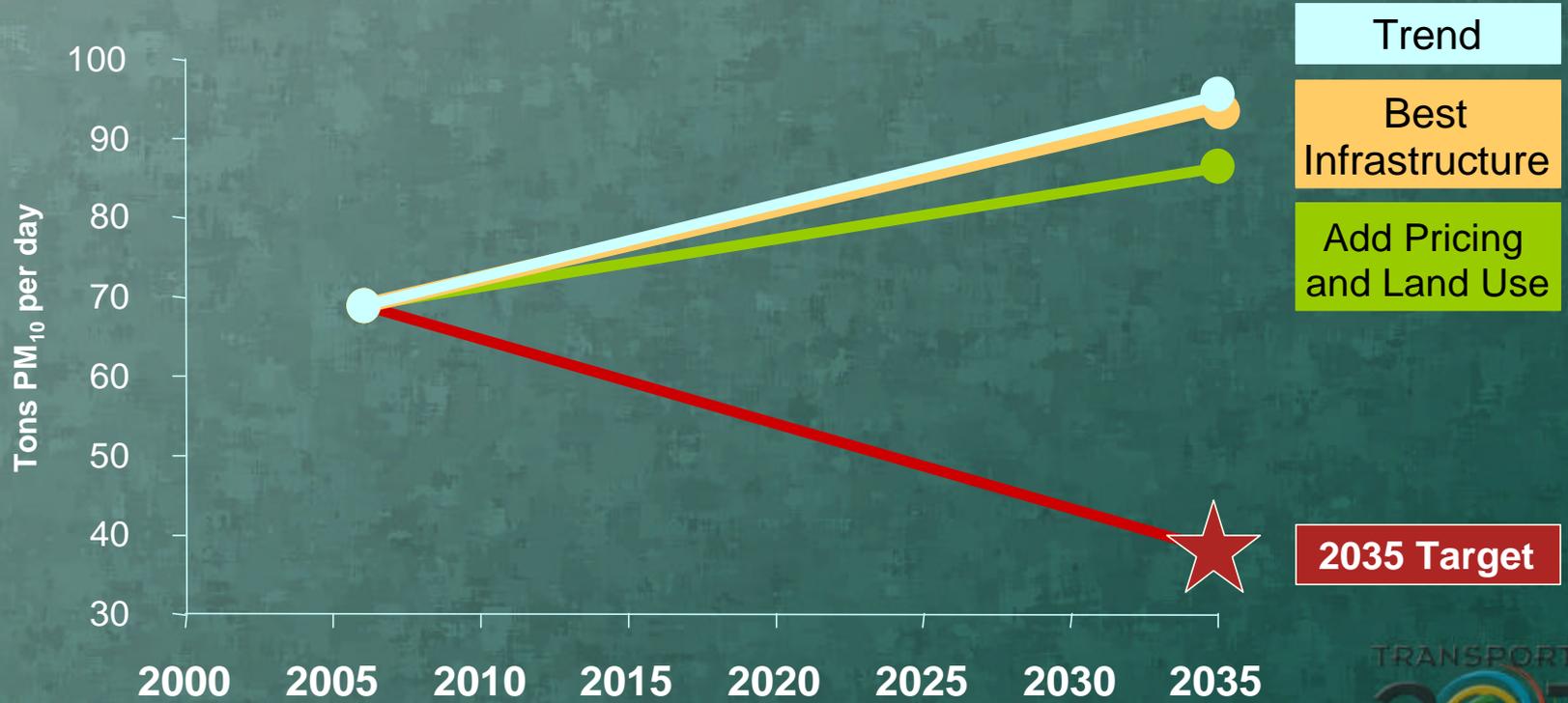


Note: Trend assumes current state laws and regulations that would reduce emissions from heavy-duty diesel engines (trucks)

Assessing the Difference

Environment:

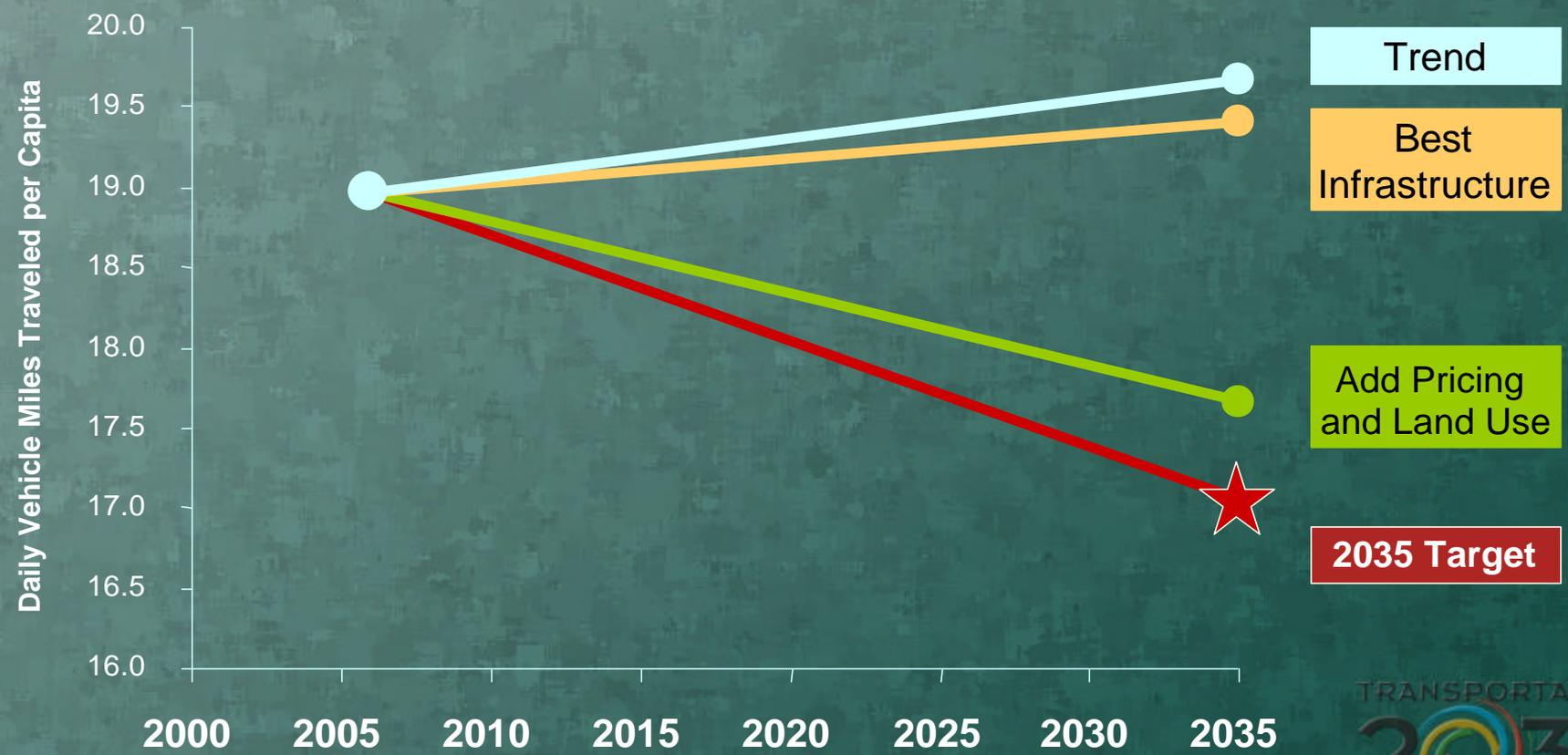
Reduce coarse particulate emissions (PM₁₀) to 38 tons per day



Assessing the Difference

Environment:

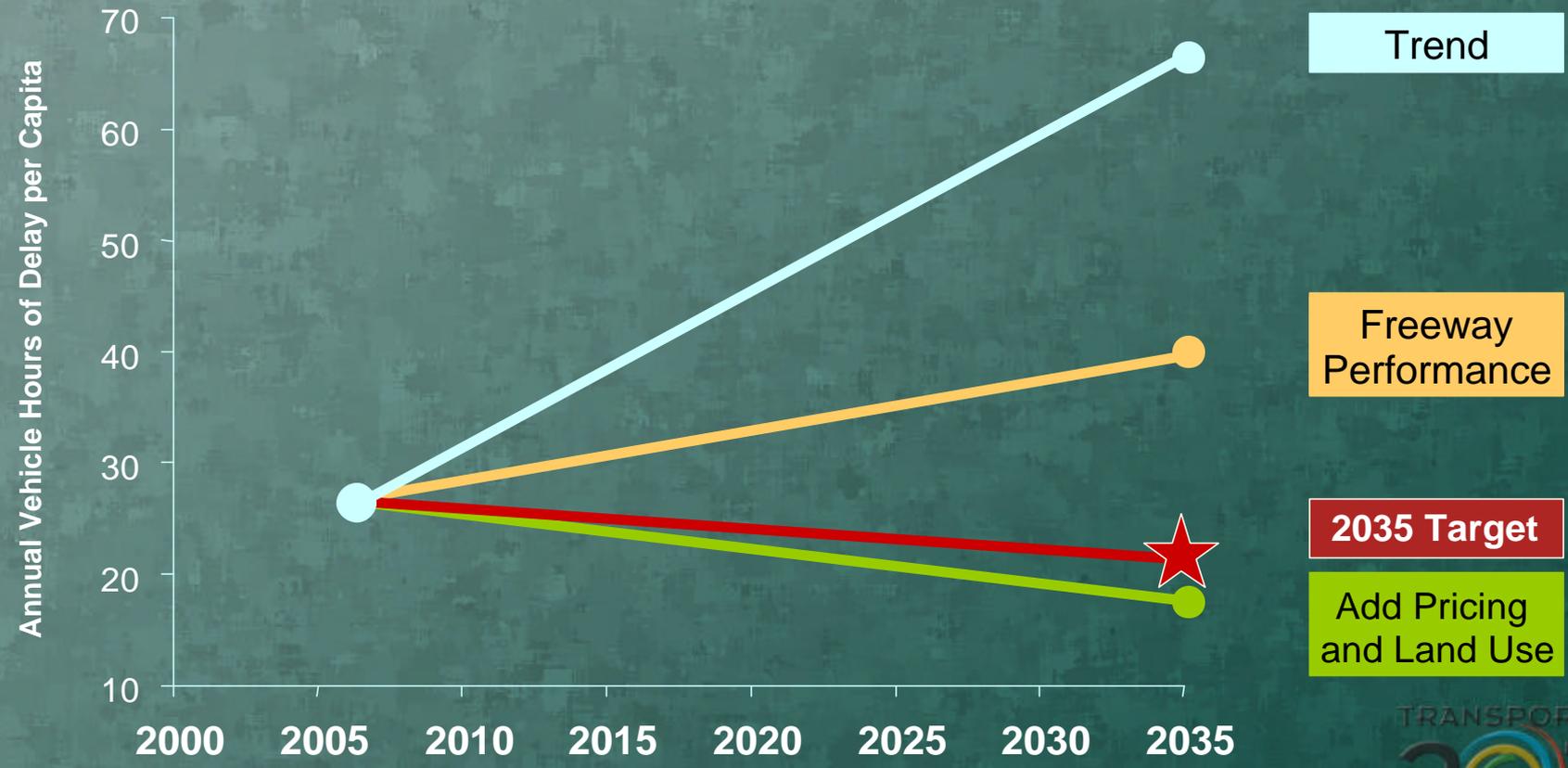
Reduce daily VMT to 17.1 miles per person



Assessing the Difference

Economy:

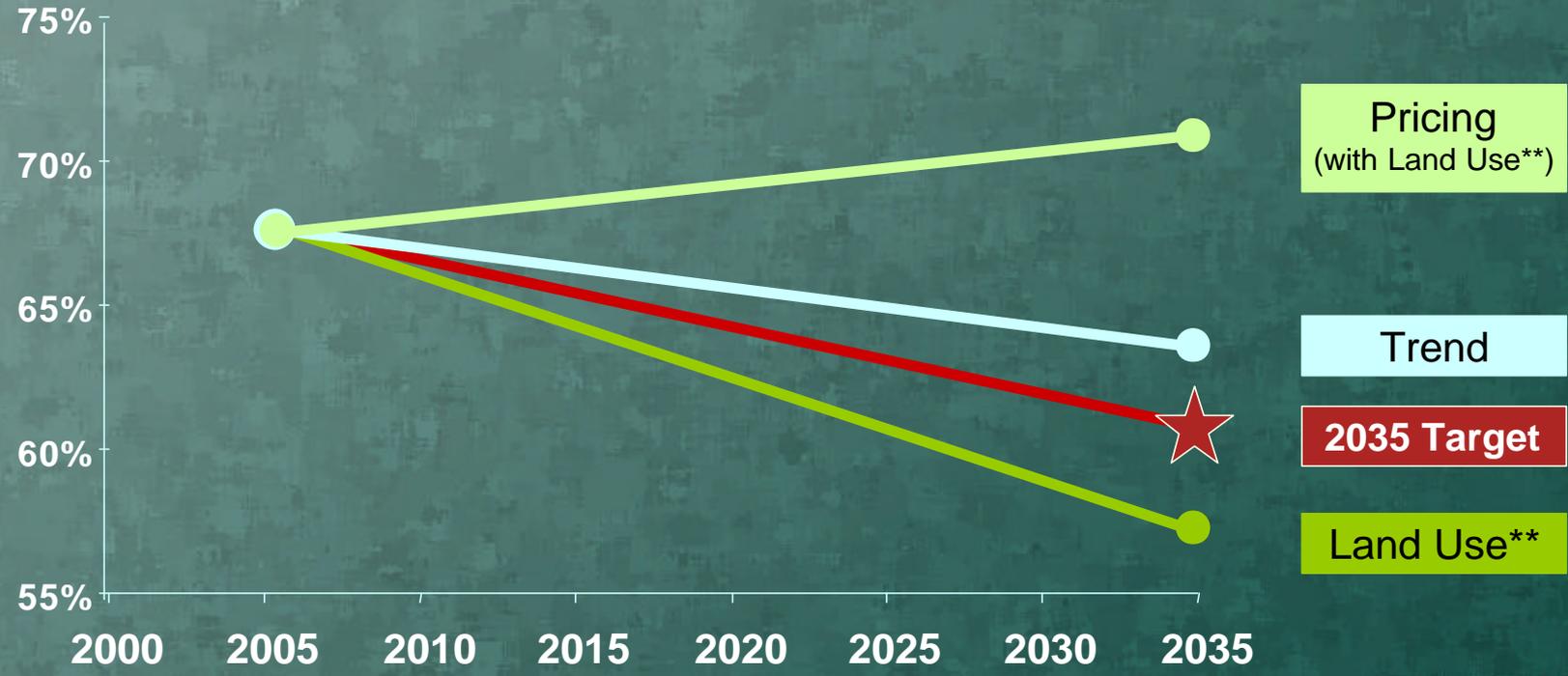
Reduce congestion delay per person to 21.3 hours a year



Assessing the Difference

Equity:

Reduce share of earnings low- and lower middle-income households spend on housing and transportation to 61%*



* Includes households with annual income less than \$70,000

** Alternative land use assumes several billion annually in direct housing subsidies to low- and lower middle-income households