Plan BayArea

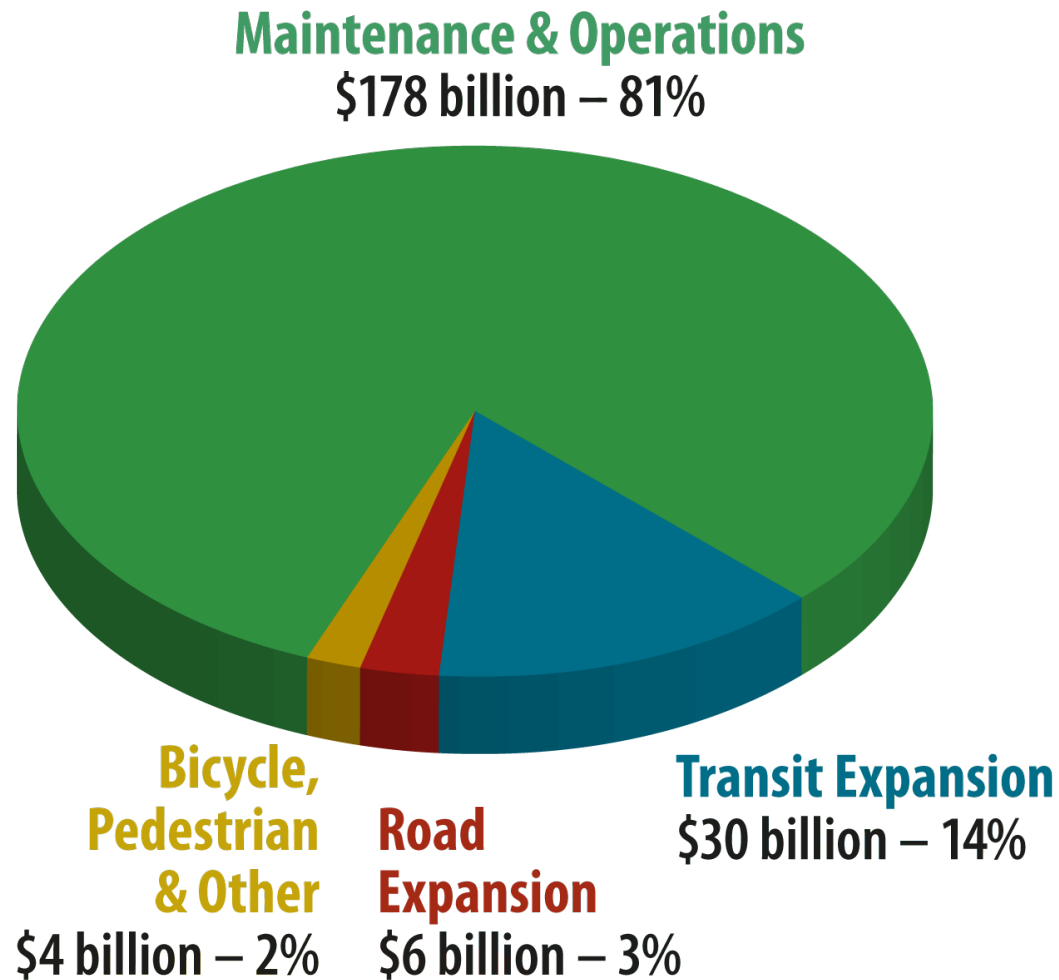## An Overview of Plan Bay Area

SPUR
June 6, 2011

Regional Transportation Plan

- 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 for the San Francisco Bay Area
FINAL
April 2009

C H A N G E IN M O T I O N

TRANSPORTATION
2035

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Transportation 2035 - Fix It First

Expenditures by Function (Total revenues: $218 Billion)

Maintenance & Operations
$178 billion – 81%

Transit Expansion
$30 billion – 14%

Bicycle,
Pedestrian
& Other
$4 billion – 2%

Road
Expansion
$6 billion – 3%

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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 greenhouse gas (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

- **Air Resources Board (ARB) adopted a Scoping Plan to achieve AB 32's GHG emissions reduction target**

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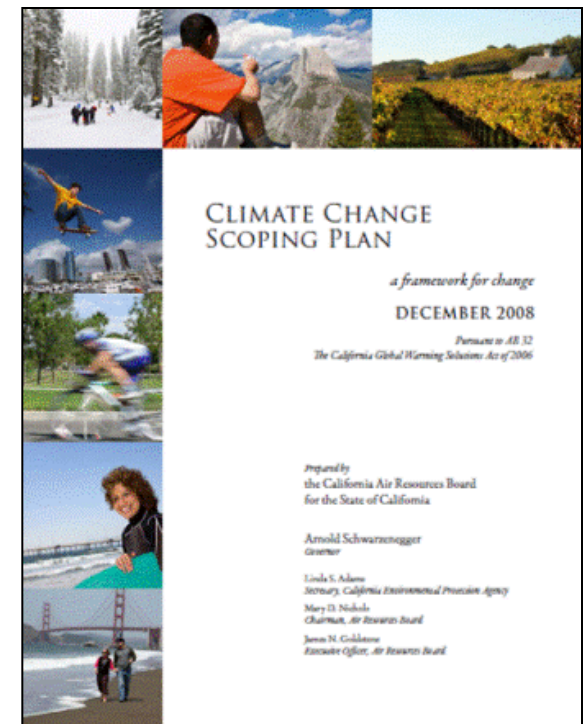
California's Three Pronged Approach to Reducing Transportation Greenhouse Gases
(with AB 32 Scoping Plan estimates for GHG reductions in 2020)

- **Cleaner vehicles (AB 1493 – Pavley, 2002) – 38 tons**
- **Cleaner fuels (Low-Carbon Fuel Standard) – 15 tons**
- **More sustainable communities (SB 375) – 5 tons**

Senate Bill 375 Sustainable Communities Strategy

- **Directs ARB to develop passenger vehicle GHG reduction targets for CA's 18 MPOs for 2020 and 2035**

- **Adds Sustainable Communities Strategy as new element to RTPs**

- **Requires separate Alternative Planning Strategy if GHG targets not met**

- **Provides CEQA streamlining incentives for projects consistent with SCS/APS**

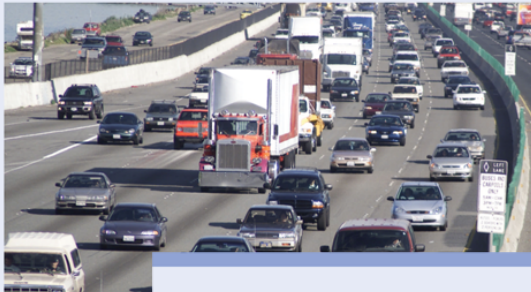- **Coordinates RHNA with the regional transportation planning process**

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ARB Adopted GHG Targets
September 2010

Percent Reduction in Per Capita Emissions from 2005 to Target Year		
	2020	2035
Bay Area	7%	15%
Sacramento	7%	16%
San Diego	7%	13%
Los Angeles	8%	13%
Central Valley	5%	10%

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Performance Targets
For 2035 compared to 2005

1 Reduce per-capita carbon dioxide emissions from cars and light duty trucks by 15 percent

2 House 100 percent of the region's projected 25-year growth by income level without displacing current low-income residents

3 Reduce premature deaths from exposure to particulate emissions — 10 percent for fine particulates (PM 2.5) and 30 percent for coarse particulate emissions (PM 10)

— Achieve greater reductions in highly impacted areas

4 Reduce by 50 percent the number of injuries and fatalities from all collisions

5 Increase the average daily time walking or biking for transportation by 60 percent, for an average of 15 minutes per person per day

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Performance Targets (cont'd)
For 2035 compared to 2005

6 Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)

7 Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing

8 Increase gross regional product (GRP) by 90 percent — an average annual growth rate of approximately 2 percent (in current dollars)

9 Decrease by 10 percent vehicle miles traveled per capita and average per-trip travel time for non-auto modes

10 Maintain the transportation system in a state of good repair

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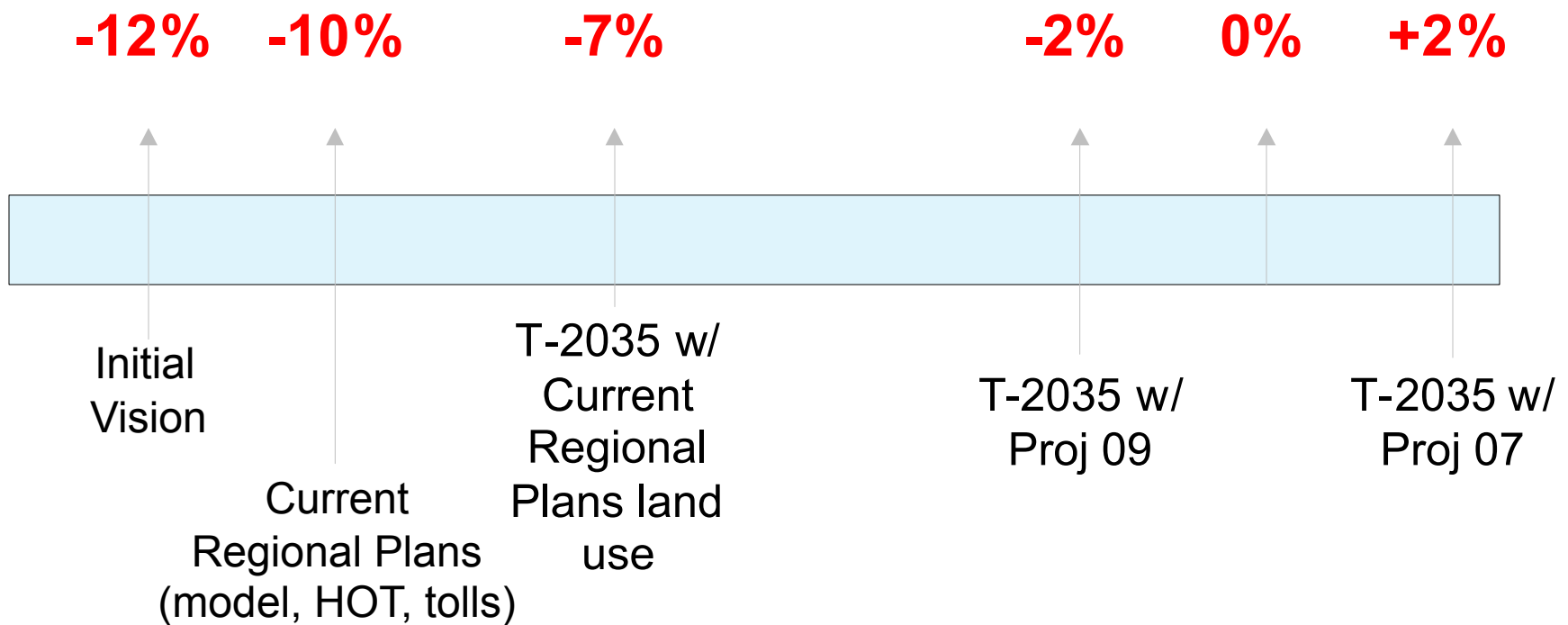Plan

Current Regional Plans

- **Updates Projections 2009 forecast**

- **Starting point for analysis; basis for creation of the Initial Vision Scenario**

- **Reflects current planning and assumptions**

- **Not designed to meet the targets**

- **Won't become the Sustainable Communities Strategy**

Initial Vision Scenario

- **Starting point to develop the Sustainable Communities Strategy (SCS)**
- **Identifies places for sustainable growth**
- **Accommodates regional housing need**
- **Strengthens existing communities**
- **Utilizes existing transit infrastructure**
- **Assumes unconstrained resources**
  - Affordable housing
  - Neighborhood infrastructure
  - Transit and other investments

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GHG Emission Reduction Estimates
(% per capita - 2005 vs. 2035)

-12% **-10%** **-7%** **-2%** **0%** **+2%**

Initial Vision

Current Regional Plans (model, HOT, tolls)

T-2035 w/ Current Regional Plans land use

T-2035 w/ Proj 09

T-2035 w/ Proj 07

Increase GHG Reductions per capita

Strategy for Growth

What this means:

- **The growth we are planning for over the next several decades will be very different from the outward expansion over the last few decades.**

- **With the demands for environmental resource conservation and infrastructure efficiency, infill development with streamlined permitting and financial support will be primary strategies.**

Location Matters

▪Growing Cooler:
Compared to sprawl, compact development results in a 20 to 40 percent reduction in VMT and hence in CO_2
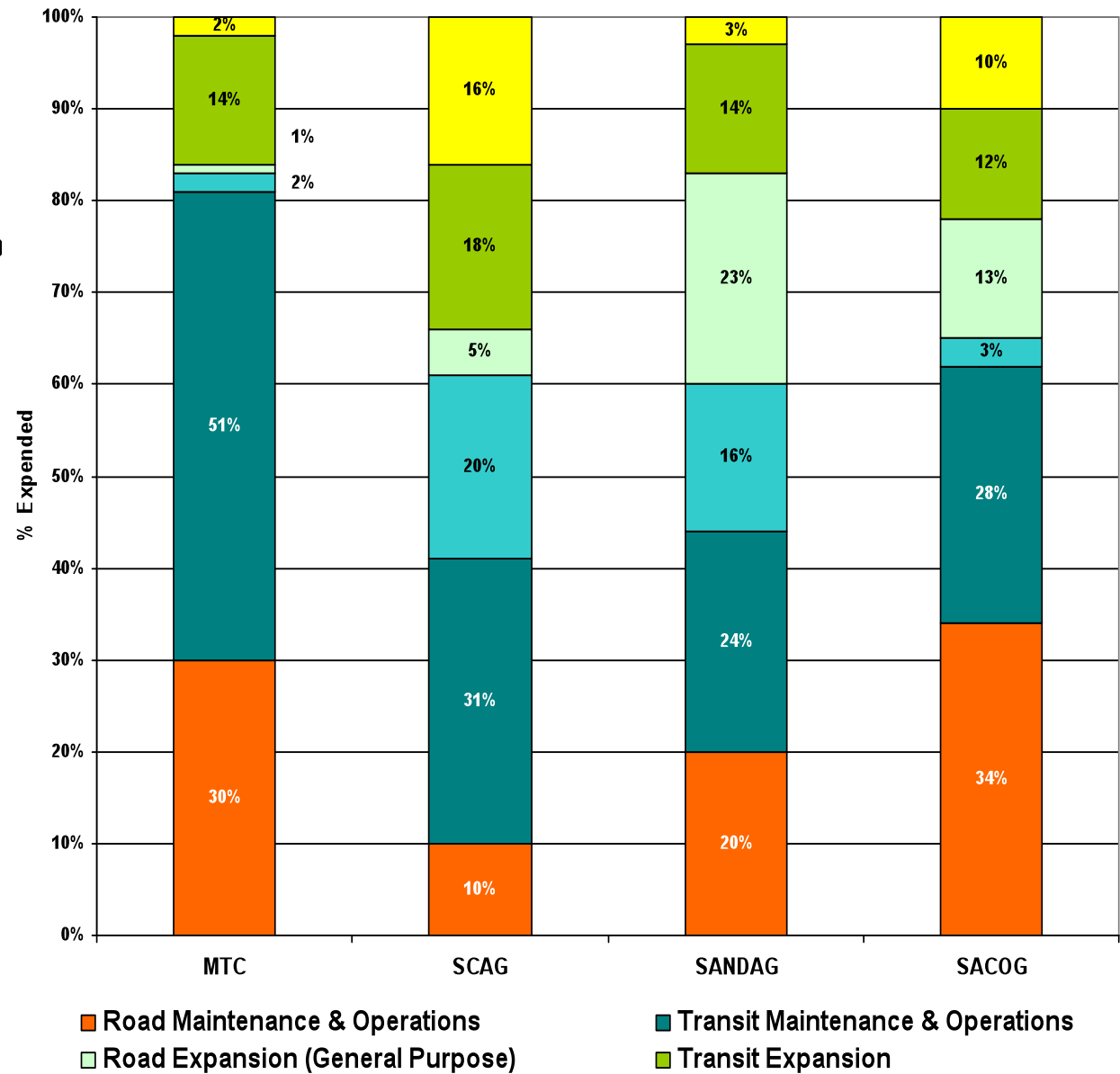
**BayArea
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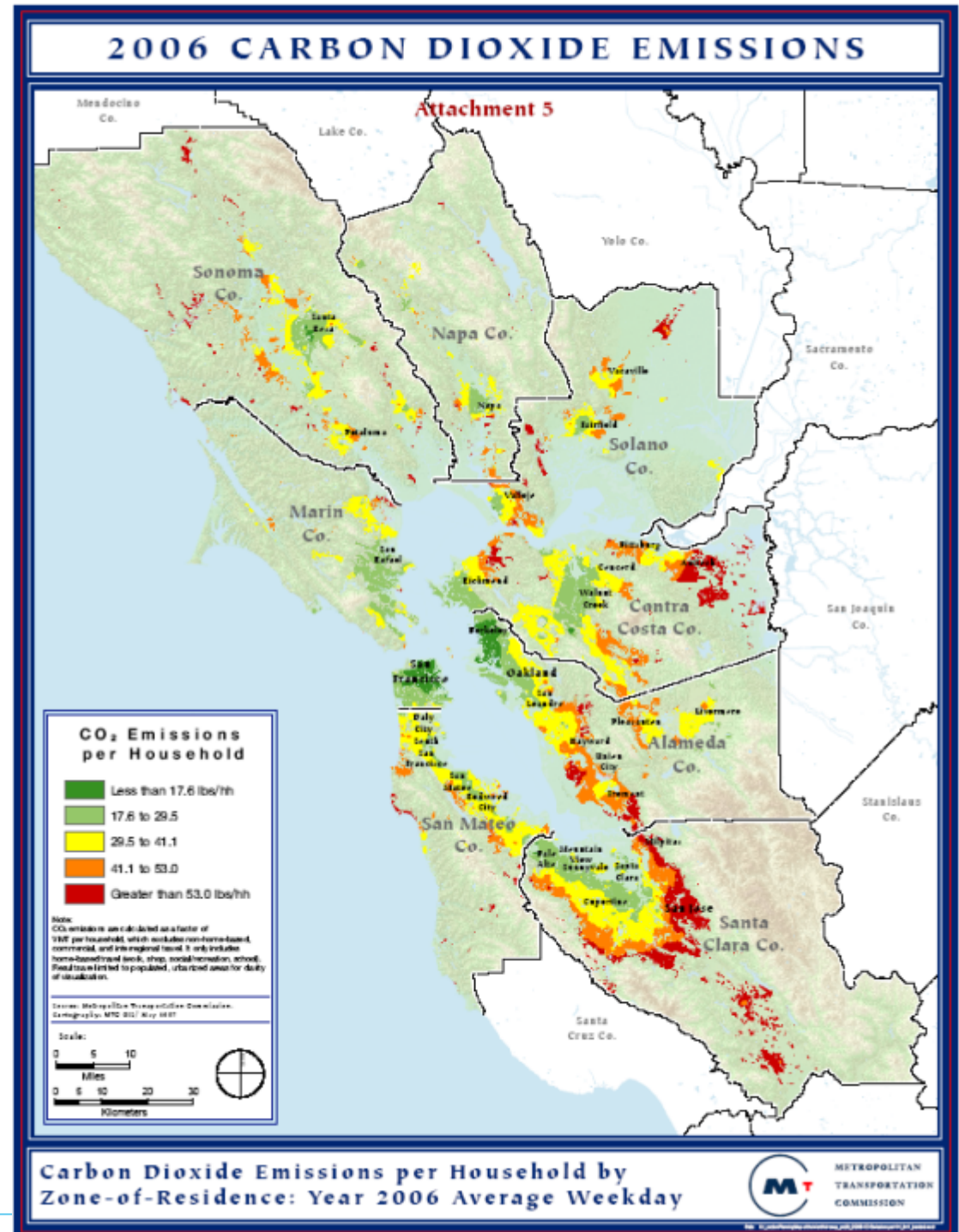
Price Matters Too

- Core Pricing:
Driving is more expensive in the urban core with higher parking costs and bridge tolls

Why Not Focus on Infrastructure?

Comparison of RTP Expenditures
(Expenditures as % of Total RTP Cost)

% Expended (y-axis, 0% to 100%)

MTC: 30% Road Maintenance & Operations, 51% Transit Maintenance & Operations, 2%, 1%, 14% Transit Expansion, 2%

SCAG: 10%, 31%, 20%, 5%, 18%, 16%

SANDAG: 20%, 24%, 16%, 23%, 14%, 3%

SACOG: 34%, 28%, 3%, 13%, 12%, 10%

Legend:
- Road Maintenance & Operations
- Transit Maintenance & Operations
- Road Expansion (General Purpose)
- Transit Expansion

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SB 375 Requirements*

The Sustainable Communities Strategy shall:

- Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population

- Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve the greenhouse gas emission reduction targets

Note: If SCS is unable to achieve the GHG reduction targets, an Alternative Planning Strategy will be prepared showing how the targets may be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Alternative Scenarios Framework

- Each scenario will attempt to achieve performance targets

- Scenarios will take into account constraints on housing production, infrastructure funding, and transportation resources

- Each scenario will show distinctly different combinations of land use growth patterns, transportation investments, and supportive policies

- Land use growth patterns entail distribution and intensity of jobs, population and housing to reduce auto trip lengths and improve proximity to transit network

- Scenarios will be assessed against social equity measures

- Alternative scenarios will be analyzed to create a preferred scenario that best meets the region's goals and complies with SB 375 and metropolitan planning regulations
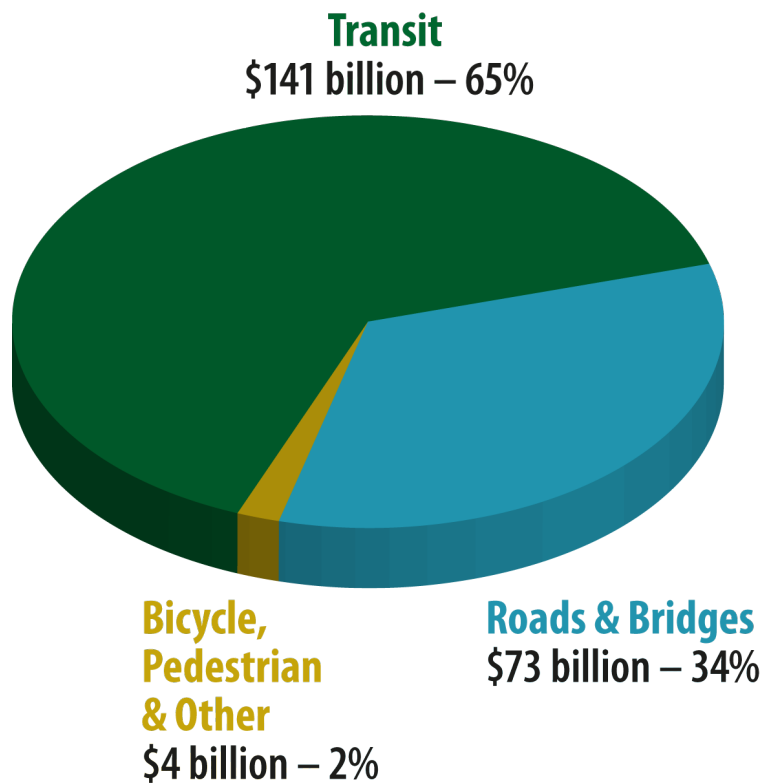
Land Use Option

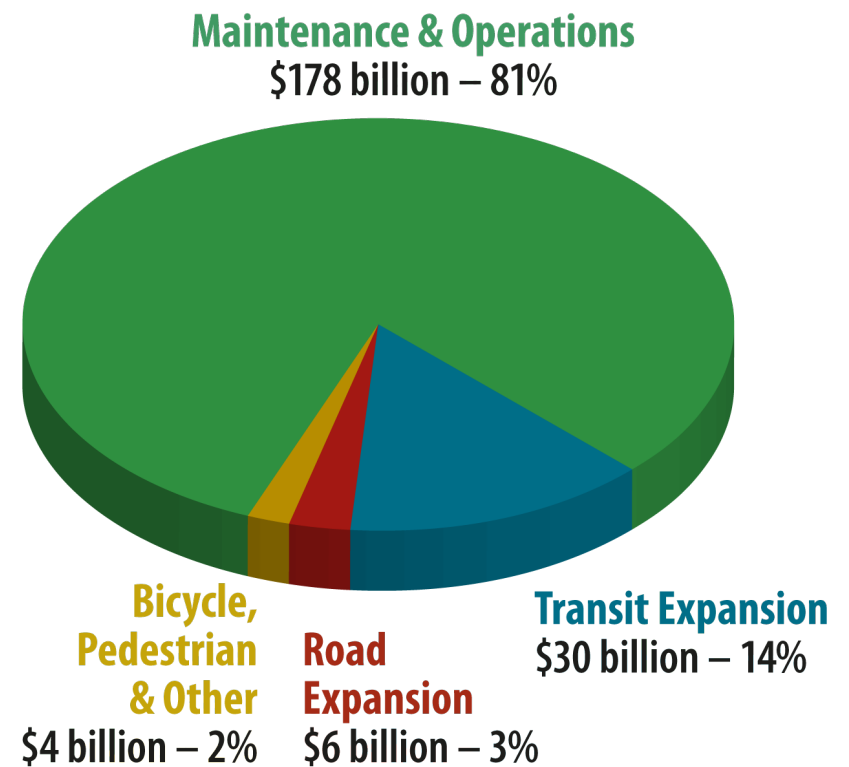| ① Initial Vision Scenario (evaluation completed)	② Core Concentration	③ Locally Defined Development Pattern	④ Constrained Core Concentration	⑤ Outer Bay Area Growth
▪ 70% of housing growth allocated in Priority Development Areas (PDAs) and Growth Opportunity Areas informed through consultation with local jurisdictions ▪ Employment allocated based on regional forecast	▪ Redistributes both the housing and job growth from Current Regional Plans and Initial Vision Scenario ▪ Housing and job growth will be shifted toward higher density in the urban core and centers where GHG can be reduced most effectively ▪ While growth will be distributed to Priority Development Areas (PDAs), some PDAs have greater potential to reduce GHG than others.	▪ Local governments suggest revisions to the Initial Vision Scenario that reflect the level and distribution of housing and job growth that they deem feasible for their own jurisdictions.	Same as Core Concentration except: ▪ Constraints that impede housing target identified in #3 will be considered.	▪ Most housing and job growth is assumed to remain in urban core. However, outer parts of region assumed faster growth than other scenarios. ▪ Housing and job growth in the Outer Bay Areas are assumed to locate within established urban growth boundaries
▪ Housing target met* but not GHG target	▪ Will meet housing target	▪ Housing target may not be met	▪ Housing target may not be met	▪ Housing target may not be met

*SB 375 requires an analysis of how the region can house all its population across all economic segments.

Transportation 2035 Investment Strategy

$218 Billion Plan Expenditures

By Mode

Transit
$141 billion – 65%

Bicycle, Pedestrian & Other
$4 billion – 2%

Roads & Bridges
$73 billion – 34%

By Function

Maintenance & Operations
$178 billion – 81%

Bicycle, Pedestrian & Other
$4 billion – 2%

Road Expansion
$6 billion – 3%

Transit Expansion
$30 billion – 14%

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Transportation Options

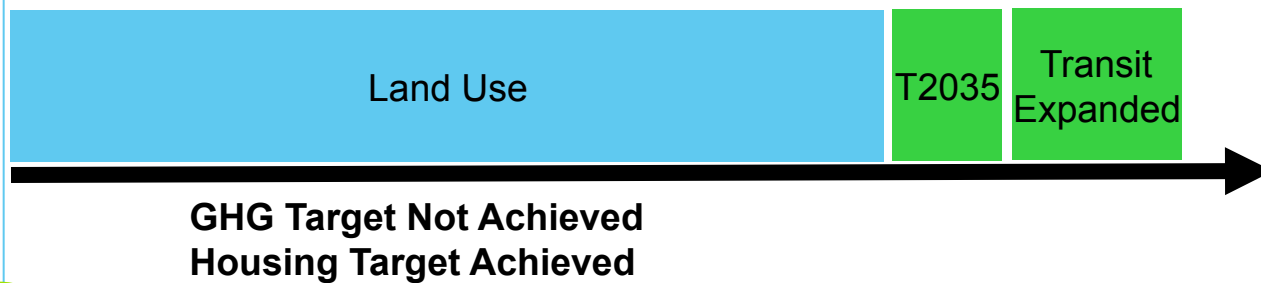| **3** T2035 Network	**4** Core Transit Capacity Network	**5** Expanded Network
▪ Keep "fix-it first" maintenance levels at about the same as Transportation 2035 (T2035) (i.e., 80 percent of available funding directed to maintenance) ▪ Allocate funding to roadways and transit improvements at levels similar to those in T2035 (i.e., 14 percent to transit expansion and 3 percent to roadway expansion) ▪ Allocate funding to support bike improvements at level similar to those in T2035 (i.e., 2 percent)	▪ Increase "fix-it first" maintenance levels from T2035 (i.e., assume about 85 percent to maintenance) ▪ Allocate **more** funding towards transit core capacity improvements in the urban core – improving commuter rail, express bus, bus rapid transit ▪ Allocate **more** funding towards roadway improvements in the urban core – Backbone Express Lane Network and FPI ▪ Prioritize bike funding for improvements in the urban core	▪ Decrease "fix-it first" maintenance levels from Transportation 2035 (i.e., assume about 70 percent to maintenance) ▪ Allocate **more** funding towards roadway improvements – full Express Lane Network and FPI buildout. ▪ Allocate **more** funding towards transit improvements – include trunk-line transit expansions beyond Resolution 3434 ▪ Prioritize bike funding to support suburban improvements

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Policy Initiatives*

- **Transportation Demand Management**
  (telework, commuter benefits, ridesharing services, etc.)

- **Parking Pricing** (e.g., higher parking during peak hours, charge for employer parking)

- **Climate Initiatives**
  - Eco-Driving (driver education on how to drive to save fuels and reduce emissions)
  - Electric Vehicles (beyond what's assumed by Air Resources Board)
  - Safe Routes to Schools

- **Other Strategies**
  - Scale-up above strategies to enable target achievement
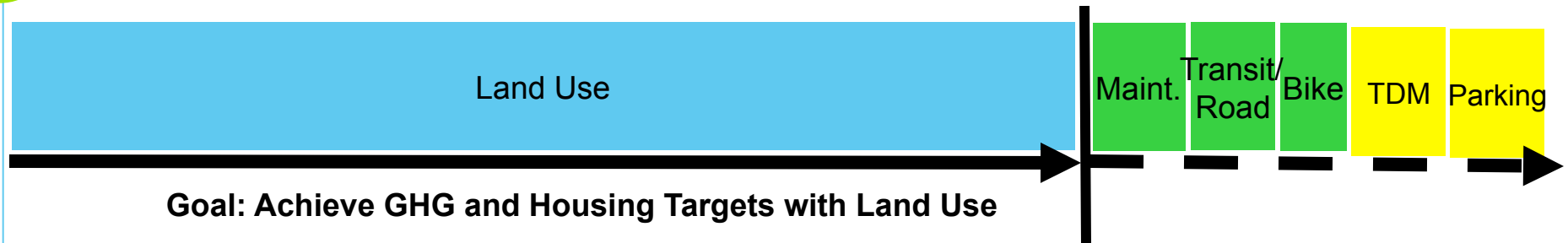 - Identify other GHG strategies

*Note: All policy initiatives will be deployed at a scale appropriate for each scenario so as to reduce GHG emissions.

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Proposed Scenarios

1 **Initial Vision Scenario/Transportation 2035 Network**

| Land Use | T2035 | Transit Expanded |

GHG Target Not Achieved
Housing Target Achieved

2 **Core Concentration/Core Transit Capacity Network**

| Land Use | Maint. | Transit/Road | Bike | TDM | Parking |

Goal: Achieve GHG and Housing Targets with Land Use

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Proposed Scenarios

3 **Locally Defined Pattern/Transportation 2035 Network**

| Land Use | Maint. | Transit/Road | Bike | TDM | Parking | Climate | Other |

Goal: Achieve GHG Target

4 **Constrained Core Concentration/Core Transit Capacity Network**

| Land Use | Maint. | Transit/Road | Bike | TDM | Parking | Other |

Goal: Achieve GHG Target
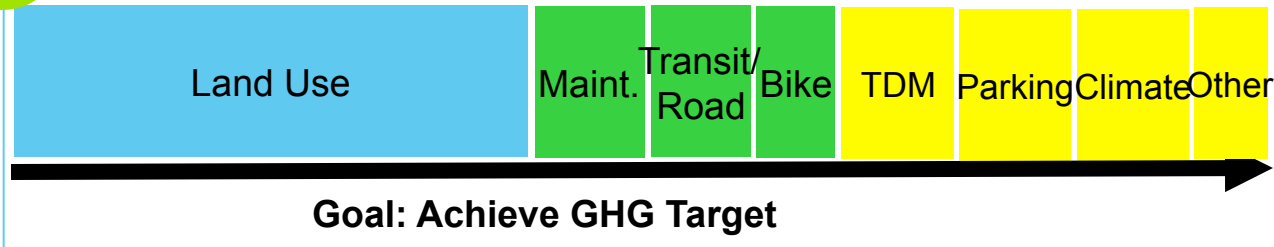
5 **Outer Bay Area Growth/Expanded Network**

| Land Use | Maint. | Transit/Road | Bike | TDM | Parking | Climate | Other |

Goal: Achieve GHG Target

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Alternative Scenarios Timeline

Develop alternative scenarios through an iterative process	Now – June 2011
Present conceptual alternative scenarios for review and approval by MTC and ABAG	June 2011
Start alternative scenarios analysis	July 2011
Release alternative scenarios results	October 2011
Seek public review and comment on alternative scenarios results	October 2011
Release preferred land use scenario to conform with RHNA schedule	November 2011
Review preferred scenario with MTC and ABAG	January 2012
Approval of preferred scenario by MTC and ABAG	February 2012

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