



Transportation 2035: S.F. Bay Area Targeting Health through Environment

Metropolitan Transportation Commission
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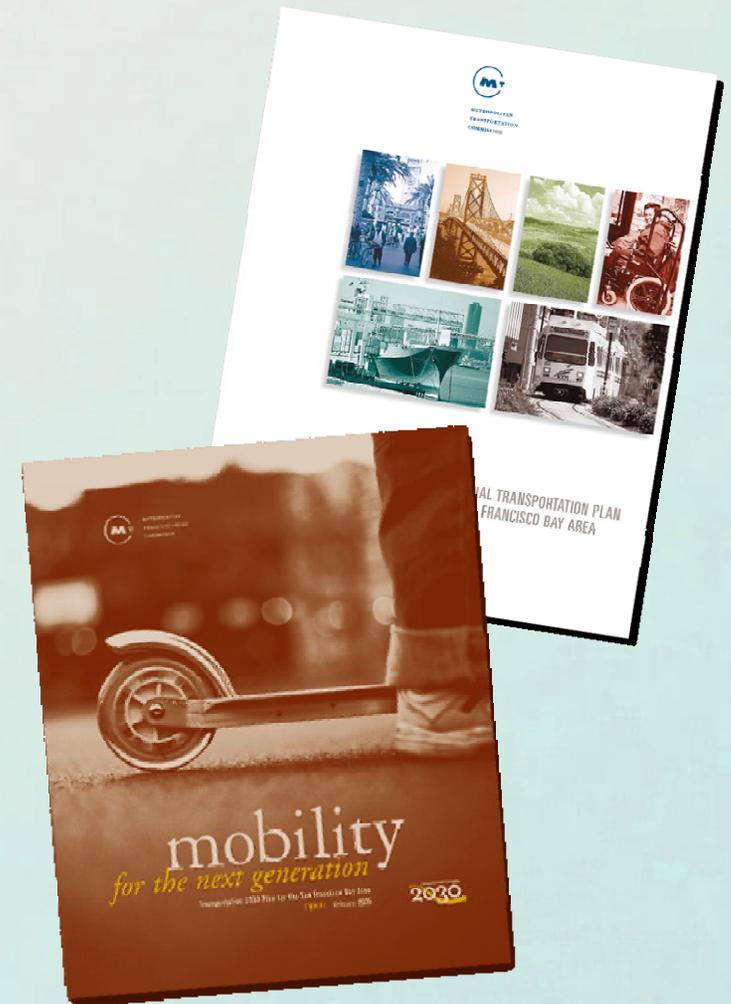
CA Transportation Futures Symposium,

UC Davis presentation

September 3, 2008

What is a Regional Transportation Plan?

- 25-year long range plan
- Guides transportation policies and investments for nine-county region
- Financially constrained (expenditures must match projected revenues)
- Projects must be in the plan to receive state and federal funds



What is FOCUS?

- **Local-regional partnership**
- **Voluntary and incentive-based**
- **Priority Development Areas**
 - Compact growth in existing communities
 - About 50 jurisdictions
 - 395,000 additional housing units by 2035
 - 45% of projected regional growth
- **Priority Conservation Areas**
 - Regionally significant open spaces
 - Broad consensus for protection
 - Target for short-term public investment



Challenges Ahead

- Keep our roads and transit in good repair
- Squeeze more efficiency out of our system
- Build new infrastructure where needed
- Support FOCUS communities
- Reduce greenhouse gas emissions and respond to warming impacts already in motion
- Harness power of the market place and cutting-edge technology
- Make equitable investments for all Bay Area residents



Planning for a Better Future

GOALS

Economy

Environment

Equity

TARGETS

REDUCE
CONGESTION

REDUCE
EMISSIONS
& VMT

IMPROVE
AFFORDABILITY

STRATEGIES

Infrastructure

Pricing &
Focused
Growth

Targets

To be achieved by 2035

Environment



- **Carbon dioxide (CO₂): 40% below 1990 levels**

Source: California Global Warming Solutions Act (2006)

- **Fine particulate matter (PM_{2.5}): 10% below 2006 levels**
Coarse particulate matter (PM₁₀): 45% below 2006 levels

Source: State air quality standards

- **VMT per capita: 10% below 2006 levels**

Source: State legislation under consideration in 2007 (SB 375)

Targets

To be achieved by 2035

Economy

- **Reduce congestion 20% below 2006 levels**

Source: Governor's Strategic Growth Plan

Equity

- **Reduce to 10% below 2006 levels the share of income spent by low- and lower middle-income households on housing and transportation**

*Source: Adapted from the Center for Housing Policy.
A Heavy Load (October 2006)*



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

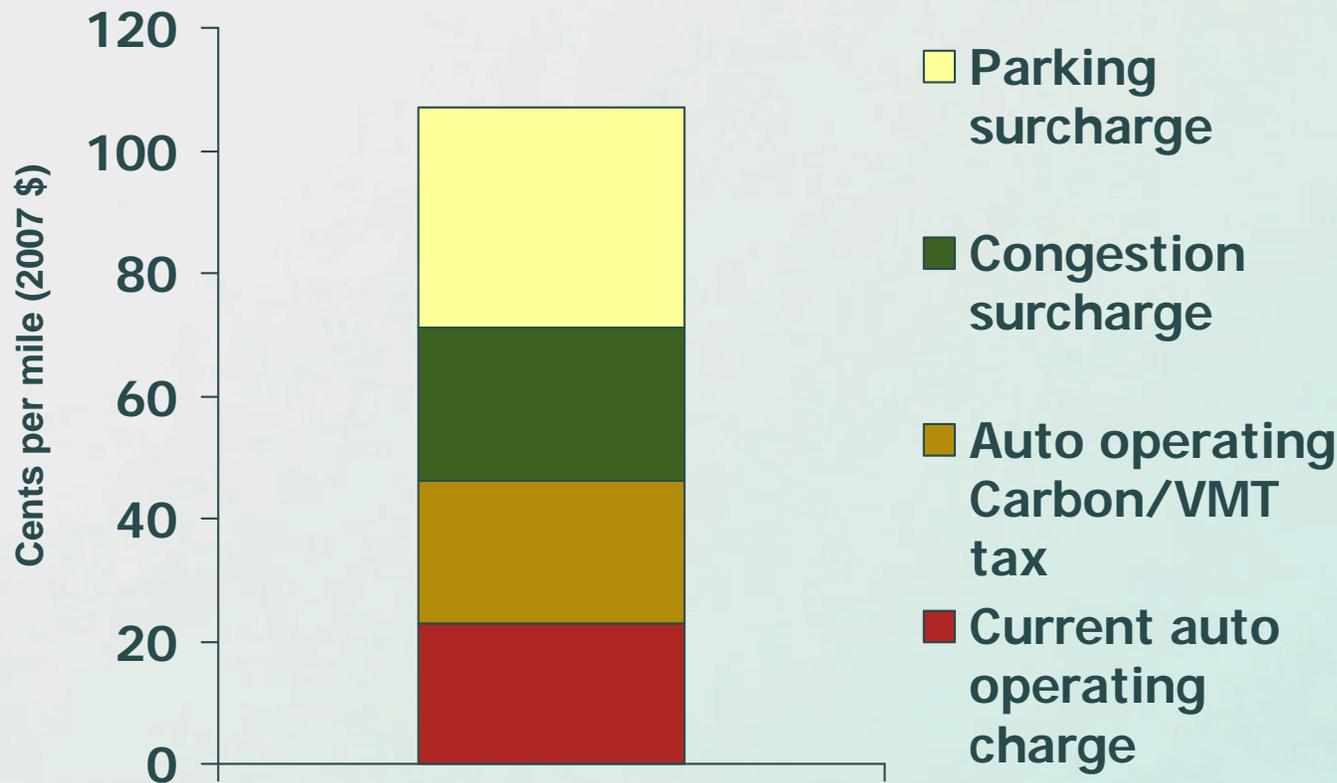
- Alternative Land-Use Scenario
- For “what-if” analysis
- More concentrated and transit-oriented than Projections 2007
- Better jobs-housing balance



Transport Pricing

Cost Increase for Typical Commute

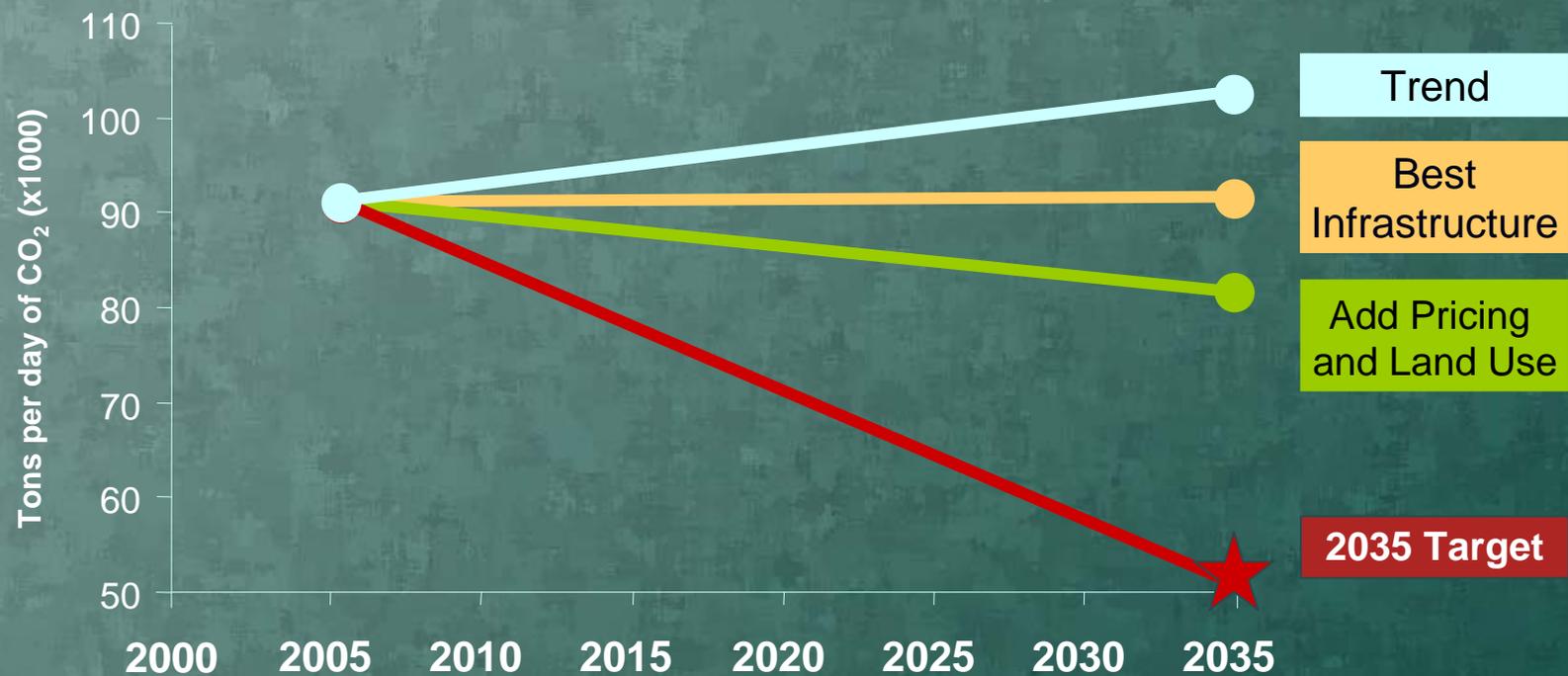
Pricing package increases auto operating costs five-fold, with focus on peak congested times



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

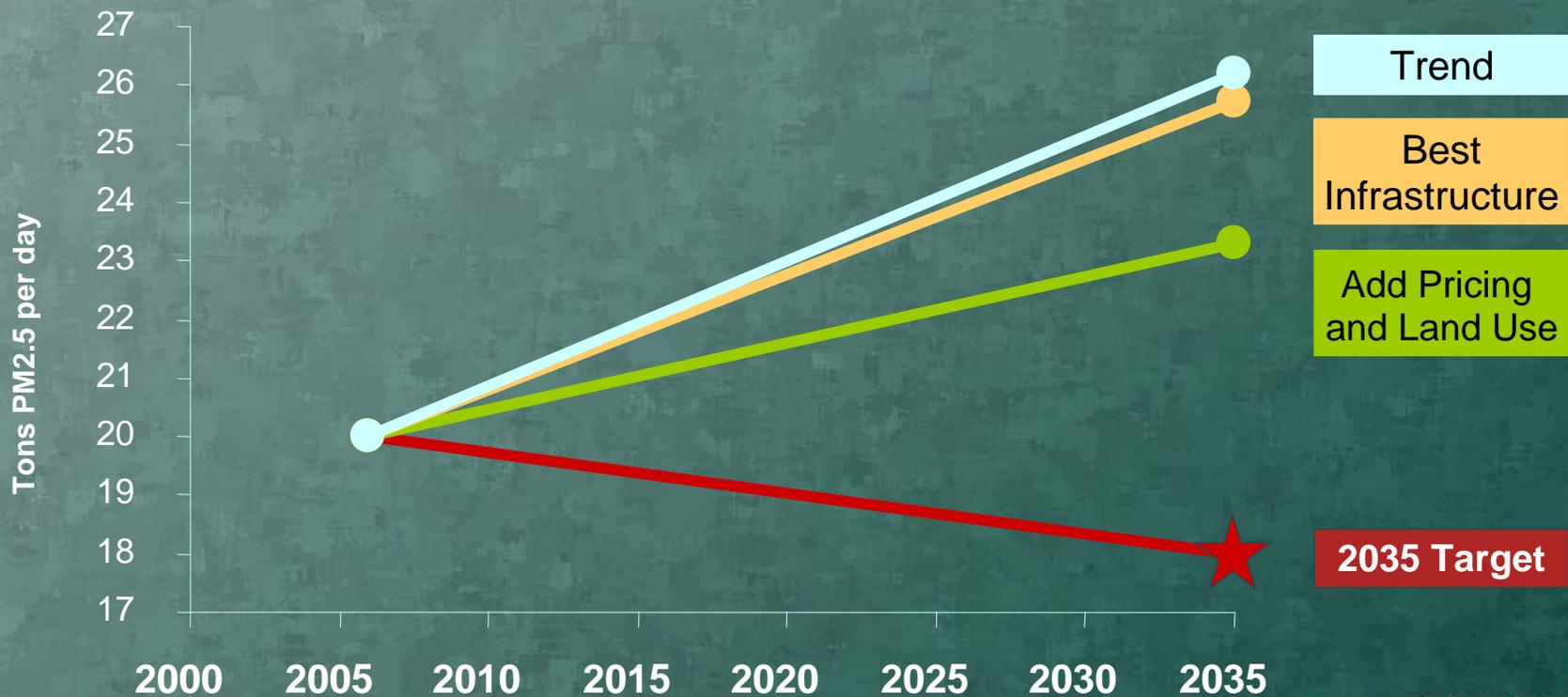


Note: Trend assumes current state laws and regulations, including fuel efficiency standards called for under state law passed in 2002, though currently in litigation (AB 1493, Pavley, 2002)

Assessing the Difference

Environment:

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

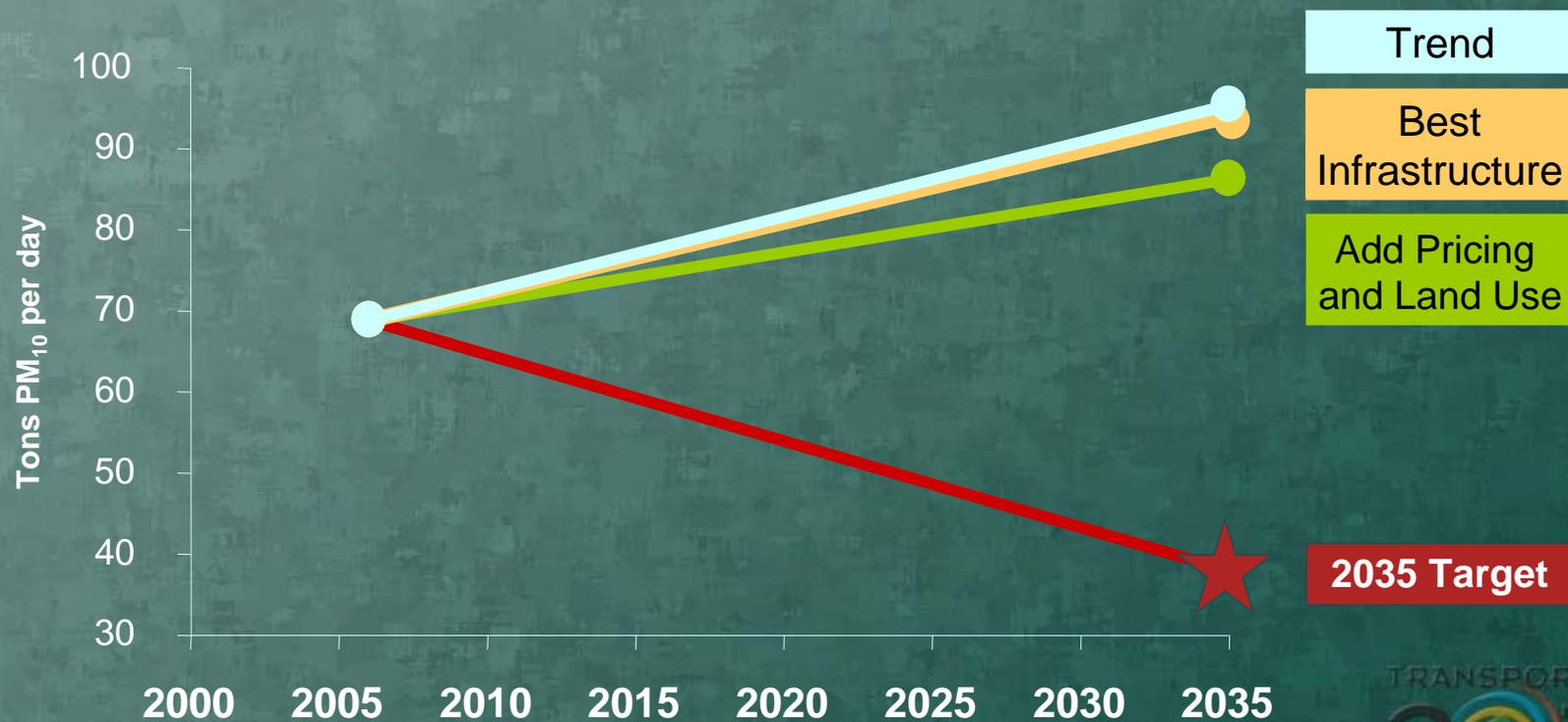


Note: Trend assumes current state laws and regulations that would reduce emissions from heavy-duty diesel engines (trucks)

Assessing the Difference

Environment:

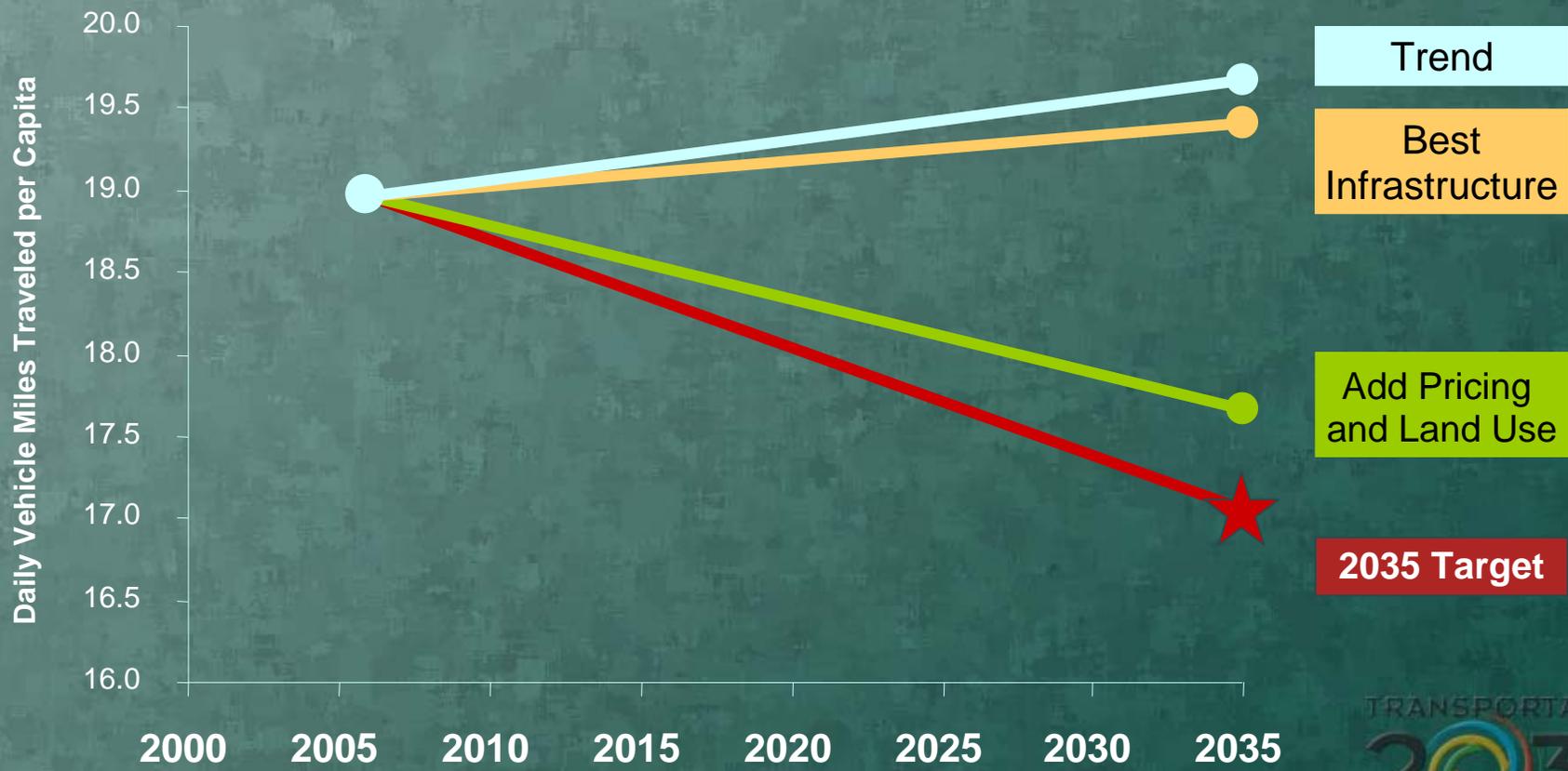
Reduce coarse particulate emissions (PM₁₀) to 38 tons per day



Assessing the Difference

Environment:

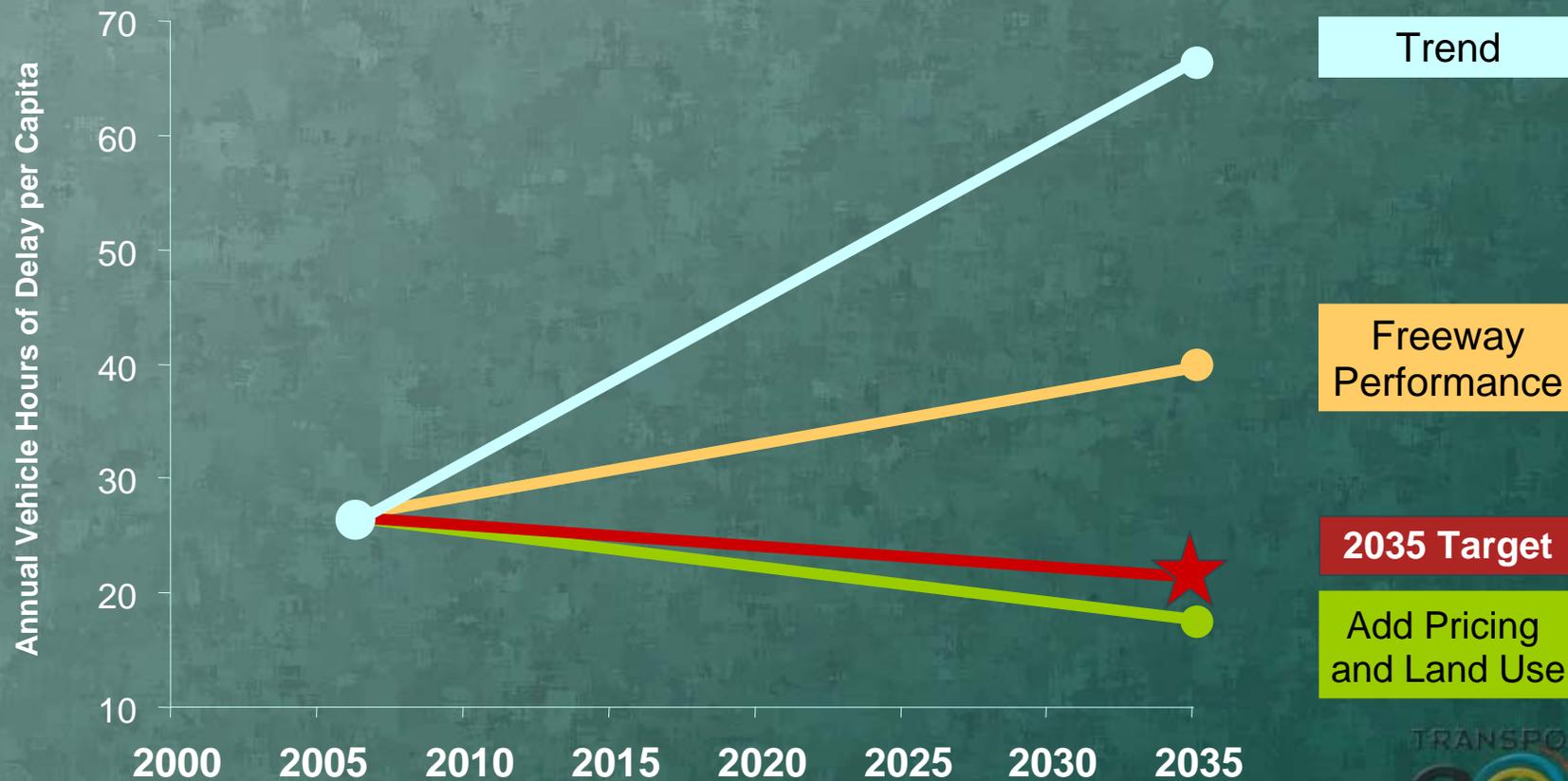
Reduce daily VMT to 17.1 miles per person



Assessing the Difference

Economy:

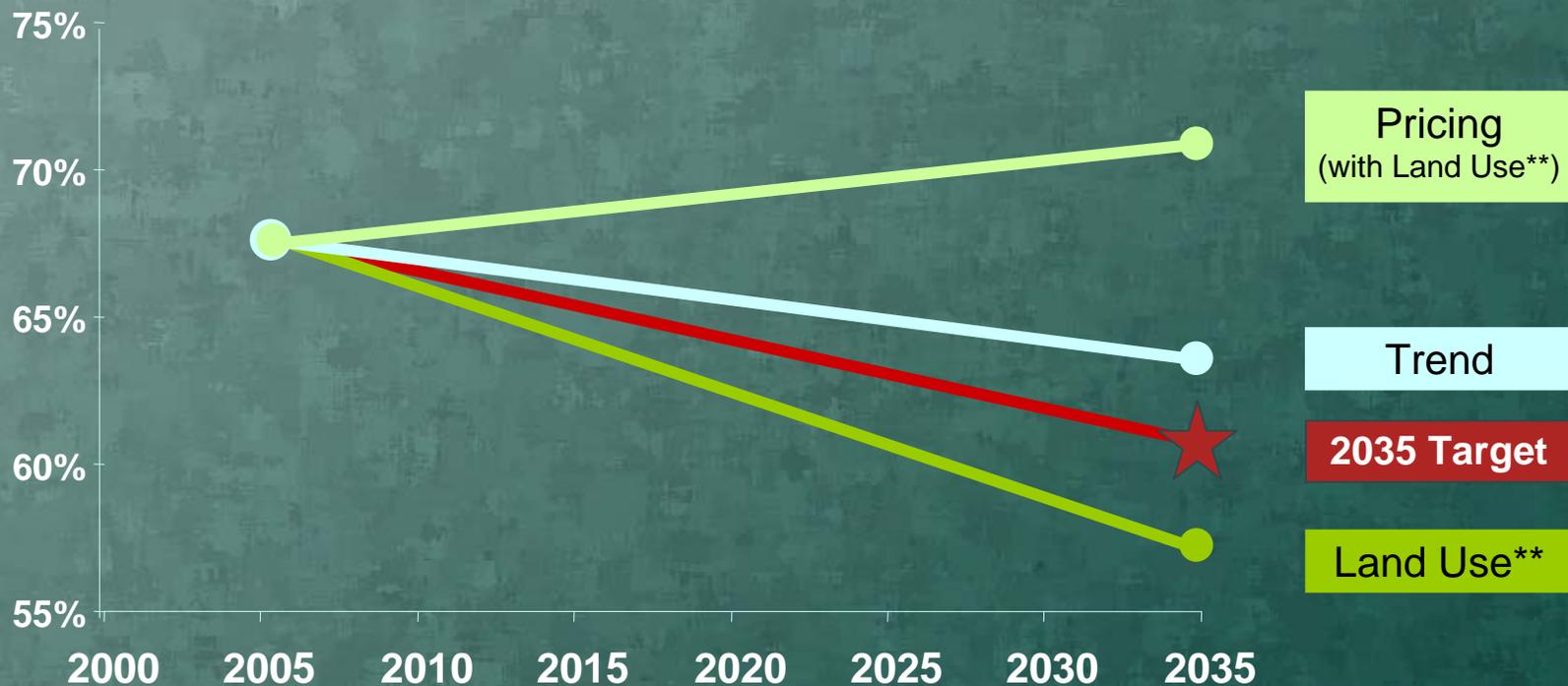
Reduce congestion delay per person to 21.3 hours a year



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

What Did We Learn?

SUMMARY:

1. Infrastructure alone does not achieve the targets, however, Freeway Operations is very effective for congestion relief
2. Pricing has much bigger effect – first step is with HOT network and San Francisco Doyle Drive/cordon pricing
3. Focused growth helps us reach targets in longer-term – first step is with FOCUS Priority Development Areas (PDAs)
4. Technology advances are needed
5. Behavioral changes are needed

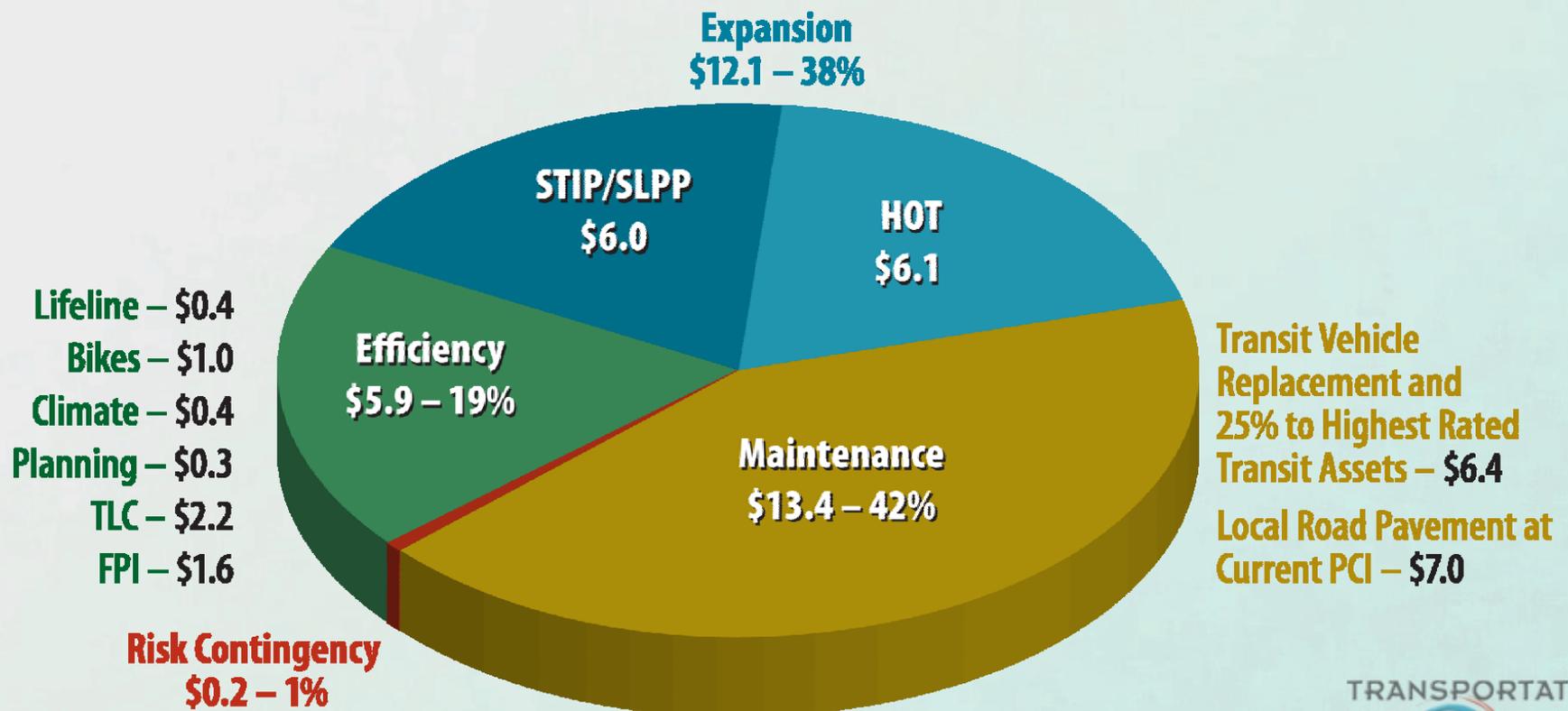
Vision to Implementation

- Financially constrained plan required
- Overall, \$223 Billion (esc) expected for 25 year period
- Most of that money -- \$191 B or 86%--tied up with prior commitments: primarily maintenance and rehab
- Of the \$32 B remaining, Commission needed to balance investments in existing program needs, versus new programs demands

Committee Recommendation

(escalated billions of \$)

Total = \$31.6



Recommendation: Investment Plan for the \$31.6 Billion Uncommitted Discretionary Funds

(escalated billions \$)

| Investment Category | Amount | % of Total | Rationale |
|-------------------------------------|---------------|------------|---|
| Maintenance | | | |
| Transit | \$6.4 | 20% | Regional investment priority given to vehicles plus 25% of to-be-determined priority guideway (e.g. track and structures) needs |
| Local Road | \$7.0 | 22% | Regional investment priority given to MTS pavement needs to maintain current PCI of 64 |
| State Hwy | | | Assumes State responsibility for funding shortfall need |
| Subtotal | \$13.4 | 42% | |
| Efficiency | | | |
| Lifeline | \$0.4 | 1% | Extends Commission's current 10-year Lifeline commitment (\$300 million, which includes means-based pilot program) to 25 years for a total investment of \$700 million |
| Regional Bicycle Plan | \$1.0 | 3% | Fully funds Regional Bike Plan network, excepting toll bridge facilities |
| Climate Change/PM Reduction Program | \$0.4 | 1% | Fully funds 5-year Climate Change/Particulate Matter Reduction Program that includes the following elements: 1. Outreach/Incentives Programs - \$27 million/yr 2. Safe Routes to School/Transit - \$ 20 million/yr 3. Transit Priority Program - \$10 million/yr |
| Planning | \$0.3 | 1% | Planning funds for CMAs and Regional Agencies (ABAG, MTC, BCDC) |
| TLC | \$2.2 | 7% | Doubles current program from \$27 million/yr to \$60 million/yr |
| FPI | \$1.6 | 5% | Fully funds capital and maintenance/operations costs |
| Subtotal | \$5.9 | 19% | |
| Expansion | | | |
| | \$12.1 | 38% | Revised HOT revenue estimates increase 25-year projection from \$5.1 billion to \$6.1 billion; STIP/SLPP amount remains at \$6.0 billion |
| STIP | \$5.7 | | |
| SLPP | \$0.3 | | |
| HOT | \$6.1 | | |
| Cost Risk Contingency | \$0.2 | 1% | Includes additional contingency for committed projects to cover potential committed projects cost increases |
| TOTAL \$31.6 | | | |

Thank You!

For More Information:

www.mtc.ca.gov