

Regional Transportation Planning

Transportation Planning Workshop
Hyatt House, Emeryville, District 4
Oct. 15-26, 2012

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Outline of Presentation

Background



- What is the **Regional Transportation Plan**?
- Why do we conduct long-range transportation planning?
- Who are the key role players?
- Requirements

Transportation Planner Roles and Responsibilities

- State Hat/Regional Hat
 - Administrator
 - **Overall Work Program**
 - Coordinator
 - Participant

District 4 Experience

- MPO & other key role players
- RTP 2040 - Plan Bay Area



Why do we conduct long-range transportation planning?



- Responds to federal and state mandates
- Planning process is not just a listing of highway and transit capital investments, but also developing strategies.
- Transportation system affects other public policy concerns:
 - air quality, greenhouse gas emissions,
 - natural resources,
 - environmental protection and conservation,
 - social equity, economic development
 - smart growth, affordable housing,
 - jobs/housing balance,
 - safety and security.



Who are the key role players?



- **Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies in California (RTPAs)**
 - 18 federally designated MPOs
 - 26 statutorily created RTPAs
 - Must abide by the federal planning regulations.
 - Under the requirements of the California statutes and the California Transportation Commission (CTC) RTP Guidelines.
 - Receives annual federal metropolitan planning funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
 - RTPAs receive rural planning assistance (RPA) from the state to carry out their respective planning requirements.

CALIFORNIA

Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs)



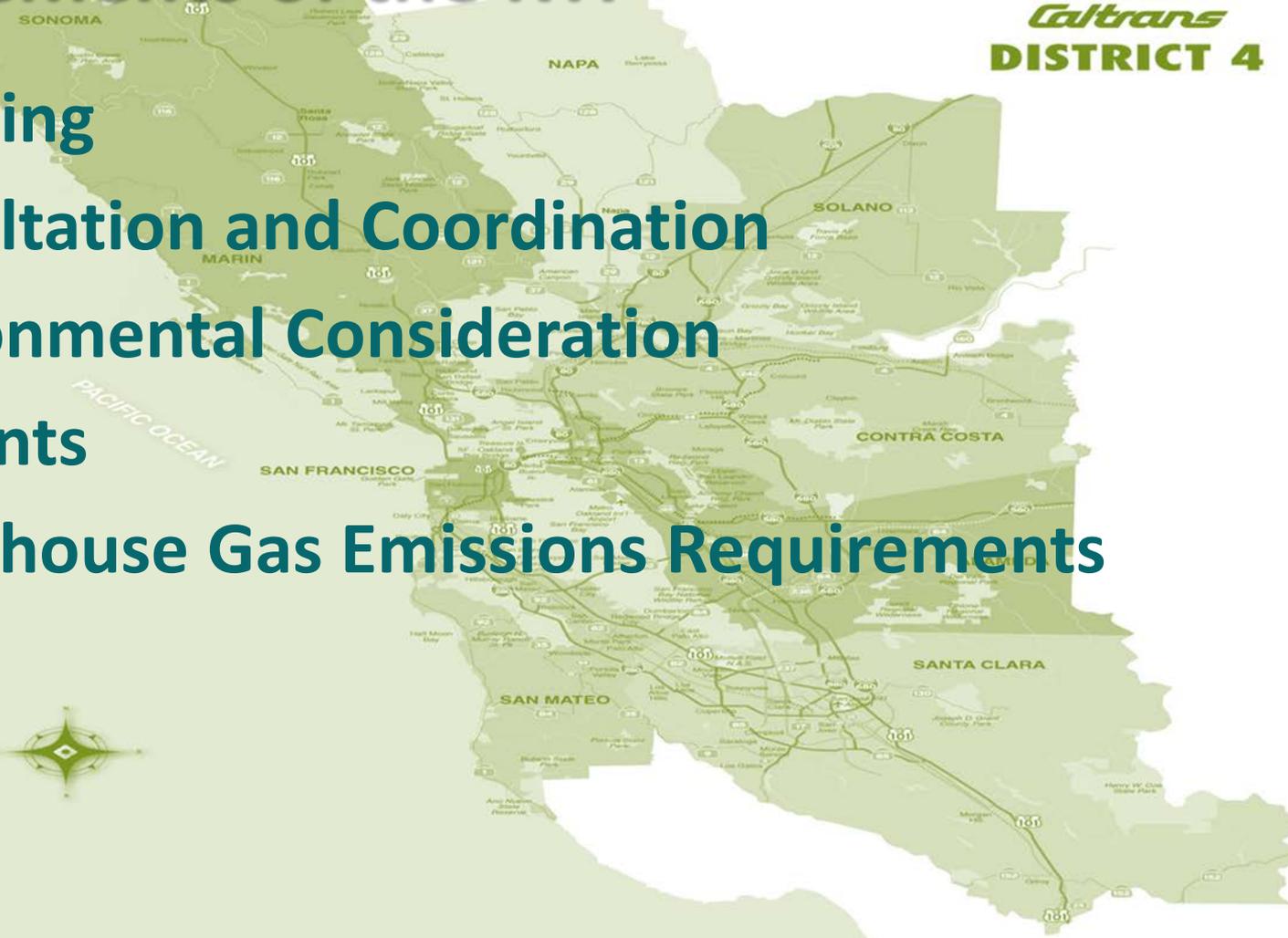
Requirements of the RTP



- Modeling
- Consultation and Coordination
- Environmental Consideration
- Contents
- Greenhouse Gas Emissions Requirements



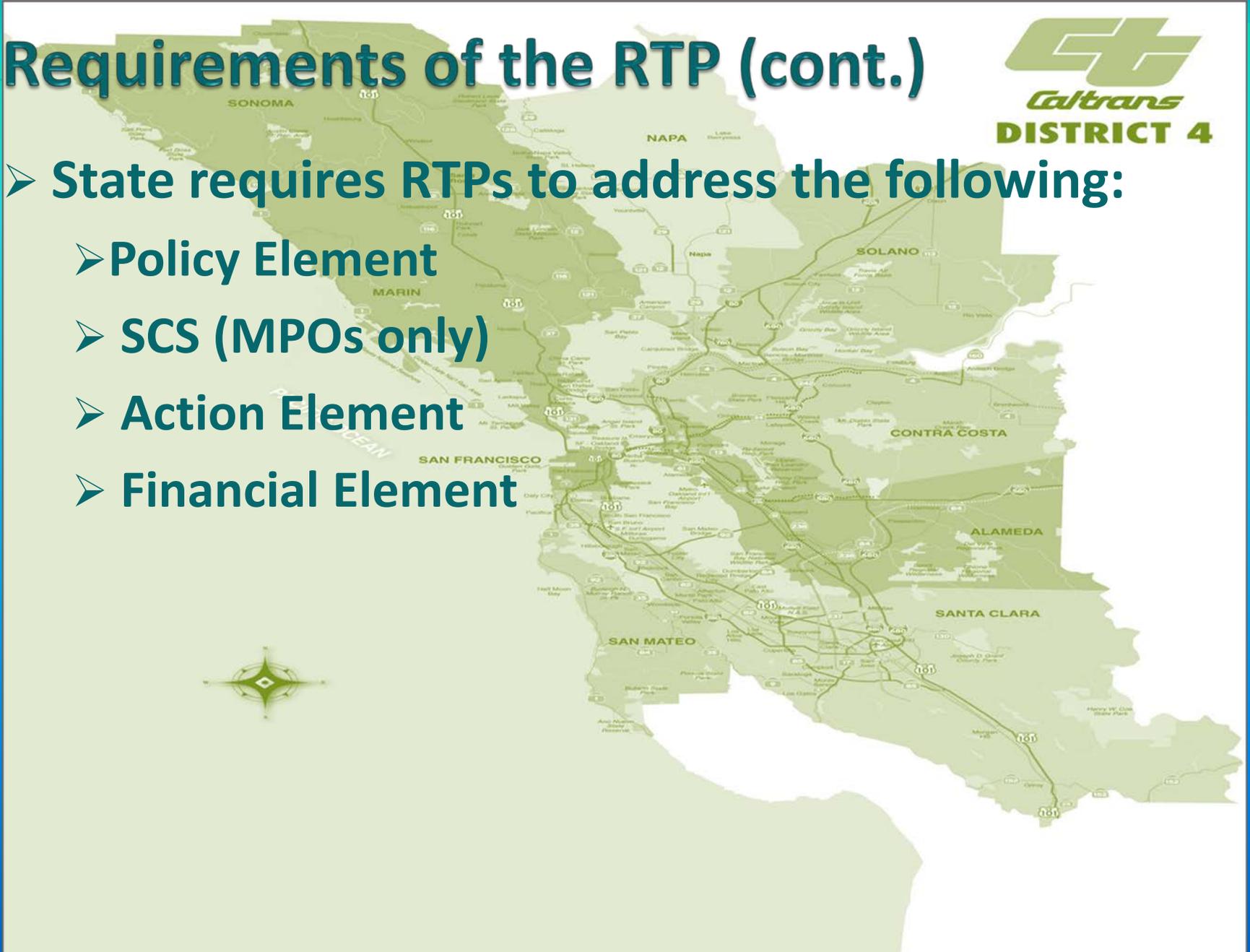
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Requirements of the RTP (cont.)



- State requires RTPs to address the following:
 - Policy Element
 - SCS (MPOs only)
 - Action Element
 - Financial Element



Regional Transportation Planner Roles



➤ State Hat/Regional Hat

➤ Administrator/Coordinator/Participant

➤ Overall Work Program (RTPAs and MPOs' core product)

Administer Federal funds

Monitor region's compliance with federal and state requirements

Participate in the region's OWP

➤ Regional Transportation Plan (core OWP product)

Track Regional Issues

Engage in the District preparation for "Call for Projects"

Review of the RTP

Regional Transportation Planner Roles (cont.)



- What is the region's **Overall Work Program**?
 - Annually developed
 - Introduces the region and its goals and objectives
 - Is a scope of work for transportation planning activities detailed as Work Elements
 - Should show collaboration among transportation partners
 - Contents are:
 - Annual operations plan
 - Planning budget
 - Easy reference for knowing “who/what/when/where/how much of transportation planning activities”
 - Is part of a funding contract
 - OWPA
 - MFTA
 - Also called the Unified Planning Work Program (federal term)
 - Complies with all applicable state and federal laws, regulations and requirements.



District 4 Experience



➤ MPO

- Metropolitan Transportation Commission (MTC)
- Association of Bay Area Governments (ABAG)

➤ Other Key Role Players

- 9 Counties
- 101 Cities
- 20+ Transit Agencies
- Regional Agencies such as the Bay Area AQMD and the Bay Area Conservation Commission (BCDC)
- Caltrans



District 4 Experience (cont.)



➤ MTC

- Is a three-agency in one, the MPO/RTPA, Bay Area Toll Authority (BATA) and Service Authority for Freeways and Expressways (SAFE)
- Created by the state Legislature in 1970
- Guided by a 19-member policy board
- Convened the Bay Area Partnership (comprised of three dozen transportation and environmental agencies)
- Has 5 standing committees (Administration, Bay Area Toll Authority, Legislation, Operations, Planning and Programming)
- Advised by its Policy Advisory Committee

District 4 Experience (cont.)



➤ ABAG

- Conceived and formed by Bay Area leaders about 50 yrs ago who recognized the need to address common issues from a regional perspective
- Governed by 38-member Executive Board comprised of an elected official from each member city, town, and county
- Works with MTC, BAAQMD, and BCDC to form the Joint Policy Committee (JPC)
- Produces job and population research, data analysis, earthquake preparedness research, green business strategies, and its current key planning initiative, FOCUS



District 4 Experience (cont.)



➤ FOCUS

- Administered by ABAG in cooperation with MTC, BAAQMD, and BCDC
- Encourages focused growth through a voluntary, incentive-based development and conservation strategy.
- Provides an opportunity for local governments and the regional agencies to work together to create complete, livable communities.
 - Priority Development Areas (PDAs)
 - Priority Conservation Areas (PCAs), which are regionally significant open spaces for which there exists a broad consensus for long-term protection.

District 4 Experience (cont.)



➤ Plan Bay Area (RTP 2040)

- Responds to California's 2008 Senate Bill 375 (Steinberg),
- Is the umbrella for the Sustainable Communities Strategy,
- Is a joint effort led by ABAG and MTC
- Is being done in collaboration with the nine counties and 101 cities.



Plan Bay Area



- 2006, AB 32 became law
- Nov 2007, 100 PDAs adopted by ABAG
- July 2008, 98 PCAs adopted by ABAG
- 2008, SB 375 became law

Last RTP adopted

Apr 2009

Apr 2010

- Sept 2010, CARB adopted GHG reduction targets for each region (“BIG 4” – MTC, SCAG, SANDAG and SACOG)
- Dec 2010, MTC adopted the 2010 Public Participation Plan
- Jan 2011, Regional Housing Need Determination and Allocation (RHND and RHNA, respectively) process started
- Jan 2011, MTC & ABAG adopted Plan Bay Area Performance Targets
- March 2011, MTC & ABAG introduced the Initial Vision Scenario
- Spring 2011, MTC & ABAG conducted ten public workshops
- April 2011, MTC received 900 submissions in response to MTC’s open “call for projects”

Apr 2011

- Dec 2011 to Jan 2012, MTC and ABAG conducted nine public workshops in each of the BA counties.
- March 2012, ABAG released Draft Jobs-Housing Connection Scenario
- April 2012, MTC released the proposed Draft Plan Bay Area Transportation Investment Strategy with Project Performance Assessment

Apr 2012

- May 2012, MTC & ABAG approved the “Preferred Land Use and Transportation Investment Strategy
- May 2012, ABAG approved the “One Bay Area Grants” (OBAG)
- June 2012, MTC put out Notice of Preparation of Draft EIR for Plan Bay Area to include “Equity Analysis” and AQ conformity determination
- July 2012, MTC & ABAG approved five alternative transportation and land use strategies to be considered in the EIR process

Apr 2013

Plan Bay Area due for adoption

May 2013, ABAG adopts Final RHNA

Plan Bay Area (cont.)

➤ Dec 2010, Public Participation Plan

- Federal requirement
- Prepared prior to the development of the RTP

➤ Jan 2011, Regional Housing Need Determination/Allocation

- State requirement
- Department of Housing and Community Development's role
- ABAG, the responsible agency to respond



Plan Bay Area (cont.)

➤ Jan 2011, Performance Targets

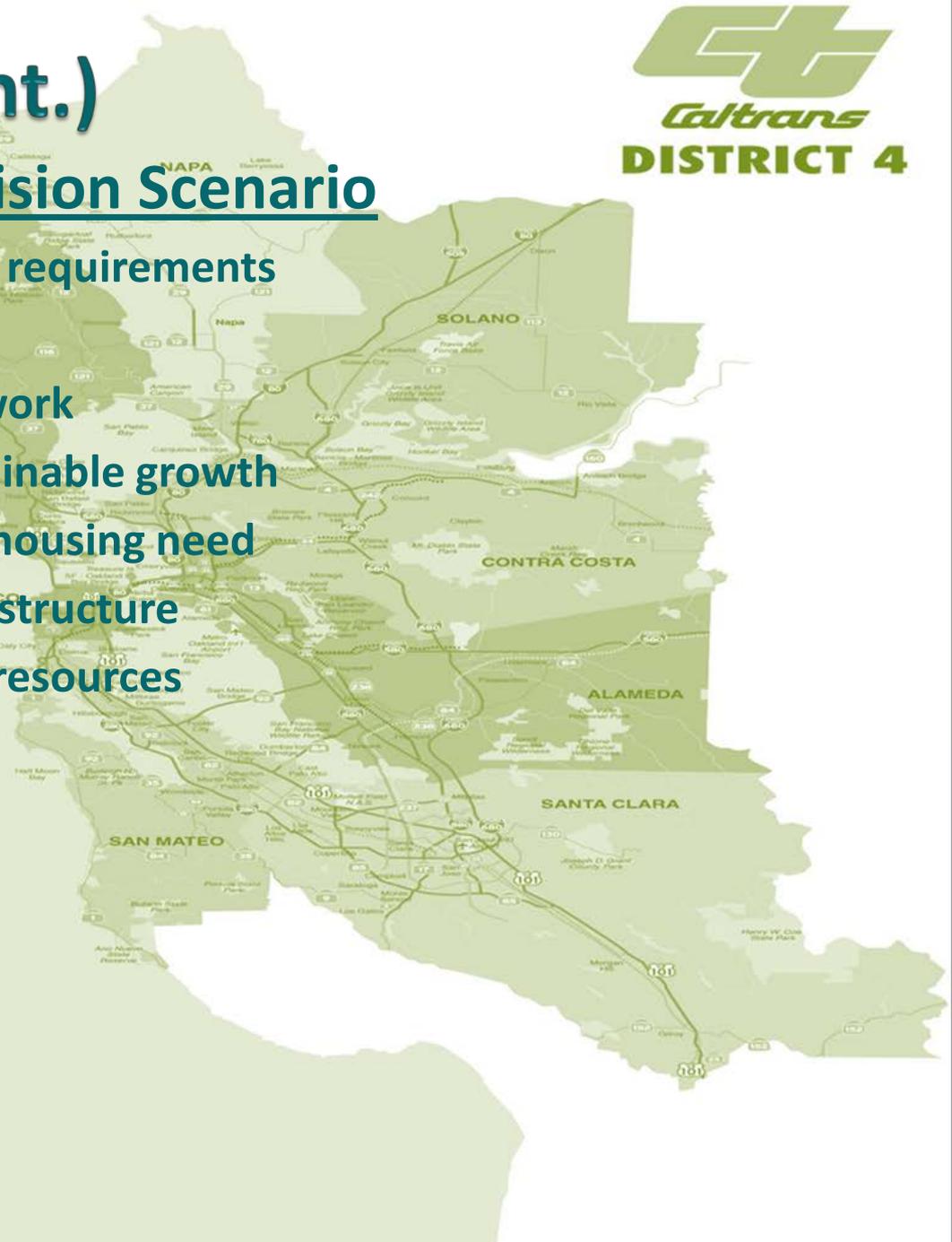
- 1)* Reduce CO2 emissions from cars and light trucks by 15%.
- 2)* House projected 25-yr growth w/o displacement of low inc residents.
- 3) Reduce PM2.5 by 10%; reduce PM10 by 30%.
- 4) Reduce by 50% injuries and fatalities from all collisions, (bikes and pedestrian included).
- 5) Increase the average daily time walking or biking per person for transportation by 60%.
- 6) Direct all non-agricultural development within the urban footprint.
- 7) Decrease by 10% 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%.
- 9) Decrease average per-trip travel time by 10% for non-auto modes; decrease automobile vehicle miles traveled per capita by 10%.
- 10) Maintain the transportation system in a state of good repair.

* Mandated by SB 375

Plan Bay Area (cont.)

➤ March 2011, Initial Vision Scenario

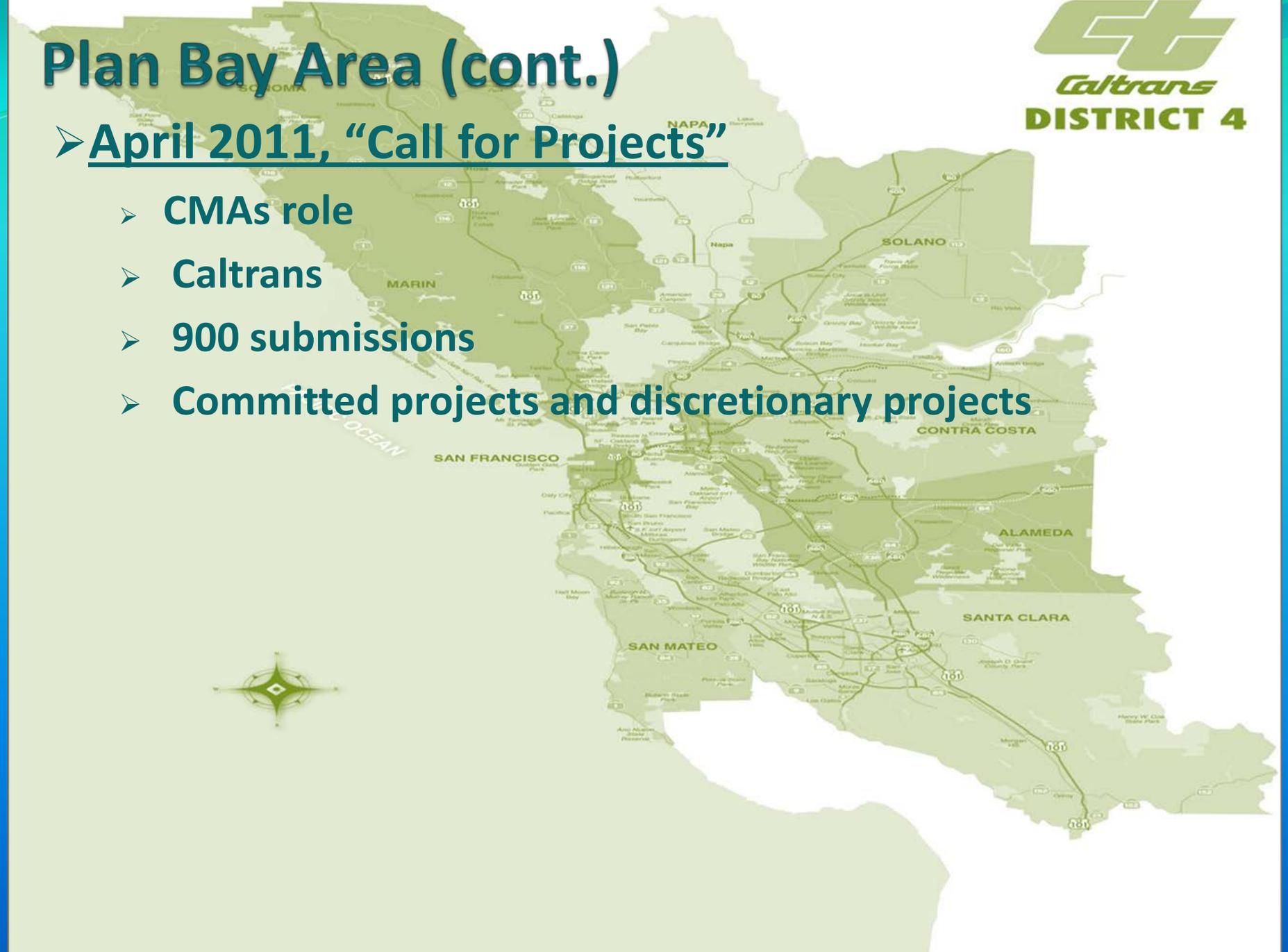
- Responsive to the SB 375 requirements
- Starting point
- Builds on existing framework
- Identifies places for sustainable growth
- Accommodates regional housing need
- Uses existing transit infrastructure
- Assumes unconstrained resources



Plan Bay Area (cont.)

➤ April 2011, “Call for Projects”

- CMAs role
- Caltrans
- 900 submissions
- Committed projects and discretionary projects



Plan Bay Area (cont.)

➤ Public Workshops

➤ Spring 2011 Plan Bay Area Public Workshops

- 10 workshops
- Interactive web tool
- Priority-setting exercise on future land development and housing growth

➤ Winter 2011 Plan Bay Area Public Workshops

- 9 workshops, one in each of then nine counties
- Solicit comments on:
 - Transportation tradeoffs priorities
 - Land Use/Complete Communities



Plan Bay Area (cont.)

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- March 2012, ABAG's Draft Jobs-Housing Connection Strategy released
 - Projects 1.1 million new jobs in 2040
 - Forecasts 2.1 million more people by 2040
 - Local aspirations for community development linked with regional objectives.
 - Identifies where new population and job growth could be accommodated while maximizing use of existing infrastructure

Plan Bay Area (cont.)

- April 2012, MTC released Draft Plan Bay Area Transportation Investment Strategy,
 - Revenue forecasts
 - \$277B revenue in 28 years, with \$186B committed;
 - 88% will be used for operation and maintenance
 - 67% will be invested in public transit
 - Key strategies
 - Close the GHG gap by innovative Climate Policy Initiative
 - Fix-it-first
 - One Bay Area Grant (OBAG) Framework
 - Fund high-performers
 - Squeeze more efficiency out of existing system
 - Make the Transit System sustainable
 - Project Performance Assessment



Plan Bay Area (cont.)

- May 2012, MTC & ABAG approved the “Preferred Land Use Scenario and Transportation Investment Strategy”
 - Aims to:
 - Strengthen the connection between housing, jobs and transportation
 - Grow jobs and the economy
 - Ensure stewardship of the Bay Area’s scenic and natural resources
 - Will comprise the Plan Bay Area project alternative



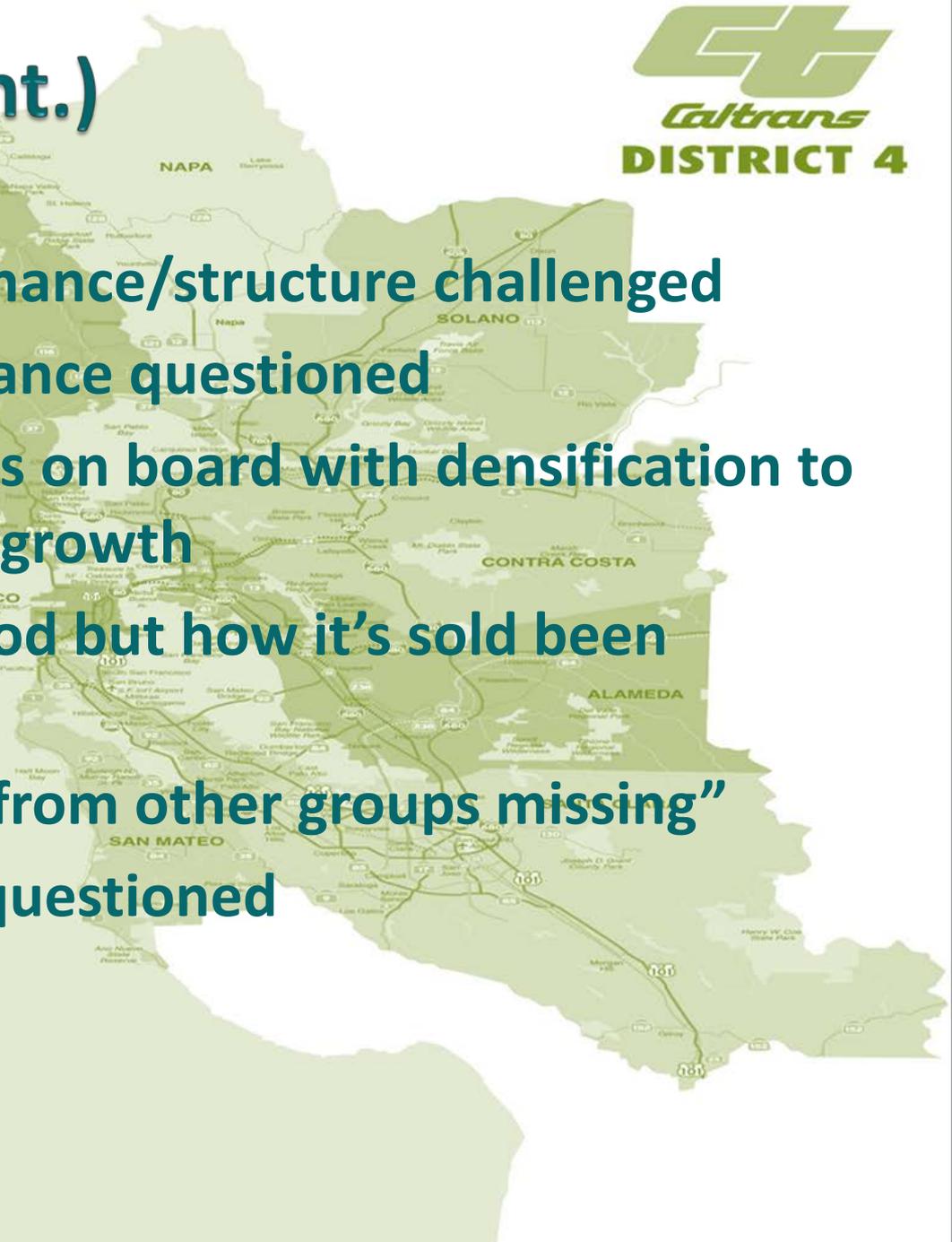
Plan Bay Area (cont.)

- May 2012, OneBayArea Grant (OBAG)
 - A four-year, \$320 million grant program
 - Integrates the region's federal transportation funds with California's SB 375 SCS requirements
 - Aims to achieve local land use and housing policies:
 - Reward jurisdictions accepting housing allocations through the RHNA process and producing housing using OBAG funds as incentives
 - Support the SCS for the Bay Area thru investing in PDAs and initiate a pilot program that supports open space preservation in PCAs.
 - Allow flexibility for local agencies to invest in Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and preservation, Safe Routes to School, etc.

Plan Bay Area (cont.)

➤ Issues

- Regional governance/structure challenged
- Title VI compliance questioned
- Not everyone is on board with densification to accommodate growth
- “Concept is good but how it’s sold been problematic”
- “Participation from other groups missing”
- Transparency questioned



Plan Bay Area (cont.)

- What's yet to come?
 - December 2012, MTC and ABAG expect to release the draft Plan Bay Area and EIR
 - Public Hearing throughout the region
 - April 2013, Plan Bay Area due for adoption



Thank You for Listening!

Questions ?

