

JOINT INFORMATIONAL MEETING OF THE
CALIFORNIA TRANSPORTATION COMMISSION AND THE
WASHINGTON STATE TRANSPORTATION COMMISSION

AUGUST 19, 2014

REGIONAL PLANNING IN CALIFORNIA



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PLANNING CONTEXT

FEDERAL LEVEL



- Metropolitan and Statewide Planning
- MAP-21 focus on performance-based planning and programming

STATE LEVEL



- Regional Transportation Plan (RTP) Guidelines
- California Transportation Plan 2040

REGION LEVEL



- Regional Transportation Plans
- Sustainable Communities Strategies (SB 375)

CALIFORNIA

- Caltrans
 - 12 Districts
- Regional
 - 58 Counties
 - 18 Metropolitan Planning Organizations
 - 26 Regional Transportation Planning Agencies

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

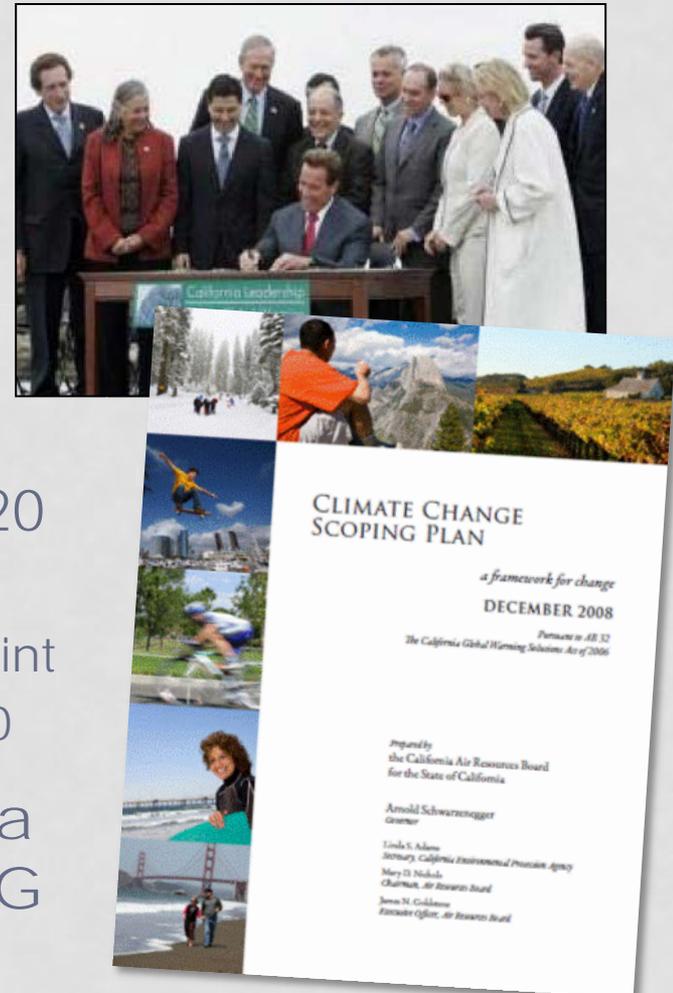


STATE PLANNING GUIDELINES

- CTC approves Regional Transportation Plan Guidelines
- Last updated in 2010
- Purpose of Guidelines:
 1. Promote an *integrated, statewide, multimodal*, regional transportation planning process and effective transportation investments;
 2. Set forth a *uniform transportation planning framework throughout California* by identifying federal and state requirements and statutes impacting the development of RTPs;
 3. Promote a *continuous, comprehensive, and cooperative* transportation planning process that facilitates the rapid and efficient development and implementation of projects that maintain California's commitment to public health and environmental quality; and,
 4. Promote a planning process that *considers the views of all stakeholders*.

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



SB 375 BASICS

SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT OF 2008

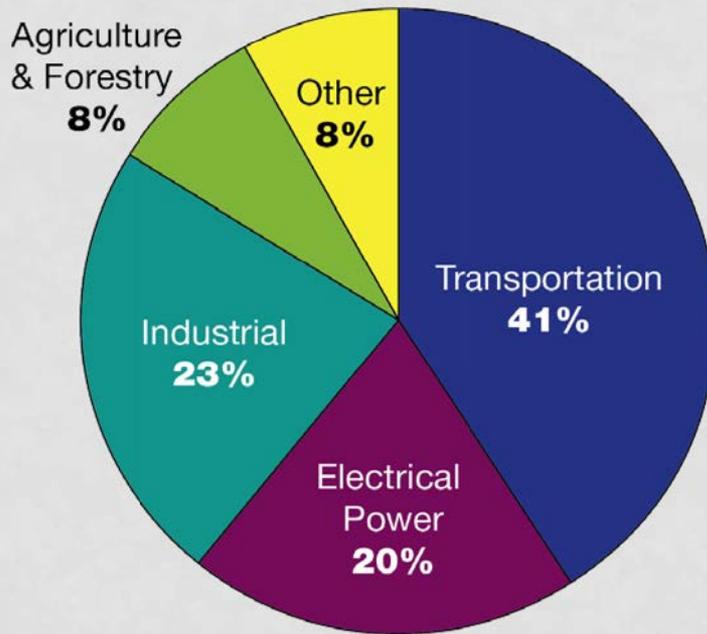
- Directs ARB to develop passenger vehicle GHG reduction targets for CA's 18 MPOs for 2020 and 2035
- Adds Sustainable Communities Strategy as new land use element of the RTPs
- Requires separate Alternative Planning Strategy if GHG targets not met
- Provides CEQA streamlining incentives for projects consistent with SCS/APS
- Coordinates state-mandated housing allocation process (Regional Housing Need Allocation) with the regional transportation planning process



GREENHOUSE GAS EMISSIONS

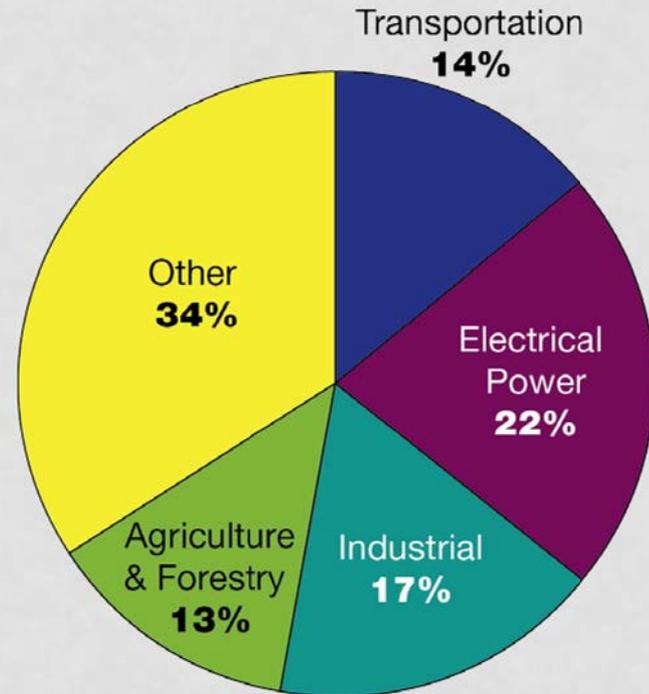
By Source

**California Greenhouse Gas Emissions
By Source**



Source: California Climate Action Team

**World Greenhouse Gas Emissions
By Source**



Source: U.S. Energy Information Administration

CALIFORNIA'S THREE PRONGED APPROACH TO REDUCING TRANSPORTATION GREENHOUSE GASES

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

- **Cleaner vehicles** (Pavley, AB 32) – 38 million metric tons
- **Cleaner fuels** (Low-Carbon Fuel Standard) – 15 million metric tons
- **More sustainable communities** (SB 375) – 5 million metric tons



SUSTAINABLE COMMUNITIES STRATEGY

A Study in Dynamic Tension

SCS Must –

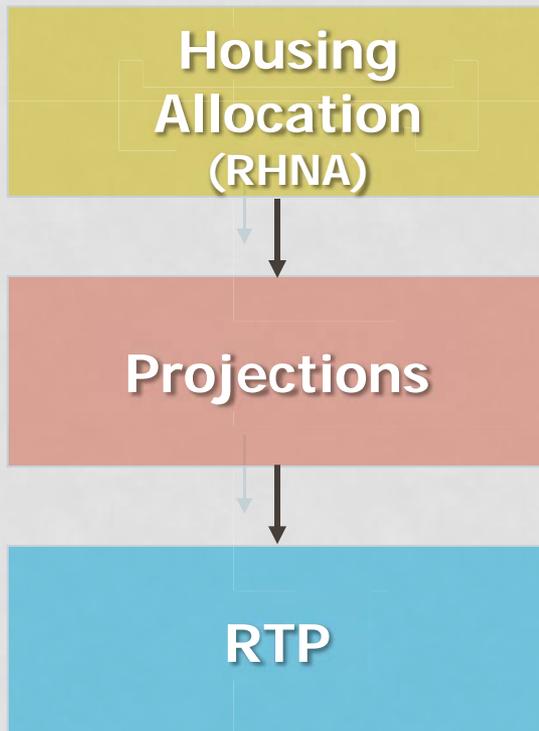
- Accommodate all growth in regional housing demand – no net growth in incommuting
- Achieve GHG reduction targets established by ARB

But SCS Must Not –

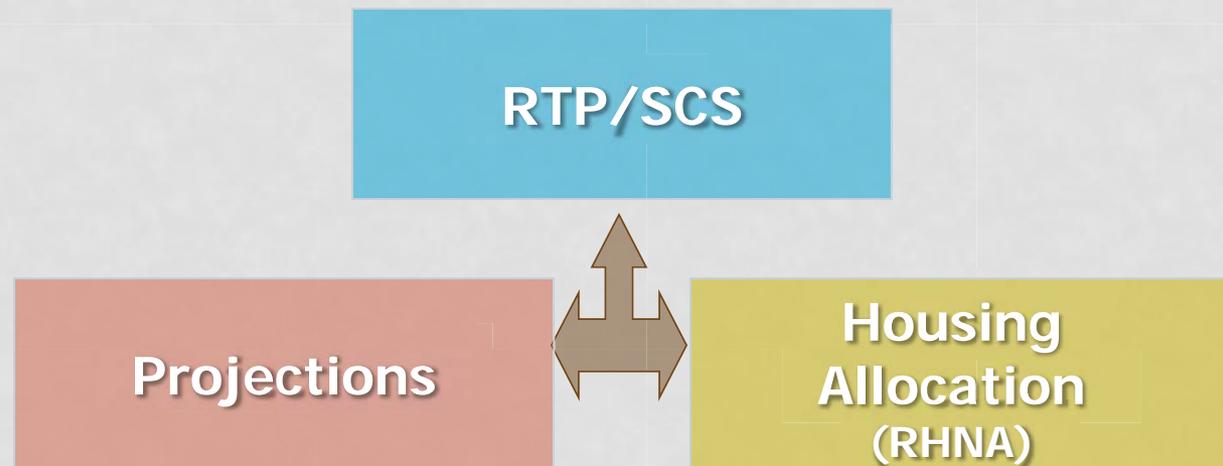
- Undermine Federal planning requirement for realistic demographic and revenue assumptions
- Interfere with local land use authority

HOW HAS THE PROCESS CHANGED UNDER SB 375?

Old – Sequential

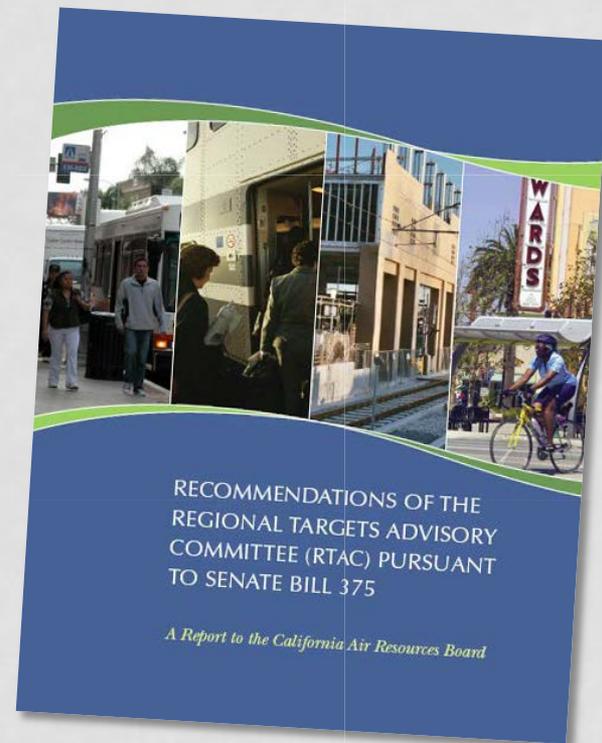


SB 375 – Integrated



KEY REGIONAL TARGETS ADVISORY COMMITTEE RECOMMENDATIONS

- Called for ARB to implement a consistent target setting process statewide
 - Collaborate and exchange data with MPO
 - Identify an initial statewide target
 - Adjust initial target for particular regions, if needed
 - Set draft and then final targets
- Target metric: percent per-capita GHG emissions reduction from 2005



ARB ADOPTED GHG TARGETS – SEPTEMBER 2010

Percent Reduction in Per Capita Emissions from 2005 to Target Year

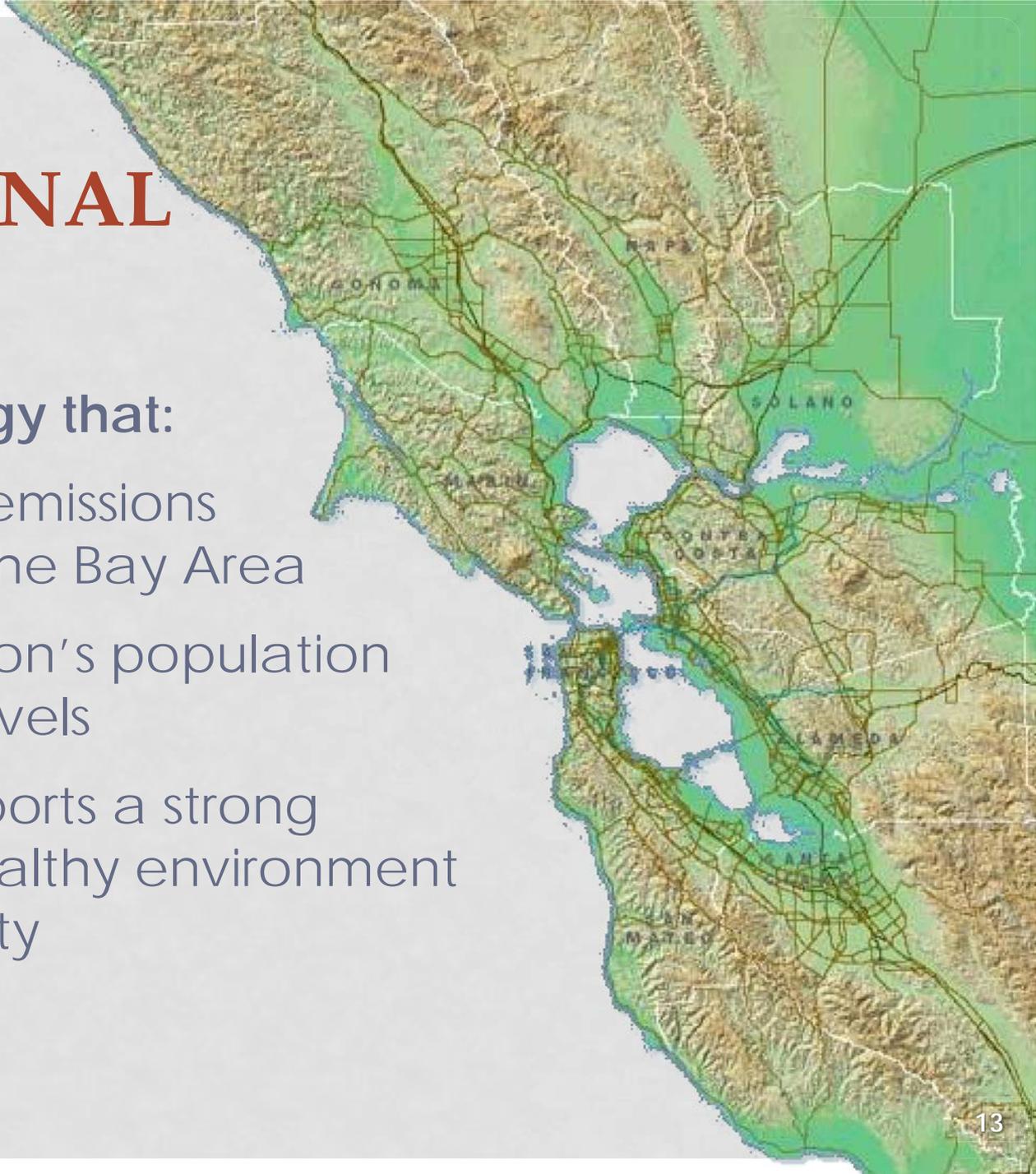
	2020	2035
Bay Area	7%	15%
Sacramento	7%	16%
San Diego	7%	13%
Los Angeles	8%	13%
Central Valley	5%	10%

SB 375

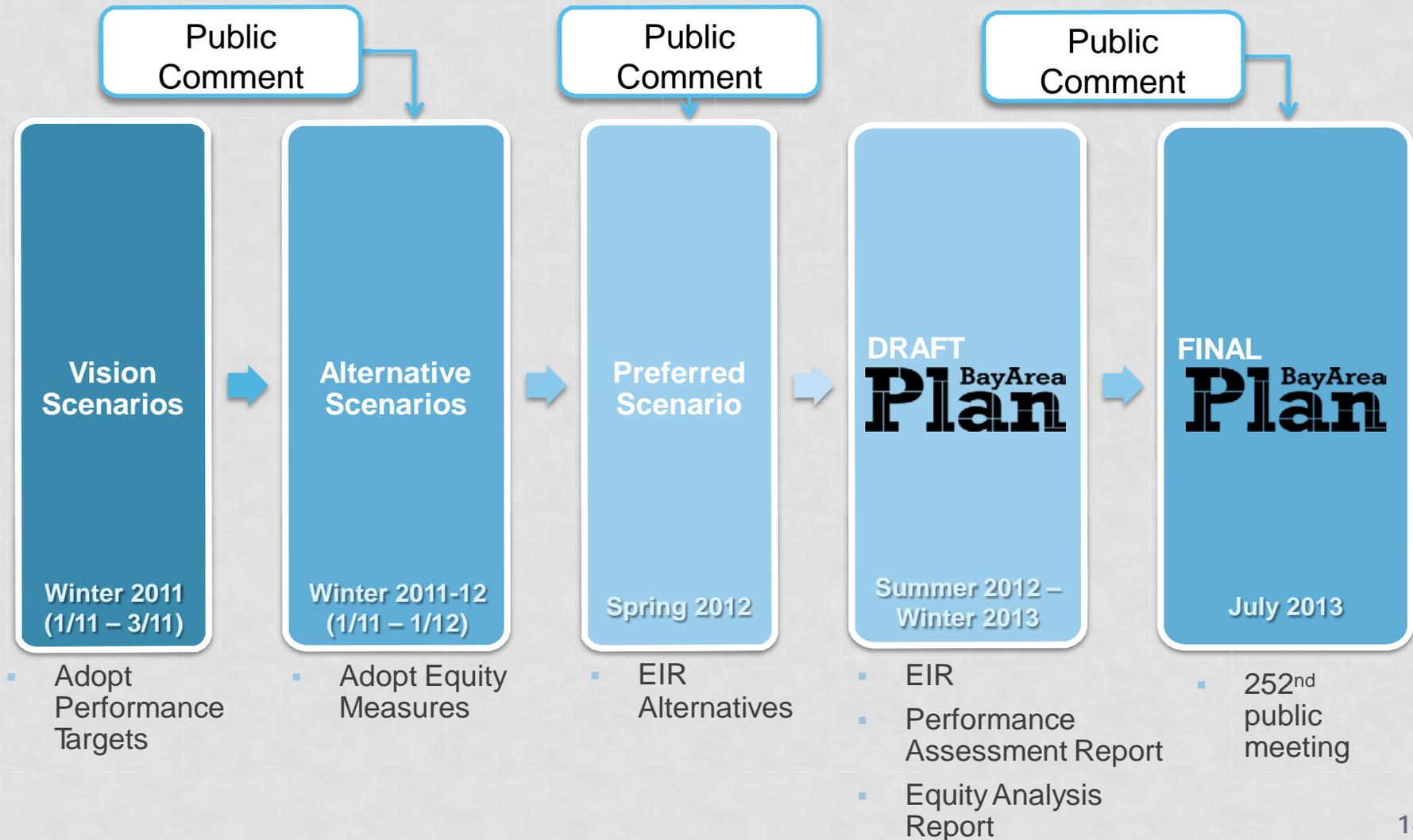
THE REGIONAL TASK

Develop a strategy that:

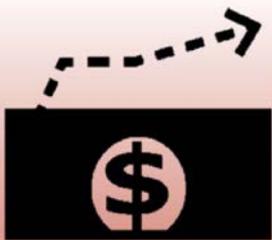
- Reduces GHG emissions from driving in the Bay Area
- Houses the region's population at all income levels
- Three E's – Supports a strong economy, a healthy environment and social equity



PLAN BAY AREA DEVELOPMENT PROCESS



ECONOMY



**ECONOMIC
VITALITY**

Increase gross regional product



**TRANSPORTATION
SYSTEM
EFFECTIVENESS**

Increase non-auto mode share
Reduce VMT per capita
Maintain the transportation system

ENVIRONMENT



**CLIMATE
PROTECTION**

Reduce per-capita greenhouse gas emissions from cars and light-duty trucks



**OPEN SPACE AND
AGRICULTURAL
PRESERVATION**

Direct all non-agricultural development within the urban footprint



**HEALTHY
AND SAFE
COMMUNITIES**

Reduce premature deaths from exposure to particulate emissions
Reduce injuries and fatalities from collisions
Increase average daily time spent walking or biking

EQUITY



**ADEQUATE
HOUSING**

House all of the region's projected housing growth



EQUITABLE ACCESS

Decrease housing and transportation costs as a share of low-income household budgets

POLICY PREDECESSORS

- Fix It First Policy
- Transit-Oriented Development (TOD) Policy
- Transportation for Livable Communities
- FOCUS Initiative
 - Priority Development Areas
 - Priority Conservation Areas



REGIONAL GROWTH STRATEGY

Focused Growth

 Non-urbanized land

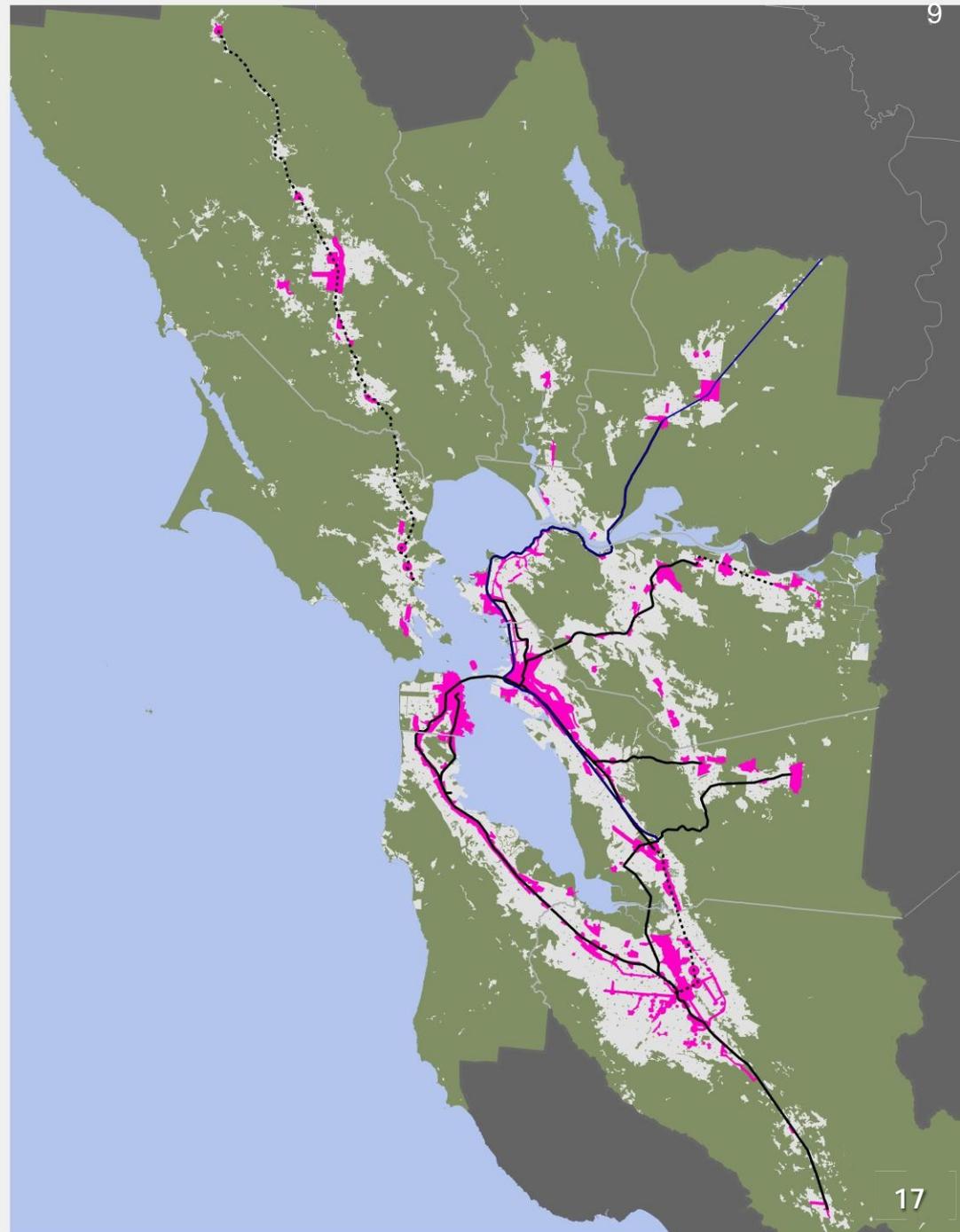
 Urbanized land

 Priority Development Areas

 Less than 5% of region's land

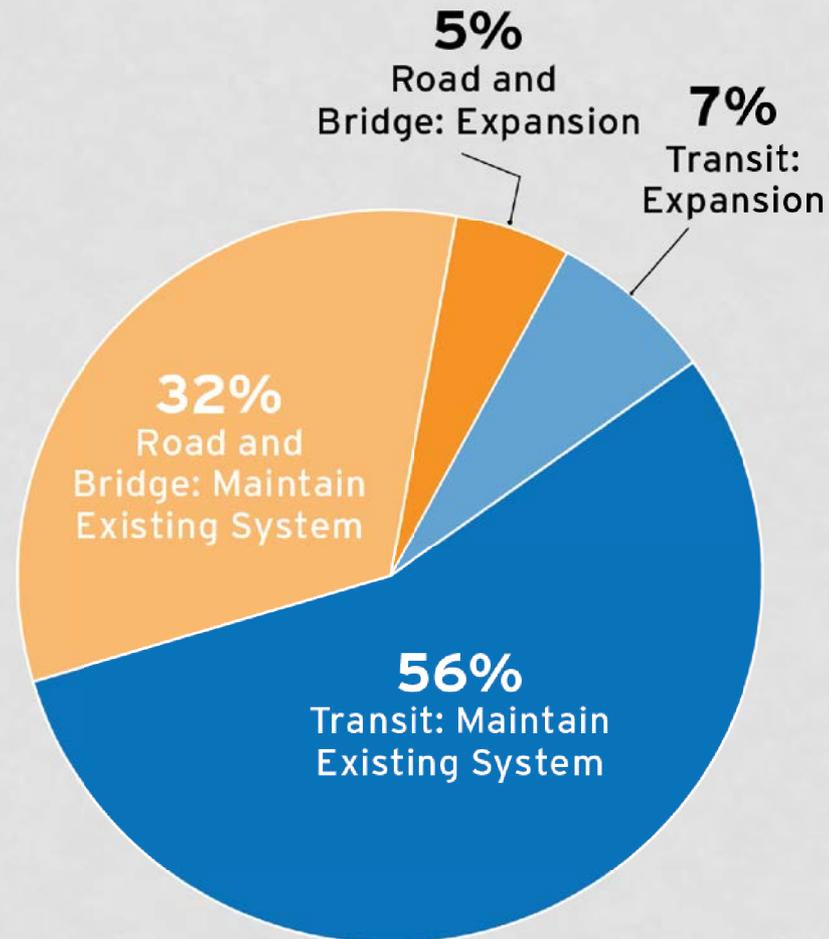
 Nearly 80% of new homes

 Over 60% of new jobs



TOTAL TRANSPORTATION INVESTMENTS

Total Revenue — \$292 Billion



INVEST IN COMMUNITIES

- One Bay Area Grant Program rewards jurisdictions that plan and produce housing near transit
- Target investments in Priority Development Areas
- Requires state certified housing elements (109 of 110 cities in compliance)
- Requires “Complete Streets” policy for ped/bike access (all cities in compliance)



INVEST IN TRANSIT

- Core Capacity Challenge Grant Program to replace and expand fleets for major transit operators
- Increased transit capacity for places taking on lion's share of growth
- Leverage federal transit formula funds, regional funds
- Plan Bay Area assumed cap and trade funding to support transit



CONCLUSIONS FROM PLAN BAY AREA

We are headed in the right direction, but...

- We need resources to fulfill SCSs
- Loss of redevelopment
- Reduced transportation funding
- Cap and trade opportunity



THE CHALLENGE

INTEGRATING PLANNING EFFORTS

Statewide Plans

- California Transportation Plan (CTP) 2040

Performance Measures

- Federal MAP-21
- State
 - CTP 2040
 - State Transportation Improvement Program (STIP)
 - Strategic Growth Council (SGC)
- Regional
 - RTP/SCS



CALIFORNIA TRANSPORTATION PLAN 2040



THE VISION SUSTAINABILITY

THE GOALS

1

Improve Multimodal Mobility and Accessibility for All People

2

Preserve the Multimodal Transportation System

3

Support a Vibrant Economy

4

Improve Public Safety and Security

5

Foster Livable and Healthy Communities and Promote Social Equity

6

Practice Environmental Stewardship

THE GOALS

<p>1</p> <p>Improve Multimodal Mobility and Accessibility for All People</p>	<p>2</p> <p>Preserve the Multimodal Transportation System</p>	<p>3</p> <p>Support a Vibrant Economy</p>	<p>4</p> <p>Improve Public Safety and Security</p>	<p>5</p> <p>Foster Livable and Healthy Communities and Promote Social Equity</p>	<p>6</p> <p>Practice Environmental Stewardship</p>
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THE POLICIES

<p>POLICY 1</p> <p>Manage and Operate an Efficient Integrated System</p>	<p>POLICY 1</p> <p>Apply Sustainable Preventative Maintenance and Rehabilitation Strategies</p>	<p>POLICY 1</p> <p>Support Transportation Choices to Enhance Economic Activity</p>	<p>POLICY 1</p> <p>Reduce Fatalities, Serious Injuries, and Collisions</p>	<p>POLICY 1</p> <p>Expand Engagement in Multimodal Transportation Planning and Decision Making</p>	<p>POLICY 1</p> <p>Integrate Environmental Considerations in All Stages of Planning and Implementation</p>
<p>POLICY 2</p> <p>Invest Strategically to Optimize System Performance</p>	<p>POLICY 2</p> <p>Evaluate Multimodal Life Cycle Costs in Project Decision Making</p>	<p>POLICY 2</p> <p>Enhance Freight Mobility, Reliability, and Global Competitiveness</p>	<p>POLICY 2</p> <p>Provide for System Security, Emergency Preparedness, Response, and Recovery</p>	<p>POLICY 2</p> <p>Integrate Multimodal Transportation and Land Use Development</p>	<p>POLICY 2</p> <p>Conserve and Enhance Natural, Agricultural, and Cultural Resources</p>
<p>POLICY 3</p> <p>Provide Viable and Equitable Multimodal Choices Including Active Transportation</p>	<p>POLICY 3</p> <p>Adapt the Transportation System to Reduce Impacts from Climate Change</p>	<p>POLICY 3</p> <p>Seek Sustainable and Flexible Funding to Maintain and Improve the System</p>		<p>POLICY 3</p> <p>Integrate Health and Social Equity in Transportation Planning and Decision Making</p>	<p>POLICY 3</p> <p>Reduce Greenhouse Gas Emissions and Other Air Pollutants</p>
					<p>POLICY 4</p> <p>Transform to a Clean and Energy Efficient Transportation System</p>



THE VISION SUSTAINABILITY



CALIFORNIA TRANSPORTATION PLAN 2040

MAP-21 and California Transportation Plan 2040 Goals

MAP-21 National Goals	CTP 2040 Goals
1. Safety	Goal 4 – Improve Public Safety & Security
2. Infrastructure Condition	Goal 2 – Preserve the Multimodal Transportation System
3. Congestion	Goal 1 – Improve Multimodal Mobility & Accessibility for All Users
4. System Reliability	Goal 1 – Improve Multimodal Mobility & Accessibility for All Users * Policy 1 – Manage & Operate an Efficient Integrated System
5. Freight Movement & Economic Vitality	Goal 3 – Support a Vibrant Economy * Policy 2 – Enhance Freight Mobility, Reliability and Global Competitiveness
6. Environmental Sustainability	Goal 6 – Practice Environmental Stewardship
7. Reduce Project Delays	

MAP-21 Performance Measures

State Performance Measures: CTP, STIP, SGC

MPO	Performance-Based Planning Activities
	<ul style="list-style-type: none"> Plan Bay Area adopted July 2013 – 10 performance measures with 15 numeric targets; rigorous project performance analysis
	<ul style="list-style-type: none"> 2050 RTP/SCS adopted October 2011 – 38 performance measures with enhanced project evaluation Second RTP/SCS underway; streamlining performance measures
	<ul style="list-style-type: none"> 2035 RTP/SCS adopted April 2012 – 40 performance measures with detailed reporting on scenario impacts
	<ul style="list-style-type: none"> 2035 MTP/SCS adopted April 2012 – >70 performance measures focused on land use, transportation, environment, and equity

State Performance Measures: CTP, STIP, SGC

MAP-21 Performance Measures

LOOKING FORWARD : STATE AND REGIONAL PLANNING

- All levels of government are working to fulfill performance-based planning and advance sustainable communities
- Tensions over control and money will continue
- Unprecedented coordination has occurred, but more is needed:
 - Between local, regional and state agencies
 - Between transportation, land use and air quality agencies

