

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)

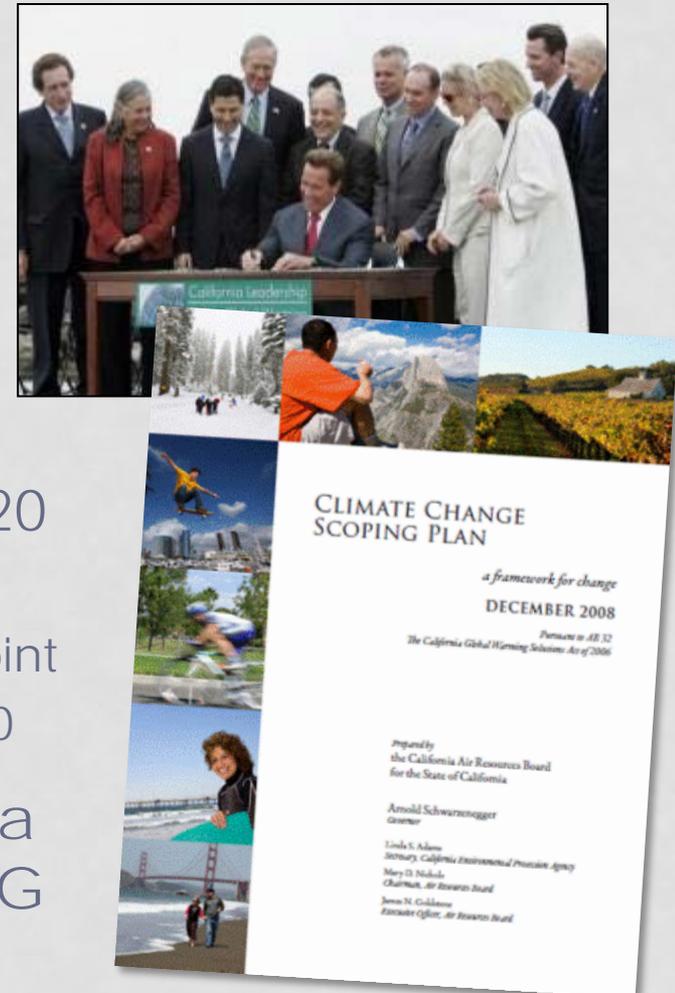


STATE PLANNING GUIDELINES

- 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

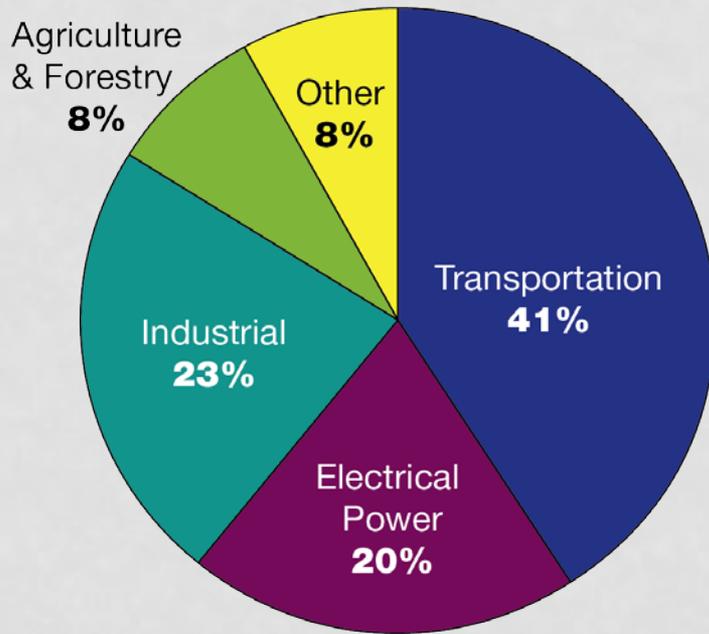
- Directs ARB to develop passenger vehicle GHG reduction targets for CA's 18 MPOs for 2020 and 2035
- Adds Sustainable Communities Strategy as new land use element of the RTPs
- Requires separate Alternative Planning Strategy if GHG targets not met
- Provides CEQA streamlining incentives for projects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



GREENHOUSE GAS EMISSIONS

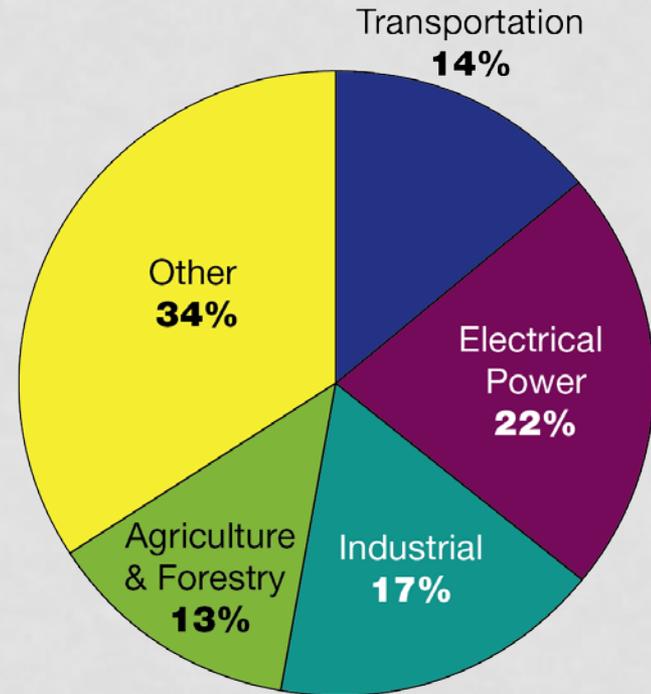
By Source

**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 –

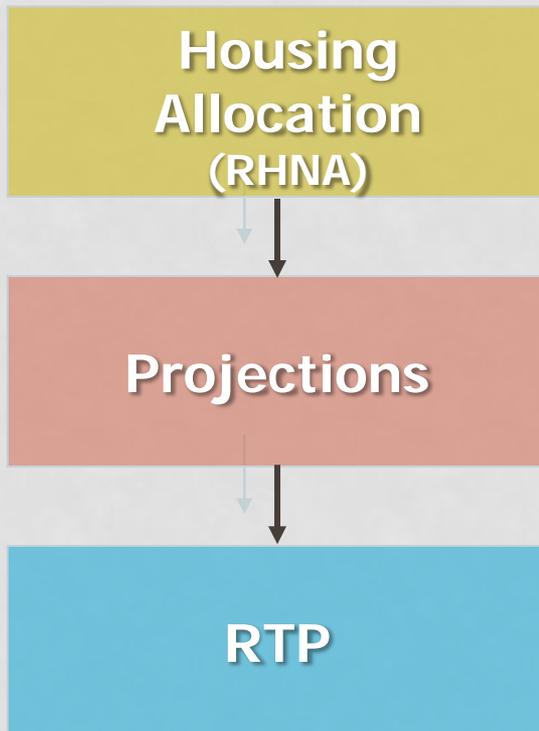
- Accommodate all growth in regional housing demand – no net growth in incommuting
- Achieve GHG reduction targets established by ARB

But SCS Must Not –

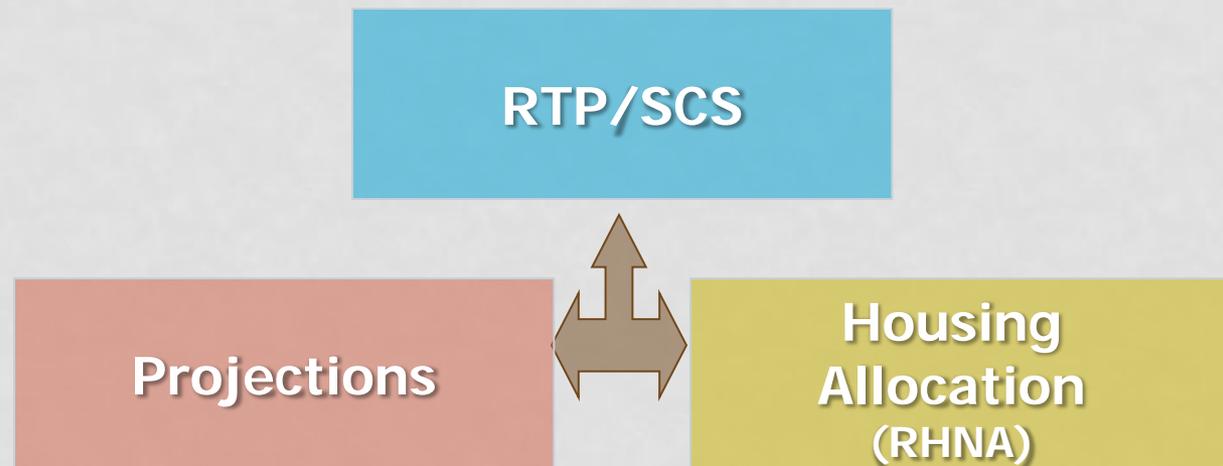
- Undermine Federal planning requirement for realistic demographic and revenue assumptions
- Interfere with local land use authority

HOW HAS THE PROCESS CHANGED UNDER SB 375?

Old – Sequential

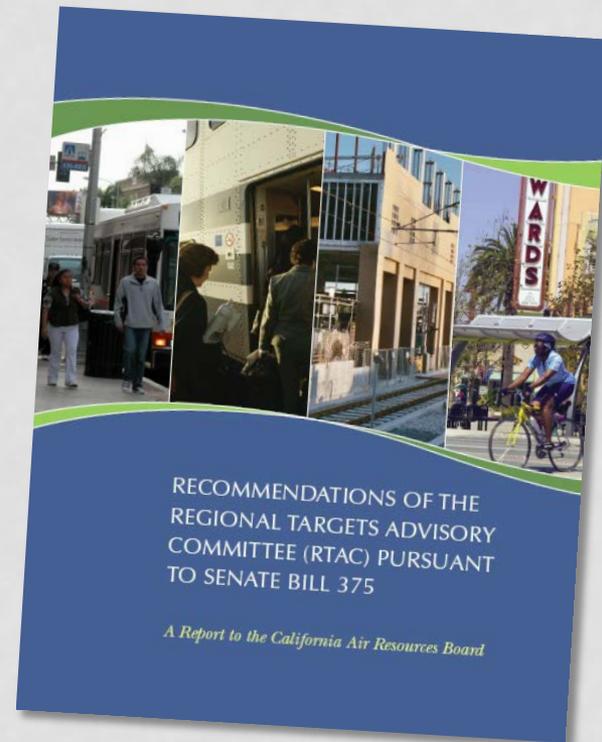


SB 375 – Integrated



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

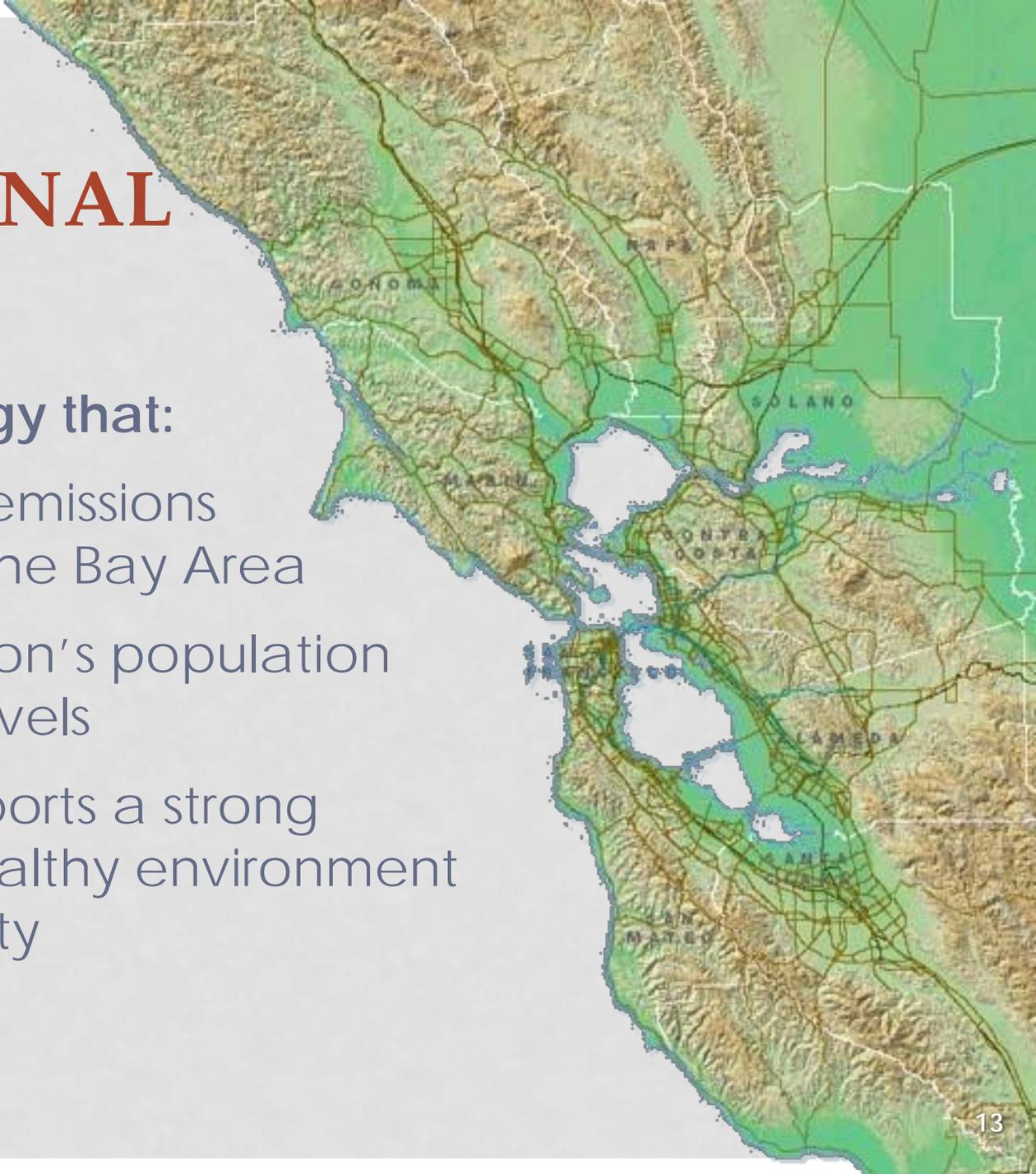
Percent Reduction in Per Capita Emissions from 2005 to Target Year		
	2020	2035
Bay Area	7%	15%
Sacramento	7%	16%
San Diego	7%	13%
Los Angeles	8%	13%
Central Valley	5%	10%

SB 375

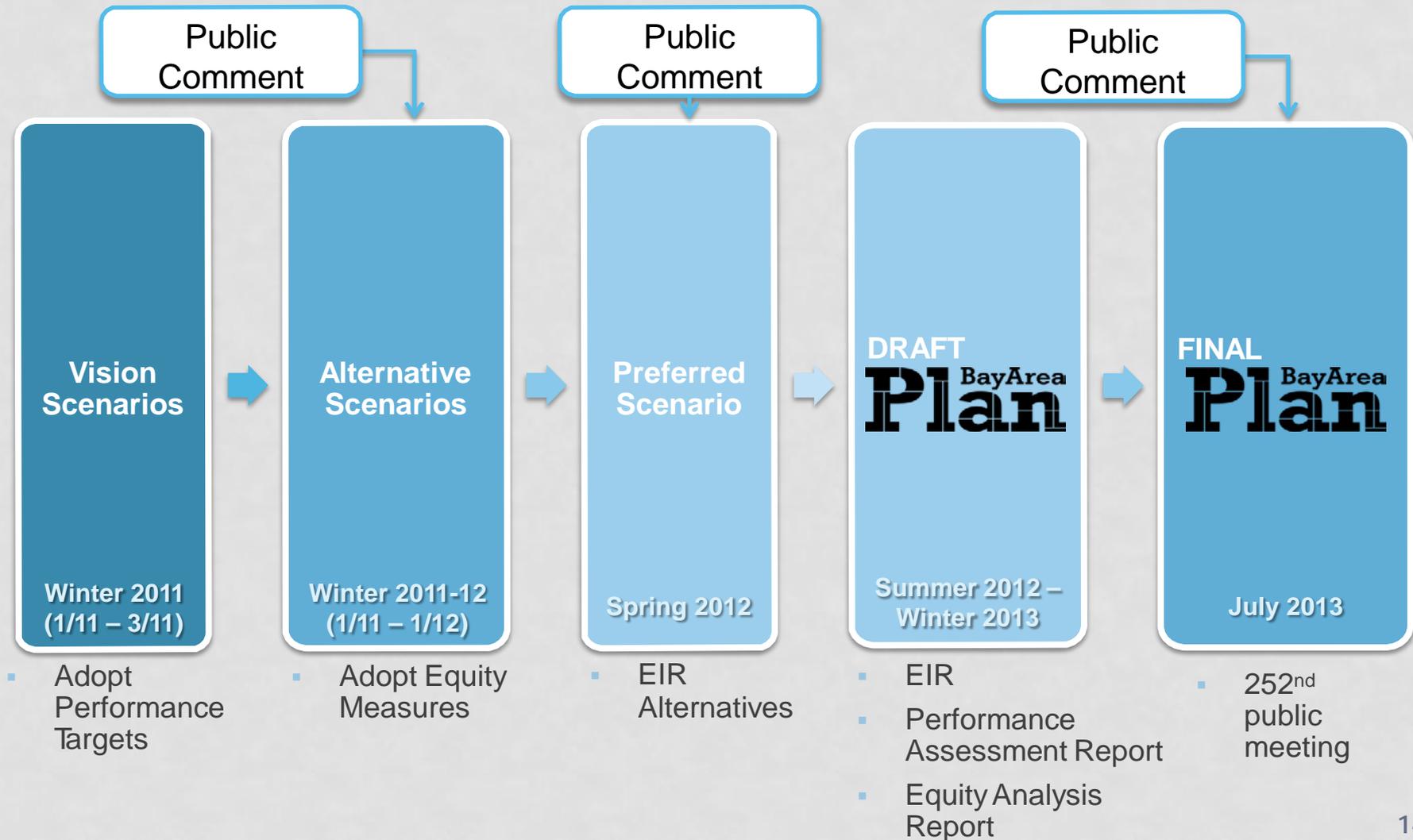
THE REGIONAL TASK

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

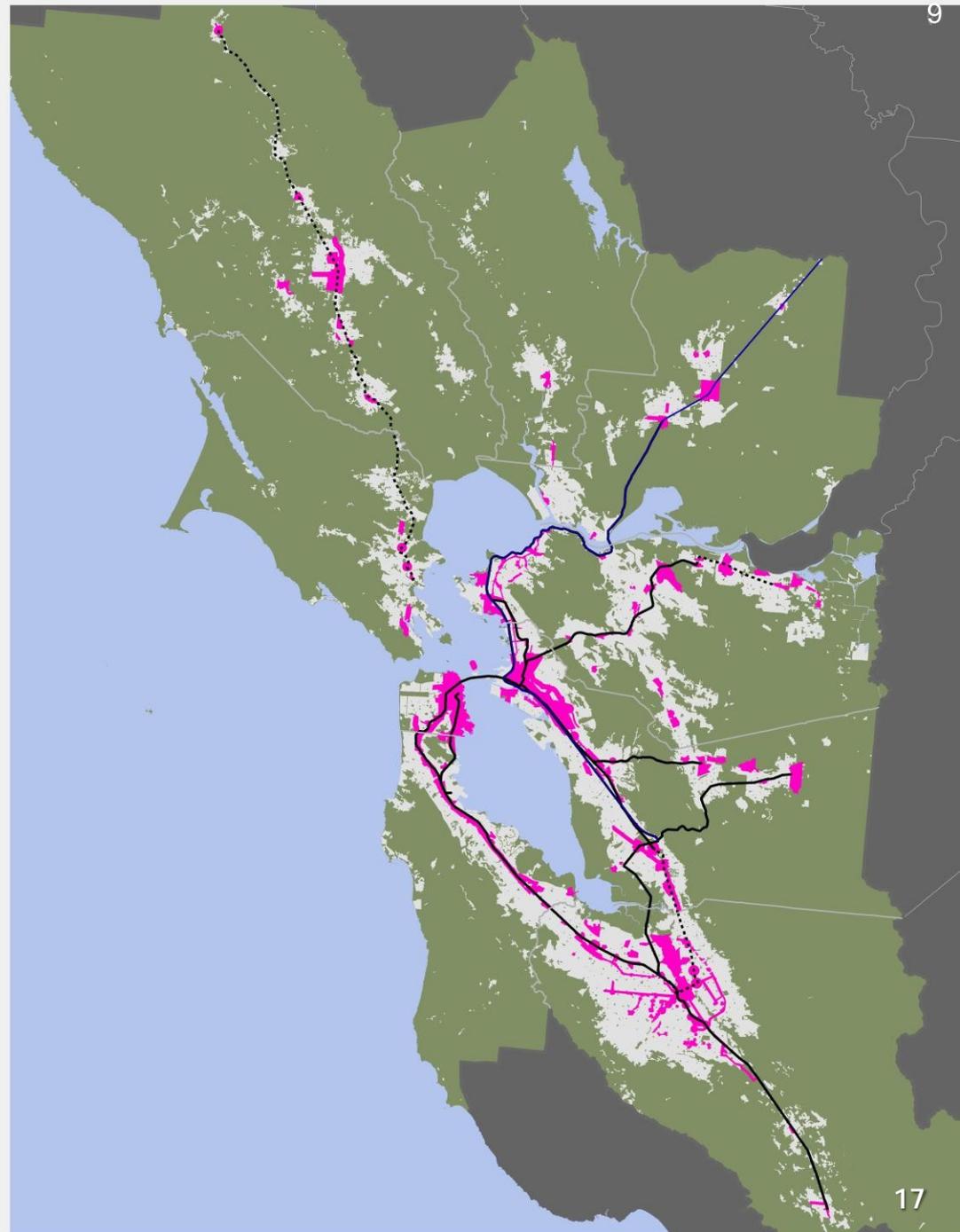
 Urbanized land

 Priority Development
Areas

 Less than 5% of
region's land

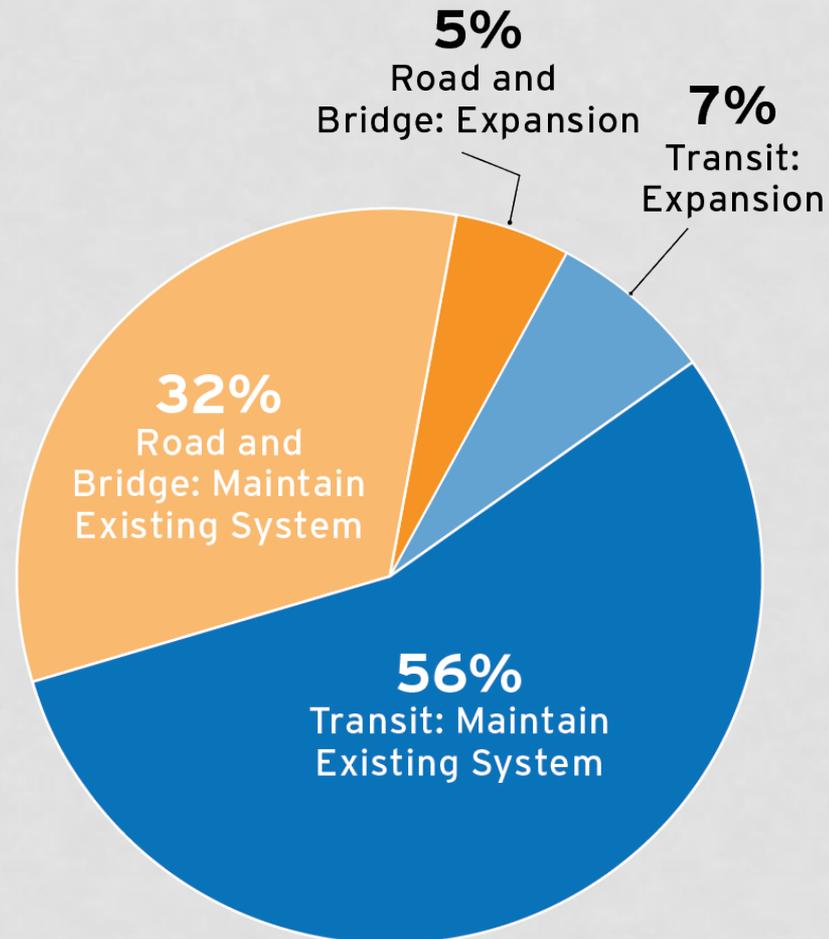
 Nearly 80% of new homes

 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

- 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 POLICIES

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



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

