



Regional Airport Planning Committee

To: Regional Airport Planning Committee

Date: January 13, 2012

Fr: Staff of Regional Airport Planning Committee

Subj: Plan Bay Area: Land Use Scenario Results: Populations in 2040 65 CNEL Noise Contour

The RAPC workplan also includes an objective to reduce long-term population exposure to airport noise (see agenda item #1). One element of this work item includes working with ABAG to ensure airport noise compatibility issues are given attention in their next regional land use forecasts being prepared as part of the Sustainable Community Strategy (SCS); the SCS represents ABAG's new growth Projections and MTC's transportation investment strategy as part of its long-range regional transportation plan (RTP).

ABAG has been working with local agencies to define land use scenarios that, along with transportation alternatives, can demonstrate achievement toward greenhouse gas emission reduction targets and other targets adopted by MTC and ABAG for the SCS.

ABAG defined five land use scenarios (plus an additional scenario that represents an update of their current Projections 09 series). These scenarios and transportation options are defined in the attached memorandum. The primary purpose of the scenario assessments is to compare and contrast the interaction between land use policy and transportation investment strategies as measured by the adopted performance targets related to the economy, the environment and equity (these targets are also described in the attached memorandum). The specific land use and transportation definitions for the scenarios were developed based on considerable input from advisory groups and partner agencies. The preferred SCS scenario alternative will be developed based on a mix of alternative scenario components that best achieve the targets and can demonstrate financial feasibility.

The attached spreadsheet and accompanying graphics show how the scenarios forecast population growth within the 65 CNEL noise contour. The 65 CNEL (or Community Noise Equivalent Level) is a State standard that recommends that no residential development should occur inside the contour boundary without mitigating sound insulation.


The attached spreadsheet and graphics illustrate the following:

- The area surrounding SFO to the northwest is forecasted to grow significantly between now and 2040 (more the double). Part of what's driving the growth is the expansion of housing planned/forecasted along the El Camino corridor (known as the Grand Boulevard re-development plan, which is also an ABAG-designated Priority Development Area, or PDA).

- The area surrounding SJC to the north and south is also forecasted to grow, but the current population within the contour is very small; small swaths of PDAs encroach on the contour.
- OAK does not have any population now or in the future within the contour.
- About half the population within the Scenario B 2040 noise contour at SFO is due to new development/natural growth; the other half is population pulled in by the outwardly expanded contour as a result of increase flights; the same is generally true for SJC
- The SCS scenarios vary by about 3,000 people at SFO between 2007 and 2040; for SJC the range is less than 1,000 people.
- More work with ABAG is needed to determine if the new population growth should be re-assigned to another location within San Mateo and Santa Clara Counties

ABAG is in the process of doing further analysis of its scenario forecasts for the SCS. MTC and ABAG plan to release a draft preferred SCS in March 2012 and approve a final SCS in May 2012. The preferred SCS will undergo an EIR process, which will lead to adoption of a final SCS/EIR in March 2013.

We look forward to further discussion on this topic at your meeting.

Population Projected in 2040 within SFO 65 CNEL by Scenario				
		2007 Population within Existing Contour	Total 2040 Population within Scenario B Contour	2007 and 2040 Scenario B Population Difference
	Scenario 0 Current Regional Plans	19,957	48,005	28,048
	Scenario 1 Initial Vision Summary	19,957	52,338	32,381
	Scenario 2 Unconstrained Core Concentration	19,957	50,364	30,407
	Scenario 3 Constrained Core Concentration	19,957	50,685	30,728
	Scenario 4 Focused Growth	19,957	49,168	29,211
	Scenario 5 Outward Growth	19,957	49,387	29,430
Population Projected in 2040 within SJC 65 CNEL by Scenario				
		2007 Population within Existing Contour	Total 2040 Population within Scenario B Contour	2007 and 2040 Scenario B Population Difference
	Scenario 0 Current Regional Plans	2,035	9,443	7,408
	Scenario 1 Initial Vision Summary	2,035	10,263	8,228
	Scenario 2 Unconstrained Core Concentration	2,035	11,962	9,927
	Scenario 3 Constrained Core Concentration	2,035	9,470	7,435
	Scenario 4 Focused Growth	2,035	9,046	7,011
	Scenario 5 Outward Growth	2,035	8,669	6,634
OAK has No Population in 2007 or Projected in 2040 within 65 CNEL				

Population between Baseline Contour and Scenario B Contour:	
2035	3,459
Population between Scenario B Contour and Existing Contour:	
2035	18,938
Population within Existing Contour:	
2007	19,974
2035	29,899
Delta 2007 - 2035	9,925

Map Information

2007 Existing Contour
 — 65 CNEL (dB)


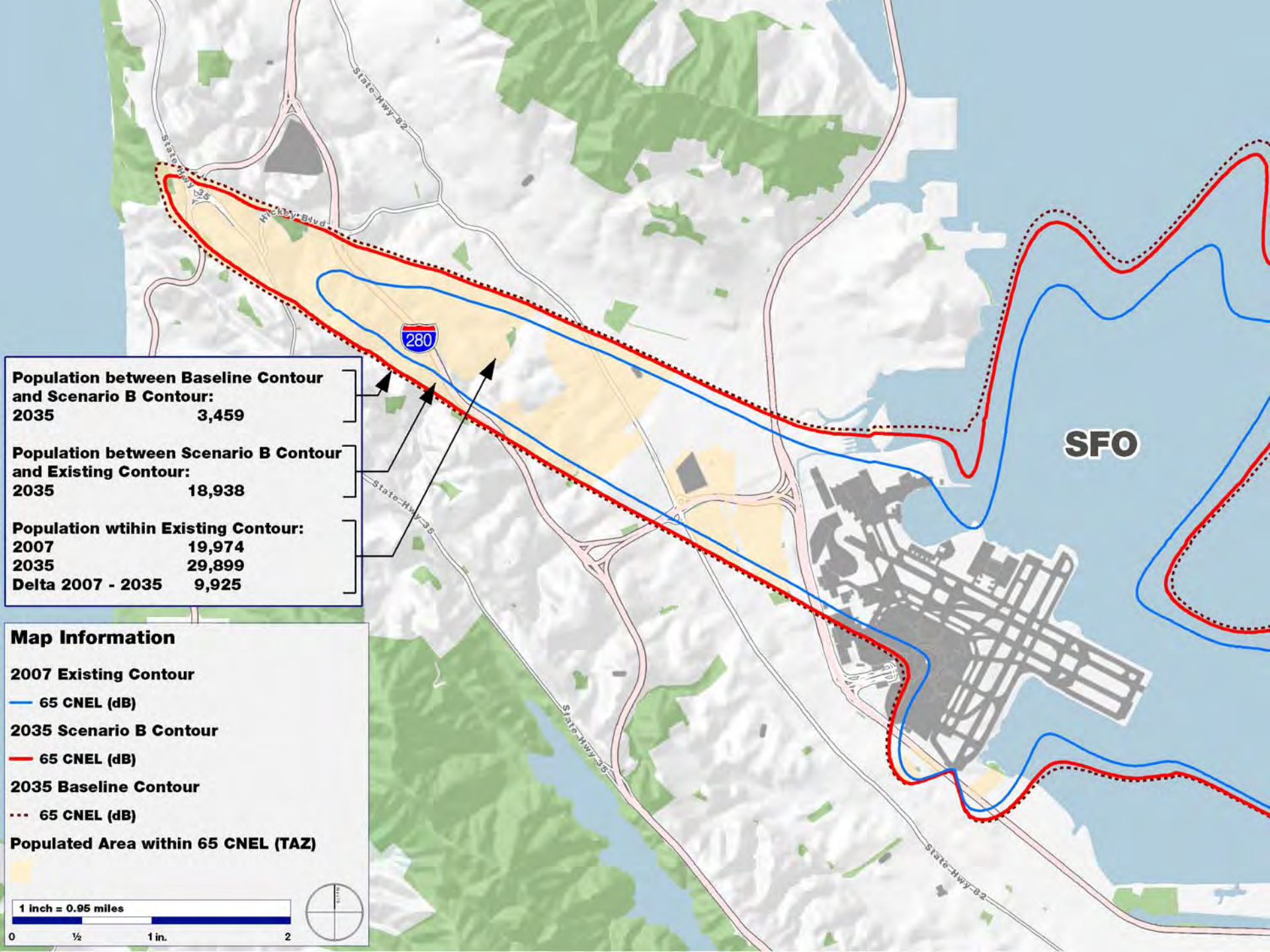
2035 Scenario B Contour
 — 65 CNEL (dB)

2035 Baseline Contour
 - - - 65 CNEL (dB)

Populated Area within 65 CNEL (TAZ)
 (Yellow shaded area)

1 inch = 0.95 miles

0 1/2 1 in. 2

Population between Baseline Contour and Scenario B Contour:

2035 3,459

Population between Scenario B Contour and Existing Contour:

2035 18,938

Population within Existing Contour:

2007 19,974

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SFO

Map Information

2007 Existing Contour

— 65 CNEL (dB)

2035 Scenario B Contour

— 65 CNEL (dB)

2035 Baseline Contour

... 65 CNEL (dB)

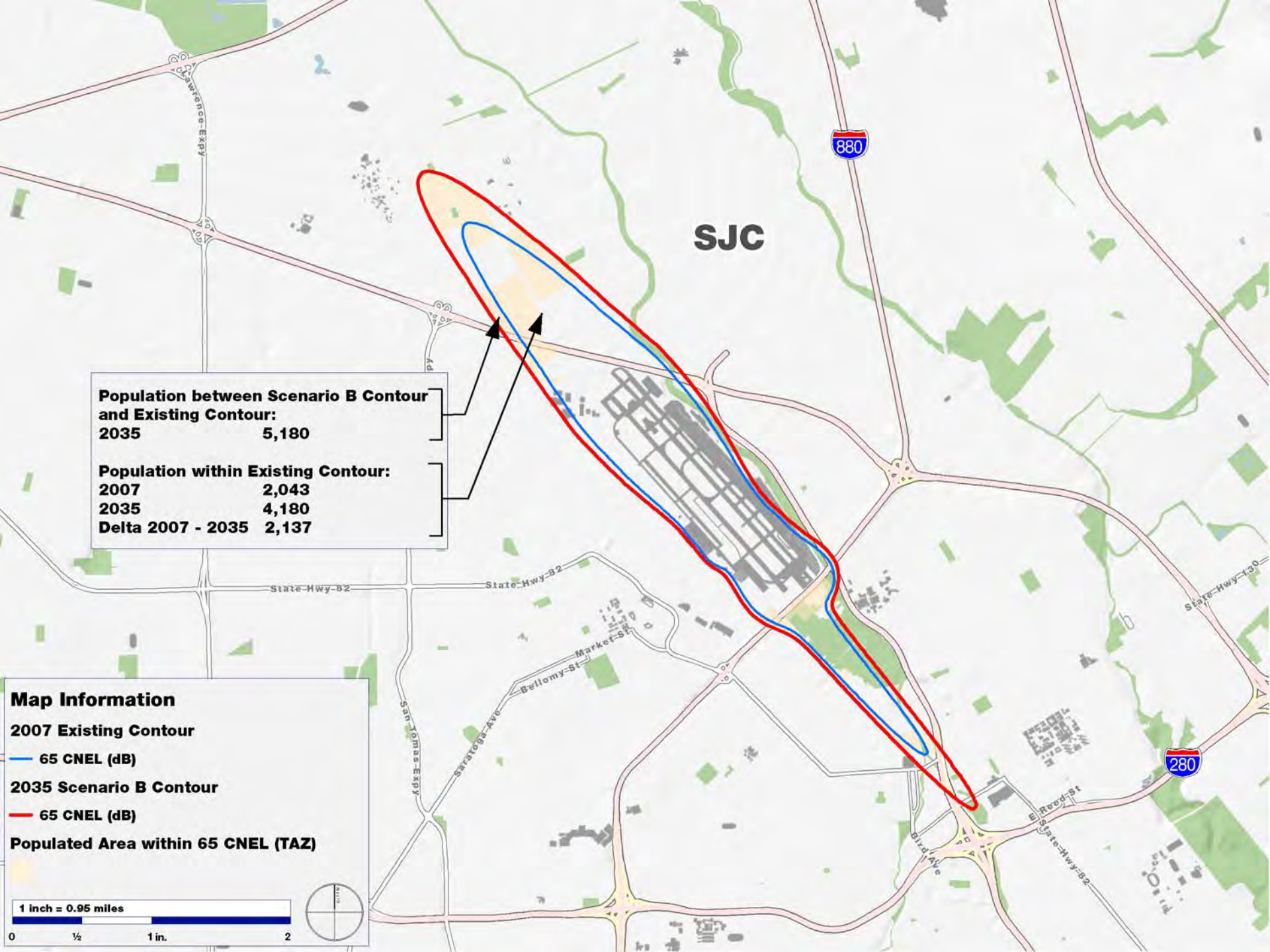
Populated Area within 65 CNEL (TAZ)

Priority Development Areas

1 inch = 0.95 miles

0 1/2 1 in. 2





SJC

Population between Scenario B Contour and Existing Contour:	
2035	5,180
Population within Existing Contour:	
2007	2,043
2035	4,180
Delta 2007 - 2035	2,137

Map Information

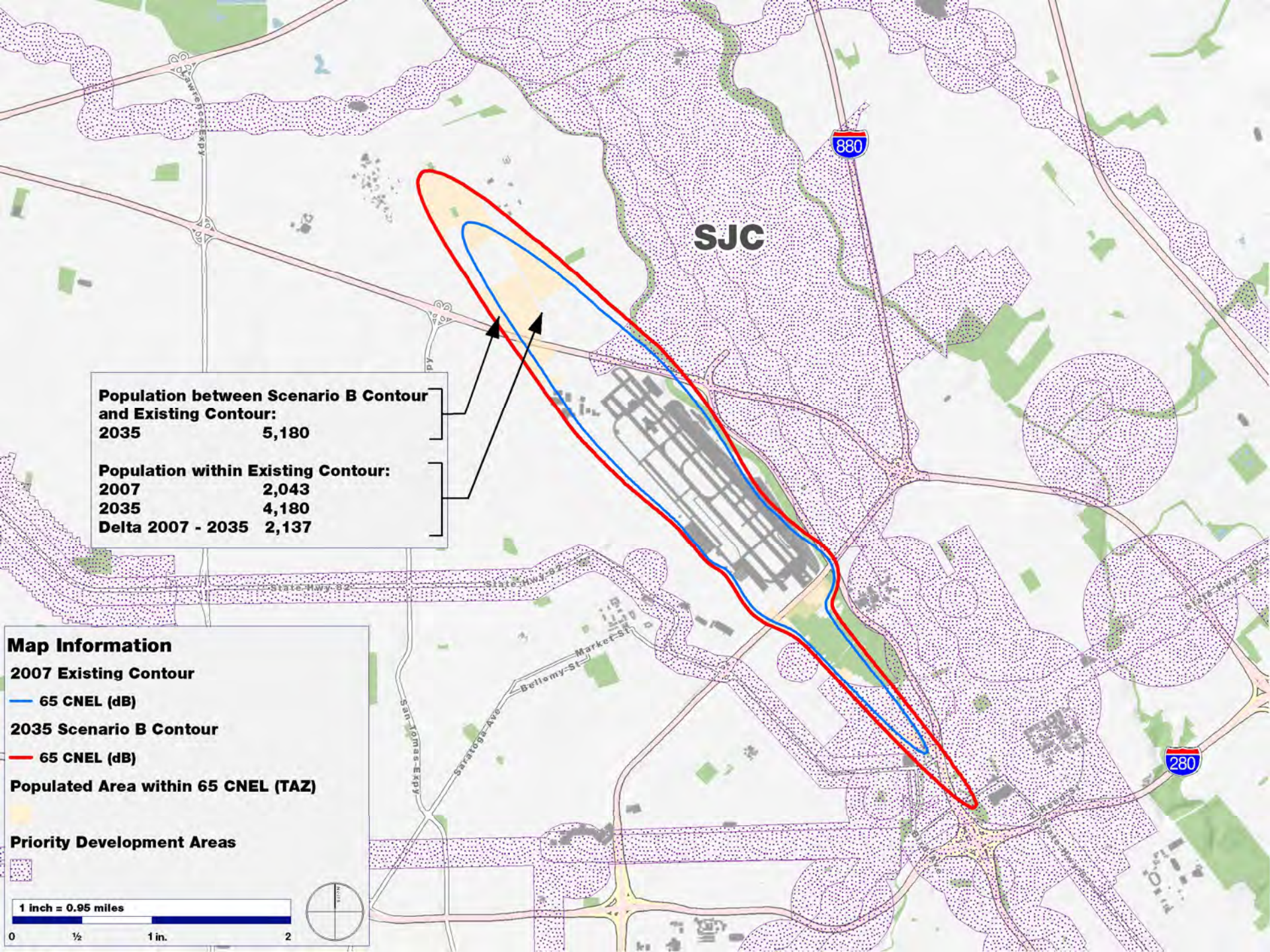
2007 Existing Contour
 — 65 CNEL (dB)

2035 Scenario B Contour
 — 65 CNEL (dB)

Populated Area within 65 CNEL (TAZ)

1 inch = 0.95 miles

0 1/2 1 in. 2



SJC

880

280

Population between Scenario B Contour and Existing Contour:	
2035	5,180
Population within Existing Contour:	
2007	2,043
2035	4,180
Delta 2007 - 2035	2,137

Map Information

2007 Existing Contour

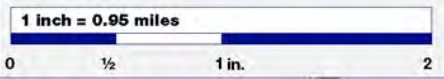
— 65 CNEL (dB)

2035 Scenario B Contour

— 65 CNEL (dB)

Populated Area within 65 CNEL (TAZ)

Priority Development Areas



Plan Bay Area

To: MTC Planning Committee, ABAG Administrative Committee

Date: December 2, 2011

Fr: ABAG and MTC Executive Directors

Re: Plan Bay Area: Draft Scenarios Assessment Results

In June 2011, the MTC Planning and ABAG Administrative committees approved moving forward to evaluate five alternative scenarios to demonstrate how the region might achieve the Plan Bay Area performance targets. This memorandum summarizes the underlying land use and transportation assumptions for the scenarios (Table 1). Detailed descriptions of the land use and transportation assumptions are included in **Attachments C and D**. At your December 9 meeting, staff will present preliminary results of the performance targets analysis and equity analysis for the scenarios. This will mark the beginning of a public process to review and comment on the alternative scenarios and will help the Commission and ABAG define a draft preferred scenario slated for approval in Spring 2012.

Table 1: Overview of Land Use and Transportation Assumptions in Five Scenarios

	LAND USE PATTERN	TRANSPORTATION NETWORK
1.	Initial Vision Scenario – <i>As defined in Spring 2011</i>	Transportation 2035 Network – <i>Investment strategy in Transportation 2035</i>
2.	Core Concentration – <i>Concentrates housing and job growth at selected Priority Development Areas (PDAs) along the core transit network in the Inner Bay Area.</i>	Core Capacity Transit Network – <i>Increases transit service frequency along the core transit network.</i>
3.	Focused Growth – <i>Recognizes the potential of PDAs throughout the region with an emphasis on major transit corridors.</i>	Core Capacity Transit Network See description above.
4.	Constrained Core Concentration – <i>Concentrates housing and job growth at selected PDAs along the core transit network in the Inner Bay Area.</i>	Core Capacity Transit Network See description above.
5.	Outward Growth – <i>Higher levels of growth in inland areas of the Bay Area; closer to past trends.</i>	Transportation 2035 Network See description above.

Scenario Definitions

The primary purpose of the scenario assessments is to compare and contrast the interaction between land use policy and transportation investment strategies as measured by a set of ten specific performance targets related to the economy, the environment and equity. These targets are described in **Attachment A**. In October 2011, the MTC Planning Committee approved a set of five additional measures for the Equity Analysis, as shown in **Attachment B**. In addition, the SCS Ad Hoc Committee on Performance Measures recommended a set of indicators that describe how growth can be compatible with complete communities. Analysis will be available for all scenarios on the Plan Bay Area website (http://www.onebayarea.org/plan_bay_area/).

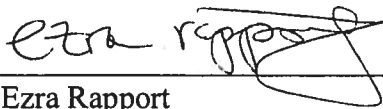
The specific land use and transportation definitions for the scenarios were developed based on considerable input from the Regional Advisory Working Group, Regional Planning Committee, Partnership Technical Committee, and MTC Policy Advisory Council. In particular, MTC and ABAG staff held two detailed workshops on this topic in August. Results of MTC's transportation project performance assessment also informed the investments included in the two transportation networks.

Relationship between Alternative Scenarios and the Preferred Alternative

The primary purpose of the scenario assessments is to compare and contrast the interaction between land use policy and transportation investment strategies as measured by the performance targets. The preferred SCS scenario alternative will be developed based on a mix of alternative scenario components that best achieve the targets and can demonstrate financial feasibility.

Next Steps

Staff will release the scenario assessment at your December 9 meeting. This release marks the beginning of a public process to review and comment on the alternative scenarios. MTC and ABAG will hold a series of public workshops throughout January 2012 to discuss tradeoffs and gauge support among the land use scenarios and supportive transportation programs and projects. Input received will help us define a draft preferred land use forecast and investment strategy for release in March 2012 followed by approval by MTC and ABAG in May 2012. The draft preferred scenario will be subject to environmental review and other analyses throughout the remainder of 2012. Plan Bay Area is slated for final adoption in April 2013.



Ezra Rapport



Steve Heminger

Attachments

- Attachment A: Plan Bay Area Performance Targets
- Attachment B: Equity Measures for Alternative Scenarios
- Attachment C: Land Use Scenario Definitions
- Attachment D: Transportation Network Definitions

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Attachment A: Plan Bay Area Performance Targets
(Adopted by MTC/ABAG in January 2011)

GOAL: CLIMATE PROTECTION	
Target #1:	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
GOAL: ADEQUATE HOUSING	
Target #2:	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents
GOAL: HEALTHY AND SAFE COMMUNITIES	
Target #3:	<p>Reduce premature deaths from exposure to particulate emissions:</p> <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% • Reduce coarse particulate emissions (PM₁₀) by 30% • Achieve greater reductions in highly impacted areas <p>Associated Indicators *</p> <ul style="list-style-type: none"> • Incidence of asthma attributable to particulate emissions • Diesel particulate emissions <p>*MTC, ABAG and the BAAQMD will monitor the indicators by collecting data on actual conditions over time. These are distinguished from the targets, which will be forecast for the scenarios in 2011 using regional land use, travel and air quality models.</p>
Target #4:	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)
Target #5:	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day)
GOAL: OPEN SPACE AND AGRICULTURAL PRESERVATION	
Target #6:	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)
GOAL: EQUITABLE ACCESS	
Target #7:	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
GOAL: ECONOMIC VITALITY	
Target #8:	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars)
GOAL: TRANSPORTATION SYSTEM EFFECTIVENESS	
Target #9:	<ul style="list-style-type: none"> • Decrease average per-trip travel time by 10% for non-auto modes • Decrease automobile vehicle miles traveled per capita by 10%
Target #10:	<p>Maintain the transportation system in a state of good repair:</p> <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life

**Attachment B: Equity Measures for Alternative Scenarios
(approved by MTC in October 2011)**

Measure/Theme	Key Questions Addressed	Target Population Breakout
Theme: Affordable Housing and Transportation Choices		
1. Housing + Transportation Affordability	<ul style="list-style-type: none"> • <i>What is the extent of any current and future-year disparity between target and non-target populations?</i> • <i>Which scenario(s) reduce the share of income spent on housing and transportation by the greatest amount for the target population?</i> • <i>Which scenario(s) provide similar or better results for the target population compared to the rest of the population?</i> 	<ul style="list-style-type: none"> • Low-income households (all) vs. all other households
Theme: Growing Equitably		
2. Displacement Risk	<ul style="list-style-type: none"> • <i>Which scenario(s) result in the least displacement risk for low-income households?</i> • <i>Which scenario(s) accommodate the greatest number of low-income households?</i> 	<ul style="list-style-type: none"> • Communities of concern vs. all other communities • Low-income households (all)
Theme: Making the Jobs/Housing Connection		
3. Commute Travel Time	<ul style="list-style-type: none"> • <i>What is the extent of any current and future-year disparity between target and non-target populations?</i> • <i>Which scenario(s) reduce commute travel time by the greatest amount for the target populations?</i> • <i>Which scenario(s) provide similar or better results for the target population compared to the rest of the population?</i> 	<ul style="list-style-type: none"> • Communities of concern vs. all other communities • Low-income households (all)
Theme: Healthy Communities		
4. VMT Density	<ul style="list-style-type: none"> • <i>What is the extent of any current and future-year disparity between target and non-target populations?</i> • <i>Which scenario(s) reduce VMT Density by the greatest amount for the target population?</i> • <i>Which scenario(s) provide similar or better results for the target population compared to the rest of the population?</i> 	<ul style="list-style-type: none"> • Communities of concern vs. all other communities
Theme: Equitable Mobility		
5. Non-commute Travel Time	<ul style="list-style-type: none"> • <i>What is the extent of any current and future-year disparity between target and non-target populations?</i> • <i>Which scenario(s) reduce average trip time for non-mandatory travel by the greatest amount for the target populations?</i> • <i>Which scenario(s) provide similar or better results for the target populations compared to the rest of the population?</i> 	<ul style="list-style-type: none"> • Communities of concern vs. all other communities • Low-income households (all)

Attachment C: Land Use Scenario Definitions (adopted by MTC/ABAG in July 2011)

In July, ABAG's Executive Board and the Metropolitan Transportation Commission approved a framework for Five Alternative Scenarios, which will be used to inform the development of the Preferred Scenario of the Sustainable Communities Strategy (SCS). Scenarios 1 and 2 are based on unconstrained growth, assume very strong employment growth (approx. 1.5 million jobs), and unprecedented funding to support affordable housing and neighborhood development (approx. 1 million households). Scenario 1, the Initial Vision Scenario was released in March 2011. Scenario 2, the Core Concentration Scenario provides for a more concentrated development pattern along transit corridors. The Core Concentration Scenario addresses the distribution of more than one million households and nearly 1.5 million jobs by 2040. This scenario aims to channel new growth into the traditional urban and inner suburban core of the region to 1) revitalize older neighborhoods, 2) preserve natural and agricultural lands, 3) fully utilize the region's major fixed transit investments, and 4) build dynamic moderate density concentrations of employment and housing in key clusters ringing the Bay. These two scenarios are essential to identify the challenges and policies required to achieve an ideal sustainable development path.

The land use patterns for Scenarios 3, 4, and 5 are based on an assessment of economic growth, financial feasibility, and reasonable planning assumptions (approx. 770,000 households and 1 million jobs). They provide a range of housing and employment distribution patterns across places and cities that support equitable and sustainable development. These three scenarios assume a strong economy that can support adequate affordable housing production. They also assume targeted local and regional strategies and additional funding to support sustainable and equitable growth.

- **Scenario 3: Focused Growth Scenario:** Recognizes the potential of Priority Development Areas and Growth Opportunity Areas across the region with an emphasis on housing and job growth along major regional transit corridors.
- **Scenario 4: Constrained Core Concentration Scenario:** Concentrates housing and job growth at selected Priority Development Areas in the Inner Bay Area along the region's core transit network.
- **Scenario 5: Outward Growth Scenario:** Addresses higher levels of growth in inland parts of the Bay Area and is closer to previous development trends than the other two scenarios. (*This scenario was previously named "Outer Bay Area" Growth Scenario*)

Transportation 2035 Network

- **Starts with 2010 transit and roadway network as the base network**
- **Keeps investment levels for maintenance, transit and roadway expansion, and bike/pedestrian at roughly same levels as in T2035**
- **Tests T2035 projects proposed to be carried over into Plan Bay Area**
- **Considers project performance assessment results**

Examples of Significant Projects Tested

Roads

- **Regional Express Lanes Network**
- **Freeway Performance Initiative**
- **San Mateo and Santa Clara ITS**
- **Fremont-Union City East-West Connector**
- **I-680/Rt 4 Interchange Impvts. + SR-4 Widening**
- **Marin-Sonoma Narrows Stage 2**
- **Jameson Canyon Impvts. Phase 2**
- **SR-29 HOV Lanes + BRT**
- **New SR-152 Alignment**
- **I-80 Auxiliary Lanes (Airbase to I-680)**

Transit

- **AC Transit Grand Mac-Arthur BRT**
- **Irvington BART Infill Station**
- **Alameda-Oakland BRT + Transit Access Impvts.**
- **AC Transit East Bay BRT**
- **I-680 Express Bus Frequency Impvts.**
- **Caltrain 6-Train Service + Electrification (SF to Tamien)**
- **Van Ness Ave. BRT**
- **SMART (San Rafael-Larkspur)**
- **BART Extension from Berryessa to San Jose/Santa Clara**
- **Fairfield/Vacaville Capitol Corridor Station**

Core Capacity Transit Network

- **Starts with 2010 transit and roadway network as the base network**
- **Keeps T2035 investment levels for maintenance and bike/pedestrian, but reduces roadway expansion and boosts core capacity transit service**
- **Tests most T2035 Network projects and includes a 46 percent increase in transit frequency impvts. from 2010 network (at a total 28-year operating and capital cost of \$53 billion)**
- **Not financially constrained due to cost of transit frequency impvts. exceeding available revenue**
 - Only \$15 billion of the needed \$53 billion is available (\$10 billion in operating efficiencies per TSP and \$5 billion in new revenue)
- **Considers project performance assessment results**

Examples of Significant Projects Tested (includes most T2035 Network projects)

Roads

- SR-84/I-680 Interchange Impvts + SR-84 Widening
- Bay Bridge Contraflow Lane
- US-101 HOV Lanes (Whipple Ave to Cesar Chavez St)

Transit

- BART Metro Program
- Dumbarton Corridor Express Bus
- BART Bay Fair Connection
- BART to Livermore Phase 1
- Golden Gate Ferry Service Frequency Impvts.
- SFMTA Transit Effectiveness
- Better Market Street
- Geneva Ave BRT and Southern Intermodal Terminal
- Parkmerced Light Rail Corridor
- Oakdale Caltrain Station
- SamTrans El Camino BRT
- VTA El Camino BRT
- Service Frequency Impvts. on AC Transit, Muni, ferries, BART, and Caltrain

Pricing

- Congestion Pricing Pilot
- Treasure Island Congestion Pricing



Regional Airport Planning Committee

To: Regional Airport Planning Committee
Fr: Staff of Regional Airport Planning Committee

Date: January 13, 2012

Subj: Update on NextGen Legislative Advocacy

As mentioned in agenda item #1, part of the RAPC workplan will be to develop a legislative strategy to help expedite NextGen deployment in the Bay Area and the rest of the country.

You'll recall that the primary goals of NextGen (Next Generation Air Transportation System) are to employ new technology that will enhance the safety and reliability of air transportation, reduce delays in the nation's skies and reduce aviation's impact on our environment through more efficient use of fuel. According to FAA's latest estimates, by 2018 Next Gen will reduce total delays (in flight and on the ground) by about 35 percent compared with doing nothing. FAA further estimates a savings of 1.4 billion gallons of aviation fuel, lowering CO2 emissions by 14 million tons.

MTC adopted its 2012 Legislative Program in December 2011 that includes a goal to "advocate for increased long-term funding for the FAA for NextGen." MTC and several of its partner agencies typically travel to Washington DC soliciting congressional representatives and their staff for support of our Legislative Program. This year's congressional visit will be in mid-March 2013. Staff recommends that we coordinate with the region's international airport's legislative staffs, and legislative staffs in other major metro areas, to develop a list of strategies for discussion with congressional staff; we would also recommend that one or more of the international airport's legislative staffs be included in the regional delegation that goes back to Washington DC in mid-March.

We look forward to further discussion on this topic at your meeting.



2012 LEGISLATIVE PROGRAM

S T A T E		
Issue	Goal	Strategy
1. FY 2012-13 State Budget	A. Protect funding and ensure funds are appropriated consistent with current statute	While transportation was spared deep cuts in the FY 2011-12 State Budget, experience tells us that we can never be too vigilant when it comes to protecting our state revenue sources. California voters have put in place significant protections, most recently through the adoption of Proposition 22 (November 2010), a constitutional amendment that prohibits diversion of the gas tax to non-transportation purposes and restricts the diesel sales tax to public transit. However, a portion of the diesel sales tax that was added as part of the gas tax swap (referred to as the “new increment”) is not protected by Proposition 22 and is therefore vulnerable to diversion, given the significant shortfalls that exist even in the current year budget. In the current year, this increment is estimated to generate \$170 million or 40 percent of the total State Transit Assistance (STA) program. MTC will work diligently to ensure that all state transportation funding sources are protected in the remainder of FY 2011-12 and in the FY 2012-13 State Budget.
	B. Ensure that Bay Area rail operators receive high-speed rail connectivity funds	Working with our local rail operators and the California Transit Association, MTC will advocate to help ensure that each of the region’s rail operators receives its appropriate share of high-speed rail connectivity funds from Proposition 1A (November 2008), as approved by the voters and contained in the California Transportation Commission’s adopted program of projects for this fund source. Engage with the California High Speed Rail Authority to help fashion a set of investments that meet the needs of the region’s rail operators while also providing genuine connectivity benefits to the high-speed rail system. Bay Area projects counting on funding from this pot include replacement of 200 Bay Area Rapid Transit District (BART) cars (\$30 million) and San Francisco Municipal Transportation Agency’s Central Subway extension (\$61 million).

S T A T E

Issue	Goal	Strategy
2. Increase transportation funding options at regional level	Support renewed efforts to authorize voters to approve a regional congestion reduction charge	Support legislation (similar to an early version of SB 791 introduced in summer 2011) to authorize metropolitan planning organizations to place on the ballot a regional congestion reduction charge (to be imposed on all forms of motor fuel and electric vehicle annual registration charges) to provide traffic congestion relief and improve the roadway condition. Seek to ensure that the bill is drafted in such a way as to allow approval by a simple majority vote, in compliance with the provisions of Proposition 26.
3. Senate Bill 375 Implementation: Improve Regional Sustainability	A. Increase regional and local planning funds	Support efforts to provide a new, dedicated ongoing fund source to support the additional planning work required to develop the Sustainable Communities Strategy (SCS). A minimum share of the funds would be dedicated to regional planning efforts, with funding above that amount available for city, county, and congestion management agency planning efforts that support SCS goals.
	B. Modify MTC's board to improve representation of region's largest cities	Continue to pursue enactment of AB 57 (Beall), currently residing in the Senate Transportation & Housing Committee to add two seats to MTC — one for the City of San Jose and the other for the City of Oakland. As the Bay Area works to implement the requirements of Senate Bill 375, a focus on development within the existing urban core and near existing public transit service is imperative. By designating an MTC seat for each of these three cities, the bill will provide greater representation to the most densely populated parts of the region that will play a leading role in reducing growth in greenhouse gas emissions from the transportation sector.
	C. Enhance incentives for transit-oriented development and alternate modes of transportation	Support legislation that encourages transit-oriented development (TOD) and travel alternatives to solo driving, including the use of non-motorized transportation, public transit, vanpooling, carpooling and telecommuting. Ensure that legislation to promote TOD includes provisions for affordable housing in close proximity to transit. Also support legislation that removes barriers to new technologies and other creative ways of reducing vehicle miles traveled and greenhouse gas emissions from transportation.
	D. Reform the California Environmental Quality Act (CEQA)	Support legislative efforts to simplify the CEQA review process in relation to TOD, infill development and other projects and plans that are consistent with the goals and objectives of an adopted SCS, including, but not limited to, public transit service changes and capital projects, bicycle, and pedestrian projects. Reform CEQA so that it takes better account of the positive environmental impacts (e.g. reduced greenhouse gas emissions relative to trend) of a project, allowing for a more comprehensive evaluation of the trade-offs.

MTC's 2012 Legislative Program

S T A T E		
Issue	Goal	Strategy
4. Reduce Toll Evasion	Require all vehicles sold in California to have a camera-readable license plate installed at the point of sale	In partnership with toll operators statewide and local law enforcement associations, MTC will seek to co-sponsor legislation that closes the loophole that enables drivers in California to drive without a license plate. Unlicensed vehicles who avoid paying tolls by using the electronic toll lanes without a FasTrak [®] toll tag or a license plate are costing the Bay Area Toll Authority almost \$4 million in unpaid tolls. Some progress was made on this issue in 2011, with enactment of AB 1215 (Blumenfield), which speeds up how quickly consumers receive their plates from the DMV (from roughly 8-12 weeks to about 10 days under the new system beginning in on July 1, 2012). However, despite amendments sought by MTC, AB 1215 didn't address the problem of vehicle owners who fail to install their plates and thereby avoid detection by enforcement cameras. Rather than taking an enforcement-based approach, our new legislative proposal would simply require all vehicles have either a permanent plate or a temporary, camera-readable paper plate at all times. For new vehicles, the temporary paper plate would be printed out and installed on site by the dealership. The plate number would be immediately entered into DMV's statewide vehicle database. Such a system is up and running in a number of states, including Arizona, and works very effectively.
5. Project Delivery	Seek opportunities to increase flexibility to deliver state, local and regionally-funded projects	Support efforts to remove roadblocks and hurdles to efficient project delivery at the state, local and regional level, including supporting alternative contracting methods, such as design-build and construction management at risk.
6. Carpool Lanes	Protect time-savings incentive to carpool	Oppose efforts to expand access to carpool lanes for single-occupant vehicles as an incentive for the purchase of fuel efficient vehicles beyond that which is provided for in current law or for other non-transportation purposes.
7. Parking Policy Reforms	Improve management of parking at local level	Support efforts to reform parking policy to better manage parking supply and, where appropriate, to use pricing to encourage use of alternate modes, including public transit, carpooling and ridesharing. Support efforts to reform management of disabled parking spaces and permits.

MTC's 2012 Legislative Program

F E D E R A L		
Issue	Goal	Strategy
1. Surface Transportation Authorization	Provide increased federal funding for transportation infrastructure, focus on core national priorities and expedite project delivery	MTC will continue to advocate for a multi-year authorization bill that provides increased funding and a bold new direction. In view of the challenge of identifying sufficient revenues to protect current funding levels, let alone the increased levels sought by all the major transportation stakeholders, we will advocate for a program focused on core national objectives, namely restoring the nation's transportation infrastructure to a state of good repair, improving metropolitan mobility, improving freight/goods movement and advancing an environmentally sustainable transportation system. We will seek higher levels of funding across the board and work with various stakeholder groups to help identify new fund sources. In partnership with other transportation stakeholders, we will also support legislative efforts to remove roadblocks to efficient project delivery.
2. Pre-tax Transportation Fringe Benefits	Ensure mode-neutrality in pre-tax transportation benefits	Continue our long-standing advocacy for parity between the pre-tax transportation fringe benefit allowed for public transit and vanpooling and that which is allowed for parking. Furthermore, condition the pre-tax allowance for parking expenses on an employer's offering of a cash-out option to all employees who are offered the parking subsidy.
3. FY 2012-13 Appropriations	A. Maximize the region's share of New & Small Starts funds	Continue our advocacy efforts to implement the Regional Transit Expansion Program, Resolution 3434, by advocating for federal New Starts funds for San Francisco Municipal Transportation Agency (SFMTA) Third Street Light Rail/Central Subway project and Santa Clara Valley Transportation Authority's BART to Berryessa extension and Small Starts funding for bus rapid transit projects sponsored by Alameda Contra Costa Transit District (International Boulevard) and SFMTA (VanNess Avenue).
	B. High Speed Rail	Seek additional funding for High Speed Rail in FY 2012-13 to support the California High Speed Rail Authority's financing plan, including early investment in Bay Area projects identified in the San Francisco/Silicon Valley Corridor Investment Strategy.
4. Climate Change	Reduce greenhouse gas emissions from the transportation sector	Support efforts to reduce greenhouse gas emissions from the transportation sector through nationwide policies to help standardize electric vehicle charging infrastructure and various other strategies.

MTC's 2012 Legislative Program

F E D E R A L		
Issue	Goal	Strategy
5. Federal Aviation Administration Funding	Advocate for increased long-term funding for the Federal Aviation Administration (FAA)	Advocate for increased long-term funding for the Federal Aviation Administration (FAA) to enable the implementation of the Next Generation Air Transportation System, known as "NextGen." The primary goals of NextGen are to enhance the safety and reliability of air transportation, to reduce delays in the nation's skies and reduce aviation's impact on our environment through more efficient use of fuel. According to FAA's latest estimates, by 2018, Next Gen will reduce total delays (in flight and on the ground) by about 35 percent compared with doing nothing. FAA further estimates a savings of 1.4 billion gallons of aviation fuel, lowering CO2 emissions by 14 million tons.
6. Non-Motorized Transportation	Allow the use of federal funds to provide incentives for walking and bicycling	The Federal Highway Administration has objected to the use of Congestion Mitigation and Air Quality (CMAQ) Funds for "incentives" such as rewards used in Safe Routes to Schools programs to help encourage people to try walking and bicycling. Given the long-standing practice in the travel demand management field of using such rewards as a way to motivate people to try new forms of travel, MTC will pursue a statutory change to allow CMAQ to be used to provide modest rewards aimed at promoting bicycling and walking.

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