



# Metropolitan Transportation Commission

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Agenda

### Planning Committee

*MTC Committee Members:*

*James P. Spering, Chair Anne W Halsted, Vice Chair*

*Alicia C. Aguirre, Damon Connolly,  
Scott Haggerty, Sam Liccardo, Julie Pierce*

*Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini*

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Friday, March 10, 2017

9:30 AM

Board Room - 1st Floor

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This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:30 a.m.

#### 1. Roll Call / Confirm Quorum

*Quorum: A quorum of this committee shall be a majority of its regular voting members (4).*

#### 2. Pledge of Allegiance

#### 3. Compensation Announcement - Committee Secretary

#### 4. Consent Calendar

4a. [17-2300](#) Minutes of the February 24, 2017 Meeting

Action: Committee Approval

Attachments: [4a Joint Mtg Minutes Feb 24 2017.pdf](#)

## 5. Information

**5a.**     [17-2212](#)     2017 Update of the Coordinated Public Transit-Human Services Transportation Plan - Status Report

Status Report on the 2017 update of the region's Coordinated Public Transit-Human Services Transportation Plan, which establishes funding priorities and coordination strategies to serve seniors, low-income populations, and individuals with disabilities, as well as mobility management initiatives.

**Action:**             Information

**Presenter:**       Vikrant Sood

**Attachments:**     [5a\\_Status Report\\_2017 Update of the Coordinated Public Transit-Human Servi](#)

**5b.**     [17-2371](#)     SB375 GHG Target Update Considerations

The California ARB scheduled to adopt updated SB375 GHG targets for Regional Transportation Plans / Sustainable Communities Strategies as part of its Scoping Plan Update in summer 2017. Staff will provide an overview of issues pertaining to the target update in advance of Commission action in April 2017.

**Action:**             Information

**Presenter:**       Ken Kirkey

**Attachments:**     [5b\\_2017 02 28 GHG Target Update\\_v2.pdf](#)  
                          [5b\\_Handout-MTC Planning Letter Revised GHG Targets March 2017.pdf](#)  
                          [5b\\_Handout-PPT-SB375 GHG Target Update\\_FINAL.pdf](#)

## 6. Public Comment / Other Business

## 7. Adjournment / Next Meeting

The next meeting of the Planning Committee will be April 14, 2017, 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

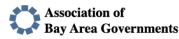
**File #:** 17-2300      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 2/1/2017      **In control:** Planning Committee  
**On agenda:** 3/10/2017      **Final action:**  
**Title:** Minutes of the February 24, 2017 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [4a Joint Mtg Minutes Feb 24 2017.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the February 24, 2017 Meeting

**Recommended Action:**  
Committee Approval

### Attachments



Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## **Meeting Minutes - Draft**

### **Special Joint MTC Planning Committee with the ABAG Administrative Committee**

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Friday, February 24, 2017

9:30 AM

Board Room - 1st Floor

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#### **1. Roll Call / Confirm Quorum**

##### **Rollcall**

**Present:** 4 - Vice Chair Halsted, Commissioner Haggerty, Commissioner Pierce and Commissioner Connolly

**Absent:** 2 - Chair Spering and Commissioner Liccardo

Non-Voting Members Absent: Commissioner Azumbrado and Commissioner Giacomini

Ex Officio Voting Member Absent: Commission Chair Mackenzie

Ad Hoc Non-Voting Members Present: Commissioner Glover, Commissioner Josefowitz, Commissioner Slocum, and Commissioner Worth

ABAG Administrative Committee Members Present: Eklund, Gupta, Haggerty, Mltchoff, and Pierce.

#### **2. Pledge of Allegiance**

#### **3. ABAG Compensation Announcement - Clerk of the Board**

#### **4. ABAG Administrative Committee Approval of Summary Minutes**

4a. [17-2325](#) ABAG - Minutes of the December 9, 2016 Meeting

**Action:** ABAG Administrative Committee Approval

**Attachments:** [4a\\_AC Minutes 20161209 Draft.pdf](#)

The ABAG - Minutes of the December 9, 2016 Meeting were deferred to the next ABAG Administrative Committee Meeting.

#### **5. MTC Compensation Announcement - Committee Secretary**

## 6. Consent Calendar

Approval of the Consent Calendar

Upon the motion by Commissioner Pierce and second by Commissioner Haggerty, the Consent Calendar was unanimously approved by the following vote:

**Aye:** 4 - Vice Chair Halsted, Commissioner Haggerty, Commissioner Pierce and Commissioner Connolly

**Absent:** 2 - Chair Spering and Commissioner Liccardo

6a. [17-2324](#) MTC - Minutes of the February 10, 2017 Meeting

**Action:** MTC Planning Committee Approval

**Attachments:** [6a PLNG Minutes Feb 10 2017 v2.pdf](#)

## 7. Information

7a. [17-2255](#) Draft Contract for Services for MTC / ABAG Staff Consolidation for Review and Input

Staff will present the Draft Contract for Services (CS) between MTC and ABAG to establish adequate staffing and support of ABAG's statutory duties and responsibilities.

**Action:** Information

**Presenter:** Steve Heminger and Brad Paul

**Attachments:** [7a Draft Contract for Services for MTC ABAG Staff Consolidation with attachments.pdf](#)  
[7a Handout-NPH Letter Item 7A Letter FINAL.pdf](#)  
[7a Handout-CSR Comments CS 022417.pdf](#)  
[7a Handout-MTC ABAG Presentation.pdf](#)

The following individuals spoke on this item:

Michael Brinton, MTC Staff;

Pedro Galvao, Nonprofit Housing Association of Northern California;

Marcella Aranda, MTC Committee for Staff Representation;

Ken Bukowski; and

Lee Huo, ABAG Chapter President SEIU - 1021.

**8. Public Comment / Other Business**

Ken Bukowski was called to speak.

**9. Adjournment / Next Meeting**

The next meeting of the Planning Committee will be March 10, 2017, 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2212      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 1/4/2017      **In control:** Planning Committee  
**On agenda:** 3/10/2017      **Final action:**  
**Title:** 2017 Update of the Coordinated Public Transit-Human Services Transportation Plan - Status Report

Status Report on the 2017 update of the region's Coordinated Public Transit-Human Services Transportation Plan, which establishes funding priorities and coordination strategies to serve seniors, low-income populations, and individuals with disabilities, as well as mobility management initiatives.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5a Status Report 2017 Update of the Coordinated Public Transit-Human Services Transportation](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

2017 Update of the Coordinated Public Transit-Human Services Transportation Plan - Status Report

Status Report on the 2017 update of the region's Coordinated Public Transit-Human Services Transportation Plan, which establishes funding priorities and coordination strategies to serve seniors, low-income populations, and individuals with disabilities, as well as mobility management initiatives.

**Presenter:**

Vikrant Sood

**Recommended Action:**

Information

**Attachments**





METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 5a**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Planning Committee

DATE: March 3, 2017

FR: Executive Director

W.I. 1311

RE: 2017 Update of the Coordinated Public Transit-Human Services Transportation Plan – Status Report

### **Background**

MTC staff has undertaken an update of the regional Coordinated Public Transit-Human Services Transportation Plan, better known as the “Coordinated Plan,” a federal requirement under the Fixing America's Surface Transportation (FAST) Act. The plan establishes the region's funding priorities and coordination strategies for seniors, low-income populations, and individuals with disabilities to improve service coordination among public transit and human service transportation providers.

### **Plan Update**

MTC staff convened a Technical Advisory Committee in May 2016 to provide oversight on the plan update (see Attachment A). MTC staff and the project consultant conducted extensive outreach to transportation disadvantaged populations, their advocates, and agencies who serve them in June – November of 2016. This outreach reached a total of 35 agencies, organizations, and working groups from all nine counties of the Bay Area. More than 300 individual comments were captured, and were individually classified as either identifications of existing transportation gaps or suggestions of potential transportation solutions.

The draft Coordinated Plan will include the following information:

- Demographic summary of seniors, people with disabilities, those living in poverty and/or without access to a vehicle, and veterans in the region
- Transportation Resource Inventory of existing funding and transportation services in the Bay Area for these groups, including transportation services provided by public, private, and non-profit agencies
- Transportation Gaps experienced by transportation disadvantaged populations
- Strategies to Address Mobility Gaps – recommended initiatives that MTC, county congestion management agencies, transit operators and other transportation providers should implement, in order to address mobility gaps experienced by transportation disadvantaged populations

Some key findings from the demographics summary include:

- In 2014, people who were 65 and older made up about 12% of the regional population. By 2040, the senior population will increase to 22%.
- Today, 17% of the region's population lives in poverty. Poverty has risen faster in suburban than urban areas. Low-income populations have less access to public transit and public services.

### **Recommendation Strategies to Address Mobility Gaps**

The Strategies below are initiatives to be implemented by MTC and our partners. Those recommended strategies include:

- **Developing a Regional Mobility Management Program** that will establish an MTC funded county-based mobility management program, including three basic components: countywide travel training programs, enhanced ADA-paratransit certification, and the coordination of information and referrals by a mobility manager
- **Reducing the Cost of Providing ADA-Paratransit** by increasing the use of enhanced in-person eligibility assessments completed by trained professionals to provide conditional eligibility; piloting trip screening scheduling software; assisting ADA-trip providers in obtaining Medi-Cal reimbursement for eligible trips
- **Piloting Means-Based Transit Fares** as recommended by the Regional Means-Based Transit Fare Pricing Study. Based on the study evaluation, two preferred scenarios emerged as the optimal choices for implementing: a discounted fare program or cash on Clipper subsidy
- **Increasing Suburban Mobility Options** by providing minimum data sharing requirements and technical assistance in public-private partnerships; expanding and prioritizing funding for low-income vehicle access programs and non-ADA same day trip programs using taxis and ridehailing companies; and integrating available mobility options in one-click/one-call systems
- **Advocating for the Accessibility of Shared-use Mobility and Future Mobility Solutions** by subsidizing equity aspects of new programs; and prioritizing and funding the purchase of wheelchair accessible vehicles, and accessible bikeshare pilots

### **Implementing Regional Mobility Management**

As discussed above, implementing a county-based Regional Mobility Management Program is among the key recommended strategies. The recommendation to implement mobility management, which was included in the two previous Coordinated Plans, is based on an assessment of existing mobility management activities in each county and the costs and fund sources of providing these services. Mobility management emphasizes coordination of various transportation services to cost-effectively meet the travel needs of a growing number of transportation-disadvantaged populations such as people with disabilities and seniors. For more information, see attachment B, Implementing Mobility Management.

### **Next Steps**

Staff will convene the Technical Advisory Committee in late March to review the draft plan and recommendations. Staff anticipates releasing the draft plan in spring 2017, along with Plan Bay Area 2040. Following a period of public review, staff will ask the Commission to adopt the 2017 Coordinated Public Transit-Human Services Transportation Plan. At that time, staff will include for your consideration, specific suggestions to implement priority recommendations from the Coordinated Plan. The proposed actions are expected to include an approach to expand county-based mobility management activities.



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Steve Heminger

### **Attachments:**

- Attachment A: Technical Advisory Committee, 2017 Coordinated Plan Update
- Attachment B: Implementing Mobility Management

**2017 Coordinated Public Transit-Human Services Transportation Plan**  
**Technical Advisory Committee**

Annette Williams  
Accessible Services Program  
San Francisco Municipal Transportation Agency

Debbie Toth  
Chief Executive Officer  
Choice in Aging

Jon Gaffney  
ADA Compliance and Program Manager  
Golden Gate Transit

Katherine Heatley  
Executive Director  
Outreach and Escort, Inc.

Liz Niedziela  
Transit Program Manager  
Solano Transportation Authority

Melissa Reggiardo  
Planner  
SamTrans

Shawn Fong  
Program Manager of Mobility and Transportation Services  
City of Fremont

Tracy Repp  
Program Development Manager  
Sonoma County Human Services Area Agency on Aging



# implementing mobility management

**M**obility management refers to an approach that emphasizes coordination of various transportation services to better meet the travel needs of a growing number of transportation-disadvantaged populations such as low-income households, people with disabilities and seniors.

The mobility management model provides a customized menu of options to the individual, affording them flexibility, independence and a more seamless transportation experience. In comparison, the traditional model requires the individual to figure out the various transportation options themselves, which often leads to an over-reliance on paratransit service.

The coordination and customization is done by a mobility manager, who not only assesses the individual's specific travel needs, but also serves as an information clearinghouse for transportation service providers – who range from fixed-route public transit agencies to volunteer drivers, taxi companies, public ADA-paratransit agencies, social service agencies, community-based organizations, local jurisdictions and faith-based organizations.

Mobility management is not a cost-cutting strategy. But adopting this model may result in significant savings for transit providers and social service agencies, as an outcome. Mobility management ensures better access to services for transportation-disadvantaged populations while also managing scarce paratransit resources for those who really need it.

Mobility management leads to better outcomes such as:

- More convenient travel options for an individual with a disability who otherwise would rely almost entirely on ADA-paratransit service;
- Training for a senior on using an existing public transit system, before he or she loses the ability to drive;
- More non-traditional travel options, such as a free flexible-route community shuttle for a low-income individual to bridge the last mile to an existing fixed-route transit station; and
- A focus on the travel needs rather than any one particular mode of transportation, such as paratransit.

Mobility management is considered a national best practice and has broad support among a diverse range of stakeholders and partners in the Bay Area, including, transit agencies, county congestion management agencies, social service providers and users. While some counties in the Bay Area have made substantial progress, no county has thus far developed and implemented a comprehensive mobility management program.



In California, one mechanism for promoting the concept of mobility management is through the designation of Consolidated Transportation Service Agencies (CTSA). CTSA's identify and consolidate all available funds and maximize the services of all public and private transportation providers on behalf of transportation-disadvantaged persons. MTC's Coordinated Public Transit—Human Services Transportation Plan identifies the need to strengthen mobility management in the Bay Area by identifying mobility managers and CTSA's for each county.



## Greater Mobility for Riders

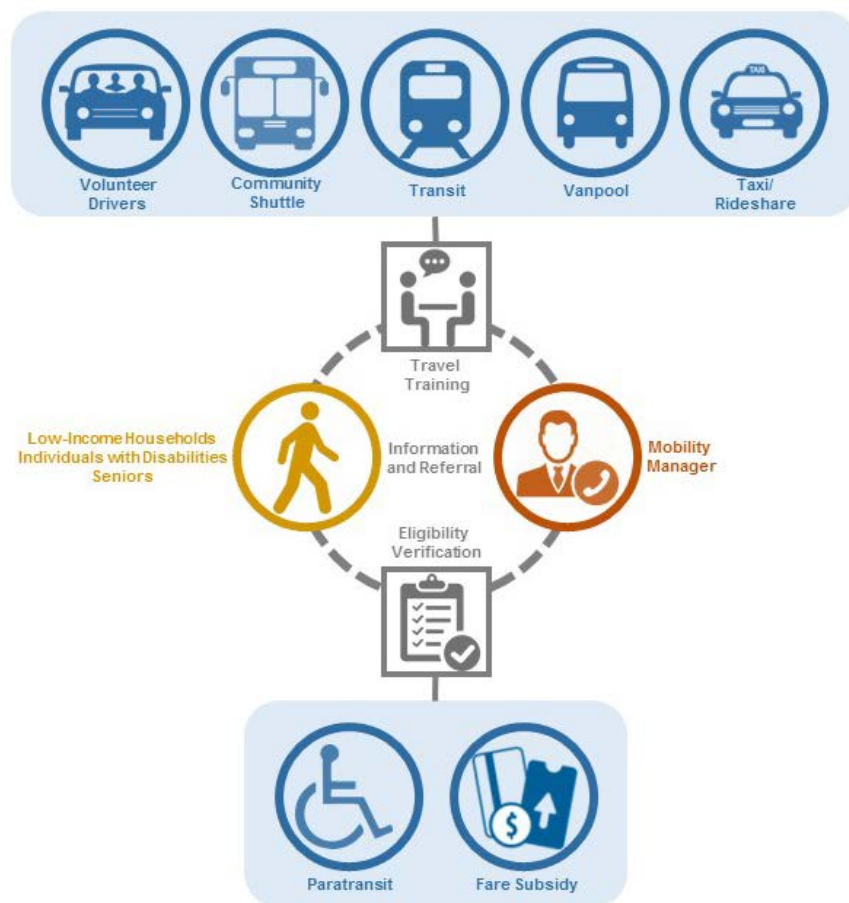
Through mobility management, high-need customers are able to access a wider range of affordable and flexible travel modes. The overall result is greater mobility for riders, especially since this model incorporates non-traditional forms of transportation services including, carpooling/vanpooling, volunteer driver programs, travel vouchers, and real-time demand response services that include taxis and other providers.

## Cost-Efficiency and Savings

For transit agencies who participate in mobility management programs, efficiencies from coordinated services results in significant savings. For example, the Regional Transportation District in Denver saved nearly \$700,000 in 2006 in its vanpool program and \$1.5 million in taxi subsidies; SMART in Southeastern Michigan saved \$2.7 million annually in its community transportation program; and Portland's TriMet saved nearly \$2 million. Improved service also resulted in additional riders and more satisfied customers.

### The Mobility Management Model

1. The mode of travel is less important. A mobility manager acts as a service coordinator who seeks the most effective means to meet an individual's needs.
2. Flexibility, independence and convenience for the individual takes priority. A mobility manager provides a menu of options to an individual, who then selects what works best for him or her for a particular trip.
3. Coordination among service providers to improve efficiencies and effectiveness is critical. The mobility manager provides a one-stop travel information and trip planning system, but the information comes from service providers.
4. Cost-savings is a result of coordination and not the primary goal of mobility management. For example, a streamlined eligibility and certification process across multiple service providers reduces costs while providing better service to an individual.



"Mobility management requires coordination on the back end among multiple transportation service providers to ensure that on the front end the rider is paired with a travel mode that best meets her needs and provides her the most flexibility in scheduling a trip. In many regions where mobility management has been successfully implemented, this travel mode is often more cost-effective, which enables the provider to offer the service to a larger pool of riders who need it."

– American Public Transportation Association (APTA)

## Growing Regional Needs

Low-income households, seniors and people with disabilities stand to benefit most from mobility management programs. In the Bay Area, all three populations are projected to grow rapidly in the next few decades. Between 2010 and 2040, the senior population (age 65 and over) is projected to grow by **240%** from 885,000 to 2,118,000, and the share of seniors is projected to grow from 12% of the total population to 22%.

### Mobility Management at Tri-Met, Portland, OR

Ride Connection, a non-profit community organization operating in collaboration with TriMet, has helped the agency trim its ADA paratransit costs by nearly \$2 million. Ride Connection provides administrative functions and volunteers as well as paid drivers, but actual trips are delivered by their collaborative partners, community agencies that provide rides for persons with disabilities and seniors without alternative transportation. These agencies provide high-quality, personal services tailored to each individual community. Another important feature: Ride Connection's non-profit status allows them to obtain funding from foundations, corporations and individuals not available to public agencies.

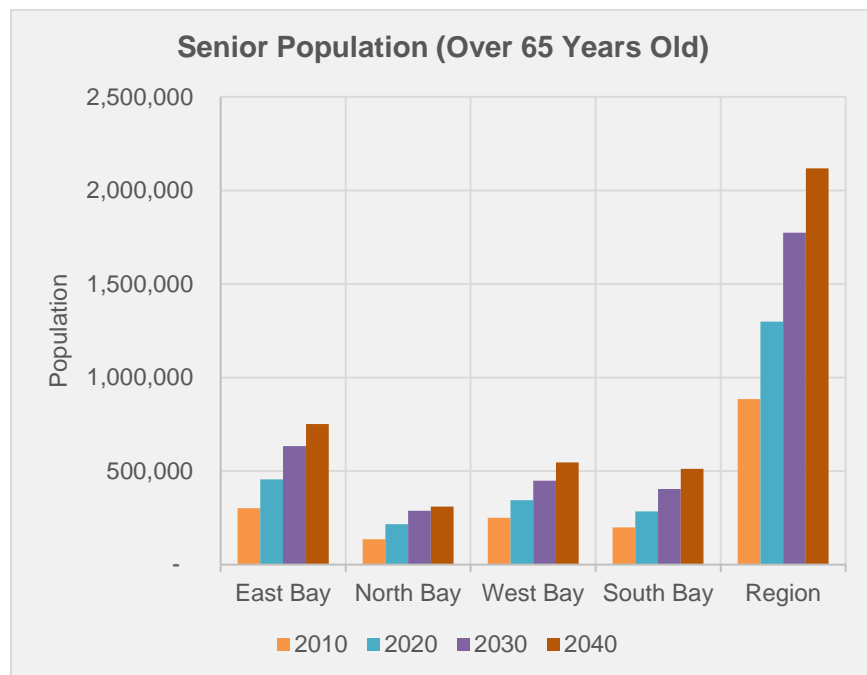
*Source: American Public Transportation Association; <http://www.apta.com/resources/hottopics/mobility/>*

*Image source: <https://segd.org/trimet-transit-system-signage>*

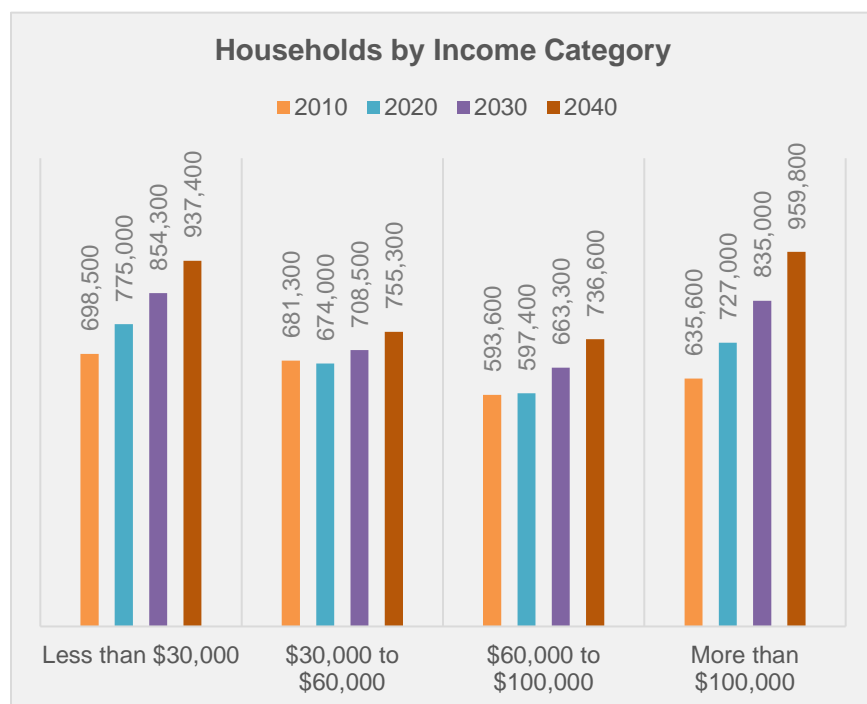


Between 2010 and 2040, the number of low-income households (earning less than \$30,000 in 1999 dollars) is also projected to grow, by **34%** from 699,000 to 937,000. While transportation-disadvantaged populations in the Bay Area are projected to grow over the next 25 years, there is currently no additional funding allocated at the federal or state level for mobility management programs, including paratransit service.

*Chart: the senior population in the Bay Area will more than double between 2010 and 2040 (ABAG Projections)*



*Chart: the number of low-income households in the Bay Area will increase by 34% between 2010 and 2040 (ABAG Projection)*



### Mobility Management at the Regional Transportation District Denver, CO

With a service area of more than 2.5 million people located in 2,327 square miles, Denver's Regional Transportation District (RTD) has created mobility management services that are "closer to the customer" and more cost-effective than typical services.

Enthusiastically embraced by the public, two of these programs—the vanpool program and the access-a-Cab program that provides an alternative to some ADA paratransit services—are saving RTD over \$2 million per year while providing access to increased numbers of people.

RTD's other mobility management programs include call-n-ride, bike-n-ride and guaranteed ride home. Programs under development include additional taxi services, car sharing, feeder bus services to light rail, and transit-oriented land use developments.

Source: American Public Transportation Association



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 17-2371      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 3/3/2017      **In control:** Planning Committee  
**On agenda:** 3/10/2017      **Final action:**  
**Title:** SB375 GHG Target Update Considerations

The California ARB scheduled to adopt updated SB375 GHG targets for Regional Transportation Plans / Sustainable Communities Strategies as part of its Scoping Plan Update in summer 2017. Staff will provide an overview of issues pertaining to the target update in advance of Commission action in April 2017.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [5b\\_2017\\_02\\_28\\_GHG\\_Target\\_Update\\_v2.pdf](#)  
[5b\\_Handout-MTC\\_Planning\\_Letter\\_Revised\\_GHG\\_Targets\\_March\\_2017.pdf](#)  
[5b\\_Handout-PPT-SB375\\_GHG\\_Target\\_Update\\_FINAL.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

SB375 GHG Target Update Considerations

The California ARB scheduled to adopt updated SB375 GHG targets for Regional Transportation Plans / Sustainable Communities Strategies as part of its Scoping Plan Update in summer 2017. Staff will provide an overview of issues pertaining to the target update in advance of Commission action in April 2017.

### Presenter:

Ken Kirkey

### Recommended Action:

Information

### Attachments





METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 5b**

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Planning Committee

DATE: March 6, 2017

FR: Executive Director

W.I. 1121

RE: SB375 GHG Target Update Considerations

### **Background**

The California Air Resources Board (ARB) released the draft Scoping Plan Update in January 2017 and is scheduled to publish draft preliminary SB 375 GHG targets in spring 2017, and adopt final targets in summer 2017. Each California Metropolitan Planning Organization (MPO) is required to meet the new ARB targets for the years 2020 and 2035 in the third round of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) plans. MTC is currently in the midst of the 2017 RTP/SCS process for which the first and second round targets apply, so these new third targets will be applicable to the 2021 RTP/SCS.

For the first and second RTP/SCS rounds, ARB set targets for the ABAG/MTC region of a 7 percent per capita reduction from 2005 levels by 2020, and a 15 percent per capita reduction from 2005 by 2035. These targets were exceeded in the 2013 RTP/SCS, which was forecast to reduce per capita greenhouse gas emissions by 10 percent by 2020 and by 16 percent by 2035. We are on track to meet or exceed these targets in Plan Bay Area 2040 as well.

### **SB 375 Target Setting Process and MTC Stress Test Results**

As part of the third round target setting process, ARB has asked each MPO to submit target recommendations; the major MPOs in California conducted “Stress Tests” in order to quantify the effect of various land use and transportation strategies on reducing GHG emissions. Since MTC is currently evaluating scenarios for the 2017 RTP/SCS (Plan Bay Area 2040), this work has been conducted as part of the scenario evaluation, along with a few additional tests of a more aggressive Vehicle Miles Traveled (VMT) fee.

Staff used the Big Cities scenario<sup>1</sup> as a baseline for this analysis as it represents the most aggressive land use pattern evaluated during the Plan Bay Area 2040 process. As you may recall, the Big Cities Scenario sought to focus as much growth as possible in the “Big 3” cities of San Jose, San Francisco, and Oakland as well as adjacent relatively urbanized suburbs, and encourage non-auto mode choices and reduce impacts on agricultural and natural lands. The region’s three major cities are well-served by existing transit lines and have many neighborhoods with densities and intensities suitable for walking and bicycling today.

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<sup>1</sup> See MTC’s April 2016 Planning Committee item for additional details:  
<http://mtc.legistar.com/gateway.aspx?M=F&ID=49b2bf96-932d-4c76-8873-abbac1b372e.pdf>

In order to focus growth into these cities – especially their Priority Development Areas (PDAs) – fairly aggressive policies were required. Up-zoning of PDAs as well as Transit Priority Areas (TPAs) would be necessary, as would the direction of affordable housing subsidies specifically to those cities to retain as much affordability as possible. In order to provide additional transit capacity for the new residents and jobs being concentrated in those cities, a very robust and costly transit investment package was required as well. By shifting billions in funding away from road expansion, modernization, and maintenance investments, the Big Cities scenario funded a suite of core capacity projects in San Francisco and Oakland as well as a number of new Light Rail Transit and Bus Rapid Transit lines in the South Bay to better connect housing and jobs.

While the Big Cities scenario remains fiscally constrained at the same funding levels as the “preferred scenario” for Plan Bay Area 2040 – and achieves additional per-capita points of GHG reduction – it also results in much greater displacement risk impacts. Displacement of low-income and minority households is a significant policy consideration in the Bay Area. Displacement risk in the Big Cities scenario increases nearly twice as fast as it does in the Draft Plan Bay Area 2040 due to the intensity of focused growth, with affordable housing dollars being insufficient to fully mitigate these impacts.

### Roadway Pricing

Analysis on the part of MTC and our MPO partners in California indicates that road pricing is one of the most effective tools available to reduce mobile source emissions. This is especially true given the EPA and ARB’s projections of a more efficient vehicle fleet, making auto travel less expensive and therefore more attractive<sup>2</sup>. Far more aggressive greenhouse gas emission reduction targets may require the implementation of a comprehensive state- or regional-level road pricing strategy related to auto travel. Staff analyzed two VMT fees at four and eight cents per mile. For purposes of comparison, these two VMT fees would equate to a gas tax of 88 cents and \$1.75 per gallon, respectively, for the average motorist, based upon today’s fuel efficiency. Table 1 illustrates the range of GHG emission reductions from 17% to 21% based on a Big City baseline and with the two alternative VMT pricing assumptions. In turn, we believe that any pricing strategy should be structured to create a funding pool for sustainable transportation improvements that enhance focused growth and travel options for low-income motorists.

**Table 1**

<b>Scenario</b>	<b>Total GHG Emission Reduction from 2005</b>
<i>2035 Big Cities</i>	-17.0%
<i>2035 Big Cities plus four cents (\$2015) per mile VMT fee</i>	-18.5%
<i>2035 Big Cities plus eight cents (\$2015) per mile VMT fee</i>	-20.5%

Notes: These numbers include an 8.4% emissions reduction from Climate Change Initiatives, which are based on off-model scenario-specific calculations. Additionally, while the reductions in emissions were computed using EMFAC 2014 for the stress test runs, these numbers have been adjusted for the difference in EMFAC 2007 and EMFAC 2014 (a 3.6% additional reduction). The exact terms of this EMFAC “adjustment factor” are still under discussion between ARB and MTC staff.

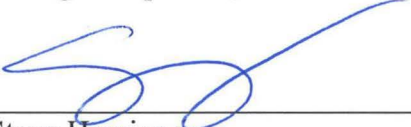
<sup>2</sup> <https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas-ghg>

### **Other Potential Strategies**

Since transportation network companies (TNCs) like Uber and Lyft are becoming an increasing portion of VMT, regulating vehicle emissions for this portion of the fleet may be an alternative to more generalized roadway pricing. As autonomous vehicle technology becomes viable, private vehicle ownership could decline in favor of a shared autonomous fleet. One could foresee a scenario where these automated vehicle miles are regulated or restricted only to extremely low- or zero-emissions vehicles, thereby achieving greenhouse emissions reductions by effectively passing on the cost of these vehicles to their users on a per-mile basis.

### **Next Steps**

Staff is engaged with ARB staff as well as staff from the MPOs in the “Big Four” regions of Los Angeles, Sacramento, and San Diego regarding key considerations related to the GHG target update. I will be joining the Executive Directors from the other major MPO regions in California to discuss issues and opportunities pertaining to the target update before the Air Resources Board on March 23<sup>rd</sup>. Staff is planning on recommending a third round GHG target for your consideration at the Planning Committee meeting on April 14, 2017.



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Steve Heminger

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March 9, 2017

Hon. Jim Spering, Chairman  
MTC Planning Committee  
Via email to: kkirkey@mtc.ca.gov

**Re: Agenda Item 5b: GHG Target Update Considerations**

Dear Chairman Spering and Committee Members:

BIA|Bay Area appreciates the opportunity to comment on this important informational item. You have before you a memorandum from the Executive Director discussing some of the issues relating to the per capita GHG targets the region should recommend to CARB for the 2021 RTP/SCS. In a nutshell, the question presented is whether or not the region should recommend a target that is even more aggressive than the 15% target presently contained in Plan Bay Area. BIA understands that MTC staff will bring a recommendation on this issue to this Committee at its meeting on April 14, 2017. BIA believes that the available empirical evidence strongly suggests it would be inappropriate and counterproductive to recommend a more ambitious target.

In addressing this question, it is important to understand (and clearly acknowledge) that the region is significantly **off-track** with respect to **both** of SB 375's mandatory performance targets: the housing production target and the per capita GHG reduction target. The best available empirical information shows that the region is only achieving about 66% of the SB 375 overall housing production target for the 2010-2040 planning period based on annual production from 2010 through 2016.<sup>1</sup> Furthermore, only about 54% of that reduced housing figure has occurred in Priority Development Areas, according to ABAG. Because compliance with the GHG reduction target depends on **both** building the requisite number of units overall, and in the locations envisioned by Plan Bay Area, it is difficult to see how the region can be considered as "in compliance" with either the housing or GHG SB 375 target, or on track to be by 2040.

Suggestion to the contrary is only accurate for the limited purpose of abstract computer modeling. Only by **assuming** that the Bay Area has produced 27,000 new housing units each year from 2010 to 2016, with about 80% of those units having been built in Priority Development Areas, can the region be considered to be on track to meet its mandatory SB 375 targets.













BIA acknowledges that the practice of **assuming** compliance with SB 375's core housing production target is appropriate for this limited purpose—i.e., running scenario comparisons to test the sensitivity of potential land use or transportation policies and assumptions.

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<sup>1</sup> The SB 375 housing production performance target calls for the region to produce about 27,000 new housing units annually from 2010 to 2040. But we are averaging only about 18,000. Due to this yearly accumulated shortfall, going forward from 2017 through 2040, the region must produce about 30,000 new housing units each year in order to meet the SB 375 production target.

Confusion arises, however, when **assumed** housing production (and location) numbers that are appropriately used for such modeling purposes, create the impression that the region is, **in fact**, meeting The SB 375 mandatory targets, and can and will do so no matter how extreme future density and concentration development patterns are modeled. This is illustrated by the way the agencies generally present the results of scenario analyses:

### Draft Performance Target Results

Goal	Target*	%	No Project	Main Streets	Connected Neighborhoods	Big Cities Preferred	Draft
 Climate Protection	<b>1</b> Reduce per-capita CO2 emissions	-15%	 -5%	 -15%	 -18%	 -20%	 -18%
 Adequate Housing	<b>2</b> House the region's population	100%	 100%	 100%	 100%	 100%	 100%

For every scenario, the housing production is **assumed** to occur. Again, while that may be necessary and appropriate for determining how various land use and transportation variables perform relative to **established** targets, now that the region has actual information showing that the housing production target (number and location) is not being met, it is this real world information that should inform whether any adjustments in the targets is warranted.

As the empirical evidence shows that the Bay Area is not now meeting the SB 375 mandatory targets, and what's more is not "on track" to do so, it does not appear that using the "Big Cities" scenario is the right starting place for discussions with CARB.

This conclusion is reinforced by the important points and concerns raised in the staff memorandum related to the extreme land use and transportation assumptions that were necessary to generate the Big Cities scenario's modeled GHG reduction figures. In fact, the extreme nature of the assumptions is somewhat understated. The Big Cities scenario actually only achieves the modeled 17% reduction referenced in the staff memo based on, among other assumptions:

- Continuing to assume the region has met, and will continue to meet, the SB 375 housing production target
- Even higher density and concentration assumptions than the current circa 80% PDA Plan Bay Area assumption through assumed massive upzonings of not only locally designated PDAs but TPAs as well
- Freezing current Urban Growth Boundaries in perpetuity
- Substantial CEQA reform and entitlement streamlining that increases housing development profitability across the board in TPAs
- A regionally dictated 20% inclusionary zoning requirement in the Big Cities and neighboring jurisdictions
- A VMT tax on new housing in suburban jurisdictions of \$5,000 to \$25,000 per house to subsidize deed-restricted housing development in the Big Cities and neighboring jurisdictions
- Eliminating San Francisco's cap on office development
- Amending Proposition 13 and other reforms to enact a land value tax

MTC Planning Committee  
March 9, 2017  
Page Three

What's more, it only achieves the reported 18.5% and 20.5% reduction figures based on the imposition of a four cents per mile and eight cents per mile VMT fee, respectively.

The operative words during the initial GHG target setting process were "ambitious" and "achievable." The empirical evidence strongly suggests that while the current targets were ambitious, the region has not come close to achieving them; it also suggests that data to support the proposition that the region has the reasonable capability to achieve even more ambitious GHG per capita GHG reduction targets is lacking.

Yours very truly,

A handwritten signature in dark ink, appearing to read "Paul Campos". The signature is fluid and cursive, with a long horizontal stroke at the end.

Paul Campos  
Sr. V.P. & General Counsel



# SB375 GHG Target Update Considerations

Ken Kirkey, MTC

March 10, 2017

# Background

- California Air Resources Board (ARB) updating Scoping Plan
- Includes SB375 Targets for Regional Transportation Plans/Sustainable Communities Strategies
- 1st Round Targets for MTC/ABAG (Achieved):
  - 2020: 7% per capita
  - 2035: 15% per capita



# Update Process – “Stress Tests”

- In preparation for 2nd Round Target Update, Big 4 MPOs conducted stress tests
- Structured to consider how higher targets might be achieved
- Highly focused land-use, road pricing and expanded transit funding were key inputs
- Bay Area: PBA 2040 “Big Cities” Scenario + Pricing

# What We've Learned

**Big Cities Scenario:** Highly Focused Land Use; Costly Transit Investment Package; Displacement Impacts

Scenario	Total GHG Emission Reduction from 2005	Price per Gallon
<b>2035 Big Cities</b> Slightly Better GHG reductions than Preferred Scenario	<b>-17%</b>	
<b>2035 Big Cities + Pricing:</b> + 4 cents per mile	<b>-18.5%</b>	\$0.80 per gallon
+ 8 Cents per mile	<b>-21%</b>	\$1.75 per gallon

# What We've Learned

- **Denser** development pattern can further reduce GHG, but only with more aggressive market intervention and with greater risk of displacement
- **Road Pricing** is a highly effective tool to reduce VMT and hence emissions, but can have equity impacts
- **Treadmill** effect related to cleaner fleets driving down the cost of driving – higher SB375 targets more challenging

# Next Steps

- MPO Executive Directors presenting to the ARB on March 23
- Staff will be recommending a new 2<sup>nd</sup> Round Target for the Bay Area in April