

DRAFT
Revised Goals for Transportation 2030 Plan

A Safe and Secure System

Purpose: Ensuring the safety of travelers is a priority for all government agencies engaged in transportation, whether the trip is by car, transit, bike or walking. Safety programs range from basic driver education to more extensive efforts, such as retrofitting bridges and transit guideways to withstand a major earthquake. Protecting transportation facilities from terrorism is also a new safety area for federal, state, and local law enforcement officials and requires the cooperation of the Bay Area transportation agencies.

Objectives: Protect passengers from injury and theft, strengthen key transportation facilities to withstand earthquakes; help ensure transportation agencies can function effectively after an earthquake; raise awareness of bicycle and pedestrian safety issues; identify new or emerging safety and security issues and identify appropriate responses

Current Programs: coordinate annual emergency preparedness exercise and serve as the regional clearinghouse for dispensing information after an earthquake; roving tow trucks to assist motorists on freeways (Freeway Service Patrol- FSP, in partnership with Caltrans and CHP), freeway call boxes for motorist assistance, technical assistance to cities and counties to analyze safety issues (TETAP), Pedestrian Safety Task Force

New Initiatives: annual emergency exercise focusing on terrorism; safety and security programs coming out of SAFETEA

How are we doing? Look to the following:

- Reduce rate of fatal and injury collisions involving autos and reduce the number of fatal and injury collisions involving bicyclists and pedestrians.
- Increase the level of investment in safety programs/projects, including enforcement and education programs
- Progress in allocating funding to the worst 10% of freeway segments and intersections based on CHP collision data
- Percent completion of bridge and transit seismic safety programs
- Reduce FSP and emergency (CHP and local) response times

Keep it Working

Purpose: The public expects their transportation facilities to be kept in a good state of repair, which requires diligence in attending to ongoing maintenance and rehabilitation needs. Future investments to improve transportation will not perform as intended if the rest of the system is poorly maintained. Maintaining the condition of the Bay Area infrastructure will enhance the region's economic growth potential and will help ensure the future viability of existing neighborhoods and downtowns.

Objectives: Protect existing investments in roads and transit; lower long term infrastructure repair costs through timely replacement of assets; save motorists and bus operators repair money by fixing potholes and replacing track, reduce transit fleet downtime and improve system reliability through timely replacement of older equipment and support facilities, maintain a balance between regional and local financial responsibility for maintaining transit and roads.

Current Programs: Pavement Management System and Transit Finance Plan (these programs determine long term maintenance expenditure needs)

New Initiatives: Define portion of system maintenance that is regional in nature and appropriate maintenance standards.

How are we doing? Look to the following measures.

- Improve average local road Pavement Condition Index (PCI) on regionwide basis
- Reduce transit operator average fleet age
- Reduce transit service delays per revenue service miles (major Bay Area operators)
- Maintain/improve farebox recovery ratios for transit operators

Making Connections

Purpose: Many of the building blocks for an effective multi-modal regional transportation system are already in place. The public perceives the need to fine tune the system at key locations, where people connect between modes. Good connections require a range of strategies from removing physical barriers, to better information, to having more services to connect to. Connectivity also extends to closing critical gaps in the continuity of the system and its services, and to making institutions “connect” for the benefit of the customer.

Objectives: Enable people to move about the system easily by creating good connections and closing critical gaps. Customers will benefit by reduced waiting and travel time and by having convenient locations and means for making connections.

Current programs: Regional carpool lane, express bus and bike plans, Transit Coordination Plan, 511(traveler information), TransLink®

New Initiatives: Transit Connectivity Study, real time transit arrival information

How are we doing? Look to the following:

- Develop transit connectivity program of projects and funding plan for existing transit system and future transit expansion
- Percent completion of HOV Master Plan
- Percent completion of Regional Bicycle Plan
- Percent of Phase 1 Regional Express Bus Plan in operation

- Usage rates for regional customer service programs (e.g. TransLink® Phase 2, 511, Rides, etc.)
- Percent completion of Resolution 3434

Travel Options that Save Time

Purpose: Every day people make choices about the easiest way to make trips to their jobs, shopping, school, or recreation. As every traveler knows, certain corridors are heavily congested as too many vehicles try to get to too many places at the same time. A well developed regional transportation system is one that provides a range of travel options for any particular trip, based on the customer's requirements for time, cost, convenience, and reliability. Over the years, extensive new transit, carpool, and bike facilities have been created to provide new choices to travelers. These expanded choices are a key strategy in the continuing challenge to reduce the impact traffic congestion has on people's lives and business and can provide redundancy if a particular mode or segment of the transportation system experiences problems (tie ups, loss of service, etc.). For some travel markets, people may be willing to pay more for trips that get them to their destination in a faster or more reliable manner.

Objectives: Create options for travelers to get to their destination depending on their personal preferences for time, cost, convenience and trip reliability. Seek to maintain current mobility and control congestion levels in key corridors while accommodating future growth in travel.

Current programs: Resolution 3434, Regional Express Bus Program, HOV Master Plan, Regional Bike Plan, *New Initiatives:* Bay Bridge Congestion pricing proposal, I-680 Value Priced Lanes, bus pre-emption at signalized intersections

How are we doing? Look to the following:

- Completion of major capacity enhancement projects (Resolution 3434, HOV Master Plan, Regional Express Bus Plan, etc.) in most congested corridors
- Travel time savings by mode in these corridors

A Reliable Trip

Purpose: Whether people make trips by bike, transit, or car they desire a certain amount of predictability in terms of how long their trip will take. The manufacturing and freight shipping industry also depend heavily on the delivery of products within specified time windows. The major impediment to achieving reliable travel on roads is incidents which cause backups and delays and limited deployment of optimum traffic management strategies. For transit, road conditions can also affect adherence to published schedules. Traveler information systems are an emerging and highly effective tool for system users to learn about disruptions and make alternate plans.

Objective: Manage traffic flows better on freeways and local streets; develop advanced incident detection and response systems; expand the traveler alert system and provide real time information on travel options to avoid incidents.

Current Programs: Freeway Service Patrol, 511 traveler information number; arterial signal coordination and retiming

Future Programs: Expansion of FSP; Caltrans advanced incident detection and response program; real time transit information on 511

How are we doing? Look to the following:

- Progress in implementing freeway loop detectors and TMC (incident management)
- FSP response time
- Transit on time performance
- Number of local Smart Corridors completed

Lifeline Mobility

Purpose: MTC needs to ensure that mobility benefits are equitably distributed throughout the region considering the needs of all travelers. Certain segments of the population have fewer mobility options and therefore require special attention in transportation planning: households without a car, school children, older adults, and the disabled. Serving the transportation needs of these individuals is a shared responsibility among many organizations, including transportation and social service agencies. While not the only solution to the mobility needs of these individuals, transit will play a key role in many of the desired trips. The cost of transportation can also be a barrier to travel to work, school, medical services, or basic shopping.

The transportation decision making process must also factor in the needs of minority and low income communities and ensure that these are considered in the development of new transportation projects and services.

Objectives: Identify populations that may be at a disadvantage in terms of existing mobility options (low income, minority, disabled, older adults); identify effective responses to their transportation needs; protect existing services and implement new services as required; ensure an equitable distribution of benefits and burdens in making transportation investments in the region.

Current Programs: Lifeline Transportation Network definition; Low Income Flexible Transportation (LIFT) program; AC Transit student bus pass pilot program, community based transportation plans, Older Adults Transportation Study; social equity analysis of the Regional Transportation Plan

New Initiatives: Transportation Affordability Study

How are we doing? Look to the following:

- Number of new trips and hours of service provided by LIFT
- Implement recommendations of Older Adults Transportation Study
- Implement findings of Transportation Affordability Study
- Implement recommendations of community based transportation plans

Smart Growth Incentives

Purpose: Over the long term it is widely recognized that land use patterns will have a significant and measurable impact on the demand for transportation services, the locations where improvements in the transportation system will be needed, and the cost of providing these improvements. The regional agency Smart Growth initiative suggests where future development could occur--either around major transit lines or in other infill locations within the urban core. New development patterns will depend on cooperation from local governments who make the land use decisions. There appears to be consensus that the most effective approach for achieving these desired land use patterns is through incentives to local government. This type of development will have spinoff benefits for transportation such as: 1) reducing long distance commuting between jobs and housing, 2) encouraging more biking and walking, and 3) stimulating transit use through intensified development near transit centers. Another aspect of the Smart Growth effort is to maintain vibrant neighborhoods and preserve open space.

Objectives: Develop a menu of transportation incentives that would support infill development, create more housing near regional transit services, encourage mixed use developments in areas not served by transit, and make communities more bike and walk friendly

Current MTC Programs: Smart Growth initiative, expanded funding for TLC/HIP, Resolution 3434 focus on supportive land use policies

New Initiatives: T-PLUS-- partnering with CMAs to make local land use decisions relevant to the Smart Growth objectives; specific plans for Resolution 3434 transit expansions; working with neighboring regions to coordinate long-term land use planning assumptions.

How are we doing? Look to the following:

- Increase in residential housing in transit oriented development (TOD) sheds around Resolution 3434 transit facilities
- Increase mixed use zoning in other locations
- Number of projects funded with TLC/HIP and other sources that increase neighborhood mobility for bicyclists and pedestrians
- Number of new specific plans supporting TODs funded with TLC/HIP and other sources
- Implement Smart Growth legislative package

Clean Air

Purpose: Federal and state governments have set standards to maintain healthy air. State and regional air quality agencies have achieved major reductions in pollution over the last two decades. In addition to the continuing, decline in motor vehicle emissions (due to state controls on vehicle engines and fuels), MTC has adopted a set of transportation control measures that supplement the larger technology-based auto emission reductions. TCMs can mitigate the need for some types of vehicle trips and promote more efficient traffic flows on freeways and local streets.

Objectives: Focus on strategies to reduce emissions on particular days that could exceed federal ozone standards; anticipate future needs to control other pollutants, such as small particulate matter, that has been identified as a health concern; develop control strategies to reduce downwind pollution transport to the Central Valley.

Current programs: Ongoing implementation of Transportation Control Measures adopted in federal and state air quality plans

New Initiatives: Retrofit urban buses and other heavy duty vehicles with cleaner technologies to reduce ozone precursors and particulate matter; episodic controls for Spare the Air Days; possible new TCMs for inclusion in updated federal and state air quality plans

How are we doing? Look to the following:

- Air quality attainment status
- Progress in defining and implementing new episodic control strategies for Spare the Air Days
- Progress in reducing emissions from urban buses and other heavy duty vehicles

Deliver the Goods

Purpose: Expected increases in population and a resurgent economy will contribute to increased truck movement throughout the region, and into and out of the major airports and seaports. Innovation in intermodalism has transformed the movement of freight

starting in the 90's, creating efficient connections between carriers, but ultimately the region's major freight corridors will need further expansion. The increasing cost of moving freight in the region could contribute to a higher cost of living. Impediments in shipping freight could lead some industries to relocate.

Objectives: Identify key improvements in the surface transportation system where public investment can help the freight industry; work with local governments to protect freight-related industries from relocation; through the regional airport and seaport plans, identify long term capacity issues associated with cargo movement

Current Initiatives. Regional Freight Initiative

Future Initiatives: SAFETEA advocacy on freight issues; local government collaboration on freight land uses and zoning practices that support goods movement

How are we doing? Look to the following:

- Travel time on key freight routes
- SAFETEA advocacy results
- Prioritization and programming of key freight projects identified in Regional Freight Initiative
- Workshops with local governments on freight issues