
Appendix 3 – Related Plans

The Transportation 2035-related plans described in this appendix are available for review online at www.mtc.ca.gov, or in the MTC-ABAG Library, except as noted here. The *San Francisco Bay Area Seaport Plan* is available online at the San Francisco Bay Conservation and Development Commission (BCDC) Web site at www.bcdc.ca.gov/pdf/planning/plans/seaport/seaport.pdf. The *Bay Area 2009 Clean Air Plan* will be available online at the Bay Area Air Quality Management District Web site (www.baaqmd.gov) in winter 2009.

Regional Airport System Plan

Regional Airport Planning Committee, September 2000 (incorporated into the Transportation 2035 Plan by reference)

General Aviation Element of the Regional Airport System Plan

Regional Airport Planning Committee, June 2003 (incorporated into the Transportation 2035 Plan by reference)

The *Regional Airport System Plan* (RASP) is prepared by the Regional Airport Planning Committee (RAPC), which is convened by the Association of Bay Area Governments, the San Francisco Bay Conservation and Development Commission, and MTC. The latest update pre-

dicts a doubling of air passenger travel by 2020 and a tripling of air cargo volumes. The plan is advisory in nature and was designed to address three major issues:

- the need for additional airport system capacity
- regional airport system alternatives to provide this capacity
- significant environmental tradeoffs, to the extent they are known

The RASP focuses on the region's three commercial airports — Oakland International Airport, San Francisco International Airport and Mineta San Jose International Airport. An update of the general aviation element was completed in June 2003.

The General Aviation Element assessed six key areas:

1. airport system planning
2. land use compatibility
3. public information resources
4. ground-side airport access
5. airspace issues
6. airport funding

The plan calls on RAPC to:

- conduct a study of vacant land parcels that should be protected to support airport viability

- support legislation that would assist Airport Land-Use Committees in carrying out their mandate under state law
- create a general “facts and figures” Web site on airport activities
- support higher funding levels for general aviation airports in both FAA and Caltrans programs

Many events have occurred that have drastically changed the key findings and conclusions from the 2000 RASP. Most notably, the 9/11 World Trade Center catastrophe, the economic downturn earlier this decade, and the more recent economic recession we are in now as a result of the subprime mortgage fallout. For these reasons, the three regional agencies have begun a RASP update (now called the Regional Airport System Planning Analysis, or RASPA) to reassess air passenger travel demand forecasts, look at new emerging air traffic control technologies to make more efficient use of existing airport capacity and assess the feasibility of various demand management strategies. The new RASPA is expected to be completed by early 2010 (see www.mtc.ca.gov/planning/air_plan/update.htm).

Most of the General Aviation Element recommendations have been implemented. ABAG is

preparing an inventory of vacant land parcels that should be protected around local airports; this assessment will be completed by June 2009. MTC has set up a Web site on General Aviation information and contacts, and an Aviation Resource Guide (see www.mtc.ca.gov/planning/air_plan/index.htm).

San Francisco Bay Area Seaport Plan

San Francisco Bay Conservation and Development Commission (BCDC) and MTC, April 18, 1996 (subsequently amended and incorporated into the Transportation 2035 Plan by reference)

The *San Francisco Bay Area Seaport Plan* is the product of a cooperative planning effort by BCDC and MTC. The plan provides the basis for Bay Area port policies and looks at future seaport needs and suggested improvements.

The *Seaport Plan* employs land-use designations and enforceable policies that BCDC and MTC use in their regulatory and funding decisions. The plan designates areas determined to be necessary for future port-related development as “port priority use areas.” The *Seaport Plan* as amended designates 10 port priority use areas, which include the following five active seaports:

- Oakland
- San Francisco
- Redwood City
- Richmond
- Benicia

Subsequent to its 1996 adoption, the *Seaport Plan* has been amended to remove the port priority use designation from the following locations:

- City of Alameda
- Encinal Terminals (in Alameda)
- Portion of Oakland Army Base
- Port of Benicia (198 acres along western extent)
- Port of Richmond (Terminal 4 liquid bulk terminal)
- Port of Oakland (Ninth Avenue break bulk terminal)
- Port of San Francisco (Pier 70 break bulk terminal)
- Port of Redwood City (Abbott Laboratories property; formerly Cargill Salt Company terminal)
- Collinsville (Solano County)

The Bay Area Freeway Performance Initiative: A Strategic Plan for Bay Area Freeways — Report on Phase 1 Corridors

MTC, October 2008

The Freeway Performance Initiative (FPI) is a relatively new MTC effort to improve the operations, safety and management of the Bay Area’s freeway system. This report summarizes the results and recommendations for the first series of corridor studies, and includes an assess-

ment of regional traffic system management infrastructure needs. The effort involves collaboration with the Bay Area Partnership, including Caltrans District 4 and the Bay Area county congestion management agencies.

The purpose of the FPI is to develop a comprehensive strategic plan to guide the next generation of freeway investment, with a prioritized list of strategies and projects as the final product. The goals and objectives are to:

- improve system efficiency through the deployment of system operations and management strategies
- maximize use of available freeway capacity by completing the high-occupancy vehicle (HOV) lane system and its conversion to express lanes.
- reduce congestion in key locations by constructing needed freeway improvements

The FPI process differs from traditional corridor planning by focusing on both recurrent day-to-day congestion and nonrecurrent congestion due to freeway incidents. Specific congestion strategies are recommended and prioritized using a uniform benefit/cost methodology that addresses mobility, safety and reliability. Taken together, the FPI corridor studies offer a strategic roadmap for managing and investing in the freeway network and provide objective analysis-driven input to the region’s long-range transportation planning process.

Bay Area High-Occupancy Toll (HOT) Network Study

MTC, December 2008

MTC assessed the feasibility of implementing a regional network of HOT lanes, also called “express lanes,” by converting existing carpool lanes to HOT lanes and using the revenue to complete the region’s carpool/express lane system. The planning effort occurred over the course of two-and-a-half years, with participation by the California Department of Transportation (Caltrans), California Highway Patrol and county congestion management agencies. The study reviews financial feasibility, operational and policy considerations, governance and performance, including travel time savings and emissions reductions.

The study found that express lanes are a valuable tool to more effectively manage available freeway capacity and provide revenues to build out the planned HOV system more than 20 years faster than traditional pay-as-you-go financing. The study also estimated \$6.1 billion of net revenues (after building out the network) would be available for other corridor improvements, such as public transit.

Regional Bicycle Plan for the San Francisco Bay Area, 2009 Update

MTC, March 2009

MTC updated the *Regional Bicycle Plan* in conjunction with each of the nine Bay Area counties, and other planning partners and advocacy groups. This update provides an inventory of the Regional Bikeway Network that ultimately will be 2,100 miles long.

The *Regional Bicycle Plan* accomplishes nine major goals:

- ensures that accommodations for bicyclists are routinely considered in the planning and design of all roadway, transit and other transportation projects
- defines a comprehensive Bikeway Network that connects Bay Area communities
- encourages local and statewide policies to improve bicycle safety
- provides for education and training sessions that emphasize the positive benefits of cycling
- develops seamless integration between bicycling and public transportation
- encourages the development of facilities and institutions that contribute to a good bicycling environment
- facilitates an equitable and effective regional funding and implementation process

- supports ongoing regional bicycle planning
- collects regionwide travel and collision data for bicycles

Bay Area 2009 Clean Air Plan

Bay Area Air Quality Management District, MTC, Association of Bay Area Governments; Available winter 2009

To comply with the California Clean Air Act, the Bay Area Air Quality Management District, in cooperation with MTC and the Association of Bay Area Governments, is preparing an update to the *Bay Area 2005 Ozone Strategy*.

The *Bay Area 2009 Clean Air Plan* updates the *Bay Area 2005 Ozone Strategy* in accordance with requirements of the California Clean Air Act to implement “all feasible measures” to reduce ozone. In a single, integrated plan, the *Clean Air Plan* also will consider the impacts of control measures on particulate matter, air toxics and greenhouse gases. The plan includes a review of progress made to date in improving air quality in recent years, and establishes emission control measures to be implemented through 2012.

The *Draft Bay Area 2009 Clean Air Plan* will be available for public review in fall 2009. The BAAQMD anticipates adopting the final plan in winter 2009.

Bay Area Intelligent Transportation Systems (ITS) Architecture

MTC, December 2007

To ensure that the development of Intelligent Transportation Systems (ITS) projects would follow a systems engineering process, the Federal Highway Administration required all metropolitan regions to adopt by April 8, 2005, an Intelligent Transportation Systems Architecture. MTC prepared the *2004 Bay Area Regional ITS Architecture and Strategic Plan* to meet that requirement. The *2007 Bay Area ITS Architecture* is the latest update to that plan. Its purpose is to facilitate ITS planning and to aid in ITS project development and procurement.

The *2007 Bay Area ITS Architecture*, along with its technical framework, is one vehicle to facilitate coordination among organizations. The ITS Architecture represents a coordinated approach (over a 10-year horizon) to installing and operating technologies across jurisdictions in the Bay Area. It can be used to identify ITS deployment priorities, coordinate projects, and understand agency roles and responsibilities associated with ITS. It includes security and emergency operations components and the goals are tied directly to MTC's long-range transportation plan.

The architecture is an important tool used by:

- MTC to identify integration opportunities and operational needs as part of the transportation planning process

- operating agencies to recognize and plan for transportation integration opportunities in the region
- other organizations and individuals that use the transportation system in the San Francisco Bay Area

The *2007 Bay Area ITS Architecture* is an interactive, project-based Web site located at www.mtc.ca.gov/planning/ITS/. Stakeholders can browse the site and seek answers to frequently asked questions.

Goods Movement Initiatives, 2009 Update

MTC, February 2009

In 2004, MTC and a consortium of interests, including the Port of Oakland, the East Bay Economic Development Alliance, the Bay Area Council and others, contributed resources for a *Regional Goods Movement Study for the San Francisco Bay Area*, which studied the goods movement industry in the Bay Area and central San Joaquin County. The 2009 update highlights major initiatives undertaken since 2004 and new issues likely to emerge as priorities in the next four years.

The 2009 update includes information on the Trade Corridors Improvement Fund, which is part of voter-approved Proposition 1B and dedicates over \$2 billion towards goods movement infrastructure throughout the state. As

part of the program, MTC partnered with local agencies, the Port of Oakland, and entities throughout the Central Valley to create a Northern California trade program.

The update also includes information on work done at MTC to evaluate the implications of local land-use decisions on the goods movement industry and the transportation network, as well as efforts to develop a common freight platform for MTC and its partners for federal advocacy and regional planning efforts.

San Francisco Bay Area Regional Rail Plan

MTC, September 2007

MTC, working together with the Bay Area Rapid Transit District (BART), the Peninsula Corridor Joint Powers Board (Caltrain) and the California High-Speed Rail Authority, and in collaboration with a coalition of rail passenger and freight operators, regional partners and rail stakeholders, prepared a comprehensive *San Francisco Bay Area Regional Rail Plan*. Preparation of the plan was required by the Regional Measure 2 Traffic Congestion Relief Program, which was approved by Bay Area voters in 2004.

The *Regional Rail Plan* examines ways to incorporate passenger trains into existing rail systems, improve connections to other trains and transit, expand the regional rapid transit network, increase rail capacity, and coordinate rail investment around transit-friendly communities and

businesses. The plan includes a detailed analysis of potential high-speed rail routes between the Bay Area and the Central Valley for the California High-Speed Rail Authority's environmental review of the proposed rail lines. The plan looks at possible rail improvements in both the near and long terms.

Regional Transportation Emergency and Security Planning Report

MTC, January 2009

MTC's *Regional Transportation Emergency and Security Planning Report* has been prepared pursuant to the federal 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA), which identified transportation system security as a distinct factor to be considered in the transportation planning process of metropolitan areas and states. This report provides a summary of ongoing efforts to address emergency and security preparedness for the region's transportation system, whether in response to natural hazards or human-caused disasters.

Over the past decade MTC has played an active role in emergency planning, which has evolved to include the following security objectives:

- work with state, regional and local agencies to ensure a timely and coordinated response to any regional emergency, through advanced planning and preparation such as the development of regional emergency response

coordination plans, the facilitation of regional transportation emergency preparedness exercises and coordination of security training for transportation agency personnel

- support federal legislation to promote adequate security funding for airports, seaports and other transportation operations
- support federal legislation to ensure timely reimbursement of emergency funding used to repair damaged transportation infrastructure

California Strategic Highway Safety Plan

California Business, Transportation and Housing Agency, California Department of Transportation, California Highway Patrol, California Office of Traffic Safety, California Department of Motor Vehicles and California Department of Alcoholic Beverage Control; September 2006

The 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) established a new Highway Safety Improvement Program for the purpose of achieving a significant reduction in traffic fatalities and serious injuries on public roads. As required under SAFETEA, the California Department of Transportation led the effort to develop California's *Strategic Highway Safety Plan* to identify key safety needs of the state, and strategies that address these needs. California's plan was approved by the Secretary of the Business, Transportation and Housing Agency on September 26, 2006.

The plan guides all roadway safety activities in the following manner:

- highlights challenges to roadway safety on California's roads
- presents roadway fatalities
- proposes high-level strategies to reduce fatalities through 16 challenge areas
- serves as a guide for the implementation of projects and activities through 2010
- seeks to reduce fatalities by 15 percent from 2004 levels by the year 2010
- seeks to reduce bicycle and pedestrian fatalities each by 25 percent from 2004 levels by the year 2010

Nearly 300 stakeholders representing 80 agencies and organizations, including MTC, are working together to implement and monitor the plan's effectiveness.

2002 High-Occupancy-Vehicle (HOV) Lane Master Plan Update

MTC, March 2003

The *HOV Lane Master Plan Update* evaluated the performance of existing HOV lanes, and made recommendations for study or implementation of new HOV lanes in various freeway corridors. This plan has largely been superseded by MTC's efforts to develop a Bay Area Express Lane Network.

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