SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

2012 RTP/SCS Development
Subregional Planning Session
San Bernardino County

January 26, 2011
Southern California Association of Governments
Regional Transportation Plan

- Required by federal government to develop and update Regional Transportation Plan (RTP) every four years
- Must be long-range (~20 years)
- Must be financially constrained
- Must meet air quality conformity
- Transportation projects must be included to receive federal & state funds, & federal environmental clearance
- And...
RTP must now incorporate a SCS that will meet the regional Greenhouse Gas emission target.
The SCS includes eight required elements aiming to better integrate regional and local land use & housing strategies with transportation investments and transportation policies to achieve the state’s Greenhouse Gas Emissions (GHG) reduction targets.
### Comprehensive Planning Evaluation Framework

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<tr>
<th>Planning Outcomes</th>
<th>Traditional Congestion Mitigation</th>
<th>Vehicle Fuel Efficiency Gains</th>
<th>Sustainable Communities Strategies</th>
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<td>Land Use Conservation</td>
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<td>Federal Livability Objectives</td>
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(✓) Gains (x) Losses

(Litman, 2005)
Sustainable Communities Strategy (SCS) Development

Work Collaboratively

Provide Assistance
Starting in January 2009, SCAG collected data from local jurisdictions, including existing land use, General Plan land use, zoning, TAZ, etc. This data collection is on-going.

E-mailed surveys on December 23, 2010 to City Managers, Planning Directors and Subregional Coordinators to assess current and planned local activities that may lead to reduced GHG emissions to incorporate into our SCS.

Mailed Local Sustainability Planning Tool (LSPT) packet on January 11, 2011.
Today

- Providing overview of surveys/information/data that SCAG requested in the mail outs

- Asking local jurisdictions to review and revise, if needed, preliminary scenarios for SCS planning horizon years
  - Scenarios based on existing land use and General Plan data sets collected by SCAG from local jurisdictions
Subregional Planning Session Agenda

- Transportation Strategies
- Land Use and Housing
- Sustainability and CEQA Streamlining
- Next Steps
- Q&A
- Breakout Sessions
Transportation Strategies

Naresh Amatya
Manager of Transportation Planning
The RTP must include a list of transportation projects to be implemented in the region to receive federal and state funds, and federal environmental clearance.

- Major capital investments are committed by the County Transportation Commission.
Major Capital Investments and the SCS
High Quality Transit Corridors
Local Transportation Strategies
The Missing Link

Let’s Get Local

- Local transportation investments have traditionally been captured in the RTP Project List as “lump-sum line items” with no detailed sub-list.

- Meanwhile, cities have implemented or planned local transportation strategies that improve mobility and reduce GHG emissions.
  - Note: these are TDM measures implemented after 2005
Local TDM Strategies can yield regional benefits

1% reduction in vehicle miles traveled

54 million fewer gallons of gasoline each year

- We need to demonstrate GHG reduction benefits from current and planned TDM strategies → New TDM Tool
- We need your help in identifying TDM strategies that are already in place or planned for the future!
TDM Strategies

- **Tier 1**
  - Walking and bicycling
  - Parking management

- **Tier 2**
  - Public transit improvements
  - TDM programs (employer and non-employer-based)
  - Carpooling/ridesharing

- **Tier 3**
  - HOV/HOT lanes
  - Major transit investments
  - Intelligent transportation
Next Steps

Local Jurisdictions

- Fill out the **TDM Survey for Cities** that was sent to your city manager in December.

- Help distribute the **TDM Survey for Employers** to major employers in your city.

SCAG

- Analyze survey responses for GHG reduction benefits using TDM Tool.
TDM Strategies
Tier One

Walking and Bicycling

- New bike lanes, paths, routes and cycletracks
- Bicycle parking
- Bicycle share programs
- Bikes on Transit programs
- Folding bicycles
- Sidewalks/ADA compliance
- Enhancing the pedestrian environment

Bicycle Commuters in Portland Oregon represent 6.4% of all commuters (compared to less 0.67% for SCAG region).
Parking Management

- Congestion boundaries
- Parking cash-out program
- Preferential parking for carpools
- Separating parking from condominiums/apartments
- Reduced parking requirements
- Parking prices/fees
- Smart meters
Public Transit Improvements

- Expanded or new service
- More frequent service
- Real-time information
- Mobility hubs
  - EV car sharing
  - Bike sharing
  - Bike stations
TDM Strategies
Tier Two

Employer-Based TDM Programs

- Transportation coordinators
- On-site services
- Guaranteed ride home program
- Parking management
- Carpool/vanpool/transit/bicycling incentives
- Telecommuting
- Compressed work schedule
TDM Strategies
Tier Two

Non-Employer-Based TDM Programs

- School-based programs
- Community-based programs
- Development-based Programs
- Special event programs
Carpooling/Ridesharing

- Park-and-Ride facilities
- Carpool/vanpool incentives
- Two-way taxi rides
TDM Strategies
Tier Three

Major Capital Investments

- HOV/HOT lanes
- Major transit investments
  - Rail
  - Multi-agency transit pass
- Intelligent transportation
  - IT Cloud
  - Signal synchronization
  - Changeable message signs
  - Traffic management centers
  - 5-1-1 System
Land Use and Housing

Mark Butala
Manager of Comprehensive Planning
Land Use and Housing
RTP/SCS Goals

- Identify a forecasted development pattern integrated with transportation investment and strategies that will meet the State’s GHG emissions reduction targets.

- Produce a RTP that complies with all federal requirements.
1. Local planning factors
   Requesting input from local jurisdictions on housing, suitable land for urban development, etc.

2. Scenario planning with Local Sustainability Planning Tool
   Requesting local jurisdiction input/review/revision on land use for SCS planning horizon years utilizing the LSPT.
Local Planning Factors
Local Factors, Local Input

- Similar to AB 2158 Factors that are used for the Regional Housing Needs Assessment (RHNA) process

- Local Planning Factors or AB 2158?

- Ensure integration into growth forecast used for SCS/RTP development
Local Planning Factors

1. Existing and projected job housing balance

2. Lack of capacity for sewer or water service

3. Availability of land suitable for urban development or for conversion to residential use

4. Lands preserved or protected under existing federal and state programs
Local Planning Factors

5. County policies to preserve farmland within an unincorporated area

6. Opportunities to maximize existing transit infrastructure

7. Loss of low-income units in assisted housing developments

8. Market demand for housing
9. Agreements between county and cities to direct growth toward incorporated areas of the county

10. High housing cost burdens

11. Housing needs of farm workers

12. Student housing needs

13. Other factors
Local Planning Factors
Schedule for Input

- Local Planning Factor surveys due March 25, 2011

- AB 2158 factor survey
  - send out in mid-April 2011
  - Confirm input
  - Due May 2011
What is Local Sustainability Planning Tool (LSPT)?

- A GIS-based sketch planning tool that local jurisdictions can use to analyze the impact of different land use scenarios on vehicle ownership, vehicle miles traveled (VMT), mode use, and their associated effects on GHG emissions.

- Requirements driven by SB 375 to assist in the development of SCS through a bottom-up process.
What can the LSPT do?

- ArcGIS based scenario development and visualization
- “Instant feedback” on results of scenarios
- Sensitive to key land use strategies
- Geographically scalable
- Easy to customize
- Understandable to non-technical audiences
3 Step Process

1. Development Types
2. Scenario Development
3. Evaluation

- VMT per Household
  - Scenario 1: 2.5
  - Scenario 2: 3.2
  - Scenario 3: 4.0
  - Scenario 4: 3.8
  - Scenario 5: 3.6
Variety of buildings, streets, and amenities create a “Place”

STEP 1: Select a Development Type
24 default types

“Development Type”

Generic place types for the region that group and categorize land uses for 196 local jurisdictions that have distinct land use designations.

Each development type has a specific land area, housing and employment mix, density (housing and employment) and land mix.
Evaluating the grid cell's role in capturing local land use benefits on transportation while maintaining instant feedback capability and ensuring flexibility.
STEP 2: Paint a Scenario

Design scenarios by painting Development Types on to the landscape

Baseline

Compact Design

Transit Oriented
STEP 3: Monitor Indicators on-the-fly

Compare the scenarios and monitor the impact of land use decisions in real time

- VMT per Household
- Housing Units and Mix
- GHG Emissions (Tons/day)
- Travel Mode Split
Local Example: City of El Centro
2035 Land Use Scenarios

SCENARIO 1
Preliminary: General Plan based

SCENARIO 2
Alternative 1: Transit Oriented Development

SCENARIO 3
Alternative 2: Compact Development
Local Example: City of El Centro
Scenario Results

**SCENARIO 1**

**SCENARIO 2**

**SCENARIO 3**

**Acres Consumed**

- Scenario 1: 2,500
- Scenario 2: 2,000
- Scenario 3: 1,500

**Travel Mode Split**

- Non-Auto Trip: 80%
- Transit Trip: 40%
- Auto-Passenger Trip: 20%
- Drive Alone Trip: 10%

**Housing & Mix**

- Multifamily: 20,000
- Townhouse: 15,000
- Single Family: 10,000
- Mobile Home: 5,000

**VMT per Household**

- Scenario 1: 40.0
- Scenario 2: 39.5
- Scenario 3: 38.0

**Jobs & Mix**

- Industrial: 35,000
- Office: 30,000
- Retail: 25,000

**GHG Emissions per Household**

- Scenario 1: 0.015
- Scenario 2: 0.014
- Scenario 3: 0.013
Scenario Review/Revision process
1. Select a Scenario to view/edit

Users can work on up to 5 scenarios at a time.
Scenario Review/Revision process

2. Use reference layers

Users can turn on/off additional GIS layers to use as reference
Scenario Review/Revision process

3. Zoom into an area

Zoom into an area of interest to examine in detail
Scenario Review/Revision process

4. Examine parcel level information

Click on a parcel to get detailed information
Scenario Review/Revision process

5. Examine Development Type characteristics and select

Enable Development Type Characteristics Viewer to examine and select a Development Type to apply
Scenario Review/Revision process
6. Select a paint brush and an area to paint

Each brush offers different capabilities to select areas
Scenario Review/Revision process

7. Monitor progress

Available indicators include: Housing & Job Mix, Job Housing Balance, Vehicle Ownership, VMT, Travel Mode, and GHG.
Scenario Review/Revise process
8. Evaluate scenarios in Excel spreadsheet
Past Efforts and Moving Forward

- Offered training sessions throughout the SCAG subregions
  - SANBAG/WRCOG – July 2010 (six participated)
- Tool made available to all local jurisdictions in Jan. 2011
  - If you do not have ArcGIS 9.3, you can access the tool on SCAG server remotely from your workstation
- On-site help available after the planning session
- Additional tool training forthcoming
- One-on-one meeting at your request
Environmental Planning

Jacob Lieb
Manager of Environmental and Assessment Services
Identify your jurisdiction’s sustainability planning efforts

- Greenhouse gas inventories
- Climate Action Plans
- Resource Plans and Policies (energy, water, solid waste)

Your interest level in CEQA Streamlining under SB 375
Overview

- Types of SB 375 CEQA streamlining
- Does a project qualify?
- Determining consistency
- Your City’s role
- SCAG’s role
Full CEQA Exemption

- For a special class of TPP declared a Sustainable Communities Project (SCP)

Sustainable Communities Environmental Assessment

- For Transit Priority Projects (TPP) only

Streamlined EIR/Reduced CEQA Analysis

- For TPPs and residential/mixed use projects

Traffic Mitigation Measures

- For TPPs only
CEQA Streamlining
How does a project qualify

1. Consistent with an approved SCS or APS

2. Be one of the following:
   - Transit Priority Project
     - At least 50% residential use (≥ 0.75 FAR if 26-50% non-residential use)
     - Minimum 20 dwelling units/acre
     - Within ½ mile of a major transit stop or high-quality transit corridor

   OR

   - Residential or Mixed Use Residential Project
     - ≥ 75% of total building square footage is residential use
Example of TPP Area
City of Ontario
Determining Consistency
City Role

- Identify potential projects within your jurisdiction that might qualify
- Take an active role in SCS development
- Provide detailed land use information, if interested
- Make a consistency finding for projects that potentially qualify for SB 375 streamlining (after SCS adoption)
SCAG’s Role

- Collect data
- Prepare SCS
- Incorporate data into SCS to facilitate consistency findings by local jurisdictions
Next Steps
Survey Input
- Transportation Demand Management (TDM)
- Local Planning Factors
- CEQA Streamlining and Sustainability

Review of preliminary land-use scenarios
- Review/revise preliminary land-use scenarios provided on Local Sustainability Planning Tool
- Approve or submit revisions to SCAG

Input is requested by March 25, 2011
After planning sessions and follow-up, SCAG will:
- Revise preliminary scenarios to reflect input provided
- Measure GHG emissions reductions for preliminary land use scenarios
- Develop policy-based, alternative land use scenarios

SCAG will hold workshops in subregions in Spring/Summer introducing a draft SCS
### 2012 RTP/SCS Schedule

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<th>Meetings/Outreach</th>
<th>2011 Q1</th>
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Local Planning Factors
- Ma’Ayn Johnson – (213) 236-1975 johnson@scag.ca.gov

Sustainability
- Grieg Asher – (213) 236-1869 asher@scag.ca.gov

CEQA Streamlining
- Jennifer Sarnecki – (213) 236-1829 sarnecki@scag.ca.gov

Transportation
- Ryan Kuo – (213) 236-1813 kuo@scag.ca.gov

TDM
- Alan Thompson – (213) 236-1940 thompson@scag.ca.gov

Local Sustainability Planning Tool
- JungA Uhm – (213) 236-1939 uhm@scag.ca.gov
Thank you

http://scag.ca.gov/rtp2012