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…

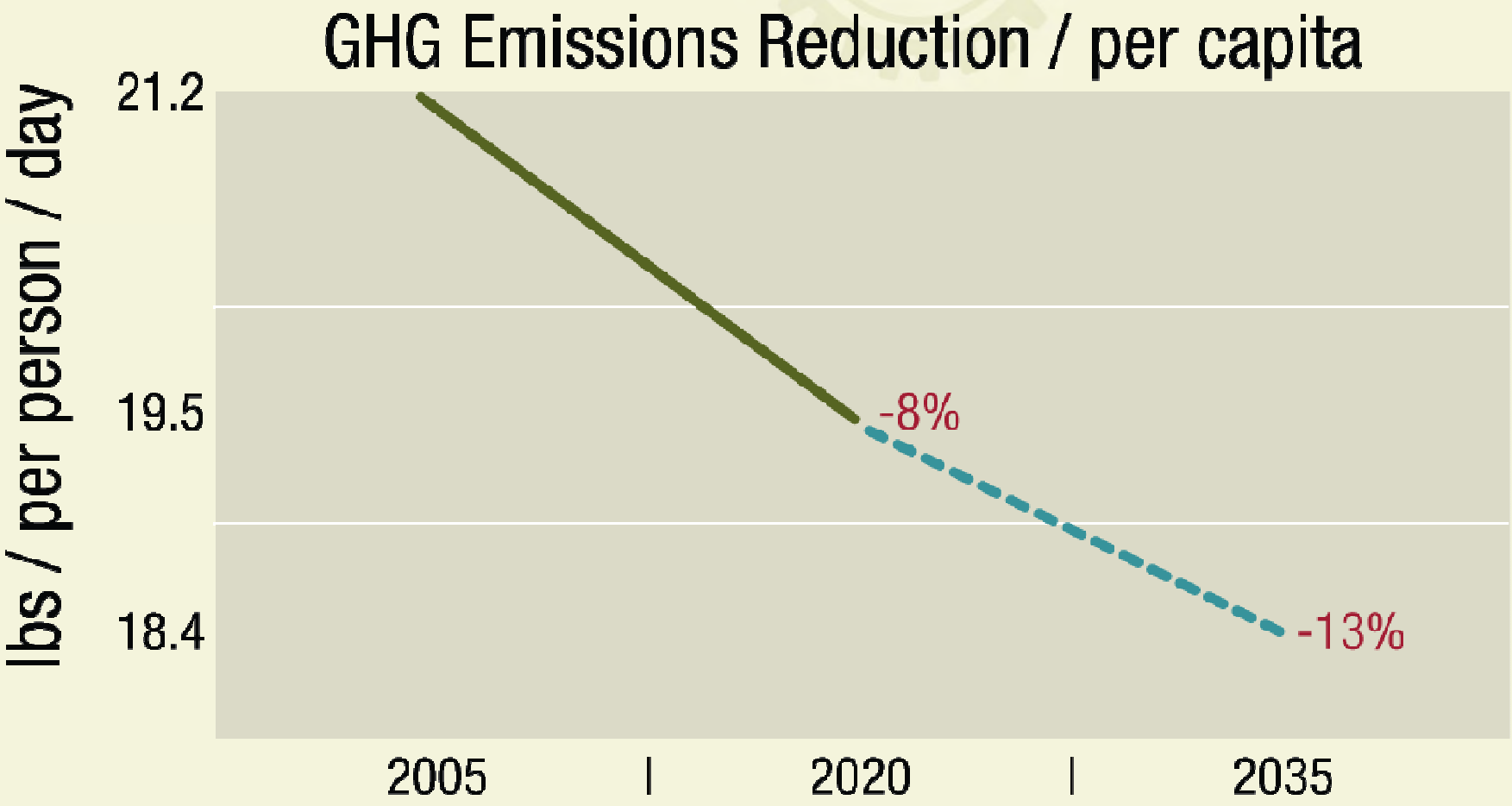
Metrolink: Image courtesy of Metro © 2010 LACMTA

Port: Image courtesy of Port of Long Beach

Metro Gold Line: Image courtesy of Metro © 2010 LACMTA

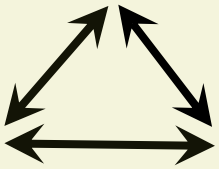
AB 32 / SB 375 → Sustainable Communities Strategy (SCS)

- RTP must now incorporate a SCS that will meet the regional Greenhouse Gas emission target.



Sustainable Communities Strategy (SCS)
Development

- 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.



Sustainable Communities Strategy (SCS)

Co-Benefits

Comprehensive Planning Evaluation Framework

Planning Outcomes	Traditional Congestion Mitigation	Vehicle Fuel Efficiency Gains	Sustainable Communities Strategies
Congestion Reduction	√	x	√
Parking Cost Savings	x	x	√
Facility Costs Savings	x	x	√
Consumer Costs Savings	x		√
Reduced Traffic Accidents (Fatalities)	x	x	√
Improved Mobility Options	x		√
Energy Conservation	x	√	√
Pollution Reduction	x	√	√
Physical Fitness & Health	x		√
Land Use Conservation	x	x	√
Federal Livability Objectives	x		√

(√) Gains (x) Losses

(Litman, 2005)

Sustainable Communities Strategy (SCS)
Development

Work Collaboratively

Provide Assistance

SCS Development – Bottom Up
Surveys/Data Collection

- 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.

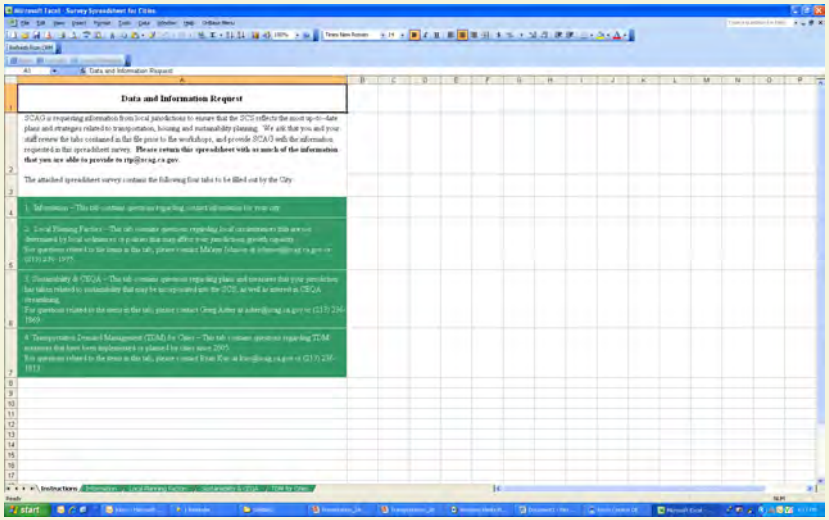
- Mailed Local Sustainability Planning Tool (LSPT) packet on January 11, 2011.

SCS Development – Bottom Up
Surveys/Data Collection

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



Here. Now.
Subregional Planning Session Agenda

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

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Transportation Strategies

Naresh Amatya
Manager of Transportation Planning

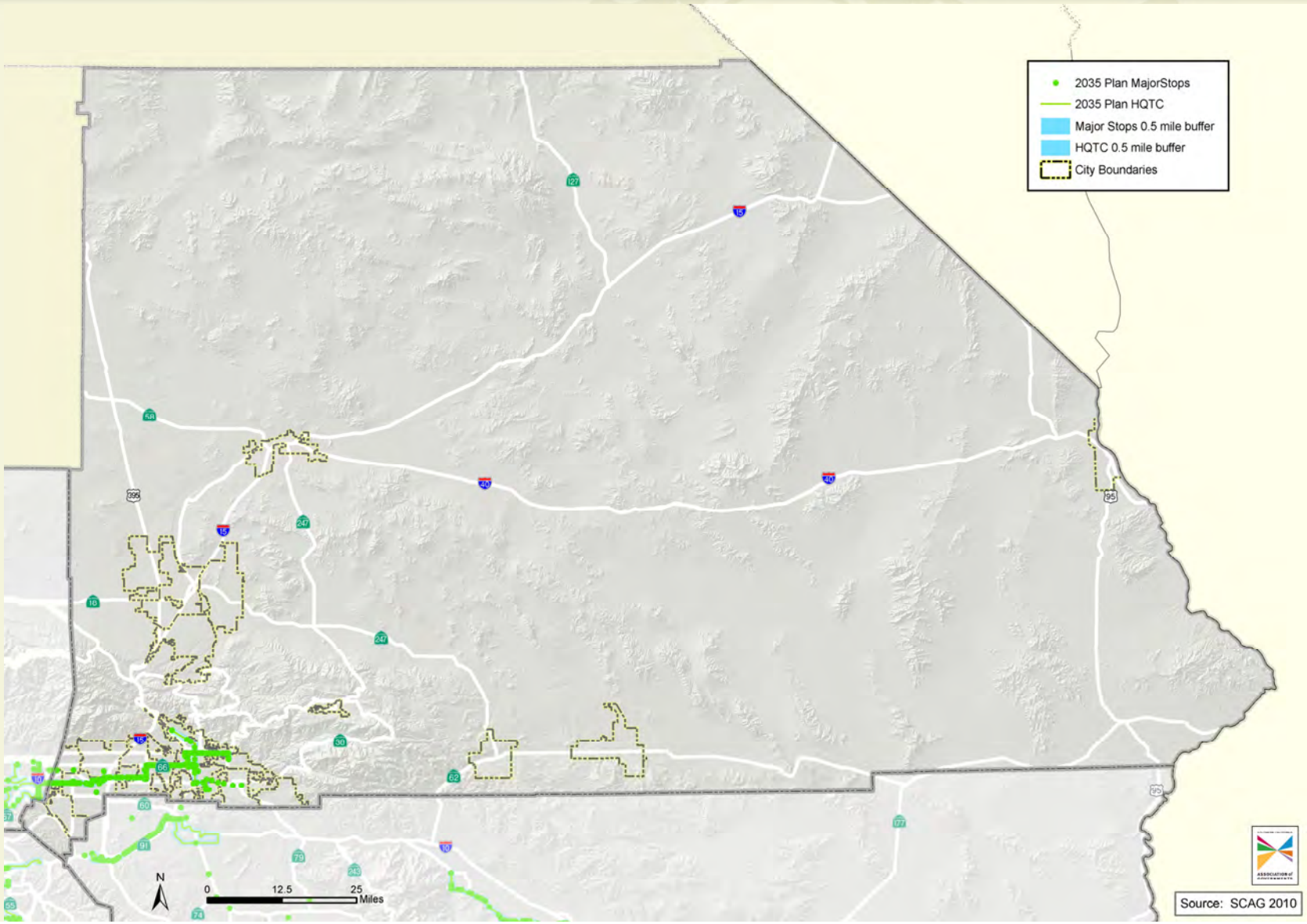
The Transportation Element

Developing the RTP/SCS Transportation Element

- 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

TDM Strategies

Local TDM Strategies can yield regional benefits

1%
reduction in vehicle miles traveled

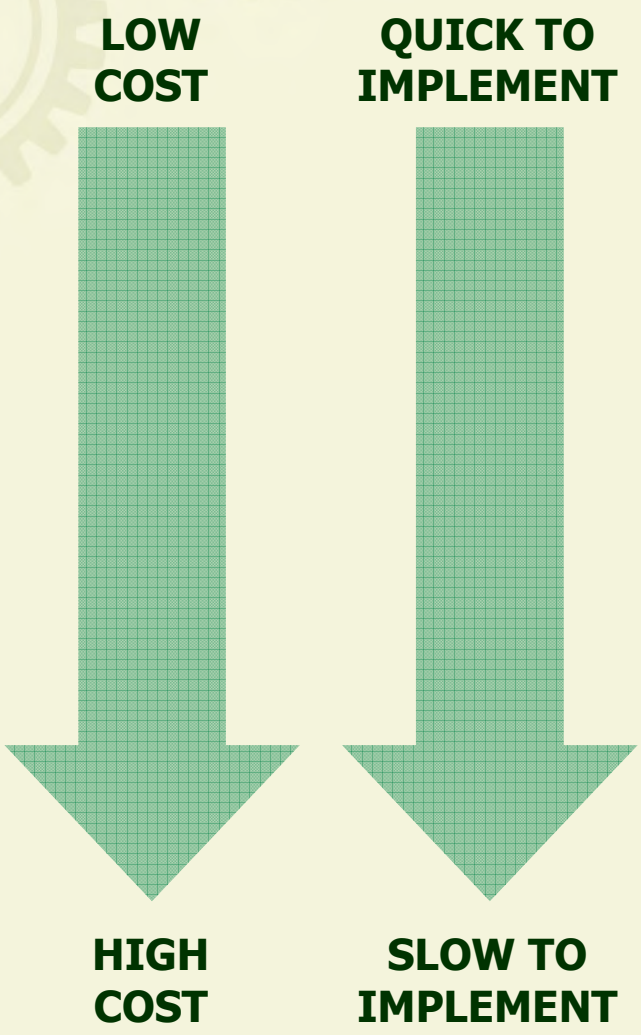
→

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).

TDM Strategies
Tier One

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

TDM Strategies
Tier Two

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

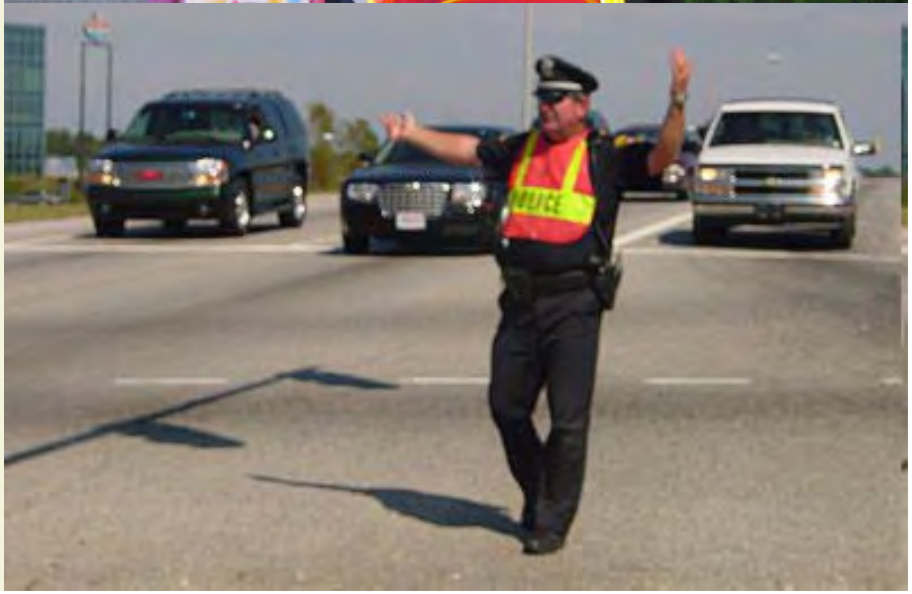
Employer-Based TDM Programs

- 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



TDM Strategies
Tier Two

Carpooling/Ridesharing

- Park-and-Ride facilities
- Carpool/vanpool incentives
- Two-way taxi rides

Image courtesy of Metro © 2010 LACMTA

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

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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.

Land Use and Housing
Local Input

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

Input Regarding Local Planning Factors

City: _____ Subregion: _____
Contact Person: _____ Phone Number/Email: _____

Factor	Input
1. Existing and projected job housing balance	
2. Lack of capacity for sewer or water service due to federal and state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period.	
3. The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities.	
4. Lands preserved or protected from urban development under existing federal and state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis.	
5. County policies to preserve agricultural land within an unincorporated area.	
6. The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure.	

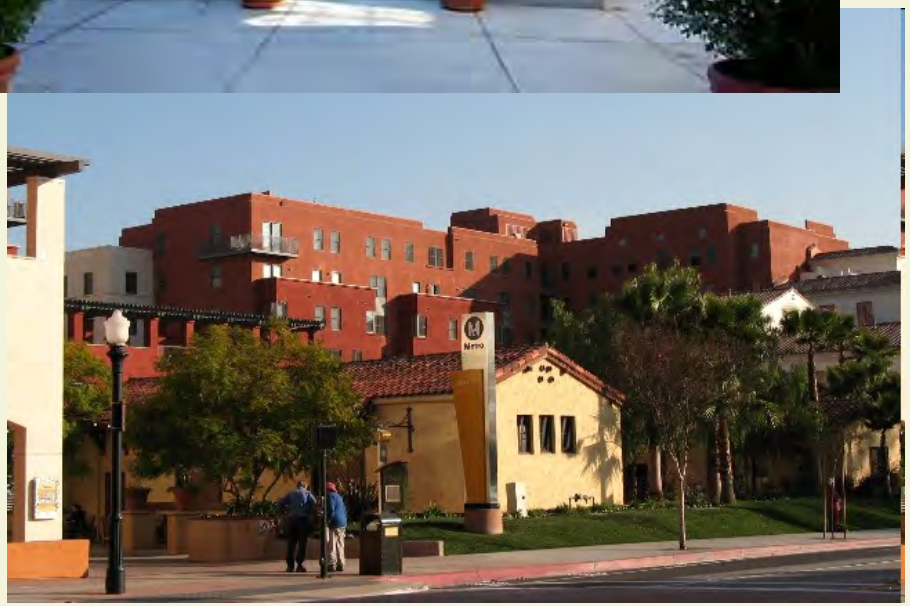
1/14/11

7. The loss of low-income housing units in assisted housing developments due to contract expirations or termination of use restrictions.	
8. The market demand for housing.	
9. Agreements between a county and cities in a county to direct growth toward incorporated areas of the county.	
10. High housing costs burdens.	
11. Housing needs of farm workers.	
12. Housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.	
13. Other factors beyond those found in Government Code 65584.04 (d). Suggestions are welcome.	

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

Local Planning Factors

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

Land Use and Housing
Local Sustainability Planning Tool (LSPT)

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.

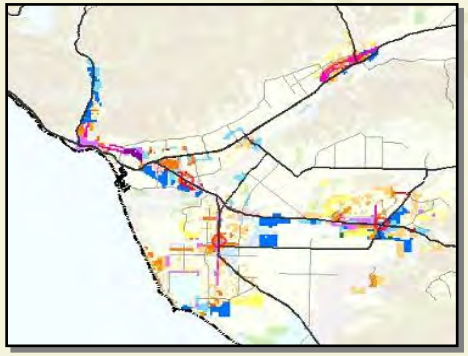
LSPT
Characteristics

What can the LSPT do?

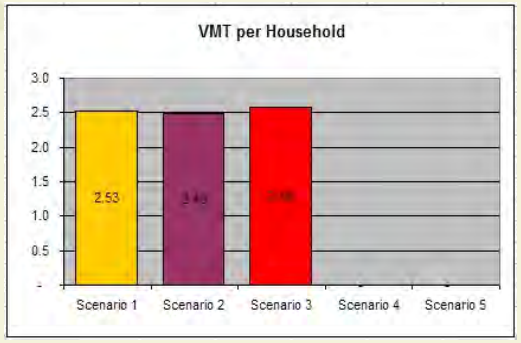
- ArcGIS based scenario development and visualization
- "Instant feedback" on results of scenarios
- Sensitive to key land use strategies
- Geographically scalable
- Easy to customize
- Understandable to non-technical audiences

3 Step Process

Development Types



Scenario Development

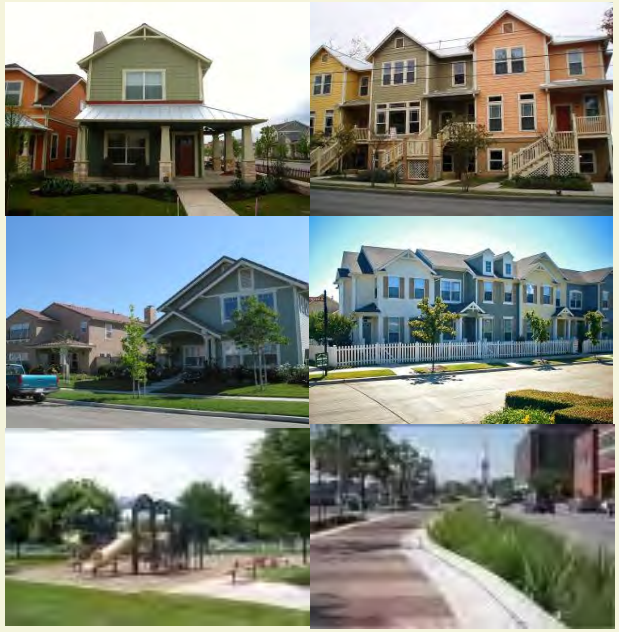


Evaluation

1 — 2 — 3

STEP 1: Select a Development Type
24 default types

Variety of buildings, streets, and amenities create a "Place"



→ **"Development Type"**

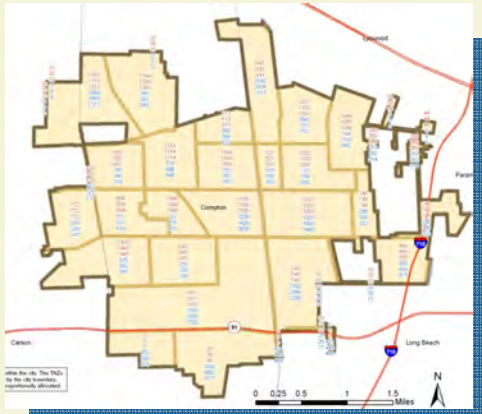
Generic place types for the region that group and categorize land uses for 196 local jurisdictions that have distinct land use designations.

Each development type has a specific land area, housing and employment mix, density (housing and employment) and land mix.

Spatial Unit for Scenario Planning
Utilization of 5.5 acres Grid Cell

Preparation of growth forecast at the Grid cell level:

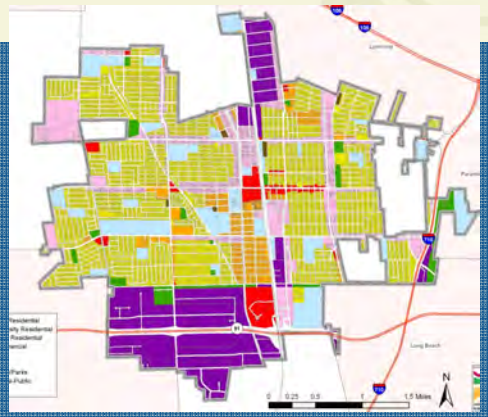
SCAG Growth Forecast



Household and Employment estimates and forecasts approved by local jurisdictions

+

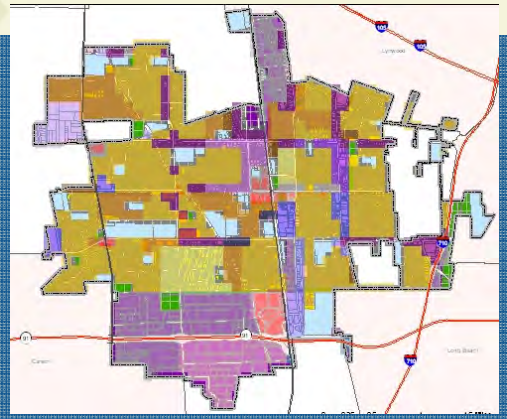
Local Land Use Data



2008 Existing and General Plan land use datasets updated with local input

→

Grid Cell Data

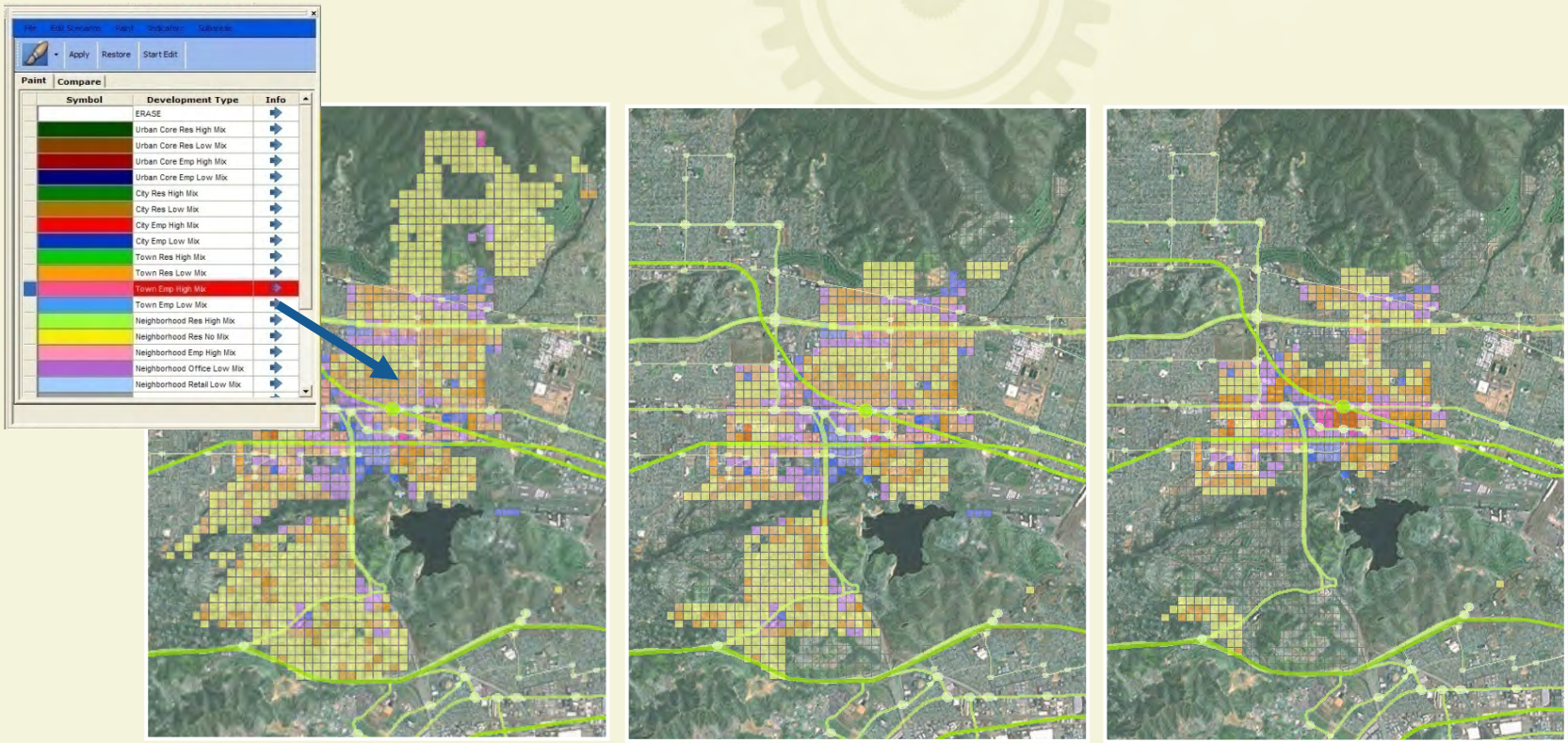


Household and Employment estimates and forecasts represented as Development Types

- Manageable size for capturing local land use benefits on transportation while maintaining instant feedback capability and ensuring flexibility.

STEP 2: Paint a Scenario

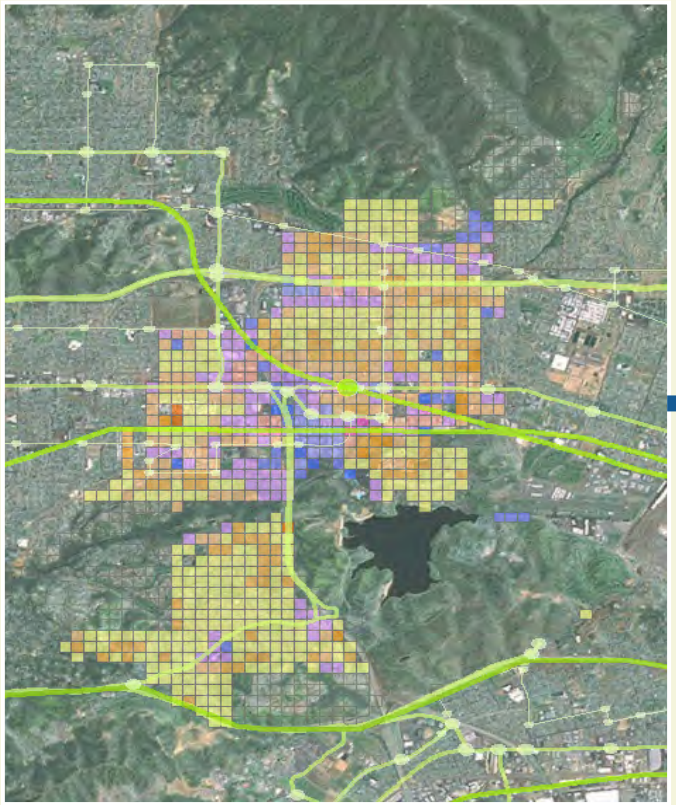
Design scenarios by painting Development Types on to the landscape

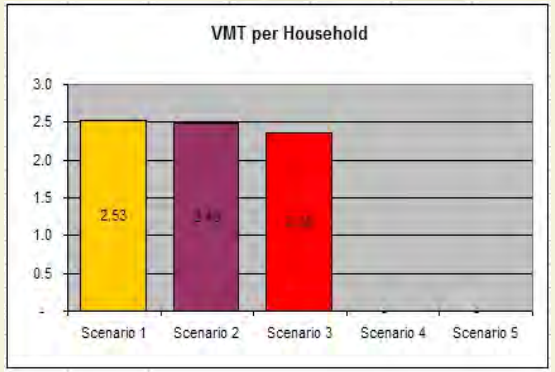


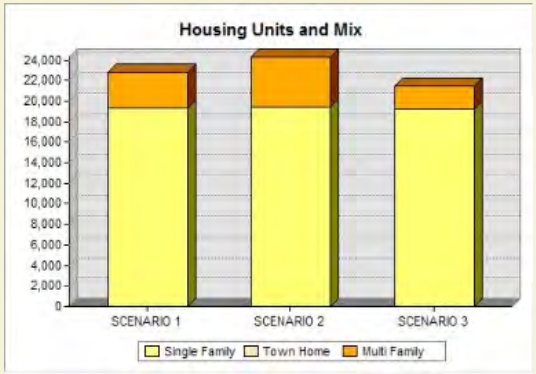
Baseline **Compact Design** **Transit Oriented**

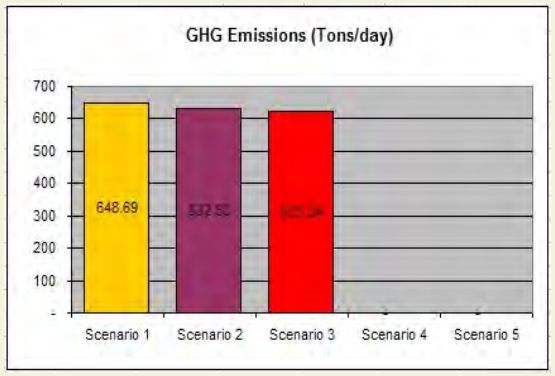
STEP 3: Monitor Indicators on-the-fly

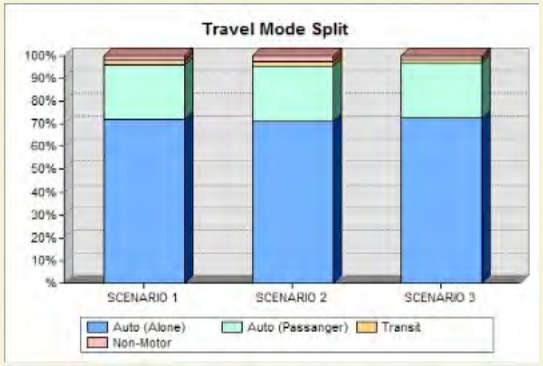
Compare the scenarios and monitor the impact of land use decisions in real time







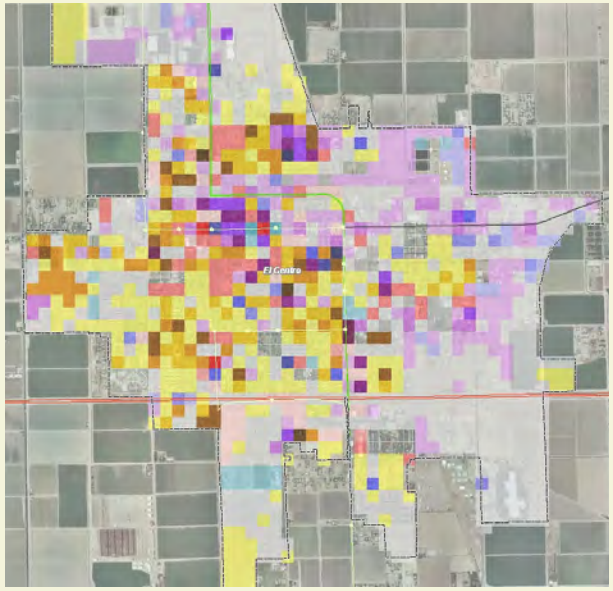




Local Example: City of El Centro

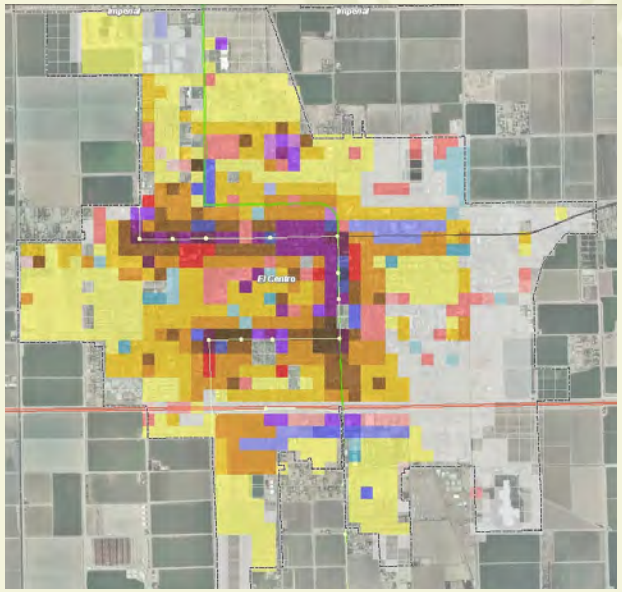
2035 Land Use Scenarios

SCENARIO 1



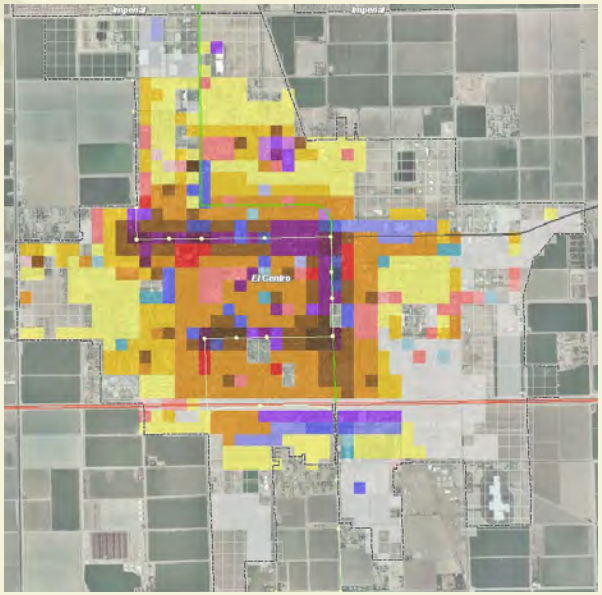
Preliminary:
General Plan based

SCENARIO 2



Alternative 1:
Transit Oriented Development

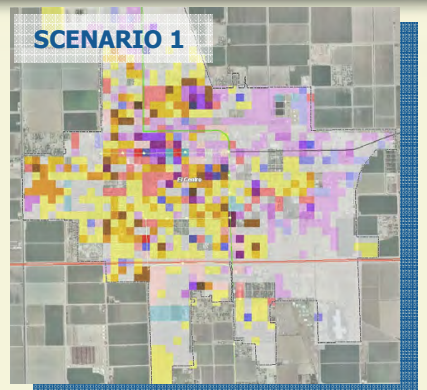
SCENARIO 3

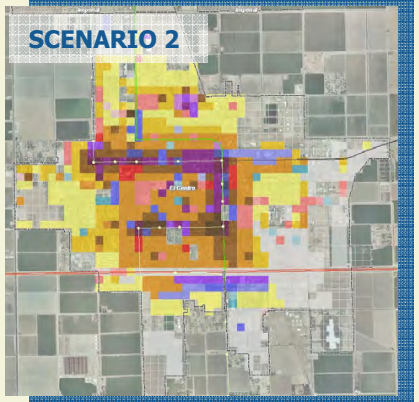


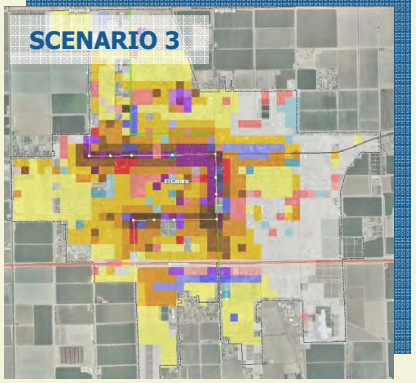
Alternative 2:
Compact Development

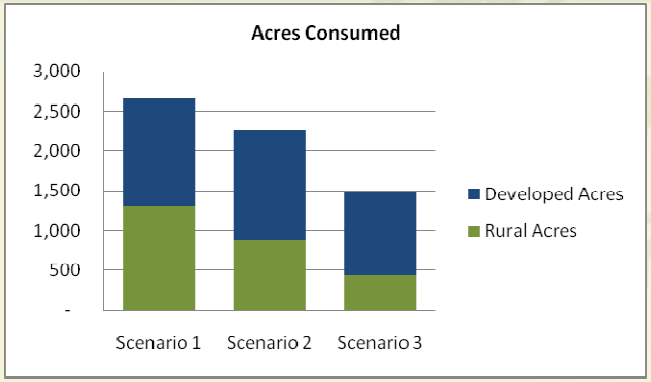
Local Example: City of El Centro

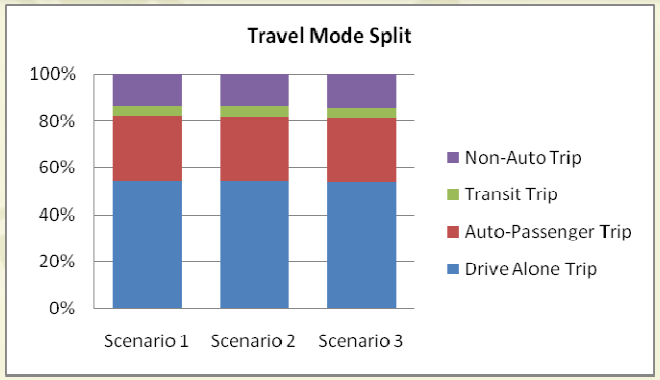
Scenario Results

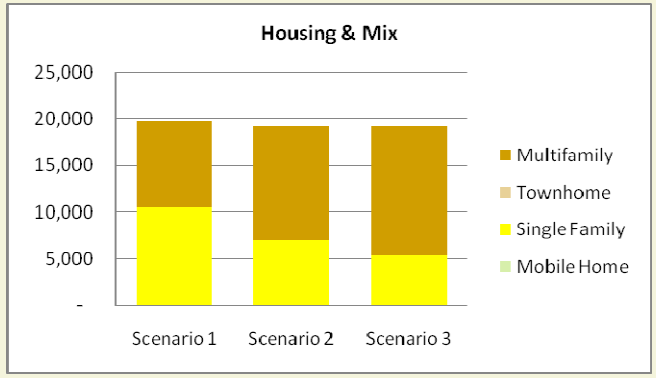


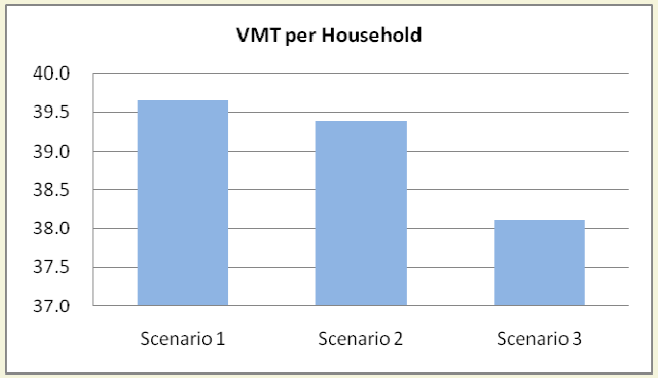


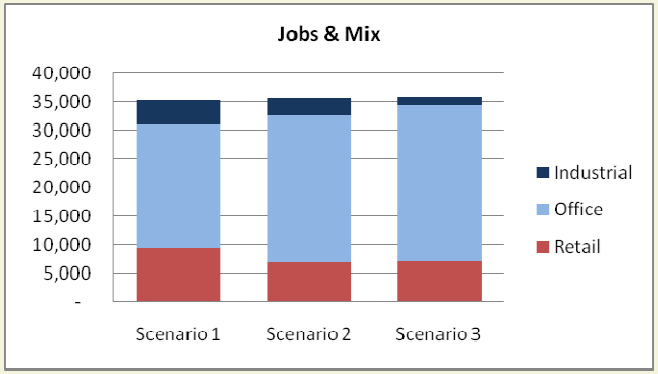


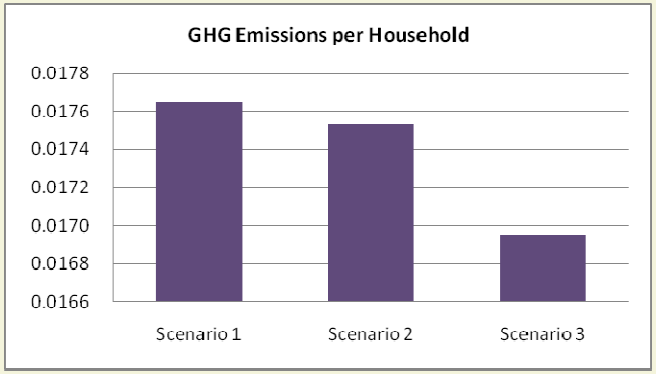








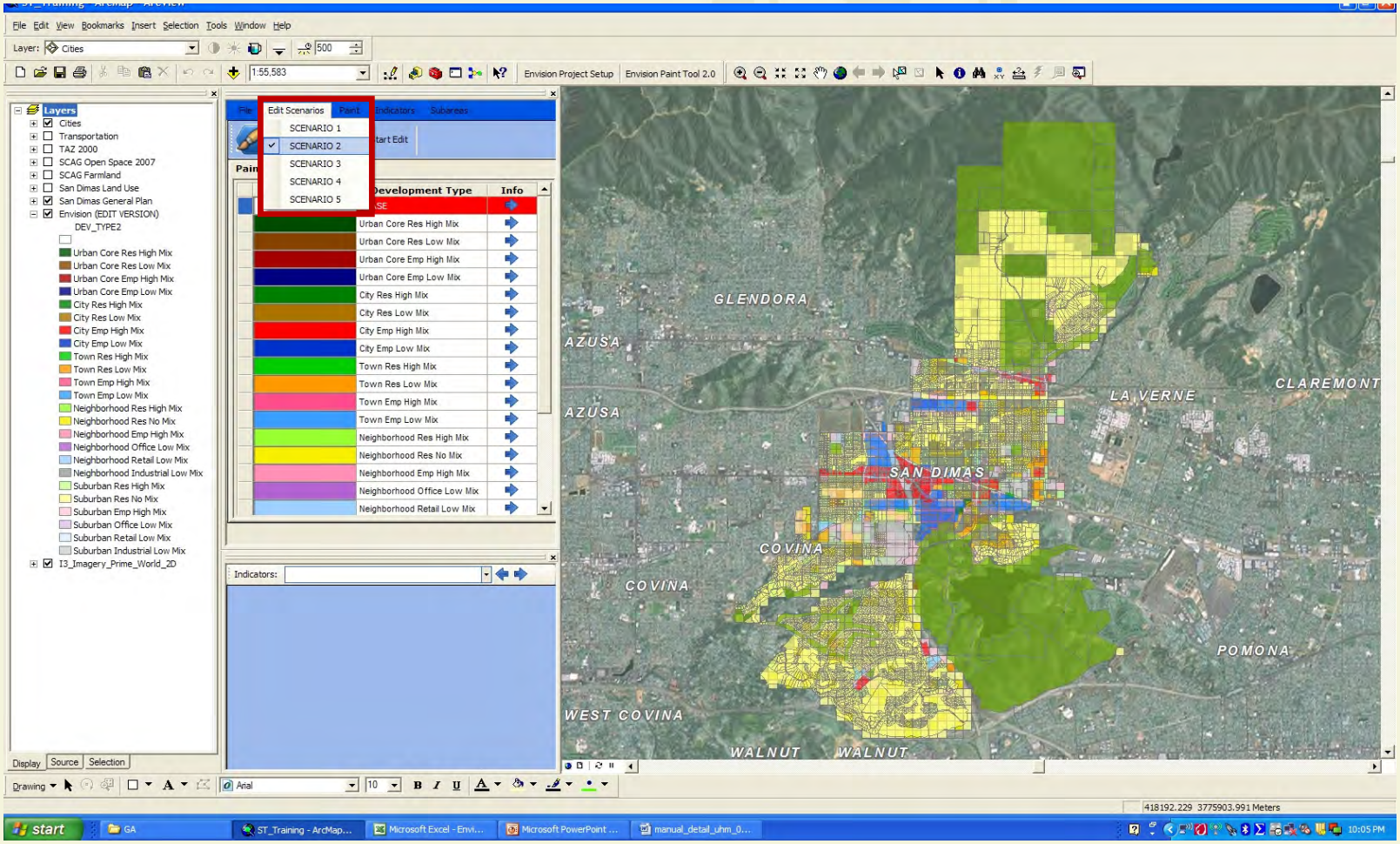




Scenario Review/Revision process

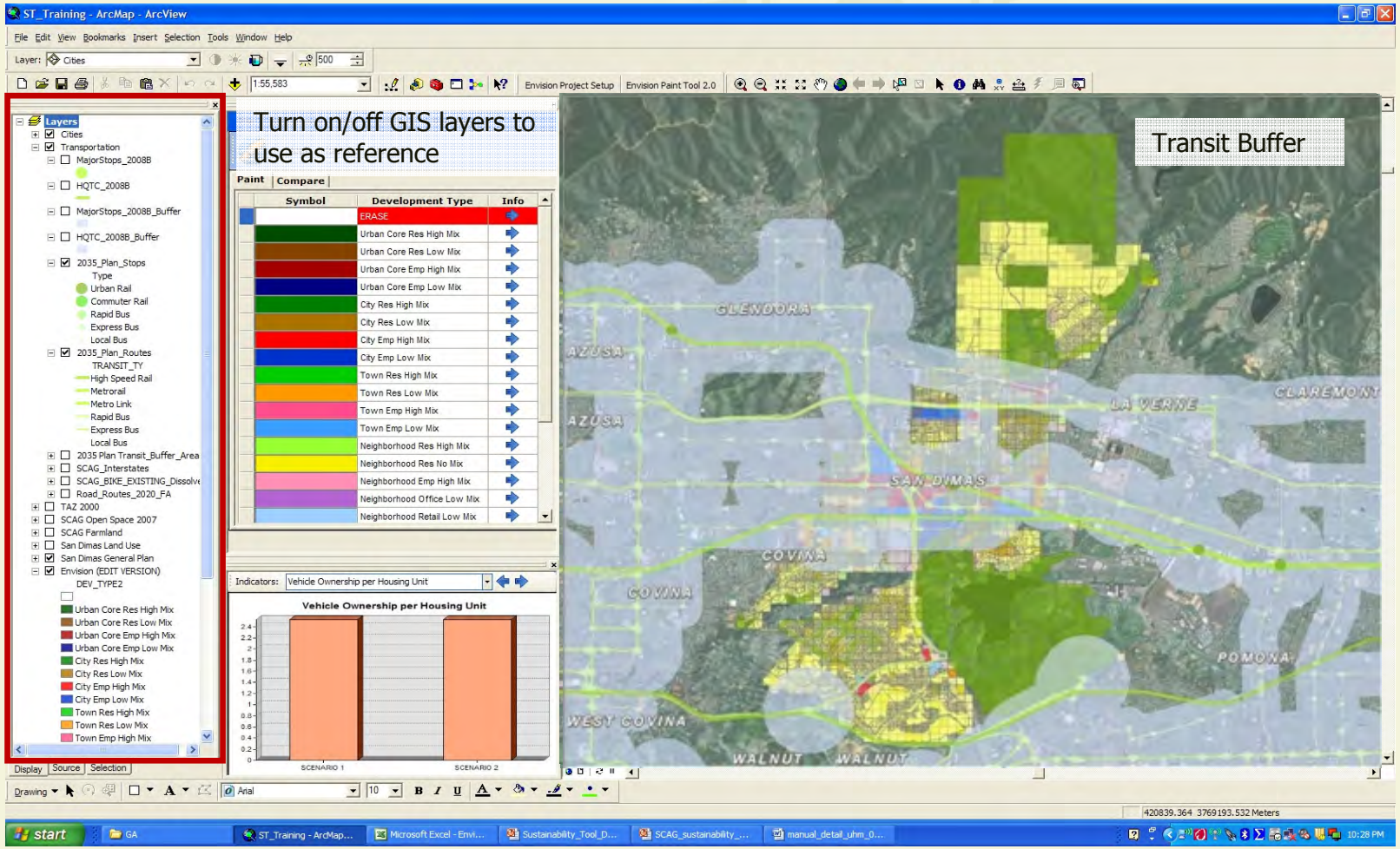
1. Select a Scenario to view/edit

Users can work on up to 5 scenarios at a time



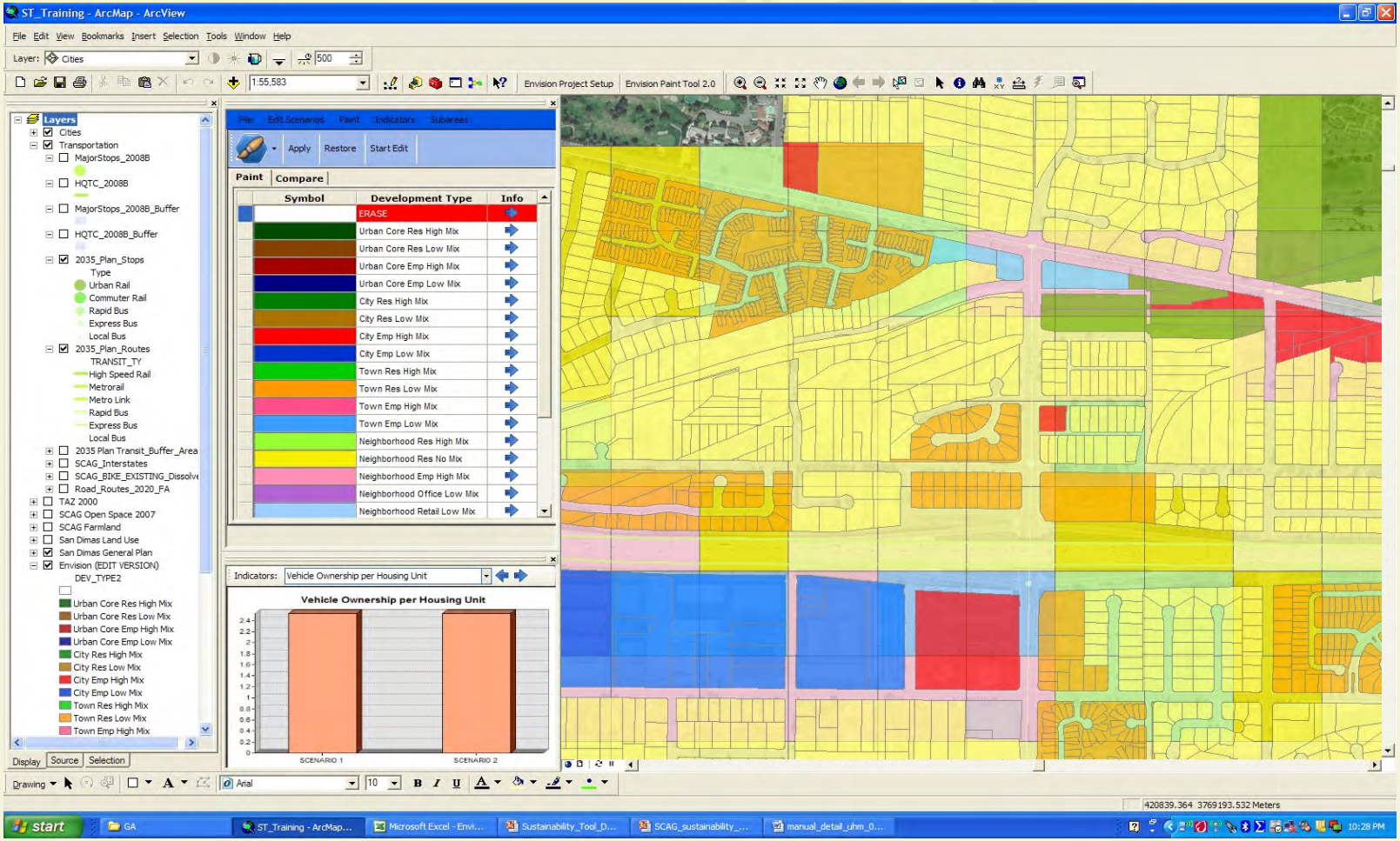
Scenario Review/Revision process
2. Use reference layers

Users can turn on/off additional GIS layers to use as reference



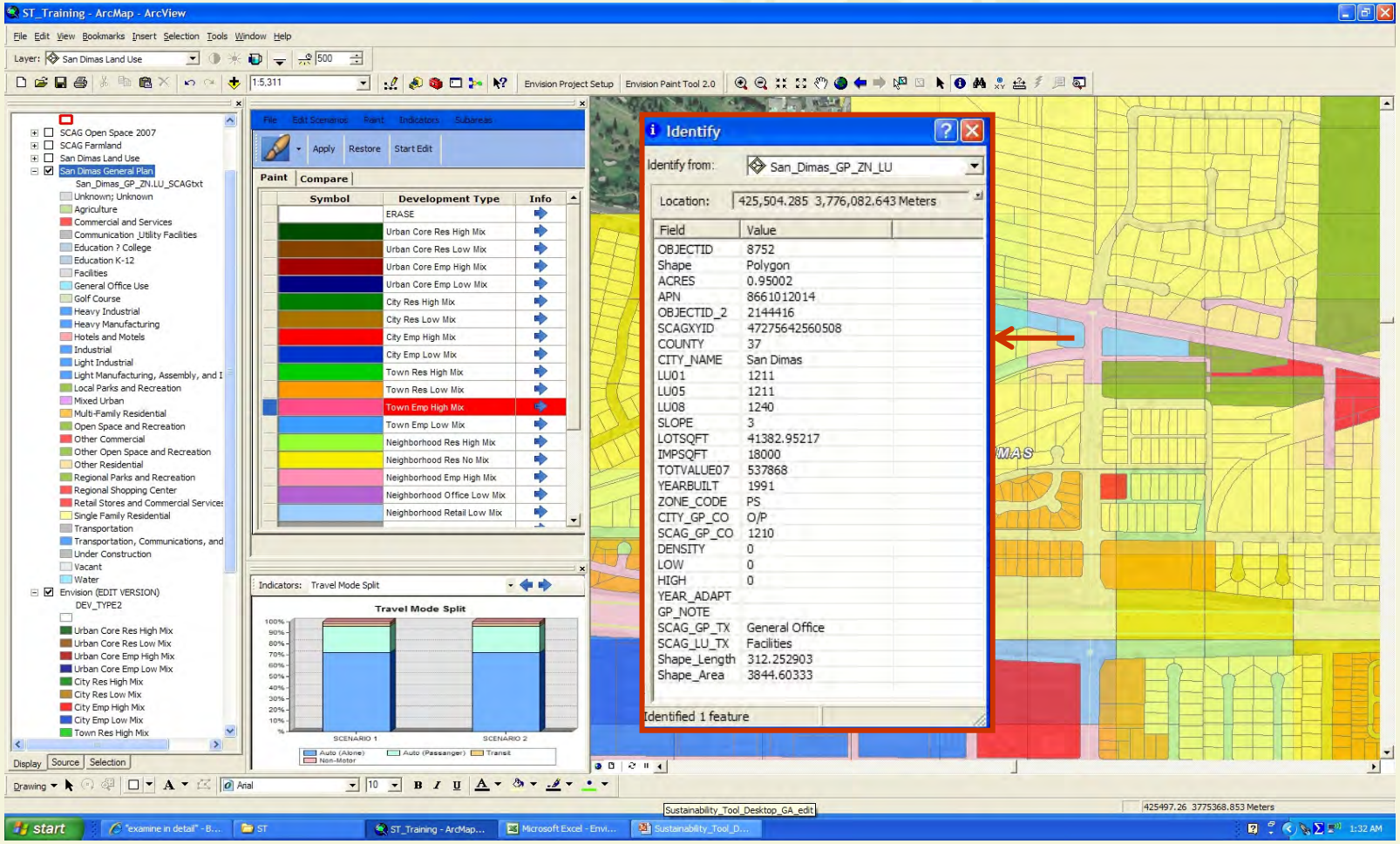
Scenario Review/Revision process
3. Zoom into an area

Zoom into an area of interest to examine in detail



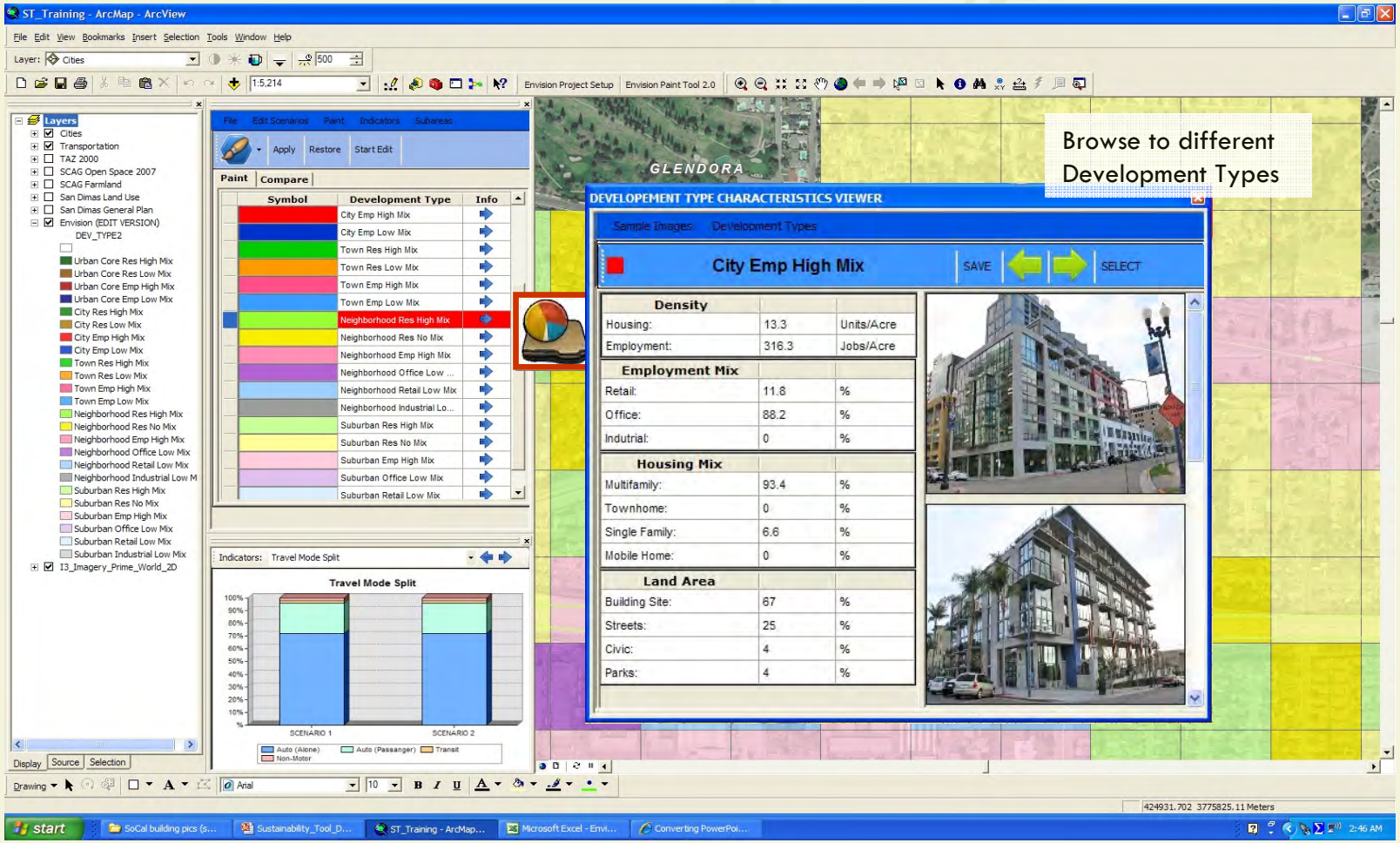
Scenario Review/Revision process
4. Examine parcel level information

Click on a parcel to get detailed information



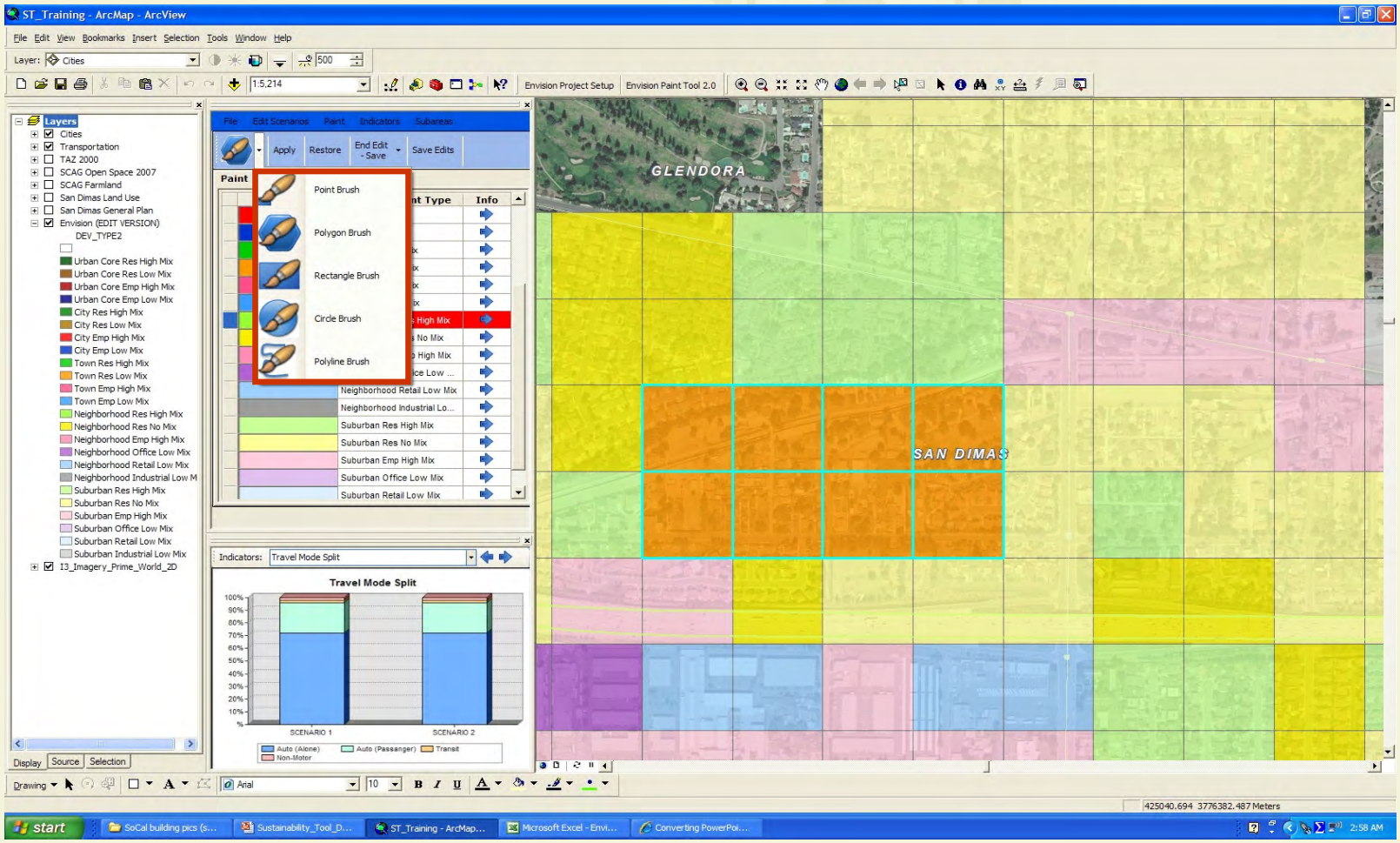
Scenario Review/Revision process
5. Examine Development Type characteristics and select

Enable Development Type Characteristics Viewer to examine and select a Development Type to apply



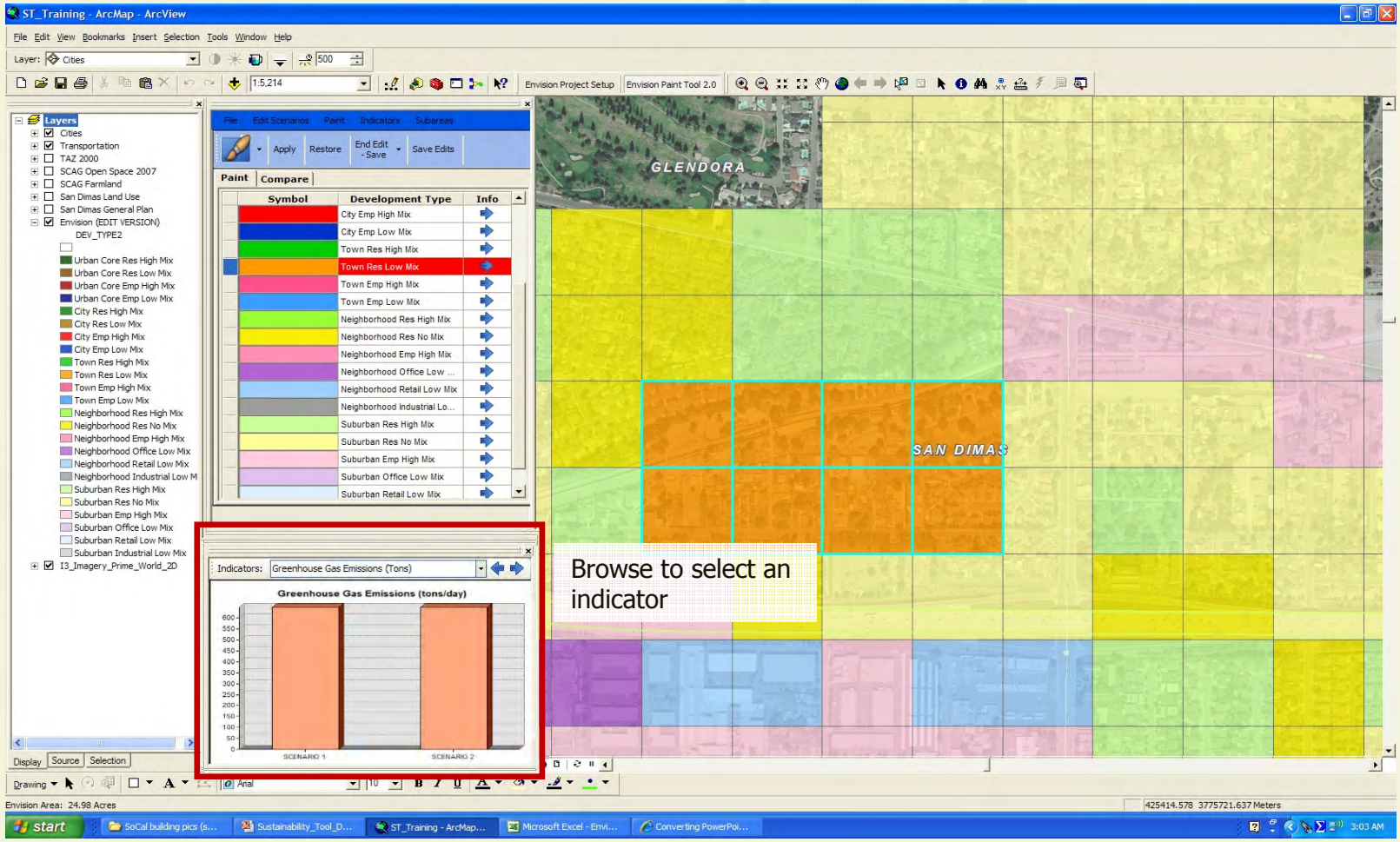
Scenario Review/Revision process
6. Select a paint brush and an area to paint

Each brush offers different capabilities to select areas



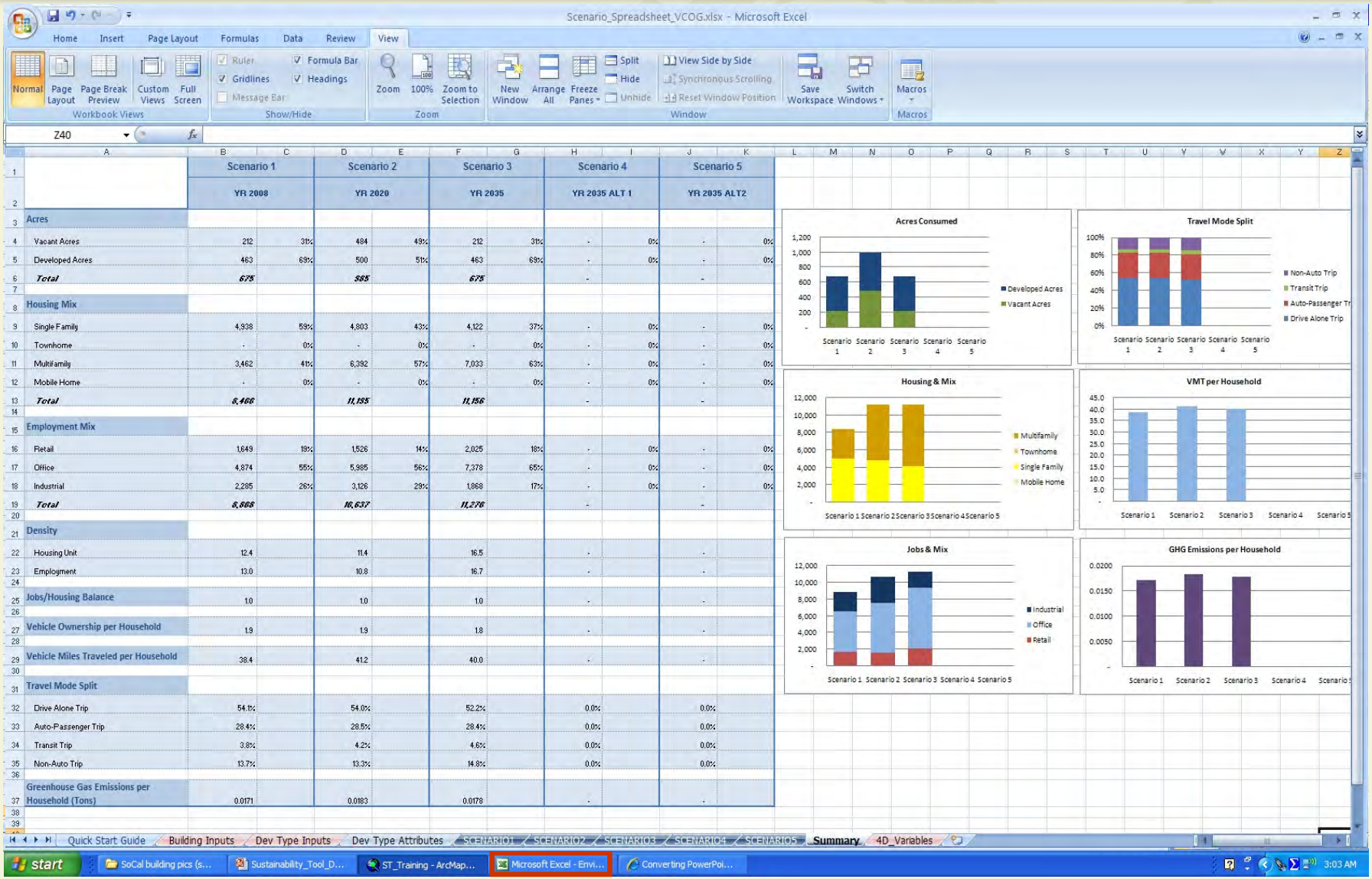
Scenario Review/Revision process
7. Monitor progress

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



	Scenario 1		Scenario 2		Scenario 3		Scenario 4		Scenario 5	
	YR 2008		YR 2020		YR 2035		YR 2035 ALT 1		YR 2035 ALT2	
Acres										
Vacant Acres	212	31%	484	49%	212	31%	-	0%	-	0%
Developed Acres	463	69%	500	51%	463	69%	-	0%	-	0%
Total	*675*		*985*		*675*		-		-	
Housing Mix										
Single Family	4,938	59%	4,803	43%	4,122	37%	-	0%	-	0%
Townhome	-	0%	-	0%	-	0%	-	0%	-	0%
Multifamily	3,462	41%	6,392	57%	7,033	63%	-	0%	-	0%
Mobile Home	-	0%	-	0%	-	0%	-	0%	-	0%
Total	*8,400*		*11,195*		*11,156*		-		-	
Employment Mix										
Retail	1,649	19%	1,526	14%	2,025	18%	-	0%	-	0%
Office	4,874	55%	5,985	56%	7,378	65%	-	0%	-	0%
Industrial	2,285	26%	3,126	29%	1,868	17%	-	0%	-	0%
Total	*8,808*		*10,637*		*11,276*		-		-	
Density										
Housing Unit	12.4		11.4		16.5		-		-	
Employment	13.0		10.8		16.7		-		-	
Jobs/Housing Balance	1.0		1.0		1.0		-		-	
Vehicle Ownership per Household	1.9		1.9		1.8		-		-	
Vehicle Miles Traveled per Household	38.4		41.2		40.0		-		-	
Travel Mode Split										
Drive Alone Trip	54.1%		54.0%		52.2%		0.0%		0.0%	
Auto-Passenger Trip	28.4%		28.5%		28.4%		0.0%		0.0%	
Transit Trip	3.8%		4.2%		4.6%		0.0%		0.0%	
Non-Auto Trip	13.7%		13.3%		14.8%		0.0%		0.0%	
Greenhouse Gas Emissions per Household (Tons)	0.0171		0.0183		0.0178		-		-	

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

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Environmental Planning

Jacob Lieb
Manager of Environmental and
Assessment Services

Environmental Planning
Survey Topics

What we need from you

- 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

CEQA Streamlining
SB 375

Overview

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

CEQA Streamlining
Opportunities

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

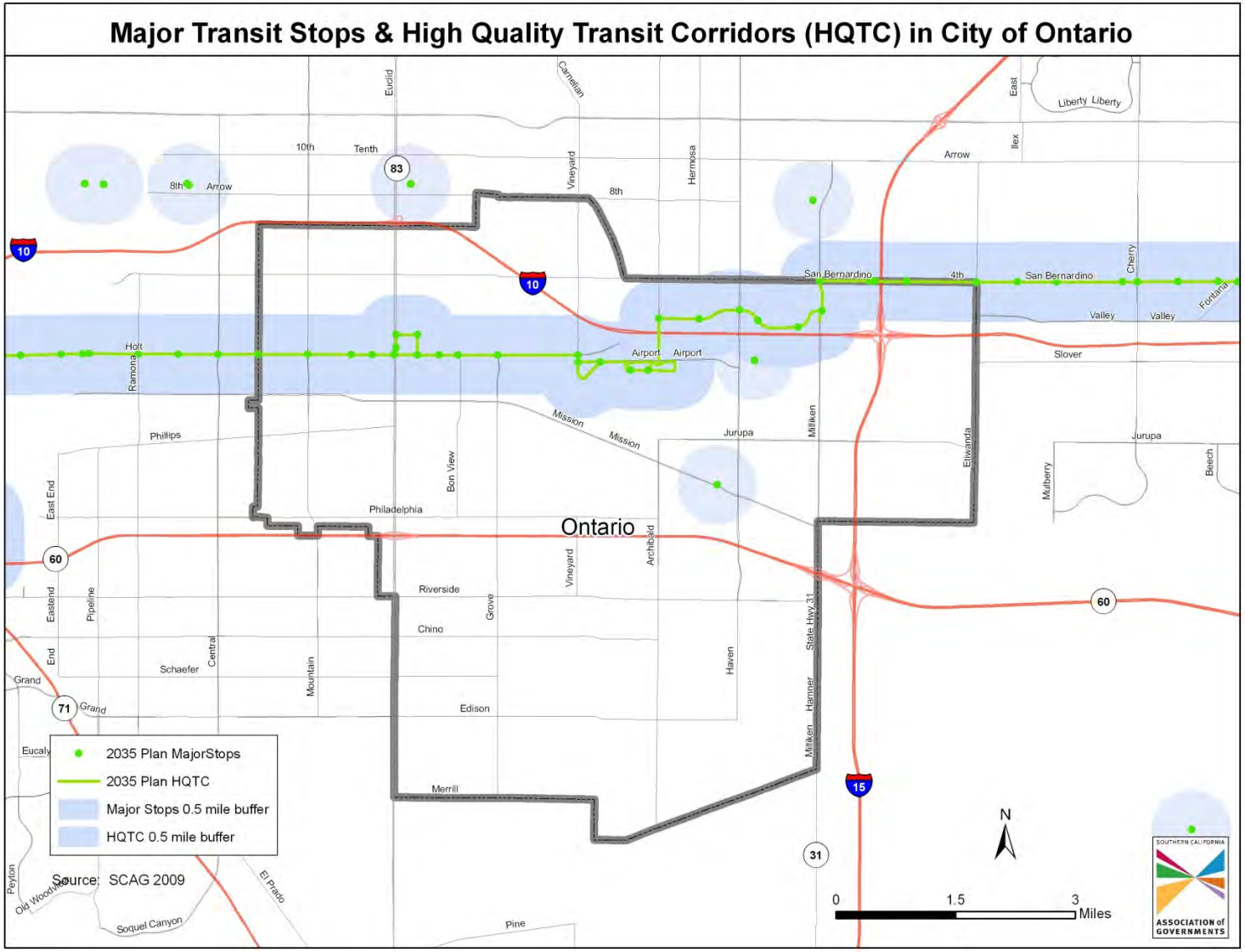
CEQA Streamlining
How does a project qualify

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

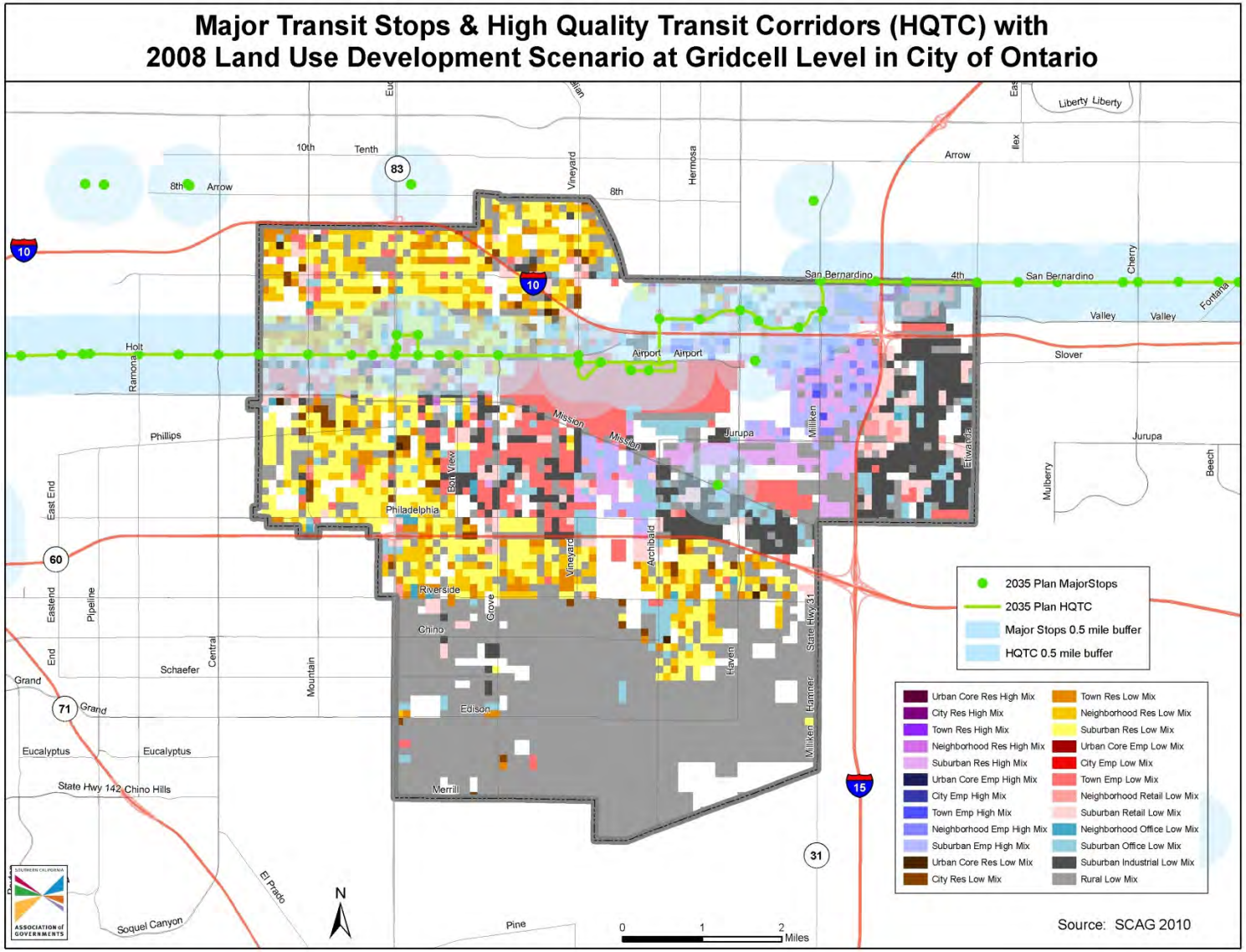
   OR

   - Residential or Mixed Use Residential Project
     - ≥ 75% of total building square footage is residential use

Example of TPP Area
City of Ontario



Determining Consistency



CEQA Streamlining
Your City's Role

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)

CEQA Streamlining
SCAG's Role

SCAG's Role

- Collect data
- Prepare SCS
- Incorporate data into SCS to facilitate consistency findings by local jurisdictions

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Next Steps

2012 RTP/SCS Development
Next Steps for Local Jurisdictions

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

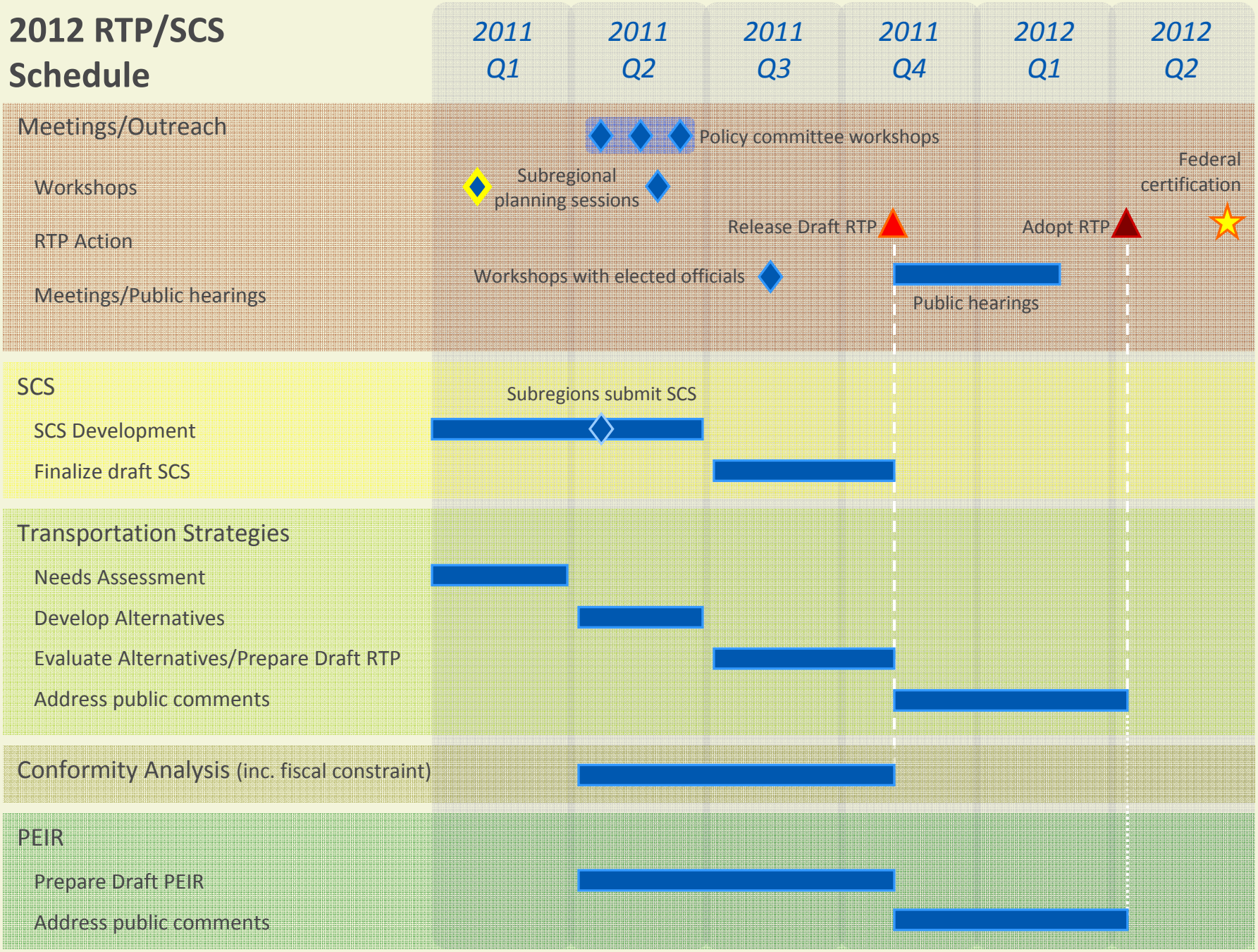
2012 RTP/SCS Development
Draft SCS

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



2012 RTP/SCS Development
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CEQA Streamlining
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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

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Thank you

http://scag.ca.gov/rtp2012