

# SB 375 Target Setting Process

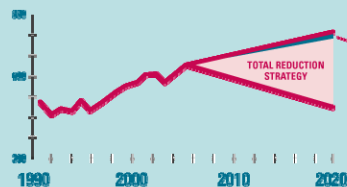
## Leadership Roundtable

March 29, 2010  
San Gabriel Valley Council of Governments



## Climate Change Legislation – AB 32

- Signed into law in 2006, requiring CA to reduce GHG emissions to 1990 levels by 2020
- Our existing policies need to be adjusted in order to meet the target and reduce GHGs
- Small changes have big impacts

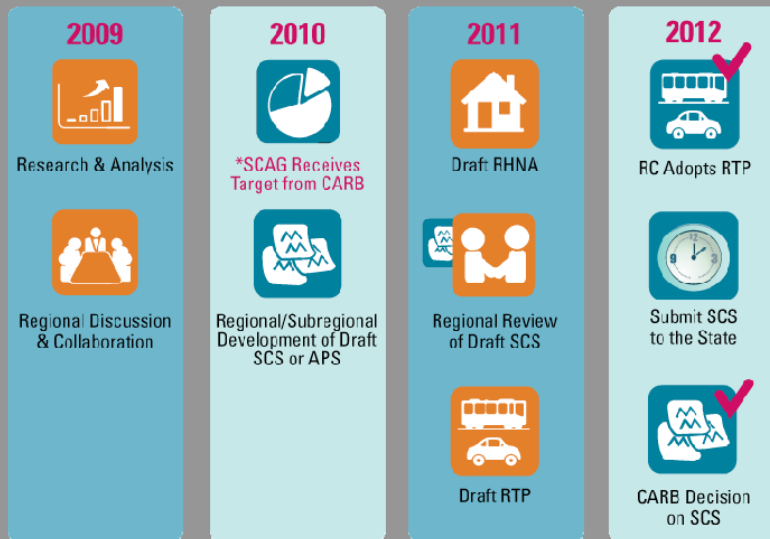


**ESTIMATED SCAG ALLOCATION**



**EQUIVALENT TO THE EMISSIONS OF 450,000 CARS IN ONE YEAR**

## SB 375 Timeline



## Target Setting Process

- California Air Resources Board (ARB) is seeking to identify an SB 375 target that complies with AB 32 and is both ambitious and achievable.
- ARB suggests that each region, SCAG included, submit a preliminary target recommendation.
- SCAG is collaborating with jurisdictions to develop reasonable growth forecasts and identify the local level of commitment to various GHG-reducing land use and transportation strategies.
- SCAG will compile and model this input to develop a potential target range through technical analysis of available strategies
- SCAG will submit a preliminary target recommendation to ARB (April 2010) based on balancing considerations, including your input.

## Target Setting A Balancing Act

### A target we can meet

- Avoid over-extending / over-committing our partners
- Protect integrity of the RTP and transportation funding

VS

### Putting our “best foot forward”

- Reflect actual progress made in our region
- Demonstrate good faith
- Be competitive with other regions



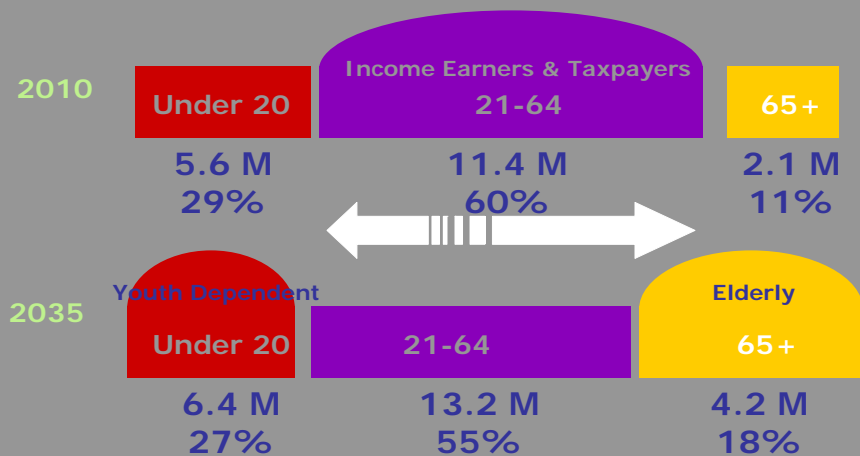
## Target Setting – Collaborative Process

1. Flexible roles and responsibilities
2. No local or subregional target
3. SCAG does not dictate local land use

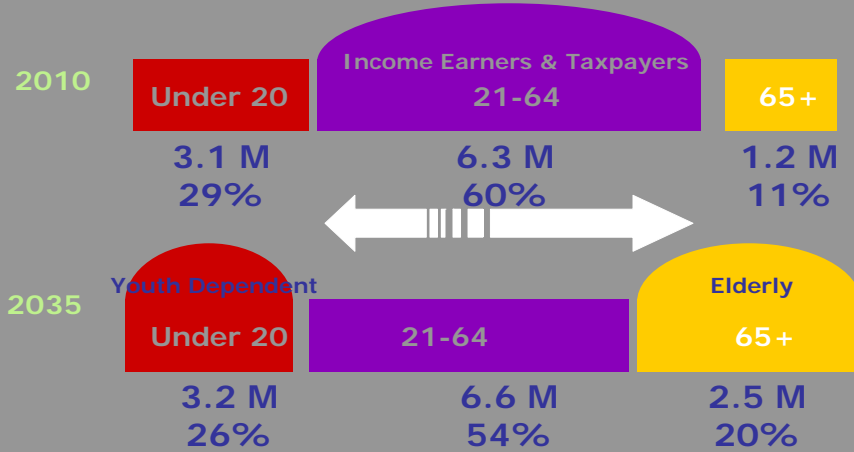
## Target Setting Other Considerations

- Federal transportation planning requirements
  - Financial constraints
  - Air quality conformity
- County Transportation Commissions (CTCs)
  - Ensure transportation funding is not jeopardized
  - Collaborate to fund projects that enable successful compliance with SB375
- Political will of cities and counties to plan local land use and transportation strategies consistent with SB375

## Huge Shift in Ages of Population: SCAG Region

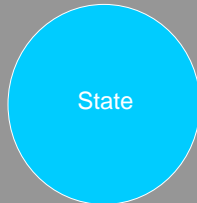


## Huge Shift in Ages of Population: Los Angeles County



## Different Words = Common Goals

	Increased tax base	=	Saving money
Reduced Vehicle Miles Traveled (VMT)	=	Improved mobility	= Less time in traffic
Reduced Greenhouse Gas (GHG) Emissions	=	Livable and sustainable neighborhoods	= Safe, healthy community
			Healthy vibrant places



## Common Goals with a Range of Strategies

- SB 375 requires regional Sustainable Communities Strategy (SCS)
- Includes these three related strategy approaches
  - Land use planning
  - Transportation policies
  - Transportation investments



## Prevalent Strategies

- Increasing infill and development in areas with existing infrastructure
- Increasing residential/commercial density near transit
- Locating major regional activity centers near existing development in strategic opportunity areas
- Compact building design with a mix of uses



Mission Meridian Village – Transit Oriented Development – City of South Pasadena  
Source: chalc.com



Del Mar Station Condos  
Source: Pasadena Neighborhoods.com

## Increasingly Common Strategies

- Increasing opportunities for redevelopment or reuse
- Making developments transit ready
- Improving bicycle and pedestrian infrastructure
- Using intelligent transportation system technologies, signal prioritization for buses



Alhambra Place Mixed-Use Residential Commercial  
Source: [www.cityofalhambra.org](http://www.cityofalhambra.org)

## Emerging Strategies

- Local housing for local workforce
- Alter parking requirements & supply
- Integrate affordable & market rate housing
- Expand the transit network and improve transit facilities
- Improve linkages between travel modes
- Locate schools in neighborhoods with student populations



The Packing House Lofts Mixed-Use Development  
Source: [Claremontpackinghouse.com](http://Claremontpackinghouse.com)

## Cutting Edge Strategies

- CBD/Activity Center on-street parking
- Higher tax on free private parking
- Shared parking
- Cordon pricing (i.e., London)
- Non-motorized zones



On-Street Pay-and-Display Parking meter in Pasadena  
Source: la.metblogs.com

## Draft Regional Scenario Modeling Results

Scenario	VMT (per capita, miles driven/day)	GHG (per capita, lbs/day)	GHG Reduction (from Base Year 2005)
Base Year 2005	21.84	21.45	n/a
2020 Local Input / General Plan	20.74	19.49	9.1%

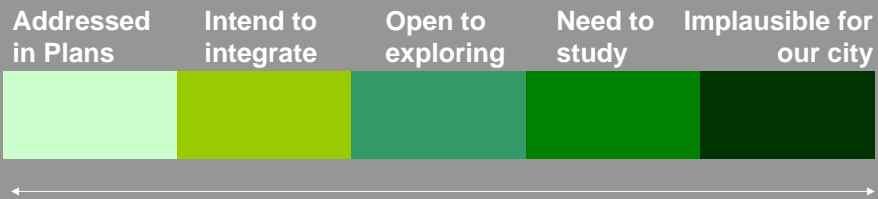
## Range of Achievability

What can the SCAG region achieve?



## Range of Achievability

What is your jurisdiction's approach?



## Mixing Land Uses

Planning mixed use buildings and neighborhoods, i.e. housing, retail, jobs.

*Suggested benefits:*  
Healthy and walkable communities, increased tax revenue



Mixed-Use Residential and Commercial in Glendora  
Source: Gangli Development

What is your jurisdiction's approach to this strategy?

1. Fully adopted in our plans and policies
2. Intend to integrate into our current and future plans
3. Open to exploring this strategy
4. Need to study/assess this further before pursuing
5. Implausible for our city

## Focusing New Growth Near Transit

Focusing new housing and jobs growth within a ½ mile of existing and planned transit stations.

*Suggested benefits:*  
More travel choices, shorter commutes, reliable travel times



Claremont Village Walk - TOD  
Source: Olson Company

What is your jurisdiction's approach to this strategy?

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## Increasing Housing Densities within Employment Areas

Increasing housing densities near jobs and employment centers.

### *Suggested benefits:*

Shorter commutes, reduced trips and VMT, reduced GHG



The Stuart Apartments at Sierra Madre Station  
Source: apartments.com

What is your jurisdiction's approach to this strategy?

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## Prioritizing Infill Development

Increasing infill and development in areas with existing infrastructure.

### *Suggested benefits:*

Saving infrastructure resources  
Conserving open space  
Reducing VMT



City of Azusa General Plan, and Form-Based Codes  
Source: City of Azusa General Plan

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1. Fully adopted in our plans and policies
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## Transportation Investments

Which Transportation Investment is the **most** critical to achieve our goals?

1. Transit system expansion
2. Complete streets (bike/ped infrastructure improvements)
3. Traffic calming
4. Safe routes to schools

## Transportation Investments

Which Transportation Investment is the **second** most critical to achieve our goals?

1. Transit system expansion
2. Complete streets (bike/ped infrastructure improvements)
3. Traffic calming
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## Transportation Investments

Which Transportation Investment is the **third** most critical to achieve our goals?

1. Transit system expansion
2. Complete streets (bike/ped infrastructure improvements)
3. Traffic calming
4. Safe routes to schools

## Transportation Systems Management (TSM)

Which TSM strategy is the **most** critical to achieve our goals?

1. Parking management (e.g. maximum parking, shared parking)
2. Operational improvements to relieve bottlenecks
3. Ramp metering
4. Speed limit reductions
5. Traffic signal coordination (ITS)
6. Signal prioritization for transit
7. Transit service improvements (e.g. fewer stops, express service)

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Which TSM strategy is the second most critical to achieve our goals?

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## Transportation Systems Management (TSM)

Which TSM strategy is the third most critical to achieve our goals?

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7. Transit service improvements (e.g. fewer stops, express service)

## Transportation Demand Management (TDM)

Which TDM strategy is the most critical to achieve our goals?

1. Parking pricing management
2. Telecommuting and alternative work schedules
3. Vanpooling
4. Vehicle Sharing (e.g. car sharing, bike sharing, park and ride lots)
5. Road pricing measures (HOT lanes, congestion pricing, VMT pricing)

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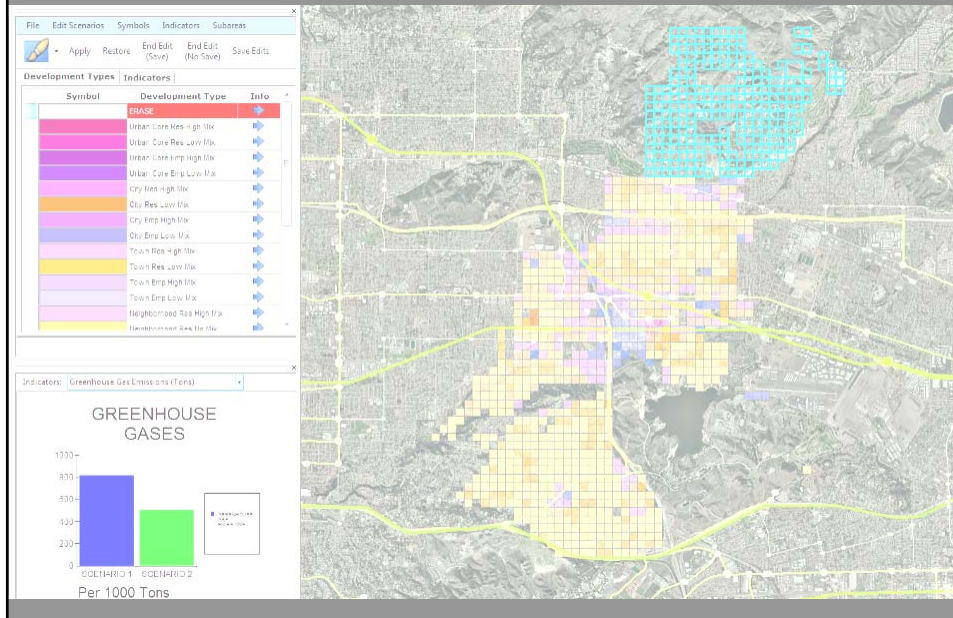
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## How SCAG can help

- SCAG's tools to quantify and assess benefits of policies
  - Local sustainability model
  - ROI model
  - Other services

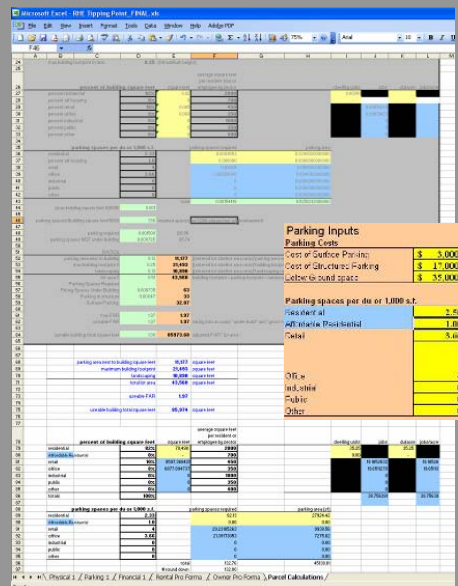
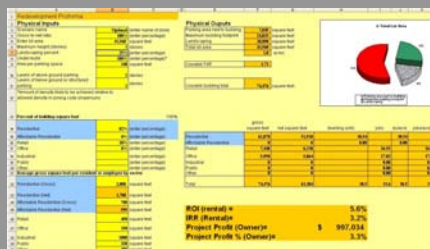
# Local Sustainability Tool



# Return-on Investment Analysis

Tests the effect of different zoning & regulatory policies on prototype buildings using a development pro forma

Projects the hypothetical profit for developers & the fiscal impact to cities.



## Other SCAG Services

- Best practices guide with information on strategies and policies
- Data resources
- Mapping and GIS assistance and training
- Housing and land use policy expertise
- Transportation strategies expertise
- Compass Blueprint assistance

## Next Steps

- **SCAG receives input from local stakeholder sessions to inform recommended GHG emission reduction target (underway)**
- **SCAG** submits target recommendation to **ARB** (April 2010)
- **ARB** releases draft target (June 2010)
- **ARB** releases final target (Sept 2010)
- **SCAG** conducts subregional Sustainable Communities Strategy (SCS) workshops (Summer 2010 – Spring 2011)
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**Register Now!**

**May 5th - 7th, 2010**

La Quinta Resort & Club  
49 - 499 Eisenhower Drive, La Quinta, California 92253

To secure your place, please register online  
and send payment by April 30, 2010

For more information, please contact  
Linda Jones at (213) 236 -1912 or [jonesl@scag.ca.gov](mailto:jonesl@scag.ca.gov)



**2010 SCAG REGIONAL CONFERENCE & GENERAL ASSEMBLY**  
Moving Forward – Planning Together

## Breakout Session Table Topics

- Mixing Land Uses, Housing & TOD
- Infill Development
- Park Once Districts & Parking Pricing
- Metro's Congestion Reduction Demonstration Project
- Walkability, Bike and Pedestrian Planning

**Thank you for your  
participation**

