Update on San Joaquin Valley Sustainable Communities Strategy Development

May 22, 2014

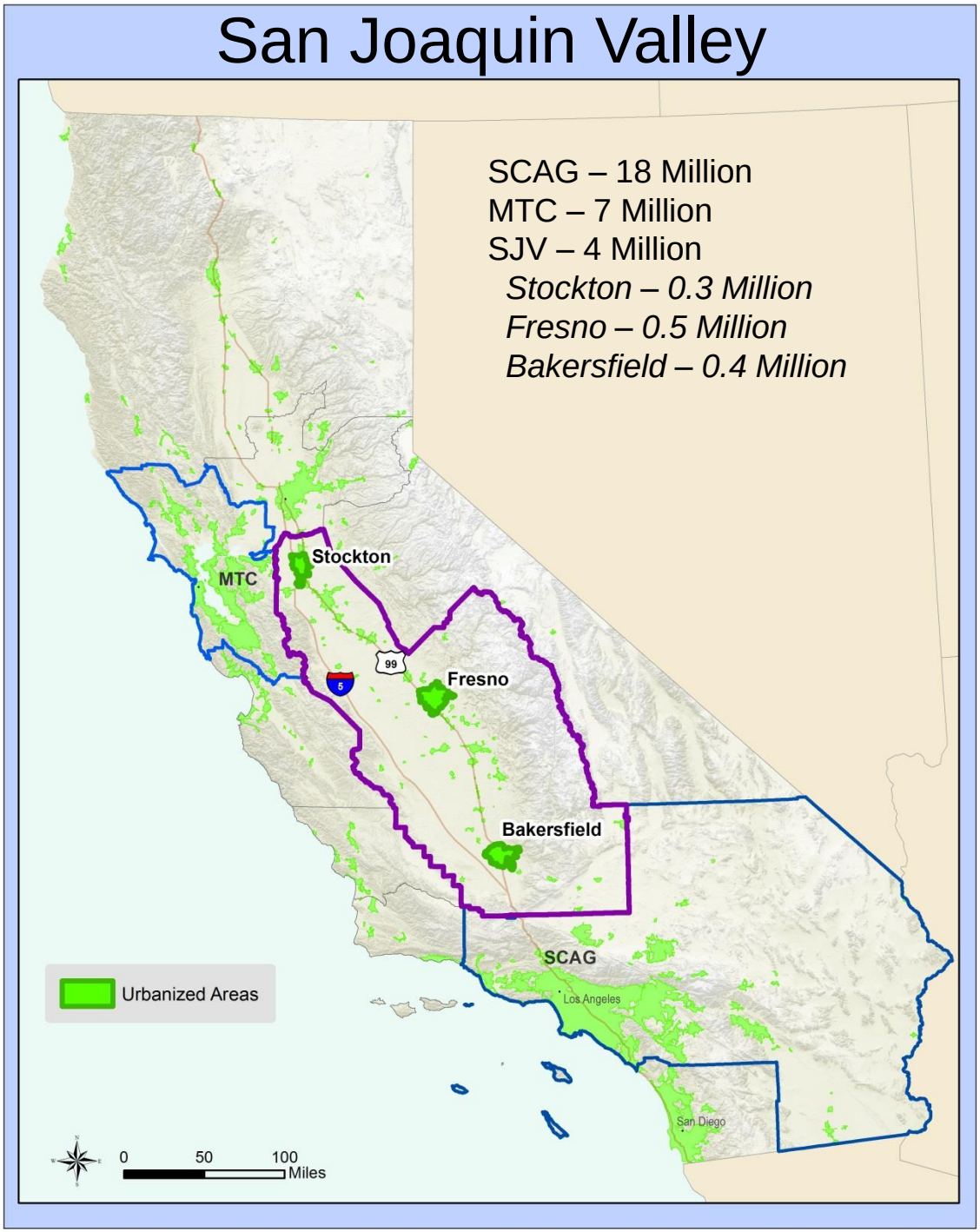
Overview of Presentation

- Proposed sustainable communities strategies (SCSs) for the San Joaquin Valley (SJV)
- Status of ARB staff's review of the MPOs' GHG determinations
- Recommended next steps

San Joaquin Valley Regional Collaboration

- Eight separate counties and MPOs, working together
- Examples of valley-wide collaboration
  - Valley-wide demographic forecast study
  - Valley Model Improvement Plan created a consistent platform for all eight county travel models
  - Scenario planning processes to consider transportation and land use strategies

San Joaquin Valley



San Joaquin Valley Growth Projections

- Population in region is projected to grow from current 4 million to nearly 6 million by 2035
- Growth by 2035 in the cities of Fresno and Bakersfield will exceed 50 percent
- About 20% of population will live in unincorporated areas in 2035

Status of Proposed SCSs

- Draft SCSs are proposed for adoption in June/July
- Include mix of land use and transportation strategies
- SCS performance metrics for the SJV are more limited than for the four largest MPOs in the state
- Travel between counties and through the Valley is a significant planning and technical issue

SB375 Targets

- Target metric is a percent per capita reduction from base year of 2005
- Board set reduction targets of 5 percent in 2020 and 10 percent in 2035
- MPO boards are expected to make a determination they can meet the targets of 5 and 10 percent (except Merced and Madera)

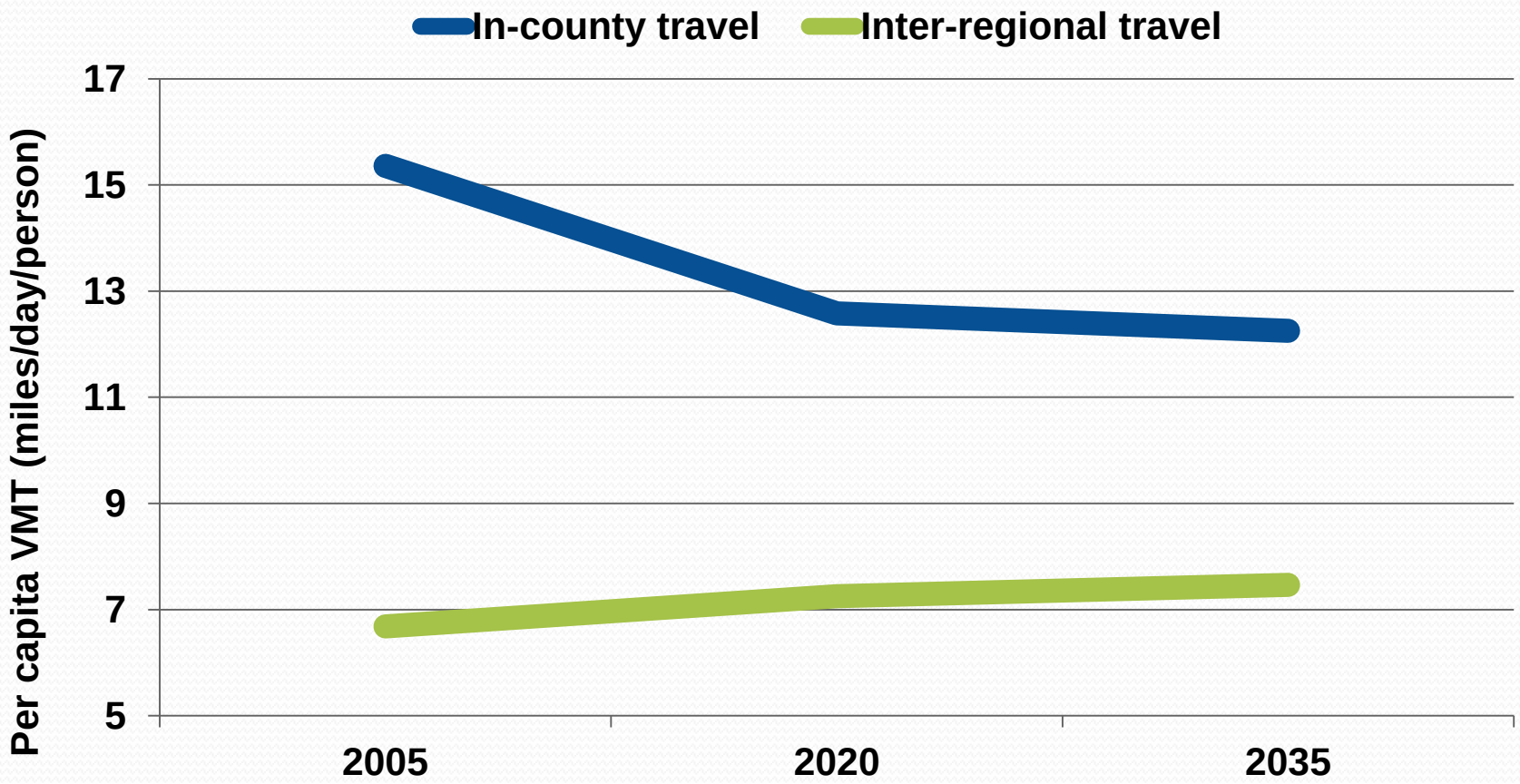
Characteristics of Travel in the SJV

- In-county travel
- Inter-regional travel
  - Travel between neighboring SJV counties
  - Commute travel – primarily from northern counties into the Bay Area
  - Through-travel (pass-through trips)

Inter-Regional Travel

- Appropriately accounting for each type of inter-regional travel is critical for GHG quantification
- Total VMT by county is reasonable
- Issue is apportionment of total VMT among in-county and inter-regional travel
- Efforts are underway to address this issue

Role of Inter-regional Travel in Per Capita VMT



Note: This chart reflects data from Kern, Fresno, San Joaquin and Stanislaus counties.

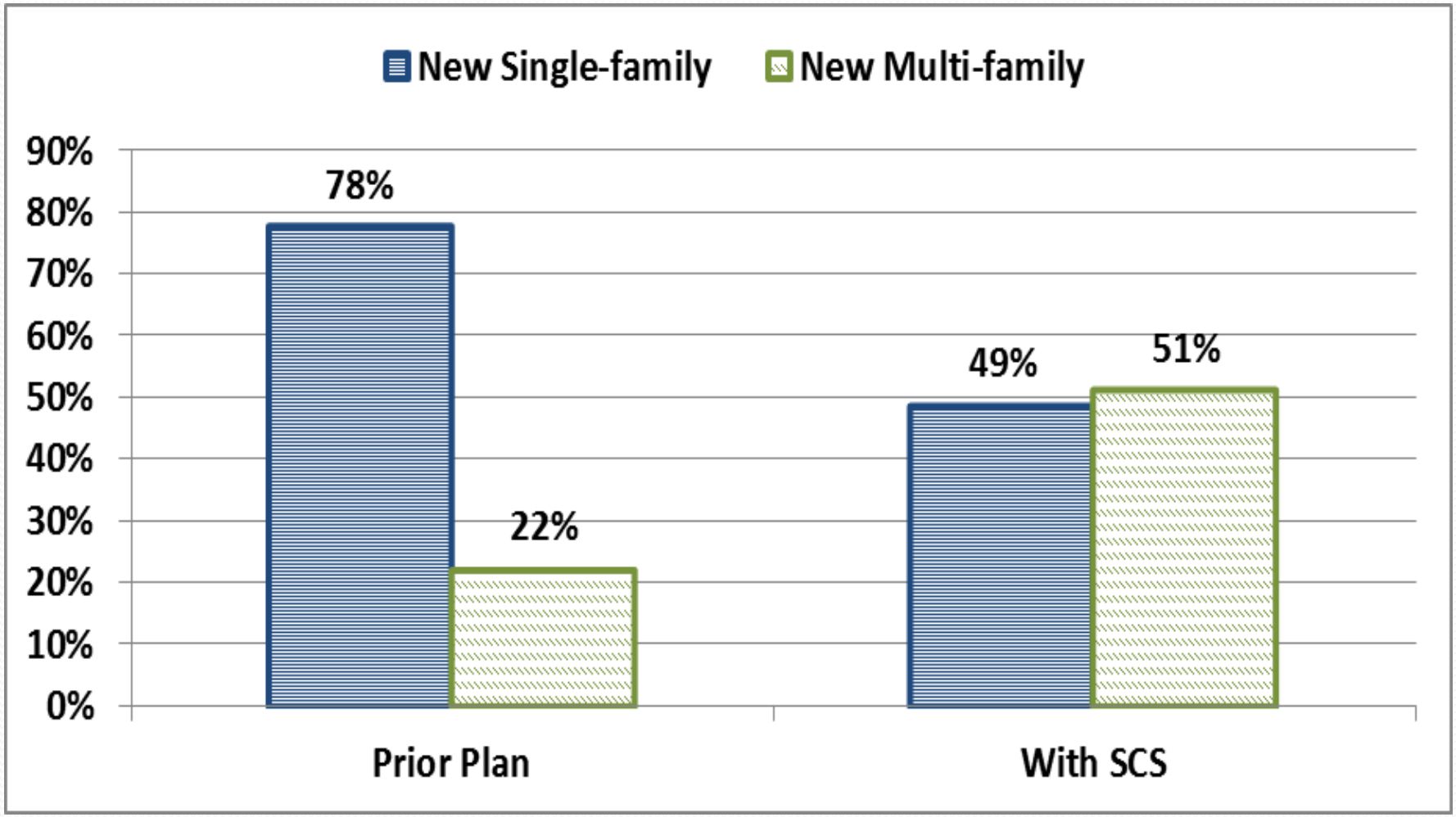
General Strategies Common To SJV SCSs

- Larger cities: more multifamily housing, more compact growth, more transit funding, some funding for bike or pedestrian transportation
- Smaller cities: more infill development and complete streets, some funding for bike and walk
- Agricultural land conservation
- Various strategies to address long commute trips

Performance Metrics

- Staff aggregated performance metrics for the four largest counties: Kern, Fresno, San Joaquin and Stanislaus
- Performance metrics
  - Multi-family housing
  - Housing and jobs near transit
  - Agricultural land preservation
  - Investments in transit and bike/walk
  - Average auto trip length

Increase in New Multi-Family Housing in 2035



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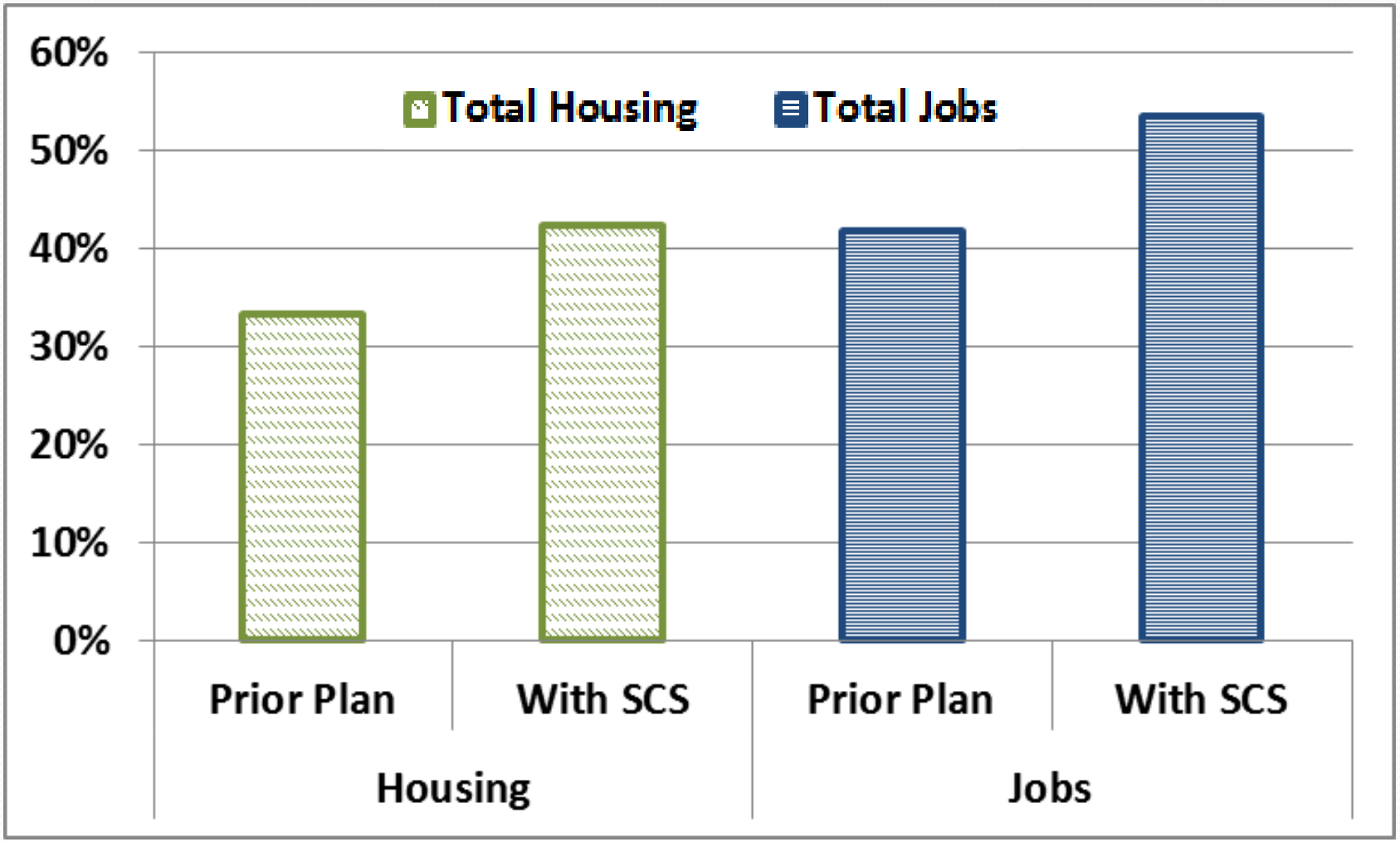
Housing & Jobs Near Transit in 2035



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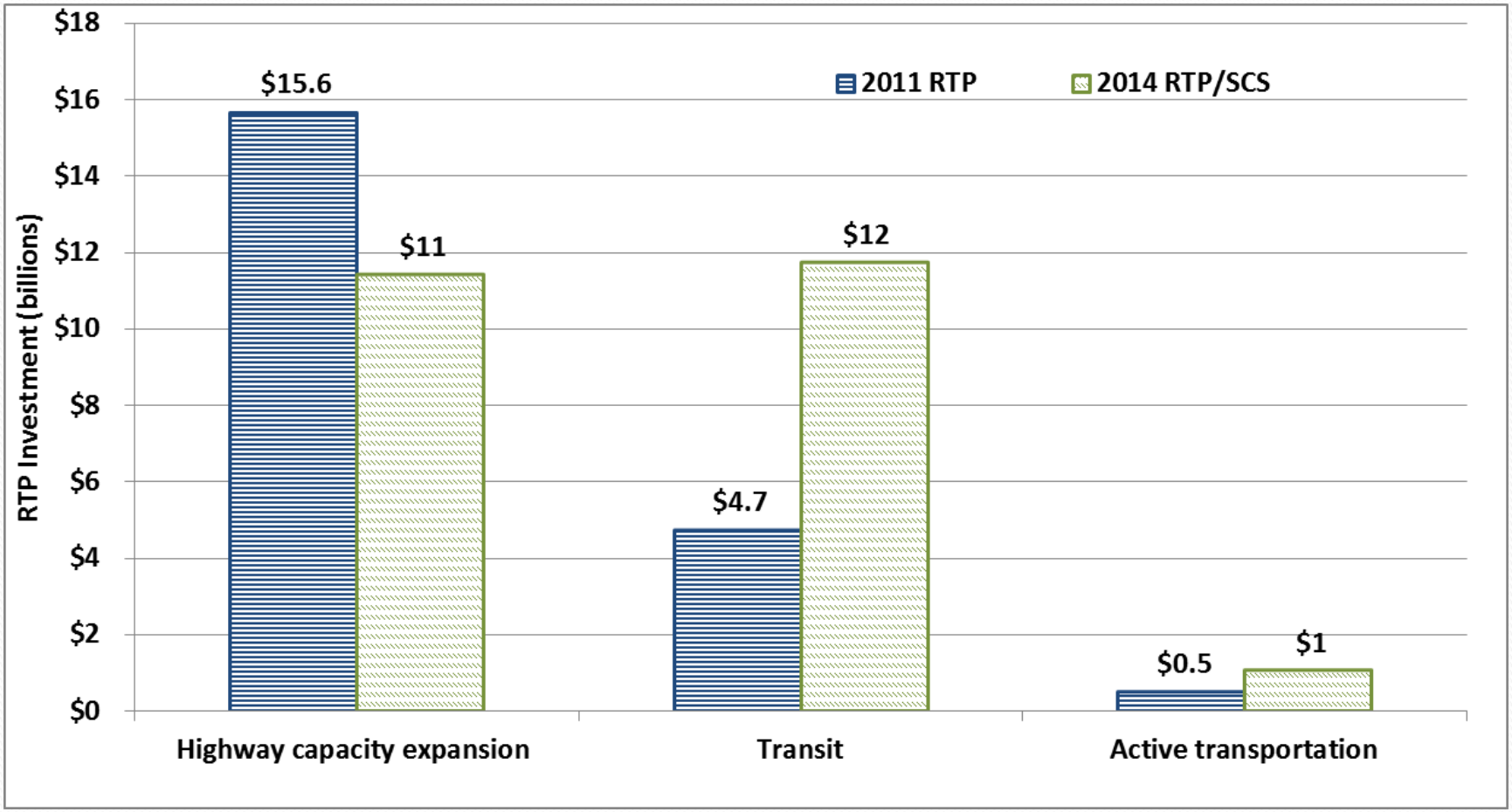
Agricultural Land Preserved in 2035

- Rapid conversion of valuable agricultural land to urban growth over the past several decades
- High historical rates of agricultural land conversion
- Implementation of SCSs designed to slow the rate of conversion

Shift in Transportation Investments (Billions)



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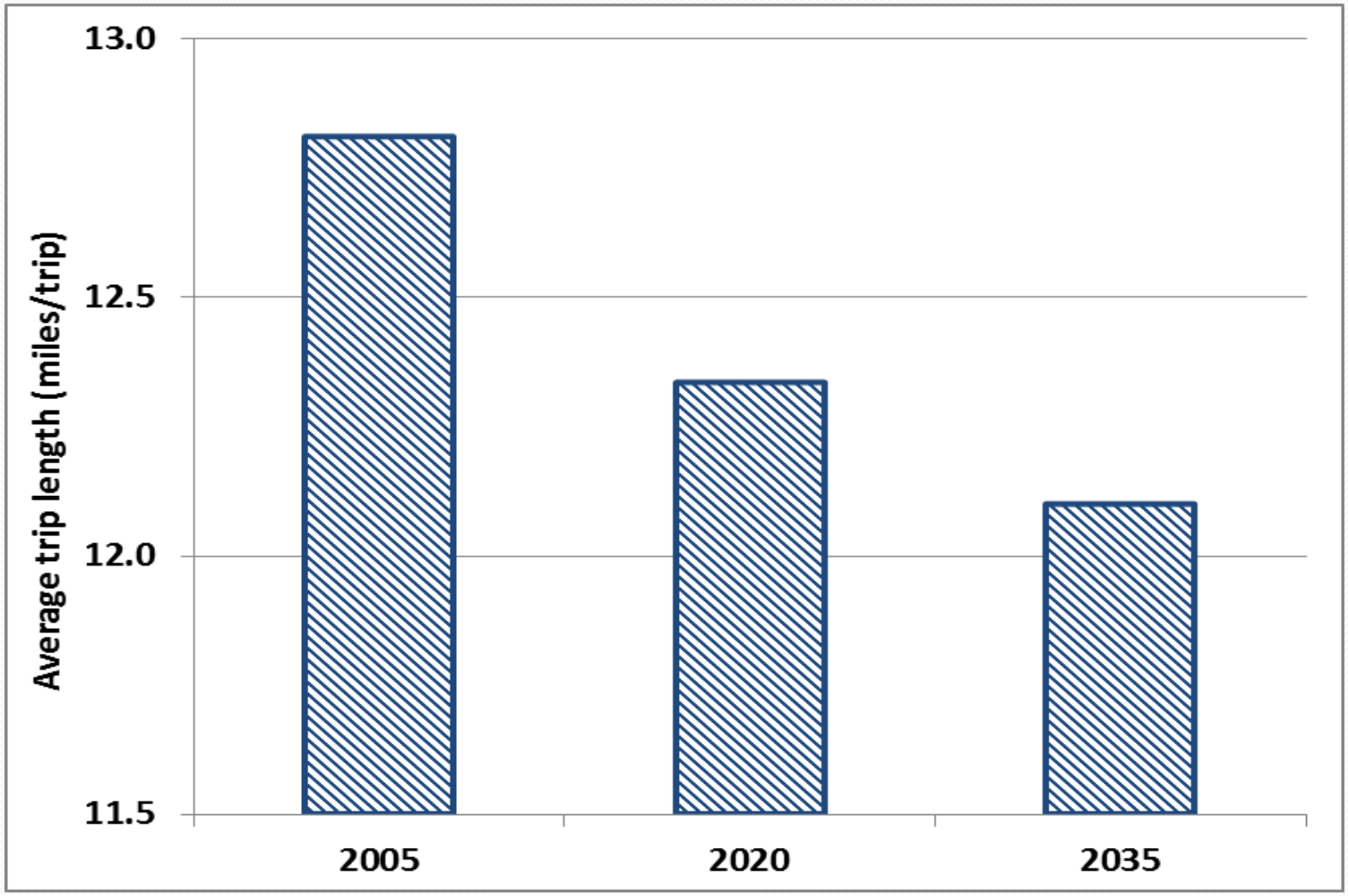
Decreasing Average Auto Trip Length

In-county VMT only



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Technical Issues

- Sensitivity of models to economic assumptions (e.g., recession, fuel cost)
- Sensitivity of models to land use and transportation strategies
- Valley socio-economic characteristics and travel behavior
- Impact of transportation spending on shifts in travel mode
- Accounting for inter-regional travel

Staff Recommendations

- Return to the Board to report on final GHG quantification
- Encourage a regional perspective
- Improve the technical capabilities of the region as a whole
- Revise the technical methodology for the next target update