

San Diego Association of Governments' 2015 Draft Sustainable Communities Strategy

Informational Update

June 25, 2015

California Environmental Protection Agency

 **Air Resources Board**

SB 375 Roles

- ARB Roles
 - Set regional GHG reduction targets
 - Review the GHG target determinations by MPOs
 - Either accept or reject an MPO's determination
- Metropolitan Planning Organization (MPO) Roles
 - Develop a Sustainable Communities Strategy (SCS) as part of a Regional Transportation Plan (RTP)
 - Submit the adopted SCS and GHG quantification
- Local governments
 - Implement the SCS policies through local actions

SANDAG and SB 375

- In 2010 the Board set per capita greenhouse gas reduction targets:
 - 7 percent by 2020
 - 13 percent by 2035
- SANDAG's 2011 RTP/SCS, if implemented, would achieve these targets
- SANDAG's 2015 RTP/SCS will be adopted this Fall

2011 RTP/SCS Implementation

SANDAG has been implementing the 2011 SCS while developing the 2015 RTP/SCS update

- New Regional Policies: Complete Streets Policy and Bicycle Early Action Program
- Funding for Local Projects: Active Transportation and Smart Growth Incentives grants
- Completed Projects: Rapid bus service, portion of regional bikeway, carpool lanes on I-805



Source: SANDAG

San Diego County

- Second most populous county in California
- Current population over 3.1 million, 3.8 million by 2035
- Several military bases, Native American reservations, and an international border



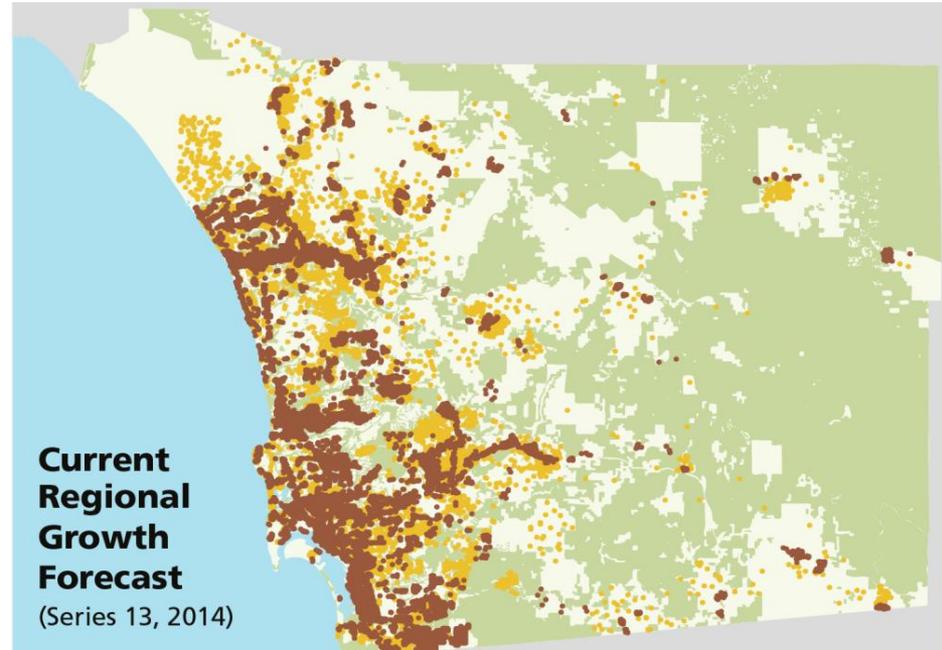
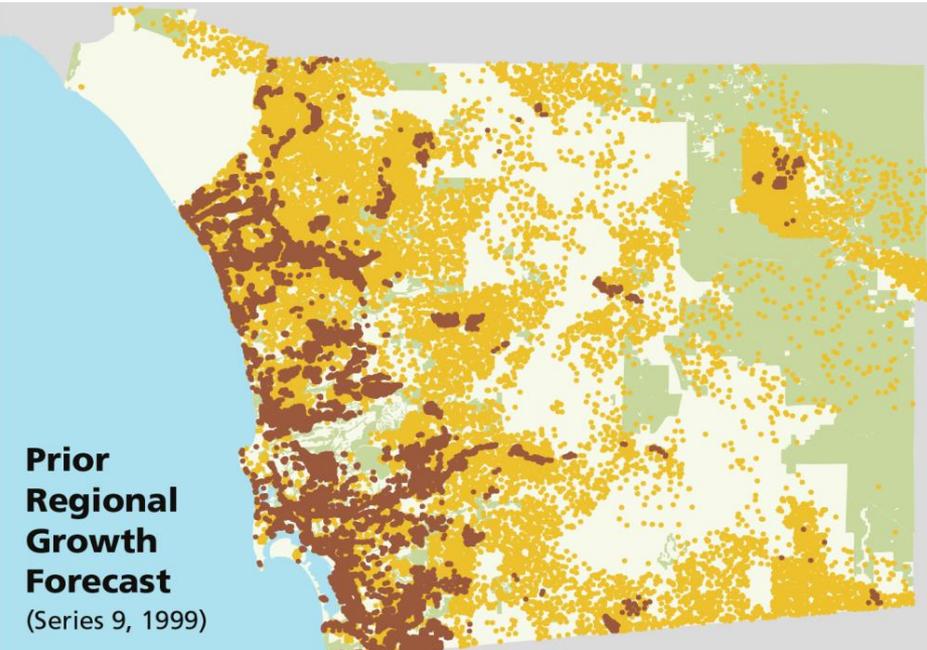
San Diego County Growth Pattern

- Most of the population is concentrated in the western third of the county
- San Diego is the largest of the 18 cities, with 40 percent of the County population
- Historic pattern of suburban growth transitioning to more compact, urban-centered growth

Forecasted Development Pattern

Previous

Current



Source: SANDAG

- Legend:
- Growth in Housing Units
1 dot= 10 new housing units
 - Growth in Employment
1 dot= 10 new jobs
 - Protected Open Space
 - Non-Growth Area

Overview of the 2015 Draft RTP/SCS

- Incorporates multiple goals for a unified regional planning document
- Continues the Urban Area Transit Strategy from the prior plan, focusing investment in high density areas
- Accelerates phasing of transit and active transportation projects compared to the prior plan



Key Strategies in the 2015 Draft SCS

- Land use: More multifamily housing and more compact communities
- Transit: Commuter rail, light rail, Rapid bus, local bus improvements
- Active transportation
- Highway network: Managed lanes
- Demand management: Carpool, vanpool, carsharing, and mobility hubs
- Electric vehicles: Regional EV charger program



Source: SANDAG

SANDAG's Development of the 2015 RTP/SCS

- Public Involvement
 - Workshops, community based organization network, policy advisory committees
- Transportation Project Selection
 - Based on the 2011 RTP/SCS project list
- Alternative Transportation Scenarios
 - Two initial scenarios blended into a preferred scenario

SANDAG's Plan Performance in 2035 Compared to 2012 Base Year

- Increase in the total population near transit
 - From 35 to 58 percent
- Increase in the total jobs near transit
 - From 42 to 68 percent
- Doubling of transit ridership
 - 366,000 to 787,000 daily boardings
- More multimodal travel
 - Increase from 14.3 to 16.4 percent of people walking, biking, and taking transit

SANDAG's Plan Performance By 2050

- Multifamily housing:
 - Over 82 percent of new housing will be multifamily
- Land Conservation:
 - 55 percent of the region will be preserved as open space, parks, habitat or farmland

SANDAG's Modeling System

- SANDAG has invested significant resources over the past four years to developing its Activity Based Model (ABM)
- SANDAG is using updated data and information as inputs to the ABM
- The ABM is available for public review

ARB Staff Is Conducting a Technical Evaluation

- ARB must accept or reject SANDAG's determination that the SCS would achieve targets of 7 and 13 percent
- SANDAG's draft determination of per capita GHG reduction is 18 percent by 2020 and 24 percent by 2035
- Staff's evaluation of the GHG quantification will focus on four core aspects of the modeling system
 - Modeling tools
 - Model inputs and assumptions
 - Model sensitivity
 - Performance indicators

Next Steps

- ARB Staff will collaborate with SANDAG staff to complete the technical evaluation
- SANDAG will adopt the 2015 RTP/SCS this Fall and submit a final GHG determination to ARB
- ARB staff will review the final SCS for any changes that affect the MPO's determination
- ARB Executive Officer will issue an executive order accepting or rejecting the determination