

## FACTS ABOUT CALIFORNIA'S SUSTAINABLE COMMUNITIES PLANS

**San Diego Association of Governments (SANDAG)***2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*

Regional Sustainable Communities Strategies (SCS) help California meet its climate goals and the requirements of Senate Bill 375.

**SANDAG's 2050 RTP/SCS Plan**

The San Diego Association of Governments (SANDAG) region includes 18 cities and the unincorporated areas of San Diego County. Less than half of the region's land area is developed or in use, with a majority of land unavailable for development due to protected status or physical limitations. The 2050 RTP/SCS represents the region's vision for sustainability over a 40-year horizon, building on local government commitments in their general plans that will result in a compact urban form with increased residential density. The plan provides for the region's future transportation needs, with 900,000 more people, 273,000 new housing units and over 300,000 new jobs expected by 2035. With funding from the region's TransNet sales tax measure, the plan will provide transit in close proximity to over 80% of the region's new housing. It is also expected to result in regional per capita greenhouse gas emission reductions of 14% by 2020 and 13% by 2035.

**Key Greenhouse Gas Reduction Strategies in SANDAG'S SCS**

SANDAG's SCS strategies are diverse and help reduce greenhouse gas emissions by making changes in the following five areas: land use patterns, the transportation network, transportation demand management, transportation system management, and pricing.

- Local land use plans and the region's Smart Growth Concept Map reflect a commitment to compact, transit-oriented development which has taken shape over the past 20 years.
- The plan's transportation investments support development in local smart growth areas.
- The plan makes a much larger investment in transit than ever before.
- The plan makes significant investments in new light rail and bus rapid transit services, and substantial improvements to the region's commuter rail and light rail networks.
- The plan includes transportation system management, demand management, and pricing policies.
- The plan makes the largest investment to date in active transportation such as biking and walking.

**SANDAG'S Approach to Developing SCS Strategies**

After more than two years of extensive public input, the SANDAG Board of Directors adopted its first RTP with an SCS on October 28, 2011, making it the first agency in California to adopt an SCS.

Key actions included:

- Significant enhancement of SANDAG's public outreach and involvement program
- Outreach to grassroots organizations and grants to community-based organizations to enable their participation in SCS development
- Development of multiple scenarios and alternatives analyses to enable comparison among policy choices
- Sensitivity tests for 10 different policy variables, to determine the sensitivity

of the model to changes in land use and transportation strategies

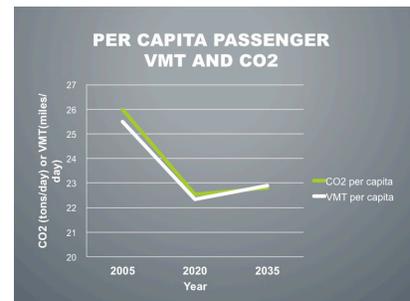
- Adoption of the SCS only 13 months after ARB established SANDAG's regional targets

### Measuring the Greenhouse Gas Benefits of the SCS

SANDAG used its travel model and land use models to help predict the outcomes from implementing the SCS. In addition to using these tools to quantify the impact on greenhouse gas emissions, SANDAG identified performance metrics and trends that help to explain and confirm the greenhouse gas reduction benefits of their plan:

- By 2035, 80% of new housing will be within ½ mile of transit stations
- By 2050, 64% of all housing will be within ½ mile of transit stations
- The percentage of residents who use transit will nearly double from 6% to 11% (2008-2035)
- Nearly one in every three trips will be made by a transportation mode other than driving alone
- Per capita vehicle miles traveled (VMT) decreases through 2020, with a slight increase between 2020 and 2035

The charts below are from ARB staff's technical evaluation of SANDAG's SCS. They represent some of the performance metrics evaluated by ARB.



### Other Regional Benefits of the SCS

SANDAG identifies a number of other ways its SCS would benefit the region.

- Improved public health by encouraging more physically active modes of transportation (walking and biking)
- Greater protection of sensitive habitats through reduced pressure for urban expansion
- Ability to accommodate 100% of the region's housing need within SANDAG's boundaries
- Accelerated schedule for adoption of a regional Complete Streets Policy (safe and accessible for all users)
- Commitment to an early action program for projects in SANDAG's Regional Bicycle Plan

### For More Information

On November 18, 2011, ARB accepted SANDAG's quantification of greenhouse gas emission reductions from its 2050 RTP/SCS. For further information on ARB's Technical Evaluation of SANDAG's plan, contact:

Terry Roberts (626) 450-6182 or email [troberts@arb.ca.gov](mailto:troberts@arb.ca.gov)

ARB's Sustainable Communities Program [www.arb.ca.gov/cc/sb375/sb375.htm](http://www.arb.ca.gov/cc/sb375/sb375.htm)

SANDAG'S 2050 RTP/SCS [www.sandag.org/uploads/2050RTP/F2050rtp\\_all.pdf](http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf)

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