Gateway Cities SCS 4th Workshop
Draft Aggregate SCS Analysis Results

Presented by:

Ken Farfsing (Signal Hill)
Christopher Wornum (CS)
Nancy Pfeffer (Gateway Cities COG)
Al Warot (Willdan)

Wendy Tao (CS)
Michael Snavely (CS)
James Johnson (CS)
Esmeralda Garcia (MIG)

April 20, 2011
## Presentation Agenda

|   | Welcome, Agenda Overview | Ken Farfing, Chair  
SCS Steering Committee | 9:00-9:10  
10 minutes |
|   | Benchmarks and Methodology | Wendy Tao (CS)  
Chris Wornum (CS) | 9:10-9:15  
5 minutes |
|   | Summary of Results | Wendy Tao (CS) | 9:15-9:30  
15 minutes |
|   | GHG Reductions from Transportation Measures | Michael Snavely (CS)  
James Johnson (CS)  
Christopher Wornum (CS) | 9:30-9:50  
20 minutes |
|   | How to Incorporate (or Not to Incorporate) RHNA in the SCS Process | Al Warot (Willdan) | 10:00-10:10  
10 minutes |
|   | Public Outreach Update | Nancy Pfeffer (GCCOG)  
Esmeralda Garcia, MIG | 10:10 -10:20  
10 minutes |
|   | Financial and Fiscal Implementation | Chris Wornum (CS) | 10:20-10:30  
15 minutes |
|   | Sustainable Communities Strategy Outline and Presentation | Chris Wornum (CS) | 10:30-10:40  
10 minutes |
|   | Closing and Roadmap for Next Steps | Chris Wornum (CS) | 10:50-11:00  
10 minutes |
2. Benchmarks for SCAG & Gateway Cities
GHG (CO$_2$e) per Capita 2005

- **SCAG 2005 Benchmark**: 21.2 lbs Weekday CO$_2$e per capita
- **Gateway Cities 2005 Benchmark**: 16.6 lbs Weekday CO$_2$e per capita
2. Methodology
How Results are Quantified

Transportation Strategies
- 440 strategies: 50 incomplete, insufficient or not relevant

TDM Strategies:
- Compressed work week schedules for city employees (12 cities)
- Ridesharing programs for city employees (6 cities)
- Trip Reduction Ordinances for new development (8 cities)
- Interactive effects with land use and transit included

Land Use:
- 9 cities chose to modify their land use
- Remaining cities used their adopted general plans
- Interactions between land use and proximity to transit node

Regional Projects, including Measure R
- 17 projects
- Interactions between land use and regional transit projects
3. Summary of Results
Daily GHG Reduction Per Capita in Gateway Cities

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>Gateway Cities 2005 Benchmark</th>
<th>2035</th>
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</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>4.46%</td>
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<td>4.22%</td>
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<tr>
<td>TDM Measures</td>
<td>2.83%</td>
<td></td>
<td>2.93%</td>
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<tr>
<td>Land Use</td>
<td>0.04%</td>
<td></td>
<td>0.04%</td>
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<tr>
<td>Regional Projects</td>
<td>1.10%</td>
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<td>2.93%</td>
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<tr>
<td>Interactive Effects</td>
<td>8.43%</td>
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<td>7.01%</td>
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<td>14.93%</td>
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Percent below 16.64 lbs CO$_2$e per person per day
4. GHG Reductions from Transportation Measures
Submitted Transportation Project Locations
4. GHG Reductions from Transportation Measures
Submitted Transportation Projects by Type

- Intersection Improvement: 127
- Bike/Pedestrian: 71
- System Operations: 68
- Capacity Expansion: 34
- Park-and-Ride: 4
- RR Grade Separation: 4
4. GHG Reductions from Transportation Measures

Average Annual Reduction by Project Type (tons)

- Capacity Expansion
- Int Imp (New Capacity)
- Int Imp (New Phase)
- Int Imp (New Signal)
- RR Grade Separation
- Park-and-Ride
- System Operations
4. GHG Reductions from Transportation Measures

Overall Emissions Reduction Benefits

- Transportation Network Improvements:
  - System Operations: 250,000 Tons CO₂
  - Intersection Improvement: 150,000 Tons CO₂
  - Park-and-Ride: 50,000 Tons CO₂
  - RR Grade Separation: 100,000 Tons CO₂
  - Roadway Capacity: 300,000 Tons CO₂

Assuming VMT increases at the rate of population.
4. GHG Reductions from Transportation Measures
Shares of Total Subregional Reduction Compared 2005

Overall reduction (2005 - 2020): 8.43 % or 0.74 tons CO₂e per capita
4. Results from Evaluating GHG Reductions Regional Projects

- 17 key projects

- Daily CO₂ reduction due to changes in network speed is 7% associated bottleneck relief

- Daily CO₂ reduction due to reduced VMT (i.e., mode shift) is 1.1% associated mostly with transit projects largely built by 2020

- Packaging is multiplicative; so the combined benefit is 7.01% these apply in 2040
4. Results from Evaluating GHG Reductions
Regional Projects within Gateway Cities Subregion

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<thead>
<tr>
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<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>I-710 Arterial Hwy Improvements</td>
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<tr>
<td>2</td>
<td>I-710 TSM/TDM</td>
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<tr>
<td>3</td>
<td>I-5 (I-605 to county line)</td>
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<td>4</td>
<td>SR-91/I-605/I-405 Arterial Highway Improvements</td>
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<td>5</td>
<td>BNSF Grade Separation</td>
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<td>6</td>
<td>I-110 Harbor Transitway</td>
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<td>7</td>
<td>HOV conversion to HOT lanes</td>
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<td>8</td>
<td>I-710 Freight Corridor</td>
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<td>9</td>
<td>Signal synchronization of major arterials (re: I-710)</td>
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<td>10</td>
<td>ITS Integration Plan</td>
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<td>11</td>
<td>California High Speed Rail</td>
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<td>12</td>
<td>Goldline Eastside Extension</td>
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<td>13</td>
<td>OLDA Project</td>
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<td>14</td>
<td>Regional Connector</td>
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<td>15</td>
<td>Green Line Extension to LAX I-5 (between I-605 to I-710)</td>
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<td>16</td>
<td>I-5 Arterial Highway Improvements</td>
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<td>17</td>
<td>I-605 Hot Spots</td>
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5. How to Incorporate (or Not to Incorporate) RHNA in the SCS Process

- RHNA is not a component but a related planning effort that will follow the development of the SCS
- RHNA and SCS must be consistent
- Gateway Cities COG submits Final Subregional SCS to SCAG – June 2011
- SCAG approves Final SCS – April 2012
- SCAG releases Draft RHNA – April 2012
- SCAG adopts Final RHNA – October 2012
- COG will rely upon SCAG integrated growth forecasts in addressing SCS and RHNA consistency
6. Public Outreach Plan

- Nancy Pfeffer (Gateway Cities COG)
  Esmeralda Garcia (MIG)

- 4 workshops planned in late April/early May

- Looking for volunteers
7. Financial and Fiscal Implementation
Initial Identification of Eligible CMF Projects

Local Impacts

- Local circulation improvements
- Street resurfacing & reconstruction

Regional Impacts

- Land use strategies
- Non-durable strategies (e.g., Ad campaigns, incentives)

Capital Projects

- Roadway capacity
- Transit capital
- Signal sync
- Intersection improvements

TDM Capital

- Shuttle vans
- Bike lockers
- Pedestrian amenities

TDM operations & regulations

- Salaries
- On-going expenses
- Incentives

Operating Strategies
8. Sustainable Communities Strategy Outline and Presentation

   Executive Summary
   1. Introduction
   2. Situation Analysis
   3. Subregional SCS Development Process
   4. Land Use Characteristics
   5. Growth Accommodations
   6. Affordable Housing Accommodation
   7. Transportation Network
   8. Resource Areas and Farmland
   9. State Housing Goals
   10. Integration of Development Pattern with Transportation Network
   11. Compliance with Regional and Federal Requirements
   12. Financial and Fiscal Implementation
## 9. Next Steps
### Activities through June 2011

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tr>
<td>Nov 17, 2010</td>
<td>Planning Directors/Public Works Officers Workshop #1 (BMPs)</td>
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<tr>
<td>Jan 5, 2011</td>
<td>City Managers/COG Board briefing/workshop #2 (First Draft SCS)</td>
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<td>Feb 16, 2011</td>
<td>Planning Directors/Public Works Officers Workshop #3</td>
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<td>Feb 28, 2011</td>
<td>Stakeholder Outreach Workshop</td>
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<td>March 15, 2011</td>
<td>Final Transportation &amp; TDM Due</td>
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<td>March 31, 2011</td>
<td>Final Land Use Due</td>
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<td>Apr 20, 2011</td>
<td>Planning Directors/Public Works Officers Workshop and City Managers/COG Board briefing #4 &amp; #5 (Final Draft SCS/RTP/RHNA)</td>
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<td>April 2011</td>
<td>Draft subregional SCS due to SCAG</td>
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<td>April – May, 2011</td>
<td>Public Outreach Workshops</td>
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<tr>
<td>June 1, 2011</td>
<td>City Managers/COG Board briefing/workshop and Board Presentation #6 (Final SCS)</td>
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<tr>
<td>June 2011</td>
<td>Final subregional SCS Due to SCAG</td>
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