Presentation Agenda

1. Welcome, Agenda Overview
   - Ken Farfing, Chair
   - SCS Steering Committee
   - Chris Wornum (CS)
   - 8:00-8:15
   - 15 minutes

2. How to Assess GHG Reductions in the Gateway Cities: How Results are Quantified
   - Wendy Tao (CS)
   - 8:15-8:30
   - 15 minutes

3. Panel Discussion
   First Draft Results from Evaluating GHG Reductions from Transportation Measures
   - Michael Snavely (CS)
   - Eric Schreffler (ESTC)
   - 8:30-9:30
   - 60 minutes

4. Break
   - 9:30-9:45
   - 15 minutes

5. First Draft Results from Land Use Strategies using SCAG Sustainability Tool
   - Wendy Tao (CS)
   - 9:45-10:15
   - 30 minutes

6. Beyond the Low-Hanging Fruit: How Cities Can Further Meet SB 375 Goals
   - Chris Wornum (CS)
   - 10:15-10:30
   - 15 minutes

7. CEQA Streamlining: How to Take Advantage of SB 375’s Provisions
   - Jennifer Sarnecki (SCAG)
   - 10:30-10:50
   - 20 minutes

8. Public Outreach Update
   - Nancy Pfeffer (Gateway Cities COG)
   - 10:50-11:00
   - 10 minutes

9. Closing and Roadmap for Next Steps
   - Chris Wornum (CS)
   - 11:00-11:15
   - 15 minutes
2. How to Assess GHG Reductions in the Gateway Cities: How Results are Quantified

- Wendy Tao (CS)
- 8:15 – 8:30
- 15 minutes

Next: Panel Discussion: Draft Results from Evaluating GHG Reductions from Transportation Measures
How to Assess GHG Reductions in the Gateway Cities: How Results are Quantified

- Transportation (over 300 strategies)
- Land Use (Sustainability Tool)
- TDM (Questionnaire)
Assessing Gateway Cities GHG Reductions
Emissions Reduction based on 2005 per Capita CO$_2$e

2005 Benchmark

- TDM
- Land Use
- Transportation

2020

- TDM
- Land Use
- Transportation

2035
Developing a Baseline GHG Emissions Number

- The unit of measurement defined by AB32 and SB375 is an emissions reduction based on a 2005 per capita CO2e.

- The analyses provided today give an approximation of reductions within each strategy; however without the baseline, we are unable to benchmark against targets.

- We have made a request to SCAG to determine the Gateway Cities subregion baseline emissions per capita in 2005.
SCAG Proposed SB 375 GHG Baselines

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
<th>2020</th>
<th>2035</th>
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</thead>
<tbody>
<tr>
<td>Population</td>
<td>17,763,285</td>
<td>21,033,336</td>
<td>23,563,107</td>
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<tr>
<td>Baseline CO2/capita in 2005 (lbs/weekday)</td>
<td>21.2</td>
<td>20.1</td>
<td>20.4</td>
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<tr>
<td>Annual CO2 Emissions in 2005 (MMTCO2/year)</td>
<td>59.3</td>
<td>66.5</td>
<td>75.7</td>
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</tbody>
</table>

SCAG’s GHG reduction targets are 8% in 2020 and 13% in 2035, which we will be using as a benchmark figure.

Source: CARB's August 9, 2010 staff report on the Proposed Greenhouse Gas Emission Reduction Targets Pursuant to SB 375
3. Panel Discussion
GHG Reductions from Transportation & TDM Measures

- Michael Snavely, Eric Schreffler
- 8:30 – 9:30
- 60 minutes
- Next: Break
Submitted Transportation Projects
Submitted Transportation Projects by Type

- **Intersection Improvement**
  - 126
- **Bike/Pedestrian**
  - 67
- **System Operations**
  - 68
- **Capacity Expansion**
  - 34
- **Park-and-Ride**
  - 3
- **RR Grade Separation**
  - 3
Average Reduction per Project by Type (tons)

<table>
<thead>
<tr>
<th>Type</th>
<th>Reduction (tons)</th>
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<tbody>
<tr>
<td>Capacity Expansion</td>
<td>3,526.77</td>
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<tr>
<td>Int Imp (New Capacity)</td>
<td>488.24</td>
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<tr>
<td>Int Imp (New Phase)</td>
<td>441.64</td>
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<tr>
<td>Int Imp (New Signal)</td>
<td>89.59</td>
</tr>
<tr>
<td>Park-and-Ride</td>
<td>41.60</td>
</tr>
<tr>
<td>RR Grade Separation</td>
<td>1.33</td>
</tr>
<tr>
<td>System Operations</td>
<td>0.31</td>
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</table>

Legend:
- Capacity Expansion
- Int Imp (New Capacity)
- Int Imp (New Phase)
- Int Imp (New Signal)
- Park-and-Ride
- RR Grade Separation
- System Operations
Overall Emissions Reduction Benefits

Tons CO₂ Reduced

Assuming VMT increases at rate of population

- Roadway Capacity
- Park-and-Ride
- System Operations
- RR Grade Separation
- Intersection Improvement

250,000

150,000

100,000

50,000

0

300,000

250,000

200,000

150,000

100,000

50,000

0
Operations and Capacity Reductions

- Overall reduction: 0.11-0.13 tons CO$_2$/capita
  - Potential percent reduction in transportation-related emissions: 3-5%
  - Does not include Transit Expansion (Measure R) Improvements
  - Does not include non-motorized improvements
Update: Commuter and TDM Strategies

• 9 cities have now reported TDM strategies
• Focus still on city as employer
• New estimates for:
  – Compressed work weeks
  – Employee ridesharing programs
  – Regional bike to work day
• Safe Routes to School needs some more thought
• Several cities reported comprehensive packages
• Need more information on application of TDM ordinances
• Important to capture interactive effects of TDM
Cities Reporting TDM Activities

- Artesia
- Cerritos (ETR)
- Commerce (CWW & ETR)
- Downey (CWW & ETR)
- Huntington Park (CWW)
- Lakewood (CWW)
- Long Beach
- Santa Fe Springs
- Signal Hill (CWW)
TDM GHG Impacts: Employee Trip Reduction

- Three cities reporting participation levels (356 employees)
- Average vehicle ridership = 1.3
- Average commute distance 10 miles
- Total vehicle trips reduced = 215 (RT) per rideshare day
- Total VMT reduced = 4,300 miles per day
- GHG emissions reduced = 2.05 tons per day
- Annual impact = **373 tons** (accounts for part-time use)
TDM GHG Impacts: Compressed Work Weeks

- Five cities reporting participation levels (579 employees)
- Mostly 9/80 work schedule (every other Friday closed)
- Also some 4/40 and 3/36 schedules
- Average commute distance 5-15 miles
- Total vehicle trips reduced = 462 per day off
- Total VMT reduced = 10,382 miles per day off
- GHG emissions reduced = 5.66 tons per day off
- Annual impact = **170 tons**
TDM GHG Impacts: Bike to Work Day

- LA Metro coordinated event with wide participation
- 4,500 participated county-wide in 2010
- 900 participants in Gateway Cities (20% of population)
- Total VMT reduced = 10,800 miles on Bike to Work day
- GHG emissions reduced = 4.81 tons on Bike to Work day
- Annual impact = 4.81 tons
Total Annual GHG Impacts of Existing TDM

- City employee rideshare programs = 373 tons
- City employee compressed work weeks = 170 tons
- Bike to work day = 5 tons

Total annual GHG reduction from TDM = 548 tons
Potential Annual GHG Impacts of TDM

Annual GHG Reduction per 1000 employees

- City employee rideshare programs = 598.7 tons
- Compressed work weeks = 283.3 tons
- Bike to work day (per 1000 participants) = 5 tons
- TDM ordinance on commercial development = 209.3 tons
Safe Routes to School

- 12 Gateway Cities implementing SRTS projects
- Most are engineering related to improve safety and flow
- GHG impacts will largely come from mode shift and reduced idling
- Need more information on any targets related to mode shift and idling
Comprehensive TDM Activities: Cerritos

- Shuttles
- Bus pass program
- Transit marketing and street furniture
- Employee trip reduction program
- TDM ordinance
  - Preferential parking for vanpools
  - Bike racks
  - Carpool and vanpool loading areas
Comprehensive TDM Activities: Long Beach

- Employee bus pass program
- Safe routes to school
- Bike initiatives
  - Bike station
  - Bike safety and awareness
  - Bike friendly districts
- TDM ordinance
  - 25,000 sq. ft. non-residential and larger
  - Douglas Park TDM requirement for 20% pm peak reduction
  - 3.75 million sq ft office; GHG reductions could be significant
Information Needs: TDM Ordinances

- Amount of development approved with TDM conditions
- Proportion of projects implementing TDM requirements
- Density of development and transit access
- Main TDM strategies required
TDM Ordinances: Capturing Interactive Effects

- Sustainability tool does not consider presence of TDM strategies
- Cities have mechanism to link TDM to new development via ordinances required by CMP
- VMT reduction will be greater at sites with higher density, transit access, pedestrian and bike connectivity and tenant TDM programs
- TDM will be more effective at sites which have higher density, diversity and even design
Questions

Next: Break
4. Break

- 9:30 – 9:45
- 15 minutes

Next: First Draft Results from Land Use Strategies using SCAG Sustainability Tool
5. First Draft Results from Land Use Strategies using SCAG Sustainability Tool

- Wendy Tao (CS)
- 9:45 – 10:15
- 30 minutes
- Next: Beyond the Low-Hanging Fruit: How Cities Can Further Meet SB 375 Goals
SCAG has developed a Sustainability Tool (ST) for cities to develop land use scenarios.

Cities will use the ST for the land use component of Gateway SCS.

SCAG has prepared an existing (2008) scenario and two future scenarios (2020 and 2035) for each city:

- Where possible, SCAG used each city’s general plan.
- When general plan information was insufficient, SCAG consultants used their professional judgment.
- These scenarios are only starting points, not SCAG policy.

Each city must verify the future scenarios and make changes if desired.
Relative Growth of SCAG, LA County & Gateway
2008 RTP Forecasts (Population)

- SCAG 2010-2020: 10.6%
- LA County 2010-2020: 6.7%
- Gateway Cities 2010-2020: 4.3%
- SCAG 2010-2035: 23.9%
- LA County 2010-2035: 16.2%
- Gateway Cities 2010-2035: 10.3%
Relative Growth of SCAG, LA County & Gateway Cities 2008 RTP Forecasts (Employment)

<table>
<thead>
<tr>
<th></th>
<th>SCAG 2010-2020</th>
<th>LA County 2010-2020</th>
<th>Gateway Cities 2010-2020</th>
<th>SCAG 2010-2035</th>
<th>LA County 2010-2035</th>
<th>Gateway Cities 2010-2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010-2020</td>
<td>10.0%</td>
<td>4.4%</td>
<td>3.0%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010-2035</td>
<td>23.2%</td>
<td>10.7%</td>
<td>7.2%</td>
<td></td>
<td></td>
<td></td>
</tr>
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</table>
Land Use Analysis: Sustainability Tool

STEP1 DEVELOPMENT TYPES

A Variety of Buildings, Streets and Amenities Create a “Place”

- City Employment High Mix
- Town Residential Low Mix
- Suburban Residential No Mix
Land Use Analysis: Sustainability Tool

STEP 2 PAINT A SCENARIO

Design Scenarios by Painting Development Types on to the Landscape

Base Year
Compact Design
Transit Oriented
**Land Use Analysis: Sustainability Tool**

**STEP 3 MONITOR INDICATORS ON-THE-FLY**

Compare the Scenarios and Monitor the Impact of Land Use Decisions in Real Time

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### Detailed tables

<table>
<thead>
<tr>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
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<tr>
<td>Land Use</td>
<td>45%</td>
<td>35%</td>
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<tr>
<td>Employment</td>
<td>50%</td>
<td>40%</td>
</tr>
<tr>
<td>Housing Mix</td>
<td>60%</td>
<td>70%</td>
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</table>

### Summary tables

<table>
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<tr>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
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<tbody>
<tr>
<td>Population</td>
<td>1,200,000</td>
<td>1,100,000</td>
</tr>
<tr>
<td>Employment</td>
<td>60,000</td>
<td>50,000</td>
</tr>
<tr>
<td>Housing</td>
<td>30,000</td>
<td>20,000</td>
</tr>
</tbody>
</table>

### Quick reference graphs

- Housing Mix (pie charts)
- Jobs Mix (bar charts)
- Employment Mix (line graphs)
- Land Use Mix (scatter plots)

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**Cambridge Systematics**
City of La Mirada Default Scenarios

2008

2020

2035
Outputs Generated – Housing and Jobs

Housing & Mix

Jobs & Mix

Scenario 1
Scenario 2
Scenario 3
Scenario 4
Scenario 5

Multifamily
Townhome
Single Family
Mobile Home

Industrial
Office
Retail
Outputs Generated – VMT and Mode Split

VMT per Household

Travel Mode Split

- Non-Auto Trip
- Transit Trip
- Auto-Passenger Trip
- Drive Alone Trip
La Mirada Default Scenario Results
GHG emissions per household (tons)

Tons CO$_2$ Reduced per household

<table>
<thead>
<tr>
<th>Year</th>
<th>Emissions</th>
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<tbody>
<tr>
<td>2008</td>
<td>0.0225</td>
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<tr>
<td>2020</td>
<td>0.0221</td>
</tr>
<tr>
<td>2035</td>
<td>0.0224</td>
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</table>

-1.8% reduction from 2008 to 2020, 0.7% increase from 2020 to 2035.
The model begins with TAZ level forecasts. Control totals are provided for city-level population and employment. The TAZ land use then has to be translated into local 5 acre grid cells using a mathematical model with a series of lookup tables.

This is a “best fit” model and there are times when the TAZ allocation is linked to a different land use designation than intended.
Gateway Cities Region Default Scenario Results
GHG emissions reduction in 2020

- Artesia: -3.4%
- Avalon: 0.7%
- Bellflower: -1.9%
- Bell Gardens: -2.5%
- Cerritos: -3.3%
- Commerce: -2.0%
- Compton: -2.1%
- Cudahy: -2.3%
- Downey: -1.5%
- Hawaiian Gardens: -2.2%
- Huntington Park: -2.2%
- La Habra Heights: -1.8%
- Lakewood: -2.1%
- La Mirada: -1.7%
- Long Beach: -2.4%
- Lynwood: -3.6%
- Maywood: -2.8%
- Norwalk: -3.4%
- Paramount: -2.5%
- Pico Rivera: -3.8%
- Santa Fe Springs: -3.0%
- Signal Hill: -2.2%
- South Gate: -1.9%
- Vernon: 0.0%
- Whittier: -1.5%
- Uninc: -2.4%
Gateway Cities Region Default Scenario Results
GHG emissions per household (tons)

Tons CO$_2$ Reduced per household

<table>
<thead>
<tr>
<th>Year</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>0.5243</td>
</tr>
<tr>
<td>2020</td>
<td>0.5200</td>
</tr>
<tr>
<td>2035</td>
<td>0.5168</td>
</tr>
</tbody>
</table>

- 2008: 0.5243 tons
- 2020: 0.5120 tons (2.3% reduction)
- 2035: 0.5168 tons (1.4% reduction)
Next Steps for Land Use Analysis
Gateway Cities Action Items

- The expectation is that most cities will not choose to make significant modifications in the ST.

- For cities interested in making modifications to their land use – either because of incorrect allocations or more ambitious land use scenarios, the following assistance is provided:
  - SCAG will be available to answer questions and provide access to the ST.
  - Gateway Cities COG, in conjunction with SCAG, will conduct two hands-on workshops in mid-March (March 23 and 24).

- Cities should provide CS final land use scenarios by March 31, 2011. Excel spreadsheets and Step-by-Step Guide can help.

- If CS does not receive an updated land use from the cities by March 31, 2011, we will plan to use the default scenarios.
6. Beyond the Low-Hanging Fruit: How Cities Can Further Meet SB 375 Goals

- Christopher Wornum (CS)
- 10:15 – 10:30
- 15 minutes

Next: CEQA Streamlining: How to Take Advantage of SB 375’s Provisions
7. CEQA Streamlining: How to Take Advantage of SB 375’s Provisions

- Jennifer Sarnecki (SCAG)
- 10:30 – 10:50
- 20 minutes
- Next: Public Outreach Plan

Gateway Cities Council of Governments
February 16, 2011
Overview

- Types of SB 375 CEQA streamlining
- How does a project qualify?
- Criteria for streamlining
- Benefits of streamlining
- Your City’s role
- SCAG’s role
Key Points

- Provides incentives to support integrated transportation & land use projects that reduce GHG emissions
- Cities must determine if future projects are consistent with the adopted 2012 RTP/SCS (location and uses)
- There are numerous criteria and categories
CEQA Streamlining
How does a project qualify?

1. Consistent with an approved SCS or APS
   - General use designation, density, building intensity, applicable policies specified for project area in SCS or APS

2. Be one of the following:
   - Transit Priority Project
     - At least 50% residential use (≥ 0.75 FAR if 26-50% non-residential use)
     - Minimum 20 dwelling units/acre
     - Within ½ mile of a major transit stop or high-quality transit corridor
   - OR
   - Residential or Mixed Use Residential Project
     - ≥ 75% of total building square footage is residential use
Example of TPP Area
City of Ontario
Determining Consistency
CEQA Streamlining
Types of streamlining in SB 375

Full CEQA Exemption
- For a special class of TPP declared a Sustainable Communities Project (SCP) (§21155.1 (a), (b), (c))

Sustainable Communities Environmental Assessment
- For Transit Priority Projects (TPP) only (§21155.2 (a), (b))

Streamlined EIR/Reduced CEQA Analysis
- For TPPs and residential/mixed use projects (§21155.2 (a), (c) and §21159.28)

Traffic Mitigation Measures
- For TPPs only (§21155.3)
CEQA Streamlining
Criteria

Full CEQA Exemption – TPP defined as Sustainable Communities Project
- 8 environmental criteria
- 7 land use criteria
- 1 of 3 affordable housing/open space criteria
- After meeting the above criteria, finding of SCP by legislative body

Sustainable Communities Environmental Assessment (SCEA) – TPP only
- Incorporate all feasible mitigation measures, performance standards, criteria in prior EIRs
- Avoids or mitigates to a level of insignificance
- No growth inducing impacts or cumulative effects analysis on cars/light trucks if adequately addressed in prior EIRs
CEQA Streamlining Criteria

Streamlined EIR

*For TPP*
- Incorporate all feasible mitigation measures, performance standards, criteria in prior EIRs
- Identify significant impacts in initial study
- Identify cumulative impacts in prior EIRs

*For Residential/Mixed Use Residential*
- Incorporate all feasible mitigation measures, performance standards, criteria in prior EIRs

Traffic Mitigation Measures
- Adopted by legislative body of local jurisdiction
- Reviewed every 5 years
CEQA Streamlining
Benefits

Full CEQA Exemption (SCP)

Reduced CEQA Analysis – no discussion or analysis of one or more of the following:

- Cumulative effects if found to be adequately mitigated in prior EIRs
- Growth inducing impacts and cumulative impacts from cars/light duty truck trips
- Off-site alternatives to TPP
- Reduced residential density alternative

Traffic Mitigation Measures (TPP)

- If the city has adopted traffic mitigation measures, no additional traffic mitigation required
Local Jurisdiction Role

- Take an active role in SCS development
- Identify potential projects within your jurisdiction that might qualify
- Provide detailed land use information, if interested
  - General land use designation, density, building intensity
- Make a consistency finding for projects that potentially qualify for SB 375 streamlining (after 2012 RTP/SCS adoption)
SCAG’s Role

- Meet with interested cities
- Provide maps/data of potential TPP areas
- Prepare Regional SCS
- Incorporate data into Regional SCS to facilitate consistency findings by local jurisdictions
- Include voluntary guidelines in RTP Programmatic EIR
For more information please contact

Jennifer Sarnecki, AICP
Senior Planner
sarnecki@scag.ca.gov
(213) 236-1829

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS
www.scag.ca.gov
8. Public Outreach Plan

- Nancy Pfeffer (Gateway Cities COG)
- 10:50 – 11:00
- 10 minutes

Next: Closing and Roadmap for Next Steps
9. Next Steps
Activities through June 2011

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<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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<tr>
<td>Feb 16, 2011</td>
<td>Planning Directors/Public Works Officers Workshop #3</td>
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<tr>
<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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<tr>
<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>
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