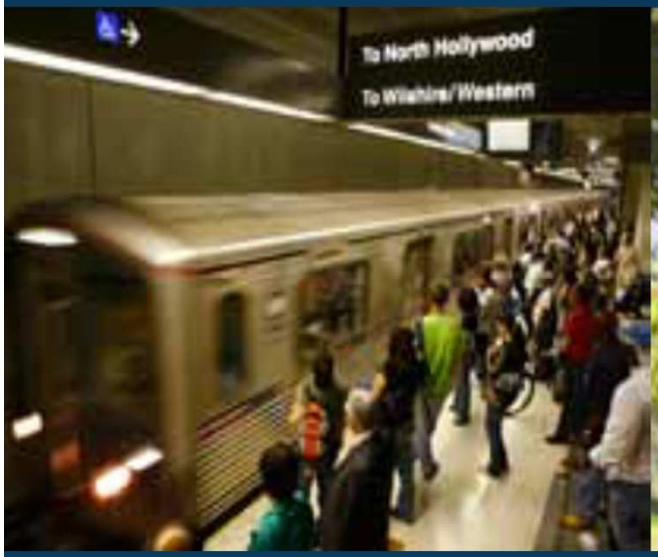


ARB INFORMATIONAL UPDATE: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS' DRAFT 2012-2035 SUSTAINABLE COMMUNITIES STRATEGY

March 22, 2012

California Environmental Protection Agency
Air Resources Board

STATUS OF SB 375 IMPLEMENTATION

- *ARB set regional greenhouse gas emission reduction targets in September 2010 – per capita metric*
- *ARB published its technical methodology explaining our approach to SCS review*
- *ARB staff reviewed one SCS in 2011, and two draft SCSs in 2012*
- *SCAG and SACOG Boards will consider SCS adoption in April 2012*

THE SCAG REGION

- *Largest of the regional planning areas*
- *About half of the state's population and GHG emissions*
- *A significant portion of the state's economy*

SUSTAINABILITY IN THE REGION

Regional dialogue about sustainability has been ongoing.

Many examples of local commitment to sustainable planning through the Compass Blueprint Program .

LONG BEACH: TRANSIT ORIENTED DEVELOPMENT

FULLERTON: MIXED USE REDEVELOPMENT

SAN BERNARDINO: SBX BUS RAPID TRANSIT

EL CENTRO:
DOWNTOWN MASTER PLAN

TEMECULA: OLD TOWN REVITALIZATION

SCAG'S DRAFT SCS

An overview of the
Sustainable Communities Strategy

DEVELOPMENT OF THE DRAFT PLAN

- *A 2-year public process with dozens of workshops*
- *Collaboration with local governments, transportation agencies and other stakeholders*
- *Development of scenarios and RTP alternatives*
- *Examples of supplemental analyses: transportation finance, goods movement, active transportation, environmental justice*

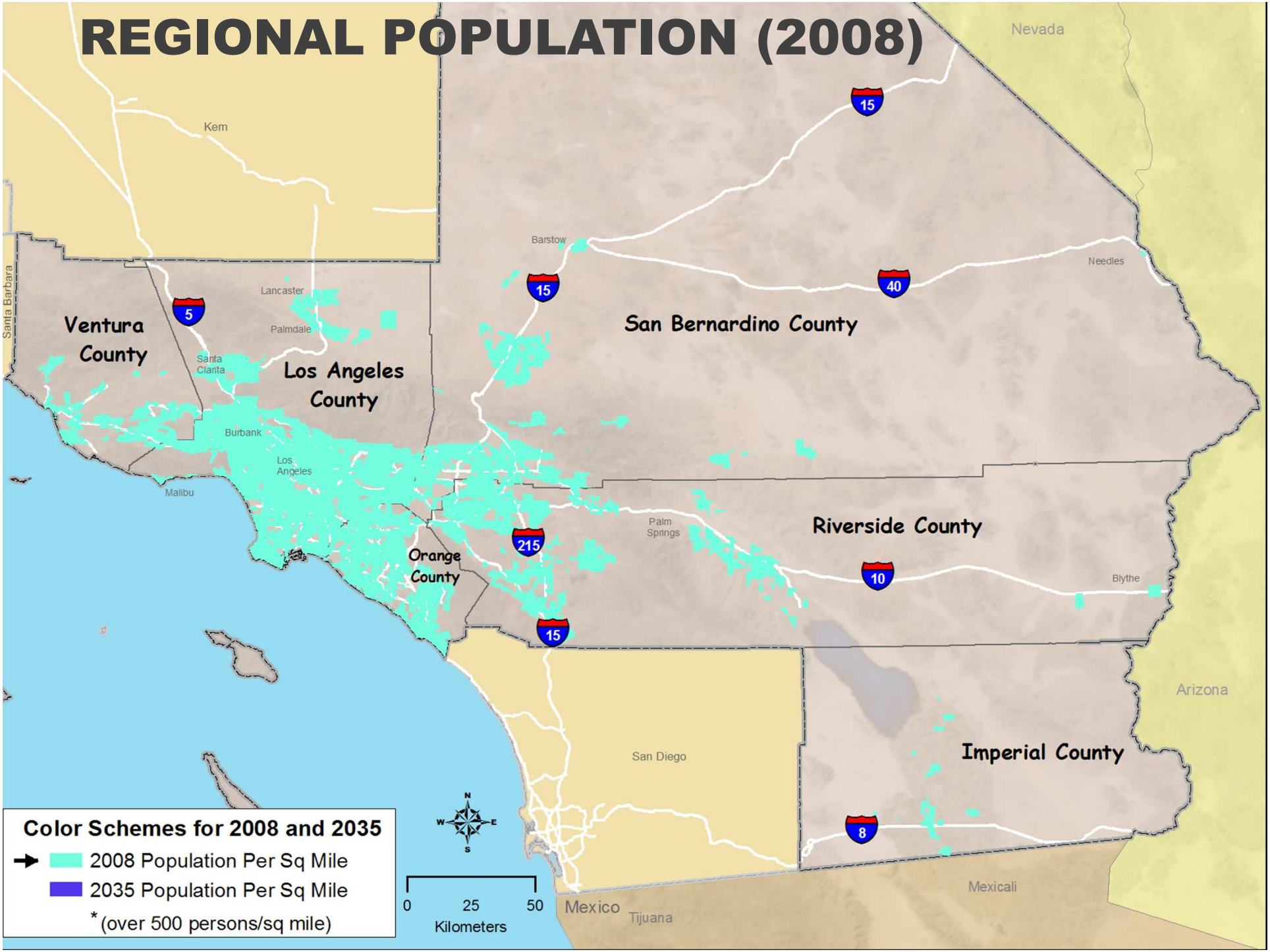
SCAG'S EJ ANALYSIS

- *Uses social equity performance measures*
- *Provides a tool box of potential mitigation measures for project sponsors and local agencies*
- *Recognize gentrification as an issue*
- *Research is needed to develop new indicators at a very refined geographic level*

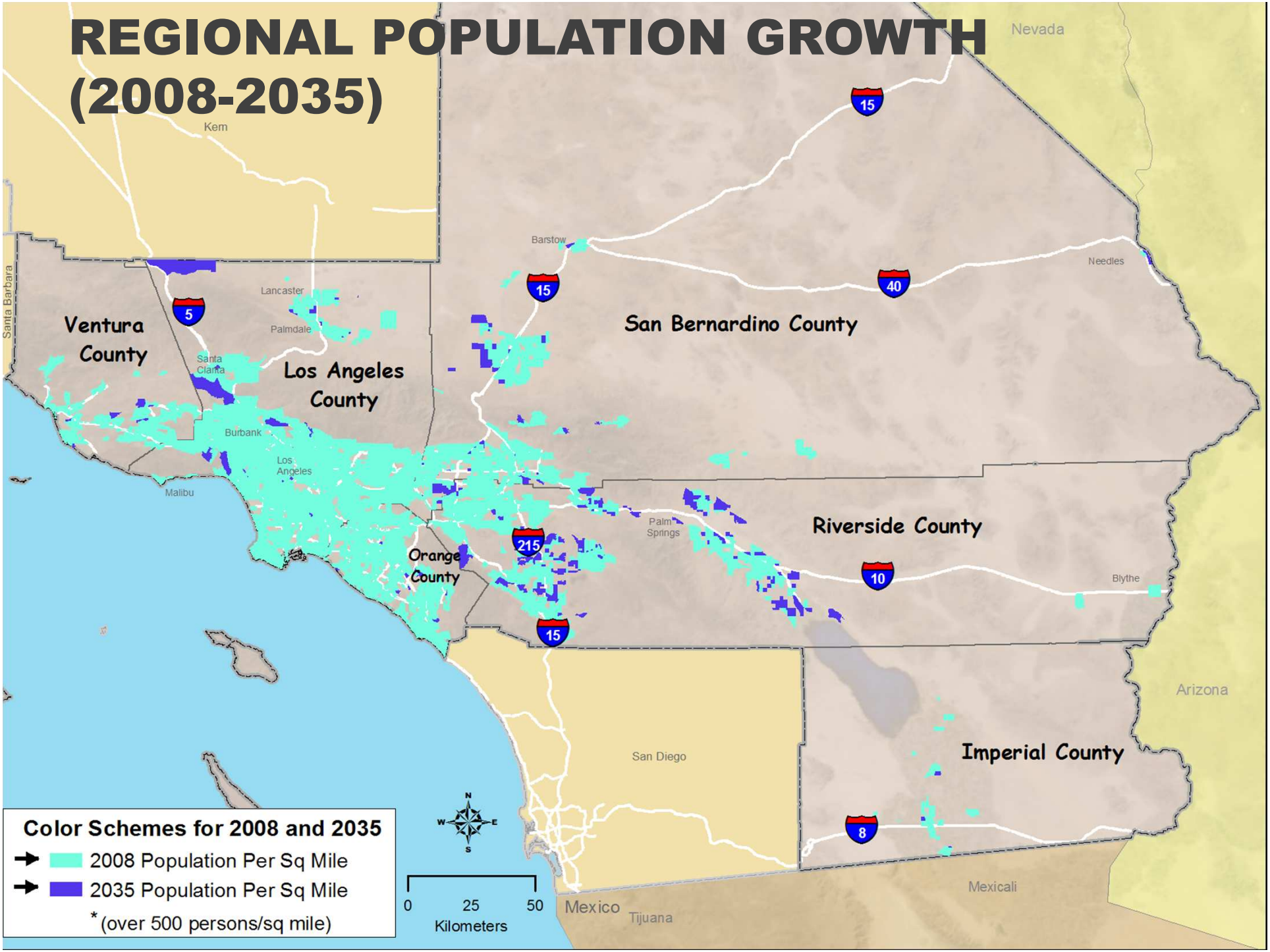
POPULATION GROWTH

The region's population will grow by 4 million by 2035

REGIONAL POPULATION (2008)



REGIONAL POPULATION GROWTH (2008-2035)



KEY FEATURES OF THE SCS

Integrates land use and transportation strategies

LAND USE OUTCOMES

- *More multi-family development*
- *Jobs and housing closer to transit*

TRANSPORTATION OUTCOMES

- *Better biking and walking opportunities*
- *Better transit accessibility*
- *Shorter travel distances*

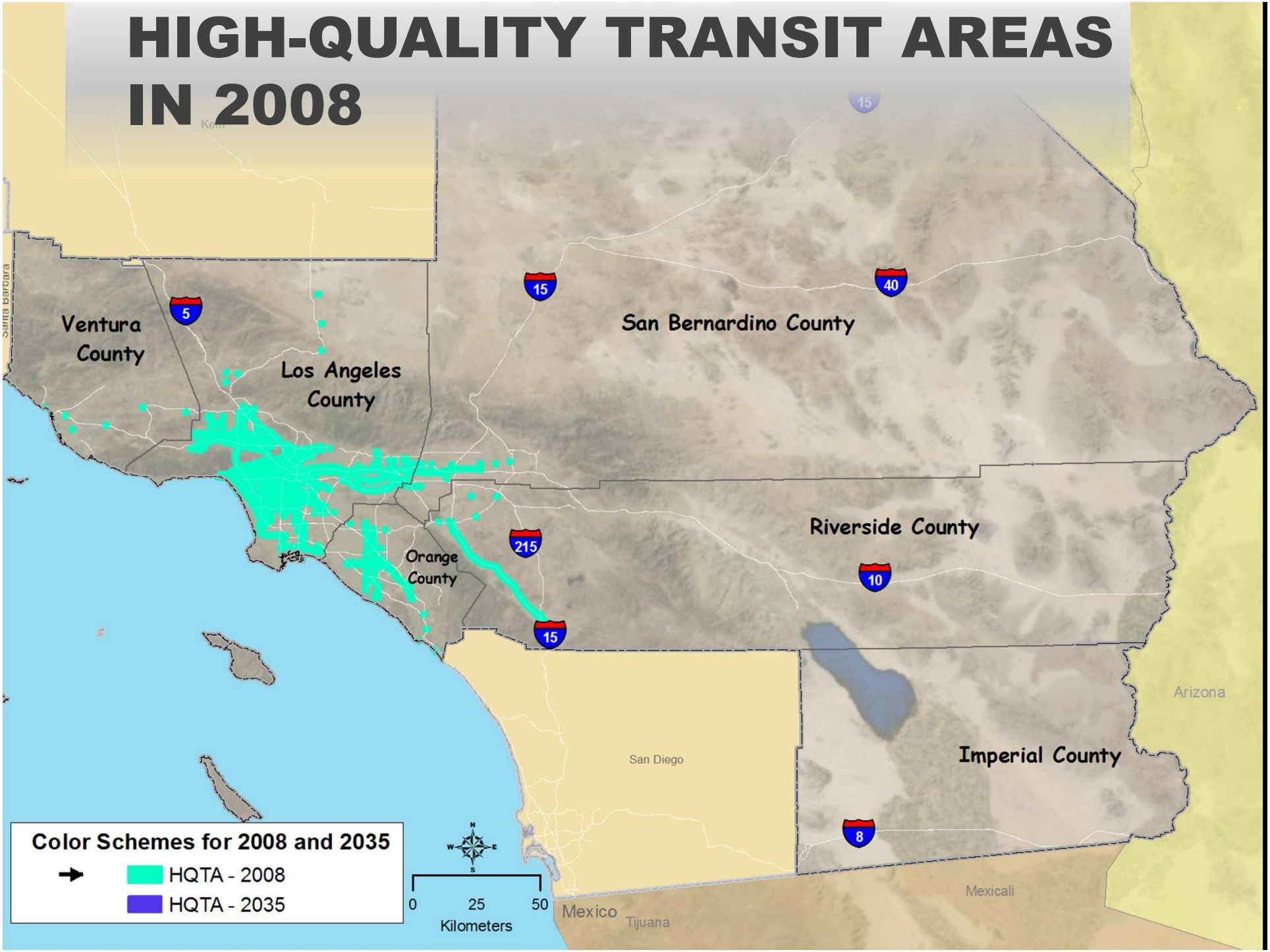
MORE MULTI-FAMILY HOUSING

By 2035, two-thirds of all new housing units will be multi-family (townhomes, condos and apartments)

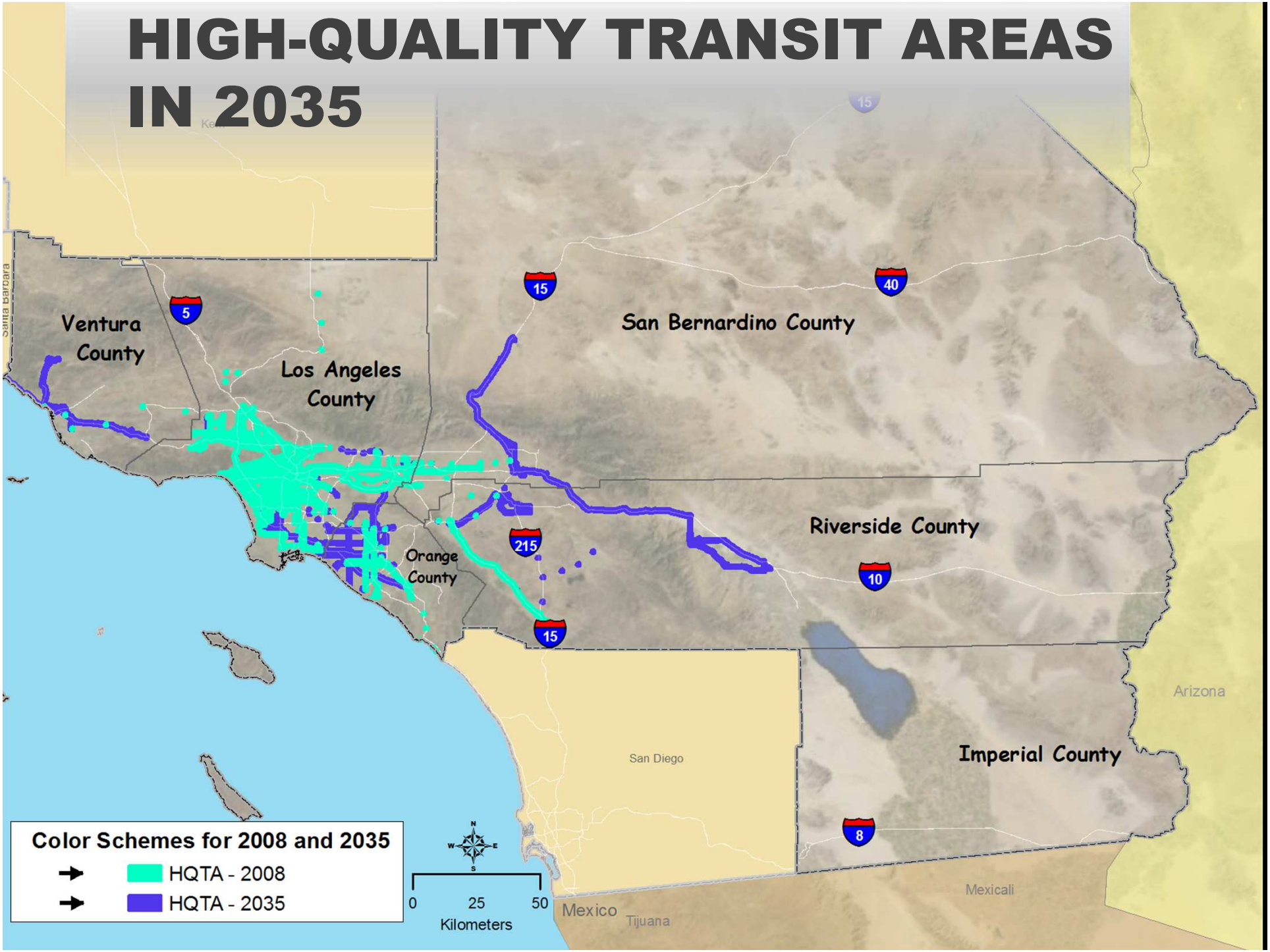
BETTER TRANSIT ACCESSIBILITY

- *Expanded high quality transit areas through infrastructure and service improvements*
- *Over half of new homes and jobs within walking distance of transit*

HIGH-QUALITY TRANSIT AREAS IN 2008



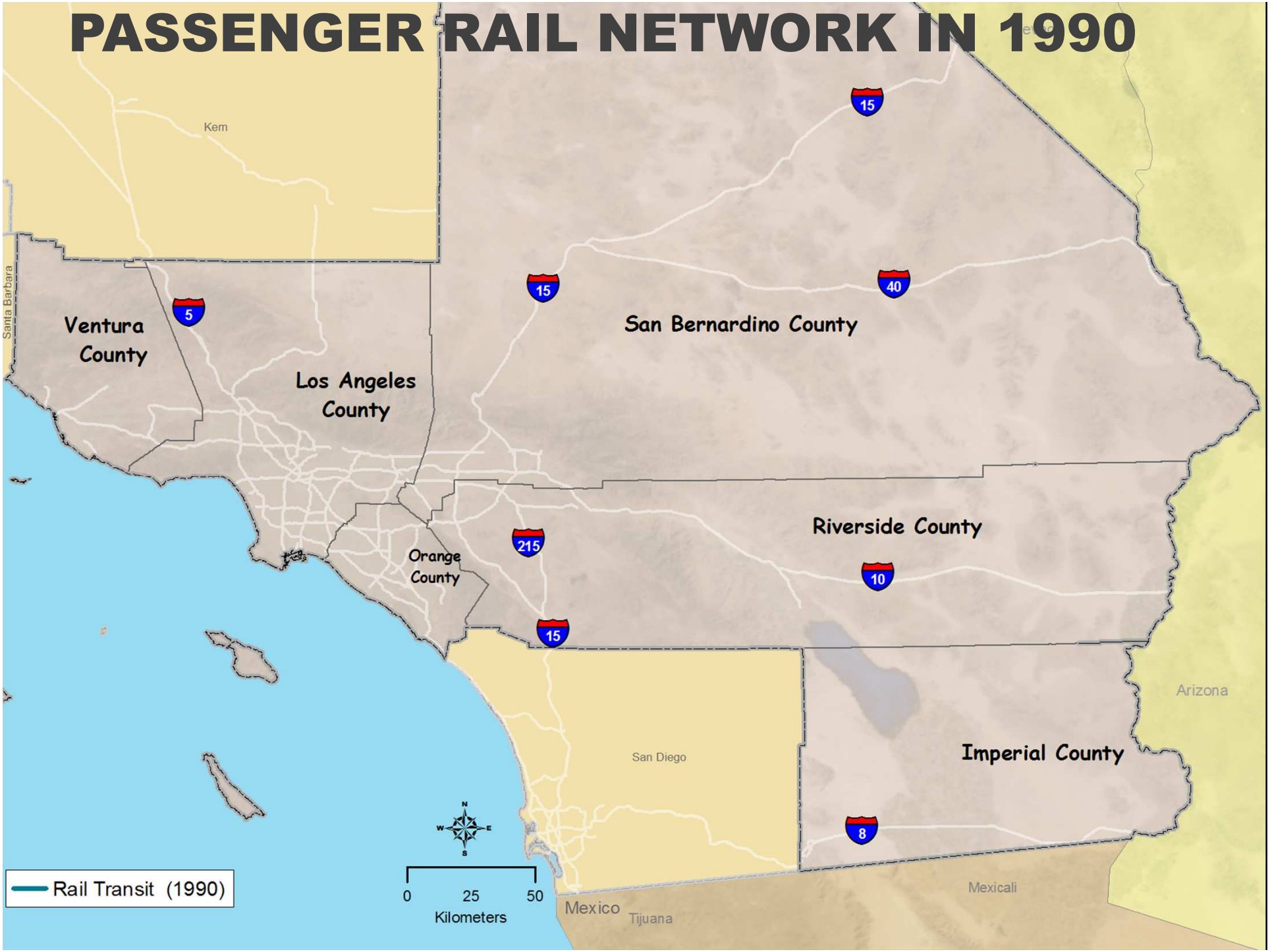
HIGH-QUALITY TRANSIT AREAS IN 2035



RAIL AND BIKE/WALK

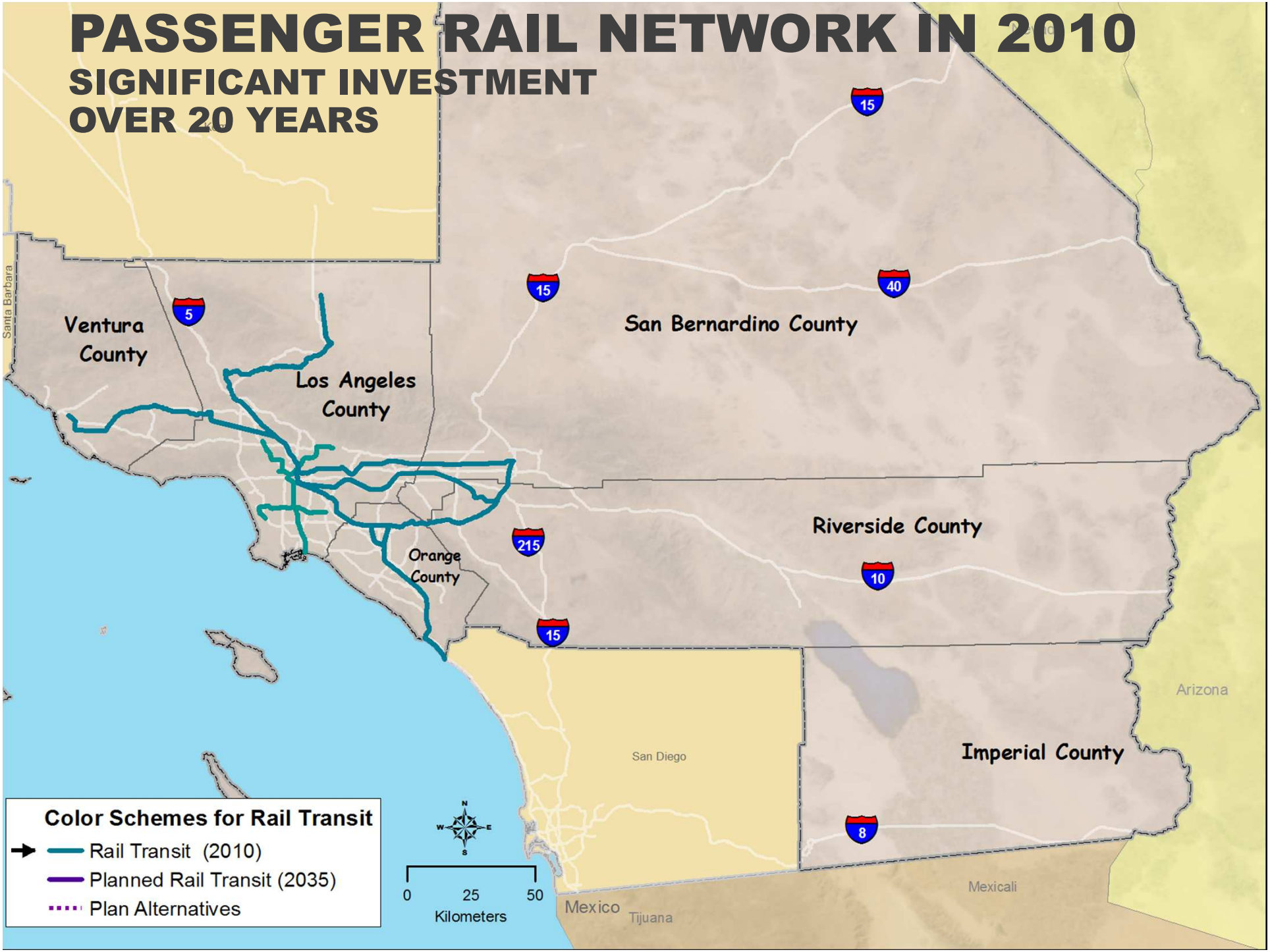
- *Investments in rail and active transportation complement the transit strategy*
- *Passenger rail network would grow*
- *Bike and walk infrastructure would improve access to transit*

PASSENGER RAIL NETWORK IN 1990



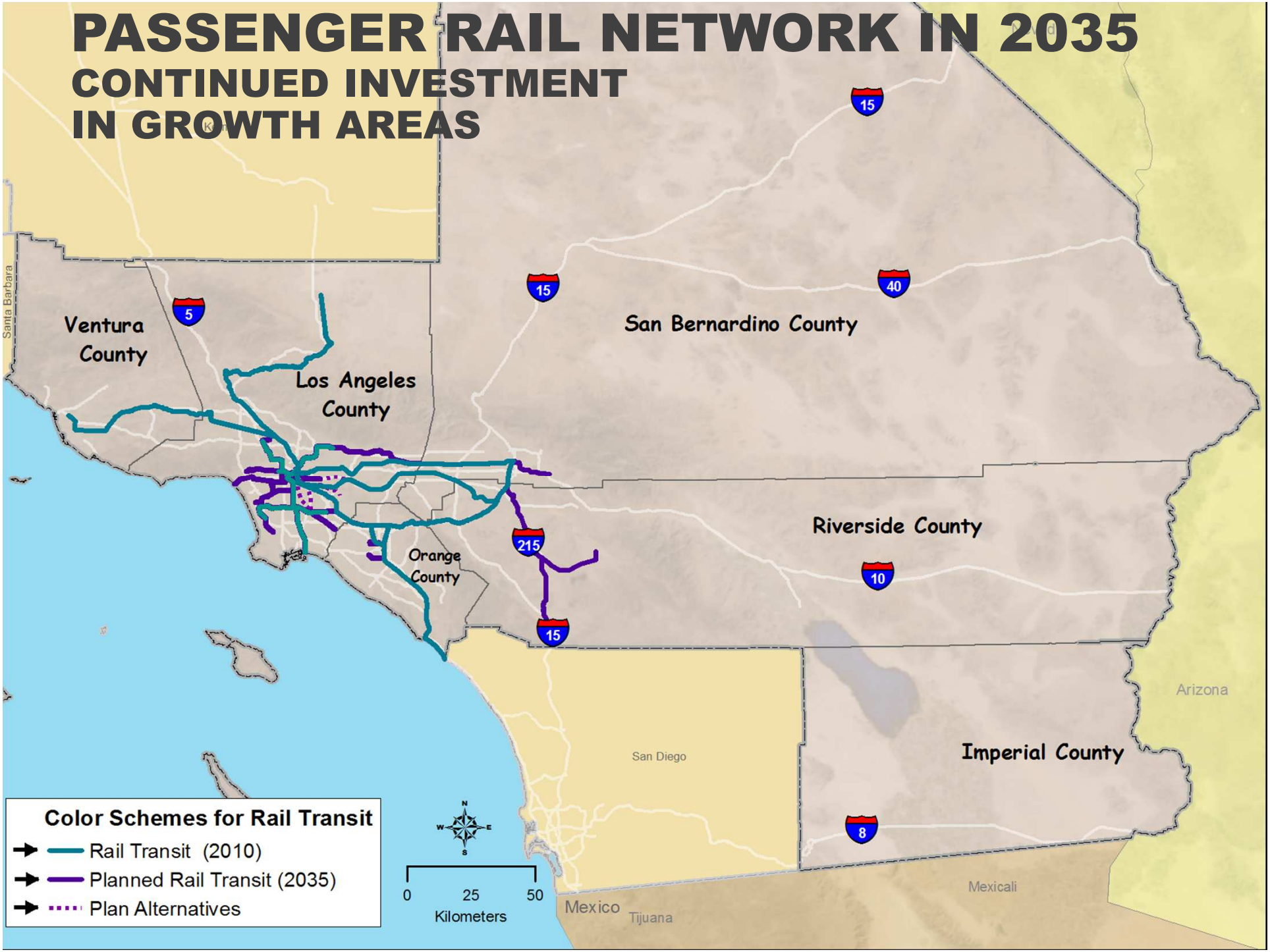
PASSENGER RAIL NETWORK IN 2010

SIGNIFICANT INVESTMENT OVER 20 YEARS



PASSENGER RAIL NETWORK IN 2035

CONTINUED INVESTMENT IN GROWTH AREAS

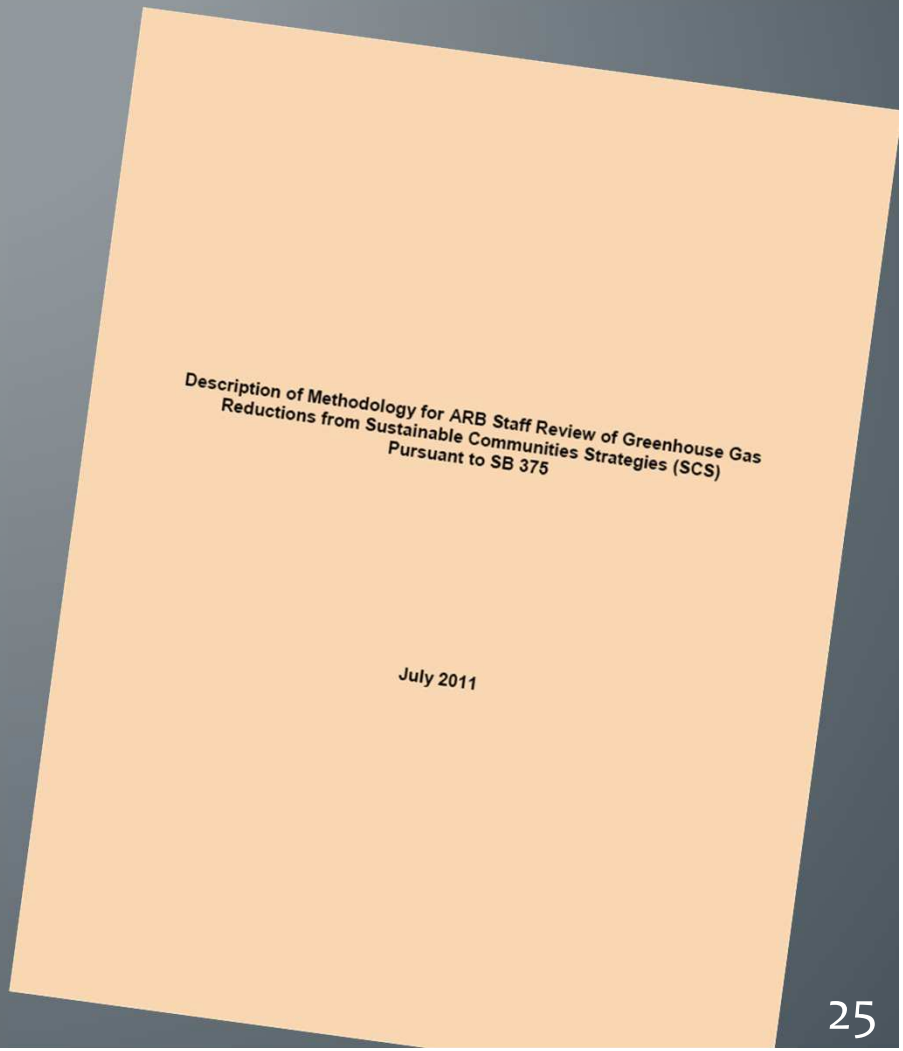


STAFF'S TECHNICAL EVALUATION

ARB's evaluation methodology and results of SCAG's SCS review

ARB TECHNICAL REVIEW METHODOLOGY

- *Designed to evaluate the accounting of greenhouse gas reductions from an SCS*
- *Key components of review*
  - *Modeling tools*
  - *Data inputs and assumptions*
  - *Modeling sensitivity tests*
  - *Performance Indicators*
- *Review tailored to regions*


Description of Methodology for ARB Staff Review of Greenhouse Gas Reductions from Sustainable Communities Strategies (SCS) Pursuant to SB 375

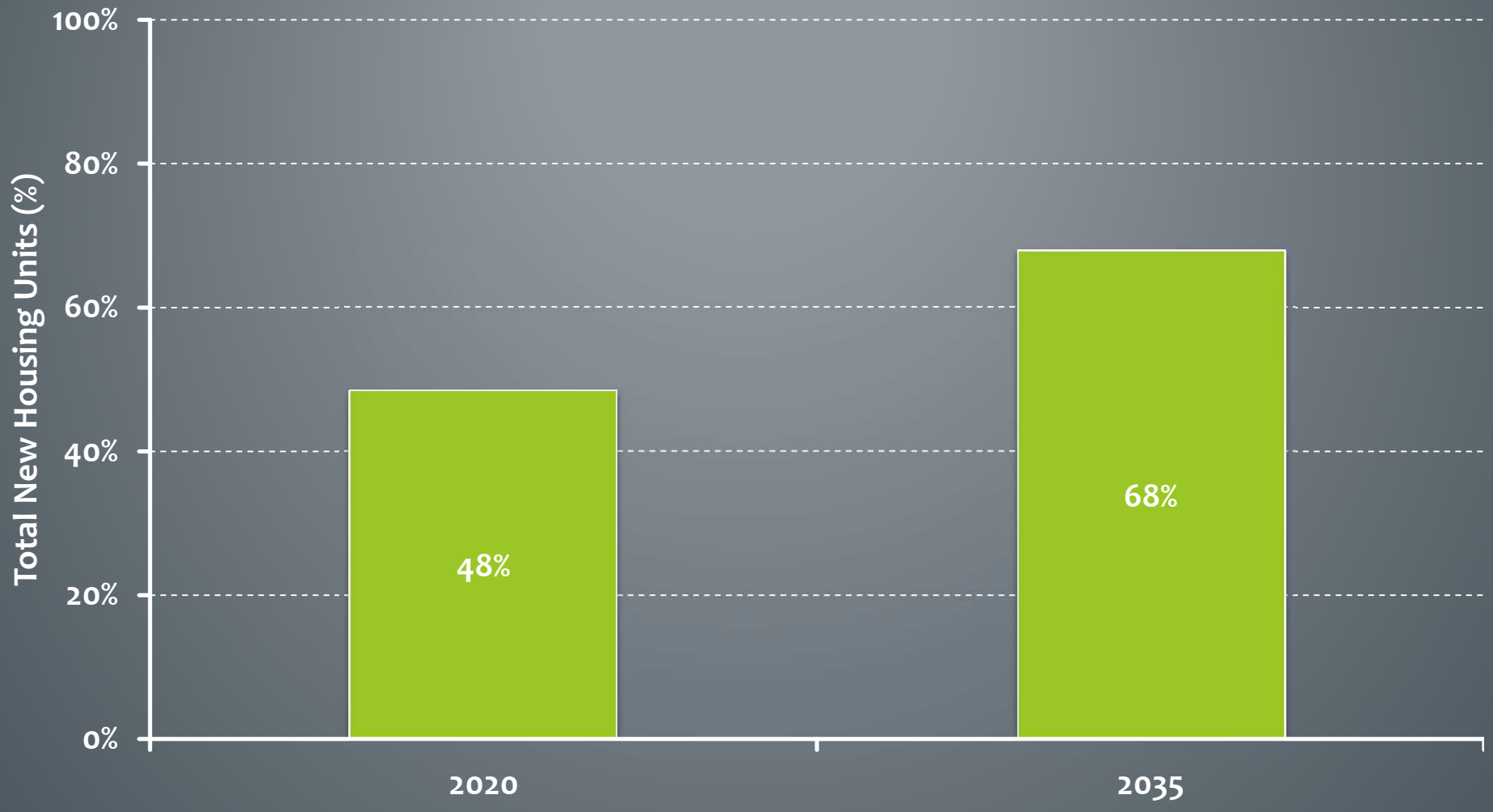
July 2011

SCAG MODELING TOOLS AND ASSUMPTIONS

- *Staff reviewed SCAG's model documentation and technical analyses*
- *Staff evaluated regional performance indicators to confirm they are changing over time as expected*
- *The documentation supports SCAG's determination that the draft SCS meets the targets*

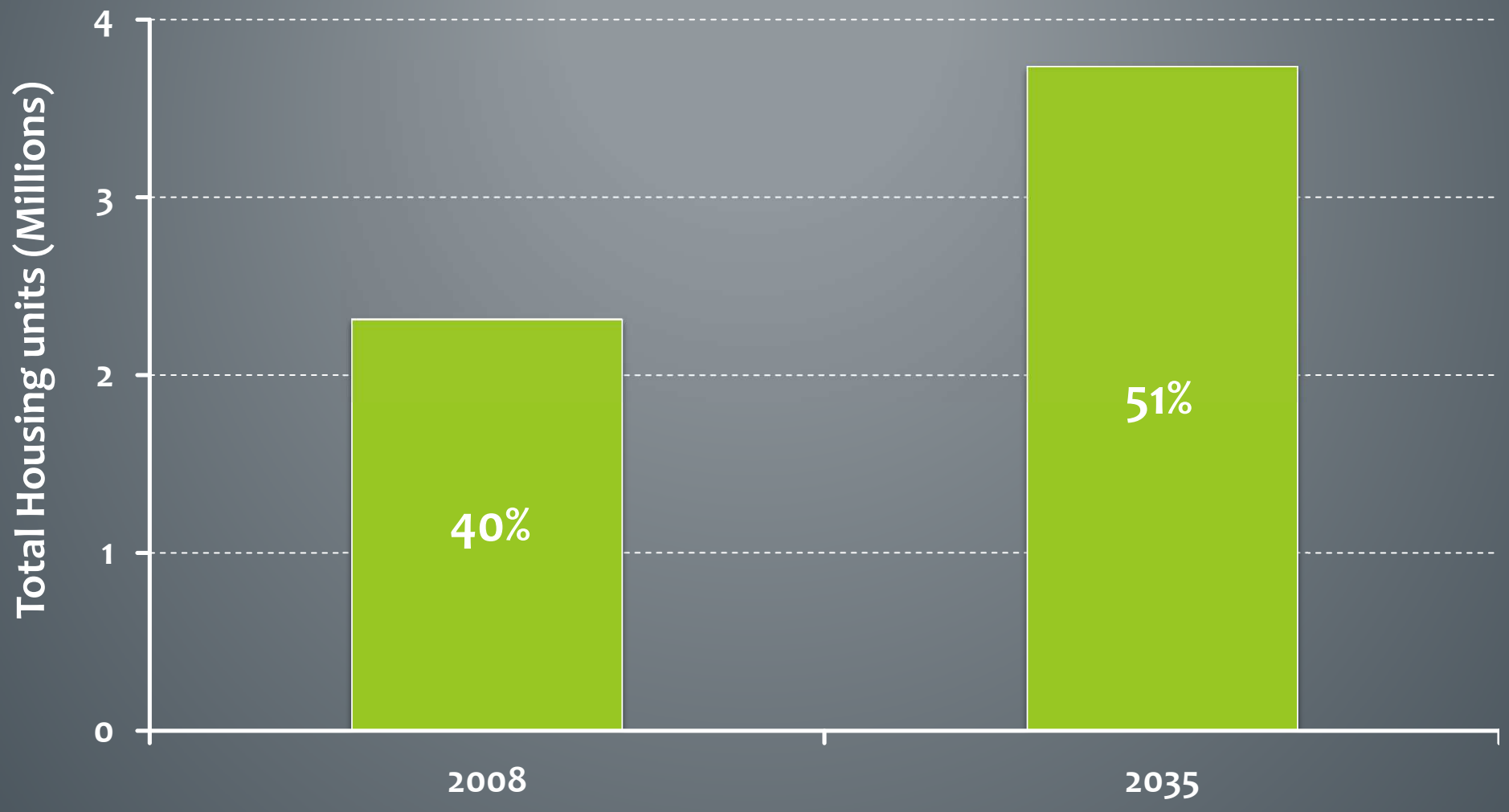
MULTI-FAMILY HOUSING

Two thirds of new housing will be multi-family.



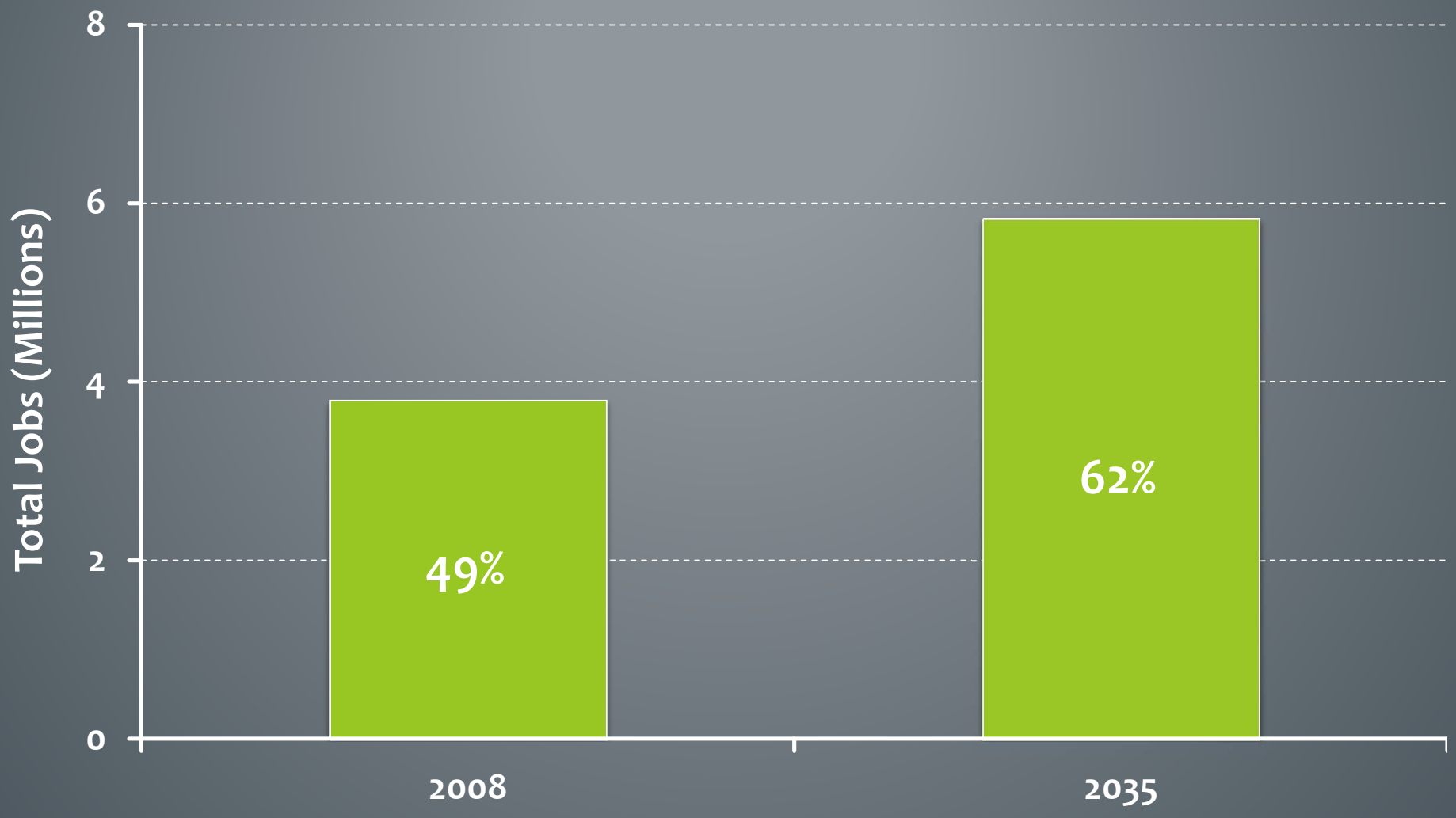
HOUSING IN TRANSIT AREAS

Increasing share of housing will be within high quality transit areas.



JOBS IN TRANSIT AREAS

Increasing share of jobs will be within high quality transit areas.



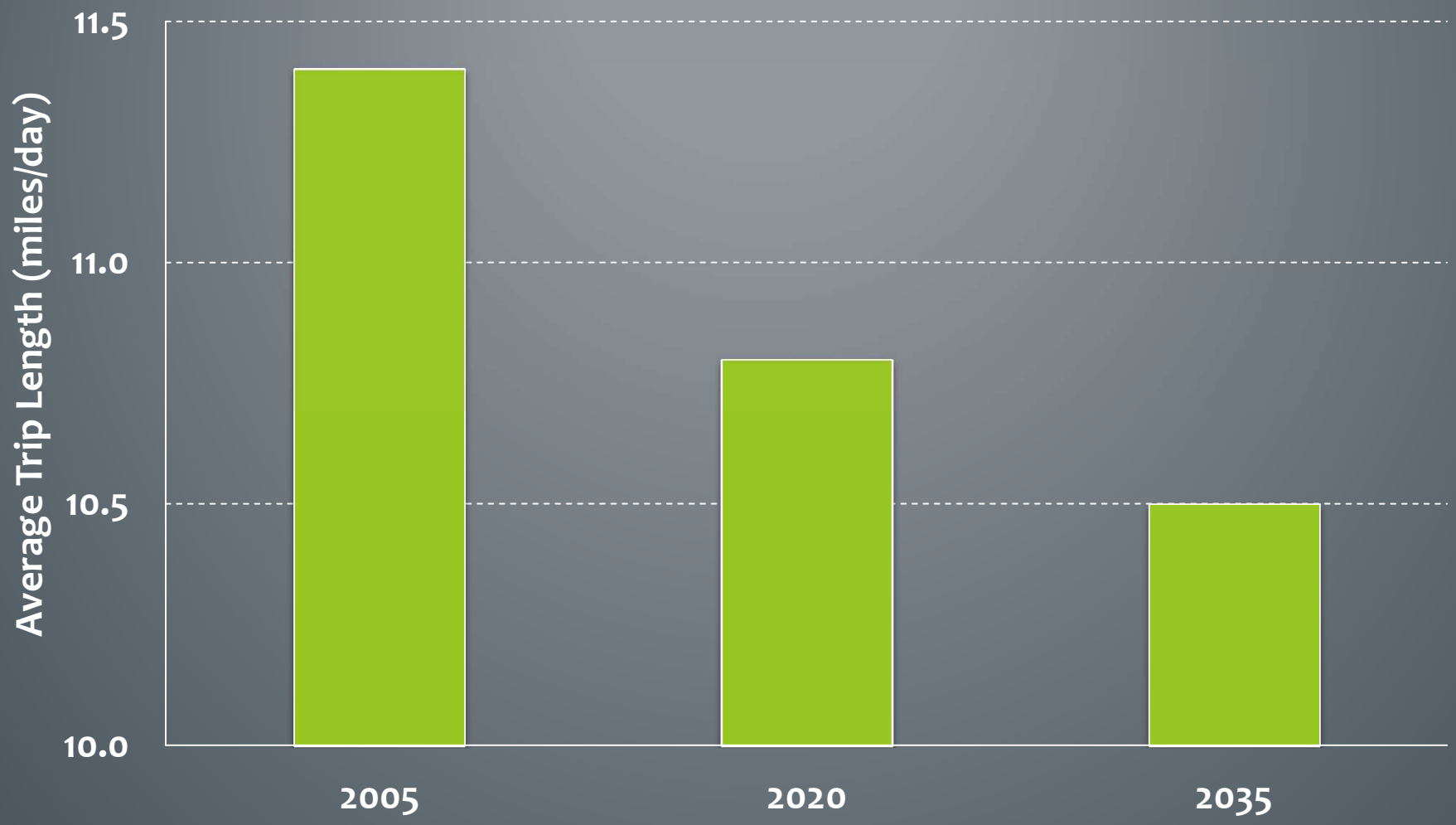
PERCENT CHANGE IN MODE SHARE

By 2035, there are fewer drive-alone trips and more trips taken by biking, walking, transit and HOV.

AVERAGE AUTO TRIP LENGTH

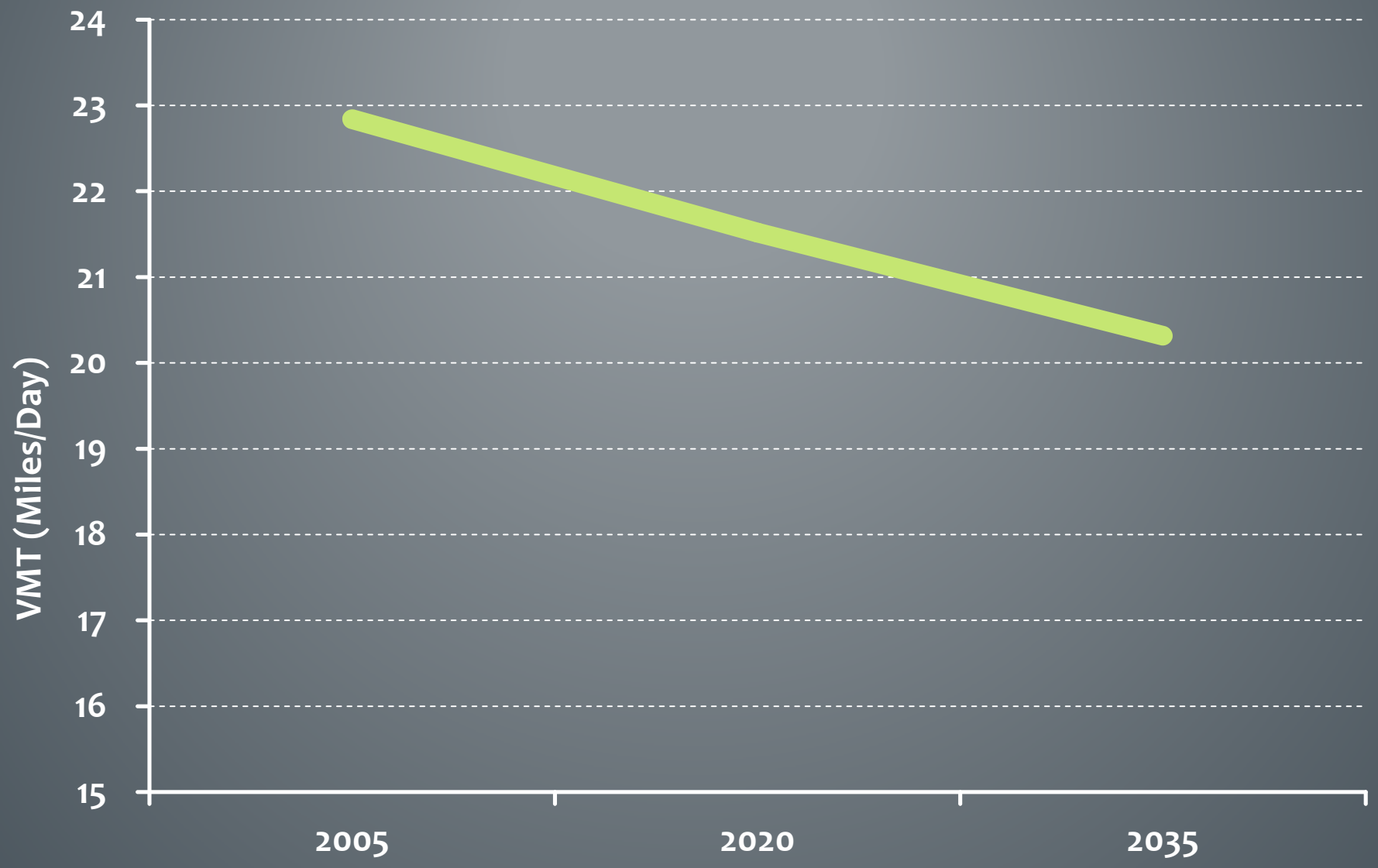
Average auto trip length decreases over time.

Small change can result in large regional change.



PER CAPITA VEHICLE MILES TRAVELED

Per capita VMT decreases.



SCAG'S RTP/SCS GREENHOUSE GAS REDUCTIONS
(PERCENT PER CAPITA FROM 2005)

	ARB Target	SCS Achieves
2020	8	8
2035	13	16

NEXT STEPS

- SCAG submits Final RTP/SCS to ARB
- If the Final differs from the Draft, ARB reviews Final SCS
- Executive Officer accepts or rejects MPO determination