SB 375

GATEWAY CITIES

SB 375 Toolbox

An Assessment of VMT Reduction Strategies for the Gateway Cities

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The Focus of SB 375

- Reduce GHG emissions from cars and light trucks
- By reducing vehicle miles traveled
  - Land use/Transportation interaction
- Fuel and vehicle improvements addressed separately

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The Focus of SB 375

- VMT reduction requires changes to development patterns and transportation infrastructure, measures, and policies
- Analysis at the regional level in the Regional Transportation Plan (Sustainable Communities Strategy section)

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A SB 375 Tool Box

1. Define the strategies to reduce VMT (BMPs)
2. Assess each strategy's ability to reduce VMT
3. Assess current and planned extent of Gateway Cities VMT-reduction strategies
4. Assess additional strategies for the Gateway Cities to achieve the expected 2020 GHG reduction goal

Note: Many Gateway Cities already implement or plan to use VMT-reduction strategies

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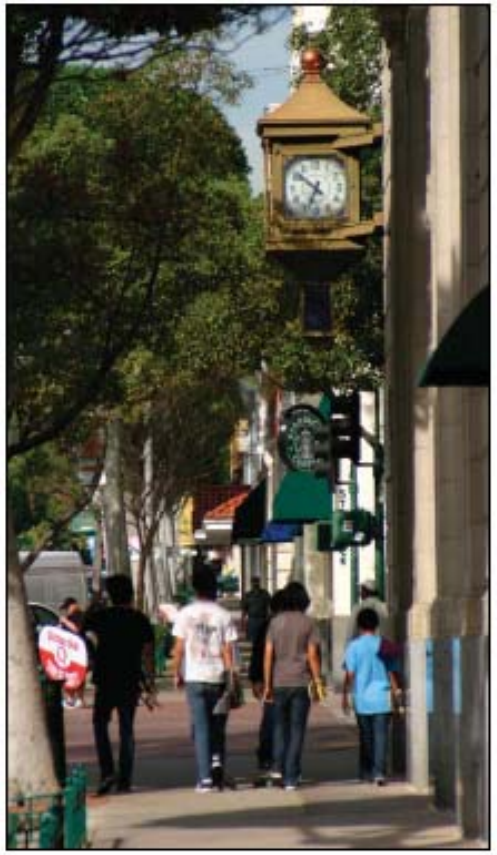
VMT Reduction Strategies

- Local
  - Land Use
    - Macro: Jobs/Housing Balance
    - Micro: Density/Mixed Use
  - Parking
- Regional
  - Road Pricing
- Regional and Local
  - Transit
  - Street Infrastructure
  - Bicycle/Pedestrian
  - Transportation Demand Management



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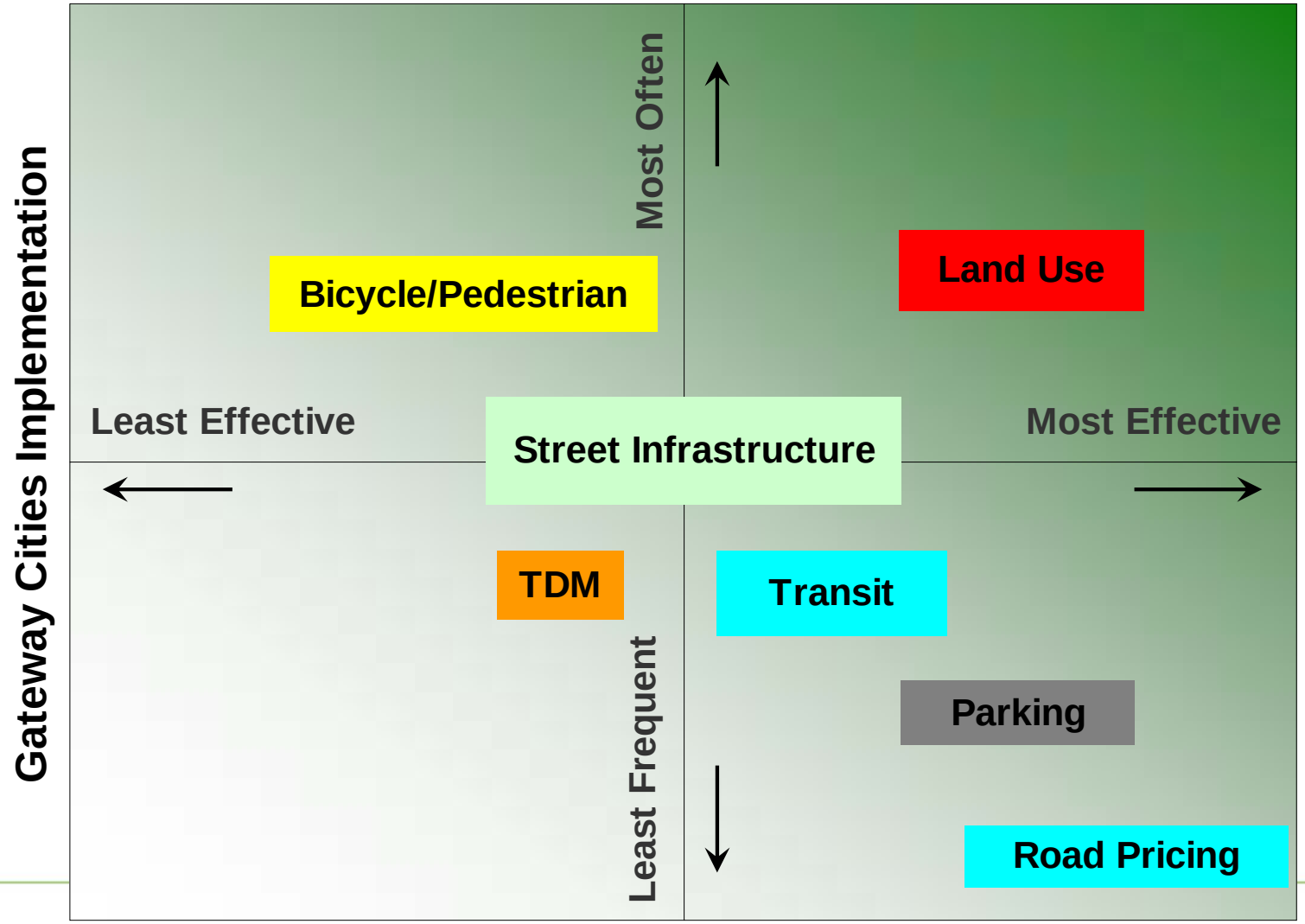
Relative Effectiveness and Implementation of VMT Reduction Strategies



Survey Results: VMT-Reduction Strategies

Adopted or Considered VMT Reduction Strategies in the Gateway Cities*

- Transit Oriented Development: 80%
- Mixed Use Development: 78%
- Increased Employment Density: 54%
- Increased Residential Density: 46%
- Sustainable Development: 35%

- Parking Strategies: 27%

- Telecommuting: 55%
- Employer Based Rideshare: 37%
- Employer Financial Incentives: 6%

- Bicycle and Pedestrian Infrastructure: 56%
- Bicycle and Pedestrian Programs: 48%

- Park and Ride and Transit Feeders: 16%
- Transit Access Improvements: 13%

* Survey results weighted by population

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Land Use Strategies

- Uptown Whittier

- Downtown Long Beach

- Compton Transit Oriented Development (Willow Walk, Renaissance Plaza)

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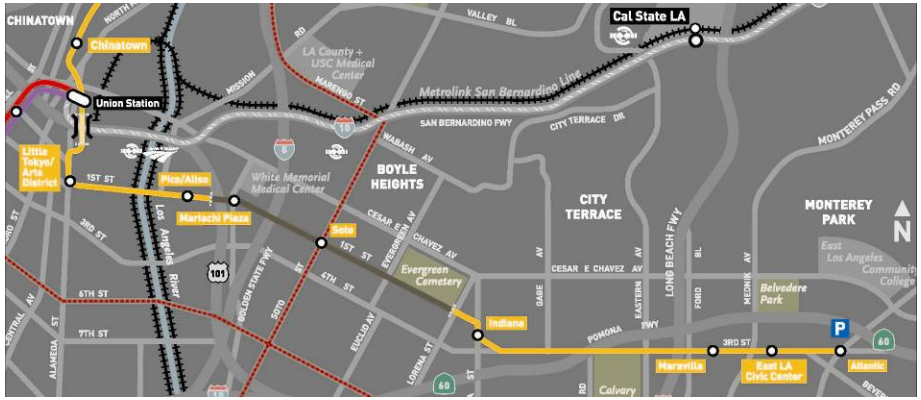
Transit Systems

- Compton Renaissance Transit System
- The Paramount Easy Rider Shuttle
- Bell Gardens Town Trolley Bus
- Montebello Bus Lines
- Cerritos On Wheels
- Long Beach Transit
- DowneyLink
- Metro:
  - Bus
  - Blue Line
  - Green Line
  - Gold Line Extension



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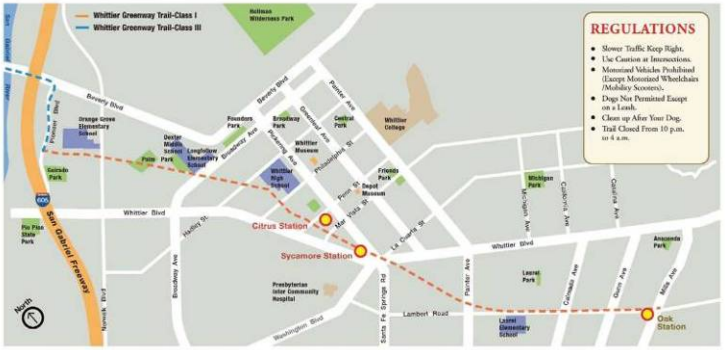
Bicycle and Pedestrian

- Whittier Greenway Trail
- Compton Creek Bike Path
- Long Beach Bicycle Master Plan and Programs



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Accounting for Strategies: Targets

2020 Estimated Gateway Cities GHG Reduction Target/Share

- 5 MMTCO2E Placeholder Statewide Target
- 2.5 MMTCO2E SCAG Share (assumption ½ state population = ½ target)
- 64.3 MMTCO2E Total SCAG GHG emissions from autos
- 2.5 / 64.3 ≈ 4% reduction per capita (2020 business case vs. 2020 SCS)

- 4% GHG reduction equated to 4% VMT reduction for the purposes of this analysis

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0.6% VMT reduction
(target = 4% reduction) or…

15% of the Placeholder
Per Capita Reduction Target

* Survey results weighted by population

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Meeting the Target: An Example Scenario

80% of the Gateway Cities adopt strategies*:

- Infill Development
- Transit Oriented Development
- Pedestrian and Bicycle improvements
- Increased residential and employment density
- Parking Policies
- Affordable housing
- ITS/Synchronization
- Rideshare Programs
- Transit Improvements
- Telecommuting incentives

4% VMT reduction
(target = 4% reduction) or…

100% of the Placeholder Per Capita Reduction Target

*Participation rate assumption varies for each strategy and the participating population (growth vs. existing)

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Example Mode Shift for VMT Reduction

- Gateway Cities Commute Modes

2000 Journey to Work	Example Scenario (from previous slide)
– Drive Alone 71%	– Drive Alone 69%
– Other Auto 16.8%	– Other Auto 16.9%
– Transit 5.5%	– Transit 6.4%
– Walk 2.6%	– Walk 3.0%
– Bicycle 0.7%	– Bicycle 1.4%
– Other 3.3%	– Other 3.3%

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Conclusions and Next Steps

- Gateway Cities have the capacity to enact strategies that support SB 375 and AB 32
- "Official" best management practices (BMP) list
  - ARB, SCAG, SCAQMD
- Relationship between SCAG and Gateway Cities in SCS process