



# Alternative Planning Strategy 101

April 2015

# Overview

- Goals
- Approach, Process, Schedule
- Regional Transportation Plan
- State law: SB 375, GHG Targets, SCS, APS

# Acronyms

- RTP – Regional Transportation Plan
- SCS – Sustainable Communities Strategy
- APS – Alternative Planning Strategy
- SB 375 – Senate Bill 375 (2008)
- GHG – Greenhouse Gases
- ARB – Air Resources Board
- EIR – Environmental Impact Report
- SJV – San Joaquin Valley (8 counties)

# APS Goals

- A plan that shows how greenhouse gas reduction targets can be met
  - less driving = less GHG
  - how? more compact growth, more transit, carpooling, ...?
- RTP: many goals
- APS: one main goal – meet the target
- Set stage for and inform next RTP
  - Develop 2016 to 2017, adopt 2017 or 2018

# Scope Options

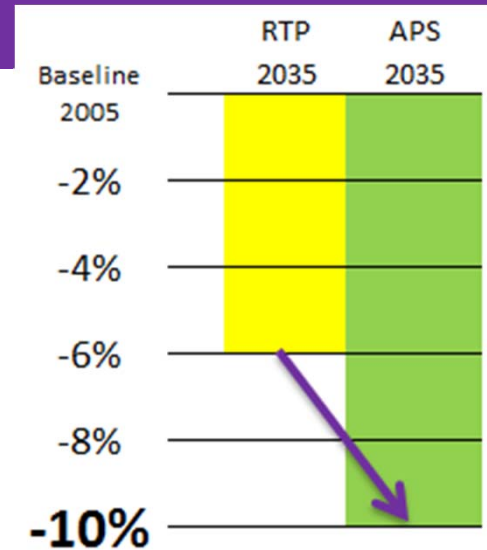
- Full RTP scope
- Develop new land use scenarios
- Measure with full traffic model analysis
- 2 Years

- Meet GHG target
- Use already developed land use scenarios
- Measure with “off-model” tools
- 6 months

- Fall 2014: met with advocacy groups for feedback
- MCAG Board:
  - RTP/APS committee
  - September 2015

# Approach

- How to get from 6% reduction to at least 10%?
- Base on RTP
- Bridge the gap
- Options
  - Land Use Assumptions
  - Transportation Investments



# APS Schedule

Month	APS committee	Public Outreach	Board
April	Overview, Process Outreach strategy		
May	Options & numbers Survey draft Outreach venues	Middle of May through late June	Update
June	Survey & Options Discuss Scenarios		Update
July	Scenario recommendation	Draft APS Public Hearings Review & Comment	Info meeting / Public Hearing
August	Recommend approval		
September			Submit to State

# RTP Purpose & Goals



## Purpose

- Maintain, manage, improve transportation
- Required for federal and state funds
- Basis for decisions
- 25-year plan (2014-2040)
- Update every 4 years
- Meet requirements including: Public Outreach, Air Quality Conformity, CEQA, SB 375

## Goals

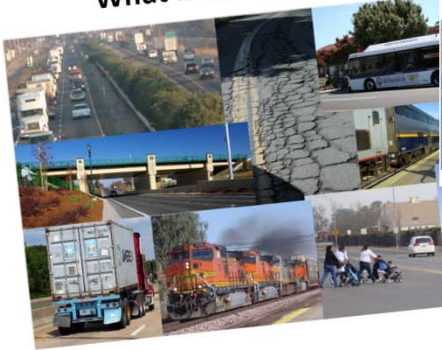
- Good system of roads
- Transit is a viable choice
- Support the economy
- Preserve farmland and agricultural economy
- Support orderly growth
- Support clean air, protect the environment
- Acquire funding for transportation



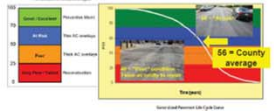
# Outreach



What is the RTP about?



## Pavement at Risk 4a



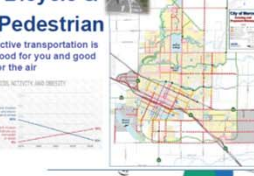
## Transit 4b



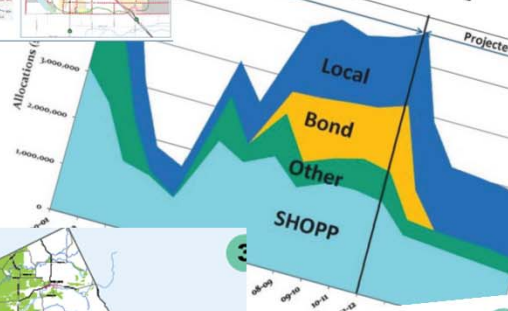
## Goods Movement



## Bicycle & Pedestrian



## "Funding Cliff"



Únase con nosotros para una jornada de puertas abiertas

Únase con la Asociación de Gobiernos del Condado de Merced (MCAG) en una jornada de puertas abiertas en abril del 2014 para revisar y comentar sobre el proyecto de 25 años Para el plan de Transporte Regional y Estrategia de Comunidades Sostenibles. Se darán refrescos.

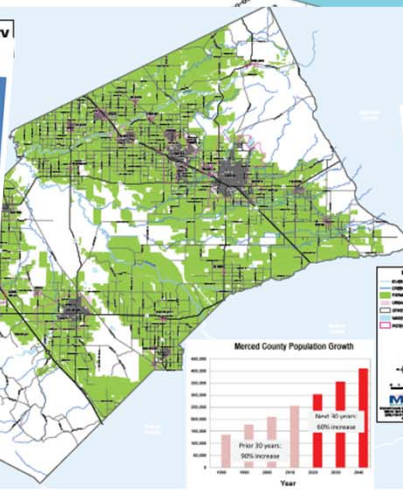
Los Banos Community Center	Merced Civic Center Sam Pipes Rm.	Atwater Community Center	Planada Community Hall
645 7th St.	678 W. 18th St.	760 E. Bellevue Rd.	9167 E. Stanford
5-7pm	5-7pm	5-7pm	5-7pm

Talleres todavía se están programando. Visite [www.mcag.ca.gov](http://www.mcag.ca.gov) para el calendario completo. Anímese de registrarse para recibir notificaciones por correo electrónico o de texto mientras está allí!

## Vote for Your Preferred Scenario

Goal Area	Measure	Merced County		
		A: Trend	B: Blueprint	C: Compact
<i>Housing: % single-family, medium-large lot</i>				
		90%	73%	56%
Congestion	% of time delayed	18.5	18.2	17.4
			2% better	6% better
Transit	daily bus riders	5200	5400	5800
			4% better	12% better
Air Quality	Tons per day of pollutants	20.6	20.6	20.7
Climate Change	% reduction in GHGs per person from 2005 to 2035	4.5%	5.9%	6.7%
	Valley-wide total	12%	12%	12%
Farmland	farm acres developed	18,100	14,900	9,900
			18% better	45% better

**YOUR CHOICE →**



### SB 375

- State law passed in 2008.
- Concerned with **climate change** & greenhouse gases (GHG): carbon dioxide (CO<sub>2</sub>), methane, others.
- More driving = more CO<sub>2</sub>
- Can we reduce how much we drive?
- "Target" set by state: reduce GHG per person from 2005.
- Merced's targets are:
  - 5% reduction by 2020
  - 10% reduction by 2035

**The "SCS"**

- SCS = "Sustainable Communities Strategy".
- Part of RTP, required by SB 375.
- A realistic growth pattern & transportation network which would encourage less driving.
- If can't meet target, must prepare an alternative which does meet target.
- It is **not** a land use plan. The Cities and County do land use planning through their General Plans and Zoning.

## Growth Scenarios 7b

Scenario	Description	% SF	Density
A Trend	Historical pattern	90	5.4
B Blueprint	More dense, more mix	73	7.4
C Compact	Even more dense	56	9.0

% SF: percent of new residential that is single-family detached.  
Density: average density of new residential, in units per acre.  
MCAG Governing Board preferred "A - Trend" at Nov. 2013 meeting.

### Scenario performance

Goal Area	Measure	A	B	C
Congestion	% of time delayed	18.5%	18.2%	17.4%
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**No scenario meets the target**

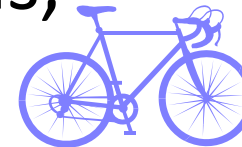


# Previous RTP Investments

- Highways: leveraging millions in state & federal funds
- Transit: additional service, new routes, new buses, marketing, wraps, real-time info



- Bicycle & Pedestrian: bike paths, bike lanes, sidewalks



- Air Quality: diesel retrofits, traffic signal synchronization

# RTP Investments to 2040



- Road Maintenance  
\$163 million
- Road Expansion  
\$272 million
- Transit (Bus)  
\$326 million
- Bike/Walk  
\$110 million

# The “Targets”

- Were set by Air Resources Board in 2010
- Targets are a % change in greenhouse gas (GHG) emissions per capita relative to 2005
- Targets for 2020 and 2035
- Light-duty vehicles only
- Can be met valley-wide  
...if have valley-wide SCS

Region	Target	
	2020	2035
Southern California	-8	-13
Bay Area	-7	-15
San Diego	-7	-13
Sacramento	-7	-16
8 SJ Valley Counties	-5	-10
Tahoe	-5	-5
Shasta	0	0
Butte	+1	+1
San Luis Obispo	-8	-8
Santa Barbara	0	0
Monterey Bay	0	-5

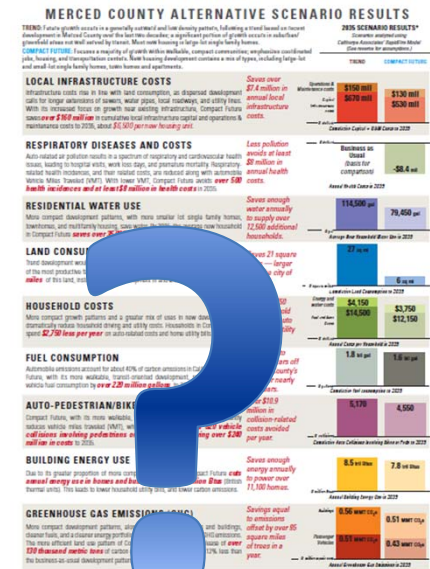
# SCS: Sustainable Community Strategy

- Part of RTP
- Required by state law, SB 375 (2008)
- Is a scenario of future land use & transportation, to meet GHG targets if feasible
- RTP is required by federal law to have realistic “planning assumptions” for revenue and growth projections (# units/acre)
- The SCS is not a land use plan and does not change local land use authority



# APS: Alternative Planning Strategy

- Like SCS, is a scenario of future land use & transportation
- Must meet the targets
- May be inconsistent with federal law
  - may assume land use inconsistent with local plans
  - may assume more funding



# Comparing RTP, SCS, APS rules

	RTP	SCS	APS
State Law	Yes	Yes	<b>Yes</b>
Federal Law	Yes	No	<b>No</b>
Required for federal fund sources	Yes	-	<b>No</b>
Required for Cap & Trade funding	-	(Yes)	-
Financial constraint	Yes	Yes	<b>No</b>
Consistent with general plans	Yes	Yes	<b>No</b>
Binding on land use	No	No	<b>No</b>
Must meet target	No	No	<b>Yes</b>
Part of RTP		Yes	<b>No</b>

# SCS Scenarios & GHG Results

Scenario	Description	% SF	Density	2020	2035
A Trend	Historical pattern	90	5.4	-9.2%	-4.5%
B Blueprint	More dense, more mix	73	7.4	-9.6%	-5.9%
C Compact	Even more dense	56	9.0	-10.1%	-6.7%
GHG reduction target (per capita)				-5%	-10%

“% SF” is percent of **new residential** that is single-family detached.

“Density” is average density of **new residential**, in units per acre.

All scenarios meet the 2020 target of -5% reduction.

**No scenario met the 2035 target** of -10% reduction.



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