

CATHOLIC CHARITIES, DIOCESE OF STOCKTON

SCS Coalition

Sustainable Communities Strategy

The Environmental Justice Project

April 26, 2013

What is the Sustainable Communities Strategy?

And why does it matter?

Sustainable Communities Strategy is built into the title of Senate Bill, SB 375¹. SB 375 is part of the implementation of the California Global Solutions Act, AB 32. It can probably best be understood and defined by the title itself.

Sustainable

Recognizing that a short-sighted “business as usual” mode of operation will not achieve the goals of AB 32, SB 375 calls for an intentional long-term planning process to:

- Sustain the environment through greenhouse gas reductions.
- Sustain economic recovery through improved mobility.
- Sustain public health through encouraging active transportation.
- Sustain our neighborhoods through promotion of in-fill and redevelopment.
- Sustain our agricultural heritage by protecting prime farmland.

Communities

SB 375 specifically calls for the engagement and implementation through:

- Urban Neighborhood Associations
- Environmental Organizations
- Agricultural Associations
- Social Justice Organizations
- Rural Neighborhood Associations
- Health Organizations
- Builders Associations
- Business Leaders

Strategies

The bill takes a strategic approach towards implementing and achieving its goals:

- Taking a long term view. The SCS calls for a 28 year vision for developing sustainable communities.
- Taking a comprehensive view. Recognizing that a complex issue demands complex solutions, the SCS addresses the need for cooperation from state, county and governmental agencies as well as balancing the needs, mission, and capabilities of nongovernmental organizations.

Background

In 2006 the Governor Schwarzenegger signed the **California Global Solutions Act, AB 32** into law. This bill requires the State Air Resources Board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020.



Some of the findings of the State Air Resources Board include:

- The transportation sector is the single largest contributor of greenhouse gases of any sector.
 - The transportation sector contributes over 40 percent of the greenhouse gas emissions in the State of California
 - Automobiles and light trucks alone contribute almost 30 percent.
- In 1990 greenhouse gas emissions from automobiles and light trucks were 108 million metric tons, but by 2004 these emissions had increased to 135 million metric tons.
- Greenhouse gas emissions from automobiles and light trucks can be substantially reduced by new vehicle technology and by the increased use of low carbon fuel.
- **Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.**
- Automobiles and light trucks account for 50 percent of air pollution in California and 70 percent of its consumption of petroleum.
- Changes in land use and transportation policy will provide significant assistance to California's goals to implement the federal and state Clean Air Acts and to *reduce its dependence on petroleum*.

Because of these findings, on September 30, 2008, Governor Schwarzenegger signed into law SB 375. **SB 375 calls on the County Council of Government (COG) to include the Vision, Goals, and Objectives of Sustainable Communities Strategy in its Regional Transportation Plan, (RTP).**

Who is involved?

San Joaquin County Council of Governments, (SJ COG) Board of Directors

The Board is ultimately for adopting and implementing the RTP/SCS plan for San Joaquin County. These decisions are based on the recommendations from the Citizens Advisory Committee and the Public, with technical support from staff. The Board of Directors is composed of 12 elected officials that include city council members and county supervisors and 3 ex-officio members from Caltrans District 10, San Joaquin Regional Transit District, and the Port of Stockton.

Citizens Advisory Committee

The Sustainable Communities Strategy (SCS) advisory committee will make recommendations for a county wide strategy. These recommendations will be based on dialogue within the committee itself and with input from the public. They receive technical support from SJ COG staff. The advisory committee is made up of 10 planners representing cities, county, and regional governments as well as 5 Business/Trade Associations and 3 Community Organizations.

SJ COG Staff

SJ COG Staff gather, collate, and conduct studies and plans related to RTP/SCS issues. These studies and plans include current general plans for San Joaquin County and the cities within the county, academic studies, and nongovernmental studies. The SJ COG staff assists in facilitating the meetings of the SJ COG Board and the Advisory Committee by providing technical support.

Public

SB 375 specifically calls for the views, ideas, and concerns of the public be heard and taken into account throughout the process. The bill explicitly asks that the needs of underserved and/or vulnerable members of the community be brought to the process.

What is the Process?

1. SJ COG staff gathers pertinent information (including public input) and presents the information to the Advisory Committee.
2. Based on this information along with public information the committee recommends to the Board of Directors:
 - a. Goals and Objectives for the RTP/SCS plan.
 - b. 4 possible scenarios for achieving these goals and objectives.
 - c. Performance Measures to track the progress of the RTP/SCS plan.
3. The Board decides goals, objectives, preferred scenario, and performance measures.
4. Public outreach plan is implemented for input
5. Final plan is adopted by the SJ COG Board of Directors

What is the Timeline for San Joaquin County?

Below is the *current* timeline established by SJ COG Board of Directors. It is possible, (and even expected), that the Board could extend the deadlines.

Overall 2014 RTP/SCS Schedule	
Date	Milestone/Deliverable
December 2012 – January 2013	Identify Revenues Projections
October 2012 – April 2013	Develop Project List and Financial Revenue Projections
October 2012 – April 2013	Develop Policy Element and Performance Indicators
Spring 2013 – August 2013	Scenario Development
Summer - Fall 2013	Evaluate Scenario Performance
Winter 2013	Release Draft RTP/SCS & EIR (55 day public review period)
Spring 2013	SJ COG Board Adoption

Where are we now in the process?

Draft Goals and Objectives:

Below are the Draft Goals and Objectives that were presented to the SJ Cog Board at their February 2012 meeting. These are still in draft form and may be amended as the process moves forward. This means the public still has a voice in forming them. As of August 2013, goals and objectives relating to public health were slated to be removed.

SJ COG 2014 RTP Goals & Objectives

Goal A: Enhance the Environment for Existing and Future Generations & Conserve Energy

Objective #1: Encourage Efficient Development Patterns that Maintain the Agricultural Viability and Natural Resources

Objective #2: Enhance the Connection between Landuse and Transportation Choices through projects supporting energy and water efficiency

Objective #3: Improve Air Quality by Reducing Transportation Related Emissions

Goal B: Maximize Mobility & Accessibility

Objective #1: Improve Regional Transportation System Efficiency

Objective #2: Optimize Public Transportation System to Provide Efficient & Convenient Access for Users at All Income Levels

Objective #3: Facilitate Transit Oriented Development to Maximize Existing Transit Investments

Objective #4: Provide Transportation Improvements to Facilitate Non-Motorized Travel

Objective #5: Improve Major Transportation Corridors to Minimize Impacts on Rural Roads

Goal C: Increase Safety and Security

Objective #1: Facilitate Projects that reduce the Number of & Severity of Traffic Incidents

Objective #2: Encourage Active Transportation Projects & Support Projects that Increase Safety & Security

Objective #3: Improve Communication & Coordination between Agencies & Public

Goal D: Preserve the Efficiency of the Existing Transportation System

Objective #1: Optimize Existing Transportation System Capacity Through Available and/or Innovative Strategies

Objective #2: Support the Continued Maintenance to Facilitate Preservation of the Existing Transportation System

Objective #3: Encourage System Efficiency with Transportation Improvements that Facilitate Greater Jobs/Housing Balance

Objective #4: Improve Transportation Options Linking Residents to Employment Centers Within and Out of the County

Goal E: Support Economic Vitality

Objective #1: Improve Freight Access to Key Strategic Economic Centers

Objective #2: Promote Safe & Efficient Strategies to Improve the Movement of Goods by Water, Air, Rail, and Truck

Objective #3: Support Transportation Improvements that Improve Economic Competiveness and/or Revitalization of Commercial Corridors and Strategic Economic Centers

Goal F: Promote Interagency Coordination & Public Participation for Transportation Decision-Making & Planning Efforts

Objective #1: Provide Equitable Access to Transportation Planning

Objective #2: Engage the Public Early, Clearly, & Continuously

Objective #3: Use a Variety of Methods to Engage the Public Encouraging Representation from Diverse Income and Ethnic Backgrounds

Goal G: Maximize Cost Effectiveness

Objective #1: Support the Use of State & Federal Grants to Supplement Local Funding and Pursue Discretionary Grant Funding Opportunities from Outside the Region

Objective #2: Support Projects that Maximize Cost Effectiveness

Objective #3: Maximize Funding of Existing Transportation Options

Goal H: Improve the Quality of Life for Residents

Objective #1: Encourage Transportation Investments That Support a Greater Mix of Housing Options at All Income Levels

Objective #2: Improve the Connection Between Land Use and Transportation to Reduce Transportation Costs to the End User

Objective #3: Facilitate Active Transportation Projects to Improve Public Health

Proposed Scenarios

These are the draft scenarios that were presented to the SJ Cog Board at their March 2012 meeting. Again, these are still in draft form and may be amended as the process moves forward. This means the public still has a voice in forming and selecting a preferred scenario. As of August 2013, the SJ COG staff is in the process of gathering public feedback on development preferences, as well as these scenarios. A scenario is scheduled to be chosen in November 2013. A study has been done by Calthorpe Associates to measure the impact of Scenario A versus D, the results of which will be available late Summer 2013.

Scenario A “Baseline” – This scenario represents a continuation of the growth pattern occurring in San Joaquin County over the past decade. Future growth will continue in an outward expansion into greenfield areas not currently served by existing transit. This scenario would have the largest development footprint.

- New residential housing stock will continue to be predominately large lot single family homes (approximately 95-98%).
- Density will remain in the lower end allowed by local general plans. The countywide average density is approximately 4.5 dwelling units per acre.
- Employment in the region is guided by locations identified in the general plans and employment forecasts provided by UOP.
- The transportation investments would be focused on planned freeway and local road construction or expansions to accommodate outward development pattern. Transit investments consist of operations and maintenance of existing bus and passenger rail services with expansion of key services.

Scenario B – This scenario represents growth patterns that align with recent general plan updates, climate/stability action plans, and regional studies undertaken since the 2011 RTP. The growth pattern reflects continued greenfield development, but in a more compact form and with a greater mix of housing units than Scenario A. Scenario B introduces mixed-use developments in targeted infill and reinvestment locations such as downtowns, mixed-use/multimodal corridors, and along and near existing BRT corridors and rail stations.

- New residential housing stock will diversify with a targeted split of 76% single family and 24% multi-family units.
- Residential densities would shift to the low to mid-range allowed by general plans to achieve a countywide average target density of approximately 7.7 dwelling units per acre.
- 1/3 of the transit oriented development (TOD)/infill sites identified in the SJ COG Regional Smart Growth and TOD Plan would be developed.
- Employment in the region is guided by UOP forecasts and mixed use opportunities contained in action plans begins to provide opportunity to co-locate jobs and housing.
- Transportation investments would continue to alleviate the most critical roadway bottlenecks while investing in operational improvements and demand management strategies. Additional bike, pedestrian, and transit investments would enhance transportation in the infill and reinvestment areas.

Scenario C – This scenario builds upon Scenario B by shifting a greater proportion of future growth and existing and planned BRT(*Bus Rapid Transit*) and local transit corridors, rail stations, and more compact development in greenfield areas. Scenario C incorporates more mixed-use development and transit oriented corridors than Scenario B, placing more destinations within walking and biking distance.

- New residential housing stock will diversify to a greater degree with a targeted split of 61% single family and 39% multi-family units.
- Residential densities would shift to a mid-range allowed by general plans to achieve a countywide average targeted density of approximately 10 dwelling units per acre.
- 2/3 of the transit oriented development (TOD)/infill sites identified in the SJ COG Regional Smart Growth and TOD Plan would be developed.
- Employment in the region is guided by UOP forecasts and mixed use opportunities contained in action plans begins to provide opportunity to co-locate jobs and housing.
- Transportation investments begin to focus more on operational and demand management strategies than expansion and new roadway construction. Transit expansion for intra-city, intercity, and interregional service would see greater investments than Scenario B. Investments in bicycle and pedestrian facilities would focus on mobility in infill and reinvestment areas.

Scenario D – This scenario builds upon Scenario C by focusing new development in existing urban core areas with an emphasis on coordinated jobs, housing, and transportation centers. New growth shifts from rural/suburban locations to existing urban areas. Development is maximized in and around bus transit and rail hubs/stops. Greenfield development occurs where future development is not reasonably accommodated in infill and reinvestment areas or within existing city boundaries. This scenario has the smallest development footprint.

- New residential housing stock will diversify to a greater degree than Scenario C. SJ COG staff and the Advisory Committee are working to identify a targeted split of single family and multi-family units.
- Residential densities would shift to the mid to higher end allowed by general plans. SJ COG staff and the Advisory Committee are working to identify a countywide average density.
- 100% of the transit oriented development (TOD)/infill sites identified in the SJ COG Regional Smart Growth and TOD Plan would be developed.
- Employment in the region is guided by UOP forecasts and mixed use opportunities contained in action plans begins to provide opportunity to co-locate jobs and housing.
- Transportation investments maximize roadway mobility through operational improvements, TSM (*Transportation Systems Management*), and TDM (*Transportation Demand Management*) strategies with limited roadway expansion. Increased expansion for intra-city, intercity, and interregional transit services as well as bicycle and pedestrian facilities in comparison to Scenarios B and C.

Performance Measures

The following are the Performance Measures that were submitted to the Board at their March 2012 meeting. These Performance measures will help the SJ COG board select the “Preferred Scenario”. They are also submitted as “Draft Form.”

Working Draft 2014 RTP/SCS Performance Measures

Measure of Effectiveness	Description
Travel Related Indicators	
Vehicles Miles Traveled (VMT) per Capita	Vehicle miles traveled per person
Trip Mode Share	Percent of trips by mode of travel (e.g., auto, bike, walk, transit, care share 2+)
Congested Travel Time	Proportion of time roadway is at or exceeds capacity. Also indicator for Goods Movement travel.
Transit Ridership	Number of riders per day
Bike and Walk Trips	Number of bike and walk trips per day
Health Indicators	
Criteria Pollutants per Capita	Total pollutants from all vehicle (passenger and freight) types
GHG Emissions per Capita	Total CO ₂ from passenger vehicles and light duty autos only
Resource Conservation Indicators	
Acres of Land Consumed	Total acres of land consumed due to new development
Acres of Prime Farmland Consumed	Total acres of prime farmland consumed due to new development
Efficiency	
Energy Usage	Total energy consumption from new growth
Water Consumption	Total tons of water usage from new growth
Land Use Mix	Percentage of new development that is infill development, redevelopment, and Greenfield
Housing and Employment	
Housing and Employment near Major Transit Routes and Stations	Percent of new housing and employment located within ½ mile of major transit route (15-minute headway) or station
Residential Density	Change in residential density for new housing
Housing Type	Percent of new housing by type (large-lot, small-lot, attached, multi-family)
Equity (Environmental Justice Areas vs. Non-Environmental Justice Areas)	
Health Risk Assessment of Roadway Pollutants	Percentage of households within 500 feet of high-volume roadway (>100,000 average daily traffic)
Transportation Costs	% of household income spent on transportation
Economic Vitality	
Job Creation	Number of direct and indirect jobs

How to Get Involved

Join the San Joaquin Sustainable Communities Coalition, (SJ SCSC)

Catholic Charities, Diocese of Stockton has taken the lead in forming and facilitating a coalition of partners from throughout the county. It's a diverse group that includes; faith-based organizations and congregations, business leaders, environmental groups, public health associations, community and neighborhood organizations, builders, planners, and concerned individuals. We recognize that such a diverse coalition is not going to be in full agreement on every aspect of the SCS process. There are going to be some points that we will want to stress more than others and even some in which we are not in agreement with. You are never expected to take a stand that you don't agree with. Rather we want to insure that your expertise, passion, and voice is heard.


As a part of the coalition you will be able to:

- **Stay Informed** – We meet monthly to discuss the direction and the current status of the SCS plan. We plan next steps to insure that all voices are heard. We realize that, by definition, the members are busy people. We realize that not everyone is able to come to a monthly meeting so we encourage joining us by phone as well as receiving the monthly reports from the meetings.
- **Attend and Speak at Monthly SJ Cog Directors Meetings** – The SJ COG Directors meet on the fourth Thursday of each month from 5:00 pm to 7:00 pm. Again, we recognize that not everyone can attend every meeting but by your involvement you will be showing the elected officials that you are engaged and you care about sustainable communities.
- **Attend and Speak at Monthly SCS Citizens Advisory Meetings** – The Citizens Advisory Committee meets on the third Thursday of each month from 2:00 pm to 4:00 pm.
- **Meet with SJ COG Directors** – You can meet with the elected officials either with another coalition member, on behalf of your organization, or as a constituent.
- **Write or Call SJ COG Directors** – You can voice your concerns as a signatory of the coalition letters, you can write/call on behalf of your group, or as a constituent.
- **Write Letters to the Editors** – Letters to the editor have a multiplying effect. Even if the letter isn't printed the editorial staff notes which issues are important and will cover the issues accordingly.
- **Attend Round 2 SCS Listening Sessions** – SJ COG staff will be holding a second round of Listening Sessions on the SCS in late August, 2013 (dates are TBD). These will likely be held throughout the county on various evenings from 5:30pm to 6:30pm. This is a key opportunity to have your voice heard directly by COG staff and board members.

There's a political saying, "If you're not at the table, then you're on the menu." We want to make sure that you have a place at the table.

SJ COG Board of Directors

	<p>Chairperson Supervisor Ken Vogel <u>San Joaquin County</u> Board of Supervisors, District 4 44 N. San Joaquin Street 6th Floor, Suite 627 Stockton, CA 95202 Phone: 209-468-3113 Email: kvogel@sjgov.org</p>		<p>Vice Chair Councilmember Jeff Laguero <u>City of Escalon</u> 2060 McHenry Avenue Escalon, CA 95320 Phone: (209) 691-7410 Email: jjlaguero@cityofescalon.org</p>
	<p>Supervisor Steve J. Bestolarides <u>San Joaquin County</u> Board of Supervisors, District 3 44 N. San Joaquin Street 6th Floor, Suite 627 Stockton, CA 95202 Phone: 209-468-3113 Email: sbestolarides@sjgov.org</p>		<p>Supervisor Carlos Villapudua <u>San Joaquin County</u> Board of Supervisors, District 1 44 N. San Joaquin Street 6th Floor, Suite 627 Stockton, CA 95202 Phone: 209-468-3113 Email: cvillapudua@sjgov.org</p>
	<p>Mayor Anthony Silva <u>City of Stockton</u> 425 N. El Dorado Street Stockton, CA 95202 Phone: (209) 937-8499 Email: mayor@stocktongov.com</p>		<p>Councilmember Elbert H. Holman, Jr. <u>City of Stockton</u> City Council, District 1 425 N. El Dorado Street Stockton, CA 95202 Phone: (209) 937-8244 Email: dist1@stocktongov.com</p>
	<p>Councilmember Moses Zapien <u>City of Stockton</u> City Council, District 4 425 N. El Dorado Street Stockton, CA 95202 Phone: (209) 937-8244 Email: dist4@stocktongov.com</p>		<p>Councilmember Steve Dresser <u>City of Lathrop</u> 390 Towne Centre Drive Lathrop, CA 95330 Phone: (209) 941-7216 Email: sdresser@ci.lathrop.ca.us</p>
	<p>Mayor Brent H. Ives <u>City of Tracy</u> City Hall 333 Civic Center Plaza Tracy, CA 95376 Phone: 209-831-6000 Email: council@ci.tracy.ca.us</p>		<p>Vice Mayor Chuck Winn <u>City of Ripon</u> 259 N. Wilma Avenue Ripon, CA 95366 Phone: 209-599-2108 Email: cwinn@cityofripon.org</p>

	<p>Councilmember Larry Hansen <u>City of Lodi</u> City Council 221 W. Pine Street Lodi, CA 95240 Phone: 209-333-6800 x9280 Email: lhansen@lodi.gov</p>		<p>Councilmember Steve DeBrum <u>City of Manteca</u> City Hall 1001 West Center Street Manteca, California 95337 Phone: 209-456-8017 Email: sdebrum@mantecagov.com</p>
	<p>Ms. Carrie Bowen <u>Caltrans, District 10</u> District Director 1976 East Dr. Martin Luther King Jr. Boulevard Stockton, CA 95205 Phone: 209-948-7943</p>		<p>Mr. Gary Giovanetti <u>San Joaquin Regional Transit District</u> Board of Directors P.O. Box 201010 Stockton, CA 95201 Phone: 209-948-5566</p>
	<p>Mr. Victor Mow <u>Port of Stockton</u> Port Commissioner 2201 West Washington Street Stockton, CA 95203 Phone: (209) 946-0246</p>		

SCS Citizens Advisory Committee

Immanuel Bereket	City of Lodi	Charlie Mullen	City of Lathrop
John Abrew	City of Escalon	Erika Durrer	City of Manteca
Ken Zuidervaart	City of Ripon	Mike McDowell	City of Stockton
Bill Dean	City of Tracy	Thomas Reeves	San Joaquin Regional Rail Commission
Ray Hoo	San Joaquin County	Donna DeMartino	Regional Transit District
Michael Ammann	San Joaquin Partnership	John Beckman	Building Industry Association
Katie Patterson	San Joaquin Farm Bureau	Ron Addington	Business Council of San Joaquin County
Carol Ornelas	Visionary Homebuilders	Trevor Atkinson	Campaign for Common Ground
Dale Stocking	Sierra Club	Lauren Ah Tye	League of Women Voters

SJ SCS Coalition Members

Trevor Atkinson	Campaign for Common Ground	Mario Eguiluz	Commerciantes Unidos
Will Barrett	American Lung Association	Catherine Garoupa White	Center of Regional Change
Pat Collier	St. Joseph Medical Center	LaCresia Hawkins	Community Partnership for Families of San Joaquin
Dave Corder	Catholic Charities – EJ Project	Randy Hatch	CCG/Stockton Planning Commissioner
Mayra Cueavas		Melissa Hill	Department of Aging, San Joaquin County
Dr. Cora Hoover	Public Health Services	Jose Marin	Catholic Charities – EJ Project
Elizabeth Jonasson	Coalition for Clean Air	Bill Mitchell	Public Health Services, San Joaquin County
Carey Knecht	Climate Plan California	Elisa Moberly	SJC Public Works
Virginia Madueno	Climate Plan Stanislaus	Jose Nuno	Planning Commission-City of Manteca
Tomy Muhammad	Nation of Islam	Carol Ornelas	Visionary Home Builders of California
Elvira Ramirez	Catholic Charities	Leonard Smith	Manteca Planning Commission
Betsy Reifsnider	Catholic Charities – EJ Project	Kennetha Stevens	People And Congregations Together
Joan Richards	Campaign for Common Ground	Jose Lopez-Higareda	Catholic Charities – Family Counseling Services
Sara Satinsky	Human Impact Partners	Maribel Vargas, MSW	Catholic Charities – Family Counseling Services

¹ SB 375, Steinberg. Transportation planning: travel demand models: sustainable communities strategy: environmental review.