

The Evolving Story of SB 375

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Governor's Office of Planning and Research

New Partners for Smart Growth

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Participatory Planning

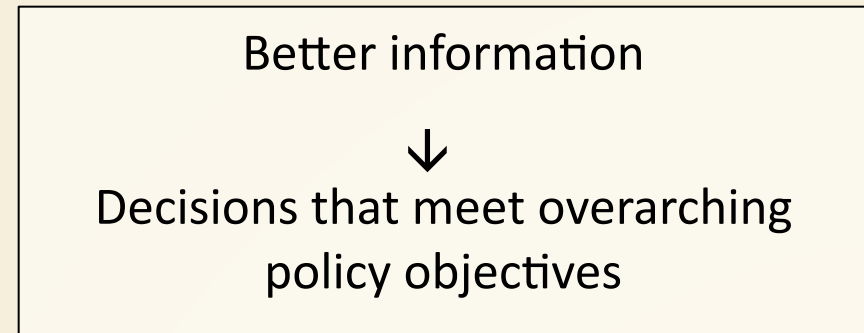
- A spotlight on the transportation planning process
- Greater stakeholder engagement
- Collaborative planning with involvement of public and more local elected officials
- Focus is on performance metrics



SACOG

Performance-Based Planning

- Better information
 - Research
 - Data gathering
 - Modeling
 - Interpretation of modeling results



“You can’t manage what you can’t measure” – Lee Schipper

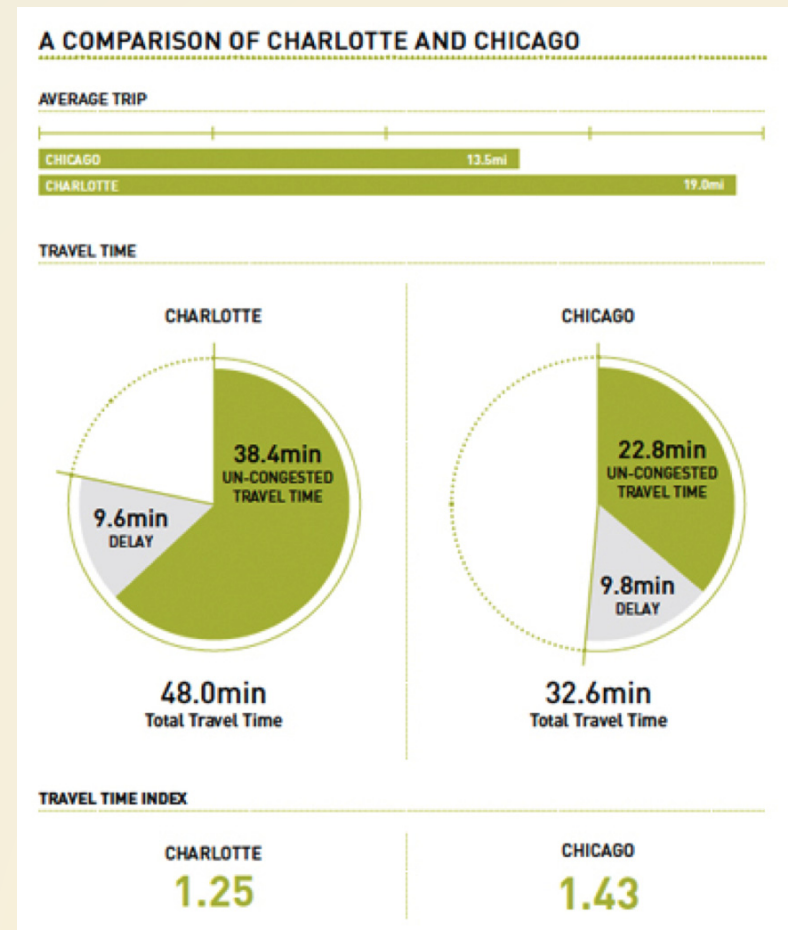
Transparency in Modeling

- Models playing an increasingly important role, guiding \$billions in spending
- Model inputs, outputs, and verification reports available to lay public
- Availability of model code to technical public

- “A MPO shall disseminate the methodology, results, and key assumptions of whichever models it uses in a way that would be useable and understandable to the public.”
California Transportation Commission RTP Guidelines, 2010

Useful Metrics and Explanations

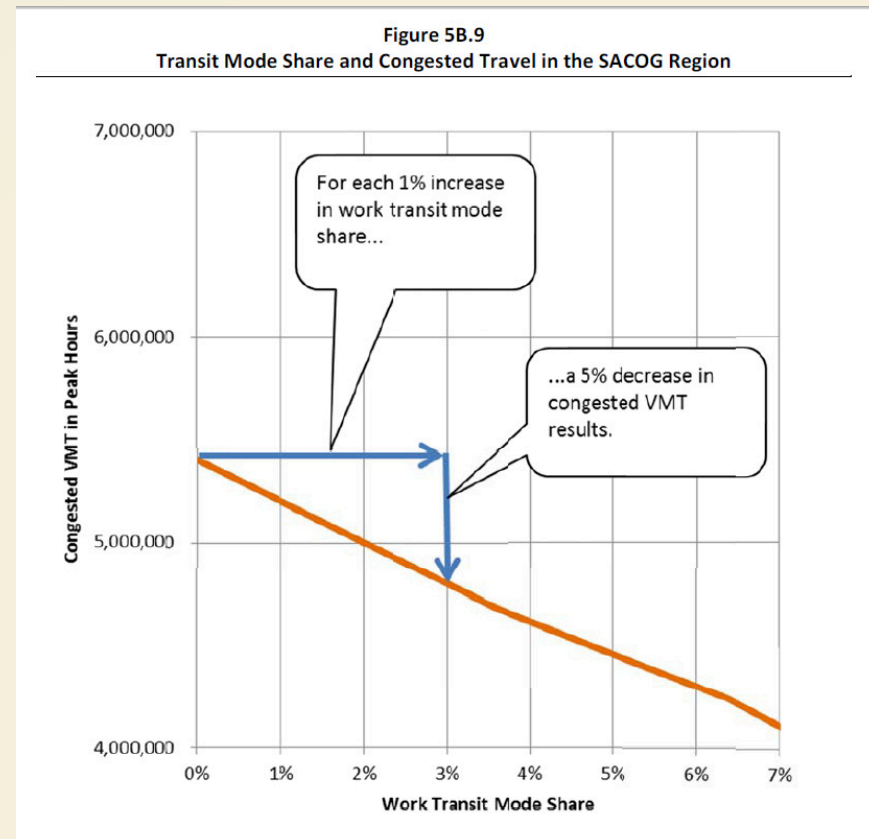
- Making sense of the data
- Outdated metrics → Outdated planning
 - Texas transportation Institute’s “travel time index”
- Explain transportation trade-offs
 - SACOG: Transit Ridership v. congestion
- Variation over time and reasons for that variation
 - SACOG: Outlying areas developing mixed use over time
- Cogent explanations grounded in up-to-date planning principles



CEOs for Cities

Useful Metrics and Explanations

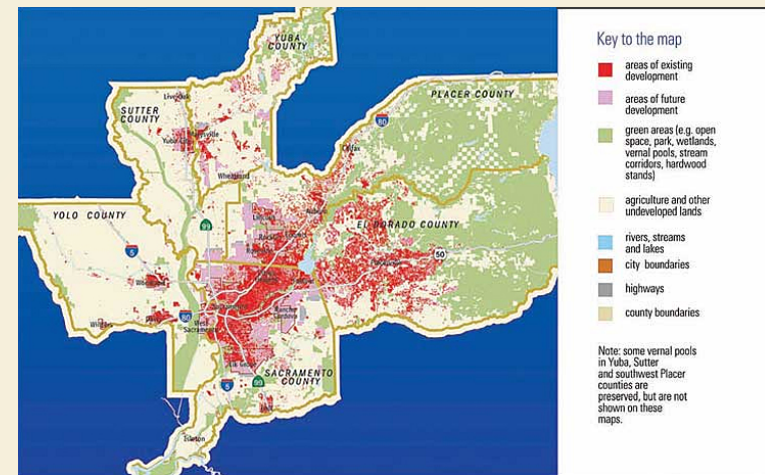
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SACOG

Integrated Scenarios

- Land use and transportation network vary together
- Internal consistency



SACOG

Committed Projects

- Which projects are at play?
- Constraints:
 - Political
 - Fiscal
- When does project become “committed”?
- The purpose of SB 375 is to shift land use and the transportation network



Active Transportation

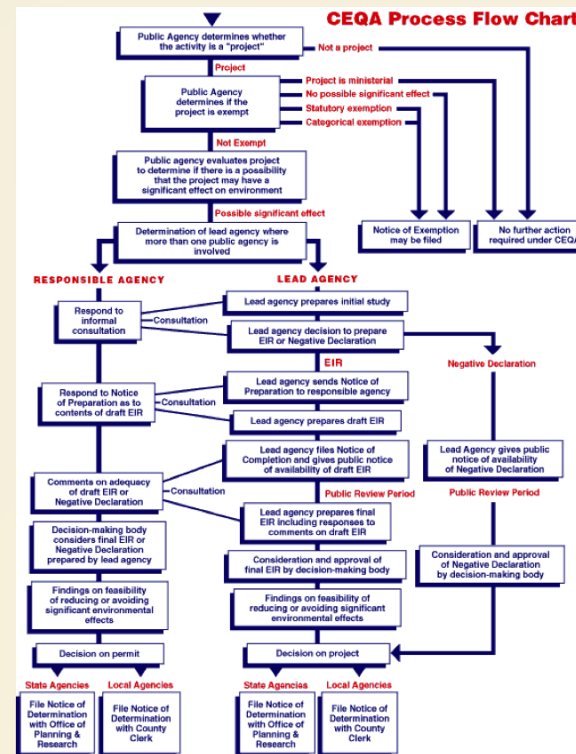
- Active transportation is an increasing focus in public health

“...the potential for reducing chronic disease and greenhouse gases appears to be large on an absolute scale, and far larger than co-benefits from fine particulate matter reductions, which are a traditional focus of health effects”



Facilitating and Checking Implementation

- CEQA tiering
- CEQA streamlining
 - SB 226
- Implementation monitoring



Education

- Lack of public (and elected official) understanding about transportation-land use from a systems perspective
- “We cannot build our way out of congestion”
- VMT fees / congestion pricing



Showing What Could Be...

- With more funding
- With greater flexibility in using funding
- With greater public support, by sharing statistics people care about:
 - Better health, especially reduced obesity
 - Air quality improvements
 - Increased safety, reduction in childhood deaths from auto crashes
 - GHG reduction



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