DYNAMIC SUSTAINABILITY: REDUCING VMT (SOON)

Railvolution 101

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GROWTH WITHOUT VMT INCREASE

Local Challenge:

How to alter the fundamental equation between growth of VMT and redevelopment

Statewide Projected Population and VMT Growth 2010-2040

CA AIR RESOURCES BD 2007
LET’S PLAY THE GHGR GAME

Door #1

Improved Car Fuel Economy

(AB 1493)
LET’S PLAY THE GHGR GAME

Door #1
Improved Technology

Door #2
Low Carbon Fuels
LET'S PLAY THE GHGR GAME

Door #1
Improved Technology

Door #2
Low Carbon Fuels

Door #3
Reduced VMT
 Drivers of VMT Reduction
CA Air Resources Board 2007

Integrated Strategies

Alternate Mode Infrastructure
- Transit
- Carpool/Vanpool
- Bike
- Walk

Pricing Signals
- Cost per mile
- Cost per gallon
- Parking costs
- Congestion relief costs

Land Use
- Density
- Diversity
- Design
- Destinations

Transportation Conservation
- Education
- Incentives to drive less
- TDM Programs

Transportation Conservation

Conservation

Education
Incentives to drive less
“PLAN, BABY, PLAN....?”
TYPICAL PLANNING HIERARCHY

- AB 32/SB 375
- REGIONAL BLUEPRINTS
- GENERAL PLANS
- ZONING
- CODES/STANDARDS
- SPECIFIC PLANS
- PROJECTS
DYNAMIC SUSTAINABILITY MODEL

MULTIPLE DEVELOPMENT PROJECTS

ZONING/STANDARDS/CODES

SUSTAINABLE DEVELOPMENT CORRIDORS

INFRA FINANCING

CATALYTIC PROJECTS

GHGR TARGETS

c Will Fleissig, Communitas 2007
NEW CURRENCY - VMT

- Modeling used to calculate VMT is based on historic, empirical data.
- VMT estimates typically overstate trip generation in mixed-use and TND development.
- VMT/household can be impacted in newly developing areas, but rarely shifts in older communities with static development patterns.

- Not all VMT is alike –key variables include number of riders; time of trip; where trips take place; home-to-work vs non-work trips; and climate.
THE PROBLEM REGULATING VMT

- As fuel efficiencies continue to increase and carbon content in fuels is reduced, impact of VMT on GHG will continue to decrease.
- Targets become ceilings.
- Regional Blueprints -- offer development and infrastructure options; not geared for implementation.

- Not clear what policies, choices and incentives actually *reduce* VMT – no reliable indicator of personal choice
TEST NEW VMT PROGRAMS - NOW

• Time frame is too long -- Blueprints, update General Plans, change local zoning, create new transit infrastructure, and build multiple development projects with reduced VMT

• Key Challenge -- test new prototypes that might actually impact VMT now:
  - parking pricing
  - transit frequency
  - car share services
  - new development designs
  - shuttle services
  - employer incentives
  - infra financing models
  - floating gas tax
  - “alpha test” cap and trade system
PROMOTE CATALYTIC PROJECTS

• Incorporate innovative models than can reduce VMT.
• Request for Innovation (RFI) -- promote business-developer-community-municipal joint endeavors.
• Catalytic Projects – State should promote, monitor, and evaluate effective strategies to reduce mobile GHG/VMT.
• Constant Innovation – tap into California entrepreneurship, creativity, and openness to new ideas.
ACHIEVING SUSTAINABILITY AT 4 SCALES

- Re-densify at City Core
- Re-develop Older Malls/Office Parks
- Re-fill along Arterials / Strip Commercial
- Re-mix Village Centers
Recalibrate “The Bottom Line” underlying all operating costs and investment (ROI) to achieve major VMT reductions:

- Public Investment Strategy
- Pricing Incentives
- Environmental/VMT Management
- Underwriting Criteria include Generated VMT
MOVING FORWARD

Embrace concept of **KAIZEN**
“continuous incremental improvements”

- Systemic Thinking
- Teamwork and Small Groups
- Focus on Specifics
- Collaborative Approach
- Culture for Innovation and Improvement
- Suggestions for Improvements