



Blueprint Implementation Strategies

Partnership for Integrated Planning

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Merced County Association of Governments

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PIP Goals

1. Integrated/Collaborative Planning
2. Innovative GIS Modeling Tools
3. Aggressive Public Participation
4. A Realistic/Implementable RTP



“The purpose is cooperation” Mare Island Accord



- Transportation projects are environmentally problematic due to the lack of early involvement with other planning efforts by Caltrans, US EPA and FHWA.
- Difficulties between the agencies due to different corporate cultures and missions.



Uncoordinated Planning





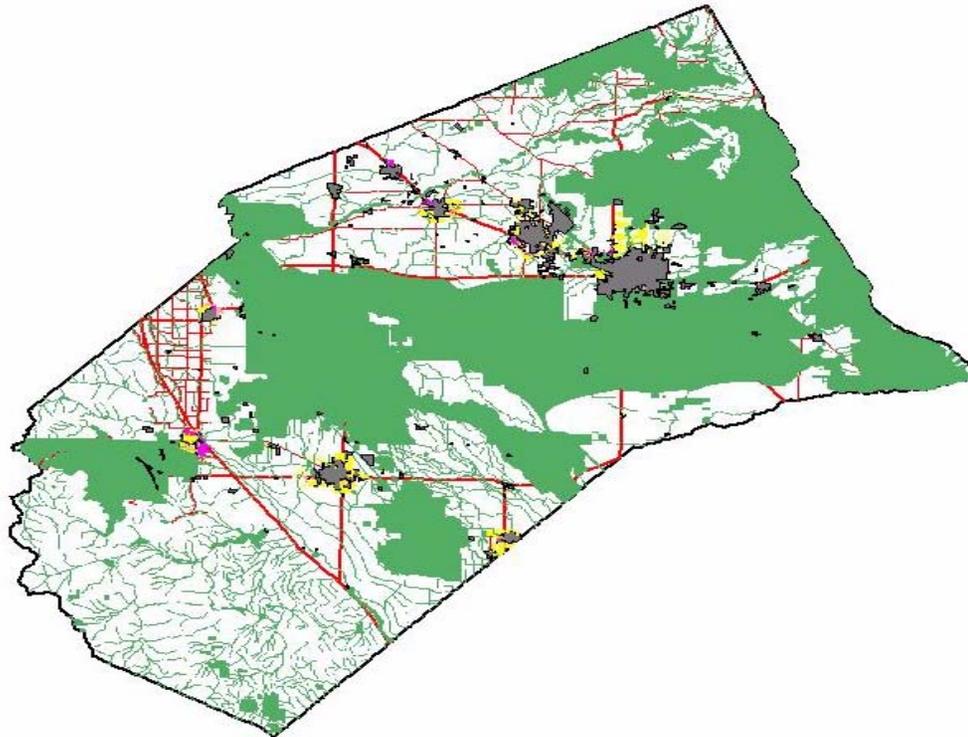
Collaborative Planning



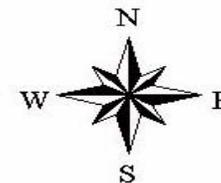


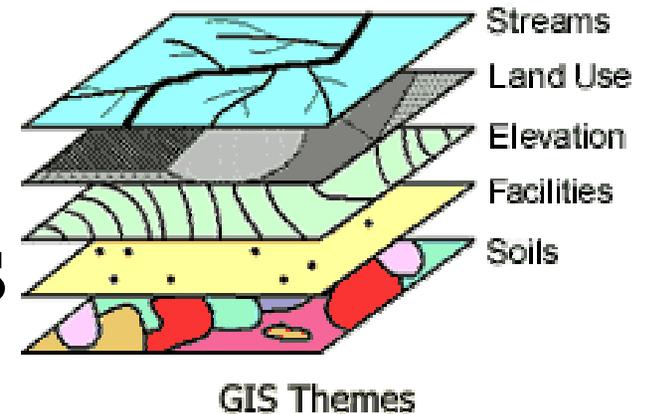
Innovative GIS Model “Uplan”

Preliminary scenario of Merced County in 2020



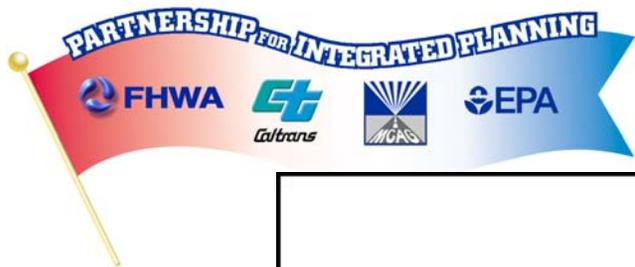
- preliminary growth scenario
- industry
 - high density commercial
 - high density residential
 - low density commercial
 - medium density residential
 - low density residential
 - No Data
 - Existing Urban
- Masks without NDDB
- 1
 - No Data
 - Major arterials
 - Highways
 - County boundary



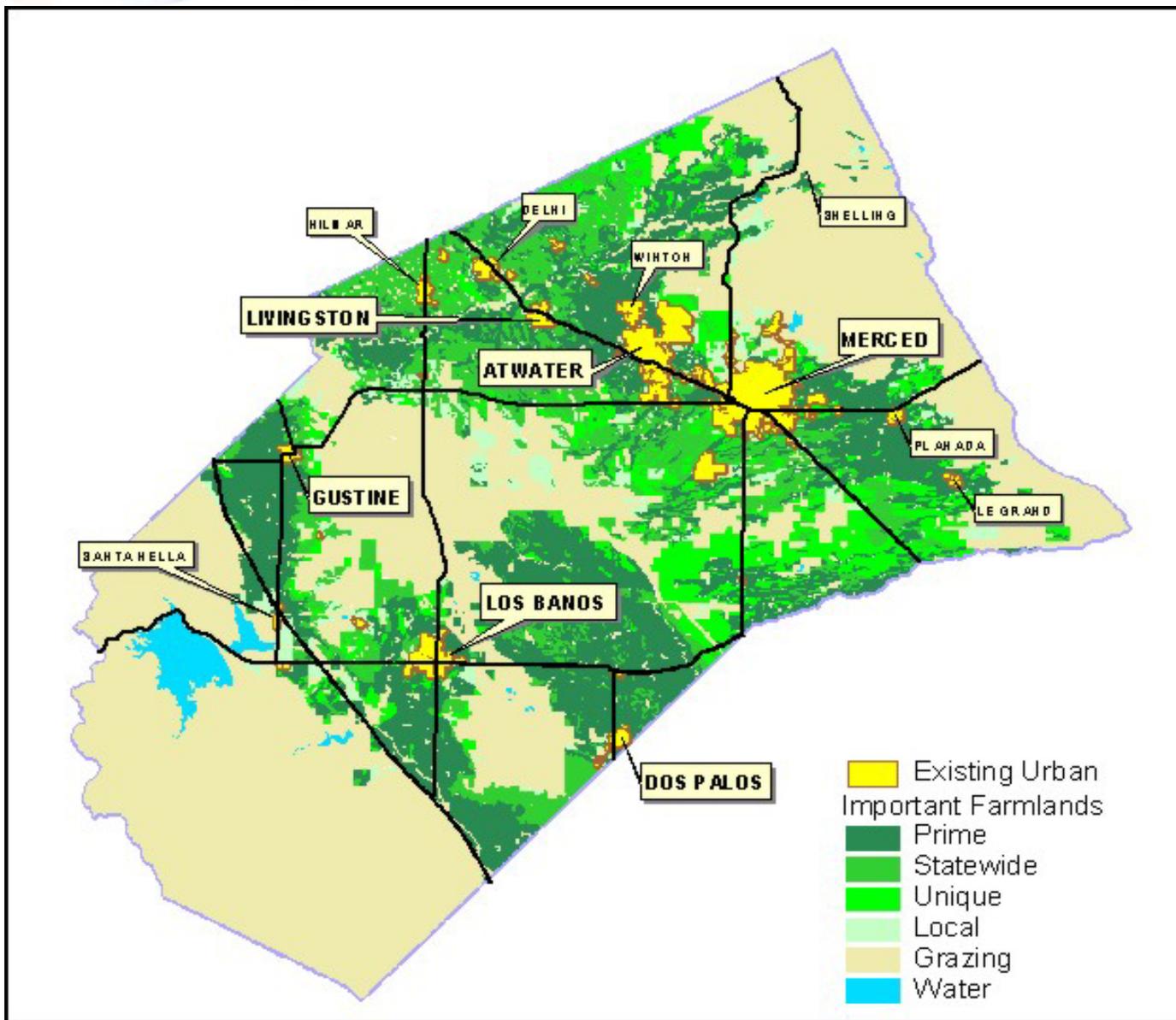


Data Layers

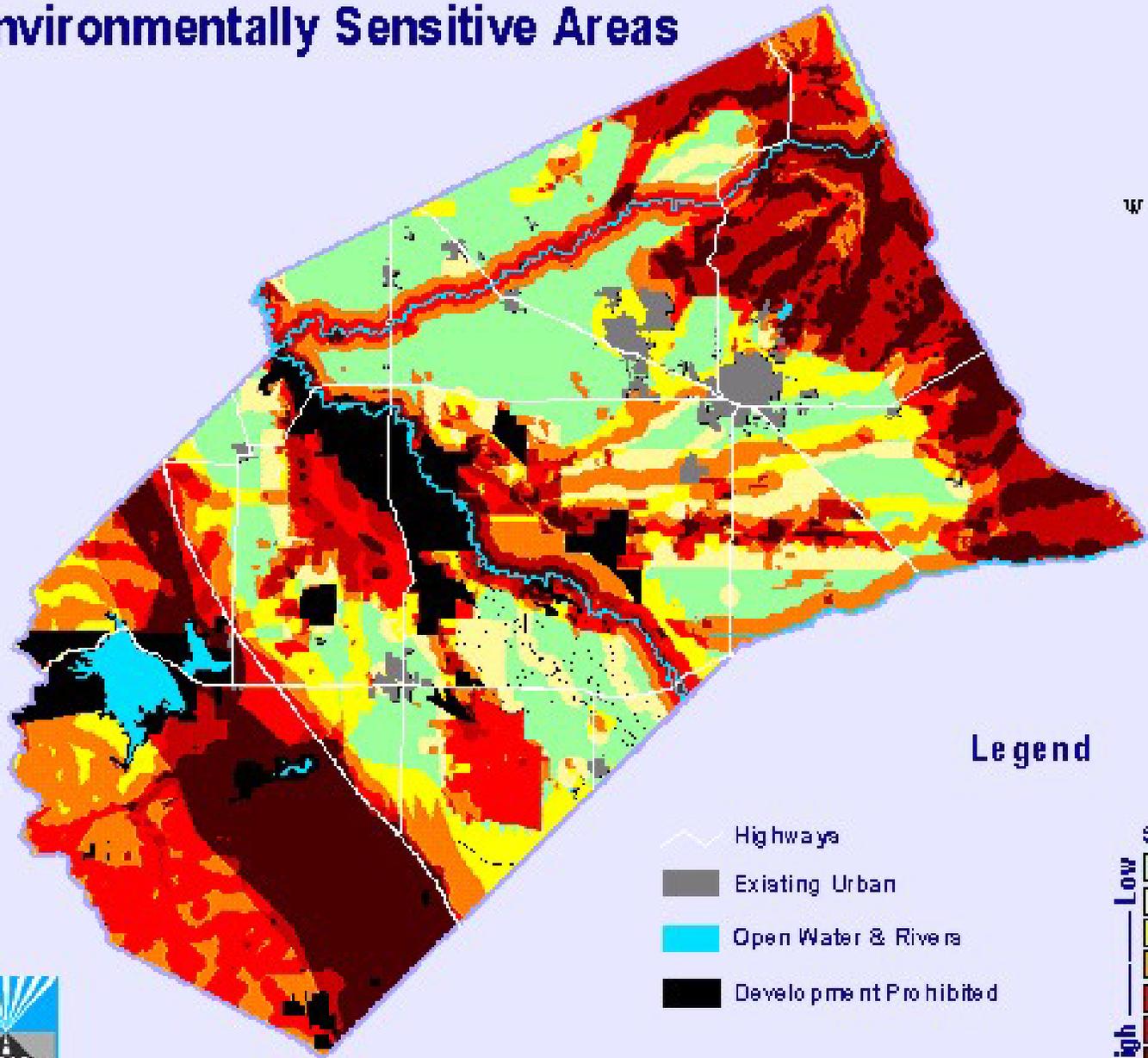
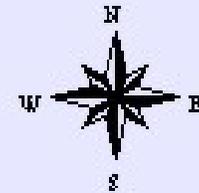
- All 7 local General Plans
- Existing Urban
- Transportation: Roads, Railways, Airports, ...
- Hydrology: Lakes, Rivers, Flood Zone
- Public Lands: Parks, Refuges, BLM, ...
- Agriculture: Farmlands, Grazing Lands
- Habitat and Species: NDDDB, Wetlands, Vernal Pools, Linkages, Easements
- Cultural Resources



Important Farmlands

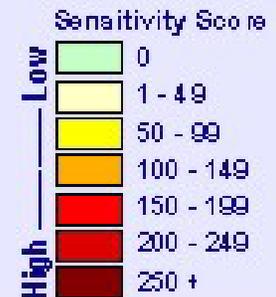


Environmentally Sensitive Areas



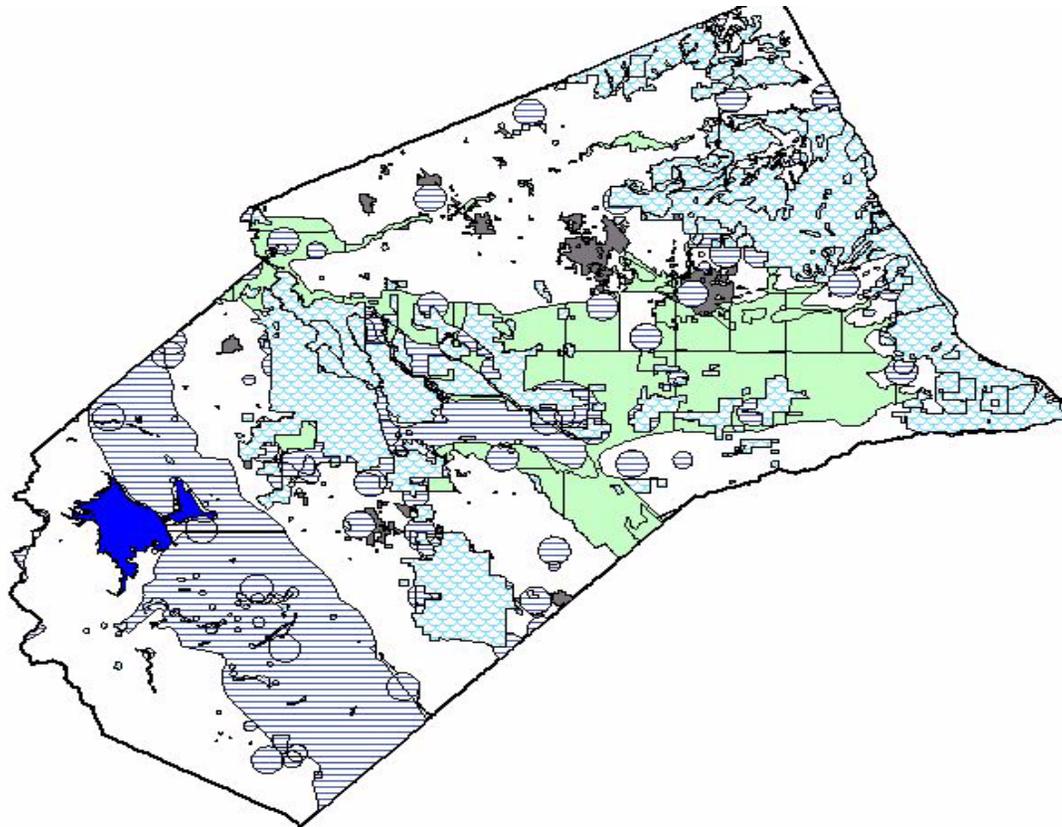
Legend

-  Highways
-  Existing Urban
-  Open Water & Rivers
-  Development Prohibited

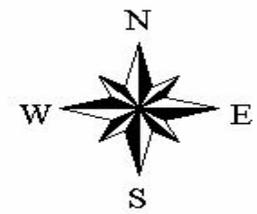




Lessen environmental impacts: Avoid, Minimize, Mitigate



-  Vernal Pools
-  NDDB
-  Floodplain
-  Lakes
-  Existing Urban
-  County Boundary





Cumulative Impacts Results

Potential Cumulative Impacts Compared to No Plan						
Resource	Total in County	Scenario				
		B	C	C2	D	D2
Agriculture (acres)	1,172,187	-37	-81	-141	-35	-78
Wetlands (acres)	11,240	-13	-3	5	-7	-7
Potential Habitat (acres)	1,187,966	15	21	28	3	18
Cultural (acres)	1,252,187	-196	-214	-284	-132	-211
Historic Sites	221	-8	-10	-10	-10	-10
		-239	-287	-402	-181	-288



Aggressive public outreach





MCAG Governing Board

Technical Review Board

Citizens Advisory Committee

MCAG Staff

Technical Planning Committee

PIP Advisory Committee-
2 members from each focus group

Public Workshops

City Planning Commissions

Unincorporated Community Meetings

Seniors

Business/Education

SE Asian

Latino

Environ/Outdoor Rec.

Commuters

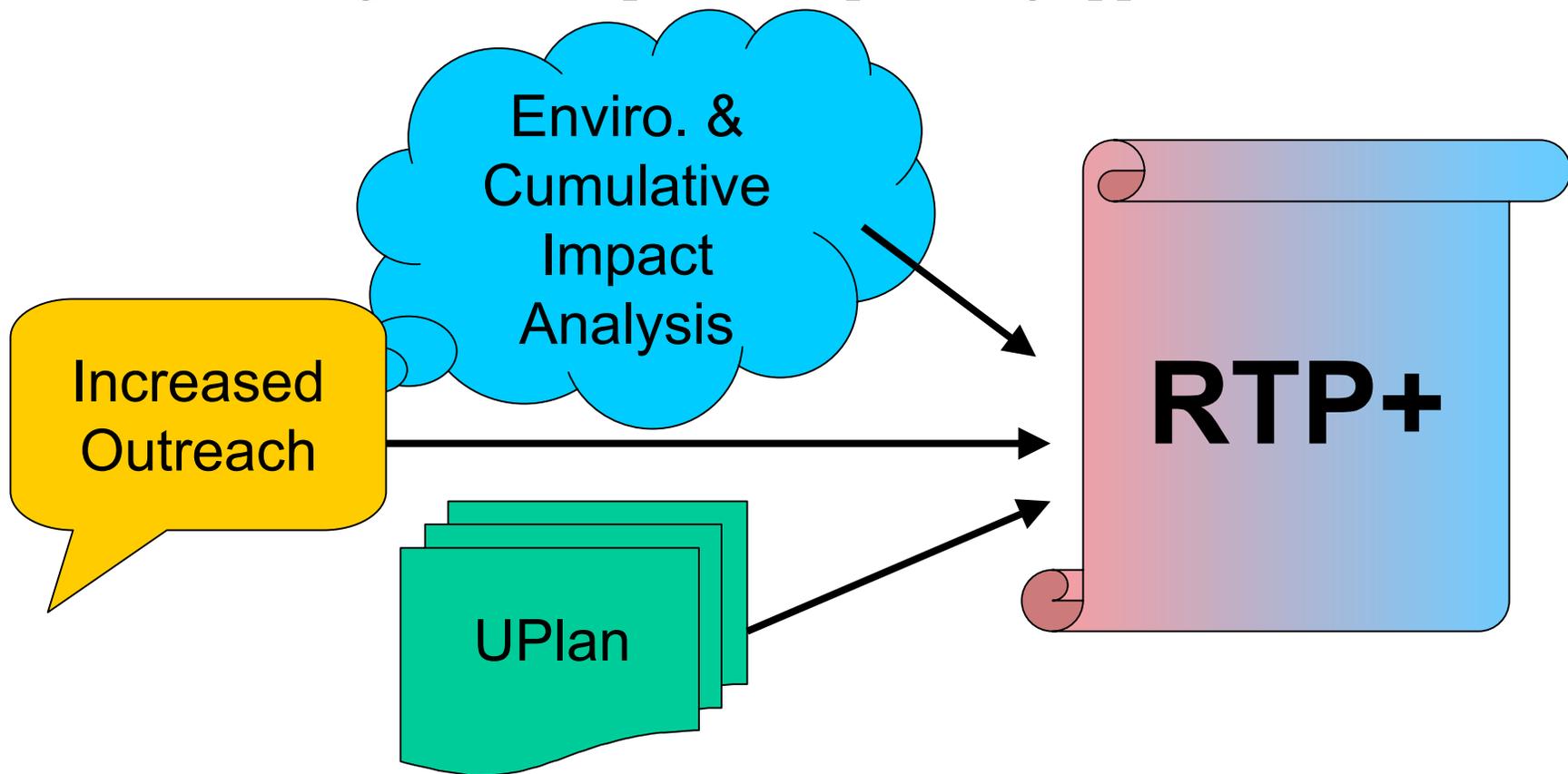
Youth

Agriculture



PIP = RTP Plus!

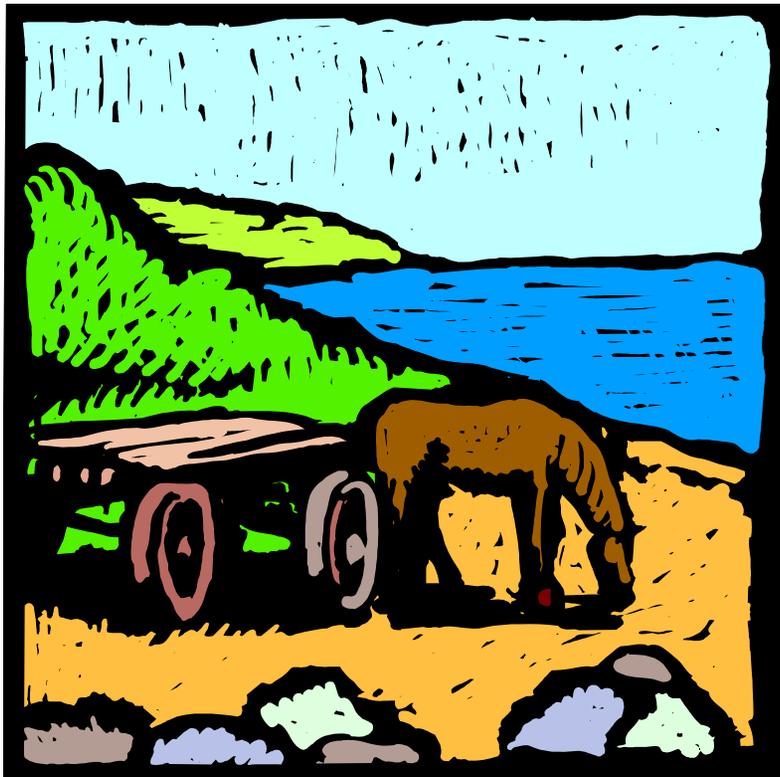
★ A model regional transportation planning approach



Scenario	B	C	C2	D	D2
	Current Policy	Some Changes	More Changes	Alternative Modes	Alt. Modes + Roads
Description	Same as existing Regional Transportation Plan	Better job in each area, but requires more funds	More roads, maintenance, transit. Requires more funds	Major shift in emphasis from road improvements to alternative modes	Expansion of alternative modes, but not at cost of road improvements
Regional Cost	\$582,000,000	\$855,210,000	\$1,038,210,000	\$582,000,000	\$1,010,000,000
<i>Cost Change from B: Current Policy</i>	\$0	\$273,210,000	\$456,210,000	\$0	\$428,000,000
Transportation Mode					
Roads & Highways  <i>Regional Cost:</i> <i>Cost Change from B:</i>	8 major improvements to highways 152, 59, 140 and 99 and regional roads \$242,000,000 \$0	11 major improvements to highways and regional roads \$375,000,000 \$133,000,000	22 major improvements to highways and regional roads. \$535,000,000 \$293,000,000	Only 3 projects: 152 Bypass, Existing 59, 140 Bradley Overhead \$84,000,000 (\$158,000,000)	15 major improvements to highways and regional roads. \$450,000,000 \$208,000,000
Local Road Maintenance  <i>Regional Cost:</i> <i>Cost Change from B:</i>	Continues at existing levels. Roads deteriorate. \$209,000,000 \$0	Much more funding for maintenance \$331,000,000 \$122,000,000	Much more funding for maintenance \$354,000,000 \$145,000,000	More funding for maintenance \$290,000,000 \$81,000,000	Much more funding for maintenance \$352,000,000 \$143,000,000
Transit (Bus)  <i>Regional Cost:</i> <i>Cost Change from B:</i>	Transit service meets the needs of the transit dependent. \$130,000,000 \$0	Some improvement: 30 minute frequency in urban areas, 60 minute between areas. \$143,000,000 \$13,000,000	Some improvement: 30 minute frequency in urban areas, 60 minute between areas. \$143,000,000 \$13,000,000	Transit is a viable trip choice. Greater coverage, higher frequencies (15/30), aggressive marketing \$195,000,000 \$65,000,000	Transit is a viable trip choice. Greater coverage, higher frequencies (15/30), aggressive marketing \$195,000,000 \$65,000,000
Pedestrian  <i>Regional Cost:</i> <i>Cost Change from B:</i>	Considered a local issue. \$0 \$0	Local jurisdictions encouraged to require pedestrian-friendly development. \$10,000 \$10,000	Local jurisdictions encouraged to require pedestrian-friendly development. \$10,000 \$10,000	New communities are walkable and transit-friendly. Financial incentives are provided. \$1,000,000 \$1,000,000	New communities are walkable and transit-friendly. Financial incentives are provided. \$1,000,000 \$1,000,000
Bicycle  <i>Regional Cost:</i> <i>Cost Change from B:</i>	Bicycle improvements are consistent with plans but dependent on grants. \$1,000,000 \$0	Bike paths are well-planned and have connectivity. Several priority projects are funded. \$6,000,000 \$5,000,000	Bike paths are well-planned and have connectivity. Several priority projects are funded. \$6,000,000 \$5,000,000	More priority bike projects are funded. New communities are planned to be bike-friendly. \$11,000,000 \$10,000,000	More priority bike projects are funded. New communities are planned to be bike-friendly. \$11,000,000 \$10,000,000
Passenger Rail  <i>Regional Cost:</i> <i>Cost Change from B:</i>	No projects \$0 \$0	"Commuter by Rail" program. Rail schedules are adjusted to meet northern commutes. \$200,000 \$200,000	"Commuter by Rail" program. Rail schedules are adjusted to meet northern commutes. \$200,000 \$200,000	Rail is also promoted for recreational trips and vacations. \$1,000,000 \$1,000,000	Rail is also promoted for recreational trips and vacations. \$1,000,000 \$1,000,000
Aviation 	Same as today: Merced to Las Vegas four times a day.	Expanded air service to Los Angeles and San Francisco.	Expanded air service to Los Angeles and San Francisco.	Air is a viable alternative to auto for long trips: service to LA, SF, other hubs, a variety of airlines, good transit to airports.	Air is a viable alternative to auto for long trips: service to LA, SF, other hubs, a variety of airlines, good transit to airports.
Funding Assumption 	Existing Funding	1/2 cent Transportation Measure	New Development Fee and 1/2 cent Transportation Measure	Existing Funding	New Development Fee and 1/2 cent Transportation Measure



“Non-Success”



- You can lead a “horse” to water, but you can’t make’m drink
- Permitting agencies’ missions conflict with project delivery and will continue to do so!



Successes

- Realistic RTP Adopted
- Transportation Constituency Improved
- Momentum for Measure & RTIF





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