

SUMMARY OF KEY POINTS AND RECOMMENDATIONS

Housing, Cars & Transit panel

Amanda Fagan, Ventura County Transit Commission
Lyle Janicek, Southern California Association of Governments
Dawn Dyer, Dyer Sheehan Group Inc.
Kathleen Mallory, City of Oxnard
James Mason, City of Santa Paula (moderator)



KEY POINTS

- SCAG area represents 191 cities and 19M in population.
- SCAG evaluates Land and Use mix for best practices
 - Forecasts growth in employment and housing for the region by 2050, attempting to address growth in a strategic manner with greatest impact on reducing greenhouse gas emissions.
 - Aim to encourage growth in Priority Development Areas (areas with existing infrastructure) and discourage growth in Green Region Resource Areas (areas that have a sensitivity to natural hazards (flood areas, coastal inundation, wildfire risk), biological sensitivities/open space/habitat, and administrative/working lands (Tribal nations, military, farmlands)).
 - Draft report and maps available 11/1/2023
 - Transportation is the fastest-growing source of GHGs (greenhouse gasses)

Slide Notes: Connect SoCal 2024 (also known as the 2024 Regional Transportation Plan/Sustainable Communities Strategy or RTP/SCS) represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy, and sustainability through 2050. The plan details how the region will address its transportation and land use challenges and opportunities in order to achieve its regional emissions standards and greenhouse gas (GHG) reduction targets. Connect SoCal 2024 will build from the policy direction established in Connect SoCal 2020 as well as more recent policy direction from SCAG's Regional Council to reflect emerging issues such as equity, resilience, and the economy.

The components of Connect SoCal 2024 are required by federal and state legislation and is an important planning document for the region, allowing project sponsors to qualify for federal funding. SCAG is required to update this long-range planning document every four years.

Connect SoCal 2024 contains the following core components:

- *Vision, policies, and performance measures: Contains an overarching vision, policies, a list of regional transportation goals, and measures for evaluating our performance in achieving those goals.*
- *Forecasts: Future distribution of population, households, employment, land use, and housing needs.*
- *Financial plan: Identifies reasonable expected revenues over the 25-year plan horizon.*
- *List of projects: Includes projects that are anticipated to be initiated and/or completed by 2050.*
- *Analysis of the following focus areas: active transportation, aviation, environmental justice, goods movement, highways and arterials, land use, open space farm and natural lands conservation, passenger rail and transit, public health, transportation demand management, and transportation safety and security.*

Connect SoCal forecasts growth in employment and housing for the region by 2050. In its simplest form, this forecast attempts to address growth in a strategic manner with greatest impact on reducing green house gas emissions. The plan's goals of strategically placing housing and jobs in Priority Development Areas such as Spheres of Influence, 15 minute communities, Neighborhood Mobility Areas, and Livable Corridors. While at the same time the plan tries to avoid placing growth in Green Region Resource Areas, where conservation, climate hazards, and major environmental hazards exist. Simply put, emphasize growth in PDAs while minimizing growth in GRRAs is the preferred approach.

- VCTC establishes transportation policies and priorities throughout the County including connecting transportation with housing and land-use in context of demographics. See slide presentation.
 - Highlights include:
 - By 2050 Ventura County will have a reduction and aging of the population; People at or over 70 will increase from 11% in 2020 to 21% in 2040.
 - 12% of total trips are from 40% of households.
 - Outside of rent/mortgage, transportation is the second-highest cost for a household.
 - There are more cars in Ventura County than there are people who could drive them.
 - Roughly 8,500 workers don't have a commute but work from home.
 - Los Angeles has 3.3 parking spaces available for every car owned!
 - Goal is to help folks opt out of driving, especially single occupancy vehicles
 - VCTC studies the VMT (Vehicle Miles Traveled) includes trips leaving county.
 - Match higher density housing to increased jobs and services to drive down greenhouse gas emissions.
 - When density is increased, VMT is reduced if there is an availability of transit.

Other Resources/Studies:

GCTD Building Transit Supportive Communities

Ventura County Comprehensive Transportation Plan

Ventura County VMT Adaptive Mitigation Program (Reduction Strategy)

SCAG REAP 2.0 Projects

Transportation Data and Analytics Program





Too Much Parking?

- LA County has 3.3 Parking Spaces per Car - second highest
- 75 million parking spaces covering 2.8 billion sq. ft. of paved asphalt
- 100 million sq. ft. of paved asphalt

Diagram: A grid of 10 parking spaces (rows of 5, columns of 2) with three 'P' signs in the first row. A car icon is shown to the right of the grid.



Housing, Cars & Transit

October 18, 2023

Ventura County Housing Conference

Lyle Janicek, AICP – Senior Regional Planner

WWW.SCAG.CA.GOV

The SCAG Region

191
CITIES

6
COUNTIES

19.1M
RESIDENTS



36,618
SQUARE MILES

\$1.2T
REGIONAL GDP

15TH
LARGEST
ECONOMY
WORLDWIDE

48.1%
OF STATE
POPULATION

Primary Roles & Responsibilities

- 1 REGIONAL TRANSPORTATION PLAN (RTP)
- 2 SUSTAINABLE COMMUNITIES STRATEGY (SCS)
- 3 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)
- 4 REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)
- 5 REGIONAL DATA & INFORMATION CENTER
- 6 FORUM FOR ISSUES OF REGIONAL SIGNIFICANCE



Connect SoCal 2024

- 2024 Regional Transportation Plan/Sustainable Communities Strategy or RTP/SCS
- Vision for Southern California's future including policies, strategies, and projects for advancing the region's mobility, economy, and sustainability through 2050
- Addresses:
 - Transportation
 - Housing
 - Land use

Priority Development Areas (PDAs) and Green Region Resource Areas (GRRAs)

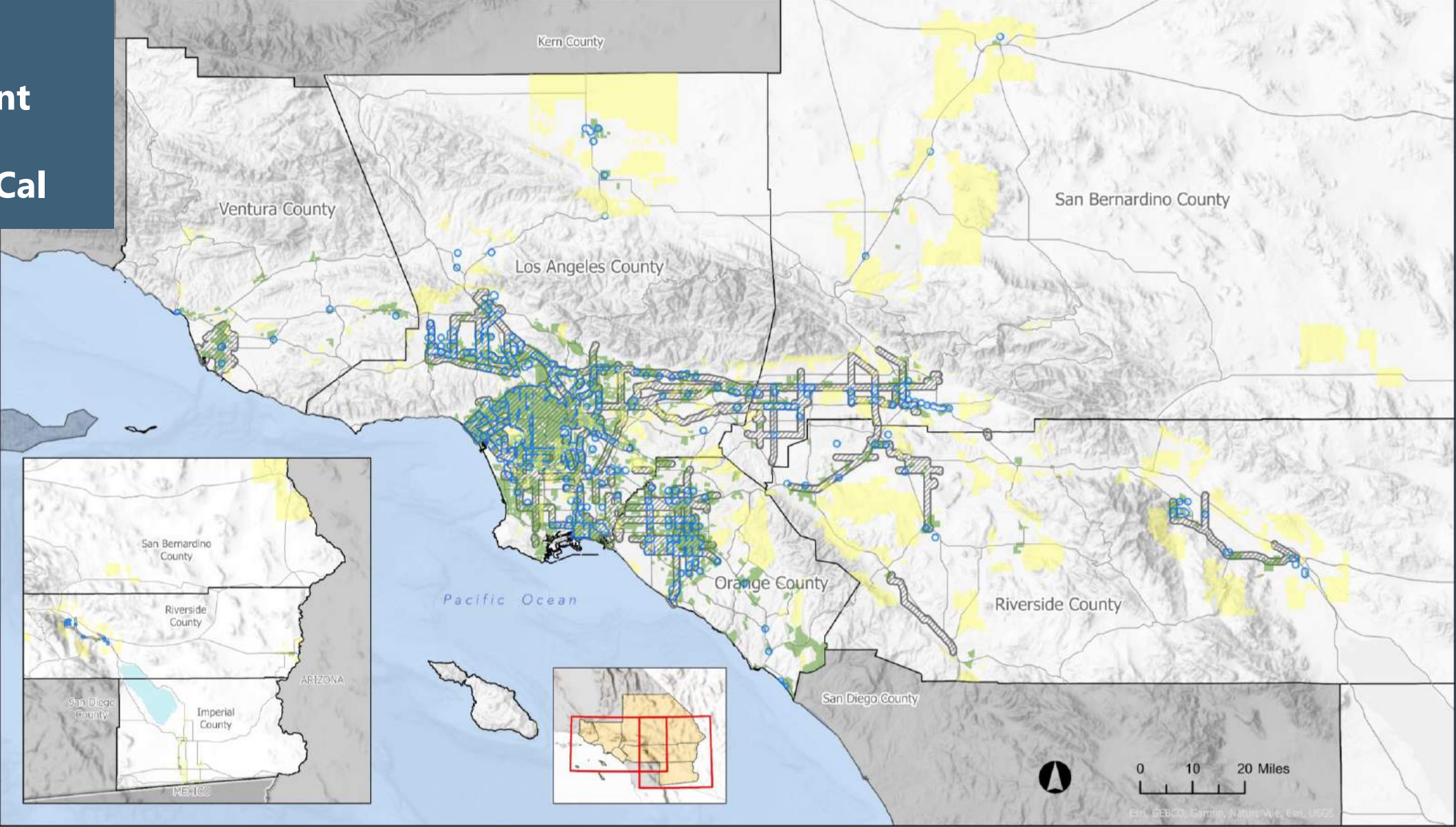
- PDAs

- Spheres of Influence
- 15 Minute Communities
- Neighborhood Mobility Areas
- Livable Corridors

- GRRAs

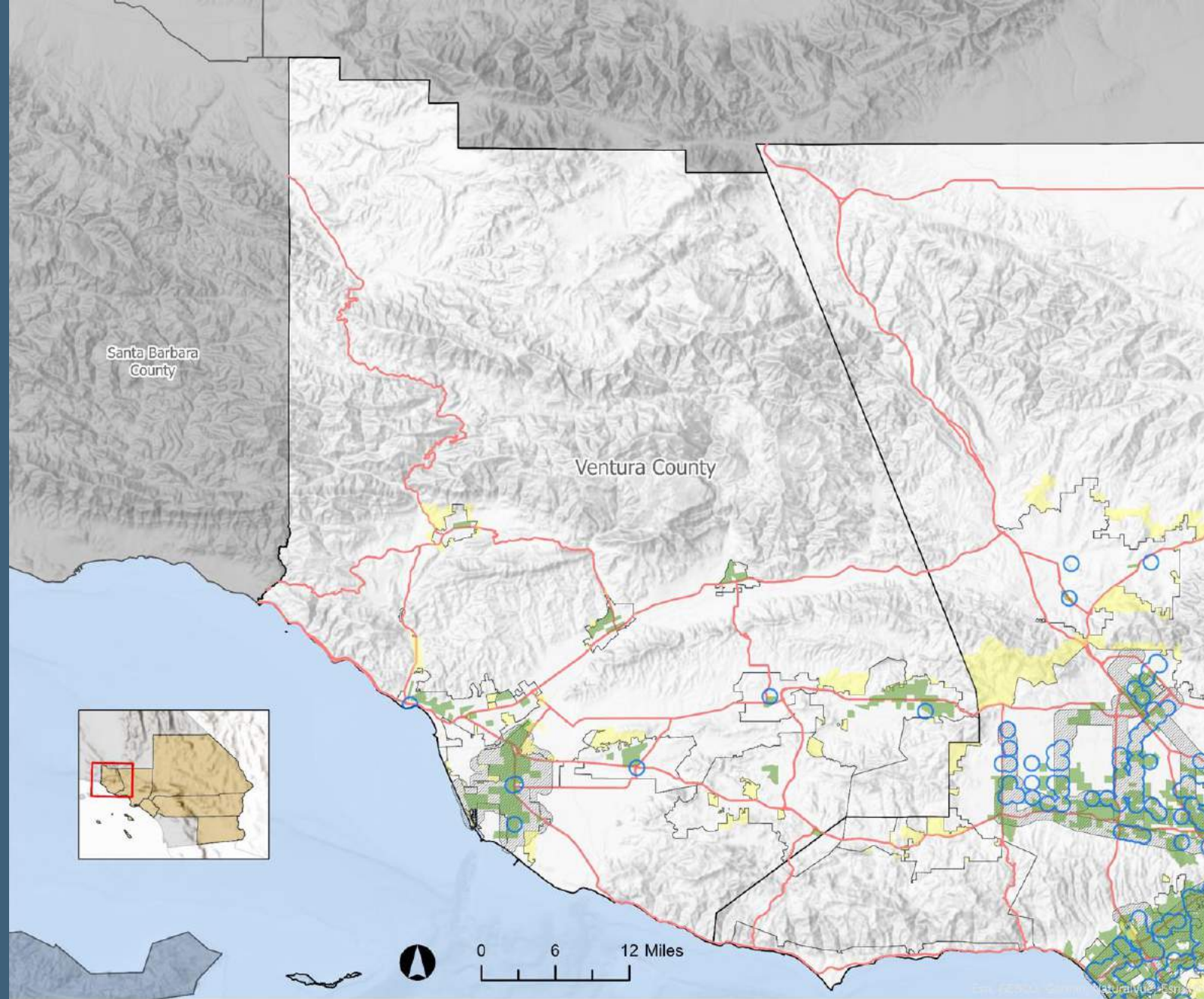
- Flood Areas
- Coastal Inundation
- Wildfire Risk
- Open Space and Parks
- Endangered Species and Plants
- Sensitive Habitat Areas
- Natural Community and Habitat Conservation Plans
- Tribal Lands
- Military Installations
- Farmlands




Priority Development Areas – Connect SoCal



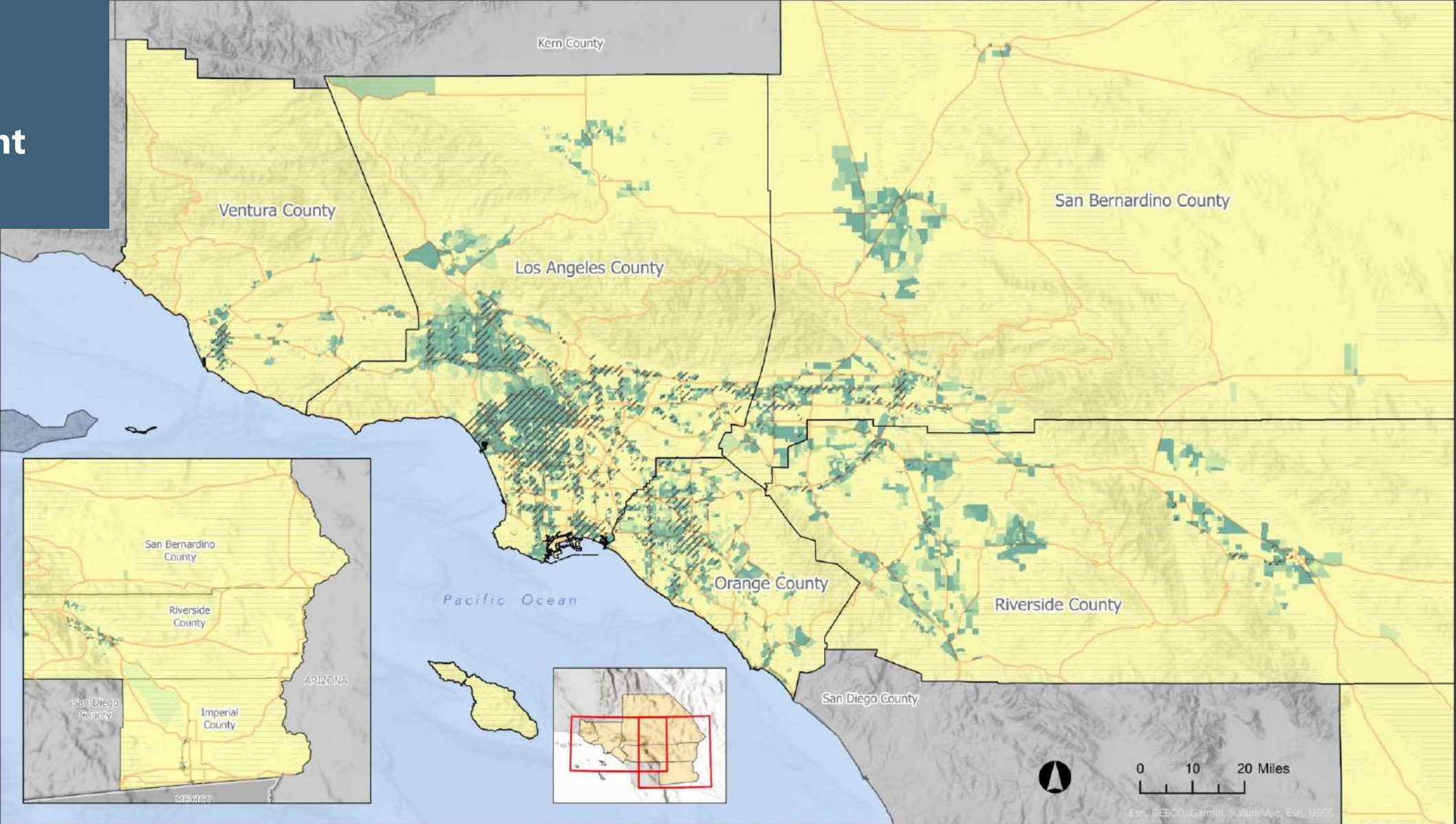
Source: SCAG 2023

Priority Development Areas – Connect SoCal



-  Livable Corridor (LC)
-  Sphere of Influence (SOI)
-  Freeway
-  Neighborhood Mobility Area (NMA)
-  Transit Priority Area (TPA)

Forecasted Regional Development Pattern



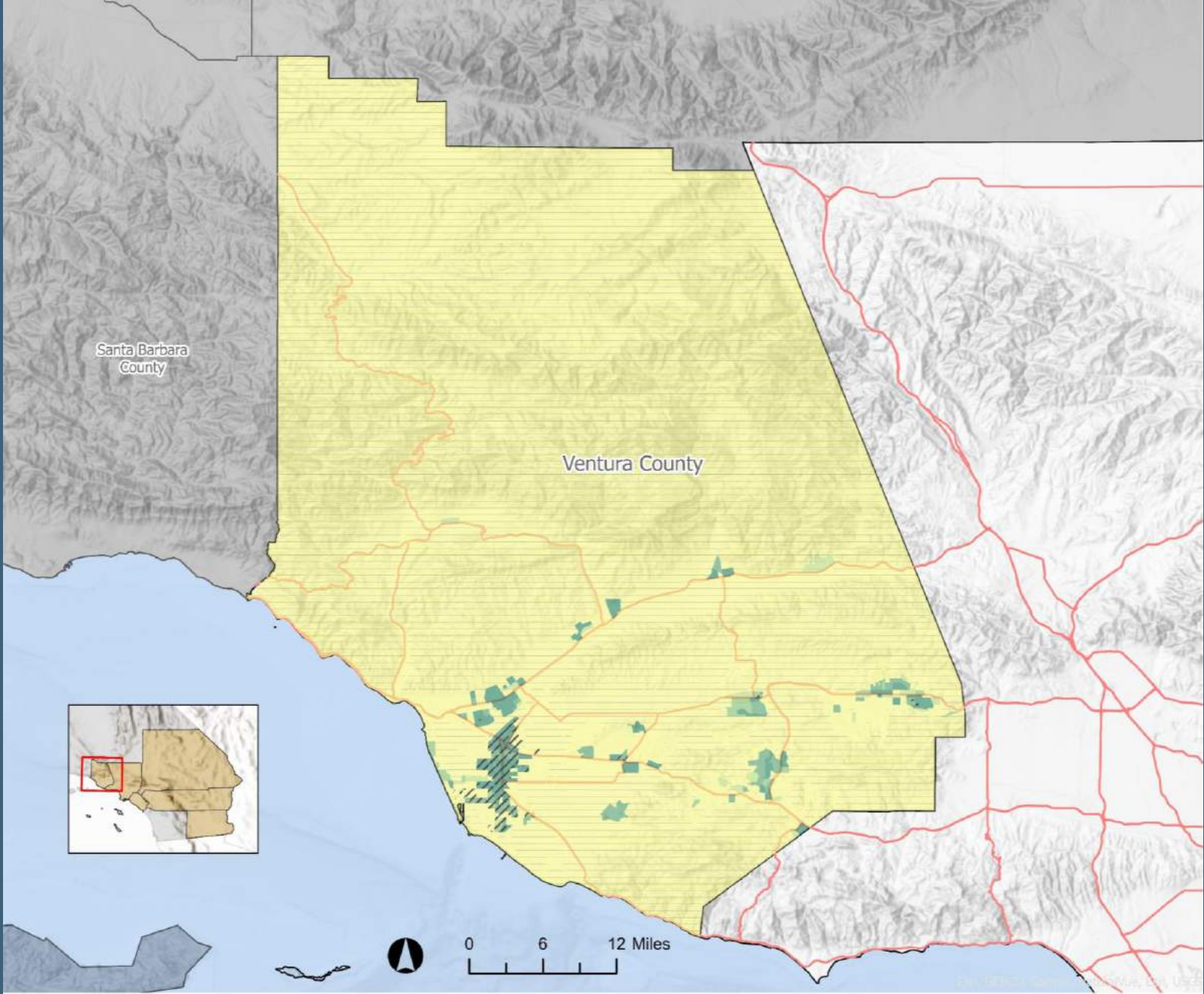
Tier2 TAZ Household Density Growth in 2019-2050 (Households per Square Mile)

Less than or Equal to 100
 101 to 200
 201 to 300
 301 to 500
 Greater than 500
 Priority Areas
 Resource Areas
 Freeway

Source: SCAG 2023. Note: Priority areas refer to two or more Priority Development Areas (PDAs), which are areas within the SCAG region where future growth can be located in order to help the region reach mobility and environmental goals and support complete communities. Generally, this means that people in these areas have access to multiple modes of transportation or that trip origins and destinations are closer together, allowing for shorter trips. Resource areas refer to more than one Green Region Resource Area (GRRRA), which are areas where climate hazard zones, environmental sensitivities, and administrative areas (such as military bases) where growth would generally not advance SB 375 objectives. See Land Use and Communities Technical Report for more details.

Forecasted Regional Development Pattern

Tier2 TAZ
Household
Density Growth
2019-2050
(Households
per Square
Mile)







THANK YOU!

For more information, please visit:

<https://scag.ca.gov/connect-socal>

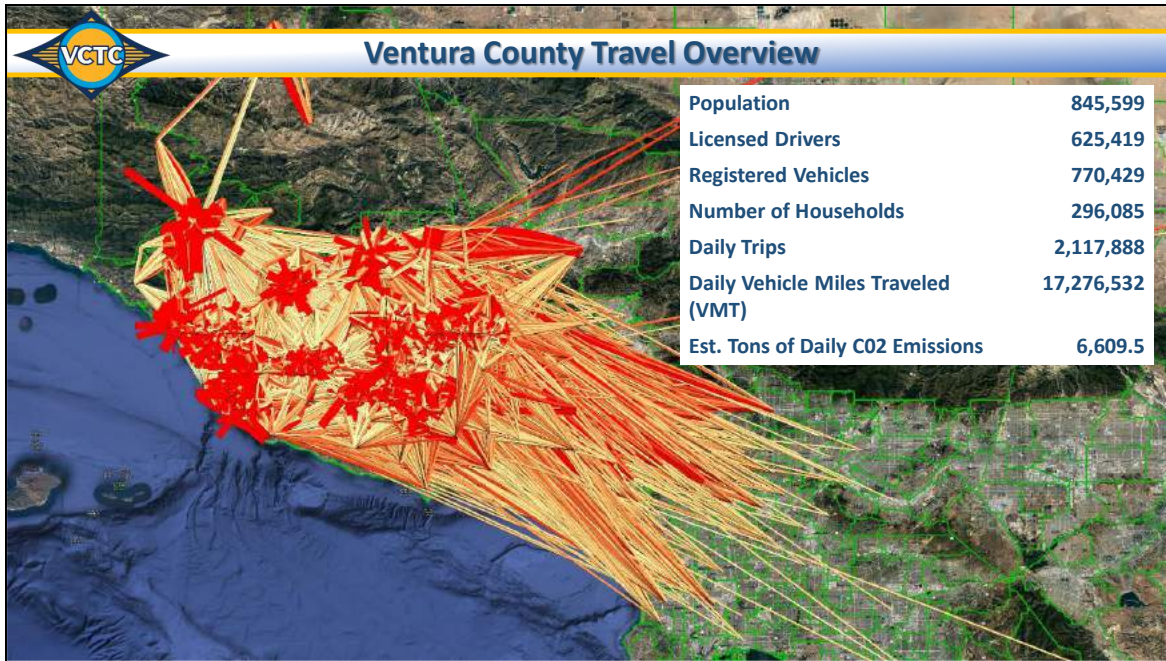



Housing Opportunities Made Easier (HOME) Conference

Housing, Cars & Transit Panel

Amanda Fagan,
Director of Planning & Sustainability
Ventura County Transportation Commission

Thank you, James for the invitation to participate in this panel, and thank you to my fellow panelists who have given me so much to chew on.



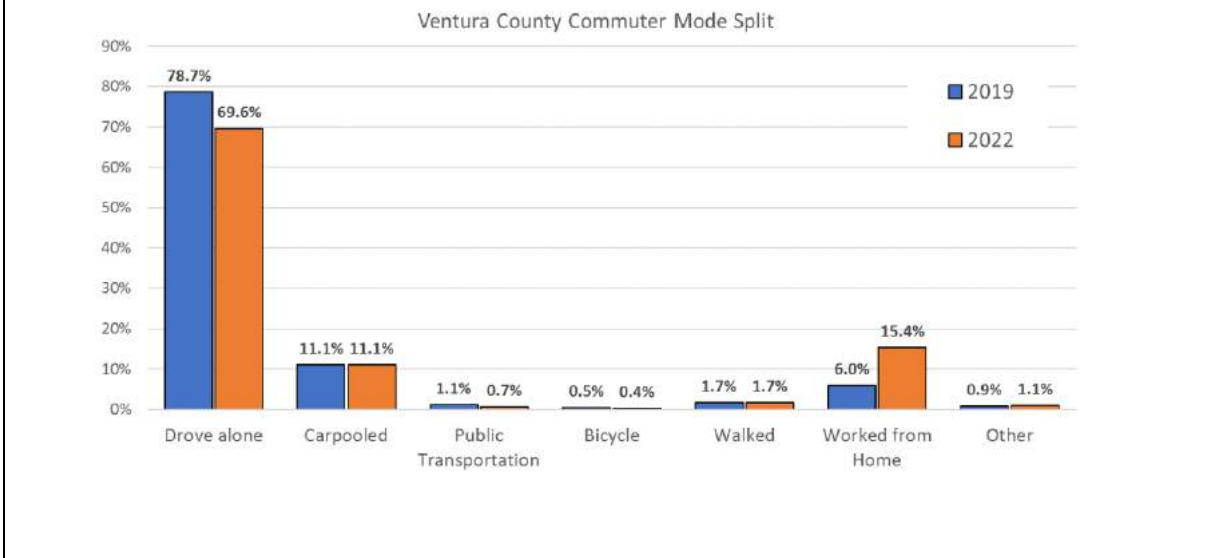
With a population around 850,000, Ventura County has around 625,000 licensed drivers and over 770,000 registered vehicles, or around 150,000 more cars than drivers, and about 2.6 cars per household.

Over 2 million daily trips occur within our county, resulting in over 17 million vehicle miles traveled, or VMT.

This figure shows the origins and destinations of trips in Ventura County, with around 88% of trips originating and ending within the county (internal trips), and only about 12% of trips external to the county.



Commute Travel in Ventura County

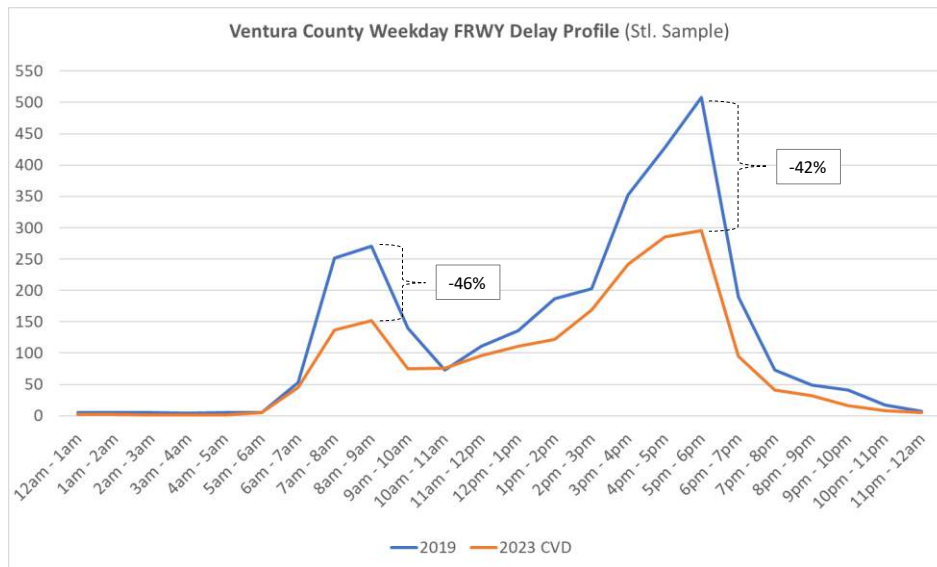


Travel behavior in Ventura County has changed in the wake of the COVID 19 pandemic. From 2019 to 2022, the share of Ventura County commuters who worked from home more than doubled, while the share of commute trips using Public Transportation has declined slightly, with other modes having returned nearly to their pre-pandemic levels.

And while the share of commuters who travel to work by car alone declined by around 9%, the lion's share of commute trips are completed in a single occupancy vehicle, with a combined share of just 2.8% by bike, walking, or public transit.



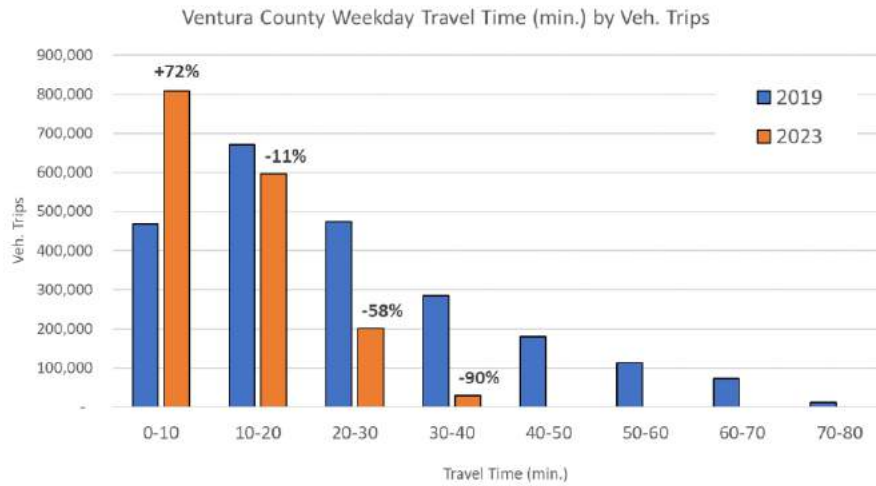
"Post" Pandemic Trends – The New Normal?



On the bright side, freeway delays have reduced by 46% and 42% from their peaks here in Ventura County.



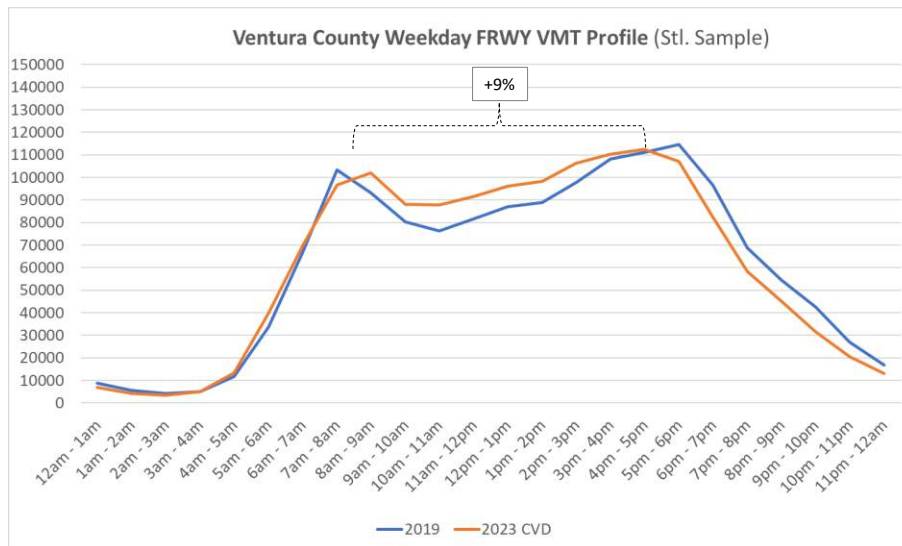
"Post" Pandemic Trends – The New Normal?



Weekday travel times have also been reduced.



"Post" Pandemic Trends – The New Normal?

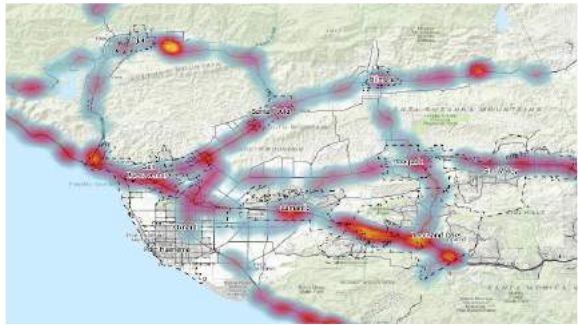


However, that reduced congestion has not resulted in reduced vehicle miles travelled, with an increase of 9% in VMT during the midday hours.

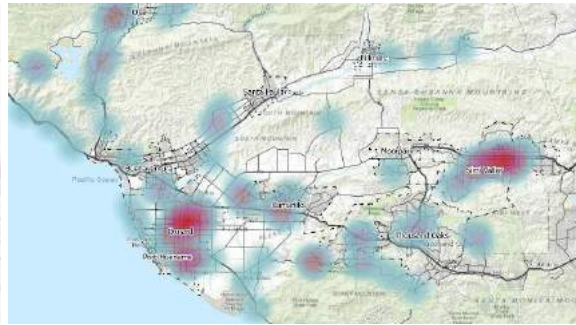


Fatal & Severe Injury Collision Hotspots 2017-2021

Highways



Bicycle



There are also important safety considerations to address. This slide shows on the left hot spots in highway fatalities and severe injuries from 2017 to 2021. And on the right, the map shows hot spots for bicycle fatality and severe injury collisions for that same period.

One troubling finding from the COVID-19 pandemic was that as Vehicle Miles Traveled were reduced during stay-at-home orders, the number of serious collisions increased.

One way to live longer? Drive less. [stat about relationship between driving and life expectancy]



Shifting Demographics: Declining Population, Stable Employment

| Total Population | | | | |
|------------------|------------|------------|-----------|---------|
| | 2019 | 2050 | Delta | Percent |
| Ventura County | 846,000 | 838,000 | (8,000) | (1%) |
| SCAG Region | 18,832,000 | 20,551,000 | 1,719,000 | 9% |

| Total Households | | | | |
|------------------|-----------|-----------|-----------|---------|
| | 2019 | 2050 | Delta | Percent |
| Ventura County | 277,000 | 313,000 | 36,000 | 13% |
| SCAG Region | 6,192,000 | 7,652,000 | 1,460,000 | 26% |

| Total Employment | | | | |
|------------------|-----------|------------|-----------|---------|
| | 2019 | 2050 | Delta | Percent |
| Ventura County | 366,000 | 367,000 | 2,000 | 0.4% |
| SCAG Region | 8,986,000 | 10,170,000 | 1,184,000 | 13% |

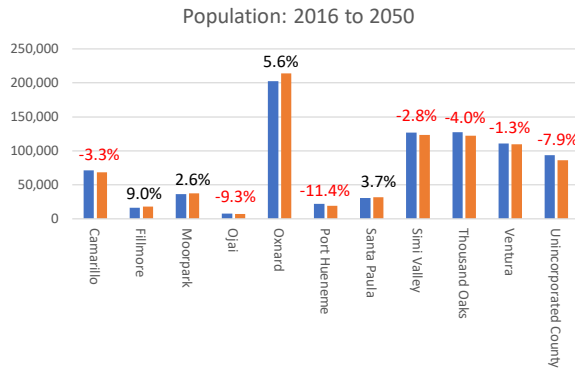
Southern California Association of Governments RTP/SCS Preliminary Projections, 2022

As we plan for the future of transportation in Ventura County, we also consider population projections and changing demographics.

The most recent population projections for Ventura County reflect a decline in population by 2050, but a substantial increase (13%) in the number of households. This may seem counterintuitive, but average household size is going down, and we will need more housing to meet the needs of our communities despite a declining or stable population. Projections also indicate that employment in Ventura County will remain relatively flat by 2050.

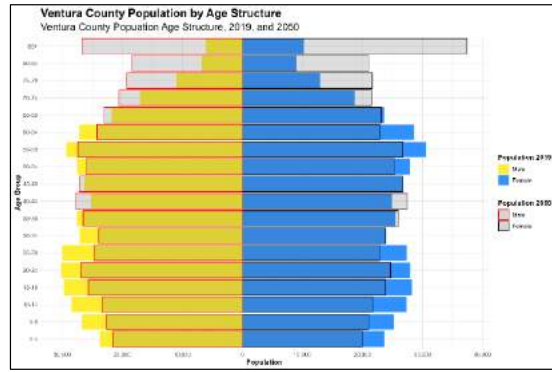
VENTURA COUNTY MOBILITY CHALLENGES

- Slowing population growth



Source: SCAG 2024 RTP/SCS Population Forecasts

- An aging population



Source: SCAG 2024 RTP Population Forecasts



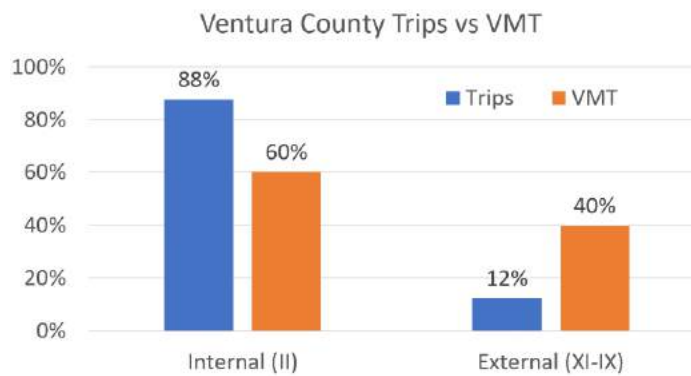
At the same time, Ventura County will see shifting demographics, reflecting an aging population. In 2020, approximately 11% of the population of Ventura County was over 70 years of age.

By 2040, that percentage will nearly double to 21%. 1 in 5 Ventura County residents will be over the age of 70.

While older adults in general drive fewer miles, this statistic also requires a rethinking of our transportation system to better serve an aging population that is not likely able to depend on driving to get around.

And with stable employment projections combined with a doubling of our retirement-age population, Ventura County may see increased travel into the County from employees who live outside of the county, with longer commute distances.

VENTURA COUNTY INTERNAL/EXTERNAL TRIPS & VMT



- External trips (12% of daily trips) generate high proportion of VMT (40% of daily VMT)

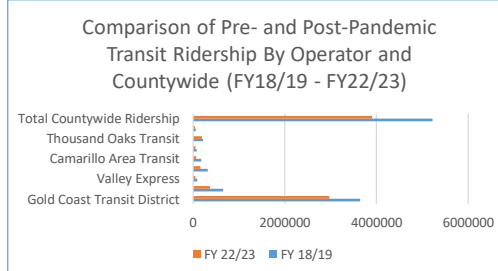
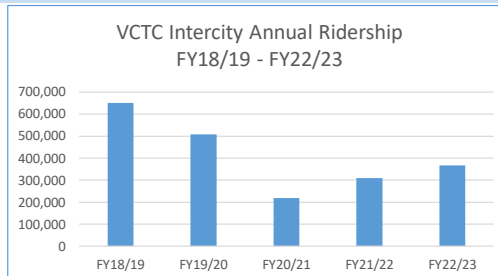


The 12% of total trips that originate inside the county but end outside of the county, or that originate outside and end inside, known as external trips, account for an outsized share of the County's total Vehicle Miles Travelled at 40%. This is particularly relevant to the connections between housing, land use and transportation, as those trips that require leaving the county for goods, services, recreation, or to access housing have an outsized impact on vehicle miles travelled.



Transit Ridership Trends and Transformation

- FY 2018/19: VCTC Intercity Weekday ridership ~2,300 passenger trips/day, serving 13 cities across Ventura, Los Angeles and Santa Barbara counties
- FY 22/23: Weekday ridership ~1,300 trips/day
 - Resumed suspended Conejo Connection route to LA in Aug. 2023
 - All modes fully staffed
- Expanded College Ride and Implemented Youth Ride Free programs countywide
 - FY 22/23 College Ride: 270,634 rides (6.9%)
 - FY 22/23 Youth Ride: 846,129 rides (21.7%)
- TIES Study Adopted Oct. 6, 2023



We also see emerging trends in Transit that highlight challenges but also reflect a measure of hope for the future.

For VCTC Intercity service, pre-pandemic ridership was around 2,400 passenger trips each weekday, with service to 13 cities in Ventura, LA and Santa Barbara counties.

Post-pandemic ridership is around 1,300 trips per day, with a return of service on the Conejo Connection to LA County and an improved staffing picture compared to this time last year.

After a period of relative stability and/or sustained growth in the 2000's, transit ridership countywide began to fall around 2012/13, and we saw a precipitous decline in 2020 with the onset of the COVID-19 pandemic. The decline in ridership has been buoyed by expanded College Ride and Youth Ride Free programs, with these segments of ridership making up a combined 29% of rides (approximate).



Commute Travel in Ventura County

Figure 6-2: Commute Time By Mode



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates (2015-2019)

One challenge in encouraging transit usage is time competitiveness. People are unlikely to choose transit until it becomes the easiest viable option, so if we are expecting people to opt out of driving alone, then we need better service to compete with a single occupancy vehicle commute times.

Note the success of the youth ride free program in VC and that Gen Z seems to delay pursuing a drivers license. There may be opportunities for transit success in the future as the new riders reach adulthood and use transit more frequently. The new technology to provide on-demand transit service (late night safe rides, Moorpark microtransit) could also help solve the problems of servicing areas that are more suburban in nature. Microtransit is not the answer to all problems because of the bulk of the cost comes from providing drivers but it would help make transit more convenient for people that are less experienced riding fixed route service.



Transportation & Housing Cost Relationship



- Transportation second-largest expense after housing
- Limited transportation options reduce access to employment, healthcare, public spaces, and goods and services
- Land located closer to employment centers, bus or rail transit, and amenities is often expensive, so affordable housing often located on the periphery, where residents are forced to rely on car transportation
- Particularly challenging for low-income households that do not own a car
- Geographic choices can hinder the purpose of housing assistance and “affordable” housing by increasing household expenditures on transportation
- Challenges can be even more pronounced for those who rely on public transportation, particularly paratransit, to access essential services and to meet life needs

Created by WStudio
from Noun Project

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For most households, transportation is the second largest expense after housing, and having limited transportation options reduces access to opportunity.

With land located closer to employment centers, transit, and other amenities often being more expensive, affordable housing is often located on the periphery of the community, where residents must rely on a car for transportation. This is particularly challenging for those low-income households that do not own a car. In Ventura County, we have an estimated 8,500 workers who do not have access to a car to get to work. These geographic choices can erode the benefit of housing assistance and affordable housing by increasing a household’s expenditures on transportation.

BACKUP: According to U.S. Department of Housing and Urban Development, “Moreover, because land located closer to employment centers, bus or rail transit, and amenities is often expensive, affordable housing developers often select sites located on the city’s periphery, where residents are forced to rely on car transportation — a challenge for the 18 percent of households earning less than \$35,000 that do not own a car. These geographic choices can hinder the purpose of housing assistance by increasing a household’s expenditures on transportation, even as they save money on housing.” Source:

https://www.huduser.gov/portal/pdredge/pdr_edge_research_071414.html

Transportation is the second-largest expense after housing for most households

Limited transportation options reduce access to employment, healthcare, public spaces, and goods and services

According to HUD, Land located closer to employment centers, bus or rail transit, and amenities is often expensive, so affordable housing developers often select sites located on the city’s periphery, where residents are forced to rely on car transportation

This is particularly challenging for the 18 percent of households earning less than \$35,000 that do not own a car.

8,500 workers in Ventura County do not have access to a vehicle (2.1% of workers)

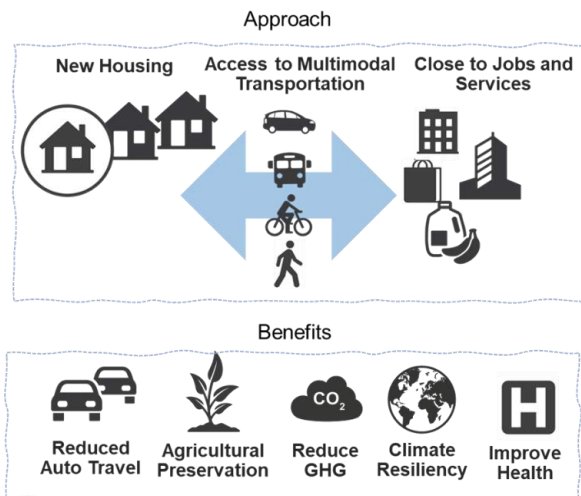
Geographic choices can hinder the purpose of housing assistance by increasing a household’s expenditures on transportation, even as they save money on housing

Source: https://www.huduser.gov/portal/pdredge/pdr_edge_research_071414.html

These challenges can be even more pronounced for those who rely on public transportation, particularly paratransit, to access essential services and to meet their needs.



Integrating Land Use and Transportation



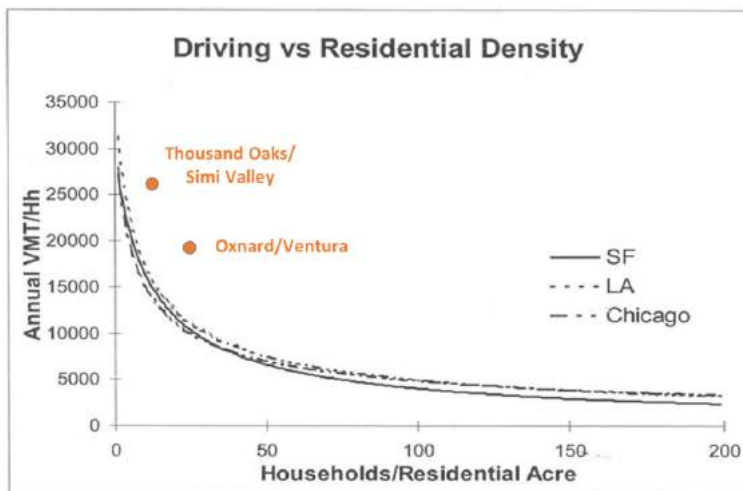
Locating higher density housing near income-matched jobs and with access to multimodal transportation options is the most effective way to reduce congestion and other negative impacts of transportation, including vehicle miles traveled and transportation-related greenhouse gas emissions, which make up roughly 40% of GHG emissions.

This is fundamentally the WHY of why transportation agencies care about housing and land use.

We're working to improve the transportation network and communities in ways that better serve the community while reducing the impacts of our transportation system on communities and the planet.



Housing Density & Vehicle Miles Travelled



As residential density goes up, vehicle miles travelled, a measure of driving distances, goes down.

Transit requires some level of density to be successful.

We know from our own transportation modeling data that providing transit service in and of itself does not reduce VMT. Transit is most effective within the context of density and mixed-use development.

Based on modeling conducted for the CTP, if all future housing in Ventura County was multifamily, you would see a 1% reduction in VMT countywide.

Ultimately, land use plays a significant role in how effective and efficient transit can be. When buses are providing service to higher density areas along arterials that have many transit supportive land uses, that's when they provide the best service to passengers and when they are most productive.

BACKUP: This is more easily seen in western Ventura County where the pre-war grid network of streets makes it easy for people to walk to and from bus stops along arterials, in comparison to the East County where the post war patterns of neighborhoods create longer distances for pedestrians to walk to exit their neighborhoods to get to arterials (the same can be true of getting to destinations). Even when service is provided to more industrial areas (like the East Ventura Metrolink station example below), if the pedestrian network is inhospitable, it is not inviting, except maybe as a park and ride (in that case, there is no pedestrian access to the neighborhood and people have to walk along Ventura Blvd), and does not lend itself to productive service often.

I'm attaching GCTD's Building Transit Supportive Communities Plan (BTSCP) which has good information and graphics. https://www.gctd.org/wp-content/uploads/2021/06/BTSC_PLAN_ENG_2020.pdf. As I often saw in my time at Gold Coast, many transit supportive land uses, such social service agencies, job centers, affordable/farmworker housing, etc. were located or relocated to industrial areas or areas outside of the city centers where more space is available for cheaper. Often after the decision was made to build or relocate, the request for service would come and the transit providers would need to make a decision to extend service or provide new service. The trade off is either to not service the location or reduce frequency, increase travel time or reduce service on existing routes since not additional funding would not be provided to pay for this. Additionally, in cases of agencies being relocated, it would also have the effect of decreasing productivity on the route where it was previously located.

There has been plenty of work in this area with Gold Coast being on DACs in Ventura and Oxnard, cities often coming to us earlier when they have a big development and Gold Coast doing the BTSCP. Transit is incorporated much more often in the planning process than previously but is still somewhat of an afterthought and certainly is for the agencies who are deciding to relocate. I'm glad to see this being a topic of the panel.

VCTC Too Much Parking?

- LA County has 3.3 Parking Spaces per Car - Donald Shoup
- 18.6 million parking spaces covering ~200 square miles, or 14% of incorporated land in LA County

<http://www.transportationlca.org/losangelesparking/>

Citation: Mikhail Chester, Andrew Fraser, Juan Malute, Carolyn Flower, and Ram Penyalak. Parking Infrastructure: A Constraint on or Opportunity for Urban Redevelopment? A Study of Los Angeles County Parking Supply and Growth. Journal of the American Planning Association, 2015, 81(4), pp. 268-286, doi: 10.1080/01944363.2015.1092879

Created by Megan Chown from Noun Project Created by Megan Chown from Noun Project Created by Megan Chown from Noun Project Created by DinosoftLabs from Noun Project

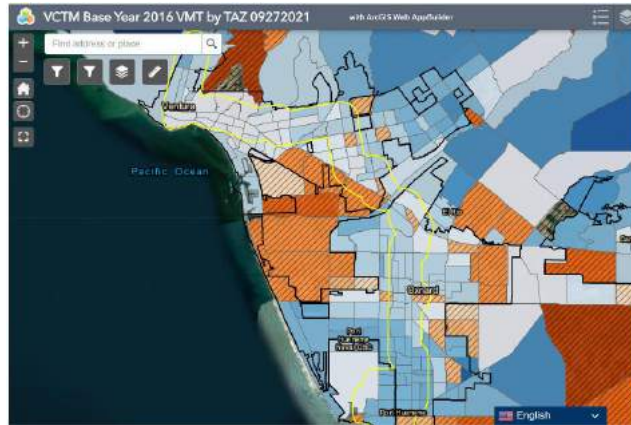
<https://thenounproject.com/browse/icons/term/parking-space/> <https://thenounproject.com/browse/icons/term/car/>

Another important factor is parking. While not a perfect corollary to Ventura County, research has shown that Los Angeles County has 3.3 parking spaces for every car, and has dedicated an estimated 200 square miles, or 14% of its incorporated land to parking.



Parking & Housing Production

- Concern that Parking requirements have become impediment to meeting the State's needs for housing
- AB 2097 prohibits local agencies from imposing parking minimums on residential, commercial, or other development projects within ½ mile of major transit stops, rail transit stations, or the intersection of two or more major bus routes with 15 minutes or less frequency intervals during peak commute periods



<https://www.goventura.org/work-with-vctc/traffic-model/>

To address concerns that parking requirements have become an impediment to housing production, the State of California has passed a number of laws that prohibit or limit parking requirements in transit-served areas, several of which Dawn mentioned during her remarks. AB 2097 prohibits local agencies from imposing parking minimums on residential, commercial, or other development projects within ½ mile of major transit stops, rail transit stations, or the intersection of two or more major bus routes with 15 minutes or less frequency intervals during peak commute periods.

It is noteworthy that this requirement is not just for areas that currently meet the 15 minutes headways transit service provision. It also includes those major transit stops and corridors that are included in future plans for such high-quality transit service.

BACKUP: AB 2079 prohibits “a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within ½ mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on the public agency’s ability to meet its share of specified housing needs or existing residential or commercial parking within ½ mile of the housing development. The bill would create an exception from the above-described provision if the housing development project (1) dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities, (2) contains fewer than 20 housing units, or (3) is subject to parking reductions based on any other applicable law. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a housing development project that is located within ½ mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. By changing the duties of local planning officials, this bill would impose a state-mandated local program.”

(5) “Public transit” means **a major transit stop as defined in Section 21155** of the Public Resources Code.

[Bill Text - AB-2097 Residential, commercial, or other development types: parking requirements. \(ca.gov\)](#)

Section 21155: “A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it **also includes major transit stops that are included in the applicable regional transportation plan**. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.”

California Public Resources Code - Sec. 21064.3

“Major transit stop” means a site containing an existing **rail transit station**, a ferry terminal served by either a bus or rail transit service, or the **intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods**.

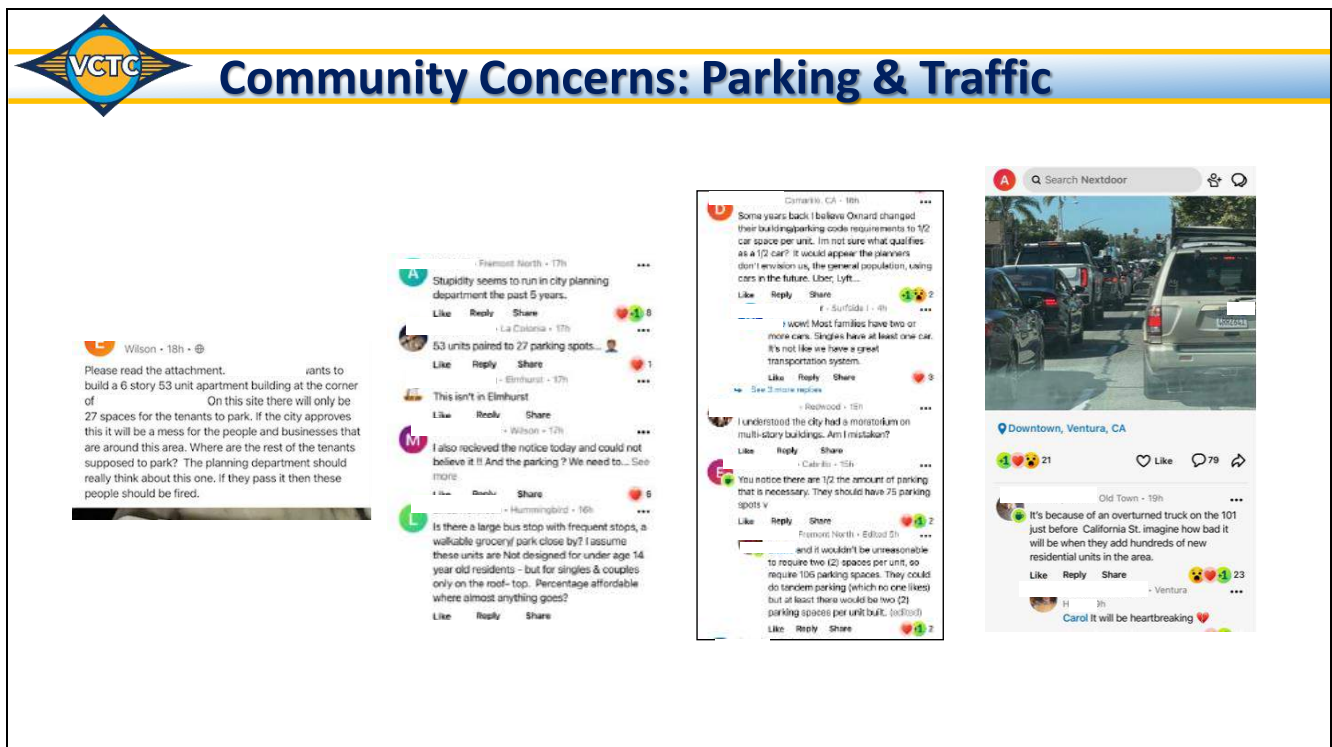
Santa Barbara County has six locations that qualify as a major transit stop. They include the region's five rail stations, and Santa Barbara Metropolitan Transit District's (MTD) Transit Center. Santa Barbara MTD has three routes (Lines 1, 2, & 27) that meet the 15-minute frequency requirements. Line 27 serves Isla Vista and Goleta, and does not intersect with other qualifying routes. Lines 1 and 2 intersect in one location: the transit center.

The interactive map below shows each of these six major transit stops and the 1/2 mile buffer mentioned in AB 2097. Proximity to transit does not guarantee that developments would be exempt from parking requirements. If eliminating a development's parking requirements is determined to have a negative impact on a public agency's housing supply or adversely affect residential or commercial parking within a 1/2 mile, a city or county can enforce minimum parking requirements. However, a development satisfying any of the three factors below would allow an exemption from the aforementioned provision:

- (1) dedicates a minimum of 20% of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities,
- (2) contains fewer than 20 housing units, or
- (3) is subject to parking reductions based on any other applicable law.

Disclaimer: The purpose of this map is to provide information to local jurisdictions and the public. The map shows the half-mile distance of major transit stops where AB 2097 may be applicable in Santa Barbara County. If a project is proposed as an AB 2097 project, it is incumbent on the local land use authority to apply all criteria of AB 2097 to see if it is applicable.

Note: The purpose of this resource is to display the areas in Santa Barbara County that meet the proximity to transit requirement of AB 2097. Zooming in to the neighborhood level will activate the parcel layer. This map was developed according to transit service levels of October 2022.



And yet, when you begin to talk about density and infill and reducing parking minimums, you often face skepticism from communities.

You don't have to look far to find examples of community opposition to new housing development based on concerns about traffic and parking. If you think it's bad now, then it's only going to get worse when the next housing development is constructed.

Community opposition to proposed new housing is sometimes more fervent when it comes to the perceived impact parking reductions than the idea of affordable housing itself.

We as planners, transportation professionals, and developers need to find better ways to engage and inform communities on how these pieces fit together: cars, transit, and access to amenities, employment opportunities, and affordable housing.



Tools & Resources

- Gold Coast Transit District's Building Transit Supportive Communities
- Ventura County Comprehensive Transportation Plan (2023 Update)
- Ventura County Vehicle Miles Traveled Adaptive Mitigation Program
- SCAG REAP 2.0 Projects
- Transportation Data & Analytics Pilot Program
- Complete Corridors Concept

20

In the interest of time, I am going to just very briefly touch on resources available to further inform this discussion.

Transit Supportive Communities incentivize the use of transit through an array of land use and design strategies.

These communities see high uses of public transit as well as walking, biking, scooting, skateboarding and everything in between as a means for travel.

The land use is characterized by friendly, safe and accessible pedestrian amenities, public spaces for gathering and eating, retail and medium to high dense housing.

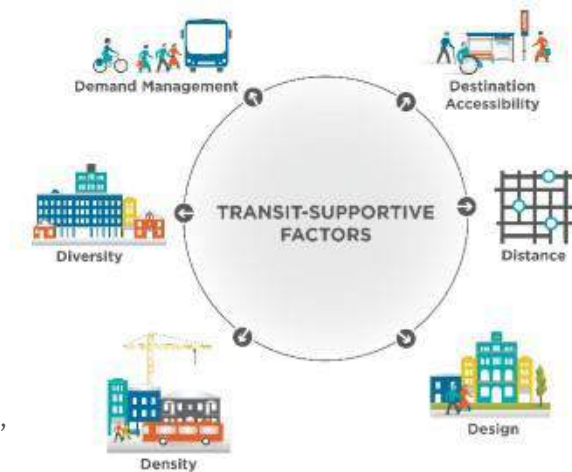
These communities find ways to coordinate interests rather than compete with them.



THE TRANSIT-LAND USE CONNECTION

At least six key “transit-supportive factors” in the built environment will influence a person’s decision to use public transit.

1. **Diversity** in land uses and buildings
2. **Density** in population
3. **Design** of the parks, streets, and buildings
4. **Distance** covered by a walk or bike ride
5. **Destination Accessibility** from transit
6. **Demand Management** to incentivize walking, bicycling, and transit



9

The Plan also highlights the transit and land use connection by identifying six factors that encourage the use of transit or other alternative forms of transportation instead of cars.



RESIDENTIAL DENSITY STRATEGIES

- Affordable housing on transit corridors



- Eliminate/reduce minimum parking requirements



- Increase height limits on transit corridors



- Commuter benefits for tenants



7
8

The Plan includes a variety of residential density, employment density, and other strategies to improve access and attractiveness of transit. This slide includes just a few examples.

“The responsibility for developing transit -supportive land uses falls on all partners: local governments, developers, and transit agencies.” **and residents!**

Linking Transit Agencies and Land Use Decision Making Guidebook (Transportation Research Board, 2016)



Transit Supportive Communities highlights that everyone has a role in developing transit-supportive land uses.

**VENTURA COUNTY COMPREHENSIVE
TRANSPORTATION PLAN UPDATE (2023)**

**Ventura County Comprehensive Transportation Plan:
Creating a Connected, Resilient and Equitable
Transportation Future for All**

Balance Transportation and Land Use

Reduce Emissions and Improve Sustainability

Foster Economic Prosperity

Improve Multimodal Mobility Choice & Access to Destinations

Improve Design to Eliminate Traffic Deaths & Improve Safety



Community interest and support for integrating land use, housing, and transportation emerged through our recent efforts to update the Ventura County Comprehensive Transportation Plan.

Through stakeholder engagement, we identified five primary goals to drive the development of Plan, including balancing transportation and land use.

The CTP Update was focused on creating a more connected, resilient, and equitable transportation future for all in Ventura County over the next 30 years.



GOALS ROOTED IN STATE, REGIONAL AND LOCAL PLANS & STUDIES



Ventura County
Transit Integration &
Efficiency Study

Evaluation of Opportunities and Approaches to Integration

These goals are rooted in and informed by many preceding and ongoing local, regional, and state-level plans and guidance.



KEY THEMES FROM CTP COMMUNITY ENGAGEMENT

- 1 Improve and expand walking and bicycling infrastructure
- 2 Expand access to transit services
- 3 Improve access to different modes of transportation
- 4 Identify strategies and programs to reduce emissions
- 5 Coordinate land use and transportation planning efforts



Community engagement conducted for the CTP Update reflected a desire to improve and expand walking and bicycling infrastructure, expand access to transit and different modes of transportation, and a desire to coordinate land use and transportation planning efforts.



NON -PROJECT POLICIES, PROGRAMS, AND STRATEGIES

Complete Streets

- Identify curb management pilot projects
- Increase shade structures at transit stops

Land Use

- Implement zoning that permits Transit -Oriented Development near HQTAs
- Encourage mixed -use developments

Innovation

- Application -based trip booking
- Maintain a coordinated GIS data clearinghouse

Sustainability

- Install air quality sensors
- Zero emission bus replacements and infrastructure

Future Studies

- Post-pandemic transportation demand study
- Feasibility studies and land use plans

Policies

- Highway and roadway policies
- Transit, active transportation and sustainability policies



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In addition to three scenarios that incorporate specific transportation infrastructure projects, investments, and services, the CTP also includes non-project policies, programs, and strategies. One such strategy highlights Transit-Oriented Development near High Quality Transit Areas, which you'll hear more about from our next panelist.



VEHICLE MILES TRAVELLED ADAPTIVE MITIGATION PROGRAM

- Developed VCOG and VCTC to provide clear and consistent application of VMT assessment and reduction strategies to streamline the CEQA process in Ventura County—especially in support of housing development
- Provides guidance to CEQA lead agencies and project applicants to:
 - **AVOID** CEQA VMT impact by identifying “low VMT areas” for development
 - **ASSESS** VMT impacts through a recommended analysis process
 - **ASSIST** CEQA Lead Agencies with standards for VMT analysis for applicant preparation and agency review
 - **ADDRESS** options for VMT reduction strategies and effectiveness
 - **ADAPT** long-term project mitigation programs options throughout life of projects

goventura.org/vmt-amp



| Type | VMT Reduction Estimate |
|---|--|
| Bike Lane | 0.5% per mile |
| Bike Path | 1% per mile |
| Bus Stop | 0.4% in 1/4 mile area |
| Park and Ride | 0.5% in 1/4 mile area |
| Midwalk | 2% per mile |
| Sidewalk and Bike Lane | 2% per mile |
| Traffic Calming | 0.25% in 1/4 mile area |
| Transit Operations (non-commuter service) | Passenger Miles – 10 Years |
| Transit Passes | 200 passes per operator - 1 trip per weekday |
| Transit-Commuter Bus Operations | Passenger Miles – 10 years |
| Transit Station | 0.8% in 1/4 mile area |

29

In addition to the Comprehensive Transportation Plan Update, VCTC worked with the Ventura Council of Governments with consultant support from Iteris, Rincon, and DTA to develop a Vehicle Miles Traveled Adaptive Mitigation Program. The Program includes VMT assessment and reduction strategies to streamline the CEQA process, especially in support of housing development.



SCAG REAP 2.0 CTC PARTNERSHIP PROGRAM PROJECTS



Santa Paula Branch Line Active Transportation - Master Plan Update and Validate Connections to Serve New Housing and Reduce Vehicle Miles Traveled



Community Traffic Calming & Pedestrian and Bicycle Safety Program



Countywide Transit Stops Inventory & Accessibility Assessment / Capital Improvements Program



Countywide Paratransit Integration Study

30

Building on the findings of the Comprehensive Transportation Plan and the VCTC Strategic Plan, VCTC sought and has been awarded four grants through the SCAG Regional Early Action Planning County Transportation Commissions Partnership Program.

BACKUP:

Santa Paula Branch Line Active Transportation - Master Plan Update and Validate Connections to Serve New Housing and Reduce Vehicle Miles Traveled (\$1,677,000) The project advances the Santa Paula Branch Line Trail Master Plan which will improve active transportation connections to housing, transit, and job centers in the Santa Clara River Valley.

Community Traffic Calming & Pedestrian and Bicycle Safety Program (\$300,000)

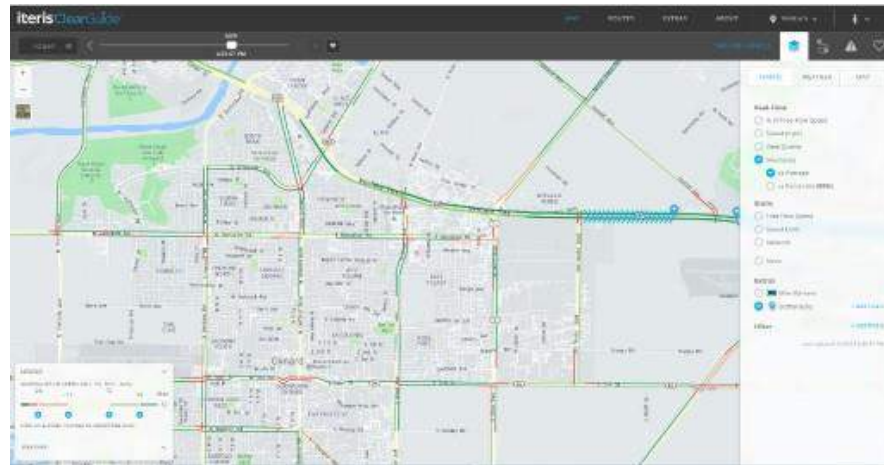
The project will establish a Community Traffic Calming Program in Ventura County. The program will target areas with excessive vehicle speeds, identify concepts for permanent infrastructure improvements, and develop and implement a comprehensive traffic calming program incorporating the SCAG Go Human toolkit.

Countywide Transit Stops Inventory & Accessibility Assessment / Capital Improvements Grant Program (\$1,500,000) This project will conduct an inventory of all bus stops and train stations in Ventura County and establish a program to fund capital improvements at transit stops and stations. Capital improvements that result from this project can be paired with future affordable housing investments within Ventura County to foster inclusive development and boost accessibility and mobility for historically disadvantaged communities.

Countywide Paratransit Integration Study (\$300,000) The project will evaluate and provide recommendations for consolidation of all demand-response (paratransit and dial-a-ride) operations into a new countywide agency with a single call/dispatch center. By improving paratransit service, Ventura County will be able to more effectively and efficiently serve more locations enabling residents to maintain their mobility and independence while remaining connected to their community.



- 3 Years Pilot Program
- Real Time and Historical Data back to 2019
- Access available to partner agencies and supporting consultants



We've also established a pilot program to better integrate "big data" into the transportation and land use planning process.



COMPLETE CORRIDORS CONCEPT

Equity = Easy access to life needs regardless of income, age, or physical abilities

Life Needs =

- Diverse & Affordable Housing
- Jobs & Job Training
- Retail & Cultural Destinations
- Healthcare & Social Services

Complete Corridors Concept brings life needs together accessible by walking, biking, or taking transit, with nodes anchored by a transit spine

Table 7. Transit Corridor Typology Principles and quick summary linkage table.

| Transit Corridor Typology Principles | Designation |
|---|-------------------|
| High-quality housing, jobs, and services opportunities | Regional Transit |
| Proximity to transit and transit nodes that offer reasonable transit times to work destinations, parks and recreation | Regional Corridor |
| Proximity to transit nodes that offer reasonable transit times to work destinations, parks and recreation | Local Transit |
| Proximity to transit nodes that offer reasonable transit times to work destinations, parks and recreation | Local Corridor |

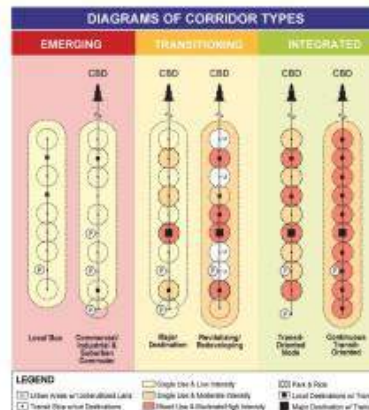


Figure 11. Livable Transit Corridor Typology categories.

<https://nap.nationalacademies.org/catalog/23630/livable-transit-corridors-methods-metrics-and-strategies>

Finally, I will leave you with one new concept that I believe has promise to better integrate housing, land use, and transportation, known as the Complete Corridors Concept. It builds on the idea of the 15-minute city in a way that is more appropriate and achievable within a suburban context. The concept provides a framework and analysis methodology to assess and develop strategies to improve integration of land use and transportation. With that, I will finally take a breath and hand the floor over to Kathleen, who is putting this concept into action in the City of Oxnard.



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<https://www.goventura.org>



Housing Opportunities Made Easier (HOME) Conference

Housing, Cars & Transit Panel
October 18, 2023

Kathleen Mallory
Planning & Sustainability Manager
City of Oxnard

Presentation Focus

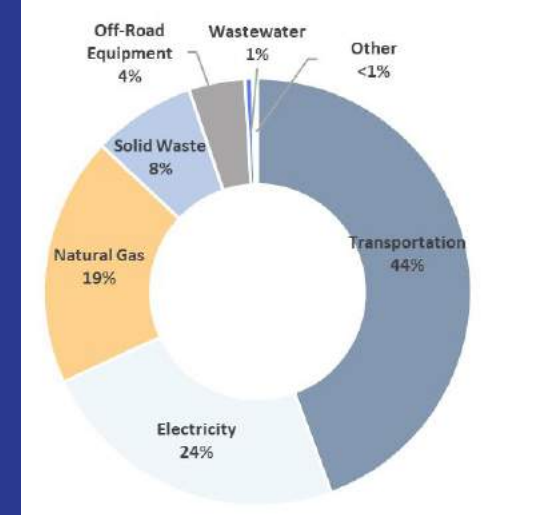
Connection between housing, cars, transit, and climate change

- *What studies has Oxnard undertaken to evaluate impact and facilitate change?*
 - 2022 City adopted the Climate Action and Adaptation Plan which set a roadmap to reduced greenhouse gasses
 - 2022 City Council adopted the 6th Cycle Housing Element
 - 2022 identified City's approach to address vehicle miles traveled
 - 2022 hired CBRE to prepare a Housing Demand & Capacity Enhancement Study
 - 2023 City Council approved a Sustainable Transportation Plan which provided identified where sustainable transportation improvements can be implemented - sidewalks, trees, landscaping, and public spaces



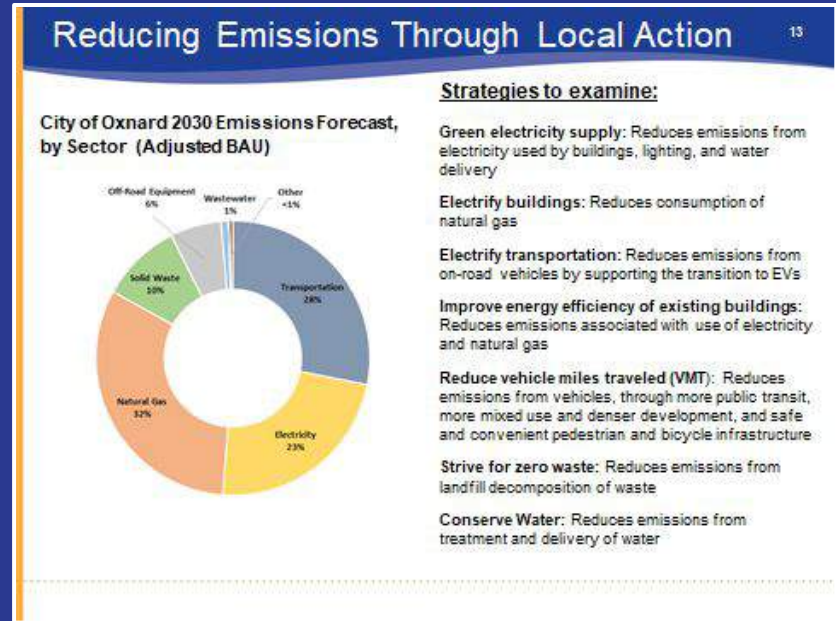
Oxnard Climate Action and Adaptation Plan (CAAP)

- City approved CAAP - addressed municipal and community greenhouse gas emissions & set plan to reduce GHG
- 2018 inventory revealed Transportation is the largest greenhouse gas contributor
- Cities must rethink land use patterns to address climate, housing, and energy efficiency
- Linkage between cars, and greenhouse gas emissions became clear to Council
- Number of studies helped set the stage for solutions



Oxnard Climate Action and Adaptation Plan (CAAP)

- City set emission targets, meet 1990 greenhouse gas levels by 2030
- CAAP contained transportation strategies to address air quality, public health, local economic, cost savings, social equity, and community resilience
- Consider where to target housing, while considering CAAP goals
- Uniqueness that area of City received a corridor designation based upon future transit route timing



Housing in a Crisis

- California Ranked 49th out of 50 states in housing per capita
- California needs 180,000 new homes each year
- Affordable housing shortage
- City had to strategize on how to accommodate additional housing while meeting climate and infrastructure needs
 - Reuse and upgrade existing infrastructure
 - Develop infill properties near transit, good schools, parks and services with high density residential



City of Oxnard's Housing Element

- City of Oxnard Regional Housing Needs Assessment allocation mandated the City to accommodate 8,549 housing units over an 8-year cycle.
- Oxnard received designation of High Quality Transit Corridor as part of Housing Element update process; 2045 = operational HQTC.

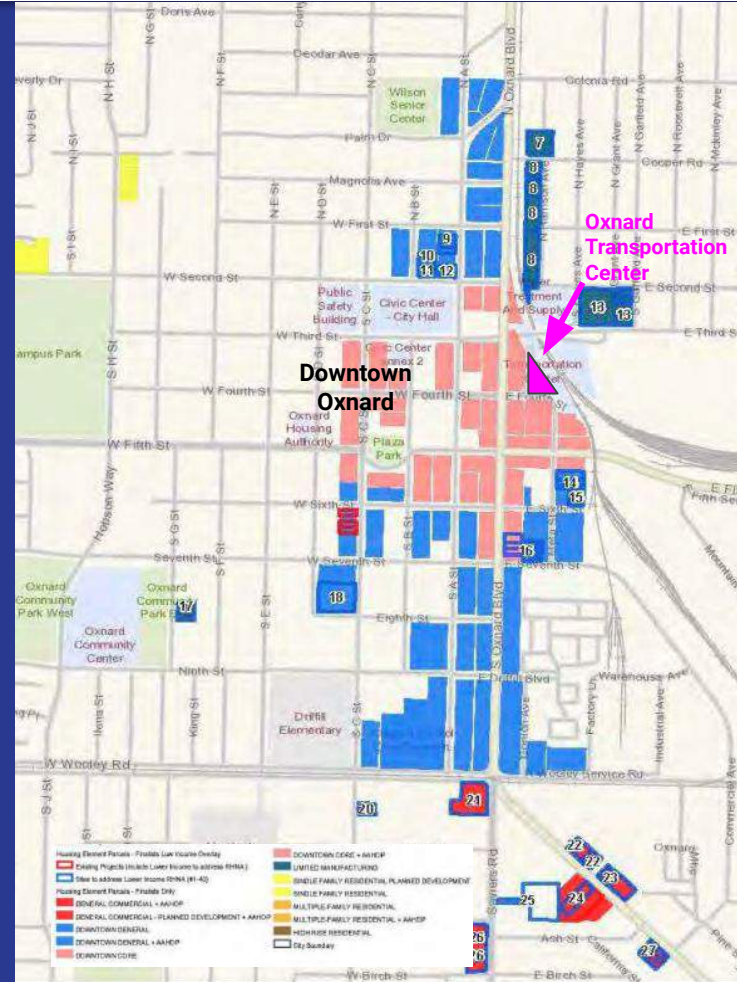
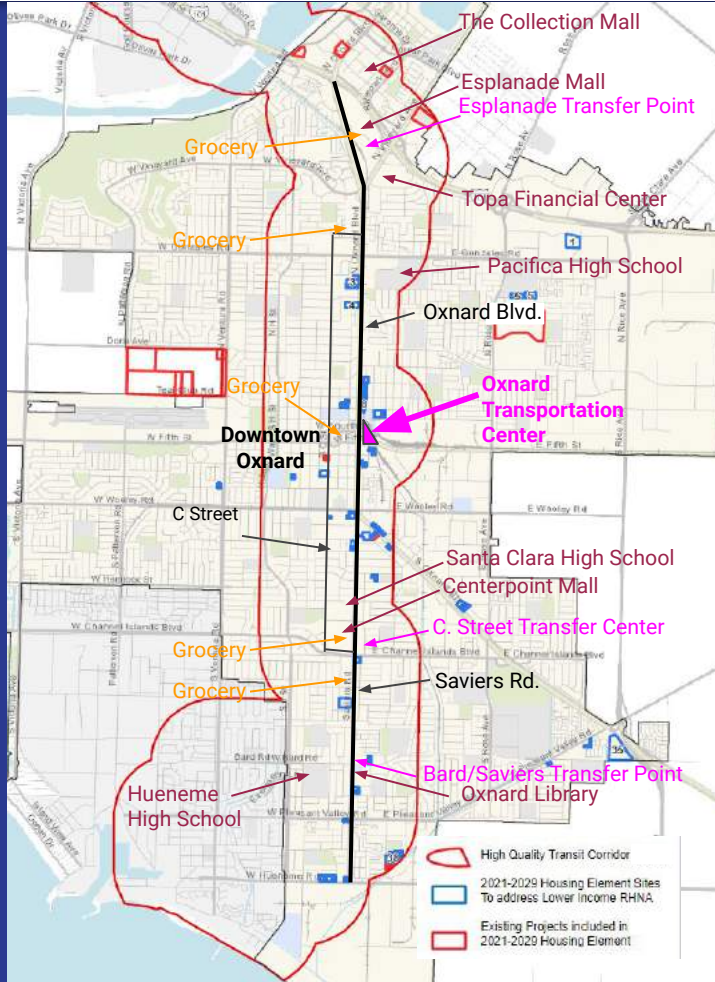


CITY OF OXNARD

2021-2029 **HOUSING ELEMENT**

Amended Housing Element
Adopted October 4, 2022
Resolution No. 15,635

6th Cycle Housing Element Sites



Why is Transit Oriented Development (TOD) Important?

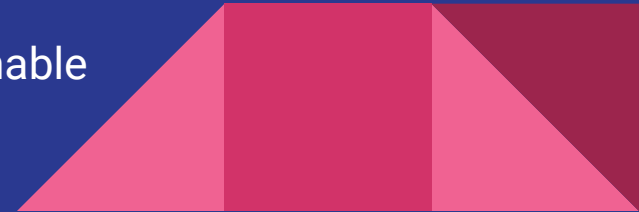
TOD = Concentration of jobs, housing and services around public transportation stations.

- Purpose - To create a dense community where stores, restaurants, and other businesses are within walking distance of residential areas
- Key characteristics - Density, diversity, walkable street design, development within a 15-minute walk of a station, and high frequency and speed of transit



Benefits:

- Reduce energy consumption and driving by up to 85%
- Well designed TOD empowers people with the choice to walk, cycle, or take public transportation to meet their daily needs
- Fulfills sustainable design elements by providing sustainable environmental, economic, and social benefits
- Helps cities meet climate goals



TOD/HQTC Conceptual Specific Plan

Preliminary Specific Plan Concepts:

- Incentive-based program encourages new affordable housing
- Incentives: Reduced or modified development standards, right-sized parking, ministerial approval for greater # of housing units
- Incentives targeted by area of City; focused investment/improvements to address need
- May establish incentives by TOC and establish Affordable Housing Tiers based upon proximity to transit stops
- Percentages of increase or decrease may vary by Tier
- Deeper affordability option
- Developer agrees to not seek density or development bonus under state Density Bonus law or other State or local program
- Focus higher residential densities within HQTC

TOD/HQTC Conceptual Specific Plan

Preliminary Specific Plan Concepts, continued:

- Multiple Lots. A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted (encourages lot assemblage)
- Address utility infrastructure needs
- Expand transit priority area (near OTC)
- Advance transit, affordable housing, land use integration, and local transit accessibility, meet climate goals to reduce GHG emissions & VMT
- Address Affirmatively Furthering Fair Housing, focusing improved services, infrastructure, and land use opportunities in key underserved areas



Thank you!

Kathleen Mallory
Planning & Sustainability Manager
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(805) 385-8370

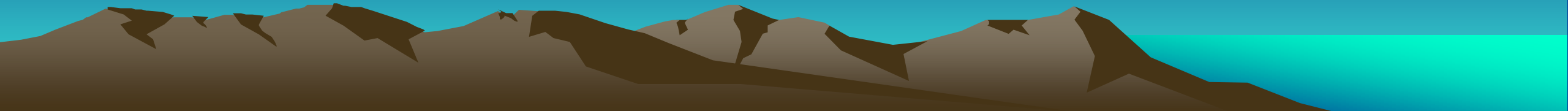
See - <https://www.oxnard.org/city-department/community-development/>

The Benefits & Economics of Transit-Oriented Development

Dawn Dyer, President/CEO
Dyer Sheehan Group, Inc.

Ventura, CA
(805) 653-8100
DRE # 01231389

Dawn@DyerSheehan.com





***Why Should Ventura County Cities
Embrace TOD and Sustainable
Development Policies?***

Hurricane Hilary 2023: Category 4 storm path has California bracing for heavy rain, floods

Francisco Guzman and Dinah Voyles Pulver USA TODAY
 Published 12:10 p.m. ET Aug. 17, 2023 | Updated 10:35 a.m. ET Aug. 18, 2023



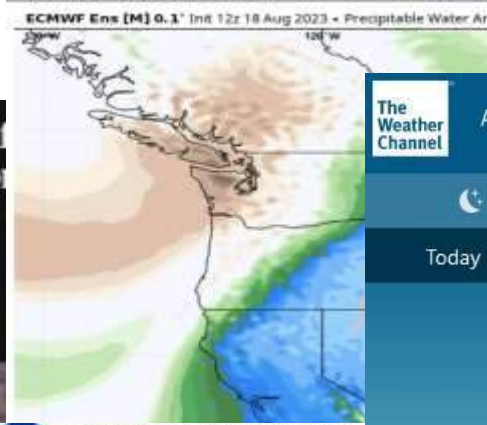
PBS NEWS HOUR



7 tornadoes in Michigan stop people

Nation Aug 20, 2023 10:54 AM EDT

Hilary drenches Southern California record-breaking rainfall as storm



The Heat Dome Week of August 21

The Weather Channel An IBM Business

Search City or Zip Code

61° Piru, CA

Today Hourly 10 Day Monthly Weekend

The Weather Channel morningbrief Stay for the "Woah"

Land & Ocean Temperature | NOAA's National Centers for Environmental Prediction
 Data Source: NOAA GlobalTemp

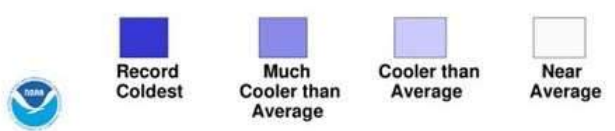
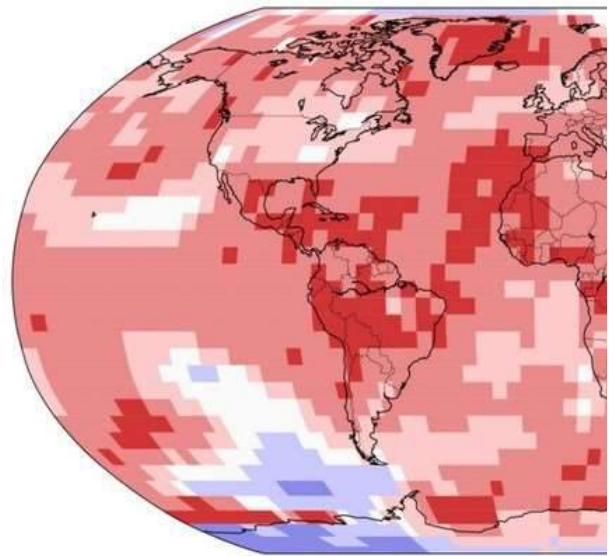


Figure 1. Departure of temperature from average for August 2023, the hottest yet. Record-warm temperatures covered nearly 13% of the world's surface. (Image credit: NOAA)

National Oceanic and Atmospheric Administration U.S. Department of Commerce

Topping the chart warmest September

2023 shaping up to be warmest year on record
 Focus areas: Satellites, Climate Topics: climate, heat, ...
 October 13, 2023



HUARINA, BOLIVIA - SEPTEMBER 29, 2023: An aerial view of a crater in South America, has dropped drastically due to the unprecedented drought for South America and the globe. (Image credit: Gaston Brito M...)
 Last month marked another month of record-breaking heat. September 2023 ranking as the warmest September on record.

CLIMATE AND WEATHER

2023 Shattered Record Number Of US Billion-Dollar Disasters, With Four Months To Go

By Jonathan Erdman · September 12, 2023



U.S. Breaks Record For Billion-Dollar Weather Disasters

The U.S. has already broken a record for most billion-dollar disasters in a single year, and it's o...

“The IPCC is now 95 percent certain that humans are the main cause of current global warming.” -IPCC Report, 2014.

“Many of the observed changes since the 1950s are unprecedented over decades to millennia. ... the more human activities disrupt the climate, the greater the risks of severe, pervasive and irreversible impacts for people and ecosystems, and long-lasting changes in all components of the climate system.”

“The SYR highlights that **we have the means to limit climate change and its risks**, with many solutions that allow for continued economic and human development.

However, stabilizing temperature increase to below 2° C relative to pre-industrial levels will require an urgent and fundamental departure from business as usual.

Moreover, the longer we wait to take action, the more it will cost and the greater the technological, economic, social and institutional challenges we will face.”

The Intergovernmental Panel on Climate Change (IPCC) is the United Nations body for assessing the science related to climate change.



CLIMATE SUMMIT

WHAT IF IT'S
A BIG HOAX AND
WE CREATE A BETTER
WORLD FOR NOTHING?

- ENERGY INDEPENDENCE
- PRESERVE RAINFORESTS
- SUSTAINABILITY
- GREEN JOBS
- LIVABLE CITIES
- RENEWABLES
- CLEAN WATER, AIR
- HEALTHY CHILDREN
- etc. etc.





The Benefits of TOD

- **Reduces GHG, Air Pollution, and Traffic**
- **Increases ridership to support transit options**
- **Creates Vibrant Mixed-Use Communities**
- **Efficient Use of Land Resources**
- **Empowers People to Reduce Carbon Footprint**
- **Enhances Social Equity – Triple Bottom Line**
- **Supports more Affordable Living Options**

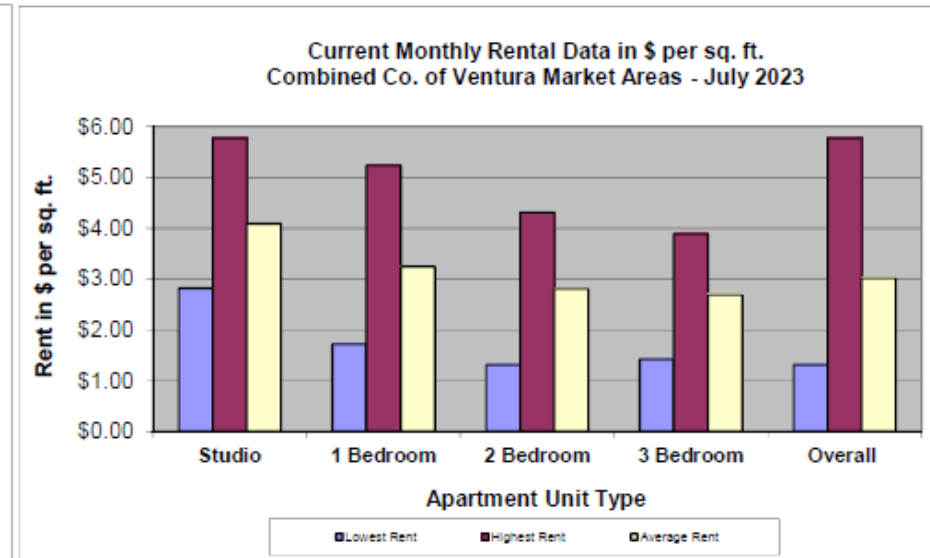
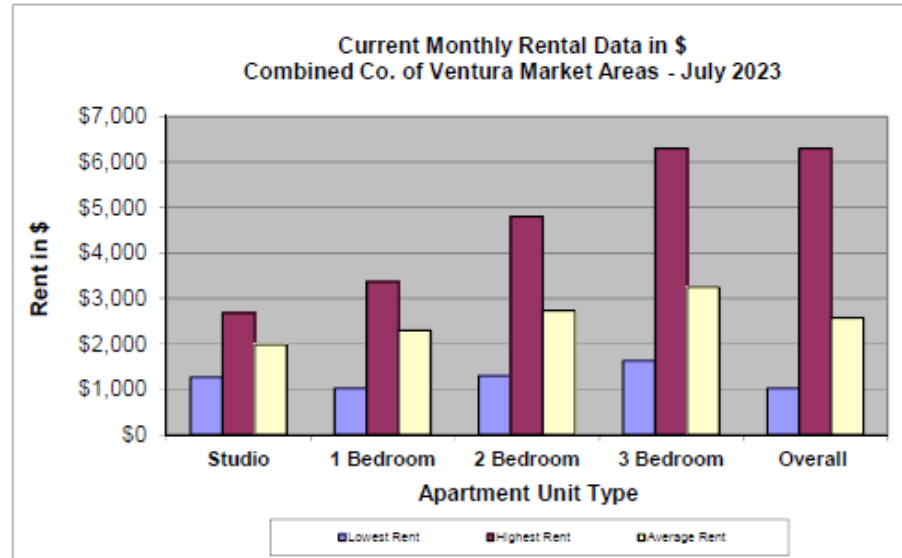
July 2023
Ventura County Rent Survey

Dawn Dyer
President
Dyer Sheehan Group, Inc.



Current Data for July 2023 - Combined County of Ventura Market Areas

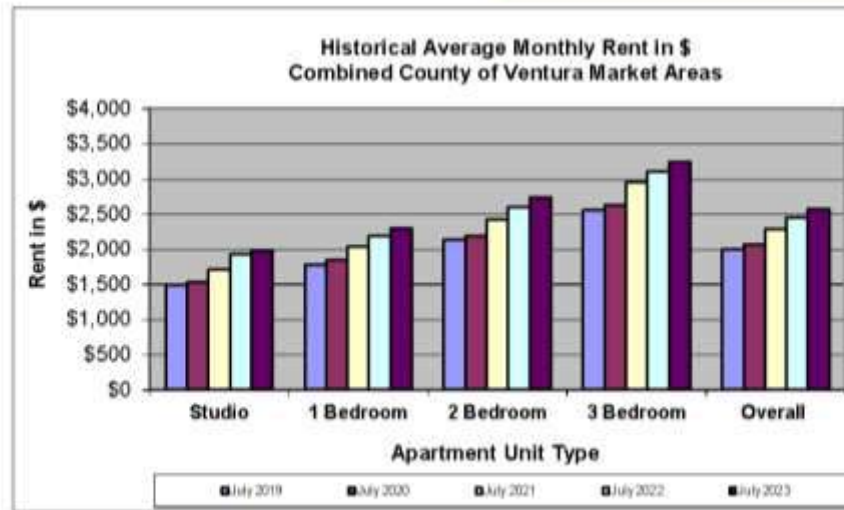
| Market Area and General Survey Data | Unit Type | # of Units in Survey | Average Floor Area | Monthly Rent in \$ | | | Monthly Rent in \$ per Sq. Ft. | | |
|---|----------------|----------------------|--------------------|--------------------|----------------|----------------|--------------------------------|---------------|---------------|
| | | | | Lowest | Highest | Average | Lowest | Highest | Average |
| Total Properties Surveyed: 172 | Studio | 718 | 491 sq ft | \$1,260 | \$2,677 | \$1,985 | \$2.82 | \$5.77 | \$4.09 |
| Minimum Property Size: 3 Units | 1 Bedroom | 8,292 | 715 sq ft | \$1,020 | \$3,358 | \$2,293 | \$1.72 | \$5.23 | \$3.24 |
| Maximum Property Size: 608 Units | 2 Bedroom | 10,665 | 983 sq ft | \$1,295 | \$4,800 | \$2,738 | \$1.31 | \$4.30 | \$2.81 |
| Average Property Age: 45 Years | 3 Bedroom | 1,453 | 1,219 sq ft | \$1,630 | \$6,300 | \$3,247 | \$1.42 | \$3.88 | \$2.68 |
| Weighted Average Vacancy Rate: 2.87% | Overall | 21,128 | 877 sq ft | \$1,020 | \$6,300 | \$2,573 | \$1.31 | \$5.77 | \$3.01 |



All information provided above is from sources deemed to be reliable, but no guarantee or warranty is stated or implied herein.

Annual Historical Data - Combined County of Ventura Market Areas

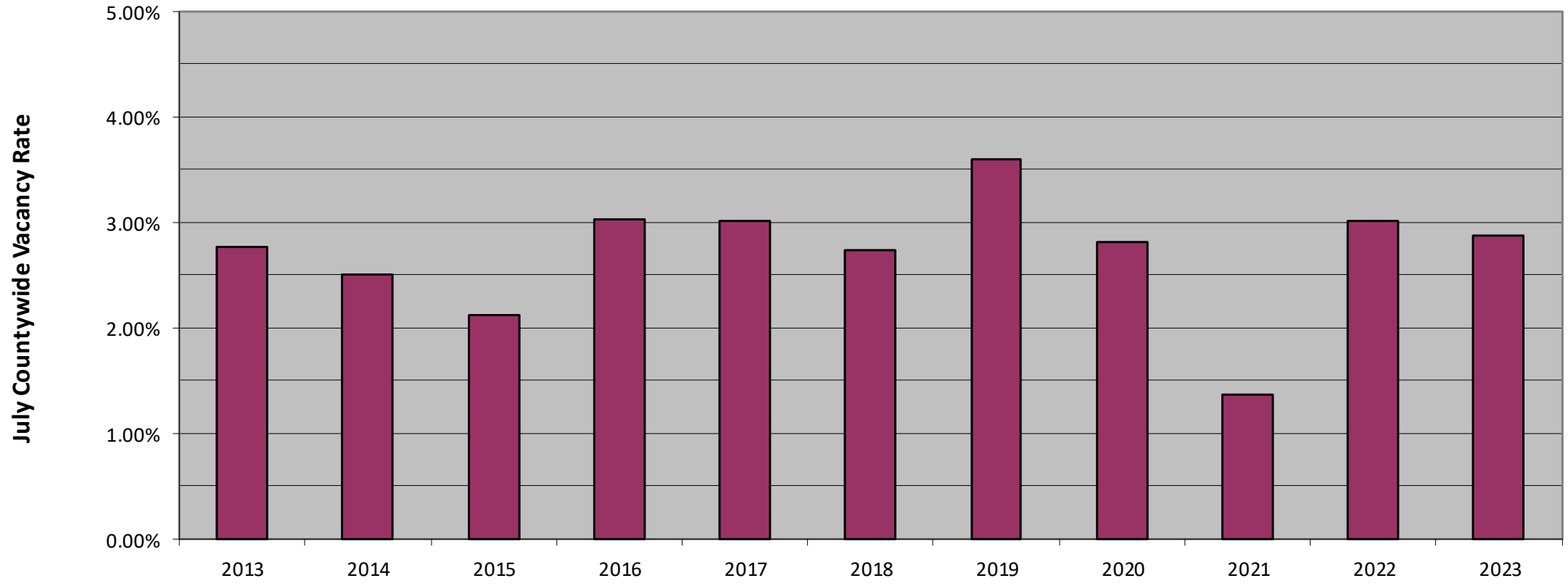
| Unit Type | Average Monthly Rent in \$ | | | | | | | | | | Average Monthly Rent in \$ per Sq. Ft. | | | | | | | | | |
|--|----------------------------|-------------|----------------|--------------|----------------|-------------|----------------|-------------|----------------|--|--|-------------|---------------|--------------|---------------|-------------|---------------|-------------|---------------|--|
| | Jul-19 | % ± to | Jul-20 | % ± to | Jul-21 | % ± to | Jul-22 | % ± to | Jul-23 | | Jul-19 | % ± to | Jul-20 | % ± to | Jul-21 | % ± to | Jul-22 | % ± to | Jul-23 | |
| Studio | \$1,500 | 2.3% | \$1,535 | 11.8% | \$1,716 | 12.3% | \$1,927 | 3.0% | \$1,985 | | \$3.08 | 1.9% | \$3.14 | 10.8% | \$3.47 | 13.4% | \$3.94 | 3.8% | \$4.09 | |
| 1 Bedroom | \$1,782 | 3.6% | \$1,847 | 10.4% | \$2,039 | 7.6% | \$2,194 | 4.5% | \$2,293 | | \$2.54 | 2.8% | \$2.61 | 10.3% | \$2.87 | 7.9% | \$3.10 | 4.6% | \$3.24 | |
| 2 Bedroom | \$2,131 | 2.8% | \$2,189 | 10.8% | \$2,427 | 7.2% | \$2,601 | 5.2% | \$2,738 | | \$2.19 | 2.5% | \$2.24 | 10.9% | \$2.49 | 7.2% | \$2.67 | 5.3% | \$2.81 | |
| 3 Bedroom | \$2,559 | 2.4% | \$2,621 | 12.6% | \$2,952 | 5.4% | \$3,111 | 4.4% | \$3,247 | | \$2.10 | 3.2% | \$2.17 | 12.1% | \$2.43 | 5.6% | \$2.57 | 4.5% | \$2.68 | |
| Overall | \$2,000 | 3.1% | \$2,061 | 10.9% | \$2,286 | 7.4% | \$2,454 | 4.8% | \$2,573 | | \$2.35 | 2.6% | \$2.41 | 10.7% | \$2.67 | 7.6% | \$2.87 | 4.9% | \$3.01 | |
| Weighted Average Vacancy Rate : | | | | | | | | | | | 3.60% | | 2.81% | | 1.37% | | 3.02% | | 2.87% | |



All information provided above is from sources deemed to be reliable, but no guarantee or warranty is stated or implied herein.



Ventura County Vacancies



The Economics of TOD

- **The Parking Monster**
 - ✓ **Cost to Construct - \$35,000-50,000 per space**
 - ✓ **Results in higher rents – \$2,000/year or more**
 - ✓ **Reduces residential density**
- **Planning for Parking or People**
 - ✓ **Building parking for peak use results in gross oversupply**
 - ✓ **Parking land could be used for recreation/open space, etc.**
 - ✓ **Private vehicles only in use 5% of time**
 - ✓ **Access to alternative transportation improves people's lives**
- **Development Considerations**
 - ✓ **TOD requires sufficient density to be economically feasible**
 - ✓ **Urban infill often includes costly demolition and site mitigation**
 - ✓ **Visionary cities proactively adopt land use plans and policies that encourage TOD and include quality pedestrian/bike facilities**

New State Laws Re: Transportation & Housing

- **AB 2097** (2022) – Prohibits public agency from imposing minimum parking standards on new development within ½ mile of public transit
- **AB 1317** (2023) – Mandates that parking fees be unbundled from residential rent for new affected units built after Jan. 1, 2025
- **SB 712** (2023) – Establishes storage standards for e-bikes, e-scooters and other micro-mobility devices in California rental housing
- **CARB Advanced Clean Cars II Rule** (2022) – Bans the sale of new gasoline-powered cars and light trucks in California by 2035.

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