



MCTC 2018 Regional Transportation Plan / Sustainable Communities Strategy & Program Environmental Impact Report

Roundtable Workshop December 14, 2017



Presentation Overview:

- Welcome
- Introductions
- Presentation RTP / SCS Scenario Alternatives
 - ✓ Scenario Development Process
 - ✓ Preliminary Alternative Scenarios
 - ✓ Alternative Scenario Parameters
 - ✓ Alternative Scenario Priorities for Growth & Development
- Next Steps/Schedule
- Questions?
- Open House





Presentation – RTP/SCS Scenario Alternatives

- Scenario Development Process Considered:
 - ✓ Adopted 2014 RTP/SCS Scenario and Results
 - ✓ Roundtable, Local Agency & Public Input
 - 2017 Fall Public Workshops (Polling, Charrette Exercises, & Comments)
 - On-Line Surveys
 - Pop-Up Event Surveys and Comments
 - Roundtable Meeting Discussion
 - Local Agency Input



Presentation – RTP/SCS Scenario Alternatives

- Preliminary Alternative Scenarios
 - ✓ 2014 RTP/SCS (Adopted No Project) Growth Alternative (2040)
 - ✓ Applied moderately higher housing density/share and employment share/intensities reflected in the local agency general plans with enhanced transit improvements
 - ✓ Population and employment projections are higher than current forecasts
 - ✓ Changes in population/HH & employment/HH between 2014 & 2018
 - ✓ Land use consumed would be higher than for the Status Quo or Moderate Alternatives
 - ✓ 2018 RTP/SCS Status Quo Growth Alternative (Year 2042)
 - Applied the mid-range housing density/share and employment share/intensities reflected in the local agency general plans with no enhanced transit improvements
 - ✓ Land Use consumed would be higher than for the Moderate Alternatives
 - ✓ 2018 RTP/SCS Moderate Growth Alternative (Year 2042)
 - ✓ Applied moderately higher housing density/share and employment share/intensities reflected in the local agency general plans with enhanced transit improvements
 - ✓ Land Use consumed would be lower than for the Status Quo or No Project Alternatives



Madera City

				2014	2018
	PARAMETERS	Status Quo	Low Change	Hybrid Change	Moderate Change
1	Demographic Shift in	5,808	5,808	5,808	5,808
	Housing Share	· · · · · · · · · · · · · · · · · · ·	-	-	-
	Very Low	0.0%	0.0%	0.0%	0.0%
	Low	1.8%	1.8%	1.0%	1.0%
	Medium Medium	82.0%	71.0%	65.0%	65.0%
	Medium High	13.0%	20.0%	22.0%	22.0%
	High	3.2%	7.2%	12.0%	12.0%
		100%	100%	100%	100%
2	Change in Lot Sizes				
	Very Low	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)
	Low	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)
	Medium	0.16 ac (6.25 du/ac)	0.13 ac (7.7 du/ac)	0.13 ac (7.7 du/ac)	0.11 ac (9.1 du/ac)
	Medium High	0.08 ac (12.5 du/ac)	0.07 ac (14.3 du/ac)	0.068 ac (14.76 du/ac)	0.063 ac (15.88 du/ac)
	High	0.05 ac (20 du/ac)	0.045 ac (22.2 du/ac)	0.04 ac (25 du/ac)	0.04 ac (25 du/ac)
3	Persons Per Household				
		3.00	3.00	3.00	3.00
	Employees Per Houshold	1.76	1.76	1.76	1.76
	nousiloiu	1.70	1.70	1.70	1.70
4	Demographic Shift in				
-	Employment Share	10211	10,211	10,211	10,211
	Industrial	30.0%	30.0%	30.0%	30.0%
	Commercial Low	60.0%	60.0%	55.0%	55.0%
	Commercial High	10.0%	10.0%	15.0%	15.0%
	-	100%	100%	100%	100%
5	Change in Intensities				
	Industrial	0.25 FAR (825 sf/emp)	0.25 FAR (825 sf/emp)	0.25 FAR (825 sf/emp)	0.25 FAR (825 sf/emp)
	Commercial Low	0.3 FAR (500 sf/emp)	0.325 FAR (500 sf/emp)	0.325 FAR (500 sf/emp)	0.325 FAR (500 sf/emp)
	Commercial High	0.425 FAR (400 sf/emp)	0.45 FAR (400 sf/emp)	0.45 FAR (400 sf/emp)	0.45 FAR (400 sf/emp)
	oo merei al man				(1005), chip)
7	Transportation	New Freeway Ramps	Regional Transit Network (RTN)		
	Enchancements		Enhanced Existing Transit		

RTP/SCS Scenario Alternative Parameters

2014 2018 PARAMETERS Status Quo Hybrid Change Moderate Change Demographic Shift in 1,285 1.285 1.285 **Housing Share** Very Low 0.3% 0.3% 0.3% 6.5% 6.5% 6.5% Low Medium 80.0% 80.0% 80.0% Medium High 12.5% 12.5% 12.5% High 0.8% 0.8% 0.8% 100% 100% 100% 2 Change in Lot Sizes Very Low 20 ac (0.05 du/ac) 20 ac (0.05 du/ac) 20 ac (0.05 du/ac) Low 1 ac (1.0 du/ac) 1 ac (1.0 du/ac) 1 ac (1.0 du/ac) Medium 0.16 ac (6.25 du/ac) 0.1428 ac (7.0 du/ac) 0.1428 ac (7.0 du/ac) Medium High 0.08 ac (12.5 du/ac) 0.07 ac (14.3 du/ac) 0.068 ac (14.76 du/ac) High 0.045 ac (22.2 du/ac) 0.05 ac (20 du/ac) 0.04 ac (25 du/ac) Persons Per Household 3 3.13 3.13 3.13 **Employees Per Houshold** 1.54 1.54 1.54 Demographic Shift in **Employment Share** 1.973 1.973 1,973 Industrial 24.0% 24.0% 24.0% Commercial Low 67.8% 67.8% 67.8% Commercial High 8.2% 8.2% 8.2% 100% 100% 100% 5 Change in Intensities Industrial 0.2 FAR (825 sf/emp) 0.22 FAR (825 sf/emp) 0.22 FAR (825 sf/emp) Commercial Low 0.2 FAR (500 sf/emp) 0.25 FAR (500 sf/emp) 0.25 FAR (500 sf/emp) 0.4 FAR (400 sf/emp) Commercial High 0.4 FAR (400 sf/emp) 0.4 FAR (400 sf/emp) 7 Transportation Regional Transit Network (RTN) New Freeway Ramps Enchancements **Enhanced Existing Transit**



RTP/SCS Scenario Alternative Parameters

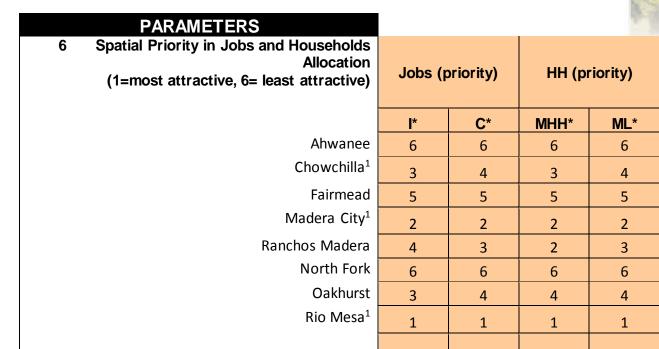
Southeast Madera

PARAMETERS Status Quo Low Change Hybrid Change Moderate Change 1 Demographic Shift in Housing Share 7,815 7,815 7,815 7,815 Very Low 0.1% 0.1% 0.05% 0.1% Low 4.2% 4.2% 3.0% 3.0% Medium 82.0% 74.8% 70.8% 70.8% Medium 82.0% 74.8% 70.8% 20.2% Medium 82.0% 74.8% 70.8% 20.2% 100% 18.2% 20.2% 20.2% Very Low 20 ac (0.05 du/ac) 20 ac (0.05 du/ac) 20 ac (0.05 du/ac) Very Low 20 ac (0.05 du/ac) 20 ac (0.05 du/ac) 20 ac (0.05 du/ac) 20 ac (0.05 du/ac) Very Low 20 ac (0.05 du/ac) 0.13 ac (7.7 du/ac) 0.11 ac (1.0 du/ac) 1 ac (1.0 du/ac) 1 ac (1.0 du/ac) Medium Medium 0.16 ac (52.5 du/ac) 0.013 ac (7.7 du/ac) 0.013 ac (7.7 du/ac) 0.013 ac (7.7 du/ac) 0.063 ac (15.88 du/ac) 0.05 ac (20 du/ac) 0.04 ac (25 du/ac) 0				2014	2018
1 Housing Share Very Low 7,815 7,815 7,815 Very Low 0.1% 0.1% 0.05% 0.1% Low 4.2% 4.2% 3.0% 3.0% Medium 82.0% 74.8% 70.8% 70.8% Medium High 12.0% 18.2% 20.2% 20.2% High 1.8% 2.8% 6.0% 6.0% 2 Change in Lot Sizes	PARAMETERS	Status Quo	Low Change	Hybrid Change	Moderate Change
1 Housing Share Very Low 7,815 7,815 7,815 Very Low 0.1% 0.1% 0.05% 0.1% Low 4.2% 4.2% 3.0% 3.0% Medium 82.0% 74.8% 70.8% 70.8% Medium High 12.0% 18.2% 20.2% 20.2% High 1.8% 2.8% 6.0% 6.0% 2 Change in Lot Sizes					
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Medium Medium High High 82.0% 74.8% 70.8% 70.8% Medium High High 12.0% 18.2% 20.2% 20.2% 100% 100% 100% 100% 6.0% 2 Change in Lot Sizes	-		0.1%	0.05%	0.1%
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3 Persons Per Household 2.84 <td>Medium</td> <td>High 0.08 ac (12.5 du/ac)</td> <td>0.07 ac (14.3 du/ac)</td> <td>0.068 ac (14.76 du/ac)</td> <td>0.063 ac (15.88 du/ac)</td>	Medium	High 0.08 ac (12.5 du/ac)	0.07 ac (14.3 du/ac)	0.068 ac (14.76 du/ac)	0.063 ac (15.88 du/ac)
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Employees Per Houshold 2.04 2.04 2.04 2.04 4 Demographic Shift in Employment Share 0.56 0.56 0.56 0.56 4 Demographic Shift in Employment Share 4378 4378 4,378 4378 1ndustrial 16.2% 16.2% 16.2% 16.2% 16.2% Commercial Low 76.2% 76.2% 72.2% 76.2% Commercial High 7.6% 9.8% 7.6% 100% 100% 100% 100%					
Houshold 0.56 0.56 0.56 0.56 4 Demographic Shift in Employment Share 4378 4378 4378 Industrial 16.2% 16.2% 18.0% 16.2% Commercial Low Commercial High 76.2% 76.2% 76.2% 76.2% 100% 100% 100% 100% 100%	3 Persons Per House	hold 2.84	2.84	2.84	2.84
4 Demographic Shift in Employment Share 4378 4378 4,378 4378 Industrial 16.2% 16.2% 18.0% 16.2% Commercial Low 76.2% 76.2% 76.2% 76.2% Commercial High 7.6% 9.8% 7.6% 100% 100% 100% 100%	Employee	s Per			
Employment Share 4378 4378 4,378 4378 Industrial 16.2% 16.2% 18.0% 16.2% Commercial Low 76.2% 72.2% 76.2% Commercial High 7.6% 9.8% 7.6% 100% 100% 100% 100%	Hou	hold 0.56	0.56	0.56	0.56
Employment Share Industrial 4378 4378 4,378 4378 Industrial 16.2% 16.2% 18.0% 16.2% Commercial Low Commercial High 76.2% 76.2% 76.2% 100% 100% 100% 100%					
Industrial 16.2% 18.0% 16.2% Commercial Low 76.2% 76.2% 76.2% Commercial High 7.6% 7.6% 9.8% 7.6% 100% 100% 100% 100% 100%			4370	4.370	4270
Commercial Low Commercial High 76.2% 72.2% 76.2% 100% 7.6% 9.8% 7.6% 100% 100% 100% 100%					
Commercial High 7.6% 9.8% 7.6% 100% 100% 100% 100% 5 Change in Intensities 100% 100%					
100% 100% 100% 5 Change in Intensities 100%					
5 Change in Intensities	Commercial				
	5 Change in Inten		100%	100%	100%
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Commercial Low 0.2 FAR (500 sf/emp) 0.3 FAR (500 sf/emp) 0.3 FAR (500 sf/emp) 0.3 FAR (500 sf/emp) 0.3 FAR (500 sf/emp)				···•	•
Commercial High 0.4 FAR (400 sf/emp) 0.45 FAR (400 sf/emp) 0.45 FAR (400 sf/emp) 0.45 FAR (400 sf/emp) 0.45 FAR (400 sf/emp)					
	commercial	(11g) 0.4 FAR (400 SI/emp)	0.40 FAN (400 SI/emp)	0.45 FAR (400 SI/Emp)	0.40 PAR (400 SI/emp)
7 Transportation New Freeway Ramps Regional Transit Network (RTN)	7 Transport	ation New Freeway Ramos	Decised Transit Natural (DTN)		
Enchancements Enhanced Existing Transit					1
					T



			2014	2018
	PARAMETERS	Status Quo	Hybrid Change	Moderate Change
1	Demographic Shift in Housing Share	3,520	3,520	3,520
	Very Low	3.0%	3.0%	3.0%
	Low	53.0%	53.0%	53.0%
	Medium	42.0%	42.0%	42.0%
	Medium High	2.0%	2.0%	2.0%
	High	0.0%	0.0%	0.0%
	ľ	100.00%	100.00%	100.00%
2	Change in Lot Sizes			
	Very Low	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)	20 ac (0.05 du/ac)
	Low	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)	1 ac (1.0 du/ac)
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	High	0.05 ac (20 du/ac)	0.045 ac (22.2 du/ac)	0.04 ac (25 du/ac)
3	Persons Per Household	3.15	3.28	3.15
	Employees Per Houshold			
		1.41	1.41	1.41
4	Demographic Shift in	1075	1.075	1075
	Employment Share	4975	4,975	4975
	Industrial	23.9%	23.9%	23.9%
	Commercial Low	75.1%	75.1%	75.1%
	Commercial High	1.0%	1.0%	1.0%
	01 11 1 11	100.00%	100.00%	100.00%
5	Change in Intensities			
	Industrial	0.2 FAR (825 sf/emp)	0.22 FAR (825 sf/emp)	0.2 FAR (825 sf/emp)
	Commercial Low	0.2 FAR (500 sf/emp)	0.25 FAR (500 sf/emp)	0.2 FAR (500 sf/emp)
	Commercial High	0.4 FAR (400 sf/emp)	0.4 FAR (400 sf/emp)	0.4 FAR (400 sf/emp)
7	Transportation	New Freeway Ramps	Regional Transi	t Network (RTN)
	Enchancements		Enhanced Existing Transit	





RTP/SCS Scenario Alternative Parameters

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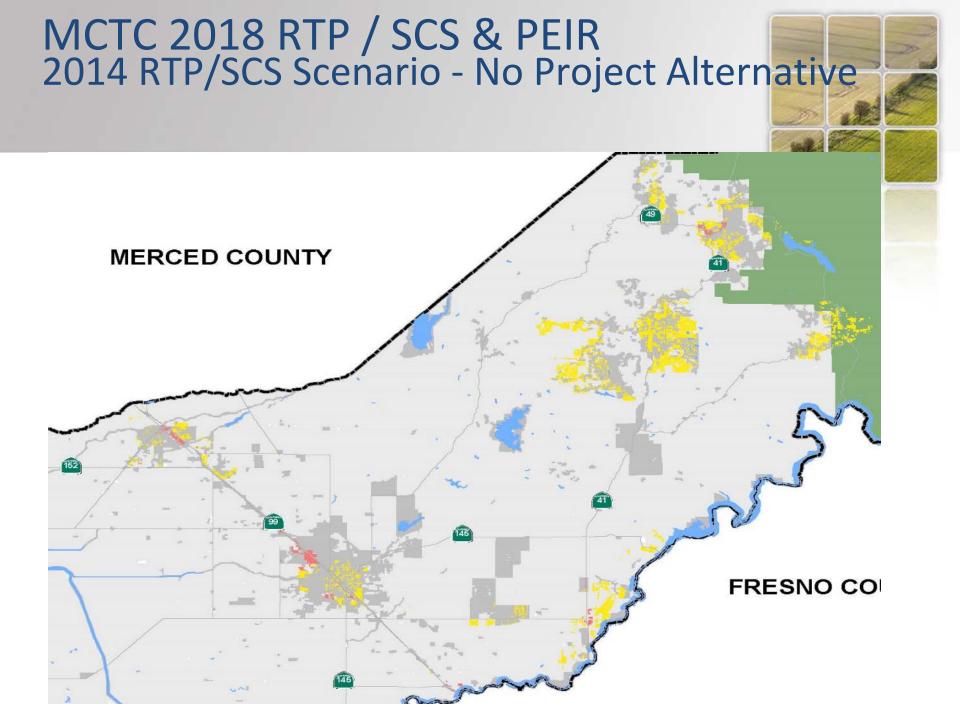
I: Industrial

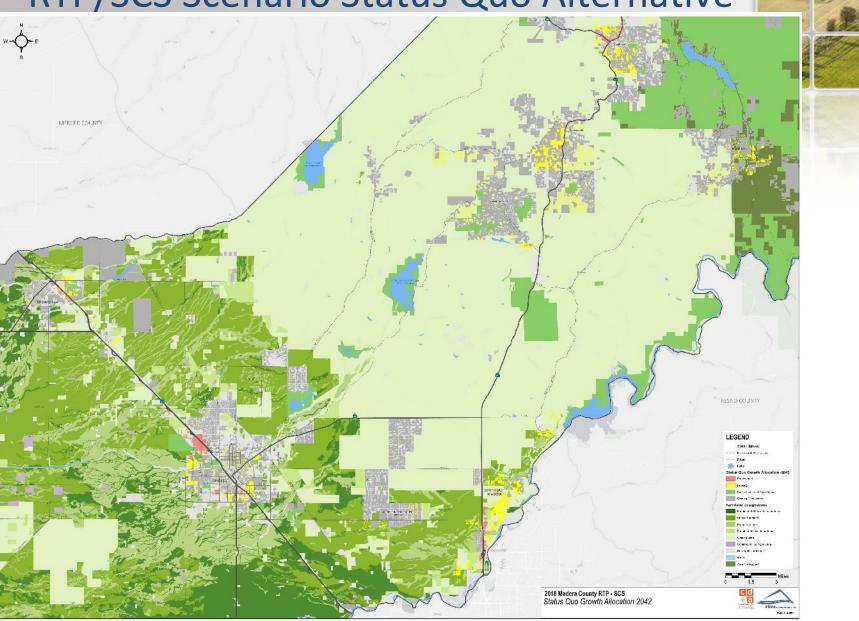
C: Commercial

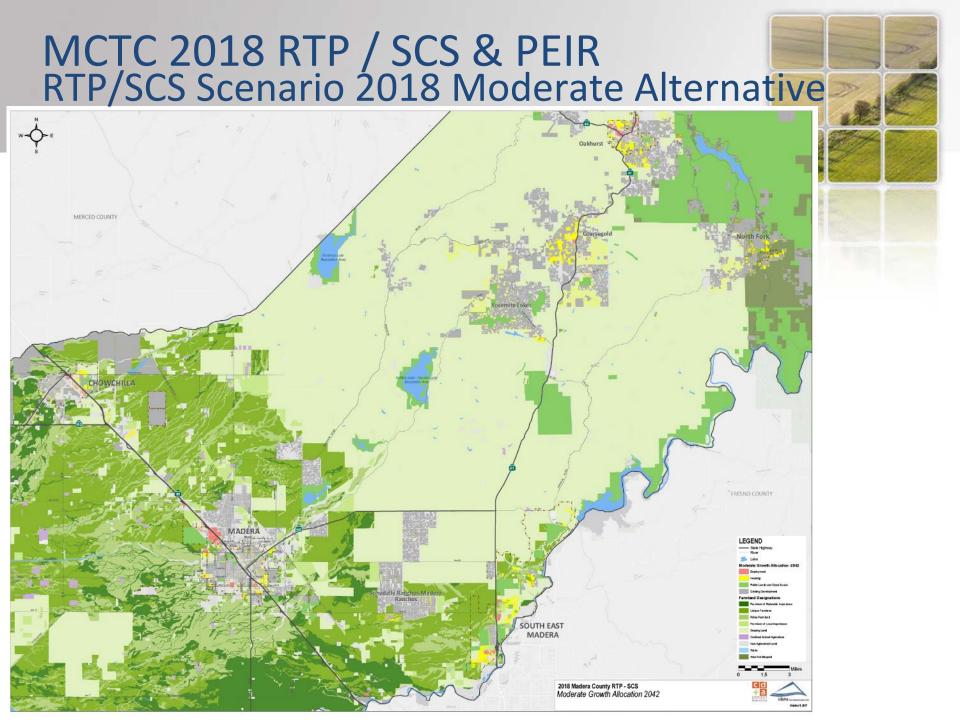
MHH: Medium High/High Density Residential

ML: Medium/Low Density Residential

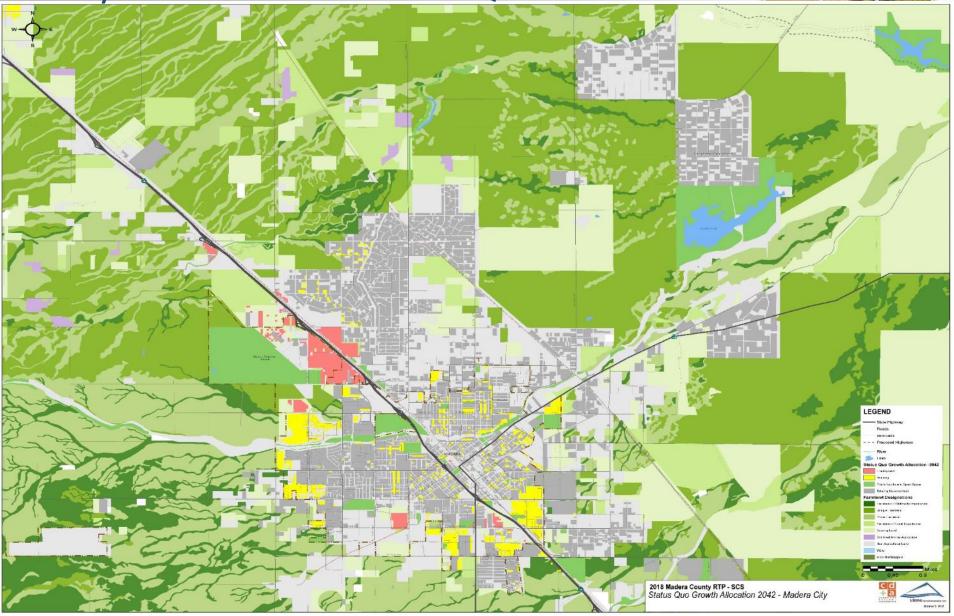
1 Rankings do not count as each of these areas have specific growth numbers assigned

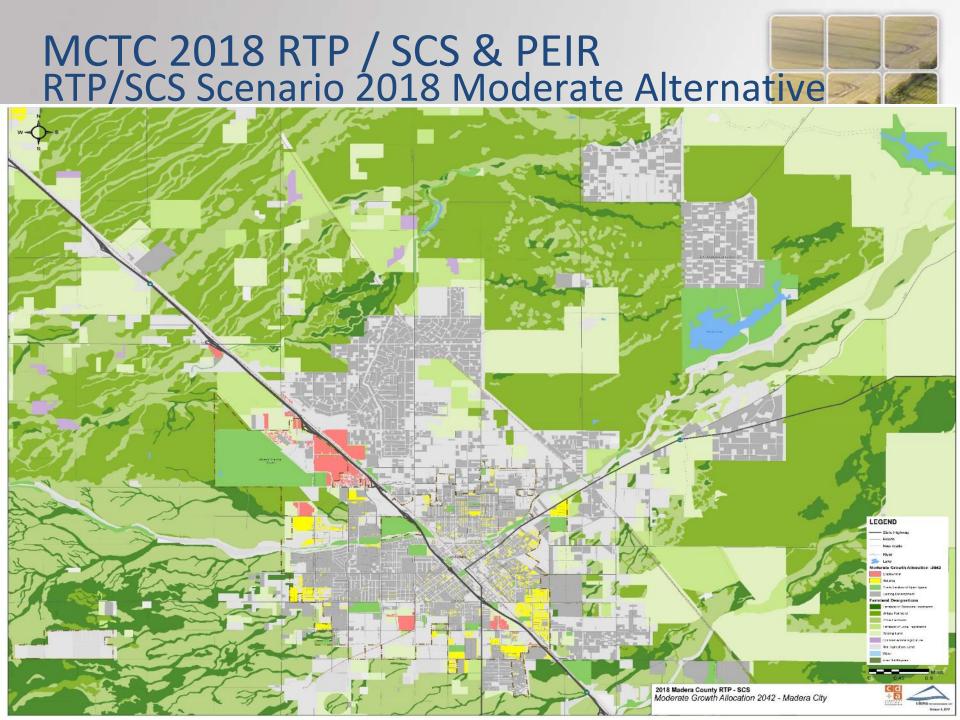




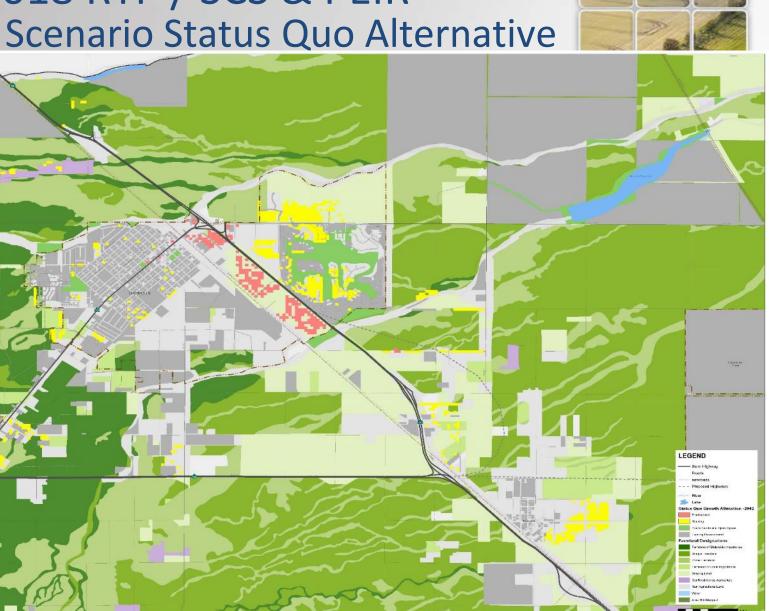






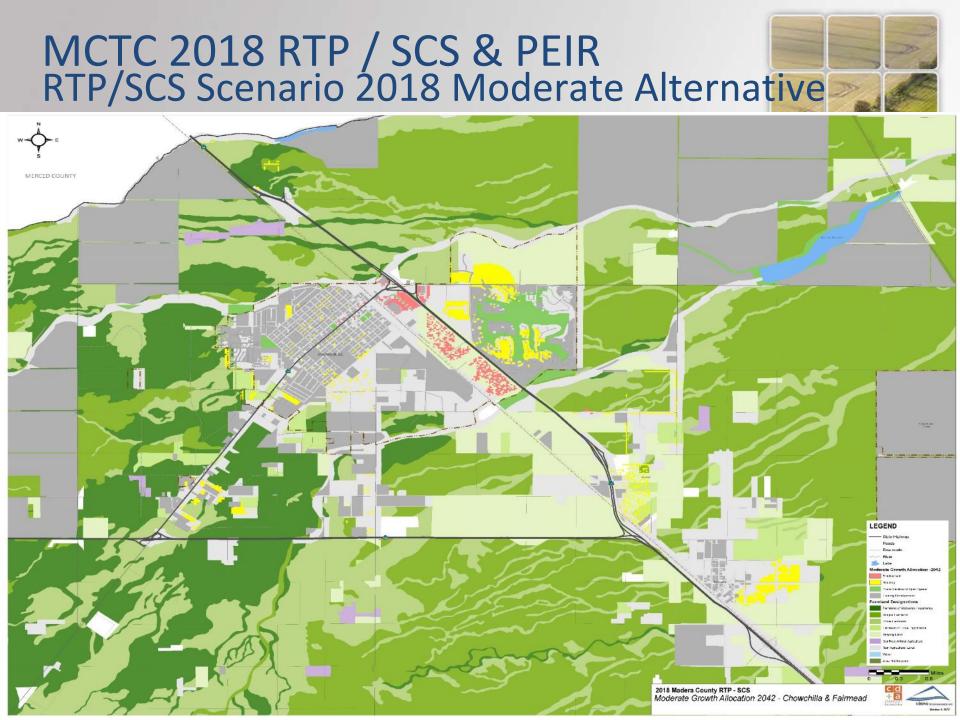


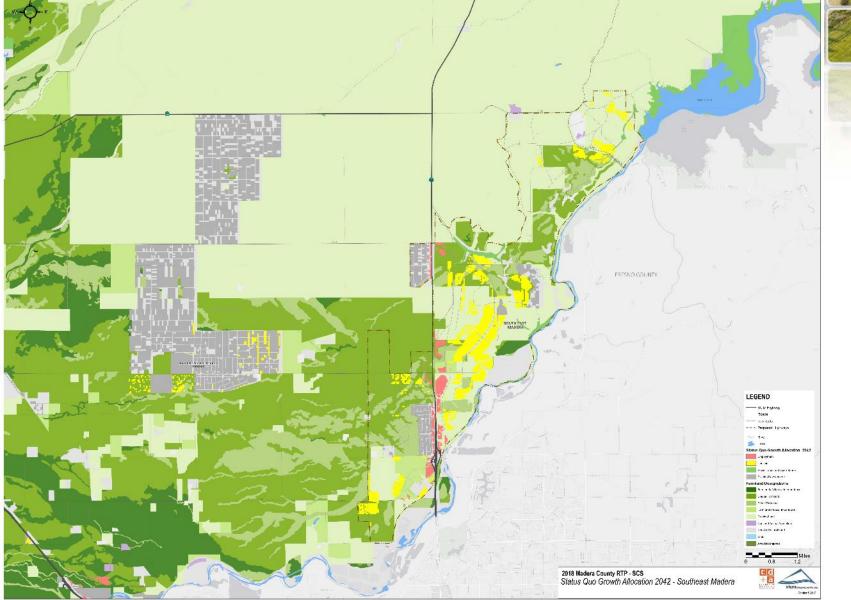
MERCED COUNTY

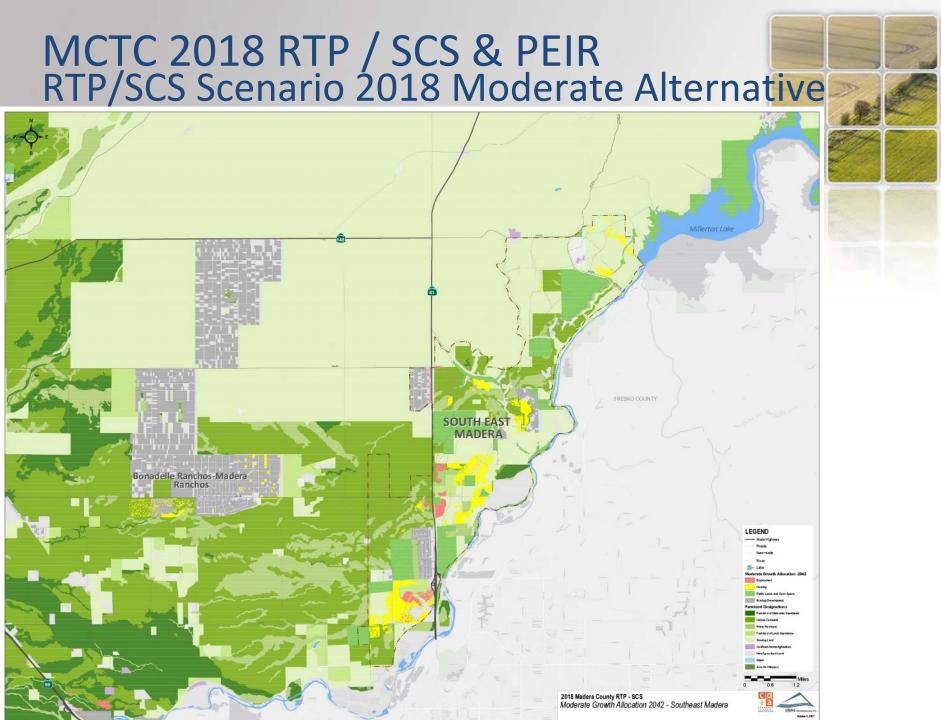


2018 Madera County RTP - SCS

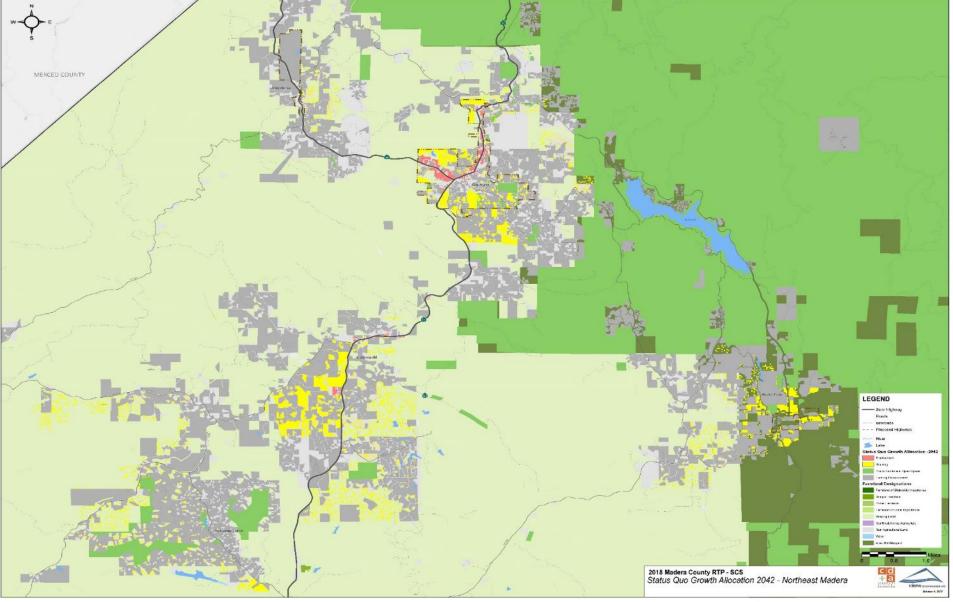
Status Quo Growth Allocation 2042 - Chowcilla & Fairmead



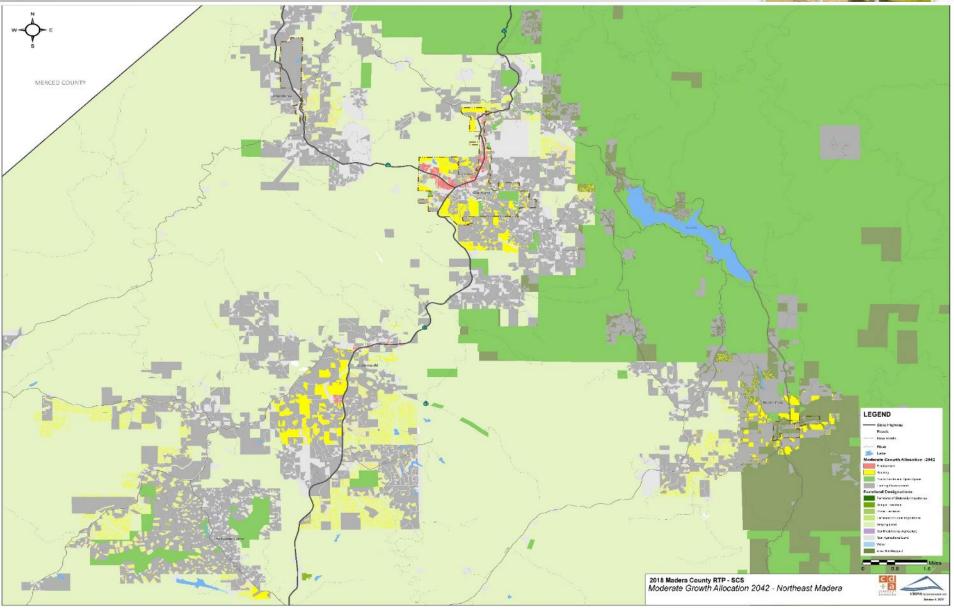








MCTC 2018 RTP / SCS & PEIR RTP/SCS Scenario 2018 Moderate Alternative



Next Steps and Schedule

- Model and Analyze Each 2018 Alternative
- Identify the Recommended Preferred SCS Scenario January/February 2018
- Present the Scenario Alternatives, Associated Analysis and the Recommended Preferred SCS Scenario to the Public, the Roundtable and the MCTC Board - February 2018
- Prepare the Administrative Draft and Draft 2018 RTP/SCS and EIR – February & March 2018
- Distribute the Draft Documents for Public Review (55 days) April 2018
- MCTC Board Certify the EIR and Adopt the 2018 RTP/SCS July/August 2018



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Questions / Comments



Open House

