

CALIFORNIA AND SACRAMENTO REGION PLANNING AND CLIMATE CHANGE



Asilomar 2009 Transportation and Energy
Policy Conference
Mike McKeever, SACOG Executive Director



CALIFORNIA STATE APPROACH TO CLIMATE CHANGE

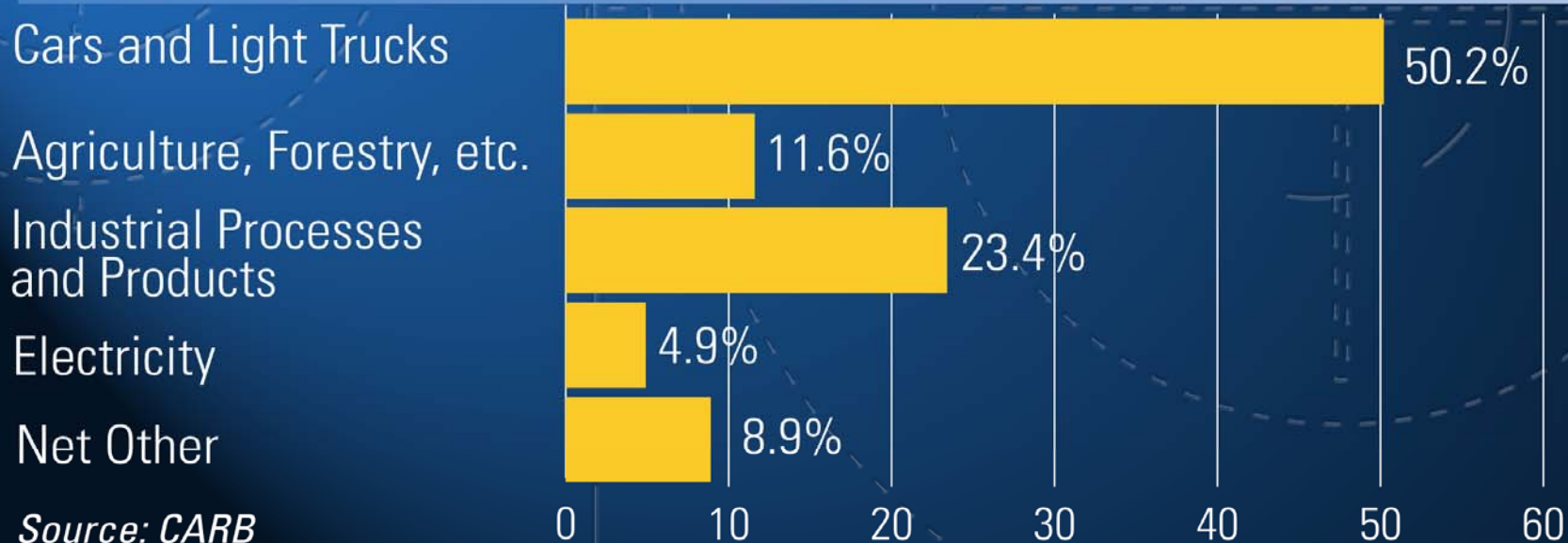


- AB32 – State law requires greenhouse gas emissions reduced to 1990 levels by 2020
- Governor's Executive Order – 80% reduction in emissions levels by 2050
- SB375 – new state law requires regional agencies to integrate climate change, transportation, land use and housing planning
- Possible influences on federal transportation and energy/climate change bills

TRANSPORTATION SECTOR CRITICAL IN CALIFORNIA

SACRAMENTO REGION
Blueprint
TRANSPORTATION LAND USE STUDY

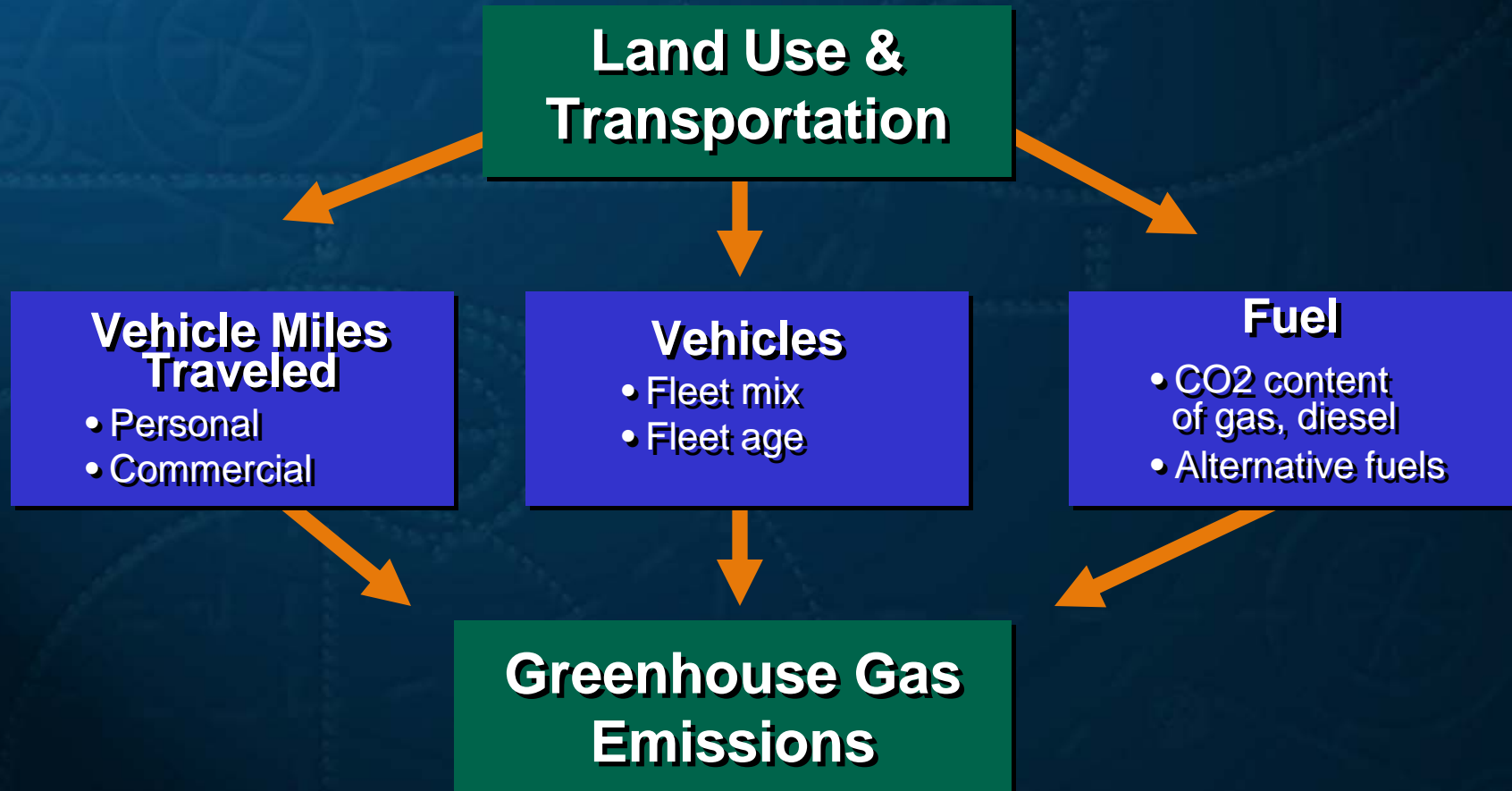
PERCENTAGE GROWTH GREENHOUSE GASES 1990-2004



Source: CARB
GHG Inventory 2007

Connecting Land Use & Transportation to Greenhouse Gas Emissions

SACRAMENTO REGION
Blueprint
TRANSPORTATION LAND USE STUDY



Citizen Input — Thousands involved, use interactive I-PLACE3S software

SACRAMENTO REGION
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Regional Forum 2004 – 1400 people

SACRAMENTO REGION
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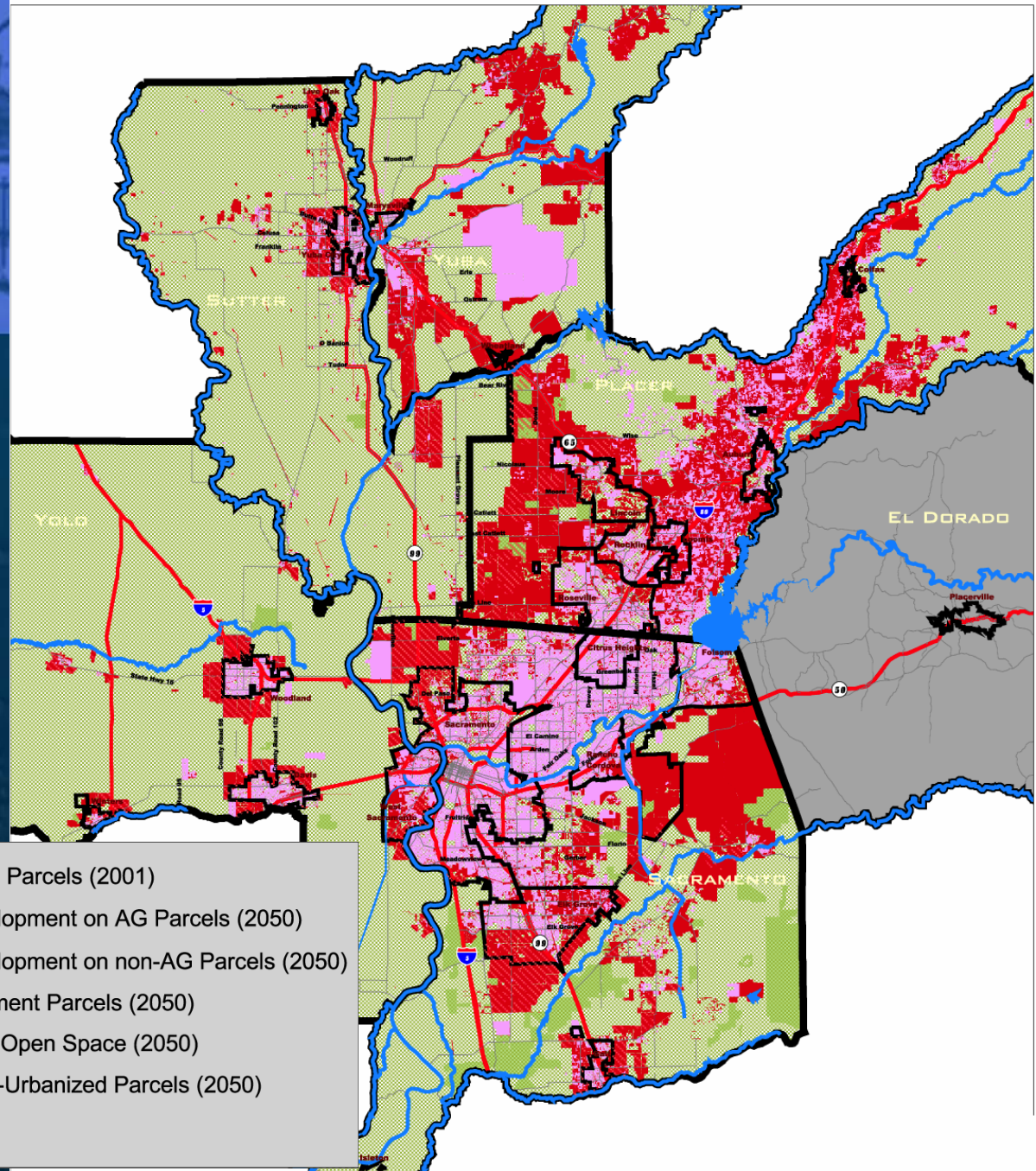
Elected Officials Summit – Oct. '04

SACRAMENTO REGION
Blueprint
TRANSPORTATION / LAND USE STUDY



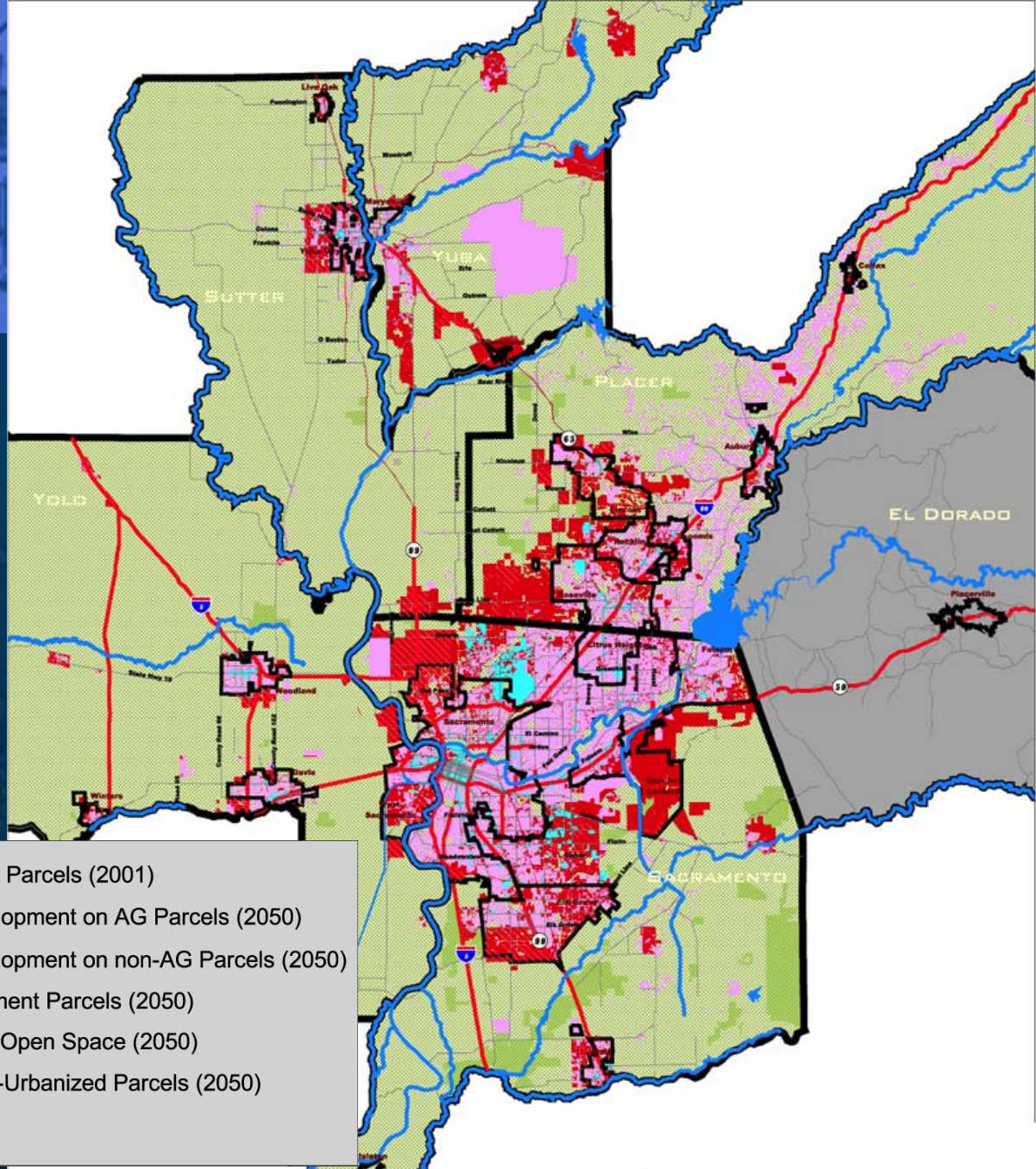
Base
Case

Urban Footprint — 2050



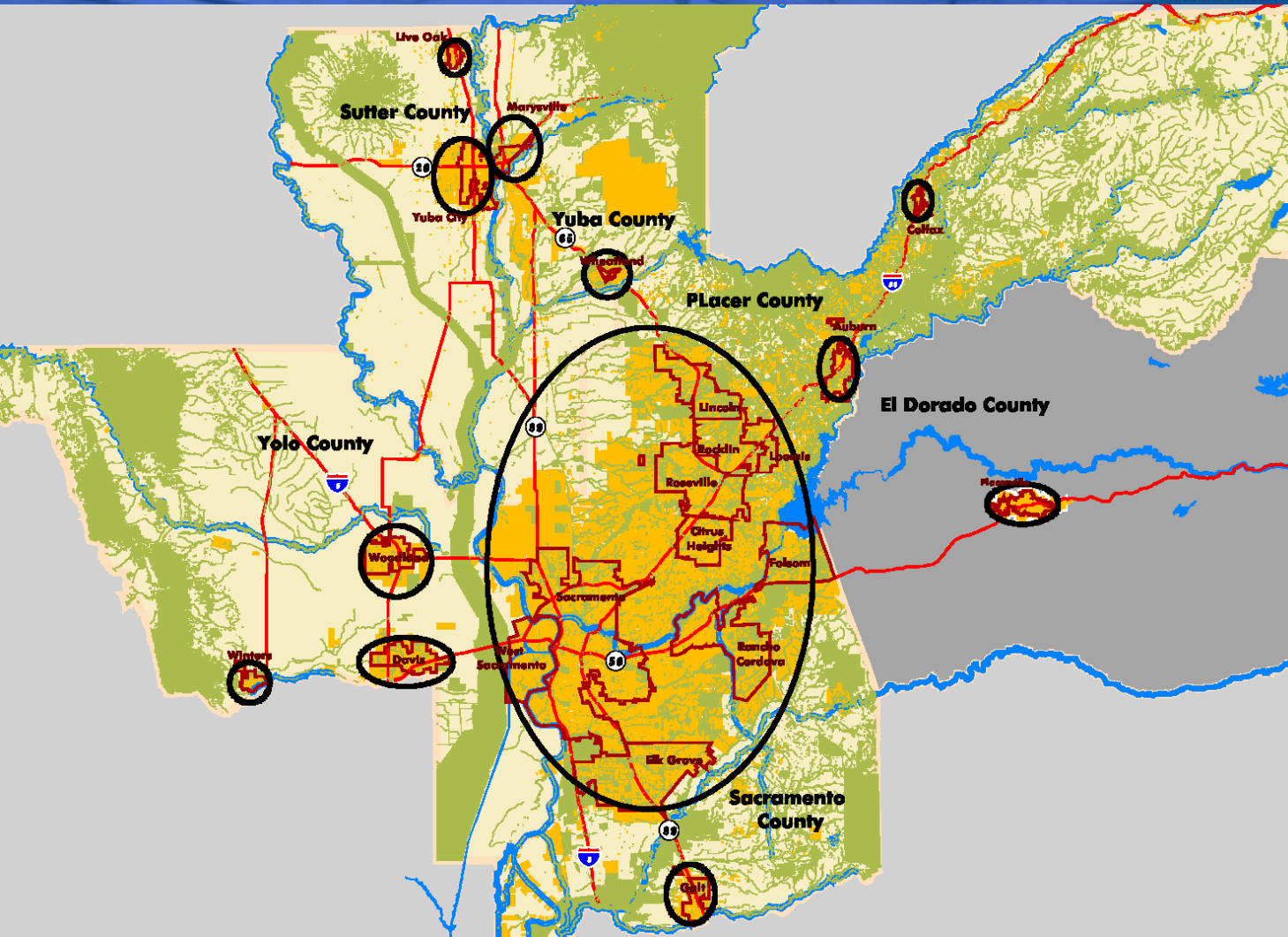
Preferred Scenario

Urban Footprint — 2050



Expanding urban core plus small satellite cities

SACRAMENTO REGION
Blueprint
TRANSPORTATION LAND USE STUDY



Regionwide VMT and GHG benefits



- New growth 10% to 30% lower VMT/capita
- New growth 15% to 40% lower GHG/capita
- Range of benefit most sensitive to:
 - Aggressive smart growth land use
 - Amount of transit investment
 - Price of gas

California Senate Bill 375 (Steinberg)



- Passed in 2008
- Integrates global warming, transportation, land use and housing planning
- Focused on regions

SB 375 Does 4 Things



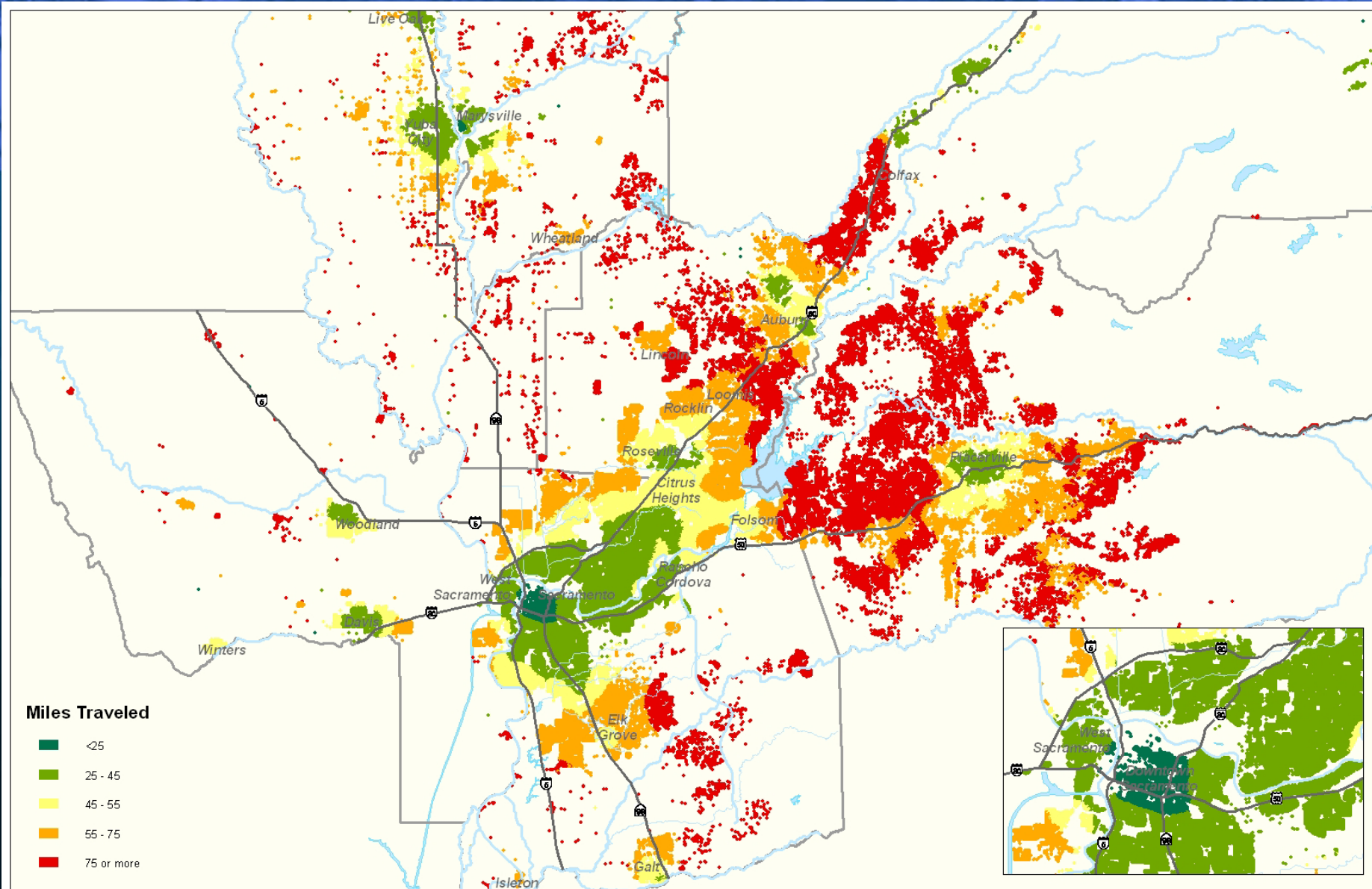
- California Air Resources Board to provide greenhouse gas emission targets for Regional Transportation Plans
 - Regional Targets Adv Comm advises
- Adds new Sustainable Communities Strategy (SCS) to the Regional Transportation Plan
 - If not feasible for SCS to meet regional GHG target then Alternative Planning Strategy (APS) that meets target must be prepared

SB 375 Does 4 Things



- Requires consistency between housing allocations and SCS
 - Jobs-housing balance within regions
 - Higher density housing in smart growth areas
- Adds new CEQA provisions to incentivize land use decisions that implement the Sustainable Communities Strategy.

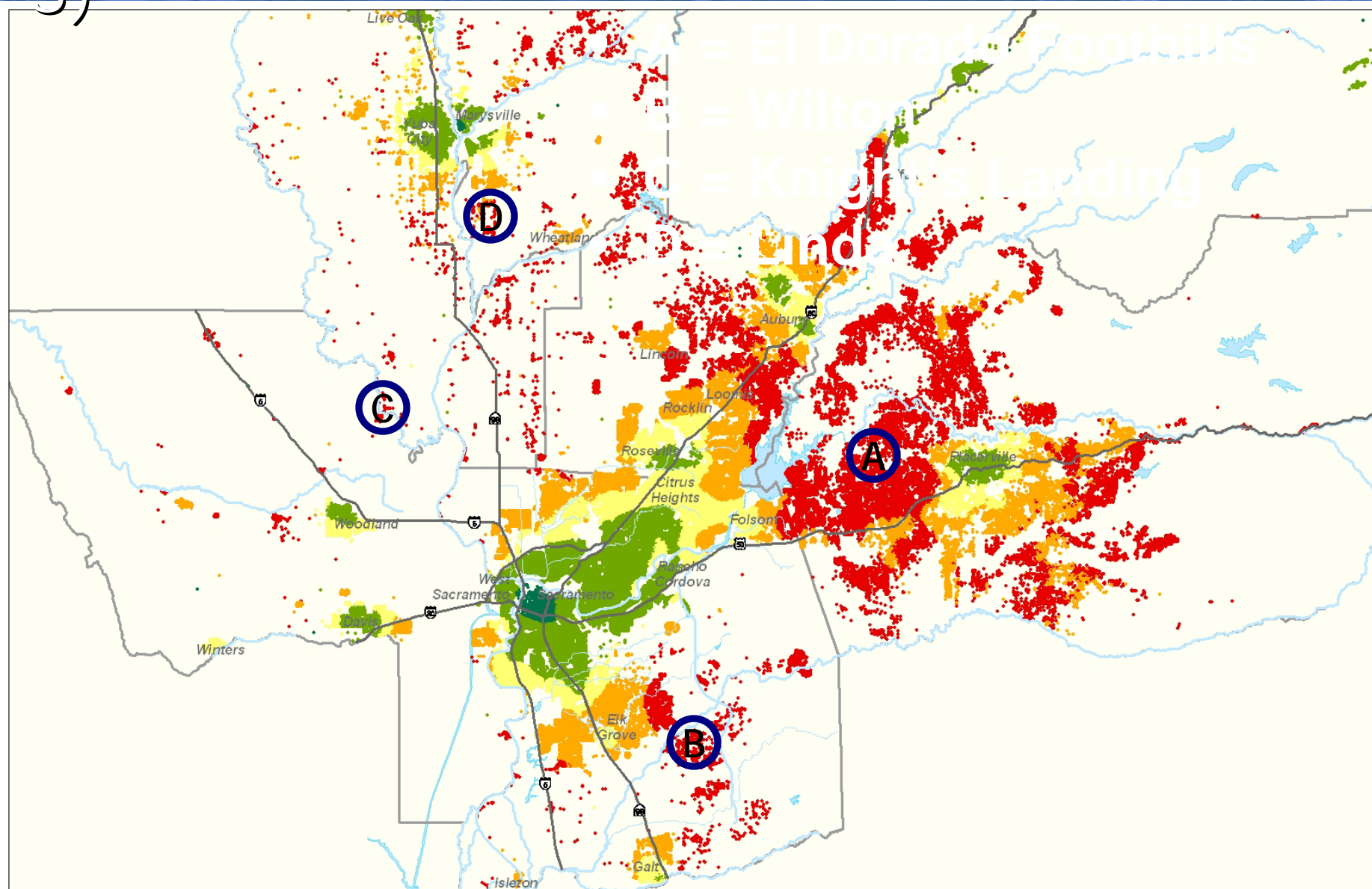
2005 VMT Per Household



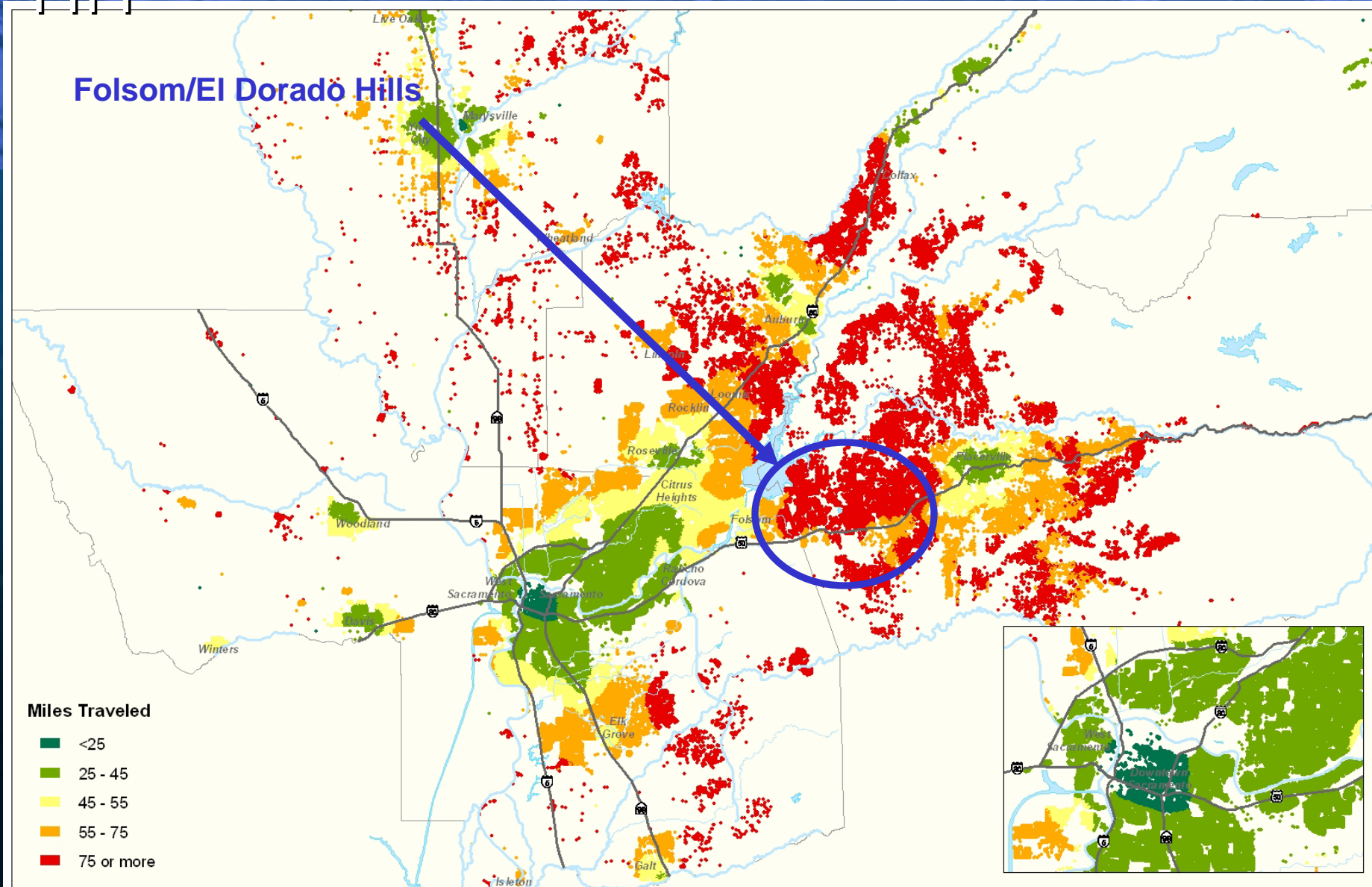
1)



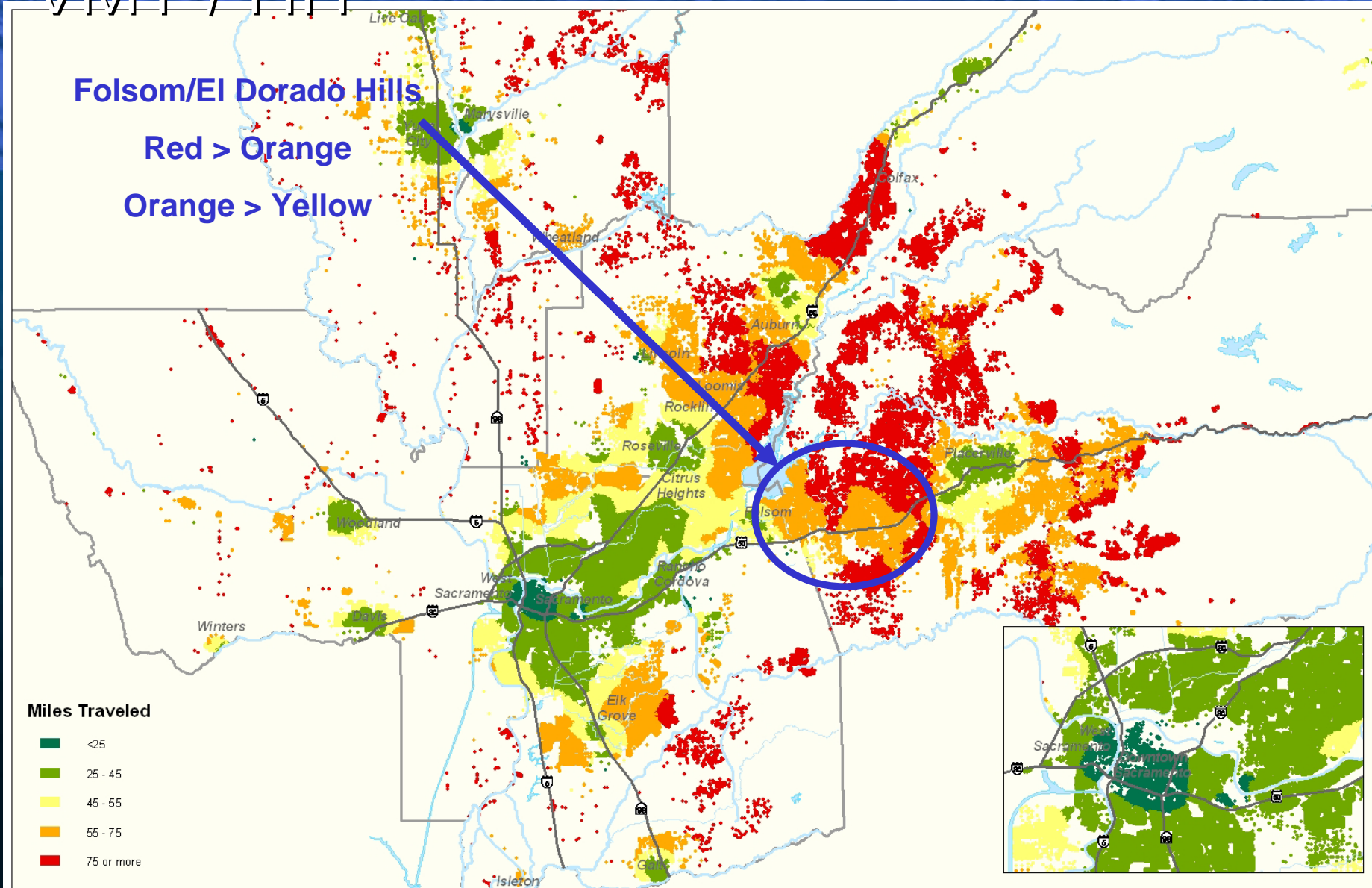
Very High VMT Prototypes (Group 5)



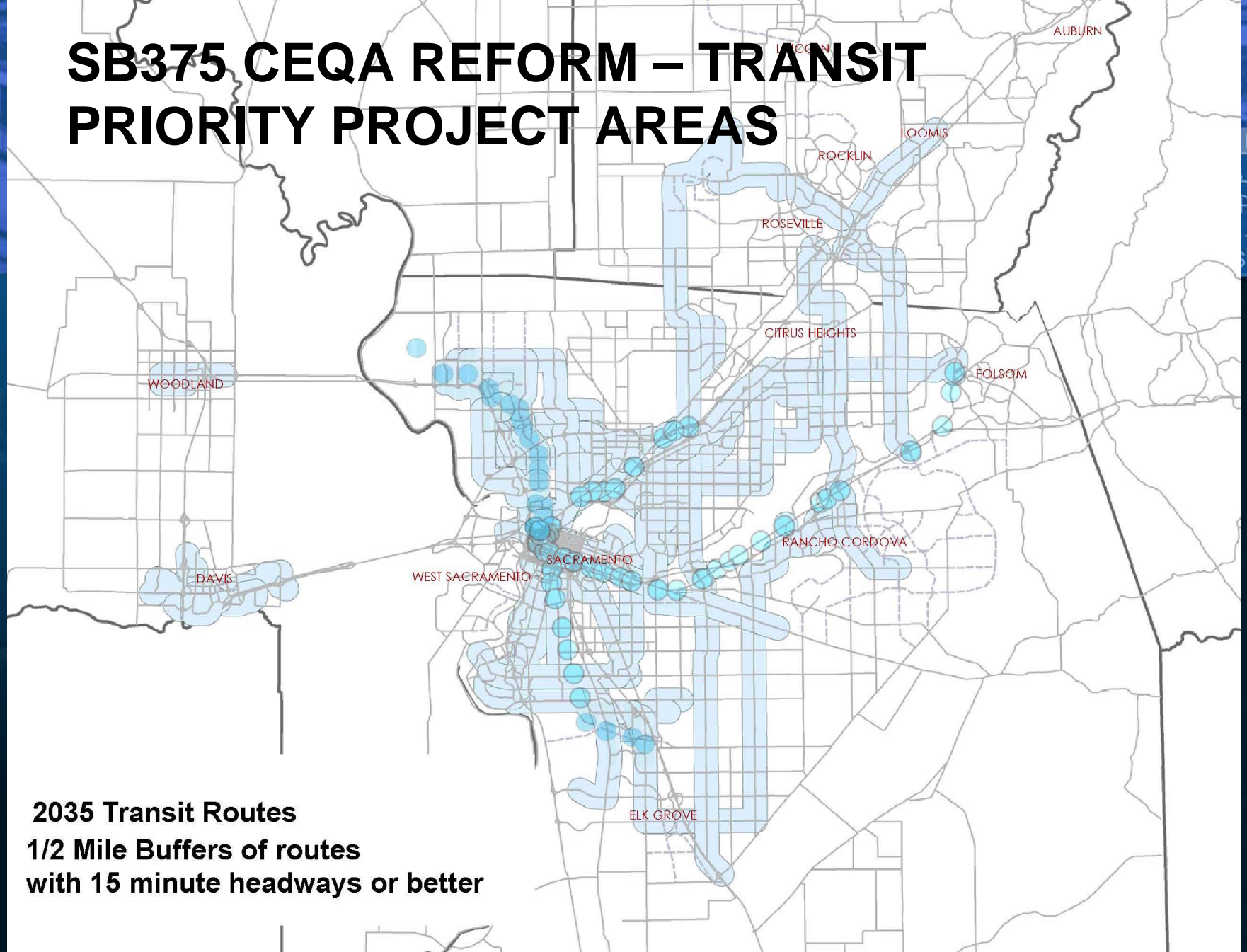
Areas of Improvement: 2005 VMT / HH



Areas of Improvement: 2035 MTP VMT / HH



SB375 CEQA REFORM – TRANSIT PRIORITY PROJECT AREAS



2035 Transit Routes
1/2 Mile Buffers of routes
with 15 minute headways or better

Blueprint & Transportation Options

SACRAMENTO REGION
Blueprint
TRANSPORTATION LAND USE STUDY



Example of a corridor before investment

Sacramento Area Council of Governments • Valley Vision

Blueprint & Transportation Options

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The corridor begins to transform with new investment

Blueprint & Transportation Options

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A thriving multi-modal corridor emerges

RTAC TARGET SETTING METHODOLOGY



1. What method to use to measure GHG emissions from passenger vehicles?
2. How aggressive/cautious to be in setting the targets – what does “the most ambitious achievable targets” (ARB Scoping Plan) mean?
3. How should regions document projected performance?

OPPORTUNITIES

- Regulations that encourage the right outcomes, discourage the right outcomes
- Integrated planning (at all levels – local/regional/state/national)
- Performance-based transportation funding – incentives very powerful