

Land Use and Climate Change in California

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Where it Began

- Governor Schwarzenegger



- June 1, 2005:
The Time for
Action is Now!
- Executive Order
S-3-05
- Creates Climate
Action Team

Climate Action Team



 Responsibility under Executive Order S-3-05 and AB 32 for coordinating climate policy across state government

 Coordinated by Secretary Adams of Cal/EPA

Members:

 Cal/EPA

 SCSA

 BTH

 OPR

 CalFire

 Parks

 CEC

 Water Board

 CDFA

 DWR


 ARB


 IWMB

 PUC

Global Warming Solutions Act (AB 32)

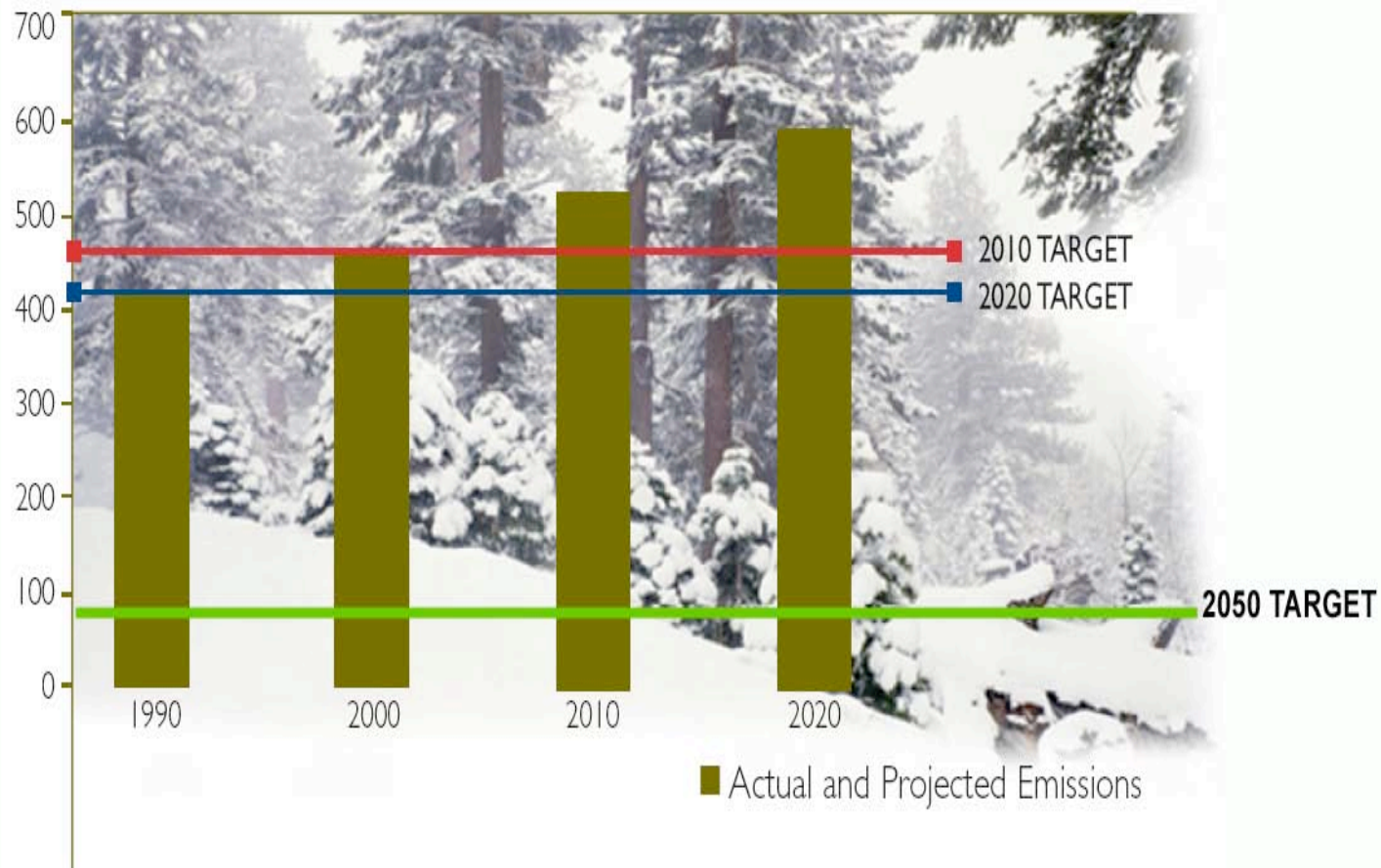
 **September 27, 2006: Governor Signs AB 32**

 Creates greenhouse gas emission limit to reduce emissions to 1990 levels by 2020 (~25-30%)

 ARB sets, monitors, enforces GHG limits

 Regulations, Market Mechanisms, Incentives

Emission Reduction Targets



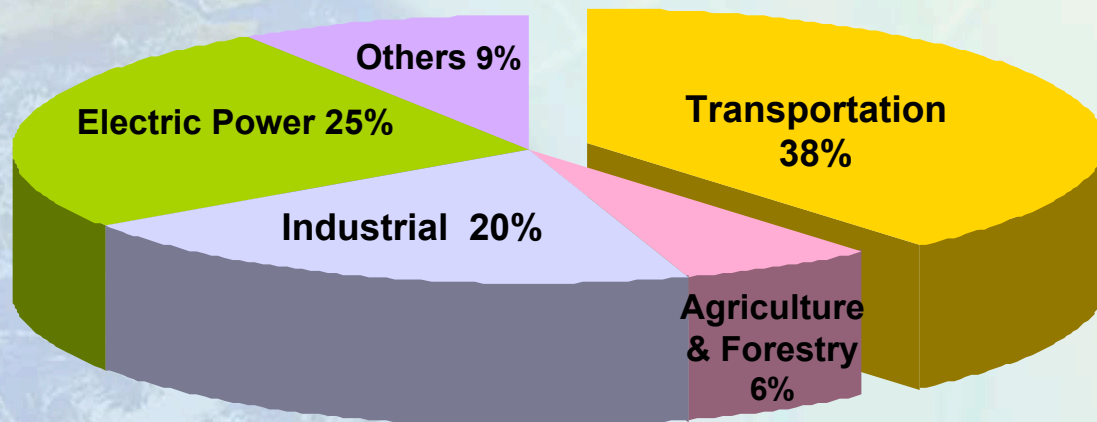
On-Road Transportation Emissions

Passenger cars and heavy-duty trucks:

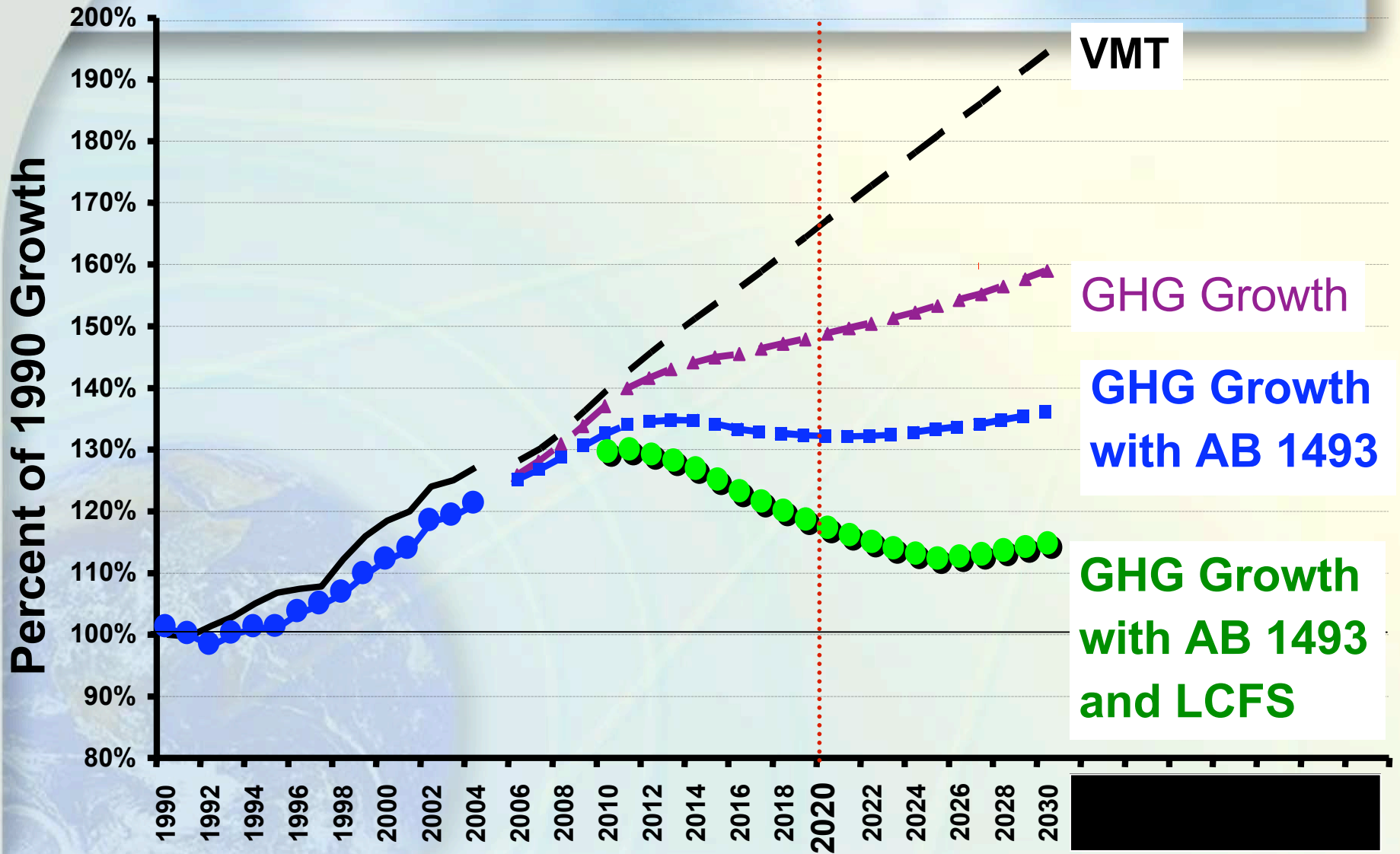
1990 Baseline Emissions:
138 MMTCO₂E

2004 Baseline Emissions:
172 MMTCO₂E

2020 Preliminary Forecasted Emissions:
216 MMTCO₂E



Historical and Projected Population, Vehicle Miles Traveled (VMT) and GHG Growth

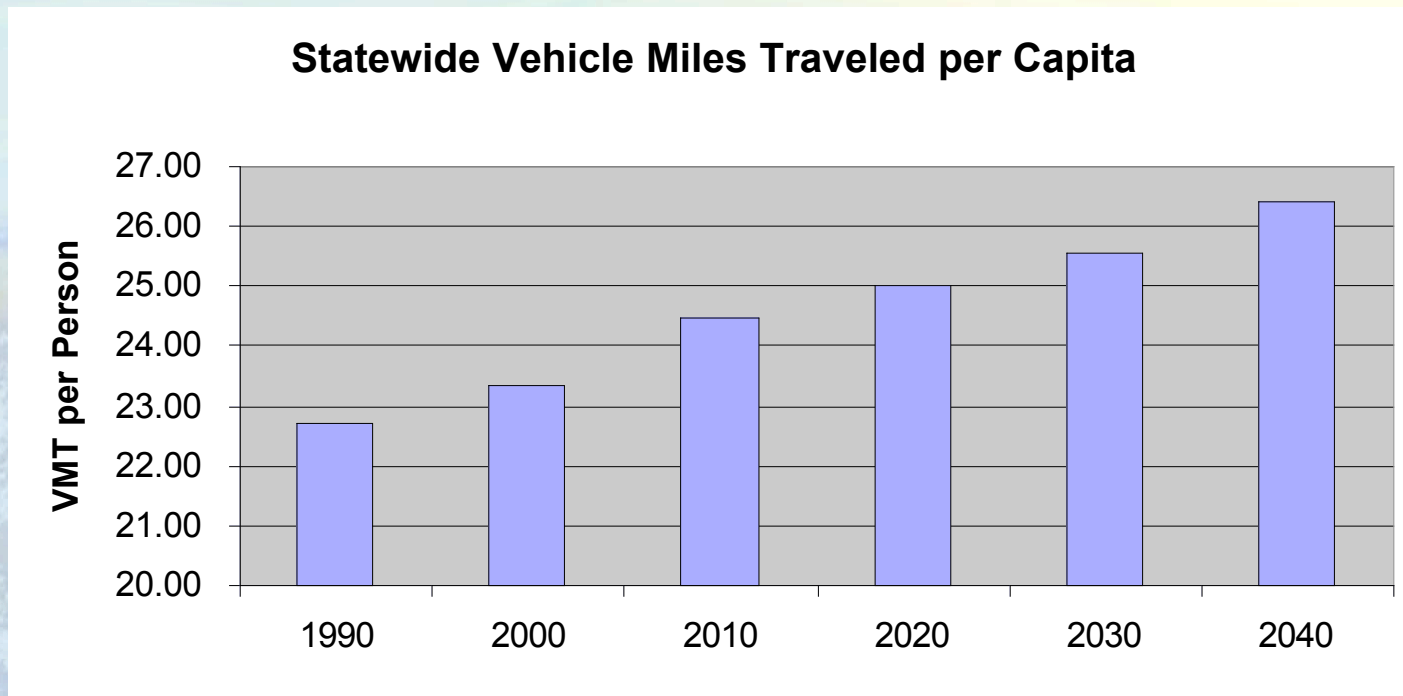


VMT Reduction and Efficient VMT

- Per capita VMT Reduction
 - A good surrogate for reducing GHGs
 - Effective performance measure for planning
- Efficient VMT
 - There are good speeds and bad speeds for GHGs
 - Reduce extreme congestion through intelligent transportation systems, value pricing, etc.
 - Research emphasizes need to limit adding lane miles

Trends: Past, Current, Projected

- Billions in transportation investment
- Existing land use patterns and driving behavior
- Vehicle miles traveled per capita projected to continue growing



Drivers of Vehicle Travel

Integrated Strategies

Land Use

Density
Diversity
Design
Destinations

Alternate Mode Infrastructure

Transit
Carpool/Vanpool
Bike
Walk

Pricing Signals

Cost per mile
Cost per gallon
Parking costs
Congestion relief costs

Transportation Conservation

Education
Incentives to drive less
TDM Programs

Land Use Subgroup of CAT (LUSCAT)

- State interagency team:

CEC

HCD

ARB

DOC

Cal/EPA

IWMB

PUC

DPH

Caltrans

OPR

Water Board

CTC

- Coordinate the State's Climate Change land use strategies

- **2008 CAT Report**
- **Stakeholder Input**
 - *Advisory Group*
- **Tool and Resources**

LUSCAT Potential Strategies

- Transportation Guidance
 - Complete Streets (Caltrans)
- Housing Guidelines
 - Location Efficient Mortgages (HCD)
- Protocols
 - Local Government Protocol (ARB)
- Financing Criteria
 - GHG Criteria for Grant Programs (Water Board)
- Incentives
 - Location Efficient Mortgage (ARB)
- CEQA GHG Update (OPR)

Perspective on Approaches

Incentives

Voluntary Actions

Tax breaks

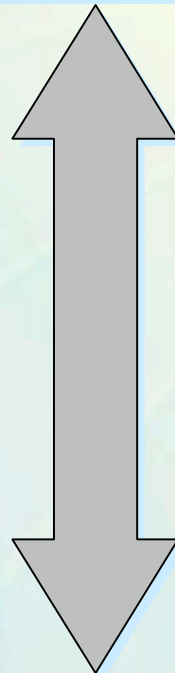
Regional Targets

CEQA thresholds

CEQA relief

**Transit, bike, walk
infrastructure**

Requirements



Related Mitigation Areas



Green Buildings



GBI, Code Development



Water/Energy



Residential and Agricultural Usage











Agriculture



Land Management Practices

Other Related Efforts

-  Blueprint Planning Process
-  Attorney General's CEQA Actions
-  SB 97
 -  Development of GHG Guidelines for CEQA
-  SB 375 (Steinberg, proposed)
 -  Transportation & Land Use Modeling
 -  Regional GHG Targets
 -  Potential CEQA Relief

Development of a Land Use Vision for California



Flexible Planning System



Adaptable to Changing Circumstances



Accounts for Growth and Changing Growth Patterns



Integration of Planning Efforts



Incentives and Financial Mechanisms

Adaptation to Climate Change



Need for Changes in Planning



Water Supply and Flood Protection



Sea Level Rise



Consideration of Wild Land / Built Interface



Agriculture



Ecosystem Protection and Biodiversity



Use of Technology – GIS etc



Need for Expert Assistance



Research



Measure Evaluation

Questions, Comments

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