

SOUTHERN CALIFORNIA AND SB 375



CLIMATE CHANGE, ECONOMY, AND INFRASTRUCTURE — PUBLIC POLICIES THAT SHAPE OUR FUTURE

Wednesday, April 1, 2009 ♦ Ayres Hotel & Suites, Ontario, CA

SUMMIT SCHEDULE

TIME	SESSION DESCRIPTION	SPEAKERS
8:00 – 8:30 a.m.	REGISTRATION / COFFEE SERVICE	
8:30 a.m. – 9:15 a.m.	<p>SOUTHERN CALIFORNIA, CLIMATE CHANGE AND THE FEDERAL STIMULUS: WHAT'S BEHIND SB 375?</p> <p>How does the State of California see Southern California and the associated challenges of Climate Change? What are the key sub-regional differences and opportunities? How can the Federal Stimulus help communities address the current crisis? Panelists will explore the economic development and environmental characteristics that will maintain the region as the most coveted place to live in the nation.</p>	<p>SUMMIT HOST: <i>Seth Miller, UC Davis</i></p> <p>INTRODUCTION:</p> <p><i>Hasan Ikhata, Southern California Association of Governments</i> <i>Gary Gallegos, San Diego Association of Governments</i> <i>Rick Bishop, Western Riverside Council of Governments</i></p> <p>STATE PERSPECTIVE:</p> <p><i>Jim Bourgart, California Business, Transportation and Housing Agency</i> <i>Lynn Jacobs, California Department of Housing and Community Development</i></p>
9:15 a.m. – 10:00 a.m.	<p>A REGIONAL WAKE-UP CALL: WHERE IS SB 375 TAKING US?</p> <p>The impacts of rising temperatures are already causing a greater number of forest fires and a decrease in water supply, but how can better planning address the risks associated with climate change to our economy and public investments in infrastructure? Panelists will explore a framework in which local policymakers and planners can develop a climate change plan that responds to the realities of their local economies and communities and satisfies priorities set forth by the Obama administration.</p>	<p>Moderator: <i>Bob Leiter, San Diego Association of Governments</i></p> <p><i>Steve Messner, Science Applications International Corporation</i> <i>Michael Woo, City of Los Angeles Planning Commission</i></p>
10:00 – 10:15 a.m.	BREAK	
10:15 a.m. – 11:15 a.m.	<p>ECONOMIC DEVELOPMENT AND THE FUTURE OF SOUTHERN CALIFORNIA: HOUSING, PUBLIC INFRASTRUCTURE AND BUSINESS</p> <p>Private sector leaders, government officials, and social justice champions can embark on a parallel path – towards deeper understanding of our built, social and physical environment. Panelists will discuss infrastructure needs and the importance of coordinating efforts to achieve results.</p>	<p>Moderator: <i>Steve PanTall, La Jolla Institute</i></p> <p><i>Wallace Walrod, Orange County Business Council</i> <i>Mary Lee, PolicyLink</i> <i>Andrew Post, San Diego Regional Economic Development Corporation</i> <i>Steve Doyle, Brookfield Homes</i></p>



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Wednesday, April 1, 2009 ♦ Ayres Hotel & Suites, Ontario, CA

SUMMIT SCHEDULE

TIME	SESSION DESCRIPTION	Speakers
11:15 a.m. – 12:30 p.m.	SOUTHERN CALIFORNIA'S LOCAL GOVERNMENT RESPONSE TO AB 32 AND SB 375 Ignite awareness of the ways in which climate protection policies can bring economic opportunity to your community. Hear from experts about the possibilities and limitations of strategies taking hold today.	Moderator: <i>Richard Katz, Board Member, Los Angeles County Metropolitan Transportation Authority</i> <i>Mayor Lori Holt Pfeiler, City of Escondido</i> <i>Mayor Ronald Loveridge, City of Riverside</i> <i>Supervisor Linda Parks, Ventura County</i> <i>Bob Johnson, City of Temecula's City Manager's Office</i>
12:30 p.m. – 2:00 p.m.	LUNCHEON SPEAKERS AND AUDIENCE RESPONSE Local officials throughout southern California consider the impacts of "built environment" decisions they make each and every day. The financial impacts of these decisions, in terms of sales tax and job generation, are essential during the current economic crisis. Hear from two community leaders representing two distinct cities, Compton and Ventura, about their response to the challenges and opportunities of AB 32/SB 375.	Moderator: <i>Councilmember Jon Edney, City of El Centro</i> <i>Kofi Sefa-Boakye, City of Compton's Community Redevelopment Agency</i> <i>Councilmember Carl Morehouse, City of Ventura</i>
2:00 p.m. – 4:30 p.m.	CALIFORNIA REGIONAL FIELD HEARING ON INFRASTRUCTURE Sponsored by the Rebuilding America initiative of the American Planning Association's National Infrastructure Investment Task Force	Moderator: <i>Bob Leiter, San Diego Association of Governments</i>





American Planning Association

REBUILDING AMERICA:

National Infrastructure Investment Initiative

Making Great Communities Happen

REBUILDING AMERICA: California Regional Field Hearing

Wednesday, April 1, 2009, 2:00-4:30 p.m.

Ayres Hotel & Suites Ontario Convention Center

1945 East Holt Blvd., Ontario, CA

AGENDA

- | | |
|-----------------|---|
| Welcome | Kurt Christiansen, AICP
President, APA California Chapter |
| Chair's Address | David Siegel, FAICP
Immediate Past-President and
Co-Chair National Infrastructure Investment Task Force
American Planning Association |
| Panel | Robert A. Leiter, FAICP
Director, Land Use and Transportation Planning,
San Diego Association of Governments (SANDAG)

Shivaji Deshmukh, P.E.
Groundwater Replenishment System Program Manager
Orange County Water District

Larry Rillera
Energy Commission Specialist
California Energy Commission

Mike Zdon
San Diego to Los Angeles Via Inland Empire Project Director
California High Speed Rail

Katherine Aguilar Perez
Executive Director
Urban Land Institute (ULI) Los Angeles |
| Discussion | All attendees |



SPEAKER BIOGRAPHIES

RICK BISHOP is the Executive Director of the Western Riverside Council of Governments (WRCOG), located in Riverside, California. In his position since 2000, Rick develops and oversees programs addressing federal, state, and regional mandates on local governments in diverse subject areas such as transportation, housing, growth, environment and economy. Among these responsibilities is the Transportation Uniform Mitigation Fee (TUMF) Program, the nation's largest multi-jurisdictional development fee program. TUMF will provide nearly \$5 billion in arterial and transit improvements during the next three decades. WRCOG is a joint powers authority comprised of each of the 16 cities in western Riverside County, the County of Riverside, the Eastern Municipal Water District, and the Western Municipal Water District. The subregion's current population of 1.2 million is forecast to grow by 1 million in the next 20 years.

JIM BOURGART was appointed in April 2006 by Governor Arnold Schwarzenegger as the Deputy Secretary for Transportation and Infrastructure in the Business, Transportation and Housing Agency. Prior to joining the Administration, Jim was a government relations manager and transportation planner for a major transportation engineering firm for 15 years. Previously, Jim also worked for the Bay Area Council, a regional business association, for the California State Legislature, and the U.S. Environmental Protection Agency. He served for two years as a Mayoral appointee to the board of directors of the San Francisco Municipal Transportation Agency. He has degrees in Political Science from Columbia University and Stanford University.

STEVE DOYLE is the president of Brookfield San Diego Builders. He joined Brookfield homes in 1993 and was named president of the San Diego and Riverside division of Brookfield Homes in January 1996. Brookfield Homes designs and builds, master planned communities, single- and multi-family homes for entry level, move-up and luxury buyers. The company's master-planned communities are found in San Diego, Riverside, and Imperial Counties. Mr. Doyle is a Registered Civil Engineer and he is admitted into the California State Bar Association. He has worked in the construction and development industry his entire career. From 31 years, he has worked as a professional engineer, attorney, home builder and developer. He has served as president of both the San Diego Building Industry Association, in 2001 and for the California Building Industry Association, in 2005. He continues to serve on advisory boards for San Diego State University and the University of San Diego, School of Law. Mr. Doyle has received numerous awards and honors for his work in the Home Building Industry and his work with charities supporting medical research, foster youth and disabled citizens.

JON EDNEY serves on the El Centro City Council, first elected in 2003 and re-elected in 2007. He also serves in leadership roles on behalf and for the city and county. He has served as the Imperial County cities representative to the Southern California Association of Governments, where he has chaired the Community, Economic, and Human Development Policy Committee, the Southern California Regional Housing Assessment sub-committee and as Vice Chair of the Administration Committee. Jon currently serves as vice president for the Southern California Association of Governments and is nominated to become president this May. In February of 2008, Edney was appointed by Governor Arnold Schwarzenegger to the California Regional Water Quality Control Board, where he serves as the only representative from the Imperial County. Mr. Edney has been active in the El Centro community for many years. He served as a Trustee for the El Centro Elementary School Board from 1998 through 2003, including two terms as President. He was Imperial County Grand Jury Foreman in 1992/93, and as President of the Imperial County Board of Realtors where he has been re-elected to serve as Treasurer for 2009. He served 3 years as a State Director for the California Association of Realtors. Councilman Edney is President of Imperial Valley Real Estate Services, Inc., and serves as Vice Chairman of the Board for Community Valley Bank.

GARY GALLEGOS is Executive Director of the San Diego Association of Governments (SANDAG). He is a nationally recognized expert in the areas of transportation, land use, regional public policy making, and binational planning and diplomacy. SANDAG is the research, planning, and transportation agency for the region. Mr. Gallegos leads a staff of nearly 200 professionals who collaborate to develop public policy initiatives for elected officials on numerous issues encompassing population growth, transportation, environmental management, economic development, municipal finance, binational coordination, and public safety. Under his direction, the agency has crafted an innovative \$42 billion Regional Transportation Plan to address transportation needs. Mr. Gallegos also served as the catalyst to create and implement, through its member governments, the first-ever Regional Comprehensive Plan. He ushered SANDAG into a new, expanded role after the passage



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of State Senate Bill 1703, which consolidated the responsibilities of SANDAG with many of the functions of the Metropolitan Transit Development Board and the North County Transit Development Board. He led the charge to extend TransNet, a regional half-cent sales tax for transportation; 67 percent of county voters approved the extension. The original 20-year TransNet program generated \$3.3 billion to fund highway, transit, and local road projects. The 40-year TransNet extension will raise another \$14 billion for similar improvements. Mr. Gallegos also led the effort to create the TransNet Early Action Projects program, which focuses on jump-starting construction of the top priority transportation infrastructure projects and programs identified in the Regional Transportation Plan. Most recently, Mr. Gallegos has worked with partner agencies toward securing the federal and state approvals necessary to create a third international border crossing in San Diego County – Otay Mesa East – and a short connecting highway. SANDAG will administer a toll that will generate funds to pay for the facility. Mr. Gallegos also serves as Chief Executive Officer of SourcePoint, the nonprofit public benefit corporation chartered by SANDAG. He holds a bachelor's degree in civil engineering from the University of New Mexico. He is a registered civil engineer.

HASAN IKHRATA, is the Executive Director of the Southern California Association of Governments (SCAG) Southern California's Metropolitan Planning Organization. Hasan has over 22 years of experience in the arena of Transportation Planning in the Southern California Region, in both the private and public sector. Prior to joining SCAG in 1994, Hasan worked for the Los Angeles County Metropolitan Transportation Authority (MTA) and the South Coast Air Quality Management District (SCAQMD) managing transportation and air quality related projects. Hasan holds a Masters Degree in Civil Engineering and a PhD Candidacy in Urban Planning from the University of Southern California in Los Angeles.

LYNN JACOBS was appointed by Governor Arnold Schwarzenegger to serve as the Director of the California Department of Housing and Community Development (HCD) that operates under the aegis of the Business, Transportation and Housing Agency in Sacramento effective, April 2006. Her position includes oversight for administering the state's housing finance, rehabilitation, and community development programs; oversight of the state's housing policy, planning and code-setting processes, and regulating manufactured housing and mobile home parks. Before accepting the Governor's appointment, Lynn was the founder and President of Ventura Affordable Homes, which develops single-family homes for first-time homebuyers under various affordable housing programs. She previously served as President of the Building Industry Association of Southern California and on the Board of Directors for the California Building Industry Association, as well as Chair of the Workforce Investment Board for Ventura County.

BOB JOHNSON serves as Assistant City Manager for the City of Temecula, and formerly served as the Planning Director for the County of Riverside, California. He graduated from Oregon State University with a BS in Natural Resources. After serving more than four years in the US Air Force he entered graduate school at the University of Arizona where he earned both his M.S. and Ph.D. in the School of Renewable Natural Resources. Bob arrived in California in 1989 to serve as Director of Community Development for the City of Irvine. He also served as President of the Planning Director's Association for Orange County and as the City of Irvine's Ex-Officio representative for Orange County's Coastal Greenbelt Authority. After leaving the City of Irvine, Bob worked for KWC Engineering in Corona. Subsequently, he served as Managing Director of the California Energy Coalition where he developed the Regional Energy Efficiency Initiative's (REEI) "Two Cities Program" - a collaborative partnership between Southern California Edison, the Cities of Irvine and Santa Monica and the California Energy Coalition. Bob re-entered the world of planning as a Senior Consultant for Zucker Systems, a San Diego Planning Consultant, to assist in restructuring Monterey County's Planning, Building and Inspection Department.

RICHARD KATZ is a Member of the Board of the Los Angeles County Metropolitan Transportation Authority, an organization that serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties. More than 9.6 million people – nearly one-third of California's residents – live, work, and play within its 1,433-square-mile service area. He provides strategic consulting in government relations and public affairs to clients in transportation, banking, education, clean energy, and entertainment, among others. Formerly, Mr. Katz served in the California State Assembly representing Sherman Oaks. Katz was first elected to the California State Assembly in 1980 and served continuously for 16 years, becoming the Assembly Democratic Leader as well as Chair of the Assembly Transportation



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Committee. In 2001, Katz was appointed to a 4-year term on the State Water Resources Control Board. Katz also worked on the environment, education, criminal justice and consumer issues, enacting strict laws on school and public safety, water safety and violence prevention. Katz served as Chair of Angelenos for Better Classrooms, resulting in a \$2.4 billion school bond in Los Angeles.

MARY LEE is an Associate Director at PolicyLink, a national research and action institute advancing economic and social equity, based in Los Angeles. Ms. Lee is a practicing attorney with more than 20 years of experience working in communities throughout California, with special emphasis on the issues of housing, land use, and community economic development. A former L.A. Transportation Commissioner, Ms. Lee has long worked for the legal and civil rights of the low-income people of her city. Ms. Lee's broad experience advising community groups and advocacy campaigns make her a key liaison in the organization's health, housing, infrastructure, and civil rights efforts. She earned a B.A., political studies from Pitzer College, and a J.D from University of California—Berkeley, Boalt Hall Law School.

ROBERT LEITER, has served as Director of Land Use and Transportation Planning for the San Diego Association of Governments (SANDAG) since 2003. In this position, Bob oversees regional public transit and rail planning, including long-range systems planning, project development planning, and short-range service planning and fare policy. He is also responsible for leading the development and implementation of SANDAG's *Regional Comprehensive Plan*, and oversees regional planning activities in the areas of transportation, land use, public facilities, environmental management, and interregional and bi-national collaboration. Mr. Leiter joined SANDAG following a 29-year career in city planning in California that included service as planning director for the cities of Chula Vista, San Rafael, Escondido, and Ventura. Mr. Leiter holds a BA in political science and MA in economics from UC Santa Barbara. He is a member of the College of Fellows of the American Institute of Certified Planners, and is the Chair of the American Planning Association's Regional and Intergovernmental Planning Division.

RONALD LOVERIDGE has served as Riverside's Mayor since 1994. Prior to his election as Mayor, he was a member of the City Council from 1979. Mayor Loveridge currently serves as the First Vice President of the National League of Cities and will become its President in 2010. Committed to improving air quality, he is a longtime Board member of the South Coast Air Quality Management District. In 2004, Governor Arnold Schwarzenegger appointed Mayor Loveridge to the California Air Resources Board. The Mayor has also joined the One Water One Watershed Steering Committee, which concerns itself with the Santa Ana Watershed and the limited water supply for the 5.6 million people in the 2,650 square mile Southern California basin. The Mayor appointed a Clean & Green Task Force in Riverside in 2005. Drawing on its work, the Riverside City Council approved a Sustainable Riverside Policy Statement. The Mayor also initiated City Council approvals of a Model Clean Air Program, a California Green Builder Program, the Planting of 100,000 trees, a Master Bike Plan and a Water Efficient Landscape Requirement Ordinance. In 2009, due in a large part to Mayor Loveridge's leadership, the California Department of Conservation declared Riverside the first city in the state to be called an "Emerald City" – a groundbreaking pilot project in which the state will lend resources and expertise to the City's green initiatives. Mayor Loveridge has been recognized frequently for his leadership on environmental issues, including receipt of the University of California Riverside's College of Engineering – Center for Environmental Research and Technology Distinguished Service Award for outstanding work on environmental issues in 2007. Mayor Loveridge has his M.A. and Ph.D. in Political Science from Stanford University and has taught at University of California Riverside since 1965. He is the author of *City Managers in Legislative Politics* and many articles on political issues.



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STEVE MESSNER has 30 years of professional experience in the areas of climate change, GHG reporting and analysis, energy, and transportation. He is the Western Region Manager of Climate Change Services for SAIC's Climate Change team. Mr. Messner supported the San Diego Foundation's Focus 2050 by serving as the project manager and lead author for the energy issues and for the final summary paper that has been accepted by the State's PIER program for inclusion in the 2008 State Climate Assessment. He has been the project manager and technical contributor for Cal Resources Agency's California Adaptation study, a multi agency review of planning issues that need to be changed or revised in response to climate change. Mr. Messner manages a task for the Sacramento Municipal Utility District (SMUD) to develop a Climate Change Strategic Plan in which he recommended to high-level decision makers an approach to respond to the physical, regulatory, and societal demands of climate change in California and identified the best GHG emission reduction opportunities for SMUD to meet its expected GHG reduction commitments under AB32. Recently, he served as Lead Author for a study of potential mitigation measures that can be undertaken by California refineries to respond to anticipated legislation restricting CO2 emissions. He also provides strategic advice on emissions reduction measures to the Port of Long Beach in California.

SETH MILLER currently serves as a Senior Consultant to the California Regional Blueprint Planning Program. His work focuses on balancing stakeholder input and public policies related to comprehensive regional planning efforts. He is a nationally recognized leader in the areas of social entrepreneurship, regional planning, and land use. Seth has facilitated dozens of public workshops throughout the state to design programs that increase environmental benefits while reducing congestion and expanding economic opportunity for low-income communities. Formerly, he worked with the California Center for Regional Leadership directing the Strategic Growth Program to enhance growth planning policies and practice statewide. He co-authored The California Regional Quality of Life Indicators Report in 2003, The California Story Report in 2004, The Challenge of California's Housing Supply and Affordability Crisis in 2005, and numerous other publications related to public infrastructure policy and practice. Seth has 15 years of experience in community development, infrastructure investment policy, and resource planning. He was co-founder of the Rocky Mountain Youth Corps in Taos, New Mexico and served as Executive Director of ASAP Online and NetDay - two social ventures designed to address the economic sustainability in Oakland, California. He has served on numerous regional and local boards and currently serves Board Member for Root Cause Institute, Management Team Member for ClimatePlan, and Strategic Advisor for Technology Against World Blindness.

CARL MOREHOUSE is in his third term on the Ventura City Council. Carl served as Deputy Mayor from 2003 to 2005, and most recently as Mayor from 2005 to 2007. His involvement with the City of Ventura began prior to his 1999 election. He participated in many planning related efforts since 1992 and, until his election in 1999, served on the City's "Seize the Future" citywide visioning process Citizen Outreach Committee, several key sub-committees, and the city's Historic Preservation Committee. Carl is an advocate for the principals of sustainable development and was instrumental in the creation of the Ventura County Civic Alliance, a multi-stakeholder group examining the "three E's" (economy, environment, social equity) of the sustainability model. Carl has been an advocate of affordable housing, resulting in an inclusionary component required for new housing developments to provide a small proportion of affordable units during construction. He has advocated strongly for pedestrian and transit oriented development, and has been a strong voice for a defining multi-modal transit center downtown to accommodate trains, buses, taxis and bicycling opportunities. Carl has been an outspoken leader on civic engagement ensuring public involvement in all local government decisions. He led efforts to increase public notification of certain development proposals by requiring on-site signage identifying the proposed development and its public hearing dates and locations. Carl has worked as a land use planner for over 30 years, most recently for the County of Ventura as a project planner for over 20 years. Councilmember Morehouse served on the Ventura Transportation Commission (VCTC), currently sits on the Ventura Council of Governments (VCOG), and is the 47th District representative on the Regional Council at SCAG. The California Chapter of the American Planning Association (CCAPA) awarded Carl with the 2007 Distinguished Leadership Award for an Elected Official. Carl earned his B.A. degree in Political Science from Purdue University and a Masters Degree in Public Affairs with concentrations in both Urban Planning and City Administration from Indiana University. He presently runs his own land use-consulting firm, specializing in promoting sustainable planning and governmental affairs.



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LINDA PARKS, serves on the Ventura County Board of Supervisor representing district 2, which includes Thousand Oaks, Newbury Park, Westlake Village, Lynn Ranch, Oak Park, Santa Rosa Valley, Bell Canyon, Hidden Valley, Lake Sherwood, Malibu - Yerba Buena, Portions of the Oxnard Plain, Naval Base Ventura County Point Mugu, and South Coast. She previously served as a Planning Commissioner, City Council member, and Mayor for the City of Thousand Oaks, California. She sponsored the "Parks Initiative" that preserves open space and parkland in Thousand Oaks, wrote the City's first campaign reform law, founded the Ventura County Discovery Center, created the City's Residents Roundtable, and initiated the annual Thousand Oaks Earth Day/Arbor Day Celebration. She is one of the organizing directors of the countywide SOAR campaign. She is an open space advocate whose sixteen-year grassroots effort to preserve Ahmanson Ranch culminated in the Ranch's purchase as a State Park. As a Ventura County Supervisor, Ms. Parks continues to champion quality of life issues, setting policy on the Board of Supervisors, the Santa Monica Mountains Conservancy, LAFCO, the Air Pollution Control District, Ventura Council of Governments, Southern California Association of Governments, California State University at Channel Islands Site Authority, the County Mental Health Board and Community Leadership Council, the Ventura County Transportation Commission, and the California Air Resources Board Regional Targets Advisory Committee. Ms. Parks' accomplishments as a Supervisor include organizing a County-wide Senior Summit to plan for the growing senior adult population, and leading in establishing a County transportation vision to provide an alternative to a future of congested roadways. Supervisor Parks received her Masters Degree in Urban Planni from the University of Washington and her undergraduate degree from Cal Poly San Luis Obispo. She received the Carla Bard "Environmental Integrity in Public Service Award" from the Environmental Defense Center, the "Walk the Talk Award" from Heal the Bay and the "Edward L. Masry Integrity in Community Service Award."

LORI HOLT PFEILER was elected to the Escondido City Council in 1992 and again in 1996. She was elected Mayor in 1998, 2002, and 2006 where she has been widely praised for bringing a new sense of cooperation and a focus on economic development and quality of life. Mayor Pfeiler has earned regional respect as an experienced leader on issues like Transportation and Housing. She was named Chair of San Diego Region Partners for Home Ownership and the Task Force on High Speed Rail for SANDAG; and currently serves as 2nd Vice Chair on the SANDAG Board of Directors. Mayor Pfeiler earned a BA in Accounting and an MBA.

ANDREW POAT is the Vice President of Policy for the San Diego Regional Economic Development Council, an organization that provides leadership by implementing strategies to set the San Diego region apart as a thriving center of technology and entrepreneurship, built upon informal networks, a knowledge-based economy, a culture of innovation, and an unparalleled lifestyle. He earned a BA, in Public Affairs from George Washington University.

STEVE PONTTELL is currently juggling three very distinct activities each with a unique view of the future and the new economy. Structuring a company focused on the growing Hispanic population of the South Western United States, Steve and his partners are building a Mortgage Banking, Real Estate and Investment Property Company that meets the needs of this important segment of the new economy. As the Chief Executive Officer of California Capital Companies headquartered in Ontario with offices in Indio, El Centro, South Gate, and Phoenix, he is responsible for the overall strategic growth of the company. California Capital is well positioned to capture a significant share of this growing market. As President of the La Jolla Institute, a California based, non-profit think-tank, Steve is vigorously involved in "Pioneering the New Community". Since founding the La Jolla Institute in 1996, he has focused his activities on advancing a better understanding of the critical elements necessary for both communities and corporations to achieve long term economic competitiveness. The La Jolla Institute is currently working on a major research project studying the changing nature of retailing and the relationship between the electronic and physical worlds and strategic planning projects with Orange County, California and the Great Valley Center in California's Central Valley. A nationally recognized authority on community development and the workplace of the future, Steve over the last fifteen years has initiated numerous corporate and community trailblazing projects. Steve's role with Gensler, the largest architectural design firm in the U.S., is to bring strategic consulting to both corporations and communities in light of the changes underway in the economy and the workplace. Steve received a B.S. degree in City and Regional Planning from California Polytechnic State University, and a MBA from the Claremont Graduate School's Drucker Center.



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KOFI SEFA-BOAKYE is the Community Redevelopment Director of the City of Compton. He recently captured the imagination of the urban planning profession with a recent op-ed piece on the decline of sprawl and subsequent rise of inner city urban communities (Planetizen, December 29, 2008). Over the past two decades, Kofi has written several articles on contemporary urban development issues confronting central cities. These urban oriented articles have been featured in the op-ed pages of Los Angeles Times, Los Angeles Business Journal and Planetizen. As an economist and urban practitioner, Dr. Kofi is currently utilizing his talents and skills in urban redevelopment to spark community oriented smart growth developments in the city of Compton. Kofi holds Masters Degrees in Economics and Urban Planning, a Doctorate from USC as well as serving as Knight Fellow in Community Building at the University of Miami.

WALLACE WALROD leads the Orange County Business Council's Research Department as Vice President of Research and Communications. Dr. Walrod has lead strategic projects with many prominent organizations. His work includes designing innovative programs, strategies, and policy solutions for private industries, government, and private foundations, including the Orange County Community Indicators and Workforce Assessment projects. Dr. Walrod is also the Founding President of the Center for a New Orange County, which plays a key role in shaping Orange County's economic future.

MICHAEL WOO Michael Woo was appointed by Mayor Villaraigosa to the Los Angeles City Planning Commission and previously was elected to two four-year terms on the Los Angeles City Council (the first trained urban planner and the first Asian American elected to serve on the city's governing body). Woo initiated the Hollywood Redevelopment Plan, the 30-year-plan which laid the legal, financial, and planning framework for the current revitalization of the historic Hollywood area, and played a pivotal role in planning the route and station locations of the Metro Red Line subway. He is an adjunct professor in USC's School of Policy, Planning, and Development, teaching the undergraduate introduction to urban planning and development, and previously taught a UCLA seminar on "China's Urban Sustainability Challenges." On the national level, Woo is chairman of the Board of Directors of Smart Growth America, the national advocacy organization promoting smart growth and sustainable development policies. At the state level, the California Air Resources Board has appointed Woo to be one of the 21 members of the new Regional Targets Advisory Committee, which will recommend factors to be considered in developing regional targets for greenhouse gas emission reductions linked to land use and transportation. Woo received a B.A. in Politics and Urban Studies from the University of California, Santa Cruz, and earned a Master of City Planning degree from the University of California, Berkeley.

California Regional Blueprints

Fact Sheet

**THINK GLOBALLY
PLAN REGIONALLY
ACT LOCALLY**

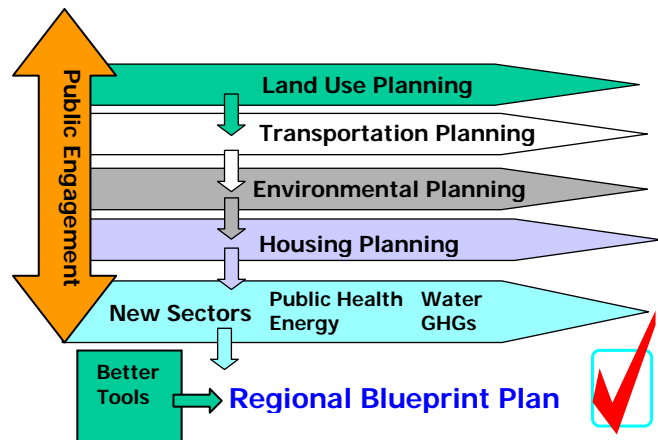
Regional Blueprints arose as a means of addressing growth in California. They provide an opportunity for local governments and regional agencies to coordinate long-range plans for transportation and land use to develop a preferred growth scenario.

What are Regional Blueprints?

- **A Regional Blueprint is a region’s preferred growth scenario** – a comprehensive vision for how a region will address future growth while taking into consideration all of the circumstances and challenges unique to that region.
- **Collaborations with a broad range of public and private stakeholders create Regional Blueprints:**
 - Local elected officials
 - State and Regional Agencies
 - Tribal governments
 - Business interests
 - Labor, environmental and community leaders
 - Neighborhood groups
 - The general public

Elements in the Regional Blueprint Process

What makes Regional Blueprints unique and successful is the process by which they are created:
 They are **comprehensive**: they include many different sectors and normally segregated planning processes.
 They are **integrated**: they combine and consider these planning processes in one forum.
 They are **collaborative**: they engage many stakeholders and the public throughout the process.



As shown in the figure to the left, Regional Blueprints provide a forum for addressing unique community issues to create a vision for the future that reflects residents’ values and priorities.

What do Regional Blueprints do?

- Foster more efficient regional land use and transportation patterns
- Improve mobility through a combination of strategies and investments
- Accommodate adequate housing supply for all incomes and all needs
- Minimize impacts to valuable habitat and productive farmland
- Increase efficient use of energy and other resources
- Establish a process to secure local government and community engagement and support
- Create safe, healthy and vibrant neighborhoods
- Promote a prosperous regional economy
- Reduce air pollution and greenhouse gas emissions

About the Program

The California Regional Blueprint Planning Program is supported by voluntary, discretionary, competitive grants awarded by the California Department of Transportation (Caltrans) and an Interagency Review Committee representing more than 10 State and federal agencies. This interagency group also serves as a State Coordinating Committee that collaborates to support the program. In addition to the grants, Caltrans provides the regions with technical support for modeling, data and scenario work through UC Davis's Information Center for the Environment. Caltrans also holds regional and statewide workshops on topics related to regional blueprint planning.

The grants, from federal transportation planning funds, provide funding that initiates or augments existing efforts of California's Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to conduct comprehensive scenario planning. The grants fund proactive public engagement to foster consensus on a regional vision and preferred land use pattern by building capacity for regional collaboration and integrated planning.

State legislation originally established the Regional Blueprint Planning Program as a two-year program with \$10 million in federal regional transportation planning funds made available during fiscal year (FY) 2005/06 and FY 2006/07. The Program has been continued with \$5 million awarded in FY 2007/08, for the first time including rural RTPAs. Another \$5 million is being awarded to the MPOs and RTPAs in FY 2008/09, for a total of \$20 million over four years.



For more information, please see the Regional Blueprint Planning website:

<http://calblueprint.dot.ca.gov/>

Brief Overview of Senate Bill 375

Prepared by Caltrans
HQ Division of Transportation Planning

With transportation sources contributing approximately 40 percent of the greenhouse gas (GHG) emissions in the state, Governor Schwarzenegger signed a landmark bill, Senate Bill (SB) 375 on September 30, 2008.

SB 375 is the transportation portion of the overall effort to reduce California's GHG emissions to 1990 levels as required in Assembly Bill (AB) 32. SB 375 moves forward to address GHG emission reductions, and other growth associated issues effecting California residents.

To reduce their overall regional GHG emissions, SB 375 establishes a wide range of new planning requirements for each of the 18 Metropolitan Planning Organizations, or MPOs, in California. By September 2010, the California Air Resources Board (CARB), through an appointed Regional Targets Advisory Committee (RTAC), will develop GHG emission reduction targets for cars and light duty trucks within each of the MPOs' boundaries. Cars and light duty trucks account for 50 percent of air pollution and 70 percent of the petroleum consumption in California. The MPOs, through their planning processes, then prepare plans to meet these regional GHG reduction targets.

To outline their plan to reduce their regional GHG emissions, each MPO prepares either a Sustainable Communities Strategy (SCS) or an Alternative Planning Strategy (APS). The MPO prepares a SCS if it is able to achieve the regional GHG emission target set by the CARB with the anticipated funding resources they have available. The SCS will then be a part of the MPOs Regional Transportation Plan (RTP). The RTP is a long range planning document with a 20-plus year horizon. Or, if it is determined the GHG emission target cannot be met with the MPOs current or planned financial resources, or realistic land use strategies, an Alternative Planning Strategy (APS) will be prepared. The APS is not part of the MPOs RTP.

Through their planning efforts, MPOs will incorporate methods encouraging the reduction of residents' car use. Efforts to increase use of alternative transportation, such as transit, bicycles or walking will be refined and refocused. Similar to the MPOs' preparation of their regional Blueprint Plans, SB 375 requires the MPO to look at the region as a whole. This includes future land use patterns, future commercial and residential development, and the future transportation system to support future needs.

SB 375 also specifies that transportation projects funded by local sales tax funds are exempt from SB 375 requirements if the sales tax measure was on the ballot prior to December 31, 2008, or if the voters have approved a sales tax measure prior to December 31, 2010.

To help facilitate the use of alternative forms of transportation, new residential development should be focused on the more concentrated areas of a city. New residential in-fill development that is concentrated within existing city boundaries, such as a downtown area, is more expensive than building on the city outskirts or in open spaces. SB 375 addresses this by providing relief from certain CEQA requirements, and should make in-fill development more competitive.

Additional information on SB 375 is available at:

ARB Website

<http://www.arb.ca.gov/cc/sb375/sb375.htm>

Caltrans Website

<http://www.dot.ca.gov/hq/tpp/offices/orip/sb375.html>

STATE OF CALIFORNIA

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Governor

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Department of Corporations
Department of Financial Institutions
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Department of Housing & Community Development
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California Travel and Tourism Commission
Infrastructure and Economic Development Bank

BUSINESS, TRANSPORTATION AND HOUSING AGENCY

March 2, 2009

RE: Urgent Regional Economic Recovery Work Plans

Dear Stakeholder:

We are writing to follow up on the February 9, 2009 letter you received from the Business, Transportation and Housing Agency's Secretary Dale E. Bonner regarding your participation in your Regional Economic Recovery Work Plan. We have had a very positive response from leaders across the state and are pleased to report that efforts are now under way in every region to develop Regional Economic Recovery Work Plans with the consensus among stakeholders in each region. Thank you for your help and leadership in this effort. We know that it will take a united and collaborative effort to meet the first deadline of having Regional Work Plan drafts completed by April 1, 2009.

Now that the Federal Stimulus bill (American Recovery and Reinvestment Act) has been signed by the President, more details are coming to light of how California and our regions, counties and cities can apply for and use those funds. It is now more important than ever that we all work together to leverage our resources to bring as much money as possible back to California. By working together to identify the most promising, shovel-ready and impactful projects across our state, we can help make our various grant applications as strong as possible. While we believe this cooperative process has the ability to yield great benefits for California, it is by no means mandatory for any organization or local government.

Attached to this cover letter you find the following additional materials which will be helpful for your involvement in your region's work plan:

1. A contact list of the regions in the state and the organizations coordinating the effort to draft the Regional Economic Recovery Work Plans
2. The Guidelines (an overview of the purpose for these Regional Economic Recovery Work Plans)
3. The Suggested Format (a template for drafting each region's work plan)
4. A sample Economic Analysis Framework for transportation projects (to assist in measuring the economic impact of the various projects in each region)

Thank you again for your support of this effort to help our state grow and recover in a sustainable way that provides as much impact as possible for all of our communities. If you have any questions, feel free to contact any of us at (916) 323-5400.

Sincerely,

Eloisa Klementich
Assistant Deputy Secretary for Economic Development

Robert Glazier
Deputy Secretary for External Affairs

Jim Bourgart
Deputy Secretary for Transportation and Infrastructure



Demonstration Project Proposal

An opportunity to partner for regional sustainability

2009–2010 FISCAL YEAR APPLICATION

Compass Blueprint is offering the opportunity for a planning effort in your community to be a showcase Demonstration Project—one that exemplifies the principles shared by the Compass Blueprint program and your own community's vision. Projects that feature creative and forward-thinking development solutions will benefit, free of charge, from a customized program of consultant services, SCAG staff time, financial resources and technical assistance.

Compass Blueprint's innovative tools and services allow cities and counties to evaluate planning options and stimulate sustainable development opportunities. More information is available on the Compass Blueprint Web site at www.compassblueprint.org/toolbox/services.

Proposals will be evaluated and selected based on criteria that include:

- The project's integration of land use and transportation planning and efficiency of infrastructure use;
- A mix of housing densities and types, including affordable housing;
- Cooperation with other local governments and transportation commissions;
- Coordination with project stakeholders through an existing or planned advisory group;

- Development planned within or adjacent to existing developed or underutilized areas, with conservation of open space and agricultural lands;
- The project's inclusion of emerging fields of sustainability such as carbon footprint modeling, climate change mitigation, stormwater management, green building, etc.

For a complete list of evaluation criteria see www.compassblueprint.org/apply/criteria.

Successful applicant jurisdictions will be identified as "Compass Blueprint Partners" leading the way to improve the region's mobility, livability, prosperity and sustainability. SCAG may showcase the final products from their projects as demonstrations of innovative planning, with useful ideas and strategies to inspire other cities and counties.

To apply for Compass Blueprint Demonstration Project assistance for the 2009/2010 fiscal year, fill out the cover sheet on the next page, prepare a proposal describing your project, its local benefits and how it furthers regional Compass Blueprint goals, and submit to SCAG. Applicants are encouraged to contact SCAG for assistance in assembling a winning application.

Applications will be accepted until 5:00 p.m. on May 15, 2009.

#2237



Demonstration Project Proposal

An opportunity to partner for regional sustainability

2009-2010 FISCAL YEAR APPLICATION

Please complete this form using only the space provided.

Project Name

Agency Sponsor

Primary Contact Person

Title

Address

City

State

Zip

Phone

Email

Please provide a short description of your proposed project and the services requested:

Attach a proposal that includes detail on:

- The project location (include maps);
- Scope of the overall project;
- Scope of the planning assistance requested from Compass Blueprint;
- Project timeline including anticipated start date for requested services;
- Estimated cost of requested services;
- Product(s) expected (e.g. written report, visual/video aids, plans, events, etc.);
- How the project will assist the region in meeting the Compass Blueprint principles of mobility, livability, prosperity and sustainability (please see www.compassblueprint.org/about/principles).

Applicants are encouraged to include a letter of support from the appropriate subregional organization and selected projects must provide a resolution of support from the appropriate City Council or County Board of Supervisors (see www.compassblueprint.org/files/demoprojresolution.pdf for a sample resolution).

Submit your proposal by 5:00 p.m. on May 15, 2009 to:

Peter Brandenburg
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

For more information, go to
www.compassblueprint.org
E-mail: brandenburg@scag.ca.gov
Or call: (213) 236-1937

By applying for Demonstration Project assistance, the Applicant agency agrees to use of its name in regional and national recognition of the Compass Blueprint program. In submitting this application, the Applicant agrees and understands that SCAG shall not be liable to the Applicant for claims, demands, costs or damages arising from or connected with the provision or use of services offered by SCAG or its consultants under the Compass Blueprint program.

#2237

a project of



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

818 West Seventh Street, 12th Floor, Los Angeles, California 90017
Tel: (213) 236-1800 | Fax: (213) 236-1825 | www.scag.ca.gov

CALLING ALL INNOVATIVE PROJECTS!

Compass Blueprint is now accepting applications for the
3rd Annual Compass Blueprint Awards

DEADLINE TO SUBMIT NOMINATIONS: MAY 15, 2009



The Compass Blueprint awards recognize great planning and development work occurring throughout the Southern California region. Award winning plans and projects coordinate land use and transportation actions, demonstrate excellence in planning and design, and most importantly, work towards **improving the mobility, livability, prosperity and sustainability of our region.**

Awards will include recognition for outstanding achievement in categories such as: Urban Design, Public/Private Partnerships and Environmental Justice.

Previous Winners include:

- City of Pasadena for their Central District Specific Plan
- City of Riverside for their General Plan 2025 Program
- City of Buena Park for their Buena Park Transit Village
- City of El Centro Project SHAPE
- Ventura County Civic Alliance & the Ventura Council of Governments for their "Compact for a Sustainable Ventura County"



To nominate your project or program go to www.compassblueprint.org and download an application or for more details email: info@compassblueprint.org



Compass Blueprint is a program founded in 2000 by SCAG to promote sustainability through smart planning at the local level. The Compass program is driven by four principles: *Mobility, Livability, Prosperity and Sustainability*. To realize these principles, the program encourages local agencies and developers to: focus growth in existing and emerging centers and along transportation corridors; create significant areas of mixed-use development and walkable communities; target growth around existing and planned transit stations and preserve existing open space and stable residential areas.

#2237



Orange County Business Council

the leading voice of business in Orange County



The Orange County Business Council is the leading voice of business in Orange County, initiating innovative and progressive strategies designed to promote and support the business community, working with government and academia.

For more than 100 years, OCBC and its predecessor organizations have worked to enhance the economic development of America's fifth-largest county. Today, OCBC represents hundreds of businesses, with nearly 200,000 employees in Orange County and 2 million worldwide.

In 2009, OCBC will follow its chairman's theme, "Compete to Succeed," and lead a high-profile, proactive advocacy program focused on fulfilling its top three initiatives: improving infrastructure, preparing a future workforce and increasing the supply of workforce housing.

"OCBC is determined to ensure that Orange County thrives and its voice be heard at the regional, state and national levels," said 2009 OCBC Chairman Larry Buster of First American Title. "When Orange County thrives, the state thrives, the nation thrives. Through our research, advocacy plans and communications programs, we can fulfill our mission and preserve a high quality of life here in Orange County."

The OCBC infrastructure initiative – OCMoves – expects to increase investment in the construction, management and maintenance of Orange County's transportation, water and sewer systems. Among other projects, the organization plans to work to secure the completion of the 241 Foothill-South Toll Road, support protection and implementation of Measure M and M2 renewal provisions, and advocate for Orange County's fair share of state and federal

transportation dollars, including federal stimulus funding.

Much progress has already been made in building partnerships among business, education and the community to maintain education and training programs that meet the needs of employers, ultimately ensuring a high-quality workforce. In the coming months, these strengthened partnerships will push forward on OCBC's workforce development agenda, as well as host its 2009 Workforce Development Conference with the Orange County Workforce Investment Board.

OCBC also is a driving force in the endeavor to increase supply, choices and affordability of housing for the county's workforce. In addition to advocating for state and federal solutions for the housing industry recovery, OCBC plans to unveil its Workforce Housing Toolkit to serve as a resource for public officials and policy makers, the business community and the public with information on the latest housing developments, programs and strategies that impact the availability and affordability of workforce housing. Affordability begins with availability.

Leading the way in business advocacy for Orange County and beyond, OCBC this past year advanced more than two dozen bills instrumental to business interests, with great success on OCBC-supported ballot measures. The organization also represented the commercial industry before the California Building Standards Commission in the development of the nation's first-ever green building standards. OCBC proudly serves its investors and welcomes new members to join an elite group of leaders who represent the best and the brightest in Orange County.



**ORANGE COUNTY
BUSINESS COUNCIL**

ORANGE COUNTY BUSINESS COUNCIL

2 Park Plaza, Suite 100

Irvine

ocbc.org

BIRTHING A NEW COMPTON

SMART GROWTH APPROACH

Based on the extensive information collected and analyzed during the design charrette, along with prior City efforts, the ICF team developed a Smart Growth Implementation Plan for the City of Compton that directly addresses the key goals identified by the City. These include the following:

- Provide a sense of place with pedestrian-focused community activities and retail environment.
- Increase opportunities for higher-paying job opportunities and home-grown small businesses.
- Capitalize on the abundance of transit- both the Blue Line and the RapidBus.
- Focus initial efforts on a few key target areas and projects.

Smart Growth Implementation Plan for the City of Compton:

1. Focus on Downtown Compton
2. Corridors, Zoning, and Design Guidelines
3. Brickyard as a New Neighborhood
4. Transit-Oriented Development (TOD) Employment Center

CORRIDOR PLANNING

One key to creating a new identity for Compton is to realize the different roles of each major road and make the appropriate improvements. The City should create a Corridor/Street Master Plan outlining which streets are primarily through-corridor and which are primarily local and pedestrian oriented.



FOCUS ON DOWNTOWN

Focus initial efforts and resources on creating a vibrant and lively Downtown Compton. Investing public resources on Downtown will show residents and developers that Compton is ready for change and will encourage private investment throughout the City.



NEW BRICKYARD NEIGHBORHOOD

The Brickyard area is a unique opportunity to create a strong residential neighborhood that will broaden the housing market in Compton. Working with property owners and developers, the City should develop a Planned District Overlay, essentially a master plan, to emphasize the key elements that are critical to the site.



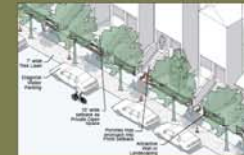
ZONING FOR HOUSING CHOICE

Zoning regulations and city policies should promote and encourage the implementation of the City's Vision. In order to provide high quality, accessible housing that gives people choices, the City should encourage a wider variety of housing types, including some higher density mixed-use housing projects in key locations such as downtown.



DESIGN GUIDELINES

Compton deserves to get the type of development that fits the City's Vision. Detailed, specific site plan review is critical. Adopting a basic set of design guidelines will help city staff and developers understand what is expected when building in Compton.



TOD EMPLOYMENT CENTER

The Artesia Station area is a good place to focus long term efforts to create quality jobs for Compton Residents. This area could grow to be a more intensive employment center accessible by both transit and highways.



American Planning Association

Policy Guide on Planning and Climate Change

INTRODUCTION

Today, planners have the opportunity and obligation to address the historic challenge of global climate change. The planning profession and the process of planning are uniquely suited to help communities make the changes needed to rise to this challenge and achieve the outcomes needed to create communities of lasting value. This Climate Change Policy Guide recommends a policy framework to assist communities in dealing with climate change and its implications. Success will require new policies and a bold new approach to planning.

The earth is getting warmer and it will continue to do so well into the future. The key question is how fast and how severe the impacts will be and whether we can adopt policies for mitigating against and adapting to these impacts. Climatologists reporting for the United Nations Intergovernmental Panel on Climate Change (IPCC) see human activities as the major contributor to global warming and express growing fears that warming will accelerate in the coming years with potentially devastating impacts.

In recent years, new conditions and certain extreme experiences have brought the issue of climate change into the forefront for planners, lawmakers and the public. We now have clear evidence of climate change leading to specific, measurable effects ranging from arctic melting and sea rise to heightened storm and drought severity. The earth's temperature may have reached a tipping point where such changes accelerate even more rapidly than originally predicted. These conditions make it imperative that planners and policymakers work immediately to implement new policies to address climate change.

Although scientists believe that the effects of human induced global warming cannot be eliminated because of the volume of greenhouse gases (GHG) already emitted into the atmosphere, the rate and volume of GHG emissions can be reduced lessening the dangerous impacts on ecosystems, communities and human health. The built environment is a primary contributor to climate change and GHG emissions. This makes planning central to any policy solution. Planners must play a key role in promoting energy efficiency in the existing built environment and changing development patterns, transportation systems, and regulations in ways that reduce GHG emissions. This policy guide provides planners, engaged citizens and elected officials with strategies to slow the pace of climate change and adapt to its impacts.

1.1 The Role of Planners

A dramatic new response to climate change is required. Business as usual or small, marginal reforms will not suffice. The nation and our communities must commit to incorporating climate change considerations in a thorough, comprehensive new approach to physical, social and economic planning. Planners must promote this major shift in the public policies that drive development decisions, growth and infrastructure investment.

Until recently, most planning practice has not directly addressed climate change issues. Although many planners have been concerned with climate change issues since the 1990's, few incorporated climate issues explicitly into their work. Physical change has been so gradual that the global warming crisis was until recently not taken seriously by many and was considered primarily a debatable political issue by elected officials and other policymakers.

For the last decade, planners have rightly focused on smart growth and sustainability but have not always seen them as directly connected to climate change. The American Planning Association ratified policy guides on both topics. Innovation in these areas have been important; however the growing climate crisis and the emerging policies to address it make it essential for planners to respond to climate change issues now. Policy action on climate change is happening across the nation. More than 500 cities have pledged to significantly lower their emissions and , the majority of states now have special commissions or adopted action plans on climate change. Nearly half have already set overall GHG emission or vehicle-based GHG emission targets. Planners will be called upon to implement many aspects of these new programs and craft plans that meet new emission targets.

Planning can play an important role in influencing societal actions that can slow the pace of climate change, mitigate the effects that do occur and allow adaptation to the ultimate impacts of global warming. The planner's role will be extremely important because it will deal with such basic issues as community design, transportation networks and use and increasing development density. Elected leaders and citizens will rely on plans direct investment, design, and development strategies that are efficient and sustainable. Planners will also have to address the potential costs imposed on households by climate change and the policies adopted to address it. The climate challenge will require the comprehensive, long-term perspective that planning is uniquely qualified to provide.

Four ideas form a framework for this guide. First, the policy responses to climate change need to be based on the best possible science. Because climate change is bringing about previously unrecorded conditions, projections based on new scientific modeling are the best way to anticipate and respond. Planners must have access to vital data, information and resources to help them interpret these unprecedented changes

Second, the specific impacts of climate change are highly regional and even local in nature. Therefore, climate change policies cannot be based on a one-size-fits-all approach. Planners must be aware of what the future holds for their particular geographic region and formulate their strategies accordingly. While plans and policies must reflect the individual needs of local areas, any successful mitigation effort will require a national, and indeed international, framework for addressing GHG emission.

Third, adapting to climate change is just as important as mitigating it. Planners can have a significant effect on climate change mitigation through a variety of actions, including encouraging higher density development, reducing vehicle miles traveled (VMT), using green building techniques, and supporting alternative energy sources. However, due to the extent of potential impacts projected under even the most aggressive mitigation scenarios, planners will

also need to address the effects of climate change including rising sea levels, greater drought conditions and flood control in planning for adaptation.

Finally, planners need to communicate about climate change in new and different ways. Policies that we develop now will have a long-range timeframe. Given that it is often hard to keep people engaged over even the short-term, planners will need new communication tools to explain climate change issues and maintain the focus on long-term adaptation and mitigation responses. Citizen participation and engagement is vital to the success of climate change efforts.

Planning is vital because of its comprehensive approach to the built environment, but traditional approaches are not enough to mitigate and adapt to climate change. A new type of planning and public policy has to be developed. Through these new policies, planners can work to mitigate the extent of climate change and adapt to the new conditions

1.2 General Scientific Findings

Finding 1: Climate change largely results from a buildup of carbon dioxide and other GHG concentrations in the atmosphere. This buildup is principally caused by human activities, including fossil fuel burning for residential and industrial processes and transportation, changes in development, and deforestation. Global GHG emissions created by human activities have grown dramatically, with an increase of 70% between 1970 and 2004.

Finding 2: Warmer winters with related snow and ice melts in the arctic will create higher sea levels. The impacts of rising sea levels will be flooding in lowland areas and submersion of coastal beaches. In addition, submersion will allow saltwater intrusion into groundwater and freshwater estuaries, as well as upstream from where rivers now empty into oceans. Longer and deeper droughts coupled with high temperatures may result in flooding and effect water supplies in many regions. The loss of habitat caused by these changes will affect many species of plants and animals. Because of increased urbanization and the speed with which climate changes are expected to occur, many, if not most, species will be adversely affected and threatened.

Finding 3: Advances in scientific analysis show that discernible human influences extend beyond average temperature to other aspects of climate such as: (1) sea level rise during the last half of the 20th century; (2) changes in wind patterns, affecting extra-tropical storm tracks and temperature patterns; (3) increased extreme temperatures both hot and cold; and (4) increased risk of heat waves and drought and frequency of heavy precipitation events.

Finding 4: Despite current climate change mitigation policies and related sustainable development practices, global GHG emissions will continue to grow over the next few decades. Human induced global warming and sea level rise will continue due to the time scales associated with climate processes and how they respond to changes. Even if GHG concentrations are stabilized the response will be slow. Global warming is likely to create impacts that are abrupt or irreversible, such as the elimination of certain animal species.

Finding 5: The ability of populations to adapt to the effects of climate change is intimately connected to social and economic development but is unevenly distributed across and within societies with greater impacts on the poorer and more vulnerable.

Finding 6: Neither adaptation nor mitigation alone can eliminate all climate change impacts; however, they can complement each other and together can significantly reduce the risks of climate change. It is possible that some of the impacts of climate change can be reduced, delayed or avoided by aggressive implementation of mitigation strategies. Mitigation efforts and investments over the next two to three decades will have a significant impact on achieving lower stabilization levels.

1.3 Core Principles

The following are core principles based on the abovementioned findings. These principles are the foundation of the recommended policies herein. The Core Principles of planning for climate change are:

- Reduce GHG emissions primarily through reducing fossil fuel use and establishing a progressively more energy efficient economy. This is critical to slowing the pace of climate change. The United States must adopt an overall goal or target for GHG reduction that results in 80% reductions by 2050 beginning with short-term reductions to 2000 levels by 2010.
- Coordinate the climate change-related policies and actions government at all levels. Successful mitigation and adaptation efforts will require local, regional, state, federal and international action.
- Promote interdisciplinary, coordinated action among design professionals and among the public, private and non-profit sectors.
- Select strategies that are economical and maximize effectiveness as determined through a comprehensive assessment of community energy resources and use.
- Establish a balanced approach. Action on climate change must include a mix of education (providing more complete information so decision-makers make better choices), incentives (whether through funding or other means), subsidies, and regulation.
- Target assistance to the people and places that most need it. Special assistance is needed for critical populations unable to afford short-term solutions or adapt to long-term impacts of climate change. Consider social and environmental justice and equity in crafting climate policy.
- Encourage the increased funding and development of rail and mass transit.
- Develop strategies and systems that enable US climate action to be transferred to and replicated in an efficient manner by other countries when applicable. Build plans which offer solutions that can be easily focused to the particular needs of different communities around the globe, working collaboratively with international organizations.

1.4 Policy Guide Overview

The following policy recommendations are organized in 3 categories. Section 2 presents policies on **Planning to Reduce Climate Change**. Included in this section are policies dealing with planning practice, as well as communication and education. These policies promote planning outcomes that lead to lower GHG emissions, such as mixed use development, high density development near transit, infill and redevelopment to utilize existing utilities and services.

Section 2 presents planning policies related to transportation modes and systems that can be used to reduce VMT and related emissions. Planning policies suitable for communities of all sizes, including rural and agricultural areas, are discussed.

Section 3 provides policies on **Mitigating Climate Change**. This section includes policies setting standards, regulations and incentives to lower GHG emissions. To address global warming, standards and regulations used in planning practice will need to be revised or expanded. In addition, new standards, processes, incentives and regulatory structures will be required to meet GHG targets. Policies in this section discuss changes needed to reduce emissions related to transportation, buildings, electricity generation, industrial uses, landfills, and agriculture.

Section 4 presents policies on **Adapting to Climate Change**. These policies acknowledge that some level of climate change is inevitable, and communities must to adapt and prepare for the impacts. Such policies include avoiding development in hazardous areas like flood plains or fire prone dry areas.

Adaptation and mitigation are both vital policy solutions, and both must be addressed in any comprehensive policy solution. Plans must be developed to respond to the changes that are occurring and will continue into the future.

1.5 Climate Change Policy Findings

Finding 1: Land use patterns play a significant role in reducing VMT and thus in reducing energy consumption and its associated GHG emissions. VMT can be reduced by promoting strategies such as compact development, high density development arranged to encourage pedestrians, bicycle and transit use, transit oriented development, and mixed-use development.

“When viewed in total, the evidence on land use and driving shows that compact development will reduce the need to drive between 20 and 40 percent, as compared with development on the outer suburban edge with isolated homes, workplaces, and other destinations. It is realistic to assume a 30 percent cut in VMT with compact development. Making reasonable assumptions about growth rates, the market share of compact development and the relationship between CO₂ reduction and VMT reduction, smart growth could, by itself, reduce total transportation related CO₂ emissions from current trends by 7 to 10 percent as of 2050.” (Ewing et al, *Growing Cooler*)

Finding 2: Transportation and parking policies can be employed to discourage private auto use and reduce VMT and its associated emissions. Current policies encourage auto use through a variety of direct and indirect subsidies. Programs such as congestion pricing, parking cash out, transit benefit equity, elimination of minimum parking requirement, and demand responsive parking pricing can be effective tools to reduce transportation-related GHG emissions and save energy costs.

Finding 3: Local programs that encourage the **preservation of historic buildings** and their adaptive reuse result in energy conservation. These buildings are typically closer to population centers and adaptive reuse generally involves lower impacts on natural resources than new construction. Technology exists to change and adapt the heating, cooling and ventilation systems of older structures so as to achieve the energy efficiency of modern construction. In

addition the maintenance, restoration and adaptive reuse of existing urban areas (including their buildings, infrastructure and other assets) reduce energy use and VMT.

Finding 4: Use of “green” building standards result in energy conservation compared to conventional codes. About 75% of the electricity used in the country goes toward heating, cooling, and lighting buildings. Since over 70% of electrical energy is generated by conventional electrical power sources such as coal- and gas-fired generation plants, reducing the amount of power consumed by buildings is as important to addressing climate change as reduction of auto emissions. Research indicates that sufficient energy falls on the roof and south face of buildings to satisfy the power demands of those buildings.

Finding 5: Providing a range of housing opportunities within a community decreases commuting and its associated greenhouse gas emissions. It also reduces the need for private vehicle trips associated with job commutes.

Finding 6: Communities can encourage the production and use of energy generated from renewable resources by changing land use, building and site design standards. Changing the source of fuel used for electrical power generation to renewable energy will reduce GHG emissions. At the same time, technologies to cleanse emissions from traditional sources should also be expanded. Coal generation of electricity produces the bulk of GHG emissions. Policies should reduce reliance on coal fired plants, expand use of renewables, and promote technologies to reduce emissions from coal fired power plants. Climate change planning must address the new opportunities and problems arising from increased use of renewable energy sources.

Finding 7: Communities can be made more resilient and defensible to the effects of climate change through land use policies that encourage development in areas away from hazards such as wildfires, land erosion and floods. Areas likely to experience floods and wildfires are expanding and threatening more populations due to a combination of the growth of new development into wilderness areas and changing weather patterns driven by climate change.

Finding 8: Protecting and enhancing green spaces in and near communities provides natural carbon sinks in soils, vegetation, and streambeds to mitigate carbon emissions. Greenspace protection programs should not only be sensitive to natural ecological processes and habitat needs but also include an accurate calculation of GHG mitigation. The built environment and urban design should maximize natural areas and assets and incorporate indigenous plants or others appropriate to the community’s climate to reduce energy and water consumption.

Finding 9: Promoting water conservation, and the use of nearby water sources reduces the amount of energy necessary to transport it, and therefore lowers greenhouse gas emissions.

Finding 10: Growing food for local consumption lowers transportation costs thereby lowering the use of fossil-based fuels. Climate change and its impact on arable land will reduce the amount of land available for agriculture production or future development of any kind.

To review the American Planning Association’s New Policy Guide on Planning and Climate Change, visit the electronic document in full at the URL:
<http://www.planning.org/policy/guides/pdf/climatechange.pdf>

Finding 11: Centralized facilities equipped with **communications technologies** such as videoconferencing allow community residents and businesses to conduct business and share information in ways that minimize travel thereby reducing VMT.

Finding 12: Planning and development policies to address climate change may vary based on size, economy, and ecosystem. While all of places can play a role in addressing climate change, the specific role may vary. Regardless of its specific variations, climate change planning must start at the local level.

Finding 13: Planning is a tool that must guide change, engage citizens, and **assist decision-makers**, including regional agencies and groups; local governments; neighborhood organizations; property owners; real estate and development professionals; insurance and finance companies; business leaders; hospitals, school boards, colleges and universities; and state and federal agencies to ensure better decisions and policies that address climate change.

Finding 14: **The transportation sector** is responsible for approximately one-third of GHG emissions, and if current trends continue, those emissions are projected to increase rapidly. The transportation sector's emissions are a function of vehicle efficiency, fuel content, and vehicle miles traveled. Significantly reducing emissions in the future requires improvements in all three areas. While improving vehicle and fuel efficiency are critically important, growth in VMT must be addressed in order to achieve overall reductions in GHG emissions. It is important to develop planning strategies to reduce and shift travel demand to modes that have the lowest carbon output and reduce VMT.

Findings 15: Economic strategies that reduce GHG emissions such as a nationwide and economy-wide **cap and trade system** for carbon emissions are needed to promote reduction in greenhouse gas emissions in an amount necessary to slow climate change.

Finding 16: Few communities **regulate and evaluate development** in a way that accounts for or reduces GHG emissions. Planning, regulations and development reviews should directly address climate factors. New or revised standards, regulations, practices and technologies are needed to reduce GHG and prepare communities to adapt to the effects of climate change.

Finding 17: **Sea level is rising** and the long-term impact of this phenomenon requires a systemic change in thinking. While difficult to predict, sea level rise will likely be nonlinear. Coastal ecosystems will likely be subjected to a combination of accelerating sea level rise rates punctuated by catastrophic flooding events. Traditional strategies that have been used and worked in the past will probably be inadequate. New options and adaptive management of coastal areas will be necessary to maintain the viability of many coastal areas. Successful strategies will include planning for both natural succession and ecosystem management. The highest priority for new initiatives should be placed on those areas in which the most immediate and substantial risk exists and in which the impacts can be significantly reduced or avoided.

Finding 18: **Climate models**, impact models and data are important tools that help communities anticipate and respond to a wide range of possibilities resulting from climate change. Anticipating these changes is critical to developing appropriate responses unique the region.