



Regional Blueprints: A Path Forward

Statewide Summit ♦ February 10, 2009

Department of Health Services East End Complex
1500 Capitol Avenue, Sacramento, California 95814

AGENDA

7:45 a.m.	SUMMIT REGISTRATION
8:25 a.m.	<p>FACILITATOR INTRODUCTION</p> <p><i>Joan Sollenberger, Division Chief, California Department of Transportation</i></p>
8:30 a.m.	<p>WELCOME ADDRESS</p> <p>Regional Blueprints in a Time of Change</p> <p><i>Will Kempton, Director, California Department of Transportation</i> <i>Cynthia Bryant, Director, Governor's Office of Planning and Research</i> <i>Lynn Jacobs, Director, California Department of Housing and Community Development</i></p> <p>The theme of this Summit is <i>Regional Blueprints: A Path Forward</i>. Regional Blueprints arose as a means of addressing growth in California's regions. Now, as California's regions are facing many new economic and environmental challenges, Regional Blueprints offer a path forward to address these challenges while complying with new requirements. In this opening session the themes of change and opportunity will be explored.</p>
9:00 a.m.	<p>STATE AGENCY PANEL</p> <p>The Intersection of Comprehensive Regional Planning and State Goals</p> <p><i>Moderator: Gregg Albright, Deputy Secretary, California Business, Transportation and Housing Agency</i></p> <p><i>Dr. Mark Horton, Director, California Department of Public Health</i> <i>Bridgett Luther, Director, California Department of Conservation</i> <i>James Goldstene, Executive Officer, California Air Resources Board</i> <i>Mark Cowin, Deputy Director, California Department of Water Resources</i></p> <p>In this session, State agency leaders will explore the relationship between Regional Blueprints and their agencies' priorities. Following discussion there will be an opportunity for questions from the audience.</p>
10:15 a.m.	BREAK



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10:30 a.m.	<p>METROPOLITAN PLANNING ORGANIZATION PANEL Emerging Partnerships</p> <ul style="list-style-type: none">• Energy and Land Use Planning• Connecting Rural and Urban Land Use Issues• Public Health and the Built Environment <p><i>Moderator: Therese McMillan, Deputy Executive Director, Metropolitan Transportation Commission</i></p> <p><i>Susan Freedman, Senior Regional Energy Planner, San Diego Association of Governments</i> <i>Larry Rillera, Energy Consultant, California Energy Commission</i> <i>David Shabazian, Senior Planner, Sacramento Area Council of Governments</i> <i>Bill Mueller, CEO and Managing Partner, Valley Vision</i> <i>Kathleen Grassi, Assistant Public Health Director, Fresno County Public Health Department</i> <i>John Wright, Former Planning Director, City of Clovis</i></p> <p>Partnerships are at the heart of regional blueprint planning. Hear examples of how new partnerships between regional agencies and stakeholder groups are spurring advances in comprehensive regional planning.</p>
11:45 a.m.	<p>LUNCH</p> <p>Luncheon Speaker: <i>Senator Mark DeSaulnier</i> <i>7th Senate District - Contra Costa County, California State Senate</i></p> <p>Known for his commitment to affordable housing and planning, Senator DeSaulnier has become a champion of regional blueprint planning. Senator DeSaulnier is the Chair of the Senate Labor and Industrial Relations Committee and member of four other committees, including the Transportation and Housing Committee.</p>
1:00 p.m.	<p>BREAK – SETUP FOR WORLD CAFÉ</p>
1:10 p.m.	<p>“WORLD CAFÉ” The Future of Blueprint</p> <p><i>Introduction to the Café</i> <i>Mary Madison, Analyst, University of California, Davis</i></p>

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	<p><i>World Café: Setting the Context</i> <i>Henry Gardner, Executive Director, Association of Bay Area Governments</i> <i>Garth Hopkins, Office Chief, California Department of Transportation</i></p> <p>Join your colleagues in this interactive session to draw on the wisdom and experience of the summit attendees to explore the future of Regional Blueprints as a key tool for building capacity for state, regional and local collaboration.</p>
4:10 p.m.	BREAK
4:25 p.m.	<p>BLUEPRINT AFFILIATES PANEL Connecting Community Engagement with Comprehensive Regional Planning</p> <p><i>Moderator: Steve Sanders, Land Use and Environment Program Director, Institute for Local Government</i></p> <p><i>Shelley Poticha, President and CEO, Reconnecting America</i> <i>Stuart Cohen, Executive Director, TransForm, and member of the Senate Bill 375 Regional Targets Advisory Committee</i></p> <p>These speakers will showcase examples of authentic community engagement. Their experience demonstrates that when communities are deeply engaged in comprehensive planning processes, possibilities for partnerships and large-scale investments are enhanced.</p>
5:15 p.m.	<p>CLOSING ADDRESS</p> <p><i>Will Kempton, Director, California Department of Transportation</i> <i>Cynthia Bryant, Director, Governor's Office of Planning and Research</i></p> <p>Our Summit hosts will summarize the day's discussion and reflect on the key issues raised for the future of comprehensive regional planning.</p>
5:30 p.m.	ADJOURN

CALIFORNIA REGIONAL BLUEPRINTS: THE PATH FORWARD STATEWIDE SUMMIT

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CALIFORNIA REGIONAL BLUEPRINTS: THE PATH FORWARD STATEWIDE SUMMIT

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California Regional Blueprints

Fact Sheet

**THINK GLOBALLY
PLAN REGIONALLY
ACT LOCALLY**

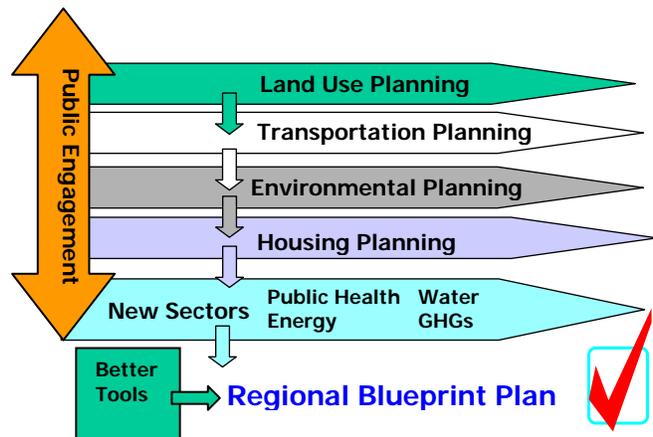
Regional Blueprints arose as a means of addressing growth in California. They provide an opportunity for local governments and regional agencies to coordinate long-range plans for transportation and land use to develop a preferred growth scenario.

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>

Welcome to the



Regional Blueprints World Café

Agenda 2/10/09

1:10 - CONTEXT OF CAFÉ

*Garth Hopkins, Chief, Office of Reg'l & Interagency
Planning, CA Department of Transportation
Henry Gardner, Executive Director,
Association of Bay Area Governments*

1:20: WORLD CAFÉ OVERVIEW

*Mary Madison, UC Davis Information Center
for the Environment*

1:35 - DISCUSSION ROUND I

2:00 - Break

2:10 - DISCUSSION ROUND II

2:35 - Break

2:45 - DISCUSSION ROUND III

3:10 - Break

3:20 - Group Harvest of Discussion

4:10 - Concluding remarks



**REGIONAL
blueprints**

*Think Globally.
Plan Regionally. Act Locally.*

Café Principles



Please silence cell communicators
Respectful conversation
Avoid interrupting
Everyone contributes
Draw, Design, Write, Share ideas
Have Fun!

Today's Special: A Sustainable California

What needs to happen to promote comprehensive regional planning efforts?

- 1) What partnerships are needed?*
- 2) What needs to happen in the short-term (0-2 years)?*
- 3) What needs to happen in the long-term (2 plus years)?*

California Energy Commission and SANDAG: Energy Partnership

Larry Rillera
California Energy Commission

Susan Freedman
SANDAG

Regional Blueprints: A Path Forward
February 10, 2009

1

California Energy Commission

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About the California Energy Commission

Energy policy and information advisor to the Governor and the Legislature.

Major Functions:

- License Power Plants
- Assess Current and Future Energy Trends
- Advance Energy Technologies
- Develop Buildings and Appliance Standards
- Promote Energy Efficiency and Renewable Energy

3

CEC Energy Efficiency Programs

Fuels and Transportation Division
Special Projects Office

Energy Efficiency Division
Public Programs Office

Efficiency Services and Loan Programs
Bright Schools
Energy Partnership
Energy Efficiency Financing

Process Energy
Industrial Facilities
Water and Wastewater Treatment and Pumping Operations

4



California Energy Commission

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CEC 2009 Integrated Energy Policy Report Scoping Order (09-IEP-1A)

- Evaluate the impacts of state-level policy...since publication of the 2007 IEP, on local decision-making related to land use, energy consumption, and climate change. Particular focus will be on the role the Energy Commission can play in statewide land use, energy, and GHG policy and coordination.
- Examine how state-level policies, programs and actions can assist local decision-makers in implementing and promoting energy and GHG emission efficient developments.
- Examine how local governments can contribute to energy efficient land use planning and be energy/water/resource-efficient. This will include exploring strategies to encourage more infill development in existing communities as well as energy and resource efficient material production and design approaches.
- Identify the need for research activities to support implementation of SB 375 and other state land use policy goals.

6



CEC and SANDAG Energy Partnership

“...develop and disseminate model planning and development tools and strategies...as transferable materials for use by MPOs and COGs that wish to incorporate land use, transportation, climate change, and energy considerations into their planning efforts.”

10



Energy Partners

California Energy Commission
State Advisory Task Force (SATF)

SANDAG
Energy Working Group (EWG)

California Center for Sustainable Energy (CCSE)

San Diego Gas and Electric (SDG&E)

USD Energy Policy Initiatives Center (EPIC)

SANDAG member agencies and other EWG members

11



Energy Partnership Products

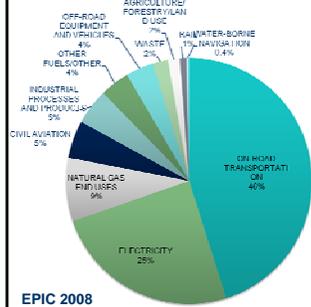
- Alternative Transportation Fuels and Vehicles Program (Sept. 2009)
- Regional Energy Strategy 2030 Update (Oct. 2009)
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- Regional Climate Action Plan (RCAP) (Nov. 2009)

12



SANDAG RCAP and SB 375

San Diego Region GHG Inventory

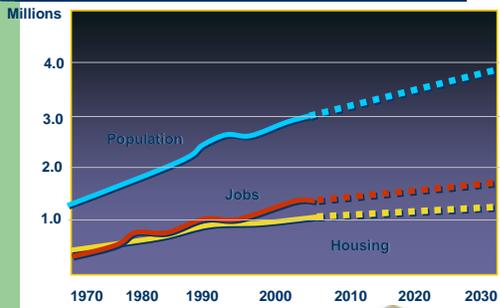


- Establishes GHG baseline and projections
- Precursor to SB 375 – foundation for climate planning for next RTP
- Identifies measures to reduce GHG in transportation and land use
- Focuses on measures that regional and local government can influence

EPIC 2008



A Look at the Future of San Diego



14



SANDAG's Blueprint: Regional Comprehensive Plan (RCP)



Our Vision for a Better Future

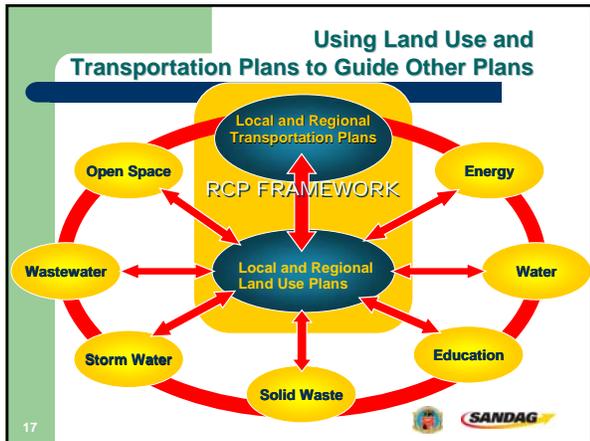
"To preserve and enhance the San Diego region's unique features – its vibrant and culturally-diverse communities, its beaches, deserts, mountains, lagoons, bluffs, and canyons, and its international setting – and promote sustainability, economic prosperity, and an outstanding quality of life for everyone."

15



RCP Policy Approach

- Better connecting transportation and land use plans
- Using transportation and land use plans to guide other plans
- Making it happen through *incentives and collaboration*



Smart Growth Concept Map

- Outcome of SANDAG RCP
- Illustrate where growth should occur in the region through 2030
- Identify opportunities for "smart growth"
- Guide transportation and other infrastructure investments

18

Energy and Climate Solutions to Come from All Levels

- Federal
- State
- Regional
- Local
- Individual

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California Energy Commission

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 - Industrial Facilities
 - Water and Wastewater Treatment and Pumping Operations




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California Energy Commission

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CEC and Regional Blueprint Planning Program Goals

- Increase conservation and efficient use of resources including energy and water.
- Build awareness of and support for critical infrastructure such as transportation facilities, housing, energy, health care, and water facilities.

7



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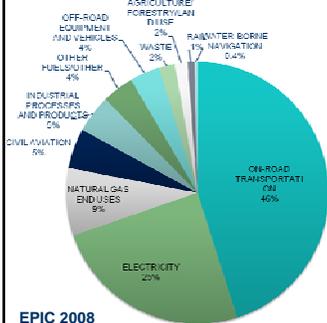
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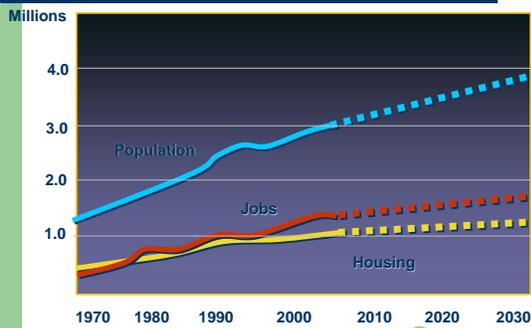
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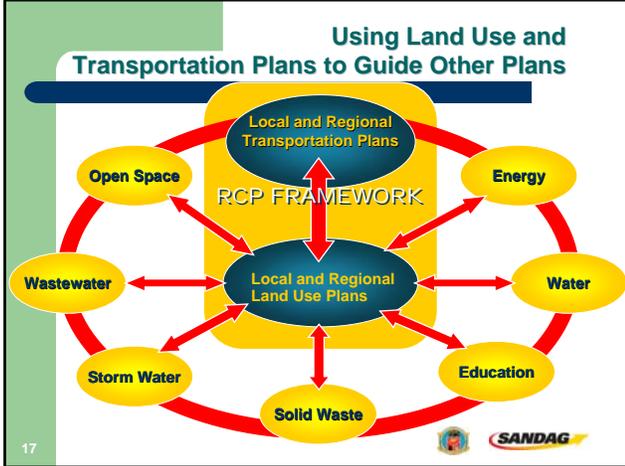
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