

Julie Spezia
Housing California

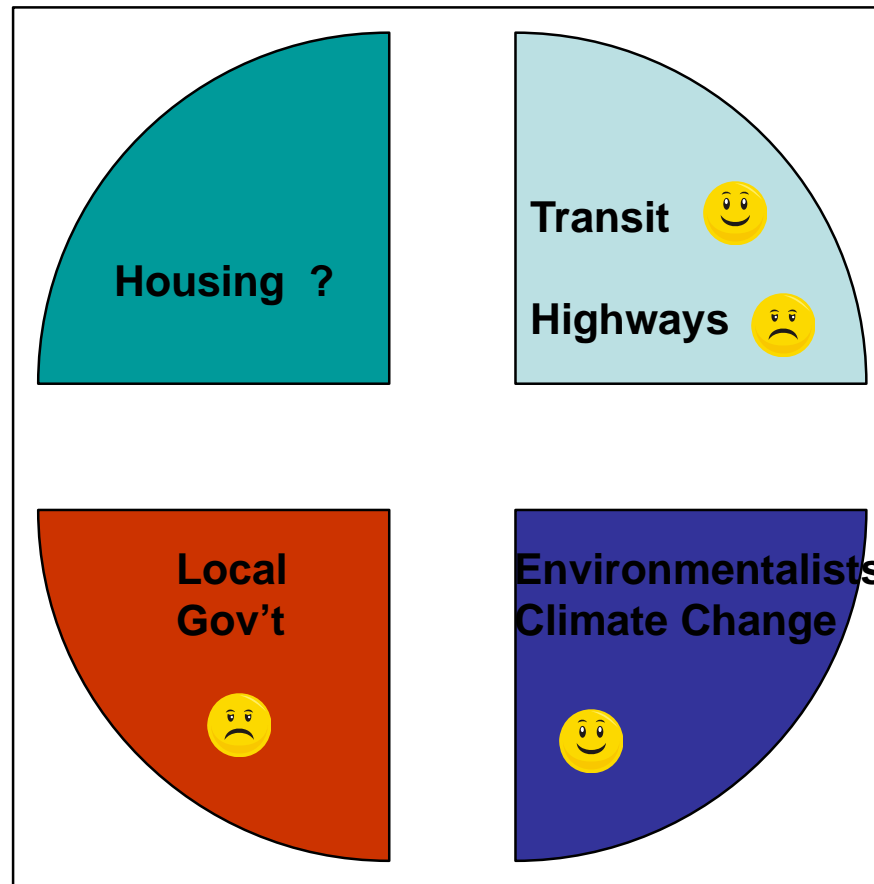


Transportation and Housing: Implementing California's Climate Change Legislation





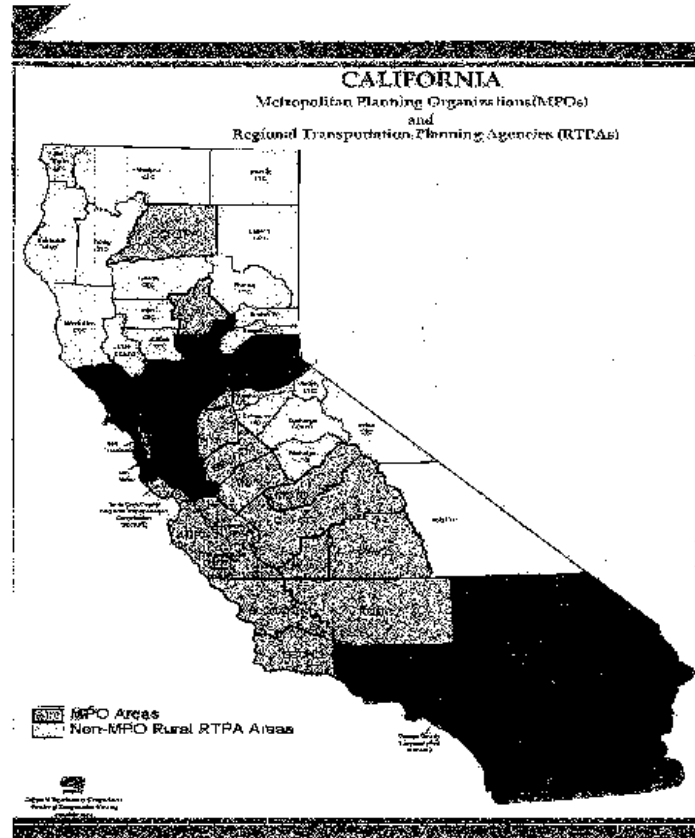
California's Climate Change Legislation: Story of SB 375





Status Quo

- General Plan required by cities and counties w/ housing element
- Metropolitan Planning Organizations (MPOs) = Councils of Government (COGs) except in Bay Area
- Regional Blueprint Projects in a few areas





Historic Change

- AB 32 Climate Change Legislation passed and signed by Governor in 2006
 - Goal: return to 1990 emissions levels by 2020
- California Air Resources Board charged to create a Scoping Plan proposing action for all sectors to reduce emissions
- SB 375 (Steinberg) in 2008 on transportation and land use to harness transportation funding and land use planning



What do AB 32 and SB 375 do?

- Adds a sustainable communities strategy that links climate policy with transportation and land use policy to the regional transportation plan (RTP)
- Aligns the Regional Housing Needs Assessment with the Sustainable Communities Strategy (SCS)
- Adds provisions to California Environmental Quality Act to encourage land use decisions consistent with SCS
- Adds new modeling provisions to accurately account for impacts to greenhouse gas emissions



Regional Greenhouse Gas Emissions Targets

- The California Air Resources Board will set greenhouse gas emissions targets for each region
 - For 2020 and 2035 by September 10, 2010
 - Targets can be revised every 4 years
 - Regional Targets Advisory Committee has diverse representation including affordable housing interests
- Also setting standards for fuel efficiency and low-carbon fuels



Sustainable Communities Strategy

- Identifies areas for housing and development for all of the region's population
- Protects significant wildlands and farmland
- Integrates land use and transportation network planning



Housing Planning

- Comprehensive “consistent” general plan required since 1971
- Housing element controversial and somewhat ineffective
- No meaningful enforcement or incentives





Transportation Planning

- Existing federal law requires RTPs to include a land use component
 - 20 year time horizon
- Additional requirements if you don't meet federal air quality standards
- California Transportation Commission reviewing RTP guidelines



Incentives for SCS (CEQA aid)

Transit Priority Projects pre-requisites

- ✓ Must be consistent with SCS
- ✓ Residential or mixed-use residential
- ✓ Density of over 20 units per acre
- ✓ ½ mile within major transit stop or along “high quality transit corridor”

Allows for:

- ✓ Major exemptions from CEQA
- ✓ Broader traffic mitigation



Modeling Challenges

- Not all MPOs have capacity
- 4 big COGs are cooperating to use
 - Places
 - PECAS
- List of Best Management Practices



SCS: Path to Prosperity?

SCS + RTP + HE = Prosperity



Housing Communities Commitment

- Local, regional and state advocacy
- Developing a “manifesto” of what we need to see for it to ensure social equity
 - Inclusionary or mixed-income zoning
- Federal advocacy



Federal Opportunities

- Transportation Reauthorization
- HUD's Sustainable Community program