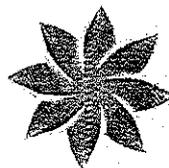


4/25/13

Joe Krovoza

13-54



TRANSPORTATION COALITION for
LIVABLE COMMUNITIES

April 24, 2013

Mary Nichols, Chairperson
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Support for Transportation Coalition Proposal in Cap and Trade Investment Plan

Dear Chairperson Nichols:

Over 60 organizations from across the state -- ranging from transportation and rail agencies to business and environmental groups – are writing in support of the proposal submitted by the Transportation Coalition for Livable Communities. This proposal would allocate funds equitably to regional governments to establish a competitive grant process for local entities, under state criteria, to incentivize integrated strategies that combine land use changes with infrastructure investments at the neighborhood scale to achieve greatest long term greenhouse gas emission (GHG) benefits.

Unique from other funding proposals, the Transportation Coalition's proposal would stimulate local innovation and flexibility to get the greatest GHG reductions and best overall benefits for communities – while cost effectively meeting the goals of AB 32 and supporting co-benefits including: air quality, public health, resource protection, equity, affordable housing, agriculture, and safety.

This proposal integrates livable community infrastructure, maintenance, and operations of the transportation system to maximize GHG reductions from combinations of strategies – rather than single purpose investments. It also would leverage investments in rail modernization, interregional plans, and other funding mechanisms to encourage more sustainable growth and transportation infrastructure.

California faces a significant shortage in funds to maintain our existing transportation system, and lacks adequate funding to build an active transportation network. This proposal would provide funding for livable community investments to meet the challenges of increasing development in existing urban and developed areas to meet the requirements of SB 375. This proposal would fund GHG-reducing investments at the local level that implement regional Sustainable Communities Strategies within existing urbanized or developed areas – while also helping local governments meet critical sustainable transportation infrastructure and maintenance needs.

We support the Transportation Coalition's proposal for combinations of transportation investments, including: transit service, operating, and maintenance costs; road and bridge maintenance; retrofits for complete streets and urban greening; and clean technology infrastructure – all integrated with land use changes to achieve the maximum greenhouse gas emission reductions from the transportation sector.

This proposal is consistent with AB 32, SB 375, and the provisions of AB 1532 and SB 535 --- and most equitably and effectively meets the transportation and greenhouse gas emission reduction goals of the state and local communities. We request that this proposal be considered in the Investment Plan.

Cap and trade revenue is public money resulting from the administration of AB 32, the Global Warming Solutions Act. It must be spent to implement that law. We believe the Transportation Coalition's proposal provides the most public and local community benefits while achieving the most cost effective implementation of AB 32.

Thank you for your consideration to include funding for this proposal in the AB 32 Investment Plan.

Sincerely,

Southern California Agencies

County of San Bernardino
Western Riverside Council of Governments
San Diego Council of Governments*
Southern California Association of Governments*

Central Coast Agencies

County of Monterey
Transportation Agency for Monterey County
Central Coast Coalition:
- Association of Monterey Bay Area Governments
- Council of San Benito County Governments
- Santa Barbara County Association of Governments
- Santa Cruz County Regional Transportation Commission
- San Luis Obispo Council of Governments

San Joaquin Valley Agencies

Kern Council of Governments
Merced County Association of Governments
Madera County Transportation Commission
County of Stanislaus
San Joaquin Valley Regional Policy Council*

Northern California Agencies

Santa Clara Valley Transportation Authority
Humboldt County Association of Governments
Placer County Transportation Planning Agency
Shasta Regional Transportation Agency
City of Sacramento
City of Davis
County of Marin
County of Santa Clara
County of Sacramento
County of Napa
Napa County Transportation and Planning Agency
Napa Valley Transportation Authority
Sonoma County Transportation Authority /
Regional Climate Protection Authority
Alameda County Transportation Commission
El Dorado County Transportation Commission
Sacramento Area Council of Governments*
Metropolitan Transportation Commission*
Sacramento Metro Air Quality Management District*

Transit Agencies

Capitol Corridor Joint Powers Authority
San Francisco Bay Area Rapid Transit District
San Francisco Municipal Transportation Authority
Livermore Amador Valley Transit Authority
San Mateo County Transit District
Victor Valley Transit Authority
OmniTrans - San Bernardino Valley
Santa Cruz Metropolitan Transit District
Santa Monica Big Blue Bus
California Transit Association*

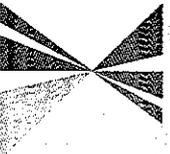
Business & Group Associations

United Contractors
Bay Area Council
Urban Counties Caucus
Teichert
California Alliance for Jobs*
Transportation California*
California State Association of Counties*
League of California Cities*
Self-Help Counties Coalition*
California Association of Councils of Governments*

Non-Profits & Individual Support

Local Government Commission
WALKS Sacramento
Sonoma County Bicycle Coalition
Richmond SPOKES
California Urban Forests Council
Sacramento Tree Foundation
Sustainable Napa County
Sacramento 350
Met Sacramento High School
Cobblestone Placemaking
Marlon Boarnet, Director of Graduate Programs in
Planning and Development, USC
Natural Resources Defense Council*
Environmental Defense Fund*
California Center for Sustainable Energy*

*Transportation Coalition for Livable Communities Member Organization



April 16, 2013

Ms. Shelby Livingston
Chief, Climate Change Program Planning and Management Branch
California Air Resources Board
Sacramento, CA 95814

Re: Transportation Coalition Proposal for Cap & Trade Revenue Investment

Dear Ms. Livingston,

The Transportation Coalition for Livable Communities includes the California Transit Association, League of California Cities, California State Association of Counties, Sacramento Metropolitan Air Quality Management District, CALCOG, and major Metropolitan Planning Organizations including SACOG, MTC, SCAG, SANDAG and San Joaquin Valley Policy Council, as well as the Natural Resources Defense Council, California Alliance for Jobs, Transportation California, Environmental Defense Fund, and the California Center for Sustainable Energy - in short, the agencies and institutions responsible for operating, maintaining, and advancing a sustainable transportation system in California.

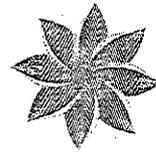
The Coalition has developed a proposal to invest cap and trade revenue to address both the greenhouse gas reduction goals of AB 32 and critical transportation system needs identified in the California Transportation Commission's Statewide Transportation Needs Assessment over the next ten years. Our unifying principle is that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies.

The proposal would allocate funds equitably to regional governments to establish a competitive grant process for local entities, under state criteria, to incentivize integrated strategies that combine land use changes with infrastructure investments at the neighborhood scale to achieve greatest long term greenhouse gas emission (GHG) benefits.

California faces a significant shortage in funds to maintain our existing transportation system, and lacks adequate funding to build an active transportation network. This proposal would provide funding for livable community investments to meet the challenges of increasing development in existing urban and developed areas to meet the requirements of SB 375. Further, it would fund GHG-reducing investments at the local level that implement regional Sustainable Communities Strategies within existing urbanized or developed areas - while also helping local governments meet critical sustainable transportation infrastructure and maintenance needs.

This approach of integrating livable community infrastructure, maintenance, and operations of the transportation system at the neighborhood scale will maximize GHG reductions from the transportation sector through combinations of strategies - rather than single purpose investments. This integrated approach achieves the most cost-effective results and support a range of community benefits - including public health, resource protection, affordable housing, equity, air quality, and safe routes to schools and other community services. It also would serve as a leverage to investments in rail modernization, interregional plans, and other funding mechanisms to encourage more sustainable growth and transportation infrastructure.

Unique among most proposals for state funding programs, the Transportation Coalition's proposal would stimulate local innovation and flexibility to get the greatest GHG reductions and best overall benefits for communities - while cost effectively meeting the goals of AB 32.



The proposal incentivizes combinations of transportation investments, including transit service and operating costs, road and bridge maintenance, retrofits for complete streets and urban greening, and clean technology infrastructure – all integrated with land use changes to achieve the maximum greenhouse gas emission reductions from the transportation sector.

This proposal is consistent with AB 32, SB 375, and the provisions of AB 1532 and SB 535 — and most equitably and effectively meets the transportation and greenhouse gas emission reduction goals of the state and local communities. Cap and trade revenue is public money resulting from the administration of AB 32, the Global Warming Solutions Act. It must be spent to implement that law. We believe the Transportation Coalition's proposal provides the most public and local community benefits while achieving the most cost effective implementation of AB 32.

For the first year Budget allocation we propose the state provide funding through the regions for planning and project development focused on this competitive and integrated approach to most effectively reduce greenhouse gases, meet our local and regional transportation needs, and revitalize our communities. Over the life of the program, we believe that allowance revenues related to motor vehicle fuels should be dedicated to reducing emissions from the transportation sector, with a major part of those funds allocated to this sustainable community funding program.

We have commissioned research to identify how to get the best results from such a program and have brought together the local governments and regional agencies responsible for administering our sustainable community programs to create a program concept that will most equitably and effectively achieve the state's short term and long term GHG reduction and sustainable community goals.

We want to work with the Administration and the Legislature to craft an effective strategy to achieve maximum GHG reductions and long term co-benefits under AB 32 by investing a major portion of revenues related to fuels in integrated transportation and land use strategies consistent with the SB 375, the California Regional Blueprint plans and other regional planning processes. We request that the following concepts be considered for inclusion in the Investment Plan:

1. *Auction revenue from fuels should implement the AB 32 regulatory program to reduce GHG emissions from transportation*
2. *Favor cost-effective and integrated transportation and land use strategies*
3. *Project funding determinations should be done primarily at regional level under statewide criteria for evaluating GHG impacts. Criteria for project selection should be uniform statewide and developed by the State of California. Regions shall administer competitive funding processes and select projects based on these criteria.*
4. *Allow flexibility at the regional and local level to develop most cost effective projects.*
5. *Assist local governments in meeting regional GHG reduction goals*
6. *Create performance-based approach to maximize regional flexibility with improved modeling and verification systems to ensure effective results*
7. *Promote innovation, collaboration, economic development and rural sustainability*
8. *Support co-benefits: air quality, public health, resource protection, equity, affordable housing, agriculture, and safety*

We hope you will give us the opportunity to work with you to refine these concepts and take advantage of this opportunity to make AB 32 a key component of California's transportation investment program.

Sincerely,

California Transit Association • California Alliance for Jobs • Natural Resources Defense Council • California State Association of Counties • League of California Cities • Self-Help Counties Coalition • California Association of Councils of Governments • Sacramento Area Council of Governments • Southern California Association of Governments • Metropolitan Transportation Commission • San Diego Association of Governments • Sacramento Metropolitan Air Quality Management District • San Joaquin Valley Regional Policy Council • Transportation California • Environmental Defense Fund • California Center for Sustainable Energy

Transit



CALCOG



SOUTHERN CALIFORNIA



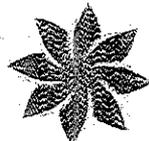
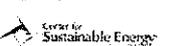
ASSOCIATION OF GOVERNMENTS



SANDAG



SACRAMENTO METROPOLITAN



TRANSPORTATION COALITION FOR LIVABLE COMMUNITIES

April 18, 2013

The Honorable Bonnie Lowenthal
Chair, Assembly Transportation Committee
California State Capitol Room 3152
Sacramento, California 95814

RE: AB 574 (Lowenthal) – SUPPORT

Dear Assemblymember Lowenthal,

The Transportation Coalition for Livable Communities is writing in support of AB 574, which establishes the Sustainable Communities Infrastructure Program. This bill establishes a program to allocate a portion of cap and trade revenues to help local governments to implement sustainable communities strategies, mandated by SB 375, and other regional transportation plans required by law. Key reasons for our support:

Each region gets its fair share of funding.

AB 574 provides for a per capita distribution of funds allocated for sustainable communities. SB 375 imposed requirements on regions to reduce per capita greenhouse gas (GHG) emissions. This bill provides funding on a similar basis to assist in implementation of those requirements.

It provides for local flexibility and innovation in meeting state GHG goals.

By focusing on outcomes—GHG reduction—rather than methods as most single purpose grant programs do, it allows local governments to find the right combination of strategies to reduce GHG emissions, meet local transportation needs and provide the co-benefits—air quality, public health, economic development, affordable housing, etc.—that best meet local needs.

It will result in the most greenhouse gas emission reductions.

By using competitive grants at the regional level based on cost effective GHG emission reductions, it will achieve the greatest emission benefits per dollar and provides the most cost effective way to meet state goals.

It promotes an integrated approach to land use planning and transportation investments.

This is consistent with SB 375 and necessary to implement on the ground changes to meet regional GHG reduction goals. The GHG benefits of transit, bike and pedestrian facilities, and other transportation investments are multiplied significantly when combined with land use changes that support those investments.

Transportation is the largest source of greenhouse gas emissions and reducing emissions from that source has been recognized in the Governor's Budget and the Draft Investment Plan as a key priority. AB 574 provides an effective way to accomplish this objective while meeting the transportation needs of local governments, and providing a method to create more livable communities.

Sincerely,

California Transit Association • California Alliance for Jobs • Natural Resources Defense Council • California State Association of Counties • League of California Cities • California Association of Councils of Governments • Sacramento Area Council of Governments • Southern California Association of Governments • Metropolitan Transportation Commission • San Diego Association of Governments • Sacramento Metropolitan Air Quality Management District • Transportation California • Environmental Defense Fund • California Center for Sustainable Energy

AMENDED IN ASSEMBLY APRIL 15, 2013

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

ASSEMBLY BILL

No. 574

Introduced by Assembly Member Lowenthal

February 20, 2013

An act to amend Section 73 of the Streets and Highways Code, relating to highways add Part 9 (commencing with Section 38800) to Division 25.5 of the Health and Safety Code, relating to greenhouse gases.

LEGISLATIVE COUNSEL'S DIGEST

AB 574, as amended, Lowenthal. ~~State highways: relinquishment. California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.~~

The California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.

Existing law requires designated regional transportation planning agencies to perform certain transportation planning activities, including

the development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations. Existing law requires a metropolitan planning organization to adopt a sustainable communities strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets established by the state board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.

This bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the state board, to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs, as specified.

~~Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also provides for the commission to relinquish state highway segments to local agencies that have been deleted from the state highway system by legislative enactment, and in certain other cases:~~

~~This bill would generally authorize the California Transportation Commission to relinquish any portion of a state highway or related facility within a county or city to that county or city, subject to an agreement between the department and the local agency, without requiring a legislative enactment deleting the state highway segment from the state highway system. The bill would also require the department to expeditiously consider and respond to each request it receives from a city or county relative to an agreement relating to the proposed relinquishment of a state highway segment within the jurisdiction of the entity making the request, and would require the department, from time to time, to recommend to the Legislature any revisions to the statutory descriptions of state highway routes occasioned~~

by relinquishments approved by the commission. The bill would make other related changes.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. (a) *The Legislature finds and declares all of the*
2 *following:*

3 (1) *The largest source of greenhouse gas emissions in the state*
4 *is the transportation sector and implementation of the California*
5 *Global Warming Solutions Act of 2006 depends on achieving*
6 *significant emissions reductions from that sector.*

7 (2) *A key method to reduce transportation emissions is the*
8 *development of sustainable communities strategies and other*
9 *regional plans that encourage more compact development and*
10 *investment in alternatives to the automobile, thereby reducing the*
11 *total amount of driving necessary to meet mobility needs.*

12 (3) *Local governments tasked with implementing sustainable*
13 *community strategies, and other greenhouse gas emissions*
14 *reducing regional plans, lack the funds for the infrastructure*
15 *necessary to accommodate patterns of growth consistent with the*
16 *state's climate goals.*

17 (4) *Integrating transportation and public infrastructure*
18 *investments with changes in land use provide significantly greater*
19 *greenhouse gas emissions reductions than single purpose*
20 *investment strategies and contribute to making communities more*
21 *livable.*

22 (5) *Without changed land use patterns and improved*
23 *transportation investments, the state will not be able to achieve*
24 *the goals of the California Global Warming Solutions Act of 2006.*

25 (b) *It is the intent of the Legislature that revenues from*
26 *market-based compliance mechanisms related to motor vehicle*
27 *fuels should be allocated to projects, programs, and policies that*
28 *reduce greenhouse gas emissions from the transportation sector.*

29 SEC. 2. *Part 9 (commencing with Section 38800) is added to*
30 *Division 25.5 of the Health and Safety Code, to read:*

1 *PART 9. SUSTAINABLE COMMUNITIES INFRASTRUCTURE*
2 *PROGRAM*

3
4 *38800. Moneys appropriated from the Greenhouse Gas*
5 *Reduction Fund pursuant to Chapter 4.1 (commencing with Section*
6 *39710) of Part 2 of Division 26 for investments in sustainable*
7 *communities strategies required pursuant to Section 65080 of the*
8 *Government Code and for related purposes as provided in this*
9 *part, shall be allocated in accordance with this part.*

10 *38801. Appropriated moneys shall be allocated for projects*
11 *that do all of the following:*

12 *(a) Provide cost-effective and feasible reductions in greenhouse*
13 *gas emissions.*

14 *(b) Combine transportation investments with local land use*
15 *modifications and other local policy changes to provide greenhouse*
16 *gas emissions reductions and, where feasible, to achieve other*
17 *public benefits, such as improvements in any of the following:*

18 *(1) Air quality.*

19 *(2) Public health.*

20 *(3) Resource protection.*

21 *(4) Environmental justice.*

22 *(5) Affordable housing supply.*

23 *(6) Protection of agricultural land.*

24 *(7) Public safety.*

25 *(8) Water quality and supply.*

26 *(9) Economic development and job creation.*

27 *(c) Implement either an approved sustainable communities*
28 *strategy or alternative planning strategy, pursuant to Section*
29 *65080 of the Government Code, within existing urbanized or*
30 *developed areas in regions with a metropolitan planning*
31 *organization. For regions that do not have a metropolitan planning*
32 *organization, projects shall reduce greenhouse gas emissions*
33 *consistent with the regional transportation plan or other regional*
34 *plan.*

35 *(d) Meet the requirements of Section 38804 or 38805.*

36 *(e) Are selected through a competitive process based on*
37 *cost-effective greenhouse gas emissions reductions using criteria*
38 *for evaluating long-term greenhouse gas emissions benefits*
39 *established by the state board.*

1 (f) Comply with the requirements to benefit economically
2 disadvantaged communities, pursuant to Chapter 4.1 (commencing
3 with Section 39710) of Part 2 of Division 26.

4 38802. (a) The California Transportation Commission, in
5 consultation with the state board, shall designate the regional
6 granting authority within each region of the state to administer
7 moneys allocated pursuant to subdivision (b). The regional
8 granting authority shall be the agency responsible for the
9 development of the regional transportation plan pursuant to Section
10 65080 of the Government Code. Two or more entities responsible
11 for the development of a regional transportation plan pursuant to
12 Section 65080 of the Government Code may create a multiregional
13 granting authority.

14 (b) Moneys that are allocated for regional grant programs shall
15 be allocated to the regional granting authority in each region on
16 a per capita basis by the Controller using the latest information
17 from the Demographic Research Unit of the Department of
18 Finance.

19 (c) Moneys that are allocated to interregional investments shall
20 be administered by the Business and Transportation Agency, in
21 consultation with the California Transportation Commission and
22 the High-Speed Rail Authority for rail modernization that has both
23 regional and interregional benefits and for other statewide
24 transportation priorities that achieve greenhouse gas emissions
25 reductions.

26 38803. (a) The state board, in consultation with the California
27 Transportation Commission and the Strategic Growth Council,
28 shall establish the criteria for the development and implementation
29 of regional grant programs that do all of the following:

30 (1) Require that projects be selected within each region by the
31 regional granting authority through a competitive public process
32 based on greenhouse gas emissions reductions.

33 (2) Provide criteria for evaluating long-term greenhouse gases
34 impacts.

35 (3) Establish the methods for evaluating, monitoring, and
36 verifying project effectiveness, including those related to travel
37 demand reduction, system efficiency, safety improvements,
38 demographic characteristics, and integrated land use and
39 transportation strategies.

1 (4) Encourage flexibility, collaboration, and innovation at the
2 local level to develop cost-effective projects and to address local
3 and regional transportation and community needs.

4 (5) Provide for the development and implementation of projects
5 that integrate infrastructure investment with land use or local code
6 changes to achieve the maximum greenhouse gas emissions
7 reductions.

8 (6) Provide for public participation in the review of proposed
9 projects. Regional granting authorities shall, at a minimum,
10 conduct a 30-day public review and comment process consistent
11 with the public participation requirements of Section 134(i)(6)(A)
12 of Title 23 of the United States Code.

13 (7) Provide for consultation and coordination with air pollution
14 control and air quality management districts.

15 (b) The state board, in consultation with the Strategic Growth
16 Council and metropolitan planning organizations, shall establish
17 standards for integrated modeling systems and measurement
18 methods to ensure consistency in evaluating the potential
19 effectiveness of projects and verifying actual benefits of projects
20 after completion.

21 (c) The state board shall review the implementation of this
22 section on an annual basis and may revise the criteria for project
23 selection, evaluation, monitoring, and verification as needed to
24 improve program performance.

25 38804. The state board, in consultation with the California
26 Transportation Commission and the Strategic Growth Council,
27 shall establish standards for the use of moneys for projects to
28 ensure compliance with this division. Eligible uses of the moneys
29 shall include any of the following:

30 (a) Transportation network and demand management, including,
31 but not limited to, trip-reduction programs, congestion pricing,
32 and roadway modifications, such as roundabouts.

33 (b) Public transportation, including operations, maintenance,
34 and capital costs.

35 (c) Road and bridge maintenance; operations and retrofits for
36 complete streets, bike, and pedestrian safety enhancements; safe
37 routes to schools; and urban greening.

38 (d) Clean transportation fueling infrastructure and support.

39 (e) Multimodal network connectivity to reduce travel distances
40 and improve access to parks, schools, jobs, housing, and markets

1 for rural and urban communities, including neighborhood scale
2 planning.

3 (f) Development and adoption of local plans and land use
4 policies that help to implement regional plans.

5 (g) Community infrastructure, including public works and
6 municipal improvements necessary to support transit-oriented
7 development, affordable housing, infill in existing urbanized areas,
8 and small walkable communities in rural neighborhoods.

9 (h) Multiuse facilities and accommodations for bicyclists,
10 pedestrians, and neighborhood electric vehicles.

11 (i) Interregional rail modernization and related community
12 infrastructure.

13 (j) Administrative costs and development and use of evaluation,
14 monitoring, and verification systems.

15 38805. The state board in consultation with the California
16 Transportation Commission may identify additional eligible uses
17 of funds that provide greenhouse gas emissions reductions
18 consistent with the requirements of this part.

19 38806. It is the intent of the Legislature that moneys shall be
20 appropriated for this part only in a manner consistent with the
21 requirements of this division, Chapter 4.1 (commencing with
22 Section 39710) of Part 2 of Division 26, and Article 9.7
23 (commencing with Section 16428.8) of Chapter 2 of Part 2 of
24 Division 4 of Title 2 of the Government Code.

25 38807. Implementation of this part, including development of
26 standards and guidelines by the state board and the provision of
27 financial assistance to eligible recipients, is contingent upon
28 appropriation of funds for these purposes by the Legislature.

29 SECTION 1. Section 73 of the Streets and Highways Code is
30 amended to read:

31 ~~73. (a) The commission shall relinquish to any county or city~~
32 ~~any portion of any state highway within the county or city that has~~
33 ~~been deleted from the state highway system by legislative~~
34 ~~enactment, and the relinquishment shall become effective upon~~
35 ~~the first day of the next calendar or fiscal year, whichever first~~
36 ~~occurs after the effective date of the legislative enactment.~~

37 ~~(b) (1) Whenever the department and any county or city~~
38 ~~concerned have entered into an agreement providing therefor, the~~
39 ~~commission may relinquish, to that county or city, any portion of~~
40 ~~any state highway within the jurisdiction of that county or city, if~~

1 the commission determines that the relinquishment is in the best
2 interests of the state. The commission may likewise relinquish any
3 frontage or service road or outer highway, within the county or
4 city, which has a right-of-way of at least 40 feet in width and which
5 has been constructed as a part of a state highway project, but does
6 not constitute a part of the main traveled roadway thereof. The
7 commission may likewise relinquish any portion of any state
8 highway in a county or city that has been superseded by relocation.
9 The commission may likewise relinquish any nonmotorized
10 transportation facility, as defined in Section 887, constructed as
11 part of a state highway project within a city or county to that city
12 or county. The relinquishment of a state highway or related facility
13 pursuant to this subdivision may occur notwithstanding anything
14 in Chapter 2 (commencing with Section 230) to the contrary.

15 (2) With respect to frontage or service roads or outer highways
16 or nonmotorized transportation facilities, the relinquishment may
17 occur with the agreement of the applicable city or county or with
18 the adoption of a resolution consenting thereto by the applicable
19 city or county.

20 (3) An agreement entered into pursuant to this subdivision shall
21 require the city or county to maintain signs directing motorists to
22 the continuation of a state highway route, if applicable, and may
23 contain other conditions to ensure the continuity of traffic flow.

24 (4) The relinquished portion of a former state highway route is
25 no longer a state highway as of the effective date of the
26 relinquishment, and is not eligible for adoption as a state highway
27 under Section 81.

28 (c) Relinquishment shall be by resolution. A certified copy of
29 the resolution shall be filed with the board of supervisors or the
30 city clerk, as the case may be. A certified copy of the resolution
31 shall also be recorded in the office of the recorder of the county
32 where the land is located and, upon its recordation, all right, title,
33 and interest of the state in and to that portion of any state highway
34 or related facility shall vest in the county or city, as the case may
35 be, and that highway or portion thereof shall thereupon constitute
36 a county road or city street, or other related facility, as the case
37 may be.

38 (d) The vesting of all right, title, and interest of the state in and
39 to portions of any state highways or related facilities heretofore

1 relinquished by the commission, in the county or city to which it
2 was relinquished, is hereby confirmed.

3 (e) ~~(1) Prior to relinquishing any portion of a state highway or~~
4 ~~related facility to a county or a city, except where the department~~
5 ~~and the county or city have entered into an agreement providing~~
6 ~~therefor, or as otherwise provided in paragraph (2) of subdivision~~
7 ~~(b), the department shall give 90 days' notice in writing of intention~~
8 ~~to relinquish to the board of supervisors, or the city council, as the~~
9 ~~case may be. Where the resolution of relinquishment contains a~~
10 ~~recital as to the giving of the notice, adoption of the resolution of~~
11 ~~relinquishment shall be conclusive evidence that the notice has~~
12 ~~been given.~~

13 ~~(2) Within the 90-day period, the board of supervisors or the~~
14 ~~city council may protest in writing to the commission stating the~~
15 ~~reasons therefor, including, but not limited to, objections that the~~
16 ~~highway is not in a state of good repair, or is not needed for public~~
17 ~~use and should be vacated by the commission. If the commission~~
18 ~~does not comply with the requests of the protesting body, it may~~
19 ~~proceed with the relinquishment only after a public hearing given~~
20 ~~to the protesting body on 10 days' written notice.~~

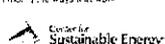
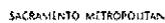
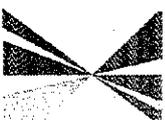
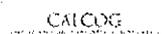
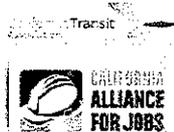
21 ~~(f) The commission shall not relinquish to any county or city~~
22 ~~any portion of any state highway that has been superseded by~~
23 ~~relocation until the department has placed the highway, as defined~~
24 ~~in Section 23, in a state of good repair. This requirement shall not~~
25 ~~obligate the department for widening, new construction, or major~~
26 ~~reconstruction, except as the commission may direct. A state of~~
27 ~~good repair requires maintenance, as defined in Section 27,~~
28 ~~including litter removal, weed control, and tree and shrub trimming~~
29 ~~to the time of relinquishment.~~

30 ~~(g) The department shall expeditiously consider and respond to~~
31 ~~each request it receives from a city or county relative to an~~
32 ~~agreement relating to the proposed relinquishment of a state~~
33 ~~highway or related facility within the jurisdiction of the entity~~
34 ~~making the request.~~

35 ~~(h) The department, from time to time, shall recommend to the~~
36 ~~Legislature any revisions to the descriptions of state highway routes~~
37 ~~in Chapter 2 (commencing with Section 230) occasioned by~~
38 ~~relinquishments approved by the commission pursuant to this~~
39 ~~section.~~

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TRANSPORTATION COALITION FOR LIVABLE COMMUNITIES

April 16, 2013

Re: Transportation Coalition Proposal for Cap & Trade Revenue Investment

The Transportation Coalition for Livable Communities includes the California Transit Association, League of California Cities, California State Association of Counties, Sacramento Metropolitan Air Quality Management District, CALCOG, and major Metropolitan Planning Organizations including SACOG, MTC, SCAG, SANDAG and San Joaquin Valley Policy Council, as well as the Natural Resources Defense Council, California Alliance for Jobs, Transportation California, Environmental Defense Fund, and the California Center for Sustainable Energy - in short, the agencies and institutions responsible for operating, maintaining, and advancing a sustainable transportation system in California.

The Coalition has developed a proposal to invest cap and trade revenue to address both the greenhouse gas reduction goals of AB 32 and critical transportation system needs identified in the California Transportation Commission's Statewide Transportation Needs Assessment over the next ten years. Our uniting principle is that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that achieves AB 32 objectives and builds on the framework of SB 375 and other GHG reduction strategies.

The proposal would allocate funds equitably to regional governments to establish a competitive grant process for local entities, under state criteria, to incentivize integrated strategies that combine land use changes with infrastructure investments at the neighborhood scale to achieve greatest long term greenhouse gas emission (GHG) benefits.

California faces a significant shortage in funds to maintain our existing transportation system, and lacks adequate funding to build an active transportation network. This proposal would provide funding for livable community investments to meet the challenges of increasing development in existing urban and developed areas to meet the requirements of SB 375. Further, it would fund GHG-reducing investments at the local level that implement regional Sustainable Communities Strategies within existing urbanized or developed areas - while also helping local governments meet critical sustainable transportation infrastructure and maintenance needs.

This approach of integrating livable community infrastructure, maintenance, and operations of the transportation system at the neighborhood scale will maximize GHG reductions from the transportation sector through combinations of strategies - rather than single purpose investments. This integrated approach achieves the most cost-effective results and support a range of community benefits - including public health, resource protection, affordable housing, equity, air quality, and safe routes to schools and other community services. It also would serve as a leverage to investments in rail modernization, interregional plans, and other funding mechanisms to encourage more sustainable growth and transportation infrastructure.

Unique among most proposals for state funding programs, the Transportation Coalition's proposal would stimulate local innovation and flexibility to get the greatest GHG reductions and best overall benefits for communities - while cost effectively meeting the goals of AB 32.

The proposal incentivizes combinations of transportation investments, including transit service and operating costs, road and bridge maintenance, retrofits for complete streets and urban greening, and clean technology infrastructure - all integrated with land use changes to achieve the maximum greenhouse gas emission reductions from the transportation sector.



This proposal is consistent with AB 32, SB 375, and the provisions of AB 1532 and SB 535 — and most equitably and effectively meets the transportation and greenhouse gas emission reduction goals of the state and local communities. Cap and trade revenue is public money resulting from the administration of AB 32, the Global Warming Solutions Act. It must be spent to implement that law. We believe the Transportation Coalition's proposal provides the most public and local community benefits while achieving the most cost effective implementation of AB 32.

For the first year Budget allocation we propose the state provide funding through the regions for planning and project development focused on this competitive and integrated approach to most effectively reduce greenhouse gases, meet our local and regional transportation needs, and revitalize our communities. Over the life of the program, we believe that allowance revenues related to motor vehicle fuels should be dedicated to reducing emissions from the transportation sector, with a major part of those funds allocated to this sustainable community funding program.

We have commissioned research to identify how to get the best results from such a program and have brought together the local governments and regional agencies responsible for administering our sustainable community programs to create a program concept that will most equitably and effectively achieve the state's short term and long term GHG reduction and sustainable community goals.

We want to work with the Administration and the Legislature to craft an effective strategy to achieve maximum GHG reductions and long term co-benefits under AB 32 by investing a major portion of revenues related to fuels in integrated transportation and land use strategies consistent with the SB 375, the California Regional Blueprint plans and other regional planning processes. We request that the following concepts be considered for inclusion in the Investment Plan:

1. *Auction revenue from fuels should implement the AB 32 regulatory program to reduce GHG emissions from transportation*
2. *Favor cost-effective and integrated transportation and land use strategies*
3. *Project funding determinations should be done primarily at regional level under statewide criteria for evaluating GHG impacts. Criteria for project selection should be uniform statewide and developed by the State of California. Regions shall administer competitive funding processes and select projects based on these criteria.*
4. *Allow flexibility at the regional and local level to develop most cost effective projects.*
5. *Assist local governments in meeting regional GHG reduction goals*
6. *Create performance-based approach to maximize regional flexibility with improved modeling and verification systems to ensure effective results*
7. *Promote innovation, collaboration, economic development and rural sustainability*
8. *Support co-benefits: air quality, public health, resource protection, equity, affordable housing, agriculture, and safety*

We hope you will give us the opportunity to work with you to refine these concepts and take advantage of this opportunity to make AB 32 a key component of California's transportation investment program.

Sincerely,

California Transit Association • California Alliance for Jobs • Natural Resources Defense Council • California State Association of Counties • League of California Cities • Self-Help Counties Coalition • California Association of Councils of Governments • Sacramento Area Council of Governments • Southern California Association of Governments • Metropolitan Transportation Commission • San Diego Council of Governments • Sacramento Metropolitan Air Quality Management District • San Joaquin Valley Regional Policy Council • Transportation California • Environmental Defense Fund • California Center for Sustainable Energy



TRANSPORTATION COALITION PROPOSAL

Our uniting principle is that auction revenues derived from vehicle fuels should be used to fund transportation system needs in a way that implements the AB 32 regulatory program building on the framework of SB 375 and other GHG reduction strategies.

Based on research which illustrates the benefit of combined approaches to transportation investments, this proposed Livable Community Infrastructure Program would leverage a cost effective investment portfolio across transportation efficiency measures, land use incentives, and improved transportation options to yield the greatest GHG reductions associated with the transportation sector.

Coalition Principles/Program Framework

1. Auction revenue from fuels should implement the AB 32 regulatory program to reduce GHG emissions from transportation
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8. Support co-benefits: air quality, public health, resource protection, equity, affordable housing, agriculture, and safety

Additional Considerations for Program Framework

- Integrate interregional rail modernization and roadway operational improvements with regional investments that implement or enhance long-term GHG reduction strategies in statewide and regional transportation plans.
- Use statewide criteria to ensure compliance with SB 535.

Program Design

- 1) Allocate transportation funds primarily on a regional basis:
 - Direct funds to MPO's or other regional transportation agency outside of an MPO.
 - Use an objective standard, such as population, as basis for funding allocation between regions to ensure all parts of the state have equitable funding.
 - Establish statewide modeling to allow region-to-region consistency in evaluating and verifying the effectiveness of all eligible projects, including those related to travel demand reduction, system efficiency and safety improvements, demographic characteristics and integrated land use and transportation strategies.



- 2) Allocate funding within regions to achieve optimum mix of GHG reductions and co-benefits:
 - Structure program whereby regional agencies are required to establish competitive grants for local entities that incentivize integrated strategies that combine land use changes with infrastructure investment at the neighborhood scale to achieve greatest long term GHG benefits.
 - Funds must be used for local land use strategies and transportation investments that implement an approved Sustainable Communities Strategy/ Alternative Planning Strategy within existing urbanized or developed areas and reduce GHG emissions.
 - Allow areas outside of MPO regions to seek funding for long-term GHG reduction strategies contained in their Regional Transportation Plan.
 - Support rural sustainability through funding maintenance, farm to market and interconnectivity needs that implement the adopted regional strategy
- 3) Allocate funding to administer competitive grant program for intercity and interregional rail modernization, and roadway operational and maintenance improvements, that implement or enhance GHG reduction strategies in statewide and regional transportation plans.
- 4) CARB will establish minimum standards for the development of regional and interregional funding programs, including criteria for evaluating GHG impacts that ensure program compliance while retaining flexibility to meet transportation goals. CARB will periodically review each region's effectiveness in meeting the standards to ensure legal compliance with AB 32 requirements.

Eligible Uses of Funds

Implementing SB 375 and other GHG-reducing regional plans outside of metropolitan planning organizations (MPOs) requires Livable Community Infrastructure to rebuild aging infrastructure within urban infill and existing rural communities. This includes transportation efficiency measures such as network and demand management strategies, transit service and operating costs, road and bridge maintenance, retrofits for complete streets and urban greening, and clean technology infrastructure. All of these transportation investments yield greater and more cost-effective GHG reductions when co-implemented with land use incentives and improved transportation options, such as developing land use modifications to support regional plans, transit-oriented development, and other community infrastructure needed for infill development.

Keeping in mind that all expenditures must implement the AB 32 regulatory program to reduce GHG emissions, we support a broad array of eligible expenditures within existing urbanized or developed areas as follows:

1) Transportation efficiency measures:

- Network and demand management (e.g. transit/bike priority signalization; trip reduction programs; roundabouts/roadway modifications; congestion pricing)
- Transit service, maintenance and operating costs (e.g. Bus Rapid Transit)
- Road and bridge maintenance, operations and retrofits for complete streets and urban greening (e.g. pavement and striping conditions; streetscape enhancements; bike/ped safety enhancements)



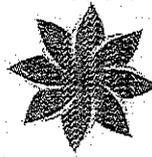
- Clean technology infrastructure and planning (e.g. EV station planning and implementation)
- Multi-modal network connectivity to reduce travel distances and improve access to parks, schools, jobs, housing, and markets for rural and urban communities (e.g. neighborhood scale planning)

2) Land use incentives and improved transportation options:

- Funding to develop and implement land use modifications to support regional plans (e.g. updating zoning codes, parking standards, Level of Service policies)
- Other community infrastructure (e.g. water, sewer, greening) to support Transit Oriented Development, affordable housing, urban infill and small walkable communities in rural neighborhoods
- Transit infrastructure and clean technology conversion (e.g. hybrid busses; station enhancements)
- Multi-use facilities and accommodations for bicyclists, pedestrians and Neighborhood Electric Vehicles (e.g. multi-use trails)
- Multi-modal network connectivity within new development (e.g. street design)
- Livable Community Infrastructure to support interregional rail modernization and roadway operational investments (e.g. Capitol Corridor enhancements)

3) Administration/Evaluation Measures:

- Administrative costs and development and use of evaluation, monitoring and verification systems to validate AB 32 compliance, including modeling systems to evaluate regional proposals against program criteria, and verification and measurement systems for on-going evaluation and modification of regional and state programs.



TRANSPORTATION COALITION PROPOSAL

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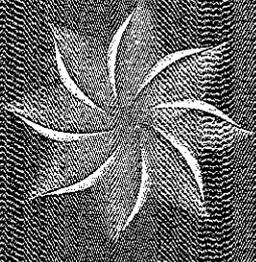
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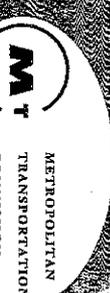
3) Administration/Evaluation Measures:

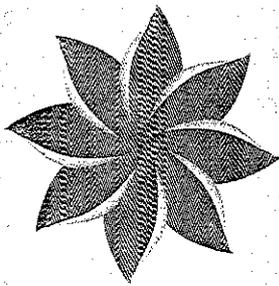
- Administrative costs and development and use of evaluation, monitoring and verification systems to validate AB 32 compliance, including modeling systems to evaluate regional proposals against program criteria, and verification and measurement systems for on-going evaluation and modification of regional and state programs.



By increasing investments in mobility, new infrastructure & jobs we can create healthy communities and better quality of life

- Auction revenue from fuels should implement the AB 32 regulatory program to reduce GHG emissions from transportation.
- Regional allocation of funds – every region of the state receives a fair share.
- Integration of land use strategies and transportation investments to achieve the highest GHG emission reductions.
- Use a competitive grant process for local projects, under state criteria, to co-implement transportation investments with land use changes to cost effectively meet the goals of AB 32 and stimulate innovation and flexibility at the local and regional level.
- Improve modeling and verification systems to ensure effective results.
- Support co-benefits: air quality, public health, resource protection, equity, affordable





TRANSPORTATION COALITION for LIVABLE COMMUNITIES

"In Davis, bike infrastructure, careful land use planning, and housing and transit designed with student access to UC Davis in mind, are the cornerstone of our sustainable transportation strategy. The framework laid out in this funding proposal will empower all communities in California to apply their own unique solutions."

- Joe Krovoza, Mayor
City of Davis

"As students who go to school in an urban core, we enjoy being able to walk to parks, bike to coffeehouses, and take transit to our internships and community service activities. This funding will increase safety for students biking, walking, and taking transit to school to make sure student safety is a priority!"

- Zelia Gonzales, 9th Grade
Met Sacramento High School

"This proposal will support the necessary improvements to interregional transport services like the Capitol Corridor trains in order to meet the mobility needs of California and ensure compliance with the state's clean air goals pursuant to AB32."

- David B. Kutrosky, Managing Director
Capitol Corridor Powers Authority

**Organizations from
across the state are supporting our proposal
to invest in California's neighborhoods
through a transformative grant program
centered on collaboration, innovation, and
accountability.**

"Urban greening and urban forestry improve community health, reduce water and energy consumption, and help the State meet its AB 32 goals.. This funding proposal would integrate these strategies into local transportation and land use investments - encouraging the most innovative approaches to reduce greenhouse gas emissions."

- Nancy Hughes, Executive Director
California Urban Forests Council

"Local government is where transportation and land use planning becomes real. Having flexibility to address distinct local needs and encourage innovation that achieves success in GHG reduction is something very valuable to support."

- Suzanne Smith, Executive Director
Sonoma County
Transportation Authority

MORE INFO?

www.transfunding.org

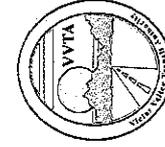
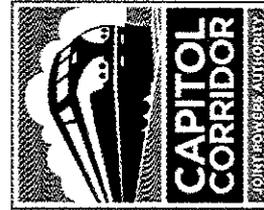


SCTA
Santa Clara County Transportation Authority

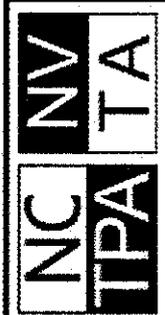
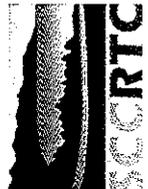
RCPA
Regional Center for Planning and Administration



BAY AREA COUNCIL



SACRAMENTO COUNTY
cobblestone
PLACEMAKING



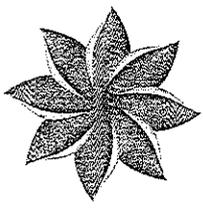
TRANSPORTATION COALITION FOR
LIVABLE COMMUNITIES

SUPPORTERS



Sustainable NAPA COUNTY





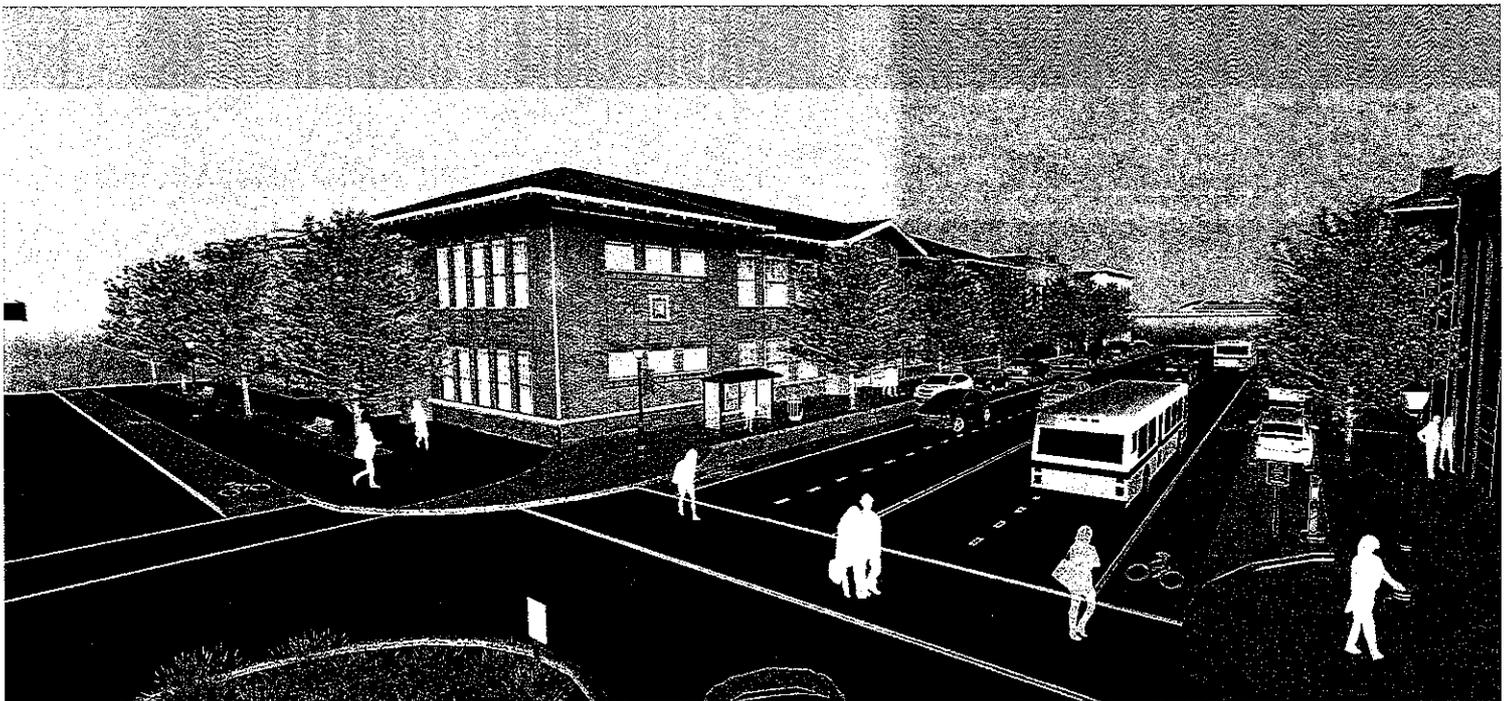
The premise of the program concept is that we must **INTEGRATE** transportation and land use strategies – combining livable community infrastructure, maintenance, and operations in order to maximize GHG reductions from neighborhood scale planning and combined projects rather than single purpose investments.

the strategy

With California's regions planning for higher density and more compact development patterns, successful implementation of SB 375 and other regional GHG reduction strategies relies on cost-effective and integrated investments in land use and transportation in existing urban and rural communities. Livable Community Infrastructure includes the streets and sidewalks

that connect our neighborhoods, the pipes that move water to and from homes and businesses, and the parks and trees needed to improve quality of life in neighborhoods.

what we propose to fund



The Transportation Coalition for Livable Communities proposes funding projects that implement transportation improvements in conjunction with land use strategies. Examples include

- bike facilities
- smooth roads
- frequent and predictable transit
- clean technology infrastructure
- rail improvements
- streetscape enhancements
- traffic calming
- multi-use paths
- underground utilities
- urban greening

the numbers behind it all

	Transportation and Land Use Strategies	
Transportation Efficiency Measures	Travel Demand Management	Commuter Trip Reduction
		Transit Fare Subsidies
	Transportation Network Management	Parking Cashout
		Eco-Drive Education
		Multi-modal Network Connectivity
Land Use Incentives and Improved Transportation Options	Neighborhood Design Characteristics	Road Maintenance
		Variable Speed Limits
		Transit Service Frequency
		Residential Density
	Multi-modal Infrastructure	Transit Proximity
		Land Use Diversity
		NEV Networks
		Bus Fleet Low Carbon Fuels
		Pedestrian Network
		Capital Transit Improvements

what it means

- The interactions of land use, urban form, and transportation are complex. They vary over time and have a significant impact when they affect the full spectrum of travel purposes, destinations, and trip lengths. Measures for GHG reduction, illustrated above are measures applied at a community-wide or corridor level scale.
- Transportation efficiency measures such as lowering speed limits, using congestion pricing, etc. can yield 10% of GHG reductions in 5 years to generate reductions in GHGs prior to 2020. Compounding GHG reductions can be achieved.
- While strategies that involve land use patterns and improved transportation options take a longer time to implement, they can yield 9% to 15% by 2050. Early investments must be made in land use in order to achieve these reductions.
- Road maintenance is a transportation system efficiency strategy that can yield up to a 10% of GHG reductions. Well-maintained roads, efficiently, and well-maintained bridges keep detours to a minimum - improving traffic flow and reducing emissions.
- Combining land use and transit strategies is projected to yield GHG reductions of 4% by 2020.
- Transportation efficiency measures yield greatest short term (2020) GHG benefits between 2010 and 2020. Complete streets facilities have additional benefits such as improved public health.¹⁰
- When streets and transit infrastructure are co-implemented with land use, greater reductions can be achieved. Combined with expanded transit services achieve stronger GHG reductions than when only one strategy is implemented.

Max GHG reduction if applied as an individual strategy to full neighborhood scale plan (not additive)	Max GHG reduction if applied to full neighborhood scale plan, in combination with other supporting strategies (not additive)
7%	21%
7%	20%
3%	8%
5%	14%
7%	21%
10%	<i>Reductions not yet quantified</i>
20%	<i>Reductions not yet quantified</i>
1%	3%
5%	15%
8%	25%
10%	30%
1%	3%
5%	<i>Reductions not yet quantified</i>
1%	2%
8%	<i>Reductions not yet quantified</i>

and depend on the context, scale, and intensity of application. Many achieve their greatest when attempting to project the full long-range effects of investments on travel and GHG development such as within a specific plan.

standing transit service, or making operational improvements, could be implemented within a few years when combined with land use strategies and transit infrastructure.

larger time to implement, notable reductions are realized by 2030, with greater GHG reductions and significant reductions.¹⁰

decrease in GHG emissions. Maintaining smooth roads allows vehicles to operate more efficiently, reducing associated greenhouse gas emissions.

and 16% by 2050 as compared to 2050 baseline trends.³

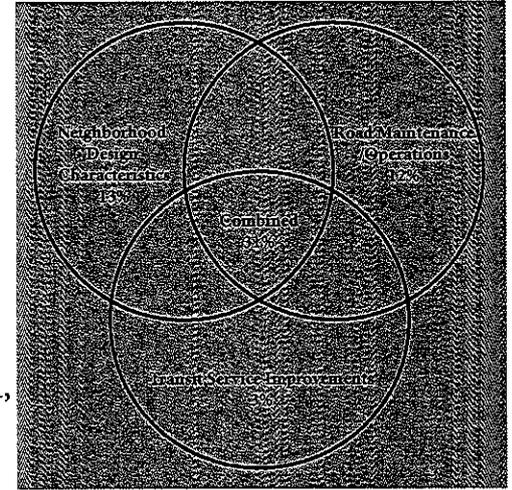
4% and 20% from 2050 trends, but infrastructure investments in land use, transit, and

s in GHGs are realized, especially over a long term horizon. For example, land use code changes and other options are implemented.

why it's important

No single strategy can achieve AB 32 goals. Key trends from existing research can help shape an understanding of why an integrated approach must be taken to maximize our investments in GHG reduction. From an initial assessment of research, a policy framework can be built around allocating funding to regions to promote combinations of integrated strategies for transportation efficiency, land use incentives, and improved transportation options at the local level. Implementing various "bundles" of transportation and land use strategies at a regional and local level could achieve 30% greater annual GHG emission reductions than expected baseline levels in 2050.

Combinations of transportation and land use strategies create synergies that substantially enhance the potential reductions from individual measures. The diagram and table presented in this document are a synthesis of the latest research on the ranges of GHG reduction from individual and combined strategies based on research published by various Universities, Caltrans, the Transportation Research Board, California Air Pollution Control Officers Association, US Environmental Protection Agency, and found within the books *Growing Cooler* and *Moving Cooler*, and other institutions.



how we got here

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2. CAPCOA. *Quantifying Greenhouse Gas Mitigation Measures*. August 2010. <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>
3. Rodier, Caroline J. *A Review of the International Modeling Literature: Transit, Land Use, and Auto Pricing Strategies to Reduce Vehicle Miles Traveled and Greenhouse Gas Emissions*. Institute of Transportation Studies, University of California, Davis. Research Report UCD-ITS-RR-08-34. November 2008. http://www.arb.ca.gov/planning/tsaq/docs/rodier_8-1-08_trb_paper.pdf
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