

### Board of Advisor Annual Meeting – Digest

May 13, 2010 at UC Davis

#### INTRODUCTION

The groundwork for the Urban Land use and Transportation Center (The Center) began nearly thirty years ago with the Land Use and Natural Resources program at University Extension and continued through the work at the Information Center for the Environment. The Institute for Transportation Studies (ITS-Davis) was created 20 years ago with a focus on fuel and vehicle technology while the topic of land use and travel behavior received carefully studied by Professors Ryuichi Kitamura, Patricia Mokhtarian, Robert Johnston and Susan Handy. Combining these efforts to understand land use policy and travel behavior marked the formation of The Center.<sup>1</sup>



The Center engaged the State of CA Air Resource Board, the CA Transportation Commission, Department of Transportation, Energy Commission, Attorney General’s Office and the SB 375 Regional Targets Advisory Committee (RTAC) process to assist with the development of policy language, modeling criteria, and general counsel to help frame land use and transportation programming at the state level. The Center is deeply engaged with Metropolitan Planning Organizations (MPOs) and regional Councils of Government in preparing for the implementation “Sustainable Community Strategies”. The Center has also joined with its UC ITS partners to provide advice to ARB in developing Best Management Practices (BMPs) for SB 375 that are scientifically defensible.<sup>2</sup>

The purpose of the annual Advisory Board meeting is to provide feedback on what The Center is doing and to establish a feasible set of expectations for the upcoming year.

#### UPDATE ON RESEARCH

Doug Hunt provided context to the discussion by reporting that the worldwide populations will peak at 9.5 billion people in 2080 with 50% of development taking place in urban areas and 50% in rural areas. Cities will be built out over the next 20 years, and over the next 50 years we will need to develop public policies to retrofit urban areas to accommodate this growth.

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<sup>1</sup> Discussion about the key milestones that have helped to advance public policies designed to reduce greenhouse gas emissions, increase mobility and promote sustainable community development include: the Clean Air Act Legislation in the 1980s, AB 1493 (Pavley Fuel Economy Standards), and more recently of AB 32 (Global Warming Solutions Act) and SB 375 (Redesigning Communities to Reduce Greenhouse Gases Bill).

<sup>2</sup> Caltrans invested in a 2006 study analyzing modeling efforts and provides the impetus for creating a statewide transportation model that can be integrated with regional planning efforts. The Center collaborates with Caltrans to gather and analyze information about travel behavior. In 2009, The Center partnered with Caltrans to develop the “California Interregional Blueprint” which combines the latest available data on interregional corridors for state highways, transit (including rail) and goods movement, with a policy vision for the State that seeks to respond to the integrated land use and transportation plans of the major MPOs in California.

- Doug Hunt's presentation, The New Model Model: Transformational Modeling Practice in the United States and Asia addressed the theory behind PECAS. Doug demonstrated how PECAS-like models have been used to influence decision making in a host of locations. Doug emphasized the value of a system that incorporates the energy requirements, the economy, travel, housing and public policies. He also emphasized the requirement that modeling tools be installed in-house with education and training for staff.
- Mark Lubell's presentation, Collaboration in Creating Sustainable Communities, explored the collaborative partnerships that exist and how these partnerships translate into action in local and regional government. Mark's research is focused on the Sustainable Cities of the Central Valley, Regional Cooperation among Local Government, and Collaboration in an Ecology of Policy Games.
- Susan Handy and Deborah Salon's presentation, Evaluating Local Land Use Policies for Reducing Greenhouse Gas Emissions: Case Studies, Policy Briefs, Evidence Extraction and New Empirical Evidence, illustrated their research in the area of voluntary greenhouse gas reduction programs.
  - Deborah Salon is learning about the policies that cities (Berkeley, Davis, Fresno, Los Angeles, Sacramento, San Francisco, Stockton, Ventura) have implemented to understand what is motivating action on climate change, what policies are being adopted to address this challenge, which strategies successfully facilitate policy adoption and implementation, and how do these policies differ across the cities. Preliminary findings include: Some governments are motivated by state activities, but many are acting independently; fiscal crisis does not seem to impact climate planning due to energy efficiency and conservation block grant program funding.
  - Susan Handy presented an ongoing survey that she began last fall focusing on the new Target store in Davis. She surveyed Davis residents prior to the store's opening, determining shopping behavior in the downtown area and what mode of transport was used. She will follow up with an intercept survey at Target this fall to determine changes in these shopping patterns. She is also examining the carbon footprints of the transportation and building sectors in these cities. Social networks are an important consideration if behavior change is ever to be achieved in a given community.
- Seth Miller's presentation, Moving towards a Collaborative National Center of Excellence in Modeling and Policy Formation addressed the idea of a center of excellence located at ITS that would provide access to the collection of information and knowledge about modeling efforts taking place throughout the nation.<sup>3</sup>
- The CalSIIM model looks at the state's \$1.75 trillion economy through 52 sections and 512 zones. CalSIIM is under development -- eight staff were hired to build the model. The Travel Demand portion of the model will be completed in September of 2010. The Economic model will be completed by December, 2012 with an accelerated version be completed in December, 2011. Currently 18 counties in California are using the UPLAN model created by Bob Johnston at UC Davis. This rule-based model - not economic - helps communities hold important discussions about their future. Eight COGS in the San Joaquin Valley have used the UPLAN model and as a result have agreed to increase the densities of their communities by 50%.

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<sup>3</sup> Where is the planning community with regard to the skills necessary to conduct integrated modeling? Larry thought that there were spots to think about a technical assistance group.

## **UPDATE ON EDUCATION**

The Center currently has seven graduate students and is looking for five or six more. Gordon Garry, visiting scholar and Research Director at the Sacramento Area Council of Governments will teach a course on integrated modeling in the fall.

Training will be provided to participating agencies from the San Joaquin Valley and MPOs involved in deploying PECAS in their regions. Other training opportunities to be provided by The Center spurred enthusiastic discussion during the meeting.<sup>4</sup>

## **Update on Federal Policy**

Joan Sollenberger serves as a policy advisor to The Center and is on loan from Caltrans. She serves as a liaison between the center and federal congressional staff and agency personnel informing them on California's progress on climate change policy, and the land use and transportation connection in particular. The aim of Joan's work is to get state agencies to see that what is being done in California and how it can be duplicated across the nation.

## **Update on Partnerships**

The Center is part of the UC Multi Research and Programs Initiative (MRPI), an initiative that was allocated \$6.25 by the state legislature to bring together transportation researchers. The Housing and Urban Development and Environmental Protection Agency Partnership will be allocating \$100 million to advance sustainable communities during the upcoming year.

## **Update on Fundraising**

The Center has received grant awards from the Hewlett Foundation, the Surdna Foundation and the Rockefeller foundation. For now, California can do the early work that the federal government needs, to get itself coordinated and position The Center for federal resources.

## **Adjournment**

Discussion about the name for The Center (CITEES, I-TEE and CIM) were presented to the group. No single option was chosen by the group. The Center will circulate minutes from the June 13<sup>th</sup> meeting and aims to keep in close contact with Advisory Board members.

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<sup>4</sup> Discussion on the topic building capacity among planners in California to prepare and analyze integrated models surfaced the following questions:

- Is it possible to train current professional staff from public agencies involved with GHG tracking in integrated modeling? The CA Department of Motor Vehicles will have a 2/3 turnover in management by 2015. The state will need to focus on upgrading the skills of current junior staff that will transition into senior management positions very quickly.
- How will the public receive the information produced by The Center? The Texas Transportation Institute (TTI) in Texas is like an additional arm of government and transportation planners throughout the country accept TTI's research as valid and accurate. Can ULTRANS position itself in a way that when a report comes out in California it is something that everyone believes?
- Is the University a good setting for delivering training on integrated modeling? They have developed a good delivery systems, but the low cost of distance learning merits further exploration.
- The Mineta Transportation Center at San Jose State offers professional development opportunities and may serve as a good model for The Center.
- The University of Washington example where the school set-up a sustainability certificate program online. By the end of the first year enrollment came from all over the world. Distance learning has opened up interaction among workforce students from a variety of professionals.
- SANDAG has a service bureau to provide information and expertise to the public and could be a partner to The Center. The need for practical application of integrated models as part of the professional development experience was emphasized.