



Update from Southern California

Attempting Substantive Progress
At a time when Politics is Broken

Countervailing Forces

Powerful political and economic forces have emerged during the last year that affect the possibility of structural changes in land use and transportation systems, but these forces are both negative and positive.

Countervailing Forces



Collapse of financial markets and real estate prices stops new development

California legislature cannot agree on any new taxes, borrows against future revenue, raids local government and infrastructure funds

Structural drought, increase in energy costs create major economic problems

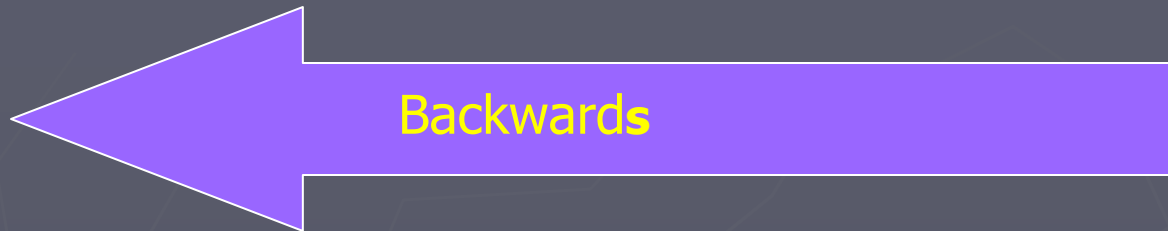
Countervailing Forces



Tax revenue forecasts drop substantially because of slowing economy (Measure M forecast for 30 years drops from 24 billion to 19 million).

Oil price shock increases immediate demand for additional buses, trains to meet demand.

Collapse of exurbia



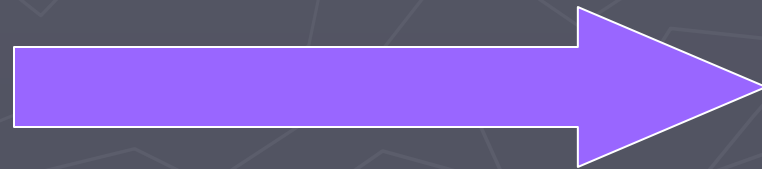
Rising energy costs threaten the existence of the new ex-urban McMansion model of expanding rings of development that has dominated the last twenty years

Widespread economic collapse in places like California's Inland Empire, the last expansion of the auto-dependent society.

Peak Oil Awareness

Oil price shock finally brings concept of peak oil to financial press and mainstream media

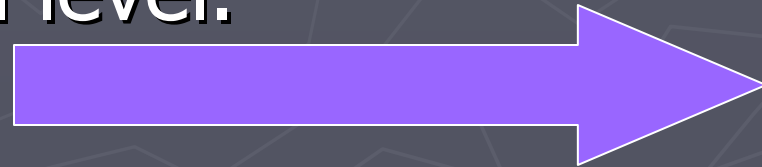
But bankruptcy of public discourse in U.S. means that public is presented with false choices, transparent lies ("Drill baby, drill", clean coal, alternative fuels)



New urbanism

Consensus among leading architects, planners, developers that we need to move rapidly to new urbanist development – more walkable, denser, greener, intensify development of inner rings of suburbs

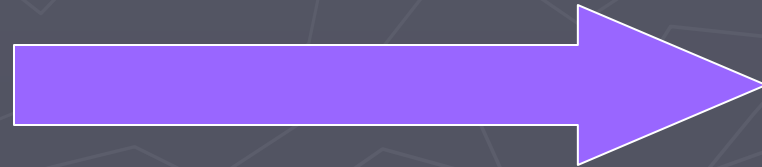
Decisions at state level to reduce carbon emissions and change land use being pushed down to local level.



Looking abroad

California decision makers are looking seriously at progress in Europe.

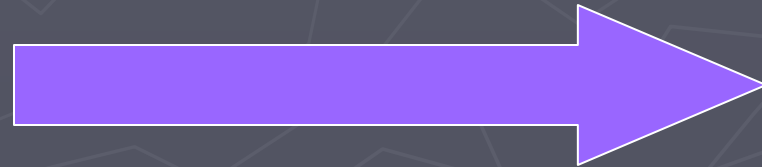
Swedish, British, examples for congestion pricing, new urban planning, energy use, are models that are actively studied



High Speed Rail on Ballot

California Bond Measure could pass in November to allocate first 10 billion of 40 billion cost of 800 mile system – first US high speed rail system

Passage will force active discussion of feeder systems

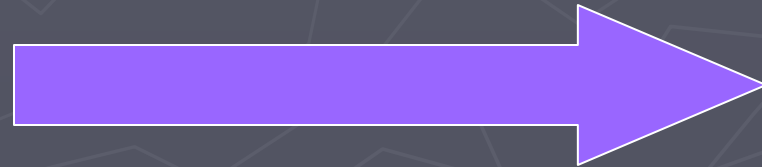


Private Sector Interest

First Podcar City conference sparks renewed interest from major resort operator.

Need to jump-start stalled land development projects with some dramatic move

Local leaders build alliances



No Silver Bullets

Transportation options in post-suburbia

Safer, more convenient bike routes

Separated lanes for NEV

Mixed-use neighborhoods

Walk to many daily functions

New transportation systems

Post Suburban Society

50% Less energy usage

50% Fewer personal vehicles

Higher density land usage

Far less land devoted to parking

Walkable mixed-use communities

Substantial progress within ten years

Overlay on current development

We can't build New Cities but must revision existing built environment.

Pace of change will be far faster than current decision-making systems allow

Need to streamline approval, environmental review, implementation

Post-Carbon America

Wrenching changes that require

Cross-disciplinary cooperation

Broad public participation

National challenge

Major educational effort at every level

Ability to visualize change

Visualizing Change

Broad interdisciplinary tools

Economic Modeling

Total Energy Planning

Transportation Planning

Architecture

Human interaction with all of the above

Inclusive Decision-Making