

**Proposed Amendment between California Energy Commission  
and  
The Regents of the University of California, - CIEE**

**Title:** Assess New Transportation and Land-use Patterns in a Carbon-constrained Future  
**Amount:** \$0.00  
**Term:** 3 months  
**Performing Inst:** UC Berkeley, Global Metropolitan Studies Center  
**Contact:** Dan Gallagher  
**Committee Meeting:** 12/1/2010

**Recommendation**

Staff recommends approving this amendment with The Regents of the University of California, - CIEE for a 3 month no-cost extension to MRA-02-083 under Contract # 500-02-004. Staff recommends placing this as a consent item on the agenda of the Commission Business Meeting.

**Issue**

The original planned start date of this contract was July 1, 2009. Due to delays in both signing and processing the contract at the Department of General Services and UC Berkeley's Special Projects Office, the contract was not approved until August 20, 2009. Account set up at UCOP further delayed the start date to late October. The combined effect of this timing of authorization and account set-up was about three months of delay. The requested three month extension restores the original amount of time for the work to be performed.

**Background**

The Berkeley team brings powerful skills and broad experience to this project. Principal Investigator Prof. Elizabeth Deakin, a leader in developing transportation, transit and land use models in California and at the national level for over three decades, as well as implementing the policies her work has recommended. Lead researcher, Dr. Lee Schipper has worked on transportation and carbon dioxide at local, national, and international levels for two decades. Dr. Karen Frick, currently at Partners for Advanced Transit and Highways and University of California Transportation Center, has worked with major Californian Metropolitan Planning Organizations and with major transport planning projects.

**Proposed Work**

This project will examine modal estimations for major metro California regions for the combined fuel-savings potential of land use and transportation measures. This research will differentiate policy options that would allow state and local agencies to more effectively and expeditiously pursue land-use strategies to further reduce vehicle miles traveled and greenhouse gasses. This research will also analyze alternatives for integrating improved land use and modal shift components into the the Energy Commission's transportation/fuel demand models.

**Justification and Goals**

This project directly addresses recommendations in the 2007 IEPR for further research and development to explain and quantify the effect land use has on energy systems. As stated in the 2007 IEPR, decisions

affecting land use directly affect energy use and the consequent production of greenhouse gases, primarily because of the strong relationship between where we live and work and our transportation needs. Significant efforts are necessary to reduce vehicle miles traveled (VMT) to meet the state's emission reduction goals. California must begin reversing the current 2 percent annual growth rate of vehicle miles traveled. Research shows that increasing a community's density and its accessibility to job centers are the two most significant factors for reducing VMT.

This will be accomplished by:

- Identify ways to improve the performance of the Energy Commission transportation fuel demand models by development of the most suitable land use model or model components.
- Provide an assessment of policy options that would allow state and local agencies to more effectively and expeditiously pursue land-use strategies to further reduce vehicle use.
- Provide a modal estimation for major metro California regions of the combined fuel-saving potential of land use and transportation measures.