



STRATEGY AREA	LOCAL GOVERNMENT	MPOS/RTPAS	STATE GOVERNMENT
LOCATION EFFICIENT DEVELOPMENT	<ul style="list-style-type: none"> • Specific Plans for infill and corridor areas, including TOD plans and policies • Use higher densities in urbanized areas • Plan for Jobs/Housing balance • Leverage CEQA streamlining • Limit auto use near transit corridors • Use EIFDs, NIFTIs, AHAs to finance infill • Reduce cost and/or time of infill projects (permit streamlining, by-right zoning) • Reduce minimum parking standards • Conserve open spaces and agriculture 	<ul style="list-style-type: none"> • Identify strategic growth areas in RTP/SCS • Provide incentives, information, tools, technical assistance, and encouragement to support local planning and implementation • TOD plans and policies • Allocate REAP funds to local agencies to transform infill communities • Encourage TOD policies • Consider SB 743 mitigation banks or exchanges 	<ul style="list-style-type: none"> • Find a “real” replacement for redevelopment • Enlarge Infill Infrastructure Grant (IIG) program • Expand tax increment financing options and other financing tools for infill supportive infrastructure (e.g., water, sewer, electrical, telecommunications, active transportation, urban greening, and parks). • Build mixed use at under-used public sites • Create certainty administrating SB 743 mitigation banking or exchanges • Reduce CEQA barriers to density and affordable housing in transportation-efficient areas
ACTIVE TRANSPORTATION	<ul style="list-style-type: none"> • Improve Circulation, ATP & Trail Plans • Adopt Vision Zero Plans and policies • Include Vision Zero Revitalization for LSR & RMRA funded projects • Seek ownership of urban state highways • Traffic calming to improve safety • Use authority to reduce auto speed limits • Enforce safety laws 	<ul style="list-style-type: none"> • Prioritize regional funding • Regional Vision Zero plans and policies • Provide incentives, information, tools, assistance to support implementation • Fund bike highway & trail systems • Promote civic engagement and awareness like <i>GoHuman</i>; May is Bike Month 	<ul style="list-style-type: none"> • Improve design guidelines • Adopt statewide safety standards • Expand funding for state programs (such as ATP, REAP, TIRCP, LCTOP) • Further approve lower auto speed limits • Add facilities in Caltrans ROW (where appropriate) • Support & fund non-infrastructure safety programs like Safe Routes to School
TRANSIT (INCLUDES ACTIONS FOR TRANSIT AGENCIES)	<ul style="list-style-type: none"> • Improve Circulation Elements • Improve Transit Route Design • Improve transit stops/stations/facilities • Increase access to transit by increasing development density near transit • Increase transit frequency • Micro-mobility or on-demand service • Reduce fares or offer free fares • Invest in transit quality (e.g., safety) • Plan for first/last mile connection options 	<ul style="list-style-type: none"> • Provide technical & grant assistance to improve the frequency, hours of service, and coverage • Fund more bus rapid transit, express bus, and frequent fixed-route service • Transit/Mobility Hub planning • Fund TOD Plans and policies • Prioritize funding in low VMT areas • Facilitate fare sharing between providers 	<ul style="list-style-type: none"> • Find long term funding support for operations • Update the State’s Transit Strategic Plan • Fund local transit improvements • Implement and fund the State Rail Plan • Fund TIRCP as provided in FY 22-23 budget • Directly fund transit transition to electric buses • Ensure affordability for everyone • Reduce threshold for locally funded sales taxes that fund transit and multi-modal investments • Complete the High-Speed Rail (HSR) System
PRICING	<ul style="list-style-type: none"> • Adopt paid parking ordinances • Regulate curb access in high use areas • Use paid parking mechanisms (meters) • Use cordon pricing in high use areas • Offer complimentary transit programs 	<ul style="list-style-type: none"> • Design regional programs • Create Pilots to develop new policy innovations • Cordon pricing (upon state approval) • Corridor Plans • Implement Tolling (upon state approval) • Program viable transit & TDM programs. 	<ul style="list-style-type: none"> • Authorize and implement pricing strategies • Convert general lanes to transit or toll lanes • Permit full facility tolling of state-owned facilities • Replace declining gas tax to maintain investments in maintenance & sustainable transportation • Fund complimentary transit & TDM programs. • Allow efficient enforcement of toll evasions
HOUSING (NOT INCLUDING HOMELESSNESS)	<ul style="list-style-type: none"> • Housing Element updates, including zoning for more multi-family housing • Specific Plans for infill and corridor areas, including TOD plans and policies • Plan for higher density uses in areas with existing infrastructure • Plan for Jobs/Housing balance • Reduce minimum parking standards • Reduce cost and/or time of development (permit streamlining, by right zoning, reduced parking requirements, etc) 	<ul style="list-style-type: none"> • Work with local agencies to allocate RHNA in location efficient areas • Encourage mitigation of displacement in areas identified for revitalization • Fund Regional Housing Trusts and regional housing finance authorities • Provide incentives, information, tools, technical assistance, and encouragement to support Housing Element updates • Allocate REAP funds to local agencies to accelerate housing 	<ul style="list-style-type: none"> • Fund catalyst infrastructure (water, sewer) • Fund housing and infill projects that accelerate VMT-reduction such as REAP 2.0, AHSC, TCC • Scale up factory-built housing production, investing in workforce development, reduce time and cost of delivering multifamily infill housing • Incentivize conversion of a broader array of opportunity sites for affordable housing construction including redevelopment of aging malls, office parks, and other major reuse sites
TRAFFIC DEMAND MANAGEMENT & OTHER EFFICIENCY FACTORS	<ul style="list-style-type: none"> • Regulate Curb access • Adopt local TDM policies • Reduce minimum parking standards • Reduce auto speed limits • Price parking • Safe Routes to School Programs • Broadband to support shifts in telework • Innovative education focused on promoting a variety of alternatives to driving alone 	<ul style="list-style-type: none"> • Support transit and local agencies to develop, test, and pilot new mobility services such as microtransit, bike share. • Regional and local TDM programs • Implement HOV & HOT lane programs • Coordinate regional broadband/digital equity (Telework and remote services) • Innovative education to promote alternatives to driving alone • Partner state & locals to reduce speed 	<ul style="list-style-type: none"> • Develop a statewide transportation demand management (TDM) framework • Reduce speeds on state highways (e.g., 55 mph) • Authorize bus on shoulder programs • Innovative education focused on promoting a variety of alternatives to driving alone • Establish a statewide system for trip planning, booking, payment, and user accounts that enables efficient and equitable multimodal systems • End the State’s subsidies for employee parking
ELECTRIC VEHICLES	<ul style="list-style-type: none"> • Develop Local ZEV Readiness Plans • Incentivize or increase home, apartment, workplace, and public space charging • Adopt EV sharing programs • Convert local government fleets to ZEVs • Support deployment of ZEVs by exceeding state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies) 	<ul style="list-style-type: none"> • ZEV Readiness Action Plans for infrastructure gaps and to facilitate regional solutions • Provide incentives, information, tools, technical assistance, and encouragement to support local governments EV plans and infrastructure • Invest in EV car sharing programs (like Mio Car) 	<ul style="list-style-type: none"> • Electric vehicle incentives • Address grid needs • Charging at state parks/state lands • Update building codes • Fund local, regional, and state transition efforts • Fund purchases of Electric buses by local transit agencies

Caveats: (1) Not all of the strategies are right for every region; particularly rural areas. Local conditions will dictate the choice and implementation of polices for the best result. (2) “Externalities” like overall economic activity, gas prices, penetration of autonomous vehicles and other external influences may affect the ability of any or all of these strategies to achieve the overall goal. (3) This table was developed with a specific focus on GHG emissions. All climate policies, however, should be reconciled for potential conflicts or barriers related to other state goals related to equity, housing, economic prosperity, and other environmental goals.