ARB Process for SB 375 Target Update
Presentation Outline

- Introduction and purpose
- Background
- Considerations for a target update process
- Next steps

Public comment period to follow staff presentation
Introduction and Purpose
Introduction and Purpose

• SB 375 requires ARB to set regional GHG reduction targets for passenger vehicles
  ▫ Targets originally established in 2010
  ▫ Must update targets in 8 years; may update in 4 years

• ARB is conducting public outreach to inform the target update process
  ▫ Preliminary Draft Staff Report outlines issues

• Board meeting in October – informational only
  ▫ No Board action to update targets in October
Background
SB 375

- Sustainable Communities and Climate Protection Act of 2008
  - Sustainable Communities Strategy (SCS) is at the heart of the legislation
  - MPO integrates transportation and land use planning in the SCS, with the goal of meeting GHG reduction targets from less driving
- First round of SCS development not complete
- Second round of SCSs underway for 3 MPOs
Initial SB 375 Successes

- Increased outreach and public participation
- More engagement and coordination between MPOs and local jurisdictions
- Advances in transportation modeling and more sophisticated scenario testing
- More funding allocated to public transit and active transportation
- Multiple healthy community, social equity, and environmental benefits
Current Board-Adopted Targets

- Percent reduction in per-capita GHG emissions compared to 2005
- Two targets for each MPO: 2020 and 2035
- Informed by RTAC, public input, and consultation process with MPOs

<table>
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<th>MPO</th>
<th>2020 Target</th>
<th>2035 Target</th>
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<tr>
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<td>-13%</td>
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MPO Accomplishments to Date

• Several MPOs are expected to achieve or exceed their GHG reduction targets in the first round of adopted SCSs
• This was a result of leadership efforts by the MPOs
  ▫ Alternative scenario development
  ▫ Collaboration with local governments
  ▫ Public outreach and involvement
• Focusing now on implementing the adopted SCSs
Considerations for Target Update
Policy Considerations

• Magnitude and nature of the targets
• When any new targets should apply
• Benefits of SCS strategies that promote new vehicle technology
• Engaging MPOs and local governments in target setting process
• Scope of benefits of SCS implementation at the community level
• Others?
Magnitude and Nature of the Targets

• Numeric targets
  ▫ Can regions achieve higher targets?
  ▫ What is the role of funding?
  ▫ Should current targets be recalibrated to new data?

• Target metric
  ▫ Would another metric work better?

• 2005 Base year
  ▫ Should the point of reference remain pre-AB 32?
When and How to Update the Targets

- Update targets for all MPOs at one time, or sequence updates to reflect RTP schedules?
  - More detailed scenario planning by MPOs to support their recommendations takes time
- Apply updates to second or third round of SCSs?
- Update the 2035 targets and keep 2020 targets the same? Update both?
Technological Advances in the Vehicle Fleet

• ARB emission inventory accounts for changes in passenger vehicle fleet resulting from new technologies
• How should regional and local actions to support advanced technologies be accounted for in SCSs?
MPO and Local Government Collaboration on SCSs

MPOs must collaborate with local governments during scenario planning and SCS development

- Local governments retain land use authority
- Critical partners in implementing SCSs
- RTP/SCS planning requires several years

- How can ARB target setting process support MPO and local government SCS development and implementation?
Community Level Benefits of SCSs

- How can SB 375 targets encourage development of SCSs that achieve broad community benefits?
  - Promote public health through active transport
  - Increase transportation mode and housing choices
  - Reduce transportation and infrastructure costs
  - Reduce congestion and improve air quality
  - Reduce energy costs
  - Promote economic development
  - Protect open space and natural resources
Technical Considerations

- Better method of estimating inter-regional travel
- Continue improvements to MPO modeling tools
- Greater consistency in model inputs and assumptions
- Others?
Treatment of Inter-Regional Travel

- Inter-regional travel varies dramatically between large and small MPOs
- A variety of methods have been used to estimate inter-regional travel
- Current transportation models have limited ability to estimate full trip length once it leaves the MPO boundary
Modeling Tools and Assumptions

- MPO models continue to be improved
- ARB updates the emissions model with new data
- ARB reviews the modeling assumptions that underlie the MPO’s GHG determination as part of our evaluation
Next Steps
Next Steps

- Public discussion of factors to consider in a target update process
- Revise and finalize staff report based on public input
- Seek additional Board direction in October 2014
Thank you

We look forward to your input.

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