

# **California Senate Bill 375 Greenhouse Gas Reduction Target Setting Process**

**California Air Resources Board  
June 24, 2010**

# Presentation Outline

- SB 375 basics
- Improved planning process
- Proposed targets

# Senate Bill 375 Basics

- Regions begin designing Sustainable Communities Strategies as part of their planning process
- To help guide regional efforts, ARB sets targets
- Targets will be revised over time

# Regional Targets Advisory Committee

- Tasked to recommend factors and methodologies for setting targets
- Final report to ARB last September
- Target metric
  - Percent reduction in GHG/capita from 2005 levels
  - Easy to understand, focuses on change
- Collaborative, bottom-up process moving forward

# Builds on Positive Actions

- Virtually all the MPO regions have participated in blueprint growth scenario planning
  - Continue work as conveners at the local level
- Cities are updating General Plans and developing Climate Action Plans for sustainability
  - Many excellent examples already on the ground

# **Improved Planning Process**

# Recent Activities to Incentivize Better Planning Statewide

- Strategic Growth Council
  - Allocated \$12M Proposition 84 funds
  - Additional incentives coming for local and regional efforts
- CTC approved RTP guidelines last April
- U.C. work on policies and practices
  - Provide easily understandable summaries of key policies that have empirical support

# SB 375 Promotes a More Integrated Regional Planning Process

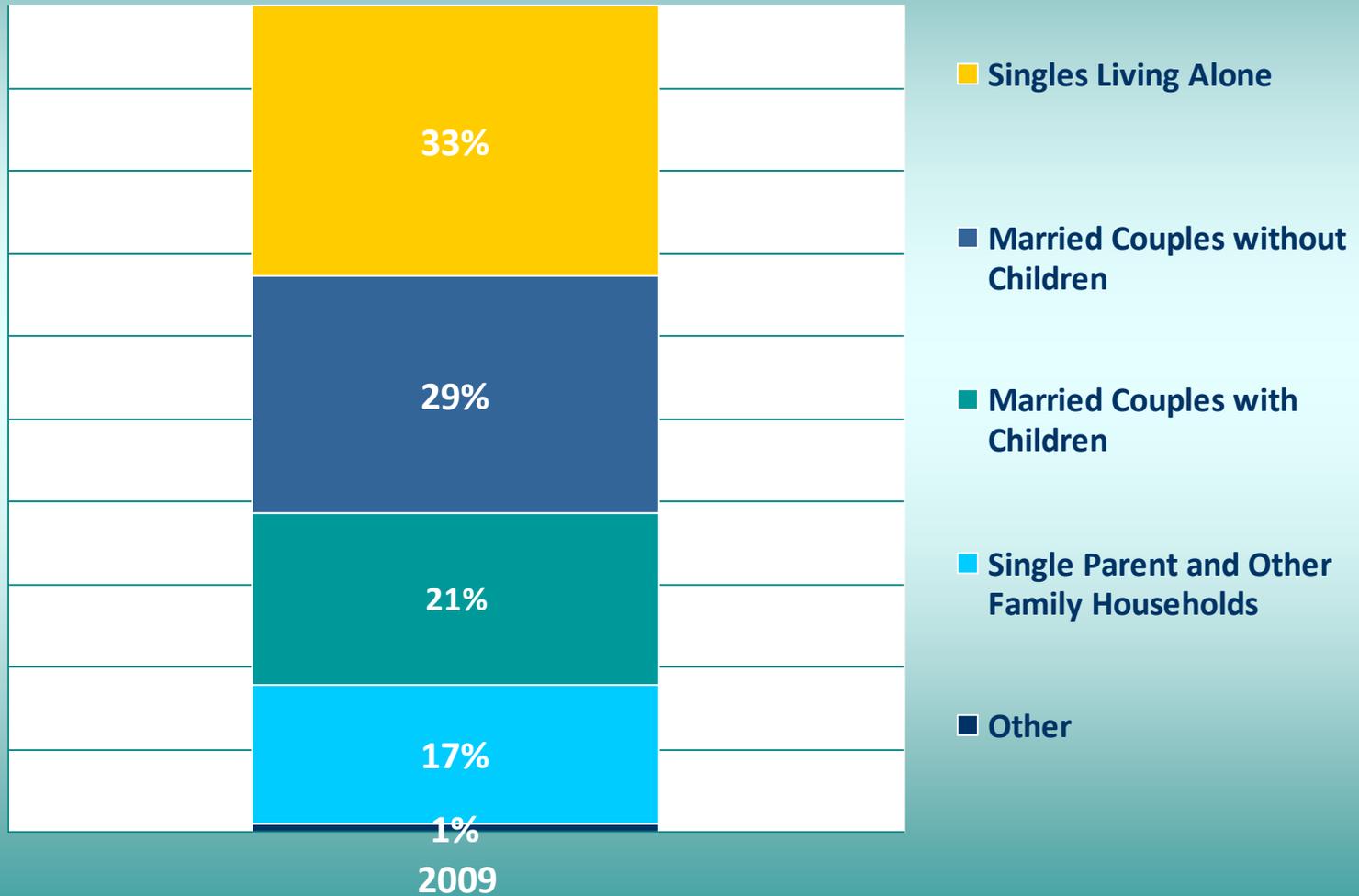
- A common vision for the future
- Integrates land use and transportation system to meet GHG reduction targets
- Regions prepare a Sustainable Communities Strategy (SCS) as new element of their Regional Transportation Plan
  - Develop through enhanced public process
  - Identify general location of different land use types, areas to house the region's population, etc.

# Benefits of Better Planning

- Positive effects on mobility, air quality, public health, natural resources
- Vision CA estimates
  - \$6,400/yr household savings on auto-related costs and utility bills
  - \$4.3 billion/yr city and county savings on infrastructure costs
- ULI Report: SB 375 helps communities meet changing market demand for housing

# Current Household Types

2009 U.S. household demographics



# A Changing Rule of Thumb

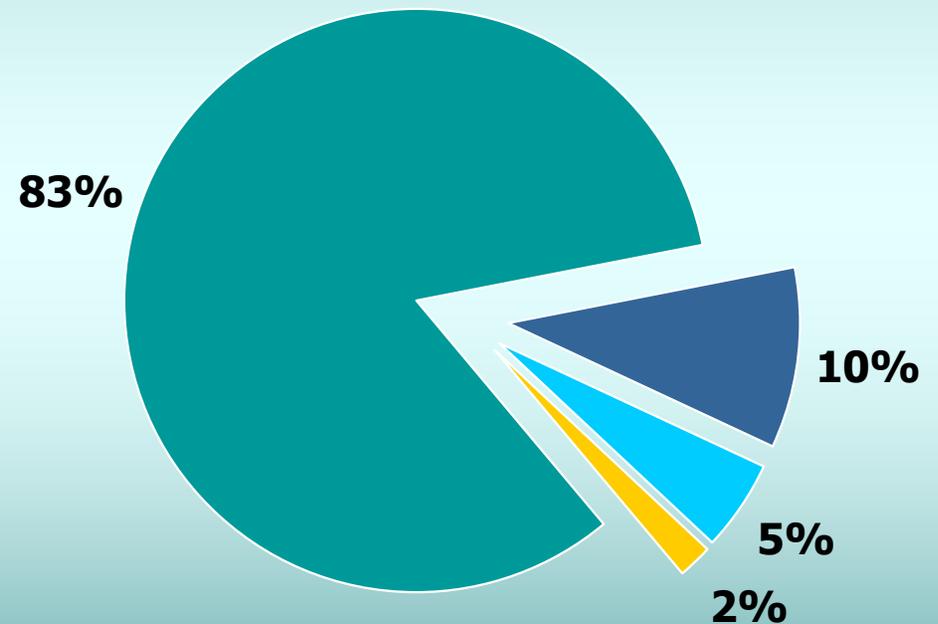
- The rule of thumb in the 1980s and 1990s was that VMT grew at about twice the rate as population
- Over the past decade VMT growth did not exceed population growth

# **Proposed Draft Targets**

# Metropolitan Planning Organizations



**Percent of Statewide Population and Passenger Vehicle GHG Emissions**



■ 4 largest MPOs    ■ 8 SJV MPOs  
■ 6 other MPOs    ■ Non-MPOs

# MPO and ARB Collaboration and Scenario Development

- MPO staff initiated a coordinated effort for data exchange and regional scenario development
- Discussions focused on:
  - Policy descriptions and deployment levels (e.g. transit, land use, system/demand management, pricing)
  - Travel cost and RTP revenue assumptions
  - Regional similarities and differences across MPOs

# MPO Alternative Scenario Data

- 10 MPOs submitted quantitative data
- Looked at impacts of individual strategies and combined strategies
- Examples of strategies tested:
  - Increased compact development
  - Expansion of transit network
  - Jobs-housing balance
  - Pricing

# Approach for 2020 Targets

- Recognize factors such as:
  - Time needed to change land use form and transportation infrastructure
  - Economic recovery
  - Improvements in transportation efficiency
  - Near-term forecasts

# Four Large MPOs - 2020 Targets

Percent Reduction in Per Capita Emissions from 2005 to Target Year

REGION	2020
Bay Area Region	
Sacramento Region	
San Diego Region	
Southern California Region	5-10%

\* Percent reduction numbers do not include emission reductions expected from Pavley and LCFS measures.

# Challenge of 2035 Targets

- Forecasting challenges
  - Regional development of long-term vision takes time, resources, and commitment
  - Modeling issues
- Near-term additional work underway
  - Placeholder ranges for July workshops
  - MPOs work continues
- Long-term effort needed for target revision in 4 years

# Four Large MPOs - 2035 Scenario Results

Percent Reduction in Per Capita Emissions from 2005 to 2035

## REGION

2035

- 
- Bay Area Region: 3 - 12%
  - Sacramento Area Region: 13 - 17%
  - San Diego Region: 5 - 19%
  - Southern California Region: 3 - 12%

Percent reduction numbers do not include emission reductions expected from Pavley and LCFS measures.

# San Joaquin Valley

- Eight individual MPOs
  - MPO Directors currently coordinate on regional transportation issues
  - SB 375 allows MPOs to develop multi-county strategies
- Key valleywide issues
  - Impact of interregional travel
  - Limited resources
  - Population growth

# San Joaquin Valley Target Setting Approaches

- Coordinated baseline data submittal
- Fresno - Enhanced transit strategies, increased densities, smart-growth in "Southeast Growth Area"
- Kern - Baseline with exceptions for large "strategic employment resources"
- Kings - Baseline including Blueprint policies
- Scenarios span a range of 7 percent reduction to 12 percent increase

# San Joaquin Valley Placeholder Target Considerations

- Very limited technical data
- Targets should reflect a reduction not an increase
- Based on submitted data, initial placeholder range is 1 to 7 percent reduction for both 2020 and 2035

# Remaining 6 MPO Regions

- Butte, Monterey Bay Area, San Luis Obispo, Santa Barbara, Shasta, Tahoe
- Targets set at each MPOs most current projected emissions for 2020 and 2035

# Next Steps

- Continued collaboration with MPO staff on technical work
- Workshops in July
- Release of staff proposal in August
- Board consideration in September