

**Regional Greenhouse Gas
Emission Reduction Targets for
Automobiles and Light Trucks
Pursuant to Senate Bill 375**

California Air Resources Board
September 23, 2010

Today's Proposed Action

- Consider greenhouse gas emission reduction targets for passenger vehicles for 18 regions in California
- Promote better transportation and land use planning

SB 375 Promotes a More Integrated Regional Planning Process

- More planning on a regional scale
- A common vision for the future
- Aligns programs for action

Public Health Benefits of Better Planning

- Reduced air pollution
- Improved community design
 - More walkable neighborhoods
 - More green space
 - Less traffic
- Enhanced quality of life

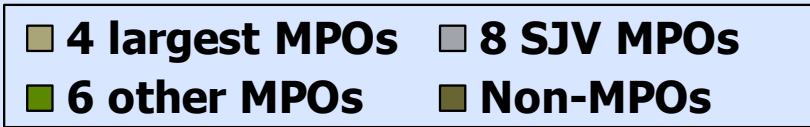
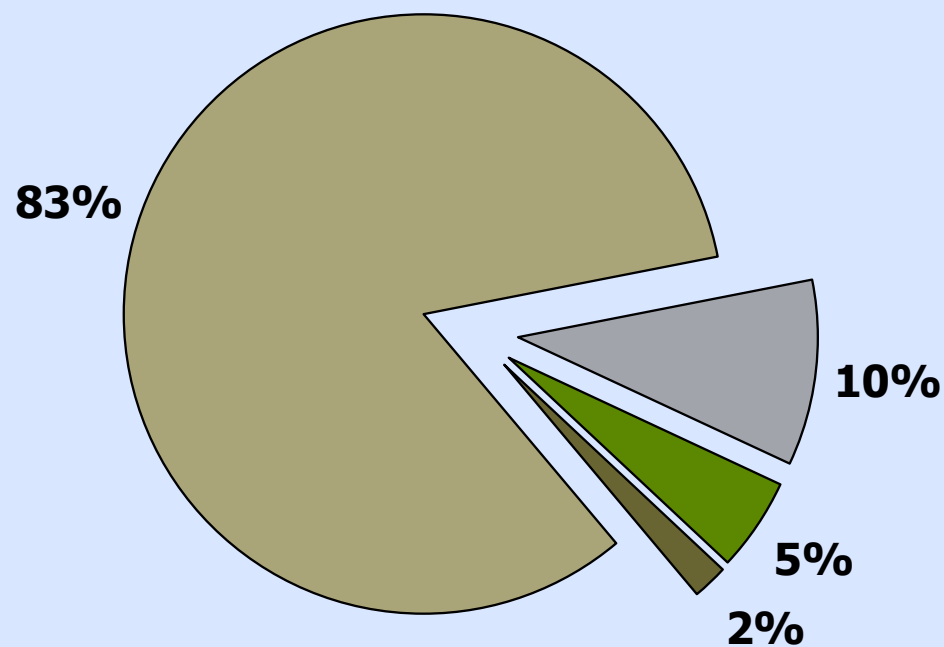
California's Sustainable Communities and Climate Protection Act of 2008 (SB 375)

- Regions design Sustainable Communities Strategies as part of the planning process
- To help guide regional efforts, ARB sets targets
- Targets are not regulatory
- Targets will be revised over time

Metropolitan Planning Organizations



Percent of Statewide Population and Passenger Vehicle GHG Emissions



Builds on Current Sustainable Planning Efforts

- Most MPO regions participate in blueprint growth scenario planning
- Many cities are updating General Plans and developing Climate Action Plans for sustainability
- Travel trends already show improvement
- Local efforts will become the building blocks of SCS development

Regional Transportation Plans

- 1-2 year planning process
- State and federal laws establish the process and content
- Plans include
 - Policy Element
 - Sustainable Communities Strategy
 - Action Element
 - Financial Element
- Must be updated every 4 to 5 years

SCS Development and APS if Needed

- Regions develop plans to meet targets
 - Sustainable Communities Strategy (SCS) added to Regional Transportation Plan
 - Alternative Planning Strategy (APS) required if SCS doesn't meet target
- APS must identify impediments to achieving the target within the SCS
- SB 375 creates incentives to implement either the SCS/APS

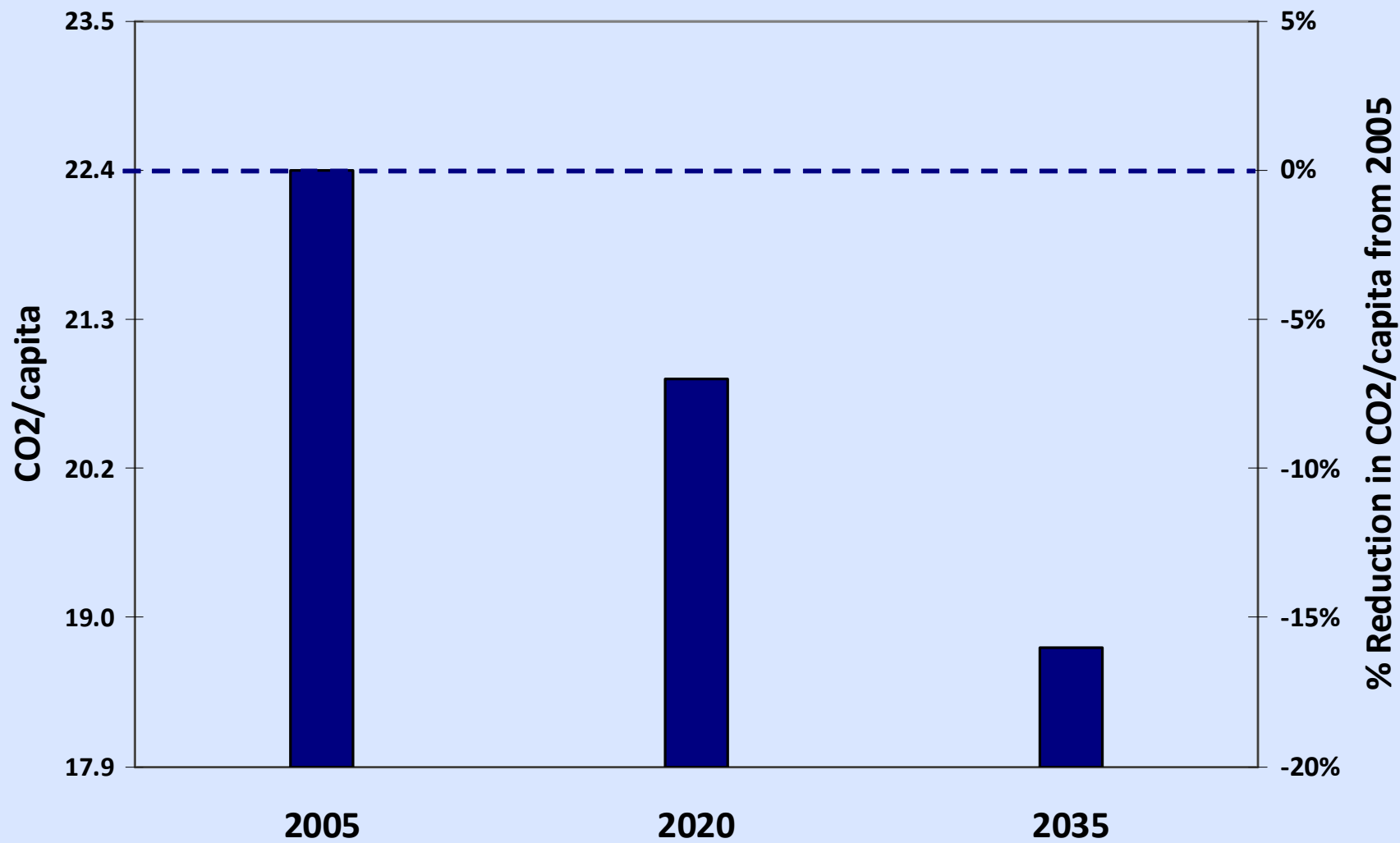
Air Resources Board Role

- Set regional greenhouse gas emissions reduction targets for passenger vehicles
- Review regional methods for quantifying greenhouse gases
- Review regional plans developed to meet targets
- Update targets

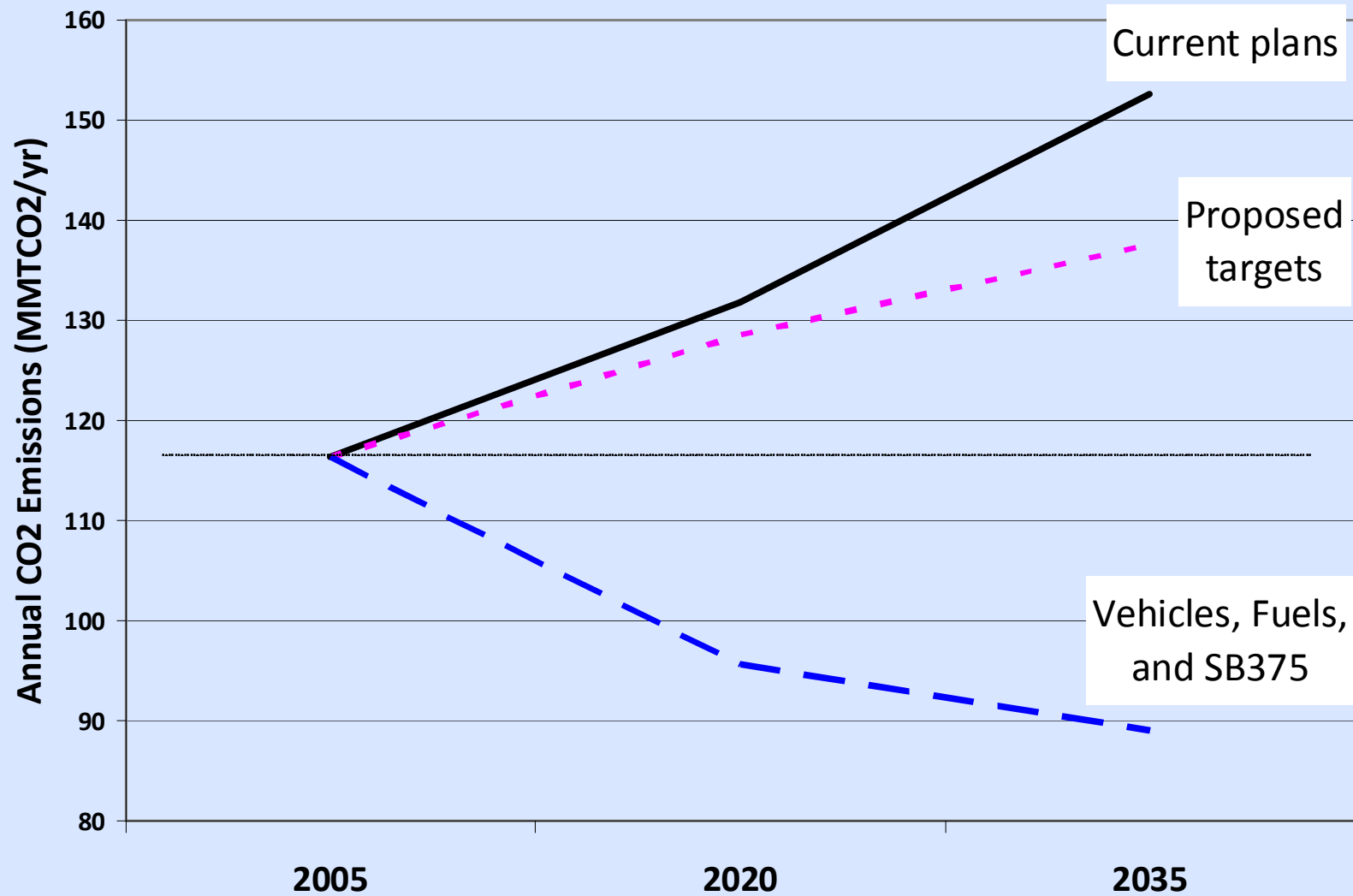
Development of Proposed Targets

- Regional Targets Advisory Committee
 - % reduction in GHG/capita from 2005 levels
 - Collaborative approach with MPOs
 - Funding and other resources and incentives
- MPO role
 - Provide target recommendations
 - Exchange data with ARB
- Public engagement

How Regional Targets Work



Emission Impacts of Proposed Targets



MPO Scenario Analyses and Recommendations

MPO Target Setting Scenarios

- Informative, but not the SCS
- Best available reference for target setting
- Examples of strategies evaluated:
 - Increased compact development
 - Expansion of transit network
 - Jobs-housing balance
 - Pricing
- Include some common assumptions

Overview of ARB Staff Proposal

- Four Large MPOs
 - Reflect analyses completed by MPO technical staff and recommendations of their Boards
- San Joaquin Valley MPOs (incl. Kern Co.)
 - Establish placeholder targets now and recalibrate in 2012 if needed
- Remaining Six MPOs
 - Reflect current plan projections and recommendations of their Boards

San Diego Region - SANDAG

- Scenarios include increased compact growth, new demand and system efficiency measures, enhanced alternative mode options
- SANDAG Board approved on July 23
 - 7 percent reduction for 2020
 - 13 percent reduction for 2035

Sacramento Region - SACOG

- Scenarios include increased compact growth, enhancements to transit, system and demand management compared to current plan
- SACOG Board approved on August 19
 - 7 percent reduction for 2020
 - 16 percent reduction for 2035

Bay Area Region - MTC

- Scenarios include more focused growth and greater reliance on road pricing compared to current plan
- MTC Board approved on July 28
 - 7 percent reduction for 2020
 - 15 percent reduction for 2035

San Joaquin Valley MPOs (incl. Kern Co.)

- Expected improvements in available data and modeling capability; pending policy decisions
- SJVAPCD Board recommended on Sept. 16
 - 2 percent reduction for 2020
 - 5 percent reduction for 2035
- Directors of all eight MPOs support Air District recommendation

Southern California Region - SCAG

- Scenarios include focused growth near transit investments, and new transportation system efficiencies
- SCAG Board approved on Sept. 2
 - 6 percent reduction for 2020
 - 8 percent reduction for 2035
- SCAG Board open to more aggressive targets if ARB accepts recommendations

Implementation Issues

Funding Issues

- Transportation
- Local planning and redevelopment
- Sustainable planning demonstration projects, recognition and awards programs

Tool Improvement

- Tools that help regional and local agencies assess impacts of land use and transportation policy decisions community livability of their communities must be improved
 - Update travel models and forecasting tools
 - Improve data
 - Find appropriate performance indicators

Implementation Timeline

ARB sets targets	Today
MPO model and data updates	on-going
MPO SCSs under SB 375	2011-2014
ARB informational update	2012
ARB target revisions	2014