State of California
AIR RESOURCES BOARD

Regional Greenhouse Gas Emission Reduction Targets Pursuant to SB 375

Resolution 10-31

September 23, 2010

Agenda Item No.: 10-8-2

WHEREAS, the Legislature has enacted the Sustainable Communities and Climate Protection Act of 2008 (SB 375; Steinberg, Chapter 728, Statutes of 2008), which establishes a process for reducing greenhouse gas emissions from passenger vehicle travel through more sustainable land use and transportation planning;

WHEREAS, actions taken to achieve more sustainable land use and transportation planning can provide public health benefits through improved air quality, more communities designed to promote walking, bicycling, and outdoor recreation, and less time spent on congested roadways;

WHEREAS, SB 375 requires each of the State's 18 federally designated Metropolitan Planning Organizations (MPOs) to prepare as part of their Regional Transportation Plans (RTP) a sustainable communities strategy that sets forth a forecasted development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, will reduce greenhouse gas emissions from passenger vehicles to achieve, if feasible to do so, emission reduction targets set by the Air Resources Board (ARB or the Board);

WHEREAS, to the extent that a region's sustainable communities strategy is unable to achieve the greenhouse gas emission reduction targets set by the Board, SB 375 requires affected MPOs to prepare an alternative planning strategy to show how the greenhouse gas emission reduction targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies;

WHEREAS, these 18 MPOs are regional agencies created by federal planning law to carry out comprehensive multimodal transportation planning and are governed by local elected officials which include city council members and members of boards of supervisors from within the region;

WHEREAS, under state law, MPOs are responsible for including sustainable communities strategies within RTPs that are consistent with federal planning law, and if an MPO does not show how its sustainable communities strategy will meet the Regional Targets, the MPO must develop a separate alternative planning strategy that is completely independent of any federal planning requirement;

WHEREAS, SB 375 requires that MPOs conduct an enhanced public process to engage local stakeholders in the development of sustainable communities strategies and alternative planning strategies, if applicable, and to develop preferred growth scenarios that are specific about the location and type of growth that is desired within the region;

WHEREAS, SB 375 requires that MPOs adopt a public participation plan for development of the sustainable communities strategy, or alternative planning strategy, if any, that includes outreach efforts to a broad range of stakeholder groups, public workshops, and public hearings on a draft strategy prior to adoption;

WHEREAS, before the enactment of SB 375, to varying degrees MPOs had done early planning to reduce passenger vehicle greenhouse gas emissions, which furthers the greenhouse gas reduction goals of SB 375 and the Global Warming Solutions Act of 2006 (AB 32; Chap. 488, Stats. 2006);

WHEREAS, part of SB 375 – section 65080(b)(2)(A) of the Government Code – directs the Board, on or before September 30, 2010, to provide each affected region with greenhouse gas emission reduction targets (Regional Targets) for the automobile and light truck sector for 2020 and 2035, respectively;

WHEREAS, the ARB has decades of experience and longstanding expertise in the areas of in vehicular emission modeling, State Implementation Plan (SIP) attainment modeling, and review of highly technical information related to air quality planning and modeling, including review of transportation components of the SIP; ARB therefore has the skills and background to review MPO-provided information and to assess the appropriateness of MPO assumptions and model results;

WHEREAS, the Regional Targets identify the overall regional greenhouse gas emission reductions to be planned for through an MPO's sustainable communities strategy, or alternative planning strategy, if applicable;

WHEREAS, while affected MPOs must develop a plan to meet the Regional Targets through a sustainable communities strategy or an alternative planning strategy, SB 375 encourages but does not require MOs to achieve their targets;

WHEREAS, successful implementation of sustainable communities strategies has the potential to provide numerous public health benefits as a result of improved community design and better air quality;

WHEREAS, section 65080(b) of the Government Code also requires ARB to appoint a Regional Targets Advisory Committee (RTAC) to recommend factors to be considered and methodologies to be used for setting Regional Targets for the affected regions;

WHEREAS, section 65080(b) of the Government Code also requires ARB to exchange technical information with affected MPOs and air districts before setting Regional Targets;

WHEREAS, section 65080(b) of the Government Code also authorizes an MPO to recommend targets for the region;

WHEREAS, SB 375 was designed to allow regions to independently determine how they will achieve Regional Targets, and limits ARB's role to acceptance or rejection of the MPO's determination that its SCS or APS would, if implemented, achieve the Board-established Regional Targets;

WHEREAS, inter-regional trips that originate or end outside MPO planning areas (e.g. interstate, international, tribal land, military base, and other trips not under MPO planning authority), raise important issues regarding an MPO's ability to reduce GHG emissions from those trips;

WHEREAS, section 65080(b) of the Government Code also requires ARB, in establishing Regional Targets, to take into account greenhouse gas emission reductions that will be achieved by improved vehicle emission standards, changes in fuel composition, and other measures it has approved that will reduce greenhouse gas emissions in the affected regions, and prospective measures the ARB plans to adopt to reduce greenhouse gas emissions from other sources;

WHEREAS, SB 375 provides ARB the flexibility to determine the appropriate technical process to use in developing proposed or adopting final Regional Targets;

WHEREAS, AB 32 requires a statewide absolute reduction of greenhouse gas emissions to 1990 levels by 2020 but specifies no required reduction from any particular source category (including transportation) and no absolute reduction from any particular source category;

WHEREAS, SB 375 exists independently of AB 32 as a means for the State to reduce greenhouse gas emissions from the transportation sector in combination with other related measures and regulations the Board has approved and will consider for fuels and vehicles;

WHEREAS, SB 375 provides ARB the flexibility to specify what, if any, criterion a chosen, expressed Regional Target metric is to be measured against;

WHEREAS, section 65080(b) of the Government Code also requires ARB to update the Regional Targets at least every eight years and provides that the Board may revise the Regional Targets every four years; prior to updating targets ARB must exchange technical information with the Department of Transportation, metropolitan planning organizations, local governments, and affected air districts and engage in a consultative process with public and private stakeholders;

WHEREAS, sections 39600 and 39601 of the Health and Safety Code authorize the Board to adopt standards, rules and regulations and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

WHEREAS, AB 32 directed the Board to set a greenhouse gas emission limit equivalent to 1990 levels to be achieved by 2020, to adopt a Scoping Plan to meet that limit, and to adopt greenhouse gas emission limits and emission reduction measures to meet that limit; the Board adopted the limit in 2007;

WHEREAS, in 2008 the Board adopted the Climate Change Scoping Plan, which identifies emission reduction measures for sources and categories of sources the Board finds necessary or desirable to facilitate the achievement of the maximum technologically feasible and cost-effective reductions of greenhouse gas emissions by 2020;

WHEREAS, the 2008 Climate Change Scoping Plan identifies SB 375 as one measure for reducing greenhouse gas emissions from the transportation sector, and ARB's Climate Change Scoping Plan Resolution 08-47 states the Board's intent that estimated reductions in the Climate Change Scoping Plan from SB 375 will be adjusted to reflect the outcome of the Board's decision on Regional Targets;

WHEREAS, the potential greenhouse gas emission reductions from the transportation and land use sector that were identified nearly two years ago in the Climate Change Scoping Plan, and the information provided by the MPOs to ARB including recommended target levels, are both useful but not determinative guidance for setting Regional Targets;

WHEREAS, the Board is not bound or limited by AB 32 in establishing the Regional Target levels pursuant to SB 375;

WHEREAS, the Regional Targets are part of the Scoping Plan's integrated approach to reducing greenhouse gas emissions from the transportation sector, along with implementation of other measures including but not limited to a low carbon fuel standard and passenger vehicle emissions standards;

WHEREAS, setting Regional Targets under SB 375 is an initial step to reducing vehicular greenhouse gas emissions but it is only one part of the statewide effort to achieve overall greenhouse gas emissions reductions from the transportation sector by 2020 and beyond;

WHEREAS, in preparing the Proposed Targets, ARB staff considered advice and input from the RTAC, composed of individuals with a mix of expertise and experience in local land use planning, regional transportation planning, travel modeling, environmental resource protection and social equity, and selected from metropolitan planning

organizations, local transportation agencies, air districts, the League of California Cities, the California State Association of Counties, and other advocacy organizations involved with planning, the environment, environmental justice, and affordable housing;

WHEREAS, the RTAC extensively reviewed and discussed relevant issues, including data needs, modeling techniques, growth forecasts, impacts of regional jobs-housing balance on interregional travel and greenhouse gas emissions, economic and demographic trends, the magnitude of greenhouse gas reduction benefits from a variety of land use and transportation strategies, and appropriate methods to describe Regional Targets and to monitor performance in attaining those targets;

WHEREAS, the RTAC recommended factors to be considered and methodologies to be used for setting greenhouse gas emission reduction targets and by consensus recommended a collaborative approach (also referred to by the RTAC as a "bottom-up approach) to target-setting as a sound analytical method that relies on modeled outputs and planning scenarios developed by the MPOs which are responsible for the planning requirements of SB 375, provides the ability to estimate the aggregate impacts of implementing multiple land use and transportation polices and practices, encourages regional and statewide model transparency and consistency, and promotes a successful target setting process through collaboration and interaction with local governments, the public, air districts, other state agencies, and transportation and land use experts;

WHEREAS, section 65080(b)(2)(A)(v) of the Government Code authorizes ARB to express Regional Targets in gross tons, tons per capita, tons per household, or in any other metric deemed appropriate by the Board;

WHEREAS, the RTAC recommended that Regional Targets be expressed as a percent reduction in per capita greenhouse gas emissions from a 2005 base year, explaining that this metric is easily understood by the public, can be developed with currently available data, and is a metric widely used by MPOs today;

WHEREAS, the RTAC discussed the advantages and disadvantages of MPOs meeting their Regional Targets through sustainable communities strategies as compared to alternative planning strategies, and expressed a preference for MPOs to meet their Regional Targets with a sustainable communities strategy rather than an alternative planning strategy;

WHEREAS, in May 2010 ARB staff held a public workshop to provide a status report on the target setting process;

WHEREAS, in June 2010 ARB staff prepared and circulated for public review *Draft Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375* (Draft Targets) in accordance with the requirements set forth in Government Code section 65080 (b); staff then held seven public workshops in July 2010 to discuss the Draft Targets, during and after which staff considered public comments received on the Draft Targets as well as additional MPO data received;

WHEREAS, on July 23, 2010, the San Diego Association of Governments (SANDAG) Board took action to recommend Regional Targets of 7 percent per capita reduction by 2020 and 13 percent per capita reduction by 2035 for its region;

WHEREAS, on July 28, 2010, the Metropolitan Transportation Commission (MTC) Board took action to recommend Regional Targets of 7 percent per capita reduction by 2020 and 15 percent per capita reduction by 2035 for its region;

WHEREAS, in August 2010 ARB staff prepared and circulated for public review *Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375* (Proposed Targets) as shown in Attachment A, Tables 1-5 and pages 34-37;

WHEREAS, on August 19, 2010, the Sacramento Area Council of Governments (SACOG) Board took action to recommend Regional Targets of 7 percent per capita reduction by 2020 and 16 percent per capita reduction by 2035 for its region;

WHEREAS, on September 2, 2010, the Southern California Association of Governments (SCAG) Regional Council took action to recommend Regional Targets of 6 percent per capita reduction by 2020 and 8 percent per capita reduction by 2035 for its region, and identified 11 recommendations which, if accepted by ARB, would provide the basis for ARB and SCAG to renegotiate higher targets;

WHEREAS, there are eight MPOs in the San Joaquin Valley that have been coordinating their target setting efforts and are considering the opportunity to jointly develop sustainable communities strategies, as permitted under the law; these eight MPOs have just completed their RTP updates and will not update their RTPs until 2014; and the San Joaquin Valley Air Pollution Control District has developed an approach for these MPOs to work together and to recommend Regional Targets;

WHEREAS, in developing both the Draft Targets and Proposed Targets, ARB staff: A) collaborated extensively with the MPOs, reviewed the information provided by the MPOs (including the information identified above) regarding data, assumptions, travel models, and planning scenarios; B) made all of the target-setting data and information submitted by the MPOs publicly available by posting it on the ARB website; C) exercised their independent judgment to determine that the collaborative approach was a reasonable and appropriate method for target-setting, and D) determined that MPOs had provided substantial baseline data, forecasts, planning scenarios and modeled outputs to support that target-setting method;

WHEREAS, SB 732 (Chap. 729, Stats. 2008) established the Strategic Growth Council composed of agency heads including the California Environmental Protection Agency Secretary, to better coordinate member agencies' natural resource, housing, transportation, promote sustainable land use planning efforts, and award funding for sustainable communities planning efforts, including SCS and APS development and

other planning efforts to reduce greenhouse gas emissions toward meeting AB 32 goals, and Board staff has been involved in the Council's efforts;

WHEREAS, the California Environmental Quality Act (CEQA) and Board regulations require that no project which may have significant adverse environmental impacts may be adopted as originally proposed if feasible alternatives or mitigation measures are available to reduce or eliminate such impacts;

WHEREAS, the nature and extent of specific environmental impacts from the Proposed Targets are difficult to predict at this stage, but MPOs and other agencies responsible for transportation planning and projects will be better situated to analyze the potential impacts of plans and measures they adopt to achieve the Regional Targets;

WHEREAS, CEQA allows public agencies to prepare a plan or other written documentation in lieu of an environmental impact report (i.e., functional equivalent environmental document), once the Secretary of the Resources Agency has certified an agency's program pursuant to section 21080.5 of the Public Resources Code;

WHEREAS, pursuant to section 21080.5 of the Public Resources Code, the Secretary of the Resources Agency has certified that portion of ARB's program that involves the adoption, approval, amendment, or repeal of standards, rules, regulations, or plans;

WHEREAS, the Proposed Targets, if adopted, will establish standards in the form of goals for MPOs to incorporate into their regional transportation planning processes;

WHEREAS, Board regulations under ARB's certified program provide that prior to taking final action on any proposal for which significant environmental issues have been raised, the decision maker shall approve a written response to each such issue;

WHEREAS, on August 9, 2010, ARB staff prepared and circulated for public review, in accordance with CEQA and Board regulations, a staff report and functional equivalent environmental document (see Attachment B) for the Proposed Targets;

WHEREAS in consideration of the Proposed Targets, the written and oral testimony presented by the public, industry and government agencies, the environmental documentation prepared by Board staff, and all other documents available from or linked within the ARB web page for this proposal, the Board, exercising its independent judgment, finds that the target-setting approach used by staff to develop Proposed Targets necessarily and appropriately:

1. Followed a collaborative process, using information generated by the 18 MPOs and the local governments that constitute them, taking advantage of the expertise of the MPOs in developing baseline information and growth projections;

2. Relied on technically sound methodologies that use information from current data sets and models. The MPO scenarios constitute the best available results from region-specific modeling of policies that may be employed to meet Regional Targets and to provide the appropriate technical grounding for the first set of Regional Targets;

3. Relied on the best available tools for forecasting and predicting changes in land use patterns and transportation systems. The regional models used are the most current, are region-specific, and have been used to meet other State and federal requirements;

4. Builds upon locally generated strategies and policies and judgments about post-2020 deployment levels for many land use, transportation, housing and pricing strategies that will be developed at the local and regional levels as part of the RTP planning process;

5. Creates the framework for future updates of the Regional Targets, recognizing that new information and improved travel models will become available over time; and

6. Extensively involved the participation of the public, stakeholders and other interested parties through the use of meetings, public workshops, comment websites and web posting of all target-setting data and information MPOs provided to ARB staff.

WHEREAS, the Board also finds that:

7. Successful implementation of the Proposed Targets will require resources for land use and transportation planning, provision of transit and other transportation options, and development of infrastructure necessary for sustainable community development;

8. Sustainable community designs which promote walking, bicycling, outdoor recreation opportunities, and less traffic congestion can provide air quality and public health benefits;

9. Resources for land use and transportation planning and implementation have been severely reduced as a result of the recent recession, including multiple years of budget reductions that have severely reduced available funding for sustainable community planning, including transit system improvements and redevelopment of urban areas;

10. Regional and local governments need supportive action from the state and federal governments including commitment of financial and other resources and incentives;

11. Using a metric of percent reduction in per capita greenhouse gas emissions from 2005 levels for the Proposed Targets is appropriate because it recognizes that different MPO regions will experience different growth rates;

12. Using a per capita metric for the Proposed Targets from a 2005 base year is appropriate because it gives regions credit for early actions taken to reduce greenhouse gas emissions since 2005;

13. The Proposed Targets will result in fewer emissions in 2020 and in 2035 compared to what is forecast in the absence of local and regional measures to meet the Proposed Targets, and these reductions will contribute, but not be sufficient alone, to meet statewide commitments to reduce greenhouse gas emissions by 2020 and beyond;

14. The combined effect of the Proposed Targets, together with improved vehicle emission standards and low carbon fuel standard adopted by the Board, will result in substantial greenhouse gas reductions from the transportation sector;

15. The Proposed Targets meet the objectives set forth in AB 32 and SB 375, specifically they would, if implemented, result in incremental and progressive reductions in greenhouse gas emissions from the transportation sector over the next 25 years, and thereby contribute to the overall statewide reduction goal for 2020 and beyond;

16. The Proposed Targets advance the objective of Measure T-3 in the Scoping Plan to reduce greenhouse gas emissions from changed land-use patterns and improved transportation strategies;

17. The Proposed Targets will help move the regions away from business-as-usual planning practices and toward more sustainable planning policies;

18. Closely coordinating with the Strategic Growth Council can appropriately assist the Council in funding critical planning tools and resources for MPO implementation of the Proposed Targets, including tools for modeling and quantifying co-benefits of changed land-use patterns and improved transportation strategies;

19. Travel models used by MPOs are undergoing improvement and evolution, so that these models will eventually be able to demonstrate more precisely the effects of land use and transportation policy choices on greenhouse gas emission outcomes in future target setting cycles;

20. The capability of the regional travel models to accurately assess the effects of policy choices on greenhouse gas emissions is critical to the success of SB

375 and that ARB staff must continue to work with MPOs to strengthen their models;

21. It must continue working with regional planning agencies, local governments and other state agencies to further strengthen the technical underpinnings of SB 375, including advancement of technical information and tools such as consistent standards for data and modeling assumptions, model improvements, and measures of achievement of emission reductions;

22. In reviewing an MPO's determination that its SCS or APS would, if implemented, achieve the Proposed Targets, it is appropriate to consider providing different treatment for inter-regional trips that originate or end outside MPO planning areas (e.g. interstate, international, tribal land, military base, and other trips not under MPO planning authority);

WHEREAS, the Board finds that ongoing work by the eight San Joaquin Valley MPOs may produce new information that will inform the potential for greenhouse gas reduction in those regions, including improved data and travel models that will increase their modeling capabilities, potential development of alternative target setting scenarios, and exploration of multi-region coordination on sustainable communities strategy development;

WHEREAS, pursuant to the requirements of CEQA and Board regulations under its certified regulatory program, the Board further finds that:

23. MPOs may employ such a wide variety of policies, strategies, and measures to achieve the Regional Targets that it would be highly speculative at this time to analyze the potential adverse environmental impacts of a particular policy, strategy, or measure in any specific location in the state;

24. ARB staff prepared a functional equivalent environmental document for the adoption of Proposed Targets which indicates that there may be potential adverse environmental impacts as identified in Attachment B (pp. 13-16) from the implementation of the Proposed Targets at the regional and local levels; however, these impacts are speculative and cannot be quantified or further described until the details of future implementation strategies are developed and set forth in a sustainable communities strategy or alternative planning strategy;

25. While data and information is available regarding the environmental resources within California that might be affected by any number of potential land use and transportation patterns that might result from future implementation of the Proposed Targets, it is infeasible for ARB to identify and assess the environmental impacts of the innumerable potential combinations of greenhouse gas reduction strategies and land use patterns that might be employed to meet the Proposed Targets;

26. The Board has considered alternatives to the Proposed Targets, as identified in the functional equivalent environmental document (Attachment B, pp. 19-23), and

    a. The Board rejects the No Project Alternative 1 because it does not meet project objectives and could result in greater environmental impacts because there would be no state goals for reducing greenhouse gas emissions from passenger vehicle travel;

    b. The Board rejects Alternative 2 (increasing Proposed Targets substantially) because if implemented it is likely to result in more of the potential adverse impacts identified in Attachment B;

    c. The Board rejects Alternative 3 (decreasing Proposed Targets substantially) because it would not sufficiently promote the underlying goals and objectives of the project to set targets that will achieve significant greenhouse gas reductions from changed land use and transportation patterns and policies, and because it presents an unacceptably high risk of increased impacts from use of CEQA exemptions and exceptions related to SB 375 and other environmental impacts to wildlife and agricultural lands;

    d. The Board rejects Alternative 4 (using a total emissions metric) as not clearly providing more or fewer emission reductions and because it is not responsive to changes in planning assumptions and could result in unfair distribution of burden for reducing emissions; and

    e. The Board rejects Alternative 5 (using a vehicle miles traveled reduction metric) because it may not meet project objectives because a VMT metric may not translate directly into desired emission reductions;

Therefore the Board has identified no feasible alternatives at this time that would substantially reduce or eliminate any potentially significant adverse environmental impacts;

27. Though ARB has identified general types of mitigation measures that could minimize each general project-level impact identified (Attachment B, pp. 16-19), because ARB has no authority to implement these measures either statewide or at the local level – such measures are exclusively within the responsibility and jurisdiction of regional and local public agencies – it is not feasible for ARB to adopt mitigation measures to substantially reduce or eliminate the potential adverse environmental impacts of the Proposed Targets;

28. The range of potential adverse environmental impacts of the Proposed Targets (as modified by the Board) that may occur when MPO and local agency target implementation occurs are outweighed by the substantial reduction in greenhouse gas emissions and related public benefits that will result from their adoption and implementation;

29. These related public benefits are mentioned or described in the 2008 Climate Change Scoping Plan, the 2009 RTAC report, and the August 9, 2010 CEQA functional equivalent environmental document and include: increased mobility, diversity of housing options, economic benefits including cost savings from reduced energy demand, reduced air and water pollution, conservation of open space and farmland, and healthier, more equitable communities;

30. As regional sustainable communities strategies and alternative planning strategies are developed by the MPOs, detailed environmental impact analyses of the region-specific strategies that will be used by the MPO to achieve the Proposed Targets, including discussion of the nature and extent of specific environmental impacts of plans and measures, and of alternatives and mitigation measures, must be performed by the MPOs as part of the normal RTP development and adoption process pursuant to CEQA. In accordance with Public Resources Code Section 21081(a)(2), region-specific analyses of the potential adverse environmental impacts and feasible mitigation of significant impacts are needed when each MPO prepares its sustainable communities strategy or alternative planning strategy, and project-level analysis and mitigation may also be required when specific projects, not otherwise exempt, are considered. A list of agencies currently responsible for a sustainable communities strategy or alternative planning strategy preparation and implementation is included in Attachment C;

31. The considerations identified above override any potentially significant adverse environmental impacts that may occur from adoption and implementation of the Proposed Targets (as modified by the Board), and the Board therefore considers any such impacts acceptable;

32. The functional equivalent environmental document is not intended to relieve the MPOs of any responsibility under CEQA to perform independent, region-specific impact analysis of their sustainable communities strategies and the effects of implementing the policy choices contained within those strategies;

33. It is appropriate for the Executive Officer to serve as the decision maker for the purpose of taking final action to adopt the Regional Targets and providing written responses to environmental issues raised on the Proposed Targets, and by approving this Resolution 10-31 the Board is not predetermining any

the responses that will be made by the Executive Officer to these environmental issues.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the adoption of the Proposed Targets for automobiles and light trucks pursuant to SB 375 as set forth in Attachment A hereto, with the following modifications;

The 13% reduction for Southern California Association of Governments (SCAG) for 2035 is conditioned on discussions occurring between ARB and SCAG regarding SCAG's 11 recommendations of September 2, 2010, with said discussions to occur before the Board's regularly scheduled February 2011 meeting and with the results of those discussions (including potentially different ARB staff-recommended targets) to be presented to the Board at the February 2011 meeting;

The Tahoe Regional Planning Agency 2035 target is a five percent decrease;

The Association of Monterey Bay Area Governments' 2020 target is zero (no increase or decrease), and its 2035 target is a five percent decrease;

The Santa Barbara County Association of Governments' 2020 and 2035 targets are each zero (no increase or decrease).

BE IT FURTHER RESOLVED that the Board hereby finds that the approved Regional Targets will further the State of California's greenhouse gas reduction goals for 2020 and beyond; and meets the intent of SB 375 to encourage more sustainable regional planning.

BE IT FURTHER RESOLVED that the Board strongly encourages MPOs to prepare and adopt sustainable communities strategies that achieve the Regional Targets, and to consider and maximize the public health co-benefits of implementing a sustainable communities strategy.

BE IT FURTHER RESOLVED that the Board encourages MPOs to recognize the potential of sustainable communities strategies to result in multiple public benefits , including but not limited to improved air quality and public health, lower household travel costs, improved fit between wages and housing costs, and reduced pressure to develop open space and agricultural lands; and to consider the adoption of performance indicators which can be used by the MPOs to assess the effectiveness of their plans in achieving the Regional Targets.

BE IT FURTHER RESOLVED that the Board intends that the Regional Targets be used to guide regional planning processes and not to judge the environmental impact of any particular project.

BE IT FURTHER RESOLVED that the Regional Targets approved herein set an overall regional target for each of the years 2020 and 2035 but do not express or imply a greenhouse gas reduction target or goal for any particular project.

BE IT FURTHER RESOLVED that in approving the adoption of these Regional Targets for the eight San Joaquin Valley MPOs the Board anticipates actions by these MPOs to improve their data, modeling and target setting scenarios prior to the development of their respective regional transportation plans which are due in 2014. The approved targets would be replaced by future Board action with revised targets that incorporate expected model improvements and further scenario development efforts by the eight Valley MPOs.

BE IT FURTHER RESOLVED that the Board requests from staff an informational update in 2012 to (1) identify progress made by San Joaquin Valley MPOs to improve data and models, (2) consider new target-setting recommendations from Valley MPOs if appropriate, and (3) discuss the need for setting new targets in 2014 to reflect new data, modeling improvements, or other information relevant to targets for the eight Valley MPOs. As part of this 2012 update, the Board will receive reports on any model improvements for the San Joaquin Valley; and discuss the progress the San Joaquin Valley MPOs have made in coordinating their planning efforts, improving the available data, building their modeling capability, addressing residential and employment growth patterns, and exploring alternative target setting scenarios. Also as part of the 2012 update, the San Joaquin Valley MPOs would be asked to provide an update on their efforts, and if available, provide regional target recommendations based on any new modeling and scenario information. The 2012 update should also include a report by the San Joaquin Valley MPOs regarding how they intend to address the statutory option to work together to develop one or more multi-county Sustainable Communities Strategies.

BE IT FURTHER RESOLVED that the Board intends to specify provisional targets for the San Joaquin Valley in 2012 that, if appropriate, would be formally considered for adoption in 2014. The provisional targets, if established after the 2012 informational update, would be identified for use in developing the San Joaquin Valley's 2014 regional transportation plans unless the 2012 update indicates that the targets remain appropriate.

BE IT FURTHER RESOLVED that the Board directs staff to continue to support and participate in MPO efforts to develop performance indicators for greenhouse gas reduction strategies, to improve modeling capabilities, to develop consistent assumptions for modeling, and to account for modeling improvements when characterizing the benefits of strategies to reduce greenhouse gas emissions.

BE IT FURTHER RESOLVED that the Board requests from staff an update every four years to (1) review target implementation progress, and (2) discuss the need for setting new targets to reflect new data, modeling improvements, or other information relevant to targets. As part of this update, the Board will receive a report on the levels and effect of

federal, state, regional, and local funding for transportation planning, infrastructure, and operations.

BE IT FURTHER RESOLVED that the Board directs staff, to consider, as appropriate, different treatment for inter-regional trips that originate or end outside MPO planning areas (e.g. interstate, international, tribal land, military base, and other trips not under MPO planning authority) when determining whether an SCS or APS would, if implemented, achieve the approved Regional Target.

BE IT FURTHER RESOLVED that the Board directs staff to encourage development and funding of research projects to improve understanding of the relationship between greenhouse gas reductions and public health, equity, and resource conservation outcomes;

BE IT FURTHER RESOLVED that the Board directs staff to continue working with regional planning agencies, local governments and other State agencies, including the Strategic Growth Council, to ensure that updated information and tools further strengthen and improve modeling techniques and model results in preparation for future review and revision of Regional Targets every four or eight years, as permitted by law.

BE IT FURTHER RESOLVED that the Board directs staff to continue working with the California Transportation Commission to update state guidelines for travel demand models used in the development of regional transportation plans.

BE IT FURTHER RESOLVED that the Board will review and revise the Regional Targets as necessary and appropriate at the next available opportunity authorized by law, with the intent of applying new data, information, forecasts, and models and other appropriate tools in the future development of revised targets.

BE IT FURTHER RESOLVED that the Board commits to work with local governments, MPOs, state agencies, and the Legislature to identify, pursue and secure adequate incentives and sustainable sources of funding for regional and local planning and other activities related to the implementation of SB 375.

BE IT FURTHER RESOLVED that the Board directs staff to work with other state agencies and the MPOs to track available resources for implementation of SB 375.

BE IT FURTHER RESOLVED that the Executive Officer is the decision maker for the purposes of Title 17, California Code of Regulations, section 60007; the Board directs the Executive Officer to prepare and approve written responses to all significant environmental issues that have been raised, and then to either: (1) return to the Board for further consideration of the Regional Targets, or (2) take final action to certify the final functional equivalent environmental document, including written responses to comments raising significant environmental issues, and adopt the Regional Targets, any conforming modifications that may be appropriate, and any modifications that are necessary to ensure that all feasible mitigation measures or feasible alternatives that

would substantially reduce any significant adverse environmental impacts have been incorporated into the final action.

BE IT FURTHER RESOLVED, the Executive Officer may consolidate responses to comments on the functional equivalent environmental document in one or more supplemental written reports.

BE IT FURTHER RESOLVED that once final action has been taken by the Executive Officer to adopt the Regional Targets the Board directs the Executive Officer to make the adopted Regional Targets available to the public.

I hereby certify that the above is a true and correct copy of Resolution 10-31, as adopted by the Air Resources Board.

Mary Alice Morency, Clerk of the Board

Resolution 10-31

September 23, 2010

Identification of Attachments to the Resolution

Attachment A: Staff Report, Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375, released August 9, 2010

Attachment B: Draft CEQA Functional Equivalent Document, SCH # 2010081021, for Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375, released August 9, 2010

Attachment C: List of Responsible Agencies Provided Pursuant to Cal. Public Resources Code Section 21081(a)(2) and Title 14, California Code of Regulations, Sections 15091(a)(2)

Attachment A

Staff Report, Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375, released August 9, 2010

Attachment B

Draft CEQA Functional Equivalent Document, SCH # 2010081021, for Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375, released August 9, 2010

Attachment C

List of Responsible Agencies Provided Pursuant to
Cal. Public Resources Code Section 21081(a)(2) and
Title 14, California Code of Regulations, Section 15091(a)(2)

List of Agencies Responsible for Preparation and Adoption of a Sustainable Communities Strategy or an Alternative Planning Strategy Pursuant to SB 375

California Metropolitan Planning Organizations (MPOs):

AMBAG	Association of Monterey Bay Area Governments
BCAG	Butte County Association of Governments
COFCG	Council of Fresno County Governments
KCAG	Kings County Association of Governments
KCOG	Kern Council of Governments
MCAG	Merced County Association of Governments
MCTC	Madera County Transportation Commission
MTC	Metropolitan Transportation Commission
SACOG	Sacramento Area Council of Governments
SANDAG	San Diego Association of Governments
SBCAG	Santa Barbara County Association of Governments
SCRTPA	Shasta County Regional Transportation Planning Agency
SCAG	Southern California Association of Governments
SJCOG	San Joaquin Council of Governments
SLOCOG	San Luis Obispo Council of Governments
STANCOG	Stanislaus Council of Governments
TCAG	Tulare County Association of Governments
TMPO	Tahoe Metropolitan Planning Organization