

**California Senate Bill 375
Greenhouse Gas Reduction
Target-Setting
Public Workshops**

**California Air Resources Board
July 20, 2010
Los Angeles, CA**

**Sustainable Communities and Climate
Protection Act of 2008**

- Landmark legislation aligns regional planning for transportation, housing and greenhouse gases
- Implementation and policy decision-making remain at local level
- Supports California's climate goals

Benefits of Better Planning

- Livable communities
- Healthier lifestyles
- Conserving natural resources
- Lower costs for families and government
- A more sustainable future

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Senate Bill 375 Basics

- Regions design sustainable communities strategies as part of normal planning process
- To help guide regional efforts, ARB sets targets
- Targets will be revised over time

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SB 375 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

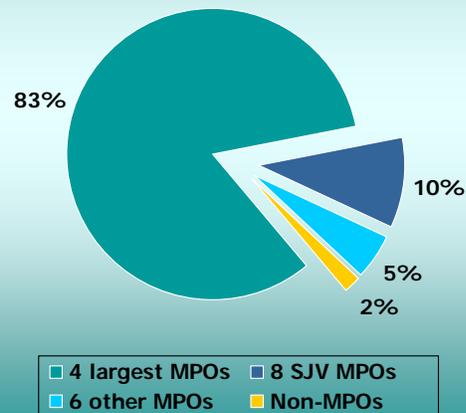
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Proposed Draft Targets

Metropolitan Planning Organizations



Percent of Statewide Population and Passenger Vehicle GHG Emissions



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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

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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

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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

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MPO Alternative Scenario Data

- Many 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

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Four Large MPOs - 2020 Targets

Percent Reduction in Per Capita Emissions from 2005 to Target Year

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

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

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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.

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San Joaquin Valley Placeholder Target Considerations

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

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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

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SCAG Update and Scenarios Review

Presented by

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Southern California Association of Governments

July, 2010

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Progress to Date on SB 375

- SCAG Gathered local input on growth forecast
- Conducted over 100 outreach meetings to assess local applicability of GHG reduction strategies
- Developed and modeled land use / transportation scenarios
- Prepared process documentation
- Submitted proposed target to ARB



Local Input on Growth Forecast



Scenario Planning

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Local Input Findings

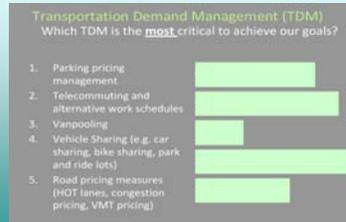
- **Key trends identified in SCAG Region**
 - The region's population is aging.
 - The region is becoming more diverse.
 - Local policies indicate additional housing choices and more compact development to accommodate these changes in demographics.



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Outreach Findings

- **What SCAG heard:**
 - Jurisdictions are pursuing more efficient land use policies, but development has slowed with market conditions.
 - Implementation of transportation investments is more difficult with budget cuts.
 - Despite financial hurdles, the region is on the right track.
 - Cities are using this time to make proactive planning decisions.



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SCAG Scenario Planning

SCAG developed five scenarios for a target range from “achievable” to “ambitious” that vary in the intensity of land use and transportation system components.



Achievable

Ambitious & Achievable

Ambitious

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SCAG Scenario Planning

Seven scenario components

- Land Use
- Transportation Network (Highways and Arterials)
- Travel Demand Management (TDM)
- Transportation System Management (TSM)
- Non-Motorized Transportation System
- Transit
- Pricing



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SCAG Scenario Planning

Five Scenarios

Scenario	Land Use	Network	TDM	TSM	Non-Motorized	Transit	Pricing
1	RTP Trend	2008 RTP	2008 RTP	2008 RTP	2008 RTP	20% Increased headway LAC & OC	2008 RTP
2	Blueprint Planning 1	08 RTP Amnd 3	08 RTP Amnd 3	08 RTP Amnd 3 + 3% speed & capacity increase	08 RTP Amnd 3	08 RTP Amnd 3	08 RTP Amnd 3
3	Blueprint Planning 1	08 RTP Amnd 3 + CHSR Phase 1 + CHSR Phase 2 in 2035	08 RTP Amnd 3 + 1% reduction of HBW trips	08 RTP Amnd 3 + 5% speed & capacity increase	08 RTP Amnd 3 + 0.5% VMT reduction	08 RTP Amnd 3	08 RTP Amnd 3
4	Blueprint Planning 1	08 RTP Amnd 3 + CHSR Phase 1 + CHSR Phase 2 in 2035	08 RTP Amnd 3 + 2% reduction of HBW trips	08 RTP Amnd 3 + 7% speed & capacity increase	08 RTP Amnd 3 + 1% VMT reduction	08 RTP Amnd 3 + 20% decrease in headways	08 RTP Amnd 3 + I-10 & I-110 Hot Lanes + 2¢ VMT fee in 2035
5	Blueprint Planning 2	08 RTP Amnd 3 + CHSR Phase 1 + CHSR Phase 2 in 2035	08 RTP Amnd 3 + 2% reduction of HBW trips	08 RTP Amnd 3 + 7% speed & capacity increase	08 RTP Amnd 3 + 1% VMT reduction	08 RTP Amnd 3 + 20% decrease in headways	08 RTP Amnd 3 + I-10 & I-110 Hot Lanes + 2¢ VMT fee in 2035

SCAG Scenario Planning Results Five Scenarios

Scenario	2020	2035	
	% Change of Daily CO ₂ (per capita from 2005)	% Change of Daily CO ₂ (per capita from 2005)	
1	-6%	-3%	Achievable
2	-7%	-5%	Ambitious & Achievable
3	-8%	-6%	Ambitious & Achievable
4	-9%	-10%	Ambitious
5	-10%	-12%	Ambitious

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SCAG Scenarios – Conclusions

- Scenario 1 – achievable, but not ambitious
- Scenarios 4, 5 – ambitious, but not achievable
- Primary limiting factor is financial constraint
- Utilized similar analysis, assumptions as other MPOs
- Actual 2012 RTP/SCS may not resemble any one scenario, BUT results are instructive for target setting
- Extensive bottom up process

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SCAG - Next Steps

- Targets
 - Public review on draft targets through August
 - Final target by September 30
- Outreach
 - State workshops organized by ARB throughout Summer 2010
 - Subregional RTP/SCS workshops to be held starting Summer 2010
- Assistance from SCAG
 - Compass Blueprint expansion
 - New Sustainability Program

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ARB - Next Steps

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

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Thank you for attending this workshop.

For more information, please contact:

Terry Roberts: troberts@arb.ca.gov

Submit your comments at:

<http://www.arb.ca.gov/cc/sb375/comments.htm>

View all public comments at:

[http://www.arb.ca.gov/lispub/comm/
bccommlog.php?listname=senbill375](http://www.arb.ca.gov/lispub/comm/bccommlog.php?listname=senbill375)