

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

MPO	2020 Target	2035 Target
SANDAG	-7%	-13%
SCAG	-8%	-13%
SACOG	-7%	-16%
Tahoe MPO	-7%	-5%
Butte CAG	1%	1%
MTC/ABAG	-7%	-15%
Santa Barbara CAG	0%	0%
AMBAG	0%	-5%
San Joaquin Valley MPOs	-5%	-10%
Shasta County RTPA	0%	0%
SLOCOG	-8%	-8%

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**

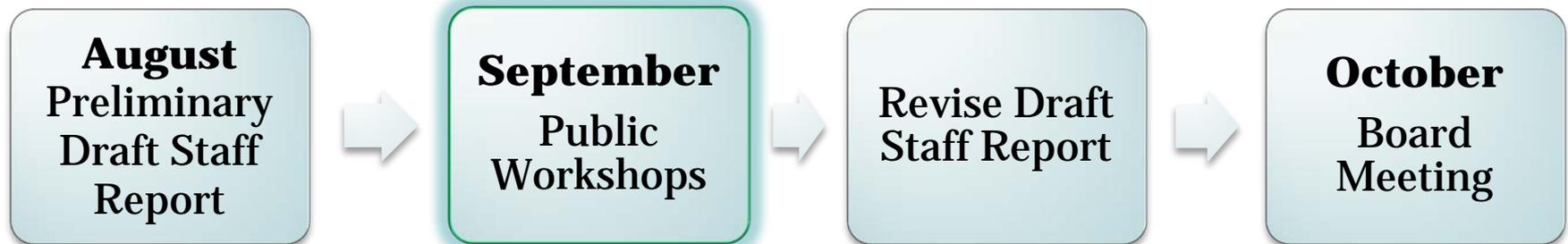
Modeling Tools and Assumptions

- **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

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- 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.

Contact: Terry Roberts troberts@arb.ca.gov (626)450-6182