

## Unaddressed Policy Issues from the June 3 RTAC Meeting

### 1) **Baseline Issues**

Should the target methodology explicitly recognize differences in existing conditions in each region?

### 2) **Social Issues**

Should the target methodology be designed to explicitly avoid or minimize negative impacts on social equity and affordable housing goals?

### 3) **Economic issues**

How should a variety of economic issues (current v. future market conditions, a carbon tax and other pricing mechanisms) affect the target methodology?

### 4) **Flexibility to count savings in fleet, fuel and/or land use**

Should regions be able to use techniques that increase fuel efficiency or the performance of vehicle fleet to help meet their GHG emission reduction targets?

### 5) **Co-benefits**

Should the target methodology explicitly account for co-benefits from measures that reduce GHG emissions from cars and light duty trucks (e.g. less water use, less building energy use)?

### 6) **Difference between 2020 targets and 2035 targets**

Should the methodology for determining 'the most ambitious achievable targets' be different for 2035 than for 2020?

### 7) **Interface with federal legislation**

Should the target method in some way be responsive to, or attempt to, inform and influence federal laws and policies (e.g. Transportation Bill, Climate Change Bill)?