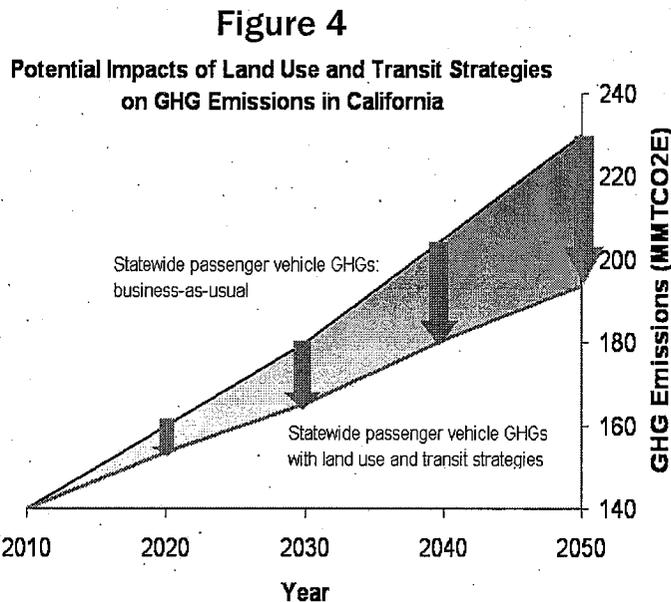


modeling studies from California (including the State’s four largest MPOs), other states and Europe. The study found a range of 0.4 to 7.7 percent reduction in vehicle miles traveled (VMT) resulting from a combination of land use and enhanced transit policies compared to a business-as-usual case over a 10-year horizon, with benefits doubling by 2030, as shown in Figure 4. With the inclusion of additional measures such as pricing policies, the reduction of greenhouse gas emissions can be greater. These strategies will be considered during the target-setting process. Sophisticated land use and transportation models can best assess these effects. As part of the development of regional targets, technical tools will need to be refined to ensure sound quantification techniques are available.



The potential benefits of this measure that can be realized by 2020 (as shown in Table 11) were estimated after first accounting for the benefits of the vehicle technology and efficiency measures in the plan. It was calculated based on the U.C. Berkeley study’s median value of 4 percent per capita VMT reduction over a 10-year time horizon. This value should not be interpreted as the final estimate of the benefits of this measure. The current academic literature supports this realistic statewide estimate of potential benefits, but the ultimate benefit will be determined as an outcome of SB 375 implementation on a regional level. The incentives for sustainable planning in SB 375 can set California on a new path. ARB’s establishment of regional targets in 2010, combined with the Regional Targets Advisory Committee process, required by the legislation, provides a clear mechanism for maximizing the benefits of this measure.

Additional Benefits of Regional Targets and Land Use Strategies

Land use and transportation measures that help reduce vehicle travel will also provide multiple benefits beyond greenhouse gas reductions. Quality of life will be improved