



SB 375 Greenhouse Gas Emission Reduction Targets and Program Performance Reporting

Public Workshops

Fresno

January 30, 2018

Sacramento

February 6, 2018

Los Angeles

February 5, 2018

San Diego

February 13, 2018

Presentation Overview

- SB 375 target update
- Update to SB 375 program guidelines
- Reporting and tracking progress
- Questions, discussion, and public comment

Regional Transportation Plans and Sustainable Communities

- ▶ California's MPOs develop Sustainable Communities Strategies to meet region-specific GHG targets set by CARB
- ▶ CARB must review plan GHG quantification once adopted
- ▶ Original targets adopted in 2010; CARB must update targets every 8 years
- ▶ Over 20 SCSs reviewed to date





SB 375 Targets

SB 375: Improving People's Everyday Transportation Options

Focus on policies and investments that bring people and destinations close together, with alternative and convenient ways to get around.



Types of Policies and Investments

Land Use

Transportation

Transportation Demand Management

Transportation Systems Management

Local and Regional Pricing Strategies

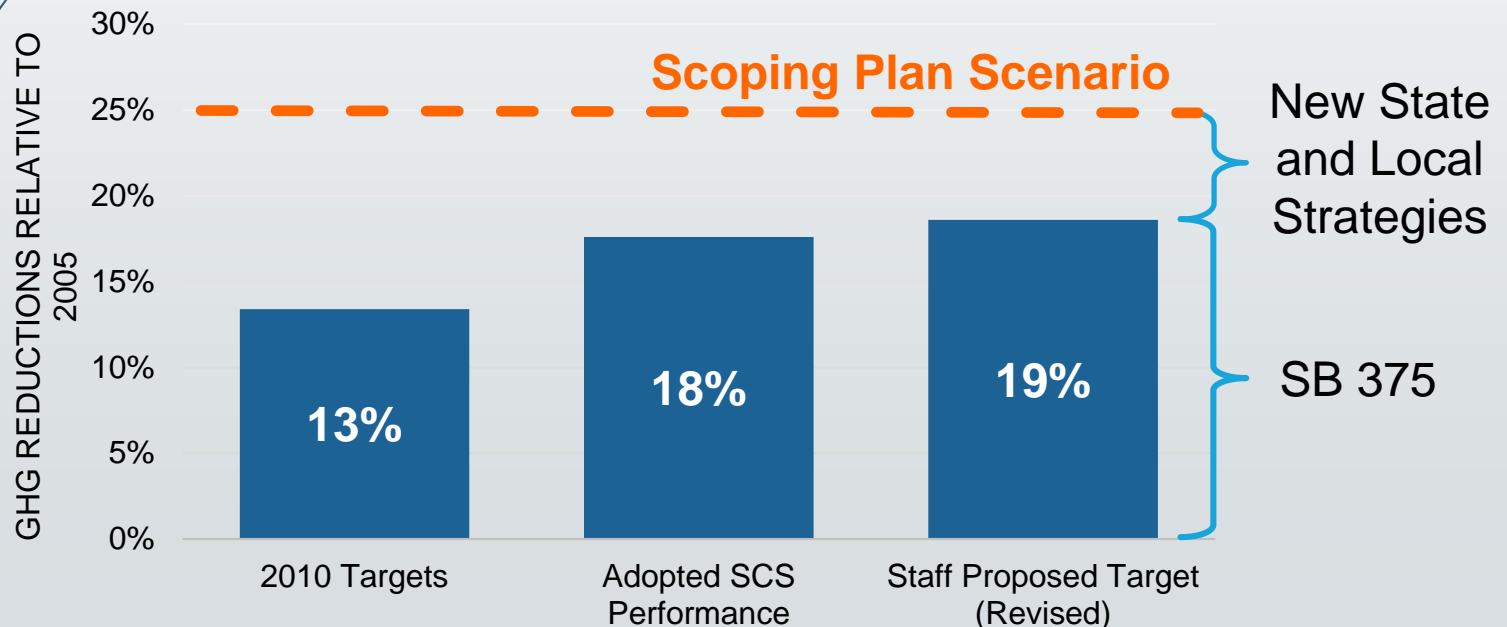
Vehicle Technology/Enhanced Mobility

Target Update Considerations

- ▶ Updated top-down analysis of climate and air quality needs
- ▶ MPO recommendations
- ▶ Latest changes to State law and program implementation resources
- ▶ Public process feedback
- ▶ Lessons learned to date from program implementation

October and Revised Staff Proposal

- ▶ Proposed higher 2035 targets for most regions
- ▶ Target framework and evaluation process changes
 - ▶ Identify specific measures MPOs implement
 - ▶ Measures tracked with regular progress reports



Feedback Received on Staff Proposal

Desire for a new path forward that:

- Addresses challenges with current target framework and the use of modeling as a primary means of evaluation
- Added focus on local and regional land use and transportation policies and investments
- Ensures MPOs and their local and regional stakeholders continue to innovate and aspire to do more
- Enhances implementation and tracking tools

Proposed Path Forward

- ▶ Adjust target framework and evaluation process to focus on land use and transportation policy and investments, and changes between plans
- ▶ Incorporate added reporting and tracking of investments, project performance, and implementation efforts
- ▶ Adjust 2035 targets to reflect updated information and stakeholder comments

Big Four MPO 2035 Targets

MPO	Currently Adopted Target	Current SCS Anticipated Performance	CARB Revised Proposed Target
	% GHG Reduction Per Capita (Compared to 2005)		
MTC/ABAG	-15%	-15.5%*	-19%
SACOG	-16%	-16%	-18 to -19%
SANDAG	-13%	-18%**	-19%
SCAG	-13%	-18%	-19%

* SCS adopted but not yet evaluated by CARB

** Current SCS Performance as reflected with updated modeling results

San Joaquin Valley MPO 2035 Targets

MPO	Currently Adopted Target	Current SCS Anticipated Performance*	CARB Proposed Target
	% GHG Reduction Per Capita (Compared to 2005)		
Fresno COG	-10%	-10%	-13%
Kern COG		-13%	-15%
Kings CAG		-12%	-13%
Madera CTC		-15%	-16%
Merced CAG		-12.7%**	-14%
San Joaquin COG		-14%	-16%
Stanislaus COG		-14%	-16%
Tulare CAG		-15%	-16%

* Current SCS Anticipated Performance as reflected with updated modeling results

** SCS adopted but not yet evaluated by CARB

Six Remaining MPO 2035 Targets

MPO	Currently Adopted Target	Current SCS Anticipated Performance	CARB Proposed Target
	% GHG Reduction Per Capita (Compared to 2005)		
AMBAG	-5%	-6%	-6%
Butte CAG	1%	-7%	-7%
San Luis Obispo COG	-8%	-10.9%	-11%
Santa Barbara CAG	0%	-17%	-17%
Shasta RTA	0%	-0.5%	-4%
Tahoe MPO	-5%	-5%*	-5%

* SCS adopted but not yet evaluated by CARB

Next Steps

Event/Milestone	Date
CARB Target Update Workshops	January – February 2018 
CARB Board Hearing on Target Update	March 22-23, 2018
CARB SB 375 Program Guidelines Update	Draft anticipated Summer 2018
CARB SB 150 Regional Sustainable Communities Progress Report	By September 1, 2018, and every four years thereafter; Regular reporting on SCS progress to the Board



Guidelines for SCS Review

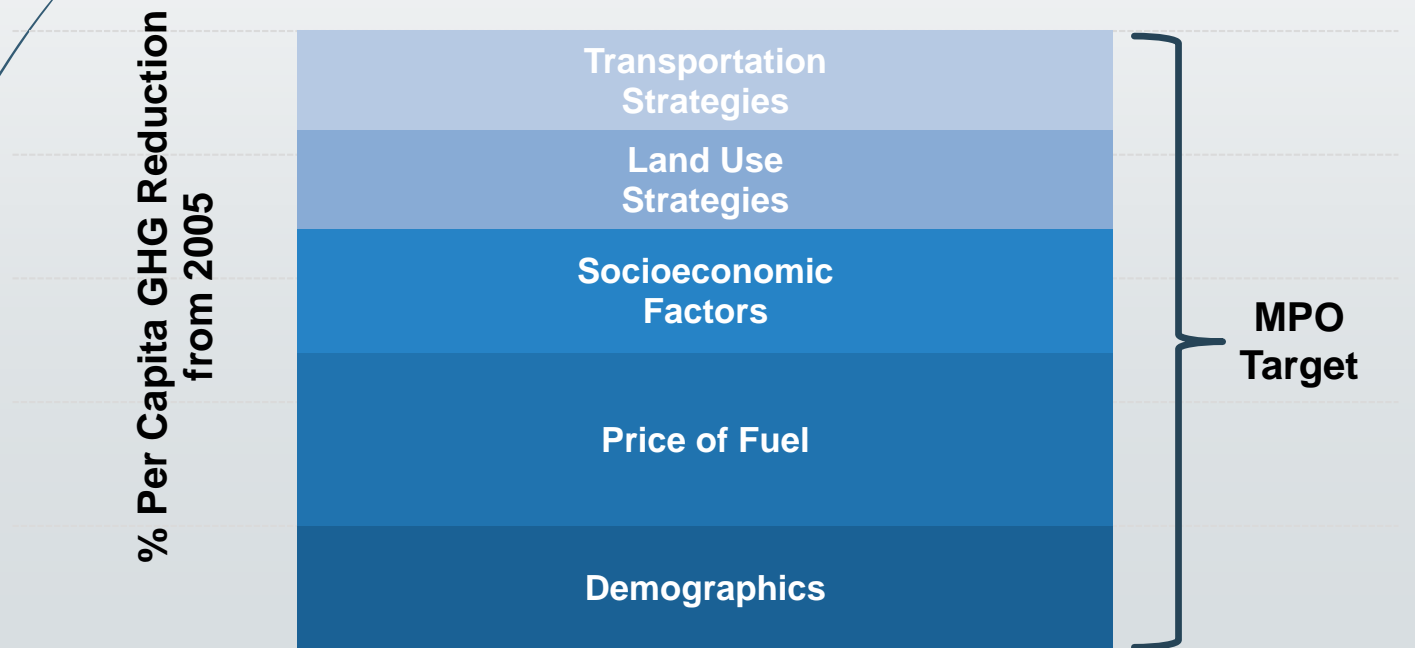
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Current SCS Review Methodology and Lessons Learned

- ▶ Focus on modeling tools and technical aspects of GHG quantification
- ▶ Some strategies not captured in modeling tools, require off-model calculation methods
- ▶ Difficult to distinguish impacts of regional SCS strategies from other factors

Focus on Emissions Reductions Attributable to SCS Strategies

- ▶ Develop a method to distinguish impact of SCS strategies from modeling assumptions



Need for an Update to SCS Review Guidelines

- ▶ Establish consistency among key model inputs and assumptions
- ▶ Specify procedures of sensitivity tests based on how strategies are represented
- ▶ Provide guidance on off-model strategies
- ▶ Additional reporting on SCS strategy assumptions

Next Steps: Update to SB 375 Program Guidelines

Event/Milestone	Date
1 st Public Workshop	Spring 2018
Draft Guidelines for SCS Review	Early Summer 2018
2 nd Public Workshop	Early Summer 2018
Final Guidelines for SCS Review	Late Summer 2018



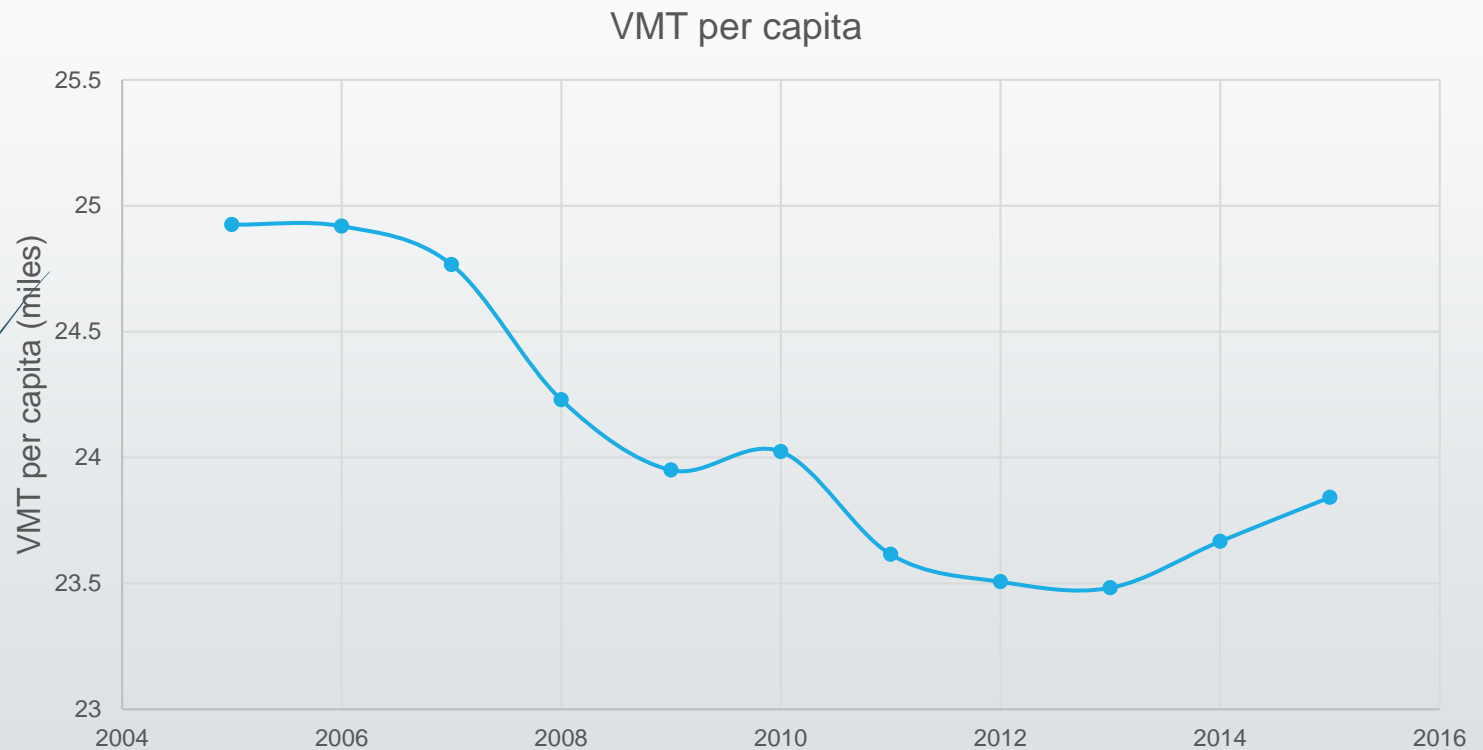
Reporting and Tracking SB 375 Implementation

SB 150 (Allen)

Tracking SCS Implementation

- ▶ GHG target achievement
- ▶ Metrics for the strategies used to meet the targets
- ▶ Best practices
- ▶ Challenges
- ▶ The effect of state policies and funding

VMT/capita is going up



Source: Highway Performance Monitoring System, CalTrans

Focus Areas

1. LAND USE: Compact, infill, transit-oriented and transit-ready growth aligned with regional SCSs

2. AFFORDABLE HOMES FOR ALL: Addressing the affordable housing shortage and the displacement that are forcing people to live further from jobs and schools

3. CLEAN TRANSPORTATION CHOICES: Transportation networks that make clean transportation choices convenient, particularly for under-served communities

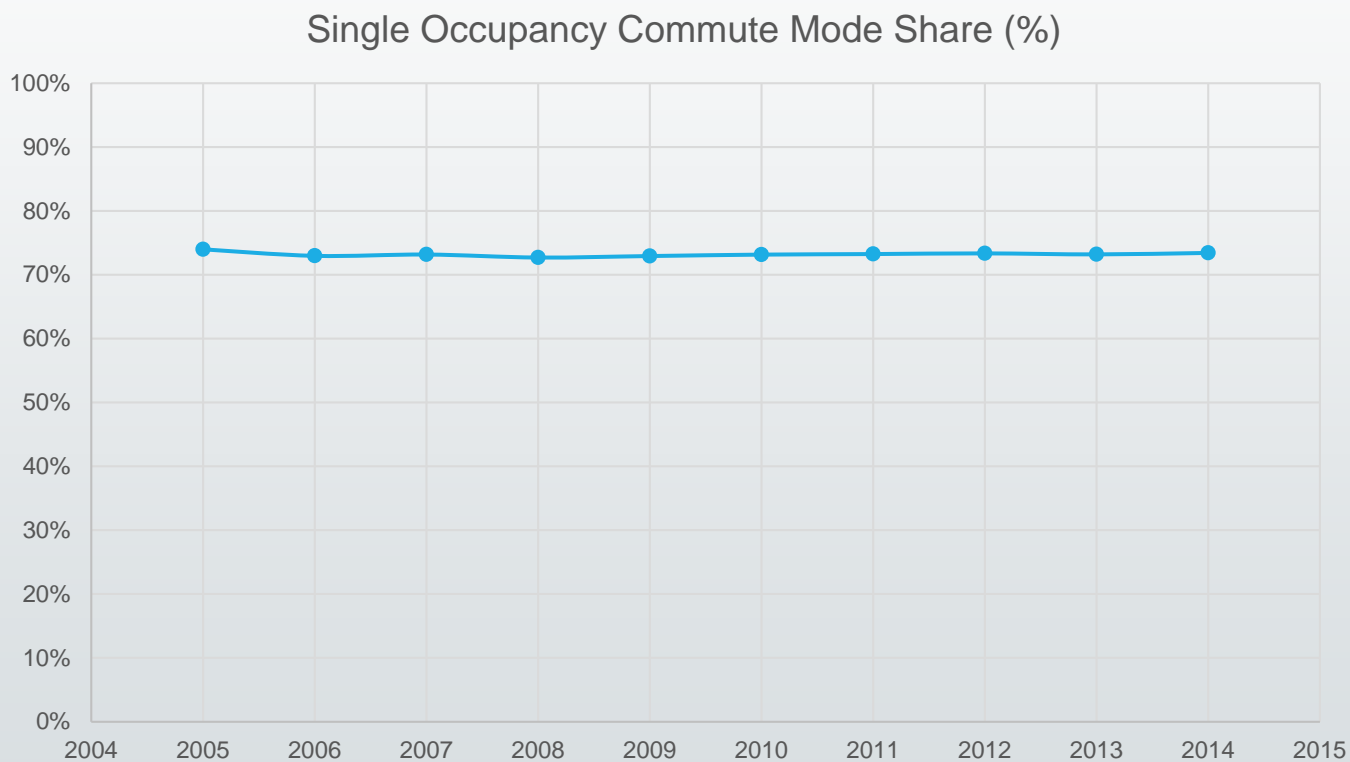
4. HEALTHY COMMUNITIES: Safe and convenient active transportation options and fewer pollution hotspots, especially in under-served or vulnerable communities

5. INCENTIVES: Users' prices that reflect the true costs of road infrastructure and congestion and rewarding beneficial behavior

6. INNOVATIVE MOBILITY SOLUTIONS: Transportation Network Companies and shared mobility options that support pooling, public transit, and active travel

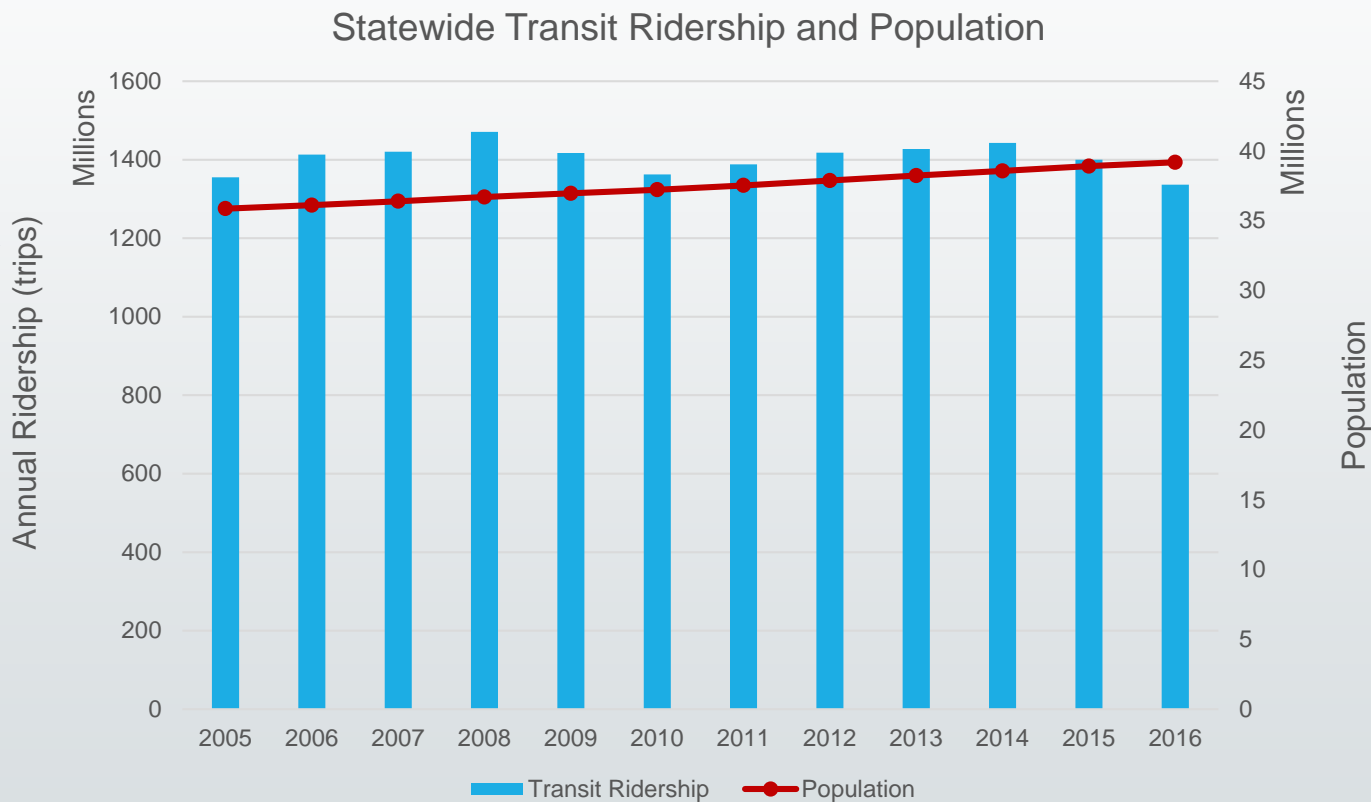
7. STAKEHOLDER ENGAGEMENT: SCS/RTP planning processes that engage public stakeholders to shape policy in meaningful ways

People are driving to work as much as ever



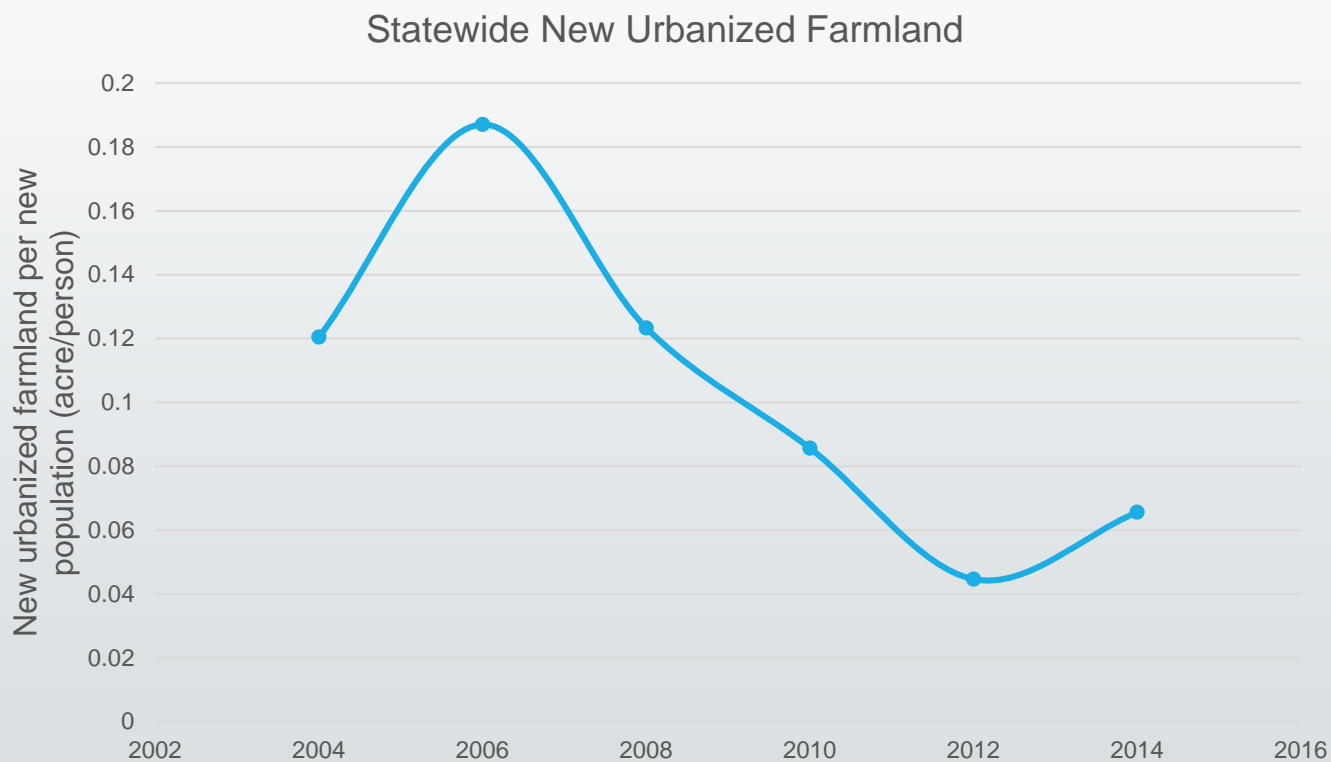
Source: American Community Survey

Transit ridership is going down



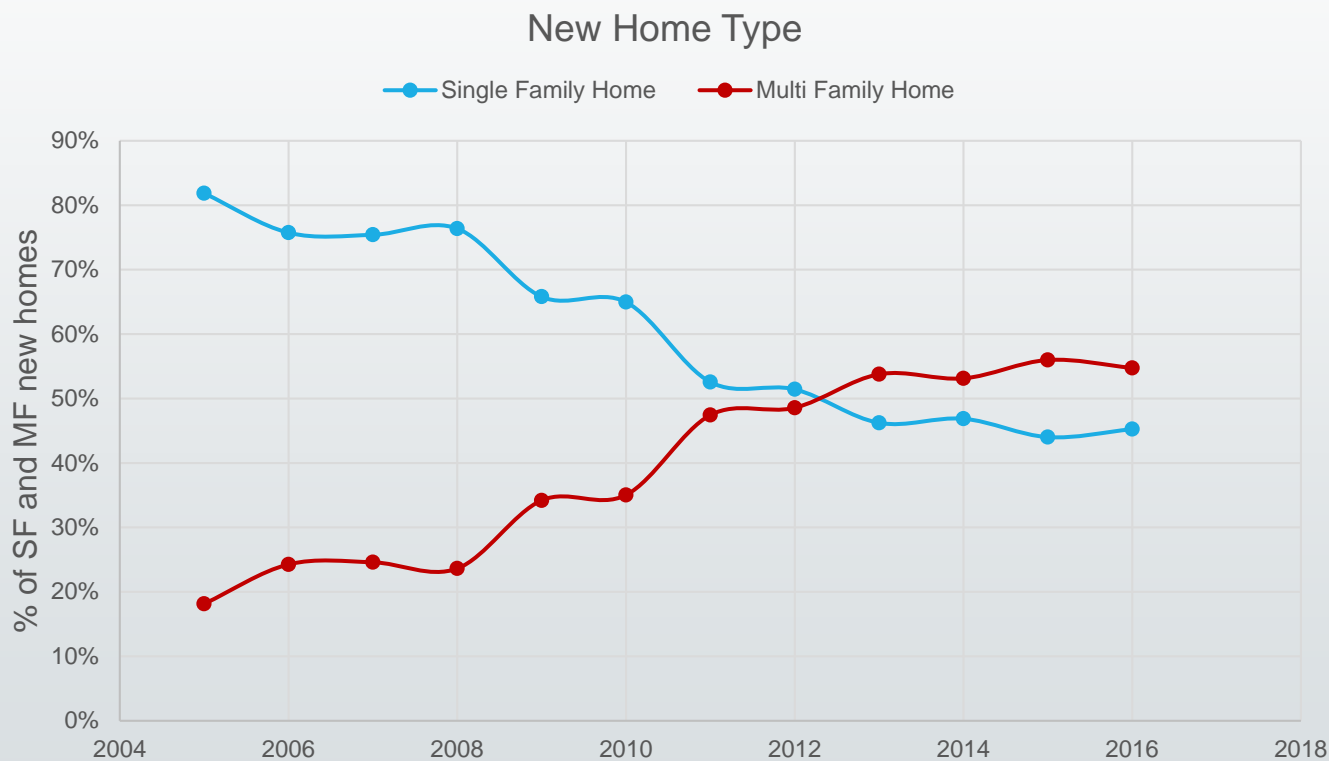
Source: National Transit Database and California Department of Finance

Reversing trend on farmland conversion for urban purposes



Source: California Department of Conservation and Department of Finance

Increasing share of multi-family housing, yet housing crisis persists



Source: California Department of Finance

Closing the Gap: Enhancing Tools and Implementation Resources

- ▶ Implementation of recent SB 1 transportation bill and housing bills
- ▶ Policies to expand pooling opportunities with transportation network companies and connected autonomous vehicles
- ▶ Environmental performance metrics for transportation project selection
- ▶ Pricing tools for managing vehicle activity impacts and generating funds for sustainable transportation solutions

Thank you

Questions, Discussion, and Public Comment

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