

3 Main Points – Kern COG Staff 9-20-10

1. **The Valley MPOs Are Committed to Working Together**
2. **The Valley MPOs Supports ARB Staff Recommendation to Work to Improve Modeling in the San Joaquin Valley**
3. **The Valley MPOs Are Ambitious SB 375 GHG emissions**

- **Only Region With an ISR Fee/Incentive Program to Control Emissions from New Development** – The San Joaquin Valley Air District is the only area in the state requiring new development to pay into a fee program to mitigate their offsite transportation emissions. This program creates a huge financial incentive for developments to look at everything they can do to reduce GHG and health based pollutants.
- **On Average, the Big 4 MPOs Per Capita GHG are 25% Higher than the Valley MPOs** – The following table shows that the ARB Staff recommendation is holding the 8-MPOs in the Valley to a higher standard than the rest of the state because Valley 2005 per capita GHG (16.4 .lbs) is already 27% lower than the Big 4-MPOs averaging 22.6 .lbs per capita. With ARB's proposed 10% reduction in per capita GHG, a Valley target of 14.7 .lbs per capita is still 24% below the 19.4 .lbs average target for the Big 4-MPOs as proposed by ARB. The alternative placeholder target proposed by the Valley MPOs and Air District is still 20% below the Big 4-MPOs. This more stringent reduction is for the region with the lowest income, highest unemployment and a large environmental justice population, and the region lacks access to major light rail systems such as BART.

Comparison of Large Region Targets - Baseline Values Reported in ARB Staff Report - 8-9-10

	SCAG	MTC	SANDAG	SACOG	8-MPOs SJV*	2035/Capita Reduction (SJV)
Baseline CO2/capita in 2005 (lbs/weekday)	21.2	20.8	26.0	22.4	16.4	
Baseline CO2/capita in 2035 (lbs/weekday)	20.4	20.5	24.6	19.6	16.9	
ARB Proposed Target CO2/capita in 2035 (lbs/weekday)	18.4	17.7	22.6	18.8	14.7	-10%
SJVAPCD Proposed Target CO2/capita in 2035 (lbs/weekday)					15.6	-5%

*Values are calculated by summing total daily lbs for all 8-MPOs and dividing by total population for all 8-MPOs including E. Kern.

- **Transit Use Highest in the Nation for Region Dominated by Rural Land Uses** – Amtrak San Joaquin is now taking 1 million riders a year off of our freeways and ridership is 4th highest in the Nation, and the highest for a rural intercity route. Stockton has a Bus Rapid Transit and the ACE Commuter Rail System. Transit systems across the Valley are experiencing a significant increase in ridership. Kern Regional Transit, which services the rural communities in the southern third of the Valley saw ridership increase 13% last year. Vanpooling is also used extensively in the region which has some of the highest vehicle occupancy rates in the State (1.4 to 1.9 persons per vehicle compared to 1.5 statewide average). Bakersfield, Fresno, and other valley towns are now planning for High Speed Rail transit feeder networks.