

BIA/SC Presentation – SB 375 Regional Target Setting

California Air Resources Board Meeting
September 23, 2010

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CALIFORNIA POPULATION GROWTH (AB 32 Scoping Plan Appendix H-7)

California's population is continuing to grow at 1.2 percent per year. If the measures in the Scoping Plan are not implemented, land use patterns and decision making will likely continue to foster leap frog development and urban sprawl, which directly relates to a continued increase in VMT, further degradation of air quality, and an increase in detrimental health effects.

April 2010 – Updated Economic Analysis (pg. 5)

VMT Emissions

In terms of estimated net cost impacts, the most important is the large savings associated with the AB 32 commitment to reduce automobile vehicle miles traveled (VMT) by 4% by 2020, from reference case growth rate of 2.2% per year. According to ARB: “This measure is representative of changes that could occur through the implementation of SB 375 — a 2008 state law to reduce GHG emissions from vehicles by redesigning communities.

SCOPING PLAN APPENDIX C-57

Vehicle Use

The other factor in GHG emissions from transportation is the use of the vehicle. In the case of passenger vehicles, the metric for use is most commonly referred to as vehicle miles traveled (VMT). Statewide VMT increased about 35 percent from 1990 to 2007, and with current trends is expected to increase another 20 percent by 2020 and more than double between now and 2040. For California to meet its long term GHG emission reduction goal, this trend must be *slowed*.

Appendix F Table 3
California GHG Inventory by Category as Defined in the Scoping Plan
 (millions of metric tons of CO₂ equivalent)

Inventory Summary for Scoping Plan (June 26, 2008)	Emissions (MMTCO ₂ E)	
	2002-2004 Average	2020 Forecast
Transportation	179.3	225.4
<i>On Road</i>	<i>168.7</i>	<i>209.1</i>
Passenger Vehicles	133.9	160.8
Heavy Duty Trucks	34.7	48.3
<i>Ships & Commercial Boats</i>	<i>3.3</i>	<i>6.3</i>
<i>Aviation (Intrastate)</i>	<i>3.2</i>	<i>4.8</i>
<i>Rail</i>	<i>3.0</i>	<i>3.8</i>
<i>Unspecified</i>	<i>1.2</i>	<i>1.4</i>

Fig. 4 – AB 32 Scoping Plan

Potential Impacts of Land Use and Transit Strategies on GHG Emissions in California

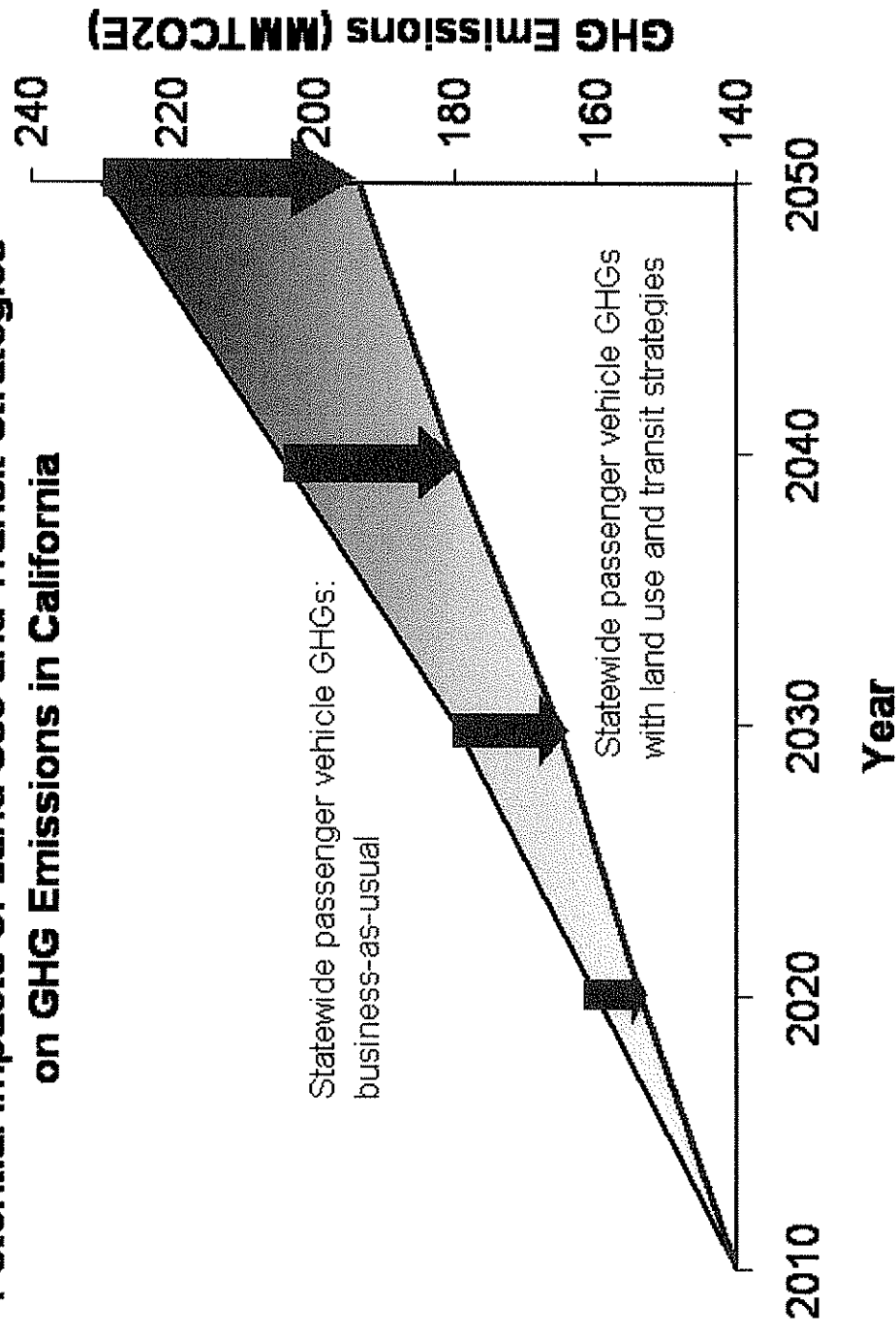
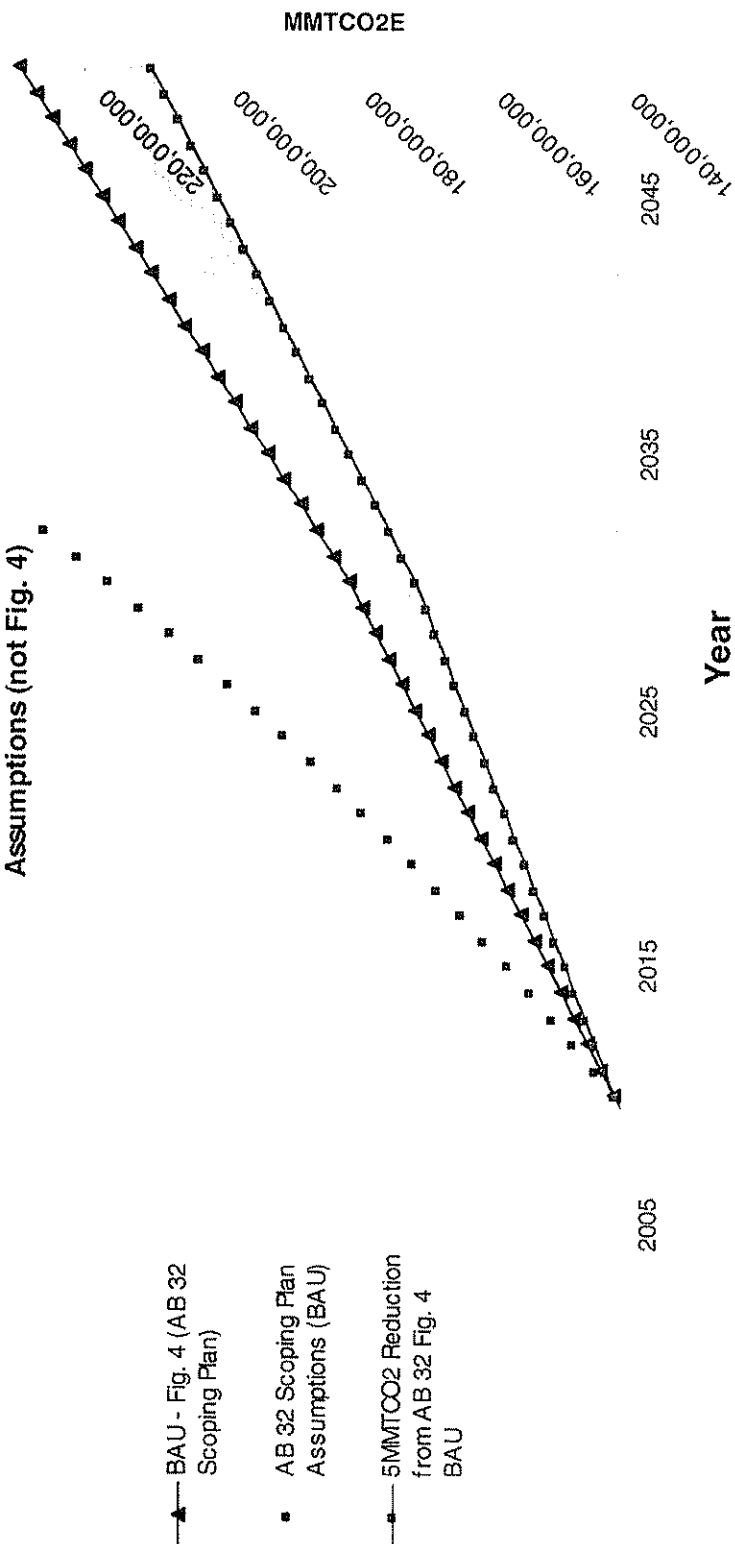


FIGURE 4 (AB 32 Scoping Plan) with Parabolic Curve Representing AB 32 Scoping Plan Assumptions (not Fig. 4)



PROPOSED SB 375 GHG TARGETS

2005	18 MPOS
Population	35,551,149
Baseline CO2/capita in 2005 (lbs/weekday)	
Annual CO2 Emissions in 2005 (MMTCO2/year)	116.3

2020	
Population	42,234,974
Baseline Annual CO2 Emissions in 2020 (MMTCO2/year)	131.8
Annual CO2 Emissions in 2020 based on Proposed Target CO2/capita (MMTCO2/year)	128.5
Change in 2020 Annual CO2 Emissions due to Proposed Targets (MMTCO2/year)	-3.4

2035	
Population	48,341,396
Baseline Annual CO2 Emissions in 2035 (MMTCO2/year)	152.6
Annual CO2 Emissions in 2035 based on Proposed Target CO2/capita (MMTCO2/year)	137.5
Change in 2035 Annual CO2 Emissions due to Proposed Targets (MMTCO2/year)	-15.1



Comparison of MPO Data vs. Fig. 4 (AB 32 Scoping Plan)

2005	18 MPOS	Scoping Plan (Fig. 4)	Diff. (Col. 1 - Col. 2)
Population	35,551,149	35,786,730	-235,581
Baseline CO2/capita in 2005 (lbs/weekday)			
Annual CO2 Emissions in 2005 (MMTCO2/year)	116.3	130.0	-13.7

2020			
Population	42,234,974	42,829,443	-594,469
Baseline Annual CO2 Emissions in 2020 (MMTCO2/year)	131.8	160.0	-28.2
Annual CO2 Emissions in 2020 based on Proposed Target CO2/capita (MMTCO2/year)	128.5	155.0	-26.5
Change in 2020 Annual CO2 Emissions due to Proposed Targets (MMTCO2/year)	-3.4	-5.0	1.6

2035			
Population	48,341,396	51,221,243	-2,879,847
Baseline Annual CO2 Emissions in 2035 (MMTCO2/year)	152.6	192.5	-39.9
Annual CO2 Emissions in 2035 based on Proposed Target CO2/capita (MMTCO2/year)	137.5	180.0	-42.5
Change in 2035 Annual CO2 Emissions due to Proposed Targets (MMTCO2/year)	-15.1	-12.5	-2.6