

Wasan
ekhata



Joint Presentation to the Air Resources Board

December 2017

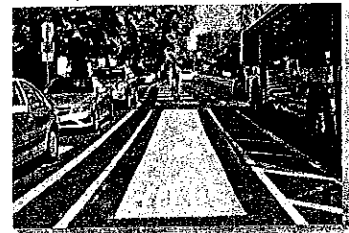
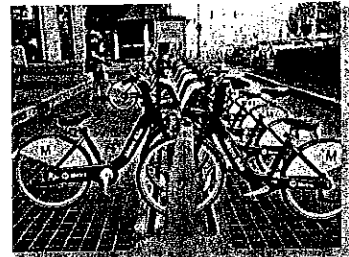
Cooperation continues



Stress Tests

WHAT WE TESTED

- More Compact Land Use
- Additional Bike/Ped Infrastructure
- Additional Transit
- Greater/Faster ZEV Penetration
- Mobility Innovations
 - Car Sharing/Ride Sourcing (UBER/LYFT) and Connected Autonomous Vehicles
- More Aggressive System Operations Strategies
- Mileage-Based User Fees



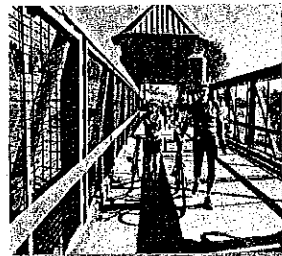
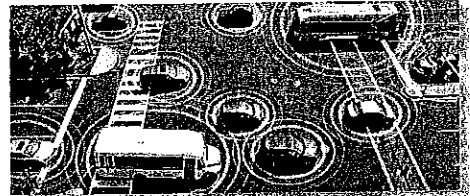
What We Learned

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- **Not All Strategies Are Equal.** Even with significant investment, GHG reductions from many of the strategies tested was modest.
- **Most Effective.** Clean Vehicle and Fuel Efficiency are the Most Effective.
- **But A New Challenge.** These efficiency gains reduce transportation revenues and actually encourage driving and VMT as vehicle operating costs decrease.
- **Most Potential.** User Fees are most effective going forward, but require Legislation and may affect low income communities disproportionately.



Target Development March to October 2017

- Four regional agencies all submitted 18% as proposed single, statewide target
- ARB Staff report proposed 19% to 21% as variable targets
- Concern expressed by regional agencies – 18% ambitious and achievable
- Positive progress has been made, but work continues
- Regional agencies willing to pursue very ambitious targets of 18% to 19%

Next Steps

- Continue to work together to gain consensus on approved targets
- Work with State agencies to develop state strategies to fill the “gap”
- Develop Plans and assess performance against approved SB 375 targets

Parting Thoughts

- We want to stay ambitious
- But we want to stay achievable
- Success \neq APS

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