

# **Southern California Leadership Council Southern California Association of Governments Global Land Use and Economic Council**

September 15, 2009

Mike McKeever, Chair  
Regional Targets Advisory Committee  
California Air Resources Board  
101 I Street  
Sacramento, CA 95814

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Dear Mr. McKeever:

RE: Incorporation of key feasibility issues in setting regional targets

The Southern California Association of Governments (SCAG) and the Southern California Leadership Council (SCLC) co-hosted a regional dialogue session on August 7, 2009 in Los Angeles to discuss how to move forward with implementation of SB 375. Participants included Mary Nichols, Chair of the California Air Resources Board, Southern California members of RTAC, our Regional Transportation Commission CEOs, SCLC Board members including co-chairs Pete Wilson and David Fleming, Governors George Deukmejian and Gray Davis and SCAG's Global Land Use and Economics Committee members, chaired by Greg McWilliams.

The objective of the meeting was to discuss how to move forward with CARB's stated objective of "aggressive but achievable" SB 375 targets in Southern California. Enclosed is a copy of the minutes and a list developed by the participants of key feasibility issues to be considered both in setting and achieving regional targets. These are offered into RTAC's proceeding for your consideration.

SCAG, its GLUE Council and the SCLC are all committed to providing leadership on this challenging issue. We recognize that while SB 375 was passed in light of the global warming challenge with greenhouse gas emission reduction metrics as a measure of success, it is first and foremost a land use measure aimed at smarter growth and transportation planning efforts. SCAG has been engaged with its member cities for a number of years now in the voluntary development of its

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Compass model which to date has produced an estimate of upwards of two million metric tons of potential greenhouse gas reduction through implementation.

Perhaps the greatest challenge to achieving these aggressive goals is lack of adequate funding and incentives for local jurisdictions to pursue infill development. Defunding of billions of dollars by the State of California for maintenance, let alone growth, of transit services and now withdrawal of redevelopment agency funding to jump start these efforts places regions like Southern California in a quandary as to how to move forward. Enhanced transit services comprise almost one-third of the potential greenhouse gas reductions in the Compass blueprint.

We encourage RTAC, in recommending statewide and regional SB 375 targets and methodologies to CARB, to fully consider how to address the attached feasibility issues and other impediments included in our enclosed feasibility list so that our goals are both aggressive and achievable. Thank you for your partnership and considering our suggestions on implementing targets on such an important policy for the State of California.

Sincerely,



Hasan Ikhrata  
Executive Director  
SCAG



Lee Harrington  
Executive Director  
SCLC

Enclosures

cc: Mary Nichols, Chair CARB  
SCLC Members  
GLUE Council Members  
Southern California RTAC Members  
CEO's of County Transportation Commissions

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