

# Regional Targets Plus Incentives

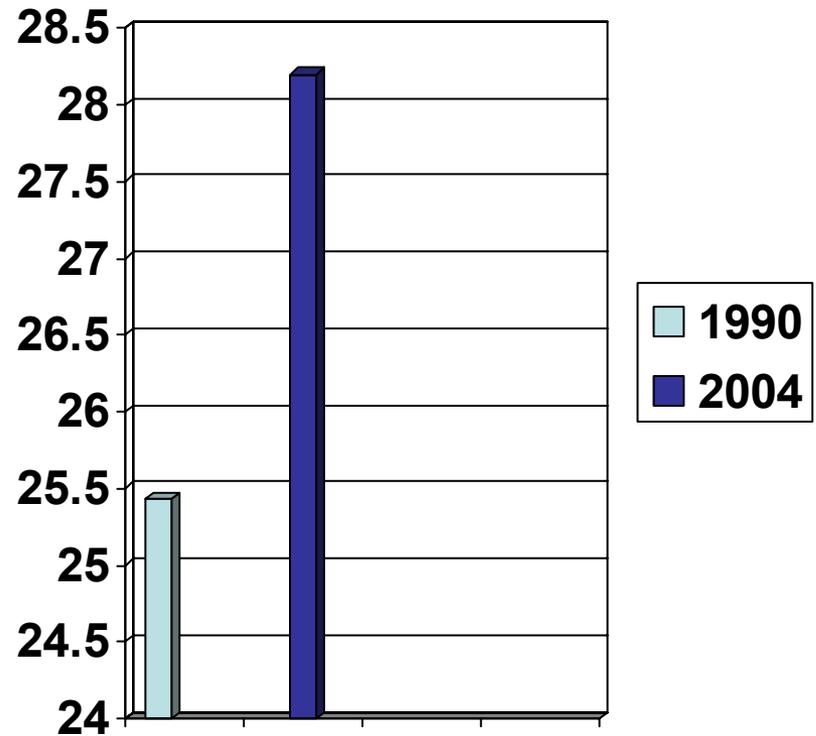
## Haagen-Smit Symposium

April 8 – 11  
2008

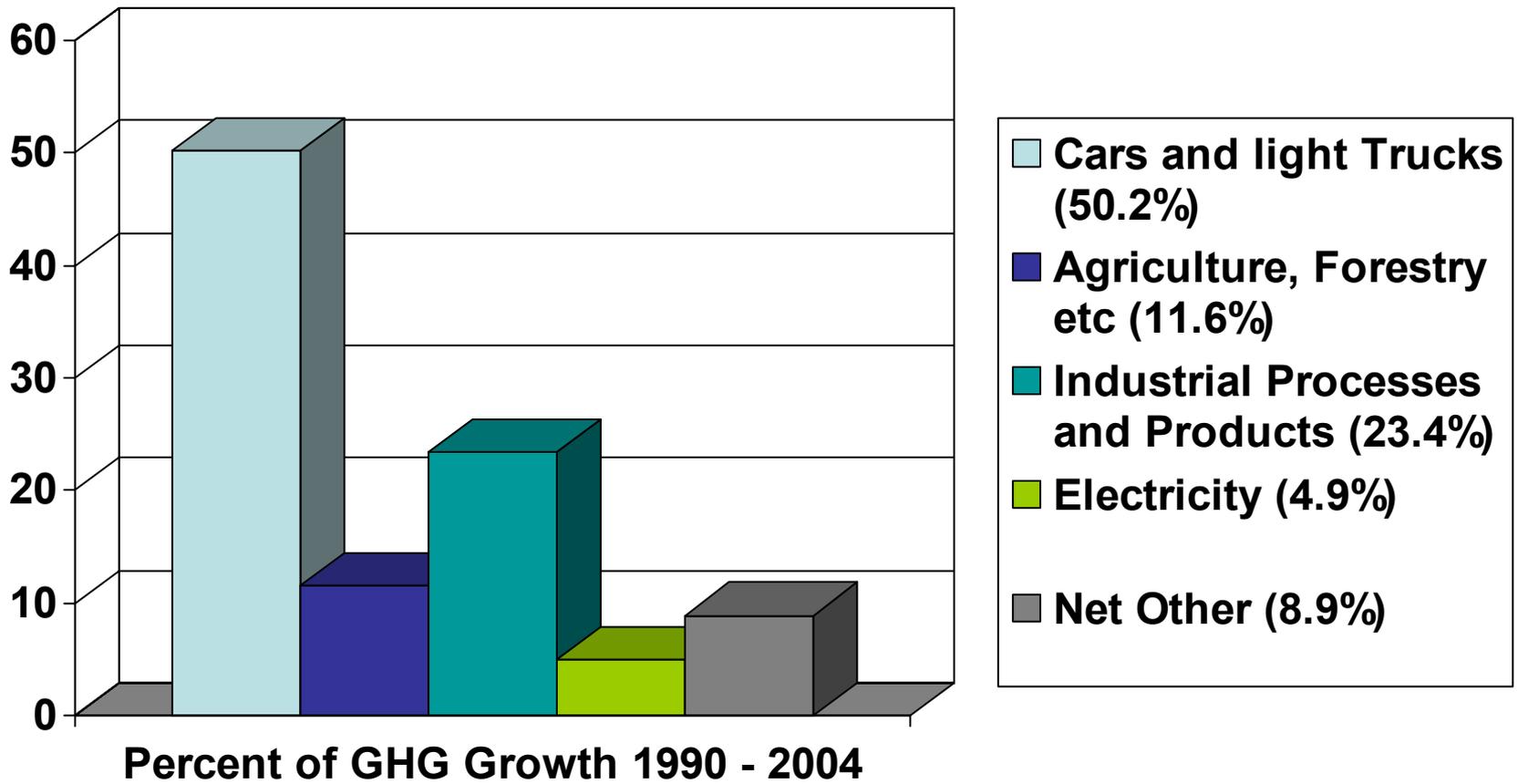
# GHG EMISSIONS

## Cars and Light Trucks

Percent of Total  
California GHG Inventory



Source: CARB GHG Inventory 2007



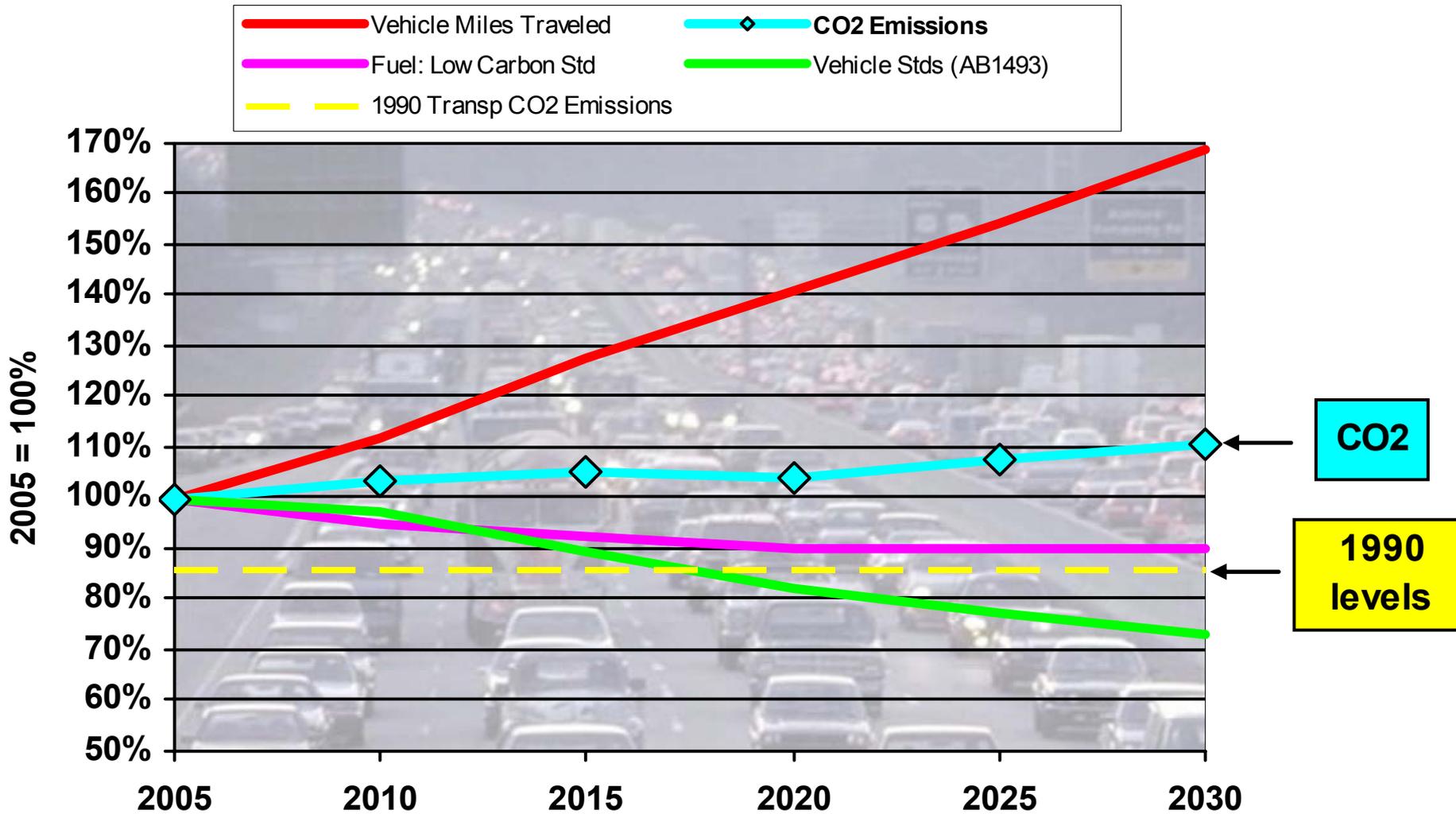
Unless the growth in VMT is constrained, programs that California has fought for will not accomplish their goals.

“Even with ARB’s greenhouse gas regulations and implementation of the Low Carbon Fuel Standard (LCFS), the increase in GHG emissions from the increased travel will outweigh the policies’ combined benefits. The state, along with regional planning organizations and local government, must address Vehicle Miles Traveled (VMT) growth, and the most effective way to do so is through better land use planning and development.”

**THE ROLE OF LAND USE IN MEETING CALIFORNIA’S ENERGY AND CLIMATE CHANGE GOALS**, Final CEC Staff Report, August 2007

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# Growth in VMT will overwhelm savings from LCFS and AB 1493



# The Challenge

- AB 32 Calls for a reduction in GHG emissions to 1990 levels by 2020 and 80% below that by 2050.
- The Governor's Climate Action Team has set a goal of reducing GHG emissions from better land use.
- The State has no direct authority to regulate local land development.

# Why Use a Regional Strategy?

- Every local jurisdiction should not reduce VMT. Some will increase local VMT. There must be a process for prioritizing growth in locations that reduce the need to drive.
- Transportation planning already occurs at the regional level.
- Transportation modeling tools exist at the regional level.
- The Region is the appropriate scale to examine jobs-housing balance.

# Goal of the Regional Strategy

The goal is to reduce GHG emissions from cars and light trucks through incentives for better development patterns so people can choose to drive less.

# How will SB 375 Accomplish Its Goal?

## Regional Transportation Planning:

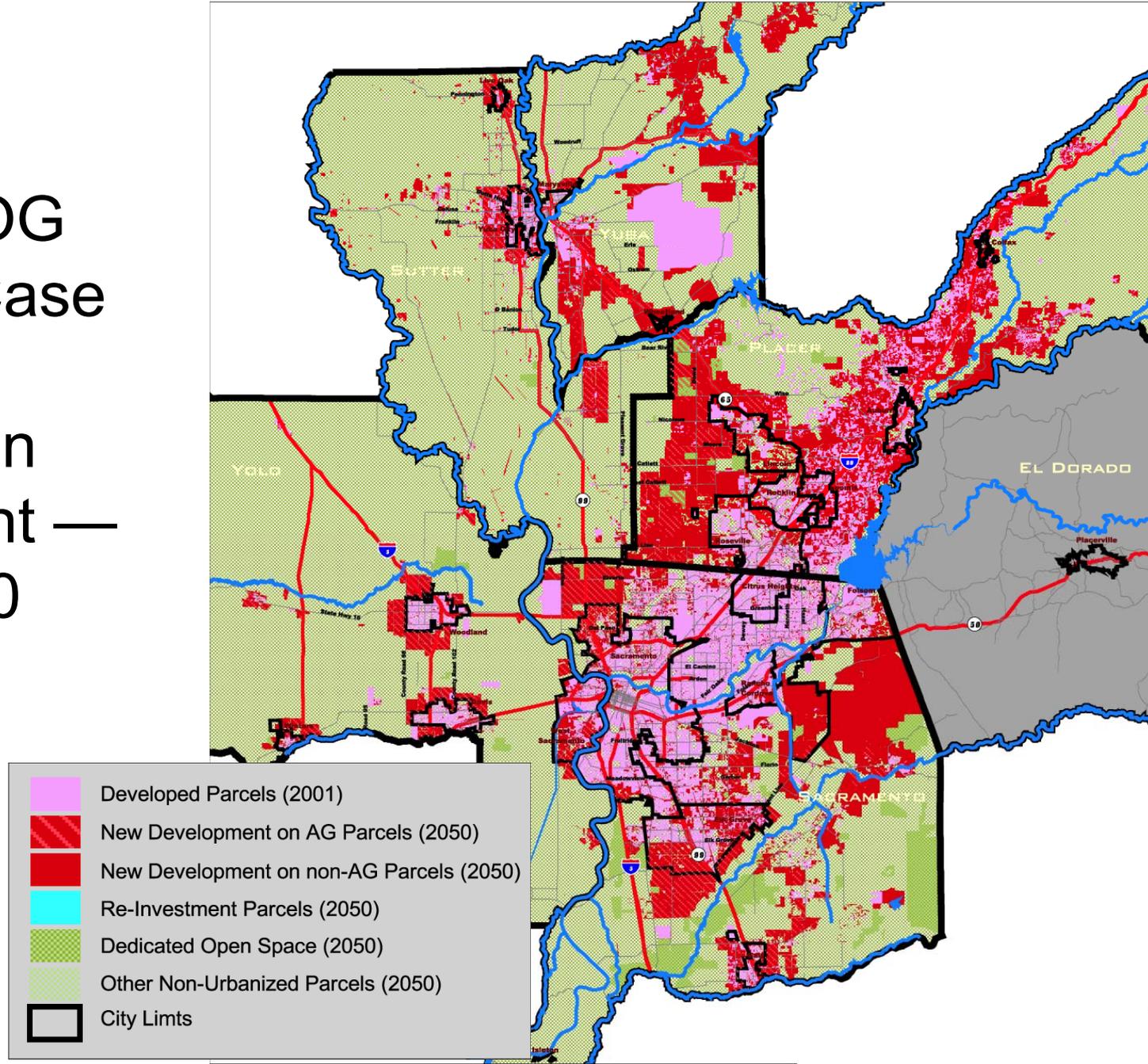
- Existing law requires regional transportation plans to include a development pattern for the region.
- SB 375 provides that the development pattern should be designed to achieve regional GHG reduction targets set by CARB.

# How does a regional development pattern achieve GHG reductions?

- Greater housing choices: housing located closer to employment and commercial centers.
- Greater transportation choices: housing located closer to a variety of transportation options.
- Impact: Research shows that with these policies people will choose to drive 20 – 40% less, reducing congestion as well as emissions.

# SACOG Base Case

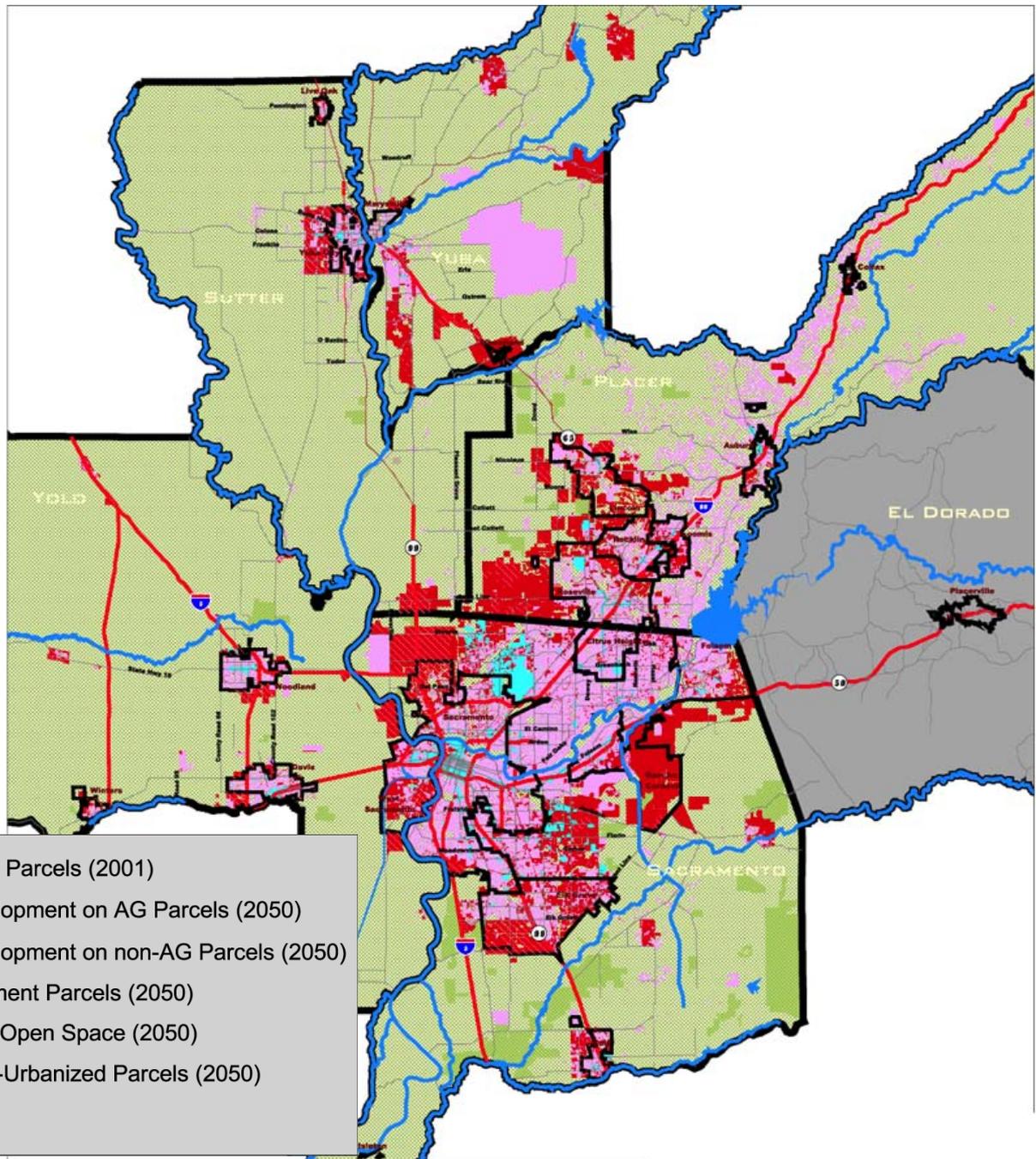
## Urban Footprint — 2050



# SACOG Preferred Scenario

## Urban Footprint — 2050

This Urban  
Footprint  
occupies 350  
square miles  
less land and  
reduces and  
CO2 by 15%



How would the development pattern in the regional transportation plan be implemented?

**Only through incentives:**

- Future transportation funding would be directed to projects that implement the regional transportation plan.
- New provisions of CEQA would be available to local governments with local plans consistent with the regional plan.

# Could a region lose federal transportation funding?

**No**

- SB 375 specifically requires that the plan comply with all federal regulations.
- There is no penalty if a region cannot meet the GHG targets.
- If a region cannot meet the GHG targets, it must prepare a supplement showing how it could meet the targets with more transportation funding or alternative land use plans.

# Will SB 375 Save Transportation Money?

## Yes

- Better development patterns in the Sacramento region achieve congestion relief that would otherwise cost \$16 Billion.
- Better development patterns in the L.A. Region achieve congestion relief that would otherwise cost \$50 Billion.

# Does SB 375 impose mandates on local governments?

**No, SB 375 operates only through incentives:**

- Future transportation funding.
- New provisions of CEQA to assist growth in the good locations.
- SB 375 expressly reserves land use authority to local governments.

# Does SB 375 create new bureaucracy?

**No**

- SB 375 utilizes the existing collaborative regional transportation processes.
- SB 375 builds upon the successful regional blueprint processes that local governments are familiar with.

# Do we need SB 375 now?

## Yes

- The state is growing at 1.8% per year. We can only affect the location of the new development.
- In order to meet the AB 32 goal for 2020, we will need several years of better development patterns.
- Improved growth can make a difference over time. 52% of the buildings in 2030 are yet to be constructed.