Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375

California Air Resources Board
September 23, 2010
Today’s Proposed Action

- Consider greenhouse gas emission reduction targets for passenger vehicles for 18 regions in California
- Promote better transportation and land use planning
SB 375 Promotes a More Integrated Regional Planning Process

- More planning on a regional scale
- A common vision for the future
- Aligns programs for action
Public Health Benefits of Better Planning

- Reduced air pollution
- Improved community design
  - More walkable neighborhoods
  - More green space
  - Less traffic
- Enhanced quality of life
California’s Sustainable Communities and Climate Protection Act of 2008 (SB 375)

- Regions design Sustainable Communities Strategies as part of the planning process
- To help guide regional efforts, ARB sets targets
- Targets are not regulatory
- Targets will be revised over time
 Builds on Current Sustainable Planning Efforts

- Most MPO regions participate in blueprint growth scenario planning
- Many cities are updating General Plans and developing Climate Action Plans for sustainability
- Travel trends already show improvement
- Local efforts will become the building blocks of SCS development
Regional Transportation Plans

- 1-2 year planning process
- State and federal laws establish the process and content
- Plans include
  - Policy Element
  - Sustainable Communities Strategy
  - Action Element
  - Financial Element
- Must be updated every 4 to 5 years
SCS Development and APS if Needed

- Regions develop plans to meet targets
  - Sustainable Communities Strategy (SCS) added to Regional Transportation Plan
  - Alternative Planning Strategy (APS) required if SCS doesn’t meet target
- APS must identify impediments to achieving the target within the SCS
- SB 375 creates incentives to implement either the SCS/APS
Air Resources Board Role

- Set regional greenhouse gas emissions reduction targets for passenger vehicles
- Review regional methods for quantifying greenhouse gases
- Review regional plans developed to meet targets
- Update targets
Development of Proposed Targets

- Regional Targets Advisory Committee
  - % reduction in GHG/capita from 2005 levels
  - Collaborative approach with MPOs
  - Funding and other resources and incentives

- MPO role
  - Provide target recommendations
  - Exchange data with ARB

- Public engagement
How Regional Targets Work

% Reduction in CO2/capita from 2005

CO2/capita

2005 2020 2035

-20% -15% -10% -5% 0% 5%
Emission Impacts of Proposed Targets

Current plans vs. proposed targets for vehicles, fuels, and SB375.
MPO Scenario Analyses and Recommendations
MPO Target Setting Scenarios

- Informative, but not the SCS
- Best available reference for target setting
- Examples of strategies evaluated:
  - Increased compact development
  - Expansion of transit network
  - Jobs-housing balance
  - Pricing
- Include some common assumptions
Overview of ARB Staff Proposal

- **Four Large MPOs**
  - Reflect analyses completed by MPO technical staff and recommendations of their Boards
- **San Joaquin Valley MPOs (incl. Kern Co.)**
  - Establish placeholder targets now and recalibrate in 2012 if needed
- **Remaining Six MPOs**
  - Reflect current plan projections and recommendations of their Boards
Scenarios include increased compact growth, new demand and system efficiency measures, enhanced alternative mode options

SANDAG Board approved on July 23

- 7 percent reduction for 2020
- 13 percent reduction for 2035
Sacramento Region - SACOG

- Scenarios include increased compact growth, enhancements to transit, system and demand management compared to current plan
- SACOG Board approved on August 19
  - 7 percent reduction for 2020
  - 16 percent reduction for 2035
Bay Area Region - MTC

- Scenarios include more focused growth and greater reliance on road pricing compared to current plan
- MTC Board approved on July 28
  - 7 percent reduction for 2020
  - 15 percent reduction for 2035
San Joaquin Valley MPOs (incl. Kern Co.)

- Expected improvements in available data and modeling capability; pending policy decisions
- SJVAPCD Board recommended on Sept. 16
  - 2 percent reduction for 2020
  - 5 percent reduction for 2035
- Directors of all eight MPOs support Air District recommendation
Southern California Region - SCAG

- Scenarios include focused growth near transit investments, and new transportation system efficiencies
- SCAG Board approved on Sept. 2
  - 6 percent reduction for 2020
  - 8 percent reduction for 2035
- SCAG Board open to more aggressive targets if ARB accepts recommendations
Implementation Issues
Funding Issues

- Transportation
- Local planning and redevelopment
- Sustainable planning demonstration projects, recognition and awards programs
Tool Improvement

Tools that help regional and local agencies assess impacts of land use and transportation policy decisions community livability of their communities must be improved

- Update travel models and forecasting tools
- Improve data
- Find appropriate performance indicators
Implementation Timeline

ARB sets targets  Today
MPO model and data updates  on-going
MPO SCSs under SB 375  2011-2014
ARB informational update  2012
ARB target revisions  2014