Outline

• SB 375 Overview & SCS Implementation
• Target Update Considerations
• Preliminary Discussion Target
• SB 375 & the Scoping Plan
• Next Steps
SB 375 Overview

- Metropolitan Planning Organizations (MPO) develop Sustainable Communities Strategies (SCS)
  - Identify land use and transportation strategies to meet GHG reduction targets
  - Prepare Alternative Planning Strategies if not able to meet targets
- ARB must
  - Set targets for 2020 and 2035
  - Review SCSs to determine whether they would meet the target, if implemented
SCS Strategies & Implementation
Co-Benefits of Sustainable Development

Economic opportunities
Lower building energy use
Public health
Social equity
Natural resource conservation
Lower household costs & transportation costs
Accessibility
Mobility & housing choices
Public Health Co-Benefits

• Initial review of methodologies for Scoping Plan public health co-benefits indicates strong contribution from strategies that increase active transportation

• ARB staff working with California Department of Public Health to quantify health benefits.
  - Integrated Transport and Health Impact Model (ITHIM)
ARB Research

- SB 375 indicator project
- Displacement and gentrification
- VMT/GHG impacts of ridesourcing/sharing
  - Strategy guidance for maximizing environmental benefits (e.g. first/last mile connection to transit)
- Electric vehicle travel and charging behavior
SB 375 Target Update Process
Regional GHG Reduction Targets

- Originally adopted in 2010
- ARB must update targets every 8 years
- Targets set for each region at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels
Target Update Considerations

- Progress to date
- 2017 Climate Change Scoping Plan Update
- MPO technical analysis and recommendations
- Stakeholder consultative process
- Workshop feedback
<table>
<thead>
<tr>
<th>MPO</th>
<th>Current Target</th>
<th>SCS Planned Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2020</td>
<td>2035</td>
</tr>
<tr>
<td>SACOG (Sacramento)</td>
<td>-7%</td>
<td>-16%</td>
</tr>
<tr>
<td>SANDAG (San Diego)</td>
<td>-7%</td>
<td>-13%</td>
</tr>
<tr>
<td>SCAG (Southern California)</td>
<td>-8%</td>
<td>-13%</td>
</tr>
<tr>
<td>MTC/ABAG (San Francisco Bay Area)</td>
<td>-7%</td>
<td>-15%</td>
</tr>
<tr>
<td>Fresno COG</td>
<td>-5%</td>
<td>-10%</td>
</tr>
<tr>
<td>Kern COG</td>
<td>-5%</td>
<td>-10%</td>
</tr>
<tr>
<td>Kings CAG</td>
<td>-5%</td>
<td>-10%</td>
</tr>
<tr>
<td>Madera CTC</td>
<td>-5%</td>
<td>-10%</td>
</tr>
<tr>
<td>Merced CAG</td>
<td>-5%</td>
<td>-10%</td>
</tr>
<tr>
<td>San Joaquin COG</td>
<td>-12%</td>
<td>-14%</td>
</tr>
<tr>
<td>Stanislaus COG</td>
<td>-12%</td>
<td>-14%</td>
</tr>
<tr>
<td>Tulare CAG</td>
<td>-13%</td>
<td>-15%</td>
</tr>
<tr>
<td>Butte CAG</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Monterey Bay (AMBAG)</td>
<td>0%</td>
<td>-5%</td>
</tr>
<tr>
<td>San Luis Obispo COG</td>
<td>-8%</td>
<td>-8%</td>
</tr>
<tr>
<td>Santa Barbara CAG</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Shasta RTA</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Tahoe MPO</td>
<td>-7%</td>
<td>-5%</td>
</tr>
</tbody>
</table>
Climate Planning for Transportation

Note: While the Scoping Plan scenario reduces vehicle miles traveled (VMT) from baseline levels in 2035 and 2050, overall VMT is still projected to grow.
In Other Words, by 2035...

- one telecommute day a month
- Replacing short car trips with walking
- biking or taking transit to work once a month
- carpool or vanpool once a month
- combining multiple errands into one trip

Reduce 1.6 vehicle miles/person/day
MPO Technical Analysis

• Input received from all 18 MPOs
  ▫ Big Four MPOs: March 2017
  ▫ Eight San Joaquin Valley MPOs: December 2016
  ▫ Six Other MPOs: Summer 2016

• Common Themes
  ▫ Challenge to maintain current SCS performance
  ▫ Commitment to maintain current SCS performance
  ▫ Additional tools needed to go beyond current plan performance
Big Four MPOs Analysis

• Exploratory stress test scenarios
  ▫ Additional land use, enhanced mobility, and technology strategies achieved between -<1 to -5% GHG per capita reductions
  ▫ Pricing achieved -1.5 to -5% reductions
• Target recommendations forthcoming
Eight San Joaquin Valley MPOs Analysis

• Modeling improvements to more accurately represent current SCS plan performance
• Identified strategies above and beyond previous plans
  ▫ Land use plan updates, vanpool and rideshare programs, active transportation plans, and electric vehicle infrastructure
• Preliminary recommendations commit to maintaining current SCS plan performance
Six Remaining MPOs Analysis

- Target recommendations and technical analysis exceed reduction levels established in 2010
- Most MPOs will meet or exceed performance of their currently adopted SCSs
Stakeholder Engagement

- Public workshops in 2014 and 2017
- Individual and stakeholder group meetings
- Feedback received:
  - Increase transportation funding and align with land use goals
  - Performance monitoring to track implementation
  - Co-benefit analysis and inclusion
  - Create a clearing house for leading practices
  - Balance State responsibilities and SB 375
Preliminary Discussion Targets
2020 Target Approach

• Use latest SCS plan performance, with improved modeling where applicable
• Performance monitoring focus
• ARB developing statewide performance indicator database
  ▫ Accessibility
  ▫ Housing density
  ▫ Transit ridership
  ▫ Equity, etc.
2035 Target Approach

- Big Four and Eight Valley MPOs
  - Update current SCS plan performance based on latest modeling and consider
    - Need to go beyond current SCSs
    - Challenges to achieving reductions
    - Need for pricing and new revenue

- Six Other MPOs
  - Update to target recommendation or SCS plan performance, whichever is greater
Challenges for Stronger Targets

- Declining transportation revenue due to
  - Lower fuel prices
  - Fuel tax not adjusted for inflation
  - Fuel efficiency
- Transportation spending allocation
- Local authority considerations
- Technology
Opportunities for Stronger Targets

- State actions
- Enabling local action
- Technology
- Enhance existing strategies
- Changes in socio-demographics
2035 Preliminary Discussion Target Range Based on Current Data

- Big 4 MPOs: -16 to -20+% GHG/capita
- San Joaquin Valley MPOs: -11% to -20+% GHG/capita
- Smaller MPOs: SCS plan performance or MPO target analysis, whichever is greater
Potential Role of SB 375 and State Strategies in Scoping Plan

- **2020 SB 375 Target**
- **2035 SB 375 Target**
- **Adopted SCSs**
- **Scoping Plan Needs**

**Statewide Average VMT/ GHG per capita**

- Historical VMT/capita trends
- **Statewide average per capita GHG reductions relative to 2005 (approximate)**

- **2035**
  - Adopted SCSs (-17%)
  - New SB 375 (up to -20%)
  - SB 375 + State (-25%)

Source: Caltrans, FHWA, BOE and DOF
# Next Steps and Schedule

<table>
<thead>
<tr>
<th>Event</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARB Board Meeting Informational Item</td>
<td>March 23-24, 2017</td>
</tr>
<tr>
<td>Final Scoping Plan Release</td>
<td>Spring 2017</td>
</tr>
<tr>
<td>ARB Draft Staff Report and Environmental Document Release</td>
<td>Late Spring/Early Summer 2017</td>
</tr>
<tr>
<td>ARB Draft Staff Report and CEQA Workshops</td>
<td>Summer 2017</td>
</tr>
<tr>
<td>ARB Final Staff Report and Environmental Document Release and ARB Board Target Adoption</td>
<td>Fall 2017</td>
</tr>
<tr>
<td>Update ARB Technical Methodology for Reviewing MPO SCS GHG Quantification</td>
<td>Late 2017 to Early 2018</td>
</tr>
<tr>
<td>SCSs Developed to Meet Updated Targets</td>
<td>2017+</td>
</tr>
</tbody>
</table>
State Efforts to Support Integrated Climate Action

Louise Bedsworth
Governor’s Office of Planning and Research
Healthy, Sustainable Communities & Landscapes

Integrated consideration of:
- Transportation
- Housing
- Land conservation and preservation
- Public health

Multiple benefits:
- Greenhouse gas emissions reductions
- Air quality
- Ecosystem services
State Actions to Support VMT Reduction

- Scoping Plan: Explore State-level actions in four areas
  - Infill & Conservation
  - Infrastructure Investment
  - Pricing
  - System Efficiency
- Next Steps: Assessment and Engagement
  - Efficacy
  - Implementation pathways
Potential State Actions: Infill and Conservation

**Actions Underway**

- CEQA Streamlining for Infill Development
- Complete Streets
- General Plan Guidelines
- Conservation Planning
- Funding Programs

**Actions Under Consideration**

- Expand Incentives for Infill Development
  - Lead: SGC
- Connect Incentives with Regional Conservation Policies
  - Lead: SGC
## Potential State Actions: Aligning Infrastructure Investment

<table>
<thead>
<tr>
<th>Actions Underway</th>
<th>Actions Under Consideration</th>
</tr>
</thead>
</table>
| • Active Transportation Program | • Develop Performance Metrics for Infrastructure Investment
  ▪ Lead: CalSTA |
| • High Speed Rail and Transit Investments | • Expand Investments in Transit and Active Transportation
  ▪ Leads: CalSTA, SGC |
Potential State Actions: Pricing Policies

**Actions Underway**

- Road User Charge Pilot

**Actions Under Consideration**

- Assess and Develop Pricing Policies
  - **Lead:** CalSTA
Supporting Integrated Climate Actions

- Investments in sustainable communities, including:
  - Affordable Housing and Sustainable Communities
  - Transformative Climate Communities
  - Sustainable Ag Land Conservation

- Integrated approaches to planning
  - AB 2087: Regional conservation planning
  - Jurisdictional scale accounting

- Planning support

- Technical assistance and support
Next Steps - Scoping Plan and Beyond

- Further development of State-level of VMT reduction measures
  - Interagency process

- Developing opportunities for integrated approaches
  - Engagement
  - Analysis