

# 2018 PROGRESS REPORT

## California's Sustainable Communities and Climate Protection Act



NOVEMBER 2018





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# Table of Contents

<b>EXECUTIVE SUMMARY</b>	<b>3</b>
<b>BACKGROUND</b>	<b>16</b>
Why Sustainable Communities Strategies Matter	16
The Role of CARB in Monitoring SB 375 Implementation	17
About this Report	17
<b>SNAPSHOT: IS CALIFORNIA ON TRACK TO MEET SUSTAINABLE COMMUNITIES TARGETS?</b>	<b>21</b>
Have Greenhouse Gases from Personal Vehicle Travel Declined?	22
What Factors Are Influencing Travel Decisions?	24
Additional Action is Needed	27
<b>STRATEGIES FOR MEETING THE TARGETS</b>	<b>29</b>
Transportation: Transforming the Way We Travel By Providing Viable Travel Alternatives	30
Housing: Providing Housing Choices for All Income Levels in Neighborhoods with Access to Sustainable Transportation Choices and Economic Opportunities	39
Efficient Land Use: Building Compact Neighborhoods That are Accessible to and Near Daily Needs	49
<b>CHALLENGES AND OPPORTUNITY AREAS</b>	<b>56</b>
State Funding for Transportation and Development Projects	58
Growth and the Housing Crisis	63
Under-Served Communities	70
Traveler Incentives	76
Transportation Pricing	78
New Mobility	82
Data and Research Needs	86
Limitations of SB 375	88

## Tables & Figures

Table 1. Key Questions and SB 375 Progress Performance Indicators .....	20
Figure 1. Statewide CO <sub>2</sub> and VMT Per Capita Trend with Respect to Anticipated Performance of Current SB 375 SCSs .....	23
Figure 2. Factors Influencing Travel Decisions .....	26
Figure 3. Travel mode to work (2016)* .....	30
Figure 4. Transit Service and Transit Boardings (2005-2017) .....	33
Figure 5. New Homes in California by Type .....	40
Figure 6. Percent of New Homes That are Multi-Family in the Largest Regions (2001-2016).....	41
Figure 7. Housing Need Permitted, By Income Level.....	43
Figure 8. Statewide Housing Burden by Income.....	44
Figure 9. Annual Average Move-In Rate per 1000 Residents (2010-2016).....	46
Figure 10. Newly Developed Land Acres Statewide.....	50
Figure 11. Newly Developed Land Acres (per 1000 new residents).....	51
Figure 12. Total Acres of Agricultural Land and Total Land Developed by MPO Region (2004-2014) .....	51
Figure 13. Change in Grocery Store Access by Region.....	53

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## **Metropolitan Planning Organizations**

Association of Monterey Bay Area Governments	San Diego Association of Governments
Butte County Association of Governments	San Joaquin Council of Governments
Fresno Council of Governments	San Luis Obispo Council of Governments
Kern Council of Governments	Santa Barbara County Association of Governments
Kings County Association of Governments	Shasta Regional Transportation Agency
Madera County Transportation Commission	Southern California Association of Governments
Merced County Association of Governments	Stanislaus Council of Governments
Metropolitan Transportation Commission / Association of Bay Area Governments	Tahoe Metropolitan Planning Organization
Sacramento Area Council of Governments	Tulare County Association of Governments

## **State Agencies**

California Department of Housing & Community Development	California Transportation Commission
California Department of Public Health	Governor's Office of Planning & Research
California Department of Transportation	Strategic Growth Council
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# Abbreviations

AMBAG	Association of Monterey Bay Area Governments
AB	Assembly Bill
AHSC	Affordable Housing and Sustainable Communities
AV	Automated Vehicles
BCAG	Butte County Association of Governments
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCI	California Climate Investment Program
CDTFA	California Department of Tax and Fee Administration
CEC	California Energy Commission
CO <sub>2</sub>	Carbon Dioxide
CPUC	California Public Utilities Commission
CTC	California Transportation Commission
FCOG	Fresno Council of Governments
FMRP	Future Mobility Research Program
HCD	California Department of Housing and Community Development
HPMS	Highway Performance Monitoring System
HQTA	High-Quality Transit Areas
KCAG	Kings County Association of Governments
KCOG	Kern Council of Governments
MAP for Healthy Communities	State Mobility Action Plan for Healthy Communities
MCAG	Merced County Association of Governments
MCTC	Madera County Transportation Commission
MPO	Metropolitan Planning Organization
MTC/ABAG	Metropolitan Transportation Commission/Association of Bay Area Governments
OPR	Governor's Office of Planning and Research
RTP	Regional Transportation Plan
SACOG	Sacramento Area Council of Governments
SALC	Sustainable Agricultural Land Conservation
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBCAG	Santa Barbara County Association of Governments
SCAG	Southern California Association of Governments



SCS	Sustainable Communities Strategy
SEAM/SEAT	Social Equity Analysis Methodology and Tool
SJCOG	San Joaquin Council of Governments
SLOCOG	San Luis Obispo Council of Governments
SRTA	Shasta County Regional Transportation Planning Agency
StanCOG	Stanislaus Council of Governments
TCAG	Tulare County Association of Governments
TCC	Transformative Climate Communities
TIP	Transportation Improvement Program
TMPO	Tahoe Metropolitan Planning Organization
TNC	Transportation Network Company
VMT	Vehicle Miles Traveled
ZEV	Zero Emission Vehicles

## Executive Summary

In 2008, the California Legislature passed the [Sustainable Communities and Climate Protection Act of 2008, Senate Bill \(SB\) 375](#)<sup>1</sup> as a first-of-its-kind law to recognize the critical role of integrated transportation, land use, and housing decisions to meet state climate goals. The law requires each of California's 18 regional Metropolitan Planning Organizations (MPOs) to include a new element in their long-range regional transportation plans – a Sustainable Communities Strategy (SCS). In the SCS, the MPO, in partnership with their local member agencies and the State, identifies strategies to reduce greenhouse gas emissions from driving, which can also foster healthier and more equitable and sustainable communities. Under SB 375, MPOs have spent almost 10 years engaged in planning and developing SCSs tailored to each region that outline multiple benefits for public health, the environment, social justice, and access to opportunities, if implemented.

Recognizing the importance of realizing and measuring the benefits identified through this SB 375 planning work, in 2017, the Legislature tasked the California Air Resources Board (CARB) with issuing a report every four years analyzing the progress made under SB 375 pursuant to SB 150 (Allen, Chapter 646, Statutes of 2017). SB 150 tasks CARB with preparing a report that assesses progress made toward meeting the regional SB 375 greenhouse gas emissions reduction targets, and to include data-supported metrics for strategies utilized to meet the targets. The report is also required to include a discussion of best practices and challenges faced by MPOs in meeting the targets, including the effect of state policies and funding.

This report is the first in the series that responds to that legislation and includes the fundamental finding that California is not on track to meet greenhouse gas reductions expected under SB 375. This finding is based on CARB's analysis of 24 data-supported indicators to help assess what on-the-ground change has occurred since SB 375 was enacted related to strategies identified in SCSs to meet the targets (e.g., travel patterns, funding for high-quality transit and making communities safe and convenient for walking and cycling, and building homes at all income levels near jobs and other opportunities). CARB also includes a discussion of 68 best practices and 8 challenge areas for SCS implementation that were identified through consultation with MPOs and other affected stakeholders.

In addition to these required reporting elements, CARB incorporates suggestions on ways to overcome the 8 SCS implementation challenges identified in this report. When interviewing MPOs and affected stakeholders for this report, CARB consistently heard concerns over the continued pervasive and longstanding disconnect between the factors that shape regional growth and development in California – such as transportation investment, regulatory and housing market conditions at the local,

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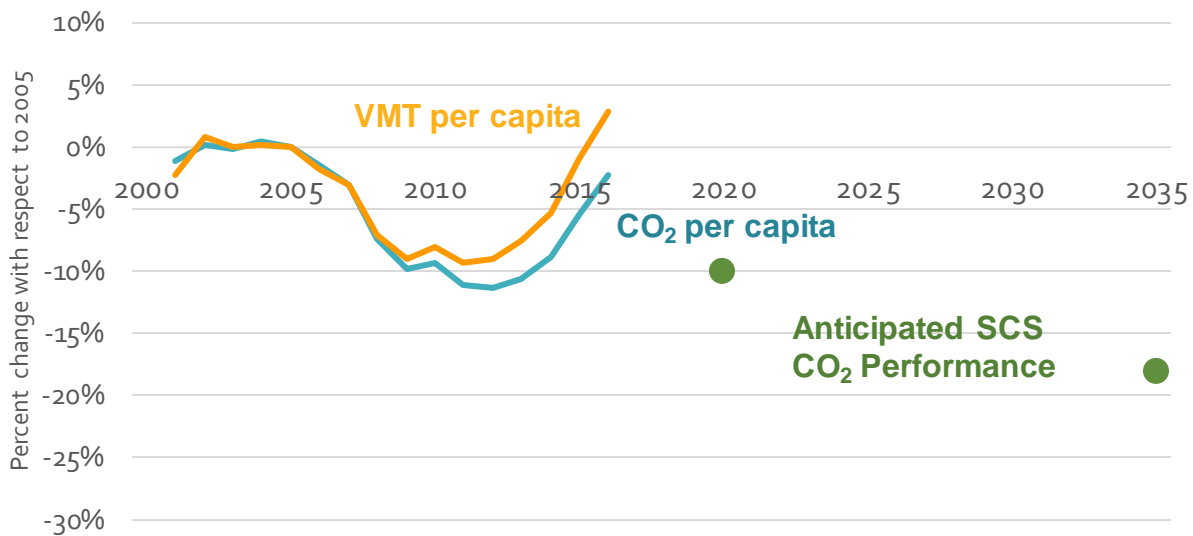
<sup>1</sup> SB 375 (Steinberg, Chapter 728, Statutes of 2008).

regional, and state levels – and the state’s environmental, equity, climate, health, economic, and housing goals. While positive gains have been made to improve the alignment of transportation, land use, and housing policies with state goals, the data suggest that more and accelerated action is critical for public health, equity, economic, and climate success. SB 375 focused its efforts on MPOs and initiating change in the way planning for growth and travel occurs, but structural changes and additional work by all levels of government are still needed to implement what regions have identified to be needed strategies. While no single agency or level of government alone bears the responsibility for this work; there is an important opportunity to partner across many agencies, with regional and local government staff and elected officials, and with communities on taking collaborative action toward better results.

## CALIFORNIA IS NOT ON TRACK TO MEET GREENHOUSE GAS REDUCTIONS EXPECTED UNDER SB 375 – MORE NEEDS TO BE DONE

A key finding of this report is that California is not on track to meet the greenhouse gas reductions expected under SB 375 for 2020, with emissions from statewide passenger vehicle travel per capita increasing and going in the wrong direction as shown in the figure below.

**Statewide CO<sub>2</sub> and Vehicle Miles Traveled (VMT) Per Capita Trend with Respect to Anticipated Performance of Current SB 375 SCSs<sup>2</sup>**



Source: CDTFA, U.S.EIA, U.S.EPA, CARB

<sup>2</sup> CO<sub>2</sub> and VMT calculated based on California Department of Tax and Fee Administration (CDTFA) gasoline fuel sales data.

While overall, California has hit its 2020 climate target ahead of schedule due to strong performance in the energy sector, meeting future targets will require a greater contribution from the transportation sector. With emissions from the transportation sector continuing to rise despite increases in fuel efficiency and decreases in the carbon content of fuel, California will not achieve the necessary greenhouse gas emissions reductions to meet mandates for 2030 and beyond

without significant changes to how communities and transportation systems are planned, funded, and built. Specifically, CARB's *2030 Scoping Plan Update*<sup>3</sup> identifies reduction in growth of single-occupancy vehicle travel as necessary to achieve the statewide target of 40 percent below 1990 level emissions by 2030. Even more will be needed to achieve Governor Brown's new carbon neutrality goal by 2045.<sup>4</sup>

Lack of progress to date puts California at risk of not achieving the important public health, equity, economic, mobility, housing, and other benefits that SB 375 SCSs are expected to deliver.

This lack of progress to date also puts California at risk of not achieving the important public health, equity, economic, mobility, housing, and other benefits that SB 375 SCSs are expected to deliver. The vision for how a region will grow, as embodied in the SCSs, and whether those visions ultimately are implemented will shape the daily lives of Californians both today and for generations to come.

Historic patterns of growth continue to shape the state today. While California has grown to be the fifth largest economy in the world, with world-class cities and thriving communities, its residents, in search of an affordable place to live, and with insufficient transportation options, are too often left with little choice but to spend significant time and money driving from place to place. The way we grow also imposes and often reinforces long-standing racial and economic injustices by placing a disproportionate burden on low-income residents, who end up paying the highest proportion of their wages for housing and commuting. These residents also often live in communities with the most health impacts from lack of active transportation infrastructure and transportation pollution. The greatest burden of health impacts in the state are from

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<sup>3</sup> California Air Resources Board. November 2017. *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target*. Retrieved from [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf).

<sup>4</sup> Executive Order B-55-18. September 2018. <https://www.gov.ca.gov/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>.

chronic diseases related to lack of physical activity, which would be significantly improved by more walking, cycling, and public transit use.<sup>5,6,7</sup>

In this way, growth patterns have a profound impact on both the health of individuals and the environment. Where jobs are located and homes are built, and what roads, bike lanes, and transit connect them, create the fabric of life. How regions grow impacts where people can afford to live, how long it takes to get to work, how people travel, who has easy access to well-paying jobs and educational opportunities, the air people breathe, whether it is easy to spend time outdoors and with friends, social cohesion and civic engagement, and ultimately, how long people live.

## CHALLENGES IN MEETING SB 375 TARGETS AND WAYS TO OVERCOME THOSE CHALLENGES

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California – at the state, regional, and local levels – has not yet gone far enough in making the systemic and structural changes to how we build and invest in communities that are needed to meet state climate goals. To meet the potential of SB 375 will require state, regional, and local agency staff and elected officials to make more significant changes across multiple systems that address the interconnected relationship of land use, housing, economic and workforce development, transportation investments, and travel choices.

Some positive changes have already occurred. Over the last decade, efforts have been made to better align state climate and transportation funding with sustainable communities goals. This includes implementation of a number of transportation and sustainable communities focused California Climate Investments programs funded with cap-and-trade auction proceeds. It also includes gains in statewide transit and rail investment, which has risen, both for operations and capital, through investments in high-speed rail, Road Repair and Accountability Act of 2017 (SB 1) transit funding, and some recent local measures with transit components. At the regional level, transportation investment plans are showing more funding for walking and cycling in some regions, as well as some shift within road expenditures toward road maintenance over road expansion and toward managed or high-occupancy vehicle lanes over general-purpose lanes.

Yet many challenges continue to impede the changes that will be needed to meet the targets. For example, the portion of commuters driving alone to work instead of

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<sup>5</sup> California Department of Public Health. 2013. *The Burden of Chronic Disease and Injury*. Retrieved from: [https://www.cdph.ca.gov/Programs/CCDPHP/DCDIC/CDCB/CDPH%20Document%20Library/BurdenReport04-04-13\\_ADA.pdf](https://www.cdph.ca.gov/Programs/CCDPHP/DCDIC/CDCB/CDPH%20Document%20Library/BurdenReport04-04-13_ADA.pdf).

<sup>6</sup> See also the National Center for Health Statistics' "Stats of the State of California" data available at: <https://www.cdc.gov/nchs/pressroom/states/california/california.htm>.

<sup>7</sup> California Department of Public Health. August 2017. *Increasing Walking, Cycling, and Transit: Improving Californians' Health, Saving Costs, and Reducing Greenhouse Gases*. 2017. Retrieved from: <https://www.cdph.ca.gov/Programs/OHE/CDPH%20Document%20Library/Maizlish-2016-Increasing-Walking-Cycling-Transit-Technical-Report-rev8-17-ADA.pdf>.

carpooling, taking transit, walking or cycling is rising in almost every region. The supply of housing in many regions is a small fraction of the need, particularly homes affordable to low-income communities, which is contributing to lengthening commutes. The overall ratio of dollars planned to be spent on roads versus on infrastructure for other modes in the largest regions of California has shown remarkably little shift. The changes that have been made so far are clearly not of the magnitude necessary to have yet had a significant impact on these challenges.

CARB interviewed a number of transportation and land use planners and stakeholders to better understand these challenges and what could be done to overcome them. Through these interviews, CARB identified many regional best practices that exemplify innovative MPO approaches in using transportation dollars to support housing, land use, accessibility, transit, and active transportation goals, partnering with local jurisdictions on delivering alternative mode plans and projects, and more (see Appendix C).

On the whole, however, CARB finds that structural changes and additional work by all levels of government are still necessary to achieve state climate goals and other expected benefits. Staff and elected officials of local, subregional, regional, and state government bodies all have critical authorities and roles to contribute and could take steps to improve the outcomes now, via robust implementation of existing and emerging tools as well as enacting new policy. But so far, all – acting rationally within the state’s current structure of incentives, political forces, and policy restrictions – have not been able to enact the magnitude of change needed. As this report’s findings suggest, the state’s current structure of policies and lack of incentives will continue to produce and exacerbate the

## **WHAT THE DATA SHOW**

### **TRANSPORTATION**

In California’s four largest regions, the proportion of overall transportation spending planned by mode remained nearly the same. The portion of people driving alone to work rose or stayed the same in most regions.

### **HOUSING**

Housing construction and permitting are significantly behind needs. Jobs/housing imbalances are increasing in many regions. Housing cost burdens have increased in every region.

### **LAND DEVELOPMENT**

The loss of agricultural land from 2000-2014 was highest in Southern California and the San Joaquin Valley. But community development patterns have led a high and increasing number of Californians to have fairly high accessibility to at least some of their daily needs, as most live near a full-service grocery store.

### **EQUITY**

Over 45 percent of all California renters spend more than 35 percent of their income on housing. Low-income and communities of color are more likely to be overburdened by housing costs.

insufficient results outlined in this report unless shared responsibility, changes in authority or mandates and incentives, and strong, deliberate, collaborative action is taken by state, regional, and local policymakers to foster a policy environment that enhances the way we live, work, and travel.

To address these entrenched challenges, substantive changes are needed, with increased focus and leadership from the State, regional, and local agencies in close coordination.



CARB recommends that an interagency body involving the Secretaries and Chairs of key California agencies and Commissions, and representatives from regional and local governments produce and implement a new “State Mobility Action Plan for Healthy Communities” that responds to this report’s findings on challenges, opportunities, and data gaps.

The State Mobility Action Plan for Healthy Communities (MAP for Healthy Communities) should identify near- and long-term actions to help address the challenges identified in this report to increase and sustain progress toward the SB 375 targets. The MAP for Healthy Communities should identify (a) responsible parties at the state, regional, and local levels; (b) timelines for work on state policy, investment strategy, data and information collection and distribution; and (c) recommended improvements to state law, including, but not limited to any possible revisions needed to SB 375. The plan should be developed through a collaborative process with appropriate state agencies, regional and local leaders, industry experts, and the public. It should build upon key recent reports including *The Governor’s Environmental Goals and Policy Report*<sup>8</sup> and CARB’s *2030 Scoping Plan Update*.<sup>9</sup> It should also build upon the work of existing state interagency bodies that are equipped to address intersections of housing, transportation, and land use policy.

As a starting point, this report identifies eight priority challenge and opportunity areas for the MAP for Healthy Communities work.

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<sup>8</sup> Governor’s Office of Planning and Research. *A Strategy for California @ 50 Million: Supporting California’s Climate Change Goals - The Governor’s Environmental Goals and Policy Report*. November 2015. Retrieved from [http://www.opr.ca.gov/docs/EGPR\\_Nov\\_2015.pdf](http://www.opr.ca.gov/docs/EGPR_Nov_2015.pdf).

<sup>9</sup> In addition to the main body of the Scoping Plan, see also California Air Resources Board. November 2017. *Appendix C: Vibrant Communities and Landscapes and Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles of Travel (VMT)*. Retrieved from [https://www.arb.ca.gov/cc/scopingplan/2030sp\\_appc\\_vmt\\_final.pdf](https://www.arb.ca.gov/cc/scopingplan/2030sp_appc_vmt_final.pdf).

# 1 **Improve the way the State targets transportation, housing, and climate-incentive funds to better align projects with state health, equity, economic, and environmental priorities.**

**Over \$1.1 trillion will be spent on transportation over the life of current transportation plans alone – yet these spending plans are slow to align with key goals.**

Identify, review, and revise relevant state transportation, housing, and climate-incentive funding guidelines and plans, and identify opportunities to: 1) link these funds to encourage equitable growth in housing and transportation that is better-aligned with state planning priorities for growth;<sup>10</sup> 2) fund clean transportation options such as public transit, active transportation, new mobility innovations, and traveler incentives, particularly for low-income communities; 3) prepare for climate change by creating more resilient communities, infrastructure, and natural land; and 4) introduce requirements and local decision-support tools to support further review of projects that do not align with vehicle miles traveled, greenhouse gas emissions, and other health, equity, and conservation goals. Work on relevant state funding guidelines and plans could align with the joint meetings held between CARB and the California Transportation Commission to discuss coordination on SB 375 implementation, among other key transportation-related topics that began in 2018 pursuant to AB 179.<sup>11</sup>

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<sup>10</sup> AB 857 (Wiggins, Chapter 1016, Statutes of 2002) established state planning priorities to promote infill development for people of all incomes, protect natural resources and farmland, and grow efficiently.

<sup>11</sup> AB 179 (Cervantes, Chapter 737, Statutes of 2017), directs CTC and CARB to hold at least two joint meetings per calendar year to coordinate implementation of transportation policies.



## **2 Improve incentives and legal certainty for projects that provide affordable housing choices near jobs, transit, and other high-opportunity locations.**

**Only about one-quarter of the affordable homes needed for low-income families have been built<sup>12</sup> – with homes especially needed near quality jobs, transit, and in healthy communities that offer other opportunities too.**

Assess what additional incentive (e.g., resources for local planning, funding for enabling infrastructure, financing mechanisms for transit-oriented and transit-ready development, etc.), local decision-support tools, regulatory, and other legal mechanisms can be put in place to increase homes in high-opportunity areas for low-income households and to make it easier to build homes in places aligned with the state’s planning priorities, SCS goals, and Regional Housing Needs Allocation (RHNA) goals<sup>13</sup> than elsewhere. One effort that can be built upon began this year (2018), with CARB and the Governor’s Office of Planning and Research working on guidance and evidence that developers and local jurisdictions can use to show how well-designed, transportation-efficient, and affordable projects comply with the California Environmental Quality Act and State greenhouse gas emissions reduction goals for housing development in California.

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<sup>12</sup> This statistic includes Very Low- and Extremely Low-Income California renter households, using data from the 2016 National Low Income Housing Coalition tabulations of 2014 American Community Survey Public Use Microdata Sample (PUMS) housing file. See: California Department of Housing and Community Development. February 2018. *California’s Housing Future: Challenges and Opportunities. Final Statewide Housing Assessment 2025*. Retrieved from [http://www.hcd.ca.gov/policy-research/plans-reports/docs/SHA\\_Final\\_Combined.pdf](http://www.hcd.ca.gov/policy-research/plans-reports/docs/SHA_Final_Combined.pdf).

<sup>13</sup> Gov. Code § 65584(d) and §65583(c)(5).

### **3 Develop a state vision for increasing travel choices, economic development, and access to jobs and other opportunities, as well as affordable housing for under-served communities – and by doing so, accelerate progress toward state climate, infill, health, and equity benefits.**

**A healthy place to live and basic mobility are human rights, and the inequity is clear when life expectancy between neighboring communities differs by 20 years. A new multi-stakeholder solutions-oriented approach must emerge that breaks through historical silos.**

Develop a state vision and strategy for advancing equity and reversing historic and systemic injustices, including health inequities that result in significant health disparities between populations,<sup>14,15</sup> via state transportation, housing, climate and air quality outreach, planning, and funding. Development of a state equity strategy for the areas identified above should balance state planning priorities for growth<sup>16</sup> and public health considerations, incorporate considerations from a review of best practices and cutting-edge efforts nationwide, as well as the input of communities directly. The strategy should outline ways to monitor progress and advance state climate goals, as well as identify where development of local decision-support tools would be useful. Finally, special attention should be paid to strategies that help prevent the displacement of low-income communities and communities of color. Strategy development must expand upon CARB and other agencies' efforts to promote low-income

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<sup>14</sup> Life expectancy in the San Joaquin Valley varies by zip code by 21 years. Source: Joint Center for Political and Economic Studies; Fresno State's Central Valley Health Policy Institute. 2012. *Place Matters for Health in the San Joaquin Valley: Ensuring Opportunities for Good Health for All*. Retrieved from <https://jointcenter.org/sites/default/files/PM%20English.pdf>.

<sup>15</sup> "Health equity" is defined as efforts to ensure that all people have full and equal access to opportunities that enable them to lead healthy lives. "Health disparities" are the differences in health and mental health status among distinct segments of the population, including differences that occur by gender, age, race or ethnicity, sexual orientation, gender identity, education or income, disability or functional impairment, or geographic location, or the combination of any of these factors. "Health inequities" are defined as disparities in health or mental health, or the factors that shape health, that are systemic and avoidable and, therefore, considered unjust or unfair. Source: *Portrait of Promise: The California Statewide Plan to Promote Health and Mental Health Equity. A Report to the Legislature and the People of California by the Office of Health Equity*. Sacramento, CA: California Department of Public Health, Office of Health Equity; August 2015. Retrieved from [http://www.ochealthiertogether.org/content/sites/ochca/CDPH/Portrait\\_of\\_Promise\\_Aug\\_2015.pdf](http://www.ochealthiertogether.org/content/sites/ochca/CDPH/Portrait_of_Promise_Aug_2015.pdf).

<sup>16</sup> AB 857 (Wiggins, Chapter 1016, Statutes of 2002).

communities' access to clean transportation and mobility options and to reduce exposure to air pollution in disproportionately-burdened communities.<sup>17,18</sup>

## **4 Pilot test innovative ideas to speed the adoption of clean, efficient transportation solutions across the state.**

**We all need to be asking – (1) What strategies will deliver positive transportation outcomes in the next five years? (2) How can we shift travel behavior now?**

Promote the use of pilot projects that bring together innovators, technical experts, community members, and decision-making partners to find creative solutions for accelerating a change in travel choices away from single-occupancy vehicles while improving accessibility and access to opportunity, particularly for low-income communities. Outline a plan to initiate pilot projects and to publish their results, lessons learned, and how they can be more widely deployed throughout California. Pilot projects might test which incentives best motivate travelers to shift to more sustainable travel modes; provide real-time consumer information; develop strategies for making the traveler experience outside of the single-occupancy vehicle more seamless; explore enhancements to transit operations; and/or better integrate walking, cycling, transit, and carpool options via mobility hubs or other approaches.

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<sup>17</sup> SB 350 (de León, Chapter 547, Statutes of 2015).

<sup>18</sup> AB 617 (C. Garcia, Chapter 136, Statutes of 2017).

## **5 Develop fiscally-sustainable and equitable methods of funding the transportation system, in ways that increase climate-friendly travel choices for everyone.**

**Changing the structure of costs people incur to access the transportation system provides an opportunity to more equitably and sustainably increase transportation choices, reduce congestion, and fund the transportation system as a whole.**

Pair efforts to increase transportation choices with efforts to fund the transportation system more equitably and sustainably, in a manner that aligns with environmental and health goals and that reduces congestion for those who still need to drive. Funding from pricing tools could be used to implement or fund pilot tests of strategies for improving transportation efficiency, such as shuttles, enhanced transit service, pooling facilitated by ride-hailing, protected bike lanes, and bike- and scooter-sharing, possibly to make travel easier in key zones that are currently highly congested, such as urban downtowns. Other financial incentives could be deployed more broadly as well, such as lower-cost transit passes, parking pricing, per-mile car insurance pricing options, and pricing structures for Transportation Network Companies (TNCs) that encourage carpooling and traveling at lower-demand times.

## **6 Complement deployment of new mobility options and technologies with policies supporting state environmental and equity priorities.**

**New mobility options offer a great opportunity to reduce driving while expanding overall access to destinations, but only with the right supporting policies in place.**

Convene a transportation system think tank to provide insight into the demands on the future transportation system (e.g., further system electrification, new mobility options and technologies, such as ride-hailing and automated vehicles and the economics of those technologies). The group should also identify the transformative technologies, solutions, partnerships, and critical steps to meet those demands, in a way that provides clear environmental benefits and fosters greater livability, access to destinations, and compact infill development rather than accelerating sprawl. To address one facet of new mobility, CARB began work this year (2018) to assess possible regulatory

approaches to ensure greater inclusion of zero emission vehicles in public and private light- and heavy-duty vehicle fleets, including emerging new mobility services such as ride-hailing fleets with emphasis on pooling and connections to transit. At the same time, the State has initiated a Multi-agency Workgroup on Automated Vehicles to address deployment of connected and automated vehicles in California. SB 1014<sup>19</sup> now directs CARB, the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) to foster the use of cleaner cars and more carpooling in ride-hailing trips and directs CARB to set goals for reducing the greenhouse gas emissions per passenger-mile traveled, including targets for the use of zero emission vehicles.

## **7 Improve and increase access to data to assist with planning and monitoring success of state policies in meeting transportation, housing, health, and environmental goals.**

**“If you cannot measure it, you cannot improve it.”**

Develop a research and monitoring plan to fill data gaps and allow more comprehensive tracking of progress in each of the efforts identified here. Going forward, to address state goals more holistically, more and different types of data than what has historically been tracked are needed. In preparing this report, CARB documented numerous gaps in our ability to track key metrics in areas related to public health, social justice, economic opportunity, accessibility to daily needs, and natural resource values. Pages 37, 48, and 55 highlight priority data and information gaps that should be addressed.

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<sup>19</sup> SB 1014 (Skinner, Chapter 369, Statutes of 2018).

## **8 Update and strengthen SB 375 to better connect state climate, transportation, health, equity, and conservation goals with regional and local planning, and to improve implementation.**

### **Improving implementation also means doing better on aligning state, regional, and local plans.**

Develop recommendations to update SB 375 that better connect state goals and priorities with regional and local planning and implementation. While amending SB 375 alone will not solve the challenges outlined in this report, doing so can strengthen and make greater use of efforts underway in this area. Issues to consider: (1) Regional planning has many benefits and is a useful scale for examining multiple issues. While SB 375 provides regional climate-related planning targets, there are no associated state health, equity, and conservation planning goals for regional planning. Are there ways that state targets for climate and transportation, health, equity, and conservation, including those from documents such as the Scoping Plan and the California Transportation Plan, could be more directly addressed in regional plans?; and (2) Currently, SB 375 addresses planning horizon years of 2020 and 2035, but California's goals are urgent and extend beyond 2035. Should SB 375 regional planning timelines be amended to align with current state planning timelines, and reflect the importance of cumulative reductions?