

**State of California  
Air Resources Board**

**Executive Order G-22-449**

**Association of Bay Area Governments (ABAG) and Metropolitan  
Transportation Commission's (MTC) 2021 Sustainable Communities  
Strategy CARB Acceptance of GHG Quantification Determination**

Whereas, SB 375 (Steinberg, Chapter 728, Statutes of 2008), also known as the Sustainable Communities and Climate Protection Act, aims to reduce greenhouse gas (GHG) emissions from passenger vehicle travel through improved transportation and land use planning at the regional scale;

Whereas, SB 375 requires each of the State's 18 federally designated Metropolitan Planning Organizations (MPOs), including the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), to develop a Sustainable Communities Strategy (SCS) or an Alternative Planning Strategy (APS) that meets the regional GHG emissions reduction targets for automobiles and light trucks set by the California Air Resources Board (CARB or Board);

Whereas, on September 23, 2010, the Board set targets for the ABAG/MTC region of a 7 percent per capita reduction by 2020, and a 15 percent per capita reduction by 2035 relative to 2005 levels;

Whereas, on April 10, 2014, CARB accepted ABAG/MTC's quantification of GHG emissions reductions for automobiles and light trucks as meeting the applicable targets in its first SCS, jointly adopted by the ABAG Executive Board and MTC Commissioners on July 18, 2013;

Whereas, in June 2018, CARB accepted ABAG/MTC's quantification of GHG emissions reductions for automobiles and light trucks as meeting the applicable targets in its second SCS, jointly adopted by the ABAG Executive Board and MTC Commissioners on July 26, 2017;

Whereas, on March 22, 2018, the Board set new targets for the ABAG/MTC region of a 10 percent per capita reduction by 2020 and a 19 percent per capita reduction by 2035 relative to 2005 levels;

Whereas, in preparation for its 2021 SCS, ABAG/MTC staff engaged the public via presentations, advisory committee meetings, stakeholder working group meetings, public workshops, and public hearings between October 2019 and October 2021;

Whereas, in May 2021, ABAG/MTC published its draft 2021 SCS, which was available for public review through August 2021;

Whereas, on October 21, 2021, the ABAG Executive Board and MTC Commissioners jointly adopted the final 2021 SCS, known as the ABAG/MTC 2021 Region Plan (Final Plan Bay Area 2050), with a determination that the SCS had achieved the region's GHG target of a 10 percent per capita reduction by 2020, and would achieve a 19 percent per capita reduction by 2035 relative to 2005 levels;

Whereas, ABAG/MTC submitted the final 2021 SCS to CARB on November 22, 2021, as required by California Government Code section 65080, subdivision (b)(2)(J)(ii), and completed its submittal of supporting information on November 7, 2022;

Whereas, CARB staff performed an evaluation of the 2021 SCS's quantification of the GHG emissions reductions the strategy would achieve and the technical methodology used to obtain that result based on CARB's November 2019 document entitled *Final Sustainable Communities Strategy Program and Evaluation Guidelines*;

Whereas, CARB staff's evaluation indicated that ABAG/MTC appropriately included a determination as to whether its 2020 SCS meets the 2020 GHG emissions reduction target, CARB staff found that the determination was made based on modeled data from EMFAC, without evidence of observed data and performance indicators as called for in CARB's SCS evaluation guidelines;

Whereas, CARB staff's evaluation indicated that ABAG/MTC's 2021 SCS reasonably assessed that the region was not on track to meet its applicable GHG emissions reduction target for 2020, but for a steep decline in travel activity in 2020 due to the COVID-19 pandemic;

Whereas, CARB staff's evaluation indicated that ABAG/MTC used technical methodologies that would reasonably quantify GHG emissions reductions from the 2021 SCS for 2035;

Whereas, CARB staff's evaluation indicated that ABAG/MTC's 2021 SCS included new strategies, key actions, and investments to support its stated GHG emissions reductions for 2035;

Whereas, CARB staff's evaluation showed ABAG/MTC's 2021 SCS, when implemented, would meet the applicable GHG emissions reduction target that the Board established for the region for 2035;

Whereas, CARB staff's technical evaluation of ABAG/MTC's GHG emissions reduction determination is included in Attachment A, Evaluation of the Association of Bay Area Governments' and Metropolitan Transportation Commission's SB 375 2021 Sustainable Communities Strategy, November 30, 2022;

Whereas, California Government Code section 65080, subdivision (b)(2)(J)(ii), calls for CARB to accept or reject an MPO's determination that the Sustainable Communities Strategy submitted would, if implemented, achieve the GHG emissions reduction targets established by the Board;

Whereas, California Health and Safety Code sections 39515 and 39516 delegate to the Board's Executive Officer the authority to act on behalf of the Board in this manner;

Now, Therefore, be it resolved that under California Government Code section 65080, subsection (b)(2)(J)(ii), the Executive Officer hereby accepts ABAG/MTC's determination that the SCS jointly adopted by the ABAG Executive Board and MTC Commissioners on October 21, 2021, would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and light trucks of 19 percent per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region.

Now, Therefore, CARB staff is directed to forward this executive order to the Metropolitan Transportation Commission's Executive Director.

Executed at Sacramento, California this 30 day of November 2022.



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Steven S. Cliff, Ph.D., Executive Officer

**Attachment A:** Evaluation of the Association of Bay Area Governments' and Metropolitan Transportation Commission's SB 375 2021 Sustainable Communities Strategy