

**State of California  
Air Resources Board**

**Executive Order G-23-012**

**Tahoe Regional Planning Agency's (TRPA) 2020 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 Tahoe Regional Planning Agency (TRPA), to develop a Sustainable Communities Strategy (SCS) or an Alternative Planning Strategy 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 TRPA region of a 7 percent per capita reduction by 2020, and a 5 percent per capita reduction by 2035 relative to 2005 levels;

Whereas, on April 25, 2013, CARB accepted TRPA's quantification of GHG emissions for automobiles and light trucks as meeting the applicable targets in its first SCS, adopted by the TRPA's Governing Board on December 12, 2012;

Whereas, on November 14, 2018, CARB accepted TRPA's quantification of GHG emissions reductions for automobiles and light trucks as meeting the applicable targets in its second SCS, adopted by TRPA's Governing Board on April 26, 2017;

Whereas, on March 22, 2018, the Board set targets for the TRPA region of an 8 percent per capita reduction by 2020 and a 5 percent per capita reduction by 2035 relative to 2005 levels;

Whereas, in preparation for its 2020 SCS, TRPA staff engaged the public via public workshops, online webinars, association meetings, and public events between May 2017 and September 2020;

Whereas, in September 2020, TRPA published its draft 2020 SCS, which was available for public review through October 2020;

Whereas, on April 28, 2021, TRPA's Governing Board adopted the final 2020 SCS, known as the 2020 Regional Transportation Plan, with a determination that the SCS would achieve the region's GHG target of an 8 percent per capita reduction by 2020 and a 5 percent per capita reduction by 2035 relative to 2005 levels;

Whereas, TRPA submitted the final 2020 SCS to CARB on June 16, 2021, as required by California Government Code section 65080, subdivision (b)(2)(J)(ii), and completed its submittal of supporting information on March 1, 2022;

Whereas, CARB staff performed an evaluation of the 2020 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 TRPA appropriately included a determination as to whether its 2020 SCS meets the 2020 GHG emissions reduction target, however, CARB staff found that the determination was made without evidence of performance indicators as called for in CARB's SCS evaluation guidelines;

Whereas, CARB staff's evaluation, based on data analyzed for the *Draft 2022 Progress Report: California's Sustainable Communities and Climate Protection Act* and supplemental information from TRPA, indicated that the region was on track to meet its applicable GHG emissions reduction target for 2020;

Whereas, CARB staff's evaluation indicated that TRPA used technical methodologies that would reasonably quantify GHG emissions reductions from the 2020 SCS for 2035;

Whereas, CARB staff's evaluation indicated that TRPA's 2020 SCS included strategies, key actions, and investments to support its stated GHG emissions reductions for 2035;

Whereas, CARB staff's evaluation showed TRPA's 2020 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 TRPA's GHG emissions reduction determination is included in Attachment A, Evaluation of the Tahoe Regional Planning Agency's SB 375 2020 Sustainable Communities Strategy, May 22, 2023;

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 TRPA's determination that the SCS adopted by the TRPA Governing Board on April 28, 2021, would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and light trucks of 5 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 TRPA Executive Director.

Executed at Sacramento, California this 22<sup>nd</sup> day of May 2023.

 on  
behalf of

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

**Attachment A:** Evaluation of the Tahoe Regional Planning Agency's SB 375 2020 Sustainable Communities Strategy