

**State of California  
Air Resources Board**

**Executive Order G-23-158**

**Stanislaus Council of Governments' 2022 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 (MPO), including the Stanislaus Council of Governments (StanCOG), 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 StanCOG region of a 5 percent per capita reduction of GHG emissions from automobiles and light trucks by 2020, and a 10 percent per capita reduction by 2035 relative to 2005 levels;

Whereas, on June 25, 2015, CARB accepted StanCOG's quantification of GHG emissions reductions for automobiles and light trucks as meeting the applicable targets in its first SCS, adopted by the StanCOG's Regional Council on June 18, 2014;

Whereas, on September 14, 2020, CARB accepted StanCOG's quantification of GHG emissions reductions for automobiles and light trucks as meeting the applicable targets in its second SCS, adopted by StanCOG's Regional Council on August 15, 2018;

Whereas, on March 22, 2018, the Board set updated targets for the StanCOG region of a 12 percent per capita reduction by 2020 and a 16 percent per capita reduction by 2035 relative to 2005 levels;

Whereas, in preparation for its 2022 SCS, StanCOG staff engaged the public via public workshops, online webinars, association meetings, and public events between September 2021 and July 2022;

Whereas, StanCOG failed to submit to CARB for review and comment on the technical methodologies used to estimate the GHG emissions from the 2022 SCS as required by California Government Code section 65080 (b)(2)(J)(i) before starting the public participation process for its 2022 SCS development;

Whereas, on June 8, 2022, StanCOG published its draft 2022 SCS, which was available for a 55-day public review through August 2, 2022;

Whereas, on August 17, 2022, StanCOG's Board adopted the final 2022 SCS, known as the 2022 Regional Transportation Plan/Sustainable Communities Strategy, with a determination that the SCS would achieve the region's GHG targets, with a 13.2 percent per capita reduction by 2020 and a 16.17 percent per capita reduction by 2035, relative to 2005 levels;

Whereas, on December 1, 2022, StanCOG submitted the final 2022 SCS to CARB for review, as required by California Government Code section 65080, subdivision (b)(2)(J)(ii), and completed a revised 2022 SCS submittal with supporting information on June 22, 2023, with a determination that the SCS would achieve the region's GHG targets, with a 17.1 percent per capita reduction by 2020 and a 19.3 percent per capita reduction by 2035, relative to 2005 levels;

Whereas, CARB staff performed an evaluation of the 2022 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 found that StanCOG made a determination that its 2020 GHG emission target was met in 2020 but did not include a determination of whether it continues to achieve the 2020 GHG emission reduction target;

Whereas, CARB staff's evaluation indicated that StanCOG used technical methodologies that would reasonably quantify GHG emissions reductions from the 2022 SCS for 2035;

Whereas, CARB staff's evaluation indicated that StanCOG's 2022 SCS included strategies, key actions, and investments to support its stated GHG emissions reductions for 2035;

Whereas, CARB staff's evaluation showed StanCOG's 2022 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 StanCOG's GHG emissions reduction determination is included in Attachment A, Evaluation of the Stanislaus Council of Governments' SB 375 2022 Sustainable Communities Strategy, September 2024;

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, or as redelegated to the Executive Officer's subordinates, 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), StanCOG's determination that the SCS adopted by the StanCOG Board on August 17, 2022, and revised SCS submittal presented to the StanCOG Board on June 21, 2023 would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and light trucks of 16 percent per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region is hereby accepted.

Now, therefore, CARB staff is directed to forward this executive order to the StanCOG Executive Director.

Executed at Sacramento, California this 20<sup>th</sup> of September 2024.



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Jennifer Gress, Ph.D., Division Chief, Sustainable  
Transportation and Communities Division

**Attachment A:** Evaluation of the Stanislaus Council of Government's SB 375 2022 Sustainable Communities Strategy