



SB 375 Updates to Evaluation Process & Target Setting Workshop

July 23, 2024

Senate Bill 375 (SB 375)

- SB 375 (**2008**) requires **targets for reduction of greenhouse gas emissions from cars**
- Each region must develop a **Sustainable Communities Strategy (SCS)**
- CARB **evaluates the SCSs**
- Accepted SCS/APS:
 - can **reduce environmental analysis** for some projects
 - can affect **eligibility or prioritization within certain State funding programs**

SB 375 - Geographic Context



Elements of an SCS

California law requires an SCS to:

1. Show **land uses and densities**;
2. Identify areas **to house everyone**, including all economic levels;
3. Identify areas to house an **eight-year projection of the regional housing need**;
4. Identify a **transportation network**;
5. Understand **resource areas and farmland**;
6. Consider state **housing goals**;
7. Plan a **development pattern**, which, with the transportation network and other transportation measures and policies, will meet CARB's GHG emissions reduction targets from passenger vehicles, **if feasible**;
8. Comply with the **federal Clean Air Act**.

Updates to SCS Evaluation Process

Discuss medium-term topic changes in the Guidelines

Recap: January 2024 Workshop

Short-term

- Effective immediately
- Existing guidelines
- Example: Telecommuting

Medium-term

- Effective six months after finalizing
- Change/addition to existing guidelines (process only)
- Example: SCS information exchange and submittals



Long-term

- Effective two years after finalizing
- Change/addition to existing guidelines (process and/or quantification)
- Example: Autonomous vehicles

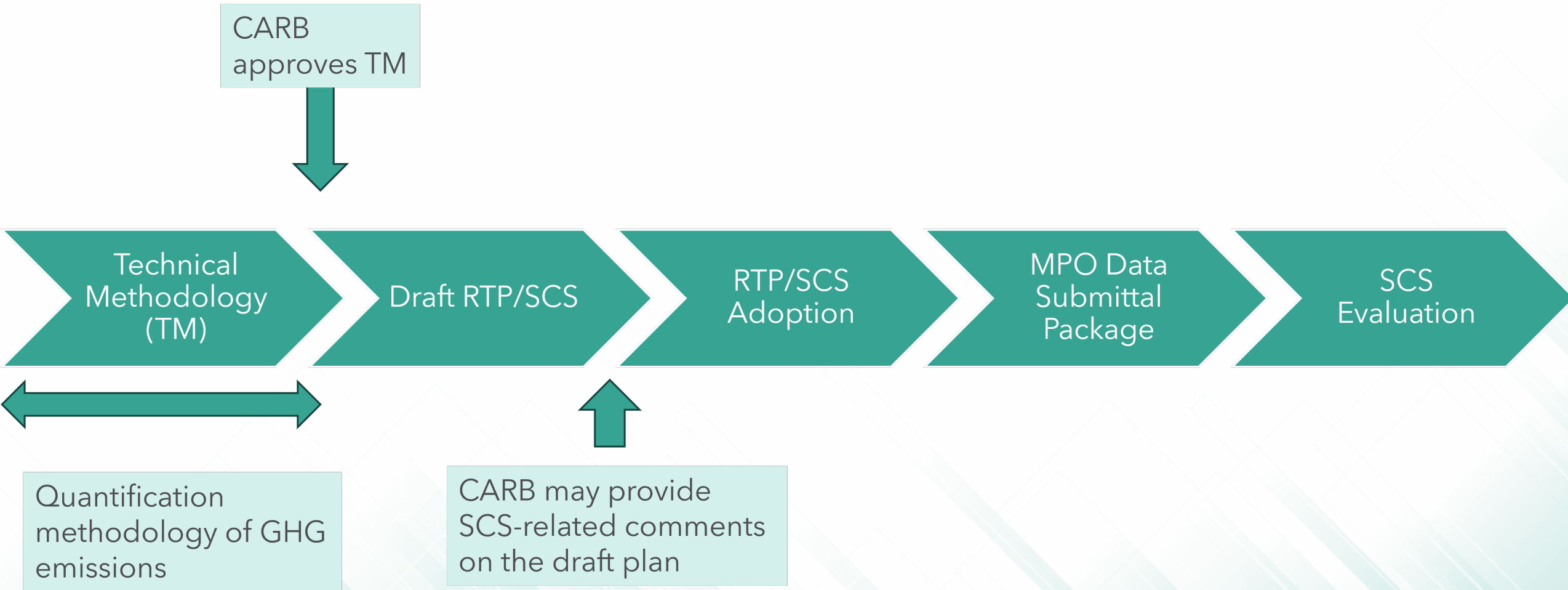
Updates to SCS Evaluation Process

Medium-term (six months: process changes)

- **MPO-CARB information exchange and submittals**
- SCS amendment process
- Rounding protocol



MPO and CARB SCS Collaboration Milestones



Purpose of Proposed Updates

Emphasize early communication and address substantive issues before release of public materials

Address options if CARB cannot recommend acceptance

Explanation:

- ❑ Current guidelines summarize key milestones and information needs
- ❑ Timing and completeness of key milestones were inconsistent in the 3rd cycle of SCSs
- ❑ Added clarity about information exchanges to boost transparency and help all parties know what to expect

Information Exchange



Summary of Proposed Updates to Chapter VIII MPO-CARB Information Exchange and Submittals

Technical Methodology

- Encourage early consultation and plan for iteration with general timeframes
- Advise MPOs to publicly release SCS GHG estimates and draft plan materials **after** CARB staff has concluded that the TM operates accurately

Draft RTP/SCS

- Reflect CARB staff's recommended remedies from the TM review
- Incorporate requests for information, details, and supporting actions that implement each SCS strategy

Final RTP/SCS and SCS Submittal

- Include all supporting information, as applicable, in the Final RTP/SCS
- Clarify data and documentation needs to streamline CARB's final SCS review
- Proposed options towards reaching a resolution on outstanding substantive issues with the adopted SCS

MPO-CARB Information Exchange and Submittals

Thoughts and
feedback?

Memo open for
comments through
August 30, 2024



Find the **draft memo** online at
<https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources>

Reach the **Sustainable Communities Program** at
sustainablecommunities@arb.ca.gov

2026 SB 375 Target Update

Updating the 2018 MPO GHG Emissions Targets

What is the SB 375 Target Update?

- CARB must **update GHG emissions reduction targets** at least every 8 years
- Previous targets were set in **2010 and 2018**
- Updates for **target year 2035** will be **approved in 2026**
- New targets will apply to the **fifth cycle** of SCSs

Why the Target Update Matters

- The **target levels** determine MPO efforts to meet them (e.g., identify and plan for changes to the built environment and services in each region)
- Making it possible to drive less through sustainable communities **supports climate goals** by reducing VMT
- Sustainable community characteristics like **affordable housing** near essential destinations and availability of **healthy and affordable transportation** options also create more **equitable outcomes**
- Targets ensure that SB 375 activities contribute to achievement of **Scoping Plan goals**

Considerations for the Target Update

- CARB staff will consider **statutory, technological, and other policy factors** that changed since the last time targets were set.
 - Climate and air quality directives and commitments
 - Progress made
 - Funding
 - Regulatory changes
 - Research

Target Recommendation Inputs

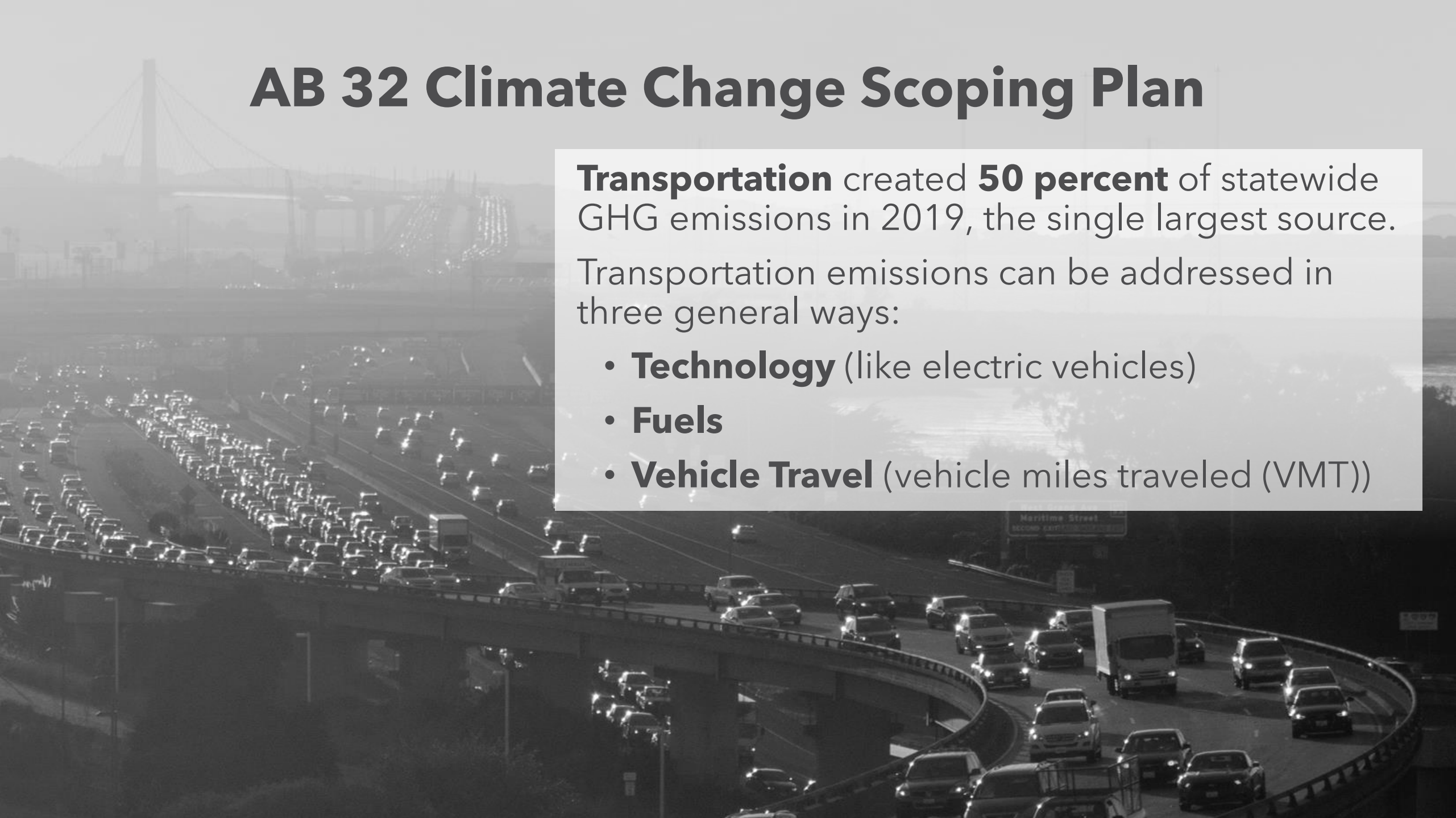
- Scoping Plan recommendations
- SB 150 Progress Report and updated data
- MPO recommendations and supporting data
- Latest research (e.g., telework, AVs)
- Public input

AB 32 Climate Change Scoping Plan

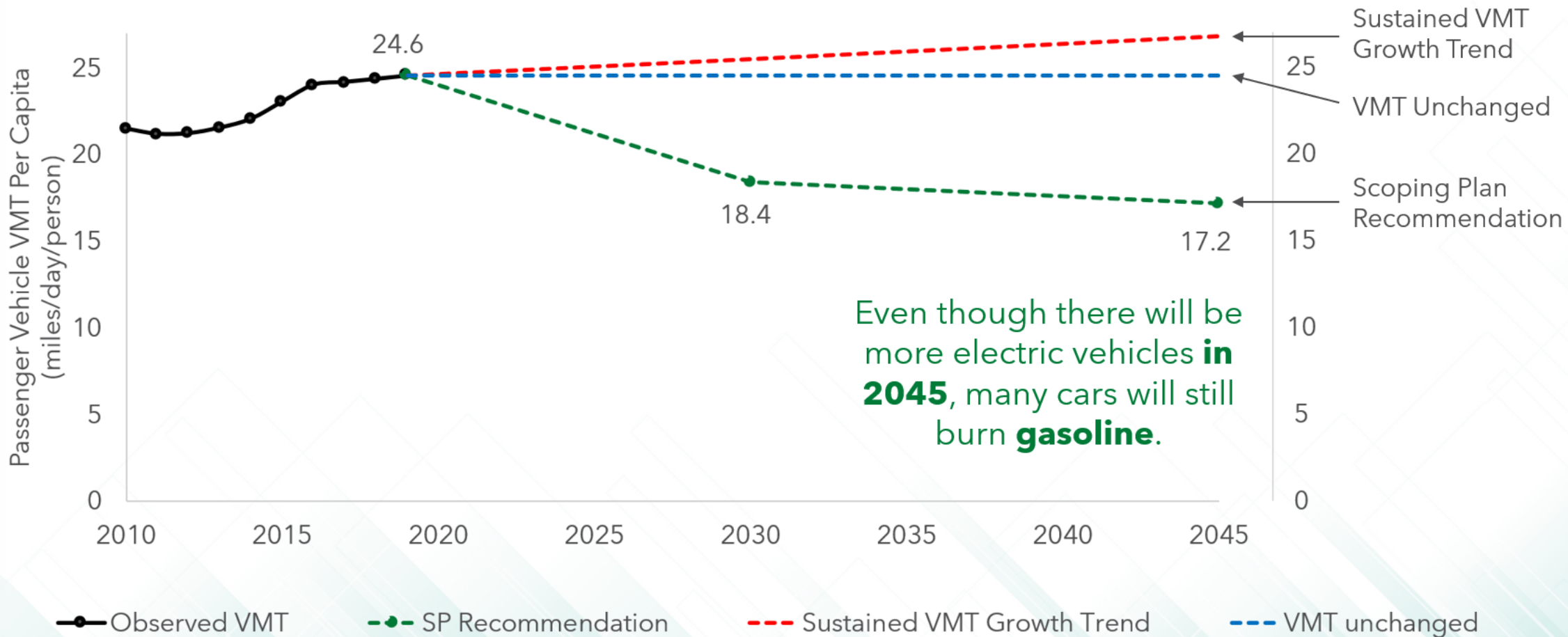
Transportation created **50 percent** of statewide GHG emissions in 2019, the single largest source.

Transportation emissions can be addressed in three general ways:

- **Technology** (like electric vehicles)
- **Fuels**
- **Vehicle Travel** (vehicle miles traveled (VMT))

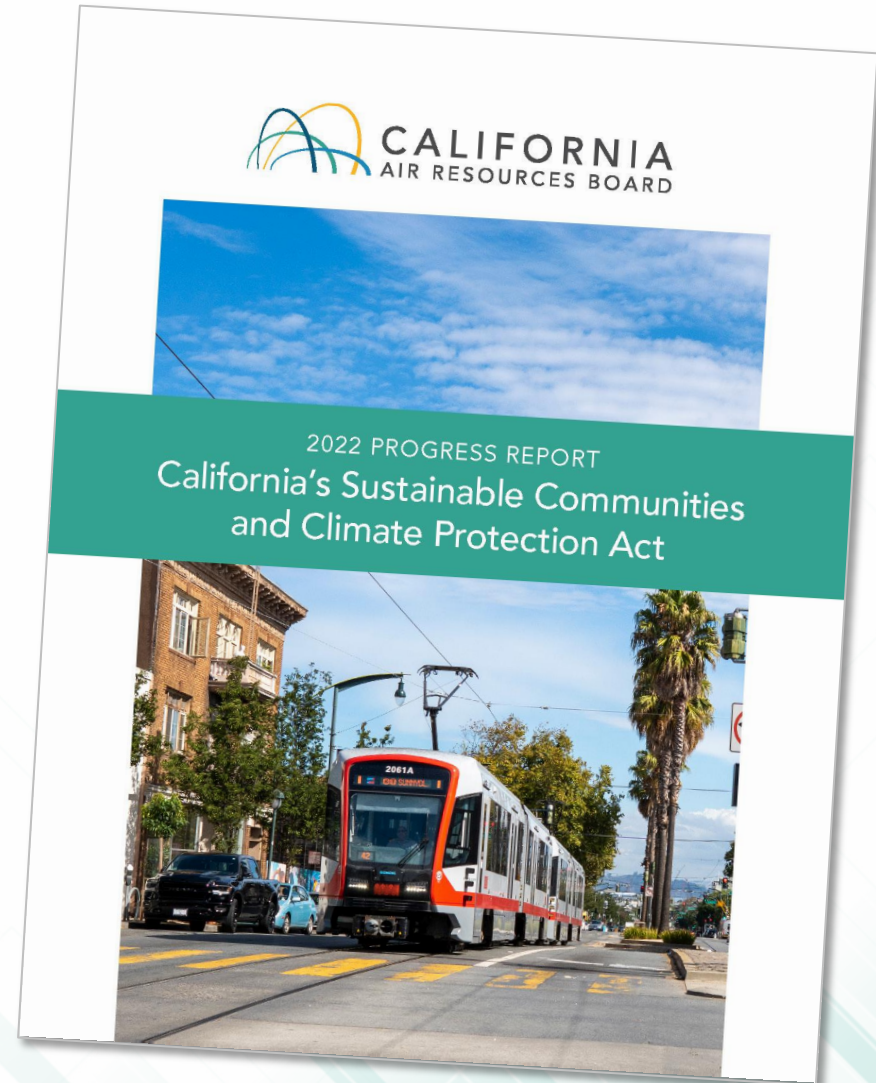


2022 Scoping Plan and VMT reduction



SB 150 Reporting and Data

- CARB must prepare **progress reports** about SB 375 **every four years**.
 - Regional and statewide **performance metrics**
 - **Comparison with SCSs** for some metrics
 - Effects of recent **State policies**
 - Remaining **challenges** and potential **actions**



Proposed Target Update Timeline

2024

Spring

Summer

Fall

**Public kickoff workshop,
MPO target recommend-
ation request, Guidelines
update review request**

**Information
item at Joint
Board
Meeting**

2025

Winter

**2nd public
workshop**

Spring

**Release
draft
target
report**

Summer

Fall

2026

Winter

**Release final
report &
environmental
assessment**

Spring

Summer

**Board
adoption**

Fall

**New targets
effective for
fifth cycle SCSs**



Environmental Impact Analysis

- Environmental Impact Analysis (EIA) being prepared analyzing potentially significant adverse impacts caused by reasonably foreseeable actions.
- Meets requirements of CARB's certified program under the California Environmental Quality Act (CEQA).
- The CEQA Environmental Checklist (CEQA Guidelines Appendix G) is used to identify and evaluate potential indirect impacts.
- The EIA will be an appendix to the Staff Report.

Environmental Impact Analysis

- The EIA will include:
 - Description of reasonably foreseeable actions taken in response to the proposal.
 - Programmatic level analysis of potential adverse impacts caused by reasonably foreseeable actions
 - Feasible mitigation measures to reduce/avoid significant impacts
 - Alternatives analysis
- Input invited at this early stage on appropriate scope and content of the EIA during the NOP public comment period from July 11 to August 10, 2024.
- Draft EIA will be released for 45-day public comment period.

Panelists

Matthew Yosgott, California Transportation Commission

Clay Kerchof, Department of Housing and Community Development

Marisa Prasse, Department of Housing and Community Development

Tuere Fa'aola, San Diego Association of Governments

Kristine Cai, LSA Associates

Matt Hertel, City of Sacramento

Thank you!

If you have further input, please get in touch at
sustainablecommunities@arb.ca.gov