



SB 375 Regional Targets Update - Workshop 2

May 21, 2025

How to Participate

- Technical issues?
 - Type your question into the Q&A
- Throughout the workshop:
 - Spanish translation
 - “Q&A” function
- During open public comment:
 - “Raise Hand” function
 - By phone, use *9 to “raise hand”



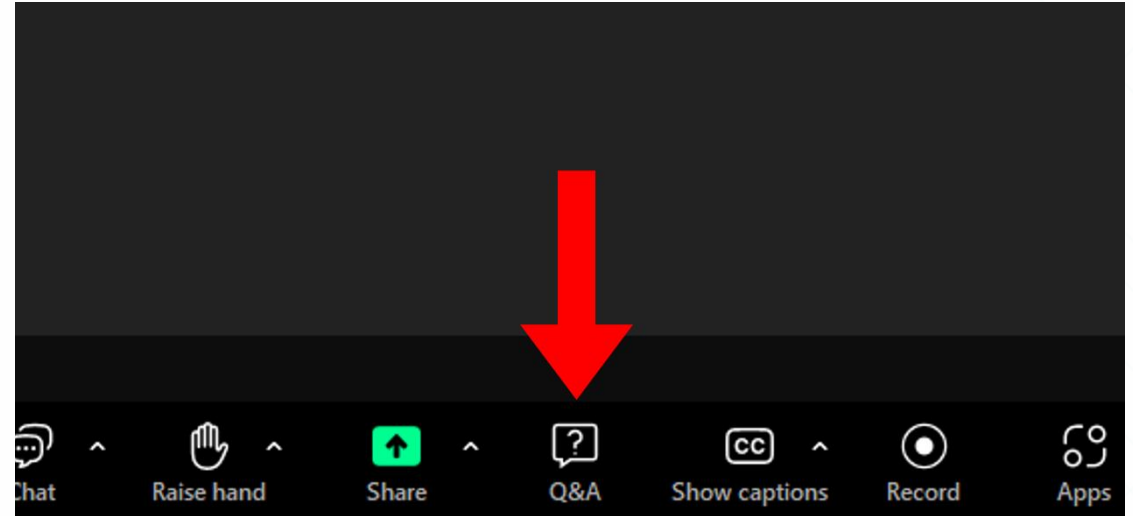
Listening to Language Interpretation

1. In your meeting/webinar controls, click **Interpretation**. (located at bottom of screen)
2. Click the language that you would like to hear. Options for this meeting are English and Spanish.
3. To only hear the interpreted language, click **Mute Original Audio**.



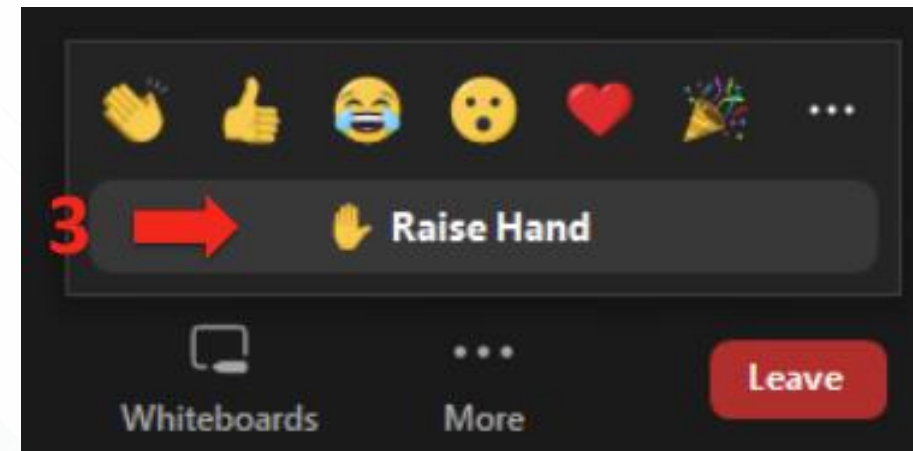
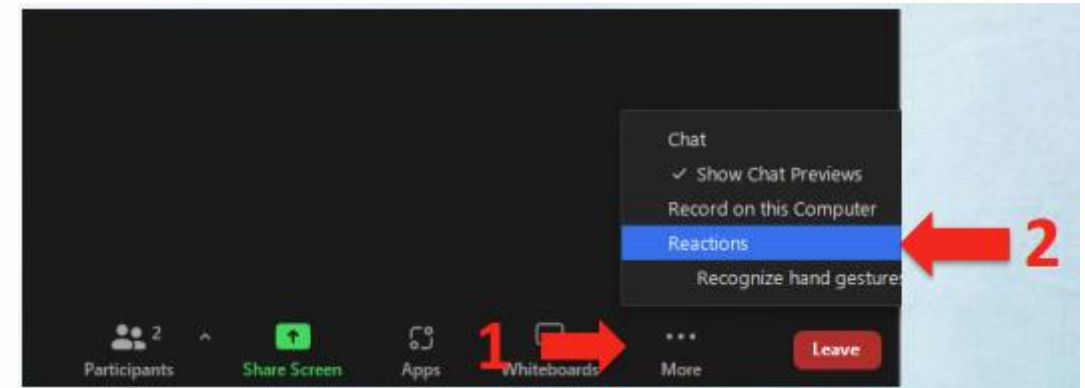
Q&A

- To ask a question, click on the **Q&A** icon near the center bottom of your screen.
- Q&A questions are archived.



Raise Hand

- To be added to the speaking queue, please use **Raise Hand**
- Zoom: Click **Participants**, then **Raise Hand**.
- Phone: **Dial *9** We'll check in with the phone line periodically.



Before We Get Started

- Please **rename** yourself to have your First Name, Last Name and your affiliation:
- To **rename**, click on the top right side of your picture/video

Example: **Jane Doe - CARB**

- Affiliations: Community Organization / Agency / Air District / Company / Resident / etc.
- Need help? Use the Q&A function to request assistance

Welcome and Agenda

- Welcome & introductions
- Overview of SB 375
- Target update process and timeline
- Illustrative target scenarios
- Summary of feedback received
- Next steps
- Brief SB 150 progress report update
- Questions and comments

Today's Objectives

- Share target setting illustrative scenarios and feedback received so far
- Hear feedback you have on current scenarios and other scenarios CARB should consider exploring
- Introduce 2026 SB 150 Progress Report work

Overview of SB 375

Regional Plan GHG Targets



Statewide	-19%
MTC/ABAG	-19%
SACOG	-19%
SANDAG	-19%
SCAG	-19%
Fresno COG	-13%
Kern COG	-15%
Kings CAG	-13%
Madera CTC	-16%
Merced CAG	-14%
San Joaquin COG	-16%
Stanislaus COG	-16%
Tulare CAG	-16%
AMBAG	-6%
Butte CAG	-7%
San Luis Obispo COG	-11%
Santa Barbara CAG	-17%
Shasta RTA	-4%
Tahoe MPO	-5%

Achieving the Targets: Common SCS Strategies

Strategy Type	Examples
<i>Land Use</i>	Infill development, increased multi-family and/or small lot development, increased densities for residential and commercial development, transit-oriented development, mixed land uses, jobs/housing balance, etc.
<i>Transportation</i>	Increased transit infrastructure and operations, bike and pedestrian infrastructure, complete streets, TDM, TSM, carpooling/vanpooling, telecommuting, etc.
<i>Local & Regional Pricing</i>	Toll lanes, parking pricing, congestion pricing, cordon pricing, etc.
<i>ZEV & New Mobility</i>	ZEV charging infrastructure, ZEV incentives, car sharing, bike share/micromobility, micro transit, etc.

Target Update Process and Timeline

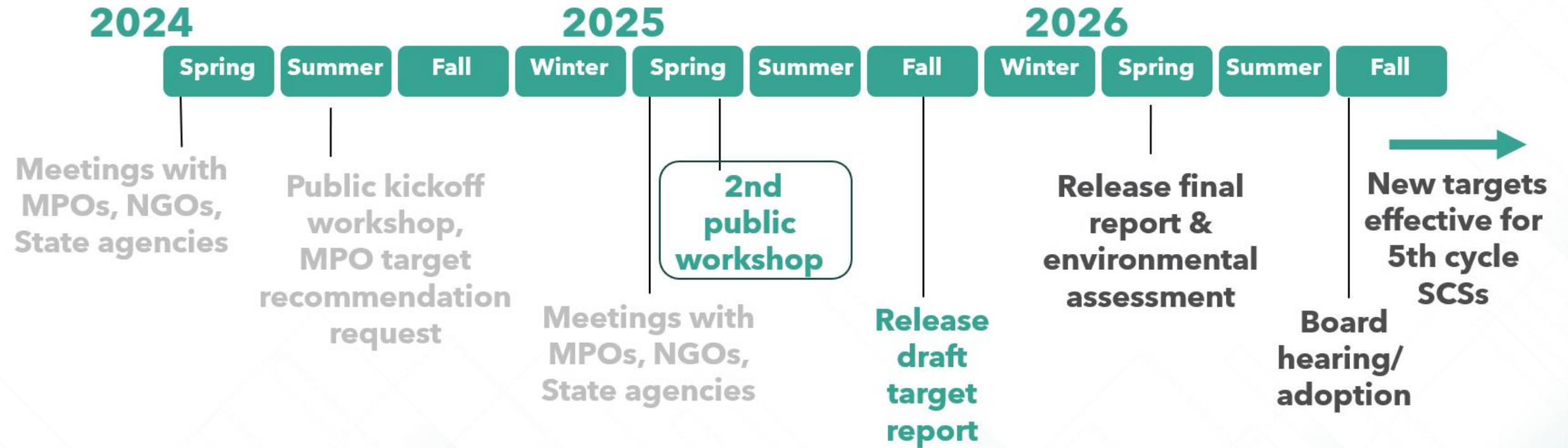
What is the SB 375 Target Update?

- CARB must update GHG emission 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 targets determine the efforts needed to meet them (e.g., changes to the built environment and services in each region)
- Sustainable community characteristics like affordable housing near essential destinations and range of low-carbon transportation options also create more equitable outcomes
- Targets ensure that SB 375 activities contribute to achievement of Scoping Plan climate goals

Target Update Overall Timeline



Input Considerations for the Target Update

Climate and air quality directives and regulatory changes

- Scoping Plan
- Advanced Clean Cars II

Progress made

- SB 150 Progress Report and updated data

Research

- Latest research (e.g., telework, autonomous vehicles, etc.)

Partner Input

- MPO recommendations and supporting data
- Non-governmental organizations, State agencies and the public

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:

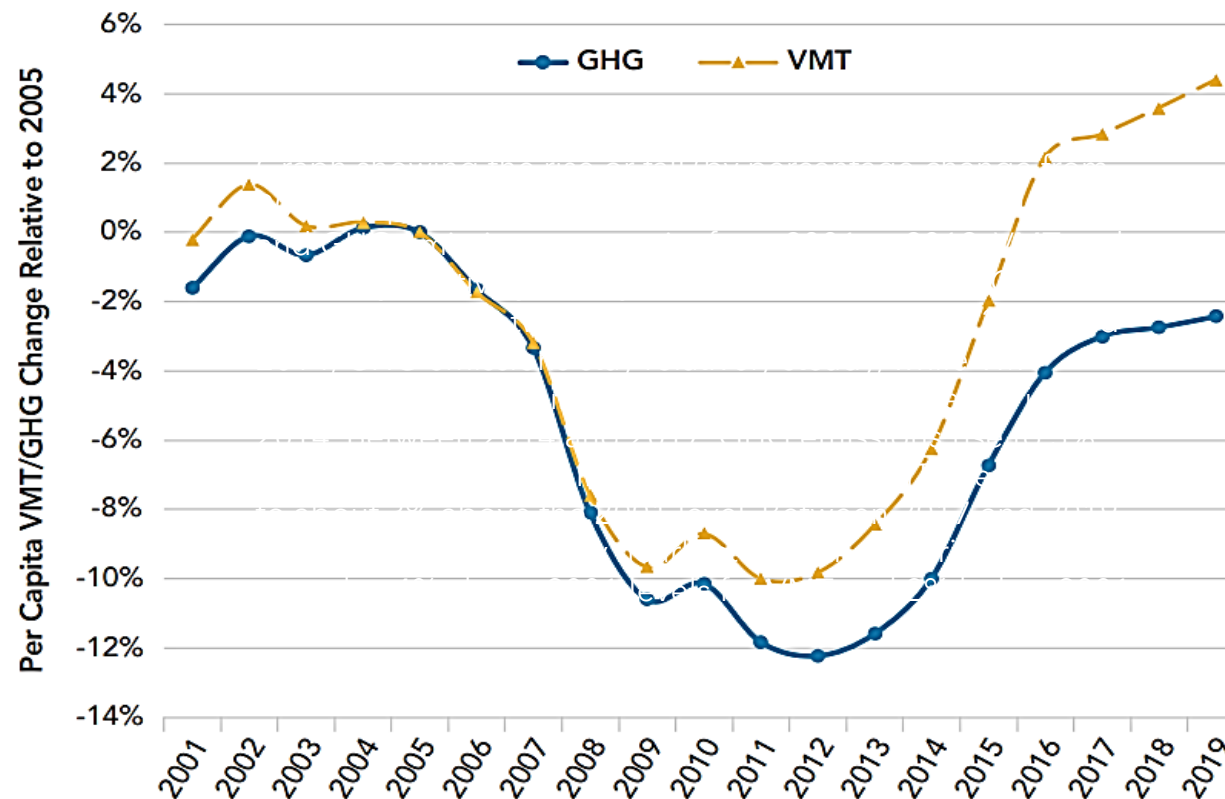
- **Technology** (like electric vehicles)
- **Fuels**
- **Vehicle Travel** (vehicle miles traveled (VMT))

Despite cleaner vehicles and low carbon fuels, the path to carbon neutrality by 2045 also depends on reducing per capita VMT.

- Reduce VMT per capita **25 percent by 2030**
- Reduce VMT per capita **30 percent by 2045**

SB 150 Reporting and Data

FIGURE 2. LIGHT-DUTY VMT AND GHG PER CAPITA RELATIVE TO 2005
(CALIFORNIA'S 18 MPO REGIONS AGGREGATED)^{40, 41}



2019 data indicate that nearly all regions were far from achieving 2020 targets set by CARB.

Illustrative Target Scenarios

Target Setting - Illustrative Statewide SCS Target Scenarios

Scoping Plan Based Scenarios

(Top-down):

- **Scenario 1:** Uses back calculation from the 2022 Scoping Plan's 2045 VMT target
- **Scenario 2:** Uses interpolation to find the value between the 2022 Scoping Plan's 2030 and 2045 VMT targets

Unchanged targets

(Bottom-up):

- **Scenario 3:** Uses current SB 375 targets

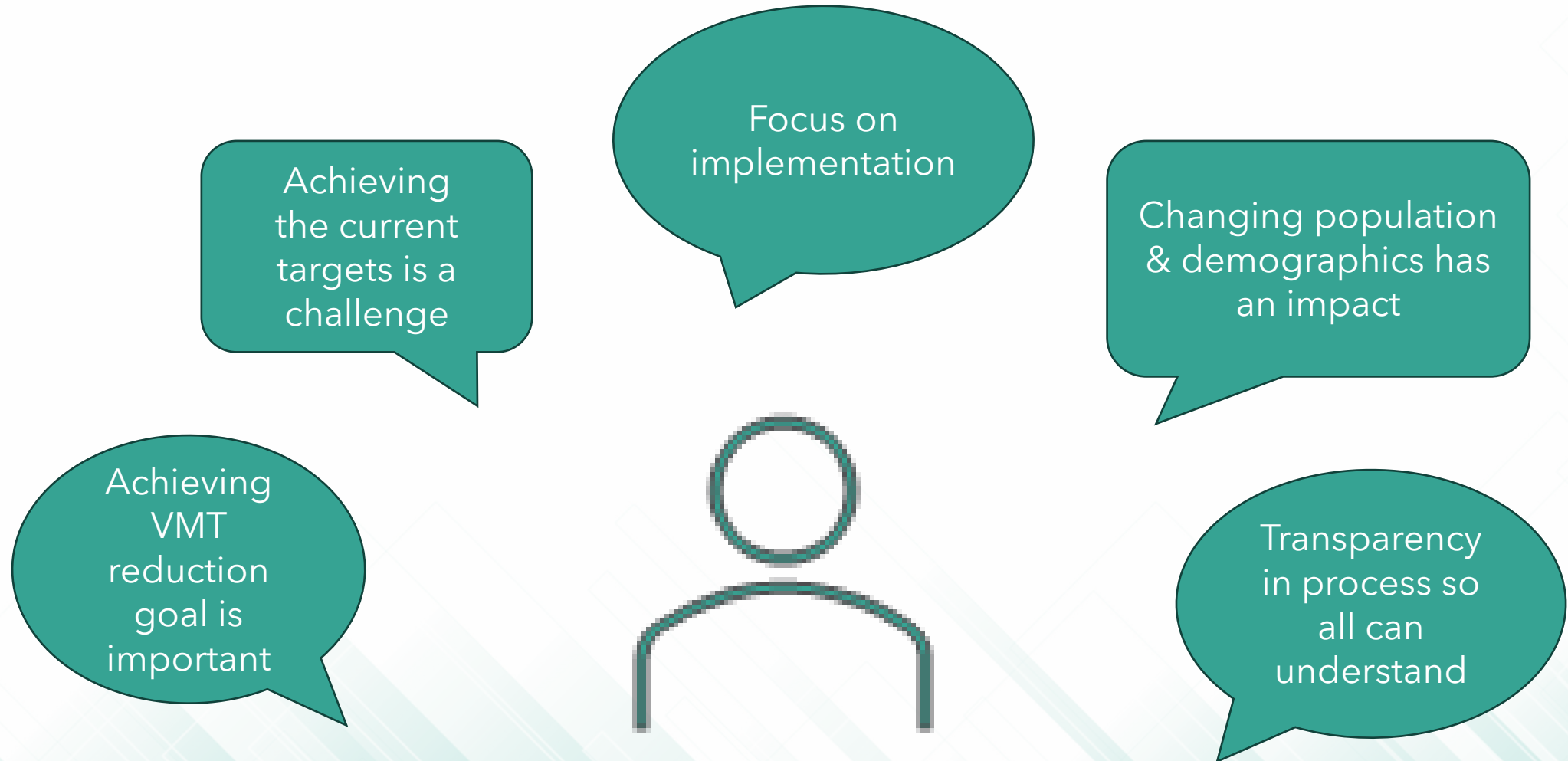
Summary of Illustrative Statewide SCS Target Scenarios

Illustrative Scenarios	New Statewide SCS GHG Per Capita Reduction (2035 vs. 2005)
Scenario 1 (Scoping Plan Based 2045 Target)	-22%
Scenario 2 (Scoping Plan Based Using 2030 and 2045 Targets)	-28%
Scenario 3 (Unchanged - Current Targets)	-19%

**Scenario results reflect Statewide target calculation
that will be further processed for each MPO**

Summary of feedback received so far

Highlights of Feedback Received



Highlights of Feedback Received

- Lack of progress should not be reason for lack of ambition, targets should be maximum feasible
- A focus on VMT reduction will be more important with federal resistance to climate sustainability and the coming of automated vehicles
- Reducing VMT has many important co-benefits



Achieving
VMT
reduction
goal is
important

Highlights of Feedback Received

- Achieving the current targets is already a challenge and requires a lot of effort to implement, targets should remain the same, or in some regions be even lower
- The short time to achieve targets by 2035 will make it harder
- Loss of federal funding/changes at the federal level could make it even harder to implement the SCS strategies
- Scoping Plan is not fiscally constrained so not a reasonable target

Achieving the current targets is a challenge

Highlights of Feedback Received

- More time and effort should be spent on implementation and not technical details of achieving a target
- Increasing the target without additional tools or funding for SCS strategies won't lead to more implementation



Focus on
implementation

Highlights of Feedback Received

- Pent-up housing demand will cause housing growth even with low or no population growth
- Population growth is happening in areas with the fewest alternatives to vehicle travel
- Changes in life stages for population (such as aging population and university enrollment) impacts vehicle travel
- Changes in research findings and exogenous factors, such as lower population growth, will make it even harder to achieve the existing targets
- Other exogenous factors, like wildfires, can impact populations and increase VMT

Changing population
& demographics has
an impact

Highlights of Feedback Received

- Transparency in the process and the target calculation is important
- Targets and guidelines impact each other and clear understanding of both is needed together
- Targets should reconcile conflicting state goals (example: state policies that reduce auto operating cost such as EVs can increase VMT)
- Consider a trend line scenario that considers current VMT trends
- Consider a scenario assuming elimination of highway expansion, reduced lane miles, ambitious land use including housing infill and transit usage
- Consider a scenario that looks at targets/reductions coming from transportation projects only
- Consider a scenario that considers a recession



Transparency
in process so
all can
understand

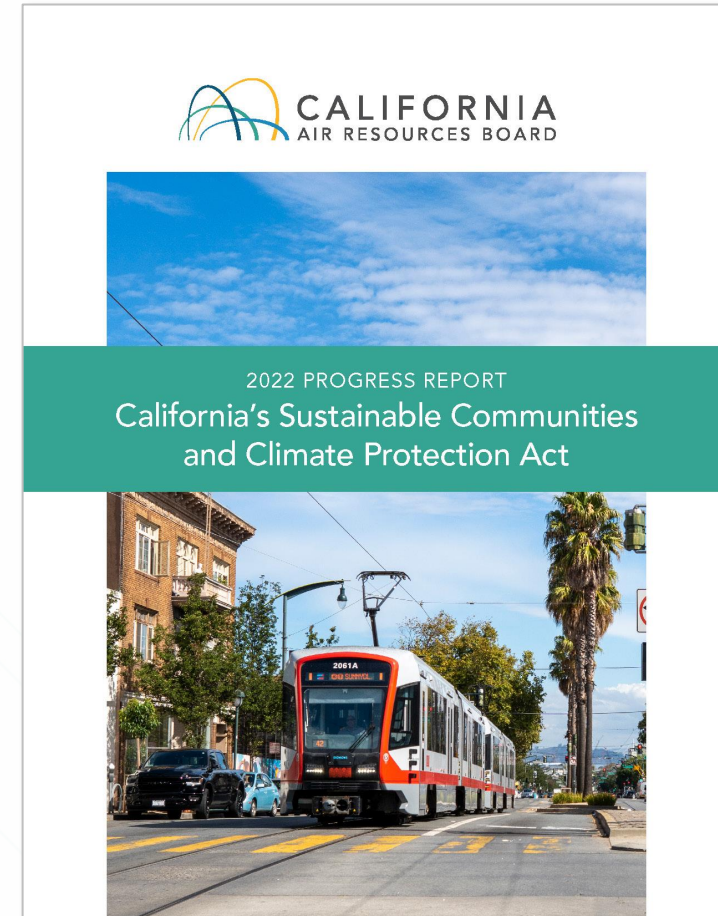
Next Steps

- Hear your thoughts and comments
- Synthesize and consider the comments received
- Further develop and share draft target scenarios and recommendation
- Continue the environmental review process
- Further develop and share evaluation guidelines update recommendations

SB 150 progress report update

Senate Bill 150 Progress Report

- Updated data and report due in 2026
- Current 2022 Progress Report shows not on track and actions needed



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Thank you!

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