SB 375 Target Update
Air Resources Board Meeting
Informational Update
March 23, 2017
Outline

- SB 375 Overview & SCS Implementation
- Target Update Considerations
- Preliminary Discussion Target
- SB 375 & the Scoping Plan
- Next Steps
SB 375 Overview

- Metropolitan Planning Organizations (MPO) develop Sustainable Communities Strategies (SCS)
  - Identify land use and transportation strategies to meet GHG reduction targets
  - Prepare Alternative Planning Strategies if not able to meet targets
- ARB must
  - Set targets for 2020 and 2035
  - Review SCSs to determine whether they would meet the target, if implemented
SCS Strategies & Implementation
Co-Benefits of Sustainable Development

- Economic opportunities
- Lower building energy use
- Public health
- Social equity
- Lower household costs & transportation costs
- Accessibility
- Mobility & housing choices
- Natural resource conservation
Public Health Co-Benefits

• Initial review of methodologies for Scoping Plan public health co-benefits indicates strong contribution from strategies that increase active transportation

• ARB staff working with California Department of Public Health to quantify health benefits.
  ▫ Integrated Transport and Health Impact Model (ITHIM)
ARB Research

- SB 375 indicator project
- Displacement and gentrification
- VMT/GHG impacts of ridesourcing/sharing
  - Strategy guidance for maximizing environmental benefits (e.g. first/last mile connection to transit)
- Electric vehicle travel and charging behavior
SB 375 Target Update Process
Regional GHG Reduction Targets

• Originally adopted in 2010
• ARB must update targets every 8 years
• Targets set for each region at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels
Target Update Considerations

- Progress to date
- 2017 Climate Change Scoping Plan Update
- MPO technical analysis and recommendations
- Stakeholder consultative process
- Workshop feedback
<table>
<thead>
<tr>
<th>MPO</th>
<th>Current Target</th>
<th>SCS Planned Performance</th>
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<tbody>
<tr>
<td></td>
<td>2020</td>
<td>2035</td>
</tr>
<tr>
<td>SACOG (Sacramento)</td>
<td>-7%</td>
<td>-16%</td>
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<tr>
<td>SANDAG (San Diego)</td>
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<td>SCAG (Southern California)</td>
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<td>-15%</td>
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<tr>
<td>Fresno COG</td>
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<tr>
<td>Kings CAG</td>
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<tr>
<td>Madera CTC</td>
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<td>-10%</td>
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<tr>
<td>Merced CAG</td>
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<tr>
<td>San Joaquin COG</td>
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<td>Stanislaus COG</td>
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<tr>
<td>Tulare CAG</td>
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<td>San Luis Obispo COG</td>
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<tr>
<td>Santa Barbara CAG</td>
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<td>0%</td>
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<tr>
<td>Shasta RTA</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Tahoe MPO</td>
<td>-7%</td>
<td>-5%</td>
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Climate Planning for Transportation

Note: While the Scoping Plan scenario reduces vehicle miles traveled (VMT) from baseline levels in 2035 and 2050, overall VMT is still projected to grow.
In Other Words, by 2035...

- Replacing short car trips with walking
- Biking or taking transit to work once a month
- One telecommute day a month
- Carpool or vanpool once a month
- Combining multiple errands into one trip

Reduce 1.6 vehicle miles/person/day
MPO Technical Analysis

- Input received from all 18 MPOs
  - Big Four MPOs: March 2017
  - Eight San Joaquin Valley MPOs: December 2016
  - Six Other MPOs: Summer 2016

- Common Themes
  - Challenge to maintain current SCS performance
  - Commitment to maintain current SCS performance
  - Additional tools needed to go beyond current plan performance
Big Four MPOs Analysis

- **Exploratory stress test scenarios**
  - Additional land use, enhanced mobility, and technology strategies achieved between -<1 to -5% GHG per capita reductions
  - Pricing achieved -1.5 to -5% reductions
- **Target recommendations forthcoming**
Eight San Joaquin Valley MPOs Analysis

- Modeling improvements to more accurately represent current SCS plan performance
- Identified strategies above and beyond previous plans
  - Land use plan updates, vanpool and rideshare programs, active transportation plans, and electric vehicle infrastructure
- Preliminary recommendations commit to maintaining current SCS plan performance
Six Remaining MPOs Analysis

• Target recommendations and technical analysis exceed reduction levels established in 2010
• Most MPOs will meet or exceed performance of their currently adopted SCSs
Stakeholder Engagement

• Public workshops in 2014 and 2017
• Individual and stakeholder group meetings
• Feedback received:
  ▫ Increase transportation funding and align with land use goals
  ▫ Performance monitoring to track implementation
  ▫ Co-benefit analysis and inclusion
  ▫ Create a clearing house for leading practices
  ▫ Balance State responsibilities and SB 375
Preliminary Discussion Targets
2020 Target Approach

- Use latest SCS plan performance, with improved modeling where applicable
- Performance monitoring focus
- ARB developing statewide performance indicator database
  - Accessibility
  - Housing density
  - Transit ridership
  - Equity, etc.
2035 Target Approach

• Big Four and Eight Valley MPOs
  ▫ Update current SCS plan performance based on latest modeling and consider
    • Need to go beyond current SCSs
    • Challenges to achieving reductions
    • Need for pricing and new revenue

• Six Other MPOs
  ▫ Update to target recommendation or SCS plan performance, whichever is greater
Challenges for Stronger Targets

- Declining transportation revenue due to
  - Lower fuel prices
  - Fuel tax not adjusted for inflation
  - Fuel efficiency
- Transportation spending allocation
- Local authority considerations
- Technology
Opportunities for Stronger Targets

- State actions
- Enabling local action
- Technology
- Enhance existing strategies
- Changes in socio-demographics
2035 Preliminary Discussion Target Range Based on Current Data

- Big 4 MPOs: -16 to -20+% GHG/capita
- San Joaquin Valley MPOs: -11% to -20+% GHG/capita
- Smaller MPOs: SCS plan performance or MPO target analysis, whichever is greater
Potential Role of SB 375 and State Strategies in Scoping Plan

Source: Caltrans, FHWA, BOE and DOF

- **2020 SB 375 Target**
- **2035 SB 375 Target**
- **Adopted SCSs**
- **Scoping Plan Needs**

Statewide Average VMT/GHG per capita

**Historical VMT/capita trends**

**Statewide average per capita GHG reductions relative to 2005 (approximate)**

- Adopted SCSs (-17%)
- New SB 375 (up to -20%)
- SB 375 + State (-25%)

Source: Caltrans, FHWA, BOE and DOF
# Next Steps and Schedule

| **ARB Board Meeting Informational Item** | **March 23-24, 2017** |
| **Final Scoping Plan Release** | **Spring 2017** |
| **ARB Draft Staff Report and Environmental Document Release** | **Late Spring/Early Summer 2017** |
| **ARB Draft Staff Report and CEQA Workshops** | **Summer 2017** |
| **ARB Final Staff Report and Environmental Document Release and ARB Board Target Adoption** | **Fall 2017** |
| **Update ARB Technical Methodology for Reviewing MPO SCS GHG Quantification** | **Late 2017 to Early 2018** |
| **SCSs Developed to Meet Updated Targets** | **2017+** |
State Efforts to Support Integrated Climate Action

Louise Bedsworth
Governor’s Office of Planning and Research
Healthy, Sustainable Communities & Landscapes

Integrated consideration of:
- Transportation
- Housing
- Land conservation and preservation
- Public health

Multiple benefits:
- Greenhouse gas emissions reductions
- Air quality
- Ecosystem services
State Actions to Support VMT Reduction

- Scoping Plan: Explore State-level actions in four areas
  - Infill & Conservation
  - Infrastructure Investment
  - Pricing
  - System Efficiency
- Next Steps: Assessment and Engagement
  - Efficacy
  - Implementation pathways
Potential State Actions: Infill and Conservation

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<thead>
<tr>
<th>Actions Underway</th>
<th>Actions Under Consideration</th>
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<tbody>
<tr>
<td>• CEQA Streamlining for Infill Development</td>
<td>• Expand Incentives for Infill Development</td>
</tr>
<tr>
<td>• Complete Streets</td>
<td>▫ Lead: SGC</td>
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<tr>
<td>• General Plan Guidelines</td>
<td>• Connect Incentives with Regional Conservation Policies</td>
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<tr>
<td>• Conservation Planning</td>
<td>▫ Lead: SGC</td>
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<td>• Funding Programs</td>
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Potential State Actions: Aligning Infrastructure Investment

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<th>Actions Underway</th>
<th>Actions Under Consideration</th>
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| • Active Transportation Program | • Develop Performance Metrics for Infrastructure Investment  
  ▫ Lead: CalSTA |
| • High Speed Rail and Transit Investments | • Expand Investments in Transit and Active Transportation  
  ▫ Leads: CalSTA, SGC |
Potential State Actions: Pricing Policies

**Actions Underway**

- Road User Charge Pilot

**Actions Under Consideration**

- Assess and Develop Pricing Policies
  - Lead: CalSTA
Supporting Integrated Climate Actions

- Investments in sustainable communities, including:
  - Affordable Housing and Sustainable Communities
  - Transformative Climate Communities
  - Sustainable Ag Land Conservation

- Integrated approaches to planning
  - AB 2087: Regional conservation planning
  - Jurisdictional scale accounting

- Planning support

- Technical assistance and support
Next Steps - Scoping Plan and Beyond

• Further development of State-level of VMT reduction measures
  ▫ Interagency process

• Developing opportunities for integrated approaches
  ▫ Engagement
  ▫ Analysis