

SB 375

Addressing greenhouse gas emissions from the transportation sector through regional transportation plans



Executive Committee

May 11, 2009



Regulation on GHG inevitable as a result of AB 32

AB 32 The Global Warming Solutions Act of 2006:

- Required CARB to adopt a plan by January 1, 2009, indicating how emission reductions to 1990 levels will be achieved from greenhouse gas (GHG) sources.
- Reductions to 1990 levels must be achieved by 2020.



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AB 32 calls for:

- Overall emission reductions statewide by 2020:
 - 169 million metric tons (mmt) of CO₂ equivalent
- Reductions specifically from automobile and light truck sector:
 - ★ Roughly 5 million metric (mmt) tons CO₂ equivalent

Question: How are these reductions to be achieved?



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SB 375 (Steinberg)

- SB 375 was signed by the Governor on September 30, 2008;
- ★ Addresses the 5 mmt of GHG reductions from cars and light trucks required by CARB pursuant to AB 32;
- Reductions to come from *vehicle miles traveled (VMT)* based on “*changed land use patterns and improved transportation*”;
- MPO’s (e.g. SCAG) required to develop “*Sustainable Communities Strategy*” describing how GHG reductions will be achieved;
- SCS to be incorporated into SCAG’s Regional Transportation Plan (RTP)



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What is the Sustainable Communities Strategy (SCS)?

Several requirements, but generally includes the following:

1. Land Use Scenario (SCAG focus thus far)
2. Transportation Investments
3. Transportation Policies (*“Transportation Demand Management - TDM -strategies that can impact driving habits)*
 - *Parking Strategies*
 - *Compressed Work Schedule and Telecommuting*
 - *Staggered School Class Schedule*
 - *Park & Ride and Transit Feeders*
 - *Employer Financial Incentives*
 - *Employer-Based Rideshare Program*
 - *Real-Time Information by Transit Providers*
 - *Intelligent Transportation Systems*
 - *Bike/Pedestrian Programs*
 - *Transit Access Improvement*
 - *Regional Congestion Pricing*

How can the SCAG region reach its portion of the 5 MMT? (estimated at 2.5 MMT)

SCAG has developed a Conceptual Land Use Scenario (CLUS) based on previous "Compass Envision" plans

- Focus region's future growth (based on 2006 GP LU designations) in designated high density areas (compact development patterns can reduce trips by 20% - 40%);
- Avoid areas of stability (low density residential and open space);
- Overlay major rail / bus / BRT routes;
- Maintain city / county population totals;
- CLUS achieves 2.3 MMT GHG emission reductions;
- But... it's CONCEPTUAL ...



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Where do the subregions fit in?

For SCAG region, SCS can be delegated to subregions

Issues for WRCOG's consideration:

- Funding;
- Guidelines for subregional development of the SCS;
- Emission target methodology;
- Schedule for development and incorporation into the regional SCS;
- RHNA delegation authority;
- Which jurisdictions will be “willing” SCS participants?



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What's happening now?

- Working with SCAG staff on methodologies, guidelines, and timelines;
- Working with SCAG and other subregions to identify the best method to develop and possibly distribute the regional GHG targets;
- Working with SCAG, Senator Steinberg on clean-up legislation.



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Items for clean-up legislation (SB 575)

- Exemptions for voter-approved Proposition 1B transportation projects;
- Expand CEQA streamlining to more projects that are consistent with a Sustainable Communities Strategy;
- Correct RTP/RHNA timing conflict;
- Funding needed for SCS development



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Subregional Targets – Background and Context

- Not explicitly required by SB 375;
- Suggested for three purposes
 - Allow subregions full opportunity to prepare SCS
 - Provide a reference point for subregional planning
 - Allow for best opportunity to meet regional target through SCS;
- May be difficult to reach agreement on method.



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Preliminary Subregional Target Estimation Methodologies

1. Subregional Share of 2020 Regional Socio-Economic Projections
2. Subregional Share of 2008-2020 Regional Socio-Economic Growth Increments
3. Subregional Share of 2020 Projected Regional GHG Emissions
4. Subregional Share of Regional Development Potential around Transit Stops and Corridors
5. Combination of Methods 1-4
6. Method Based on GHG Per Capita, Household, or Driver

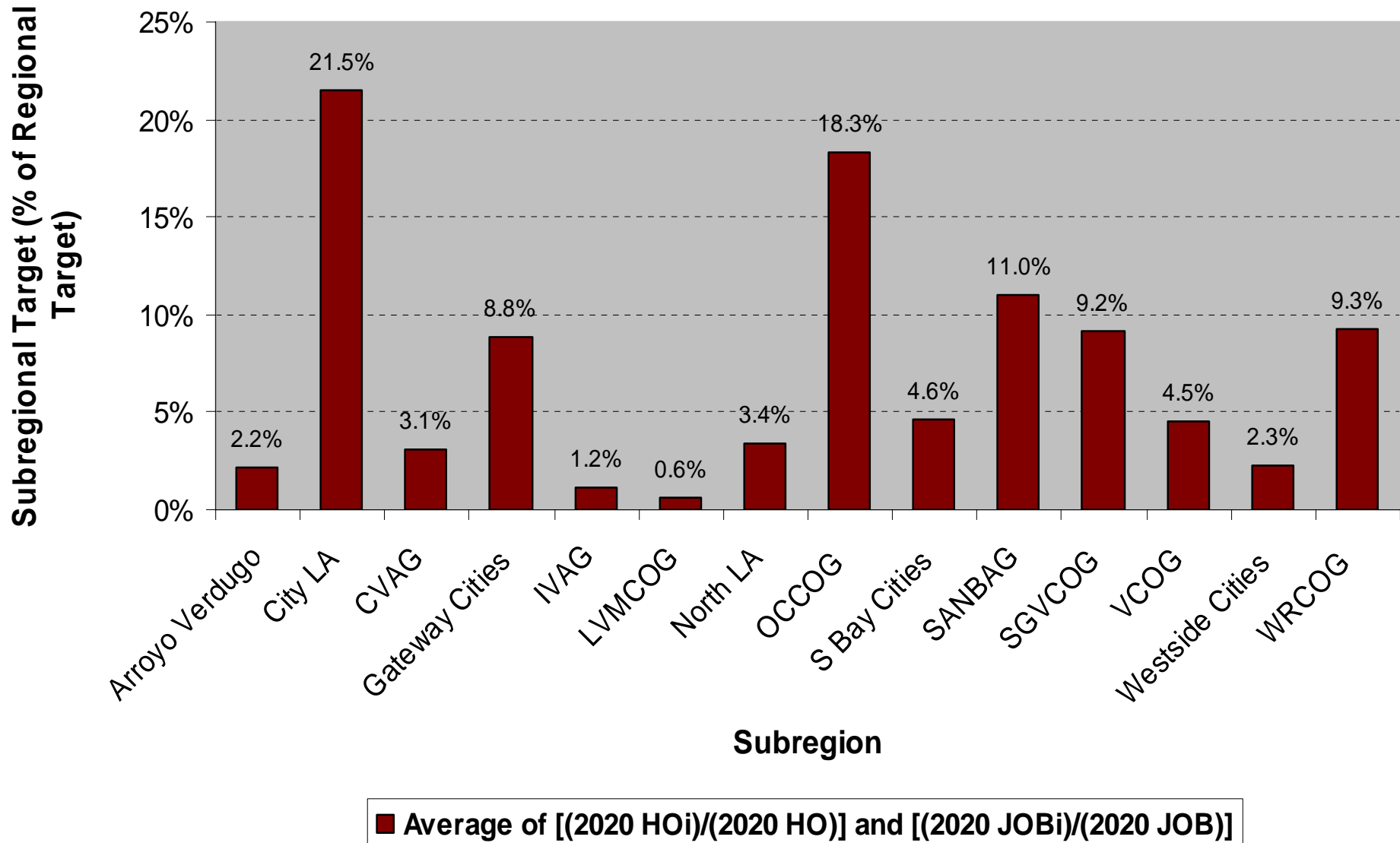


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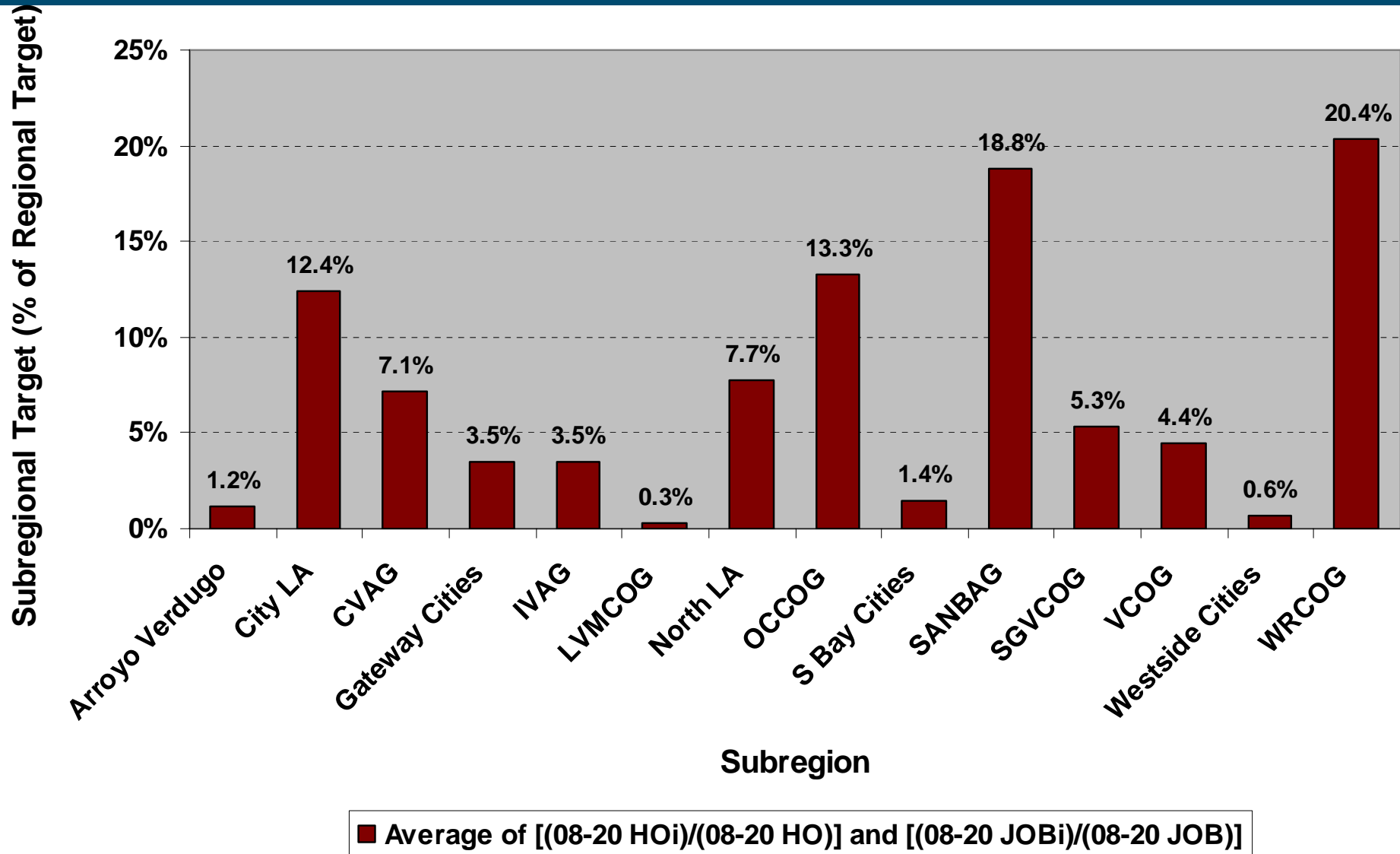
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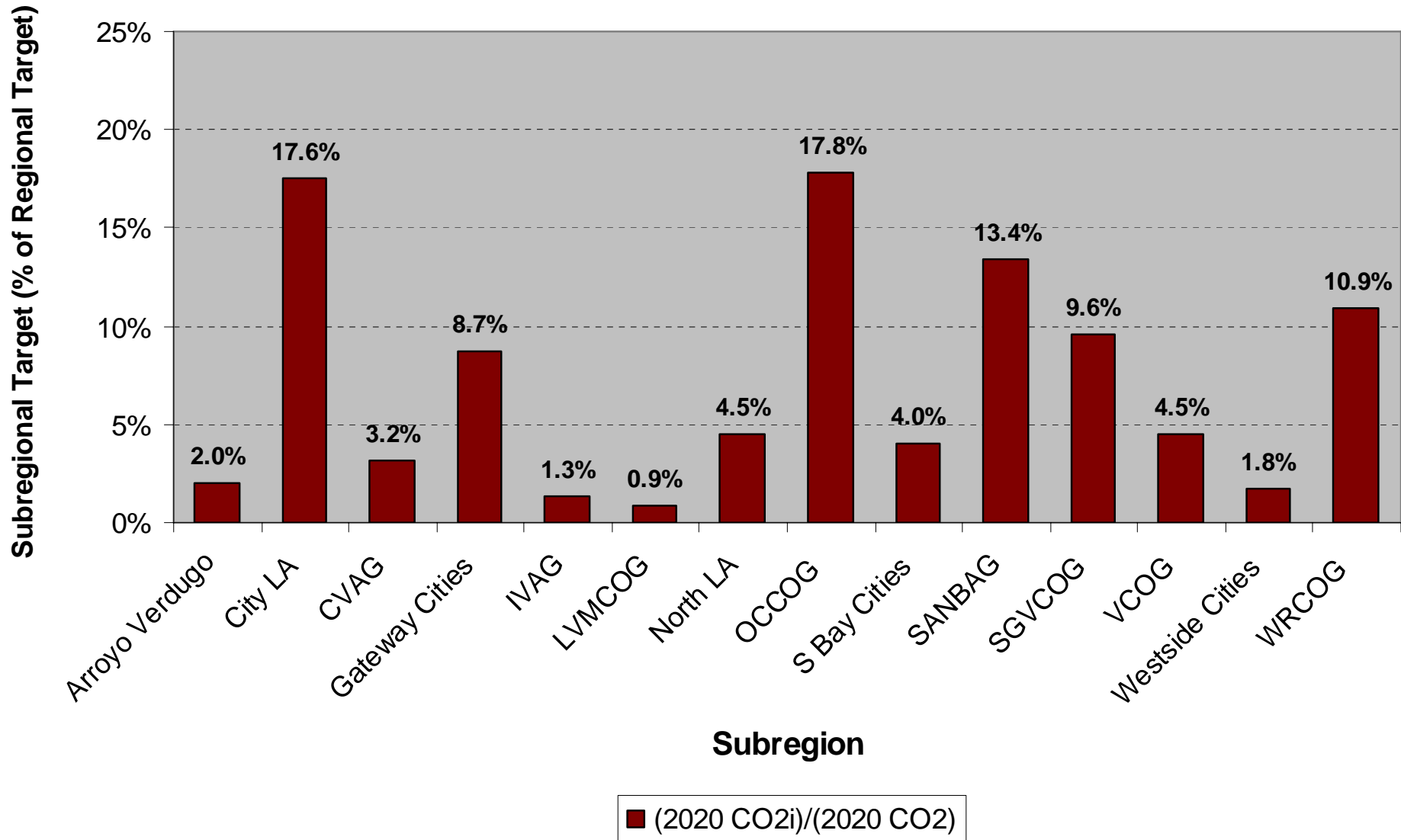
Method 1. Subregional Share of 2020 Regional Socio-Economic Projections



Method 2. Subregional Share of 2008-2020 Regional Socio-Economic Growth Increments



Method 3. Subregional Share of 2020 Projected Regional GHG Emissions



Method 4. Subregional Share of Regional Development Potential around Transit Stops and Corridors

Pros

- Emphasis on areas with significant transit investment and infill potential

Cons

- Land use opportunity areas not vetted by local jurisdictions
- Does not capture land use and transportation infrastructure outside transit development areas
- May place a higher burden on areas with significant existing and planned transit investment

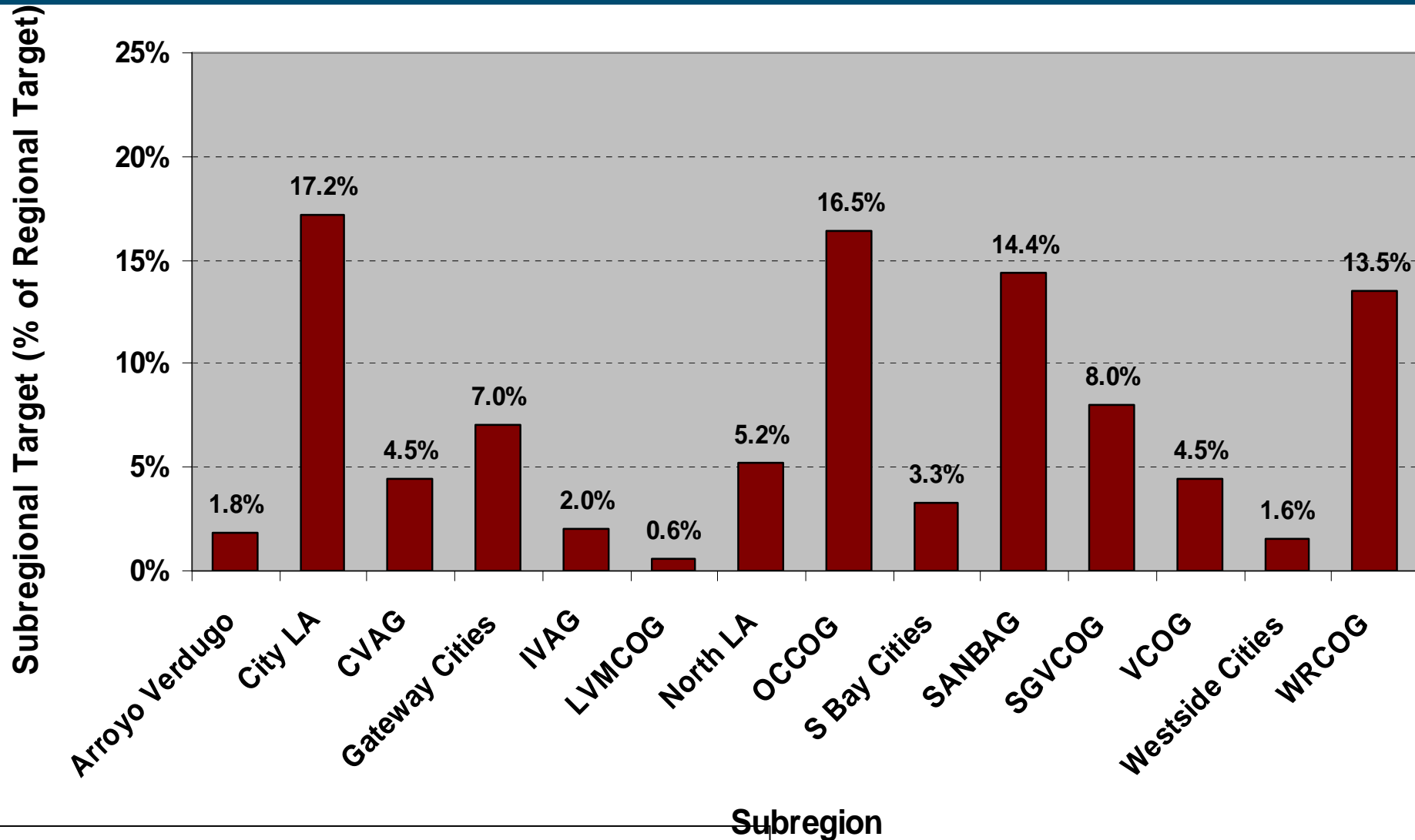


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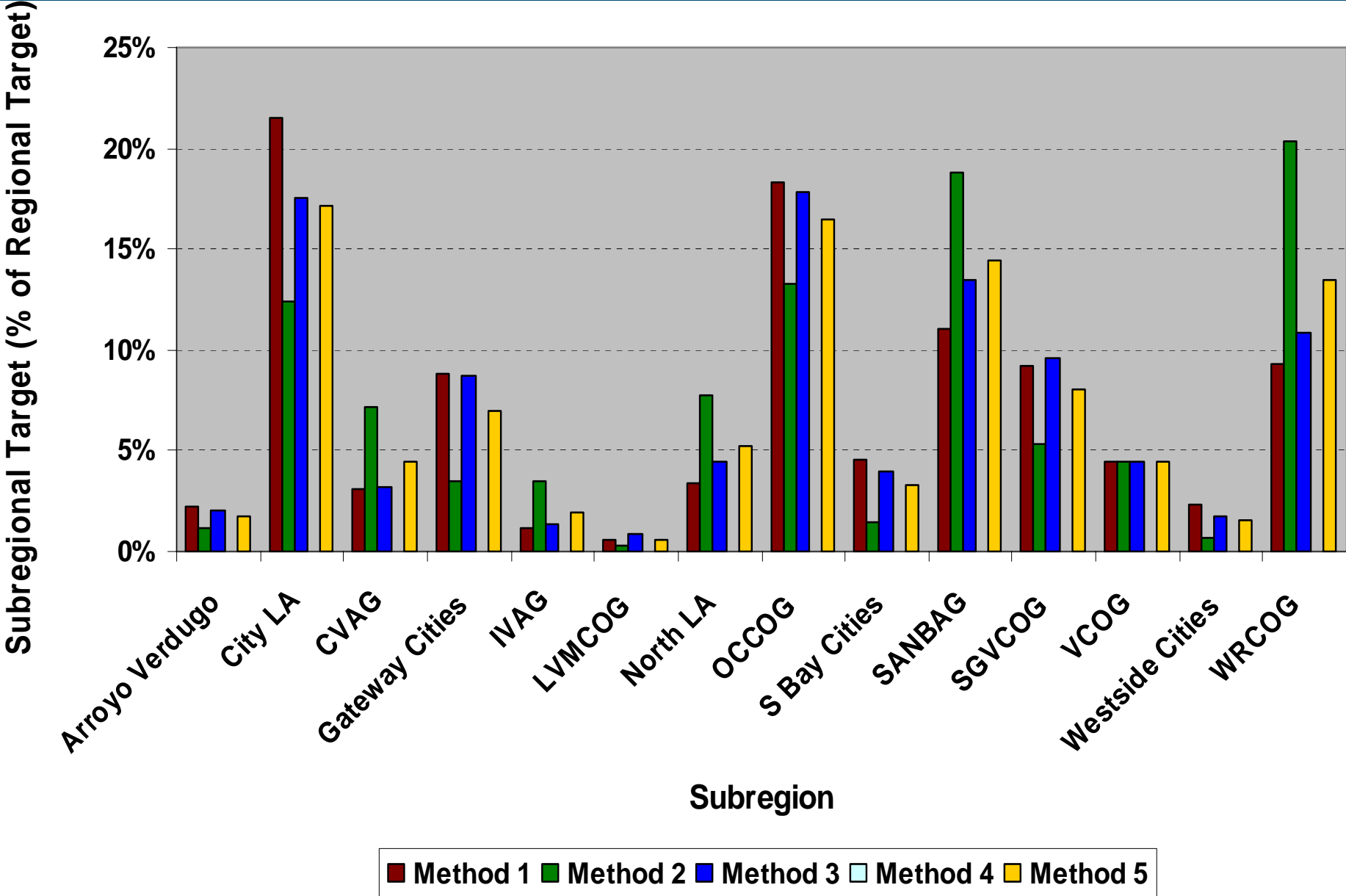
Method 5 (Combination of 1 – 4: *Equal Weighting - For Illustrative Purposes*)



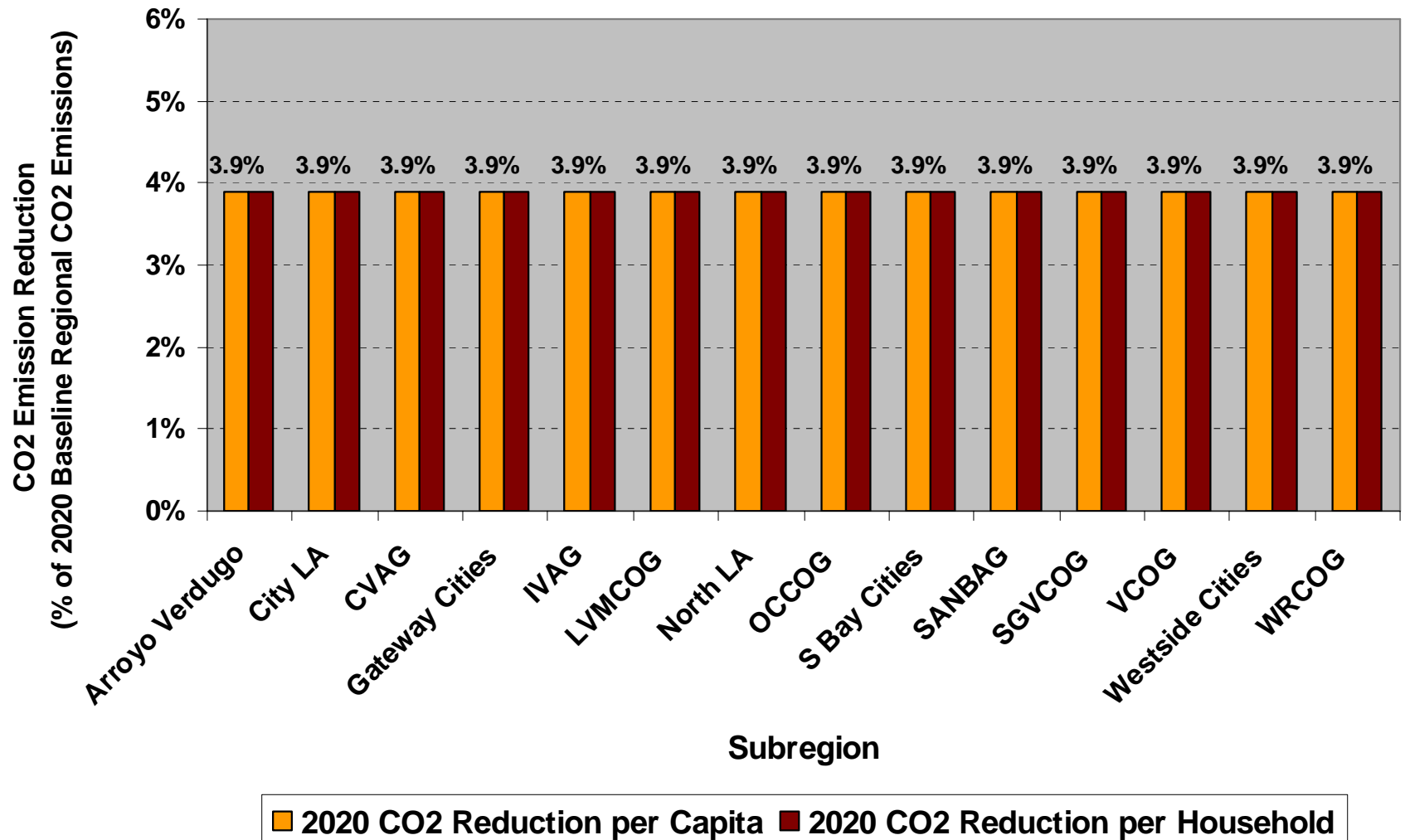
Note: Method 4 not currently included; average of Methods 1 - 3

■ Average of Methods 1-4

Preliminary Results of Methods 1-5



Method 6. Reduce emissions by X% per capita, household, or driver by subregion



Summary of Preliminary Results

Methods 1 – 6 (% of Regional Target) Method 4 not included

Subregion	Method 1	Method 2	Method 3	Method 5	Method 6
Arroyo Verdugo	2.20%	1.18%	2.00%	1.79%	2.00%
City LA	21.54%	12.39%	17.55%	17.16%	17.55%
CVAG	3.09%	7.12%	3.16%	4.46%	3.16%
Gateway Cities	8.84%	3.48%	8.69%	7.00%	8.69%
IVAG	1.18%	3.45%	1.32%	1.98%	1.32%
LVMCOG	0.61%	0.33%	0.86%	0.60%	0.86%
North LA	3.43%	7.74%	4.50%	5.22%	4.50%
OCCOG	18.29%	13.26%	17.81%	16.45%	17.81%
S Bay Cities	4.58%	1.43%	3.98%	3.33%	3.98%
SANBAG	11.01%	18.83%	13.44%	14.43%	13.44%
SGVCOG	9.18%	5.32%	9.61%	8.04%	9.61%
VCOG	4.48%	4.42%	4.46%	4.45%	4.46%
Westside Cities	2.30%	0.65%	1.76%	1.57%	1.76%
WRCOG	9.25%	20.39%	10.87%	13.51%	10.87%
SCAG Region	100.00%	100.00%	100.00%	100.00%	100.00%

Staff observations

- Need to stay engaged in RTAC process for allocating 5 MMT GHG emission reductions to regions (seek MSHCP consideration for WRCOG subregion)
- Although currently no sanctions against “non-conforming” SCS, expect CO₂ become criteria pollutant per Clean Air Act
 - *non conformance with RTP would then allow for withholding of federal transportation funds*
- Uncertain whether each WRCOG jurisdiction needs to comply with SCS
 - *might depend on subregional GHG allocation methodology*
- Still need funding for plan preparation.

Recommendations:

1. *Receive report.*
2. *Direct staff to transmit correspondence on SB 575 to request the author to consider amendments to address Regional Housing Needs Assessment timeline, funding, and local sales tax project protections.*

Timeline for implementation

- **January 1, 2009** - CARB adopts Scoping Plan which outlines overall GHG reduction goals for transportation planning;
- **January 31, 2009** - CARB appoints a Regional Targets Advisory Committee (RTAC) to provide input on development of GHG reduction targets (how the 5 MMT will be distributed to the regions in California)
- **September 30, 2010** - CARB provides each region with the final GHG reduction targets;

For SCAG Region

- **October 1, 2010** - MPO's updating their RTP (including SCS)
- **November 2011** – SCAG releases draft RTP/SCS for review and comment; and
- **April 2012** – SCAG adopts RTP/SCS.