Objective: Reduce Greenhouse Gas Emissions from Transportation
Objective:
Reduce Greenhouse Gas Emissions from Transportation, following AB 32
How: Building the Third Leg of the Stool

1. Vehicles
2. Fuels
3. Mobility Patterns
How: Building the Third Leg of the Stool

3. Mobility Patterns
How: SB 375 uses land use & transport to influence mobility patterns.

Section 1. (c)

...it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation.

Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.
Land use → Transport & mobility → GHGs & climate
Where:
California regions will lead the way

GHG emissions reduction targets for metropolitan areas, to be achieved by reducing vehicle-miles-travelled (VMT).

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<thead>
<tr>
<th>Region</th>
<th>2020</th>
<th>2035</th>
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What:
Regional transportation plans

Federal and state law require metropolitan planning organizations (MPOs) to plan for needed transportation improvements over the long term.
What’s new:
Sustainable Communities Strategies (SCS)

SB 375 SCS shows how region will meet its greenhouse gas reduction target through integrated land use, housing, and transportation planning.
What’s new: Sustainable Communities Strategies (SCS)

The SCS is a strategy for regional land use that, when integrated with the transportation network, will reduce GHGs from car & trucks.
Who:
SB 375 is state law.
SCS is developed regionally, in RTP.
Local governments decide land use.
### Land Use-Related Policies

- Residential Density
- Land Use Mix
- Jobs-Housing Balance
- Residential Density
- Network Connectivity
- Regional Accessibility
- Distance to Transit

### Transportation-Related Policies

- Parking Pricing
- Road User Pricing
- Transit Service
- Pedestrian Strategies
- Bicycle Strategies
- Employer-Based Trip Reduction
- Telecommuting
- Voluntary Travel Behavior Change Programs
- Traffic Incident Clearance Programs

Available: [http://arb.ca.gov/cc/sb375/policies/policies.htm](http://arb.ca.gov/cc/sb375/policies/policies.htm)
California SB 375

SUSTAINABLE COMMUNITIES & CLIMATE PROTECTION ACT:
THE ESSENTIAL GUIDE
…MPOs must “develop and incorporate a sustainable communities strategy (SCS) which will be the land use allocation in the regional transportation plan.”
California Emission Sources (2008)  AB32 Emission Reduction Strategies

- Transportation, 37%
- Utilities, 34%
- Industrial, 20%
- Other, 6%
- High GWP gases, 3%

- Clean Cars and Standards, 27%
- Cap and Trade, 16%
- Renewable Energy, 19%
- Energy Efficiency, 12%
- Forestry, 4%
- LCFS, 13%
- Smart Growth, 3%
- High GWP Measures, 7%

Source: CARB, California GHG Inventory for 2000-2008; Scoping Plan, 2020 Emissions Forecast
AB32
The California Global Warming Solutions Act of 2006

80% reduction of GHG from 1990 levels by 2050

http://www.arb.ca.gov/cc/scopingplan/meetings/070808/slides_julyspworkshops.pdf
**SB375 Sustainable Communities Planning Act of 2008**

Targets for per capita GHG emissions reduction from cars and trucks for metropolitan areas, by reducing vehicle-miles-traveled (VMT)

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Sustainable Communities Strategies

- SCS shows how region will meet its greenhouse gas reduction target through integrated land use, housing and transportation planning.
- SCS incorporated into Regional Transportation Plan.
- Developers get CEQA relief if projects consistent with SCS.
SB 375: How it works

- Air Resources Board: sets regional targets

- MPOs: develop *Sustainable Communities Strategy* (SCS) in regional transportation plans

- MPOs: invest transportation funds consistently with SCS
SB 375
....but home rule remains.
SB375 uses incentives.