



Government Relations & Public Affairs Committee

September 24, 2009

Update on Regional Targets Advisory Committee Final Report (SB 375)

Issue: Update on Regional Targets Advisory Committee final report (SB 375)

Recommendation: None; this is for information and discussion only.

Discussion: The final draft of the Regional Targets Advisory Committee (RTAC) report is nearly complete. Final copies will be distributed at the committee meeting for members who are interested. Key points about the RTAC process and final product include:

- RTAC was a 21 person committee, appointed by the California Air Resources Board (CARB), whose statutory charge was to advise CARB on the method to use to set greenhouse gas emission reduction targets (as opposed to recommending the targets per se).
- RTAC recommends a uniform statewide target for all 18 affected regional agencies, with an exceptions process to allow each region to make a case why its unique circumstances justify a unique target.
- The target should be expressed as a percentage reduction in passenger vehicle greenhouse gas emissions per capita from current conditions for 2020 and 2035 (e.g. 10 percent per capita reduction in 2020 and 15 percent per capita reduction in 2035).
- Over the next 5 months the largest regions in the state will work together to conduct additional scenarios to try to find the upper limits of how much savings might be achieved in this section (CARB has said it will set the target at the level that is "the most ambitious achievable"). SACOG will participate in this scenario modeling with input from the Board during the process.
- Areas for potential reductions in greenhouse gas emissions that should be evaluated include: changes to land use patterns, changes to transportation system investment priorities, changes to transportation system and demand management practices, and pricing of transportation services.
- A variety of methods should be used to document compliance with the target, including travel demand models, but supplemented if necessary by empirical studies, and possibly a list of Best Management Practices (the one issue the committee was unable to reach consensus on was whether BMPs should only be usable by the small MPOs as a compliance method).
- The report also includes a number of recommendations for state and federal policies and incentives that would aid in the successful implementation of SB 375, including strong statements about the problems the state cuts in transit funding and redevelopment funds are creating for reducing greenhouse gas emissions.

Approved by:

Mike McKeever
Executive Director