



Item #09-11-10

Government Relations & Public Affairs Committee Information

October 22, 2009

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

Issue: The final report of the Regional Targets Advisory Committee (RTAC) is complete and will be presented at the November 19, 2009 Air Resources Board meeting.

Recommendation: None. This item is for information and discussion only.

Discussion: The final report, which is a set of recommendations on how to set regional greenhouse (GHG) targets, is summarized as an attachment. While there has been a large level of interest in the report, the actions to be taken by the Air Resources Board are still unknown. At their November 19th meeting, they are scheduled to decide on their use of this advisory report as they make decisions on regional GHG targets per SB 375.

In the meantime, the MPOs continue to work on developing information on regional growth, travel behavior, and GHG emissions. There are two purposes for this post-RTAC work: 1) to provide the ARB process additional information for their target setting; and 2) to prepare individual regional targets that ARB will consider as alternatives to a statewide methodology.

The California Transportation Commission is updating the Regional Transportation Plan (RTP) Guidelines to incorporate findings and conclusions of the RTAC report. The Guidelines provide direction to MPOs on the regulations and processes necessary to develop the long range transportation plans. Some parts of the RTAC report are directly related to the RTP process, while other parts directly address actions that ARB must consider and act upon. This updated report is being reviewed by a large stakeholder group, which makes the timeline uncertain. When the final connections between the two reports are completed, staff will report back to the Committee and the Board.

Approved by:

Mike McKeever
Executive Director

Attachment

GG:sb

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**Item #09-10-5
Information**

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