SB 743
IMPLEMENTATION

What to do after the Guidelines are adopted

May 12, 2016
OVERVIEW

- SANDAG supports developing new CEQA transportation metrics
- Already used VMT and induced travel as significance criteria
- Streamline land use and transportation projects consistent with adopted RTP/SCS that meets SB 375 GHG targets (aka SANDAG Regional Plan)
- Broaden list of public transit and active transportation projects that do not require VMT analysis
- Differentiate between “general purpose” highway lanes and “managed lanes”
- Relationship between statewide GHG reduction goals and OPR’s recommended thresholds
- SANDAG’s role in SB 743 implementation
Per Capita VMT in the San Diego Region, 2012 to 2050

Source: Final EIR for San Diego Forward: The Regional Plan, October 2015.
SB 375
REQUIREMENTS FOR RTP/SCS

- Air Resources Board sets regional GHG targets for passenger vehicles
- “Sustainable communities strategy” is required part of a Regional Transportation Plan
- SCS must show how the targets are achieved through forecasted land use patterns, transportation investments, transportation measures or policies
- SCS land use assumptions are based on adopted general plans
- SB 375 metric is per capita GHG emissions from passenger cars and light trucks - no mention of VMT
- ARB Scoping Plan shows contribution of SB 375 regional targets to statewide AB 32 emissions limit
REGIONAL PLAN EXCEEDS SB 375 GHG EMISSIONS REDUCTION TARGETS

*Targets set by State for SANDAG to reduce Per Capita CO2 Emissions from Passenger Vehicles
REGIONAL PLAN EXCEEDS SB 375 GHG EMISSIONS REDUCTION TARGETS

*Targets set by State for SANDAG to reduce Per Capita CO2 Emissions from Passenger Vehicles

-25%
-20%
-15%
-10%
-5%
0%
5%
10%
15%
20%
25%

2005 2020 2035

-7% 2020 ARB Target
-15% 2020 SD Forward

-13% 2035 ARB Target

-21% 2035 SD Forward

ARB Emissions Reduction Targets
Additional Emissions Reductions

*Targets set by State for SANDAG to reduce Per Capita CO2 Emissions from Passenger Vehicles
## MEETING CALIFORNIA’S 2020 EMISSIONS TARGET

<table>
<thead>
<tr>
<th>Category</th>
<th>Contribution to 2020 Statewide</th>
<th></th>
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<tbody>
<tr>
<td></td>
<td>Million Metric Tons CO2e</td>
<td>Percentage</td>
</tr>
<tr>
<td><strong>AB 32 Baseline 2020 Forecast Emissions</strong></td>
<td>509</td>
<td>n/a</td>
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<tr>
<td>Advanced Clean Cars</td>
<td>3.1</td>
<td>4.0%</td>
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<tr>
<td>Low Carbon Fuel Standard</td>
<td>15.2</td>
<td>19.5%</td>
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<tr>
<td><strong>Regional Targets (Statewide SB 375 Implementation)</strong></td>
<td>3</td>
<td>3.8%</td>
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<tr>
<td>Tire Pressure Program</td>
<td>0.6</td>
<td>0.8%</td>
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<tr>
<td>Ship Electrification</td>
<td>0.2</td>
<td>0.3%</td>
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<tr>
<td>Heavy Duty Aerodynamics</td>
<td>0.9</td>
<td>1.2%</td>
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<tr>
<td>Energy Efficiency and Conservation</td>
<td>12.2</td>
<td>15.6%</td>
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<tr>
<td>Solar Hot Water</td>
<td>0.1</td>
<td>0.1%</td>
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<tr>
<td>Renewable Electricity Standard (20%-33%)</td>
<td>11.5</td>
<td>14.7%</td>
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<tr>
<td>Million Solar Roofs</td>
<td>1.1</td>
<td>1.4%</td>
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<tr>
<td>High Global Warming Potential (GWP) Gases</td>
<td>5.4</td>
<td>6.9%</td>
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<tr>
<td>Waste</td>
<td>1.8</td>
<td>2.3%</td>
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<tr>
<td>Cap-and-Trade Reductions</td>
<td>23</td>
<td>29.4%</td>
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<tr>
<td><strong>Statewide 2020 Limit</strong></td>
<td>431</td>
<td>100.0%</td>
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As a developer of public transit and active transportation projects, removal of auto delay as environmental impact will streamline CEQA process.

Broaden the list of projects that do not require VMT analysis to better reflect public transit and active transportation projects.

For example:

- New transit capital projects
- New bike or pedestrian facilities in existing rights-of-way
- New Class I bike path, multi-use paths
- Removal or relocation of on-street parking spaces
- New transit-only and HOV lanes that support high-quality transit service
2050: $101 Billion for More Transit Choices

- Five new Trolley lines
- 32 new Rapid lines
- SPRINTER express service and extension
- Continued COASTER double tracking
- Four new streetcar lines
- Three new intermodal transit centers
2050: $5 Billion for More Biking and Walking Choices

275 miles of bikeways – More than the distance from San Ysidro to Santa Barbara
Distinguish between “general purpose” lanes and “Managed Lanes” that promote transit, ridesharing.

Managed lanes are part of SANDAG’s adopted SCS, which exceeds GHG targets and lowers VMT.
Streamline land use projects within one-half mile of existing and planned major transit stops or high quality transit corridors.

Provide more information supporting VMT threshold of 15% below regional average for residential and office projects.

- No analysis or definitive information showing level of VMT reduction needed to meet statewide GHG goals (AB 32, SB 375, Executive Orders).
- No clear nexus between the project-level recommendation for new development and the statewide GHG policies and references governing existing and new development.

Clarify and broaden definition of a land use project’s or plan’s “consistency” with an RTP/SCS.
TECHNICAL SUPPORT FOR SB 743 IMPLEMENTATION

- Pursuing funding to update regional traffic impact study guidelines
- Developed technical white paper on using the SANDAG Regional Travel Demand Model to Calculate VMT
- Participating in Caltrans Transportation Analysis Guide and Transportation Impact Study Guide Project
Thank you!

Andrew Martin
Senior Regional Planner
ama@sandag.org
(619) 595-5375