Status of Implementation of SB 375

• ARB set regional greenhouse gas reduction targets in September 2010 – per capita metric

• SCAG is largest urban area with about 50% of statewide passenger vehicle emissions

• SCAG’s targets
  - 8 percent in 2020
  - 13 percent in 2035
ARB’s Role Under SB375

- Establish and periodically update GHG targets
- Review MPO technical methodologies
- Accept/reject an MPO’s determination that its SCS would, if implemented, achieve its targets
ARB Technical Review Methodology

• Review designed to evaluate the accounting for greenhouse gas reductions from an SCS

• Key components of review
  ➢ Modeling tools
  ➢ Data inputs and assumptions
  ➢ Modeling sensitivity tests
  ➢ Performance Indicators
Key Review Questions

• How were travel modeling and supporting analyses used in GHG quantification?
• What transportation and socioeconomic data inputs were used?
• Did modeling show sensitivity to strategies?
• Do performance indicators support the GHG quantification?
SCAG’s Analysis of Draft SCS

- SCS meets 2020 target and exceeds 2035 target
  - 8 percent reduction in 2020
  - 16 percent reduction in 2035
- Over 65% of new homes are multi-family
- Over 50% of new jobs and housing near transit
- Saves over 400 square miles of open space
- Reduces congestion by 10%
- Accommodates region’s growth of 4 million people through 2035
Nature of Transportation Investments

• Targeted transit investments
  ➢ Over 40% of capital expenditures are for transit
  ➢ Investment in focused growth areas
  ➢ Support compact development and infill

• Active transportation
  ➢ $6 billion for bike and walk infrastructure
  ➢ Improves safety and access to transit
  ➢ Over 5,800 miles of new bikeways
  ➢ About 12,000 miles of sidewalk upgrades
Next Steps

• Informational report to ARB Board in March

• SCAG adopts RTP/SCS in April

• SCAG submits adopted RTP/SCS to ARB

• ARB finalizes review