



PROPOSED SB 375 GHG REDUCTION TARGETS AND SCENARIO ASSUMPTIONS
(AUGUST 9, 2010: CALIFORNIA AIR RESOURCES BOARD)

PROPOSED TARGETS FOR SB 375 COMPLIANCE
(Percent Reductions in GHG per Capita from 2005 Baseline)

	"Ambitious & Achievable Scenario" (CARB and MPO Recommendations)		"Most Ambitious Scenario" (MPO Analysis)	
	2020	2035	2020	2035
MTC	-7%	-15% ¹	-11%	-18%
SCAG	-8%	-13% ²	-10%	-12%
SACOG	-7%	-16%	-8%	-17%
SANDAG	-7%	-13%	N/A	-19%
SJ Valley*	-5%	-10%	N/A	N/A

CARB staff recommendations for targets in pink, as proposed on August 9. Target reduction figures in under "Most Ambitious Scenario" have been provided by MPOs during and since the May 25, 2010 meeting of the SB375 Regional Targets Advisory Committee.

* San Joaquin Valley MPOs have been given "placeholder" GHG reduction ranges

¹ MTC Board adopted recommendation based on estimated ability to achieve greater GHG reduction than current RTP

² SCAG Board recommended 5-6% reduction range; proposed target reflects more consistent estimates with other MPOs

Source: summary prepared by Lauren Michele, [Policy in Motion](#), 09 August 2010.

SB 375 Scenario Assumptions from Four Largest MPOs				
	"Ambitious & Achievable Scenario"		"Most Ambitious Scenario"	
	2020	2035	2020	2035
MTC	<u>"Beyond" RTP Project Alternative Scenario</u> 81% of expenditures for maintenance & operations, 14% for transit expansion, 3% for road expansion, and 2% for non-motorized: combined with more focused growth strategy and road pricing than reflected in current RTP		<u>Aggressive Alternative Scenario</u> Increased residential densities; fourfold increase in pricing (includes congestion/parking/ tolls/ gas/ VMT fees or taxes) (updated figures: July 28 th MTC Board Meeting)	
SCAG	<u>Scenario 3</u> Blueprint 1 Land Use, CHSR Phase 1 (2020) and Phase 2 (2035), TDM, TSM, roadway/bike/ped expansion, RTP amended transit investments, congestion/parking/VMT pricing not included		<u>Scenario 5</u> Blueprint 2 Land Use, CHSR Phase 1 (2020) & Phase 2 (2035), TDM/TSM, roadway/ bike/ ped expansion, 20% decrease in transit headways, HOT lanes, VMT fee (2035); congestion and parking pricing not included	
SANDAG	<u>Hybrid Scenario of A/B/C</u> Combines TDM, system efficiency, system expansion, and pricing (congestion, parking, gas & VMT)		<u>Hybrid Scenario of A/B/C</u> Combines TDM, system efficiency, system expansion, and pricing (congestion, parking, gas & VMT)	
SACOG	<u>Scenario 5 & 6 Blend</u> Higher than the current MTP, but lower than Scenario 7 because of implementation difficulties for many pricing options		<u>Scenario 7</u> Residential density ~10 DU/acre, transit fare reductions & 15% service increase, TSM/TDM, pricing (congestion, parking, gas & VMT)	

Assumptions for scenario analyses provided by MPOs during and since the May 25, 2010 meeting of the SB 375 RTAC.
Source: summary prepared by Lauren Michele, [Policy in Motion](#), 09 August 2010

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