

Summary

Regional Targets Advisory Committee

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RTAC Summary

- n Role of the Regional Targets Advisory (RTAC) Committee***
 - SB 375 required ARB to create the RTAC to recommend factors to be considered and methodologies to be used by ARB when setting targets.**
 - The Committee's specific charge was to prepare a report for ARB's consideration that recommends factors to be considered and methodologies to be used for regional target setting.**

RTAC Summary

- n *RTAC Report is a Recommendation to the ARB*
 - ARB will establish actual methods and targets
- n *Uniform Statewide Metric Preferred*
 - Committee recommends a uniform statewide target expressed as a per capita reduction from 2005 levels
 - This means that emissions in 2020 and 2035 should be a certain percentage below the per capita emissions in 2005.

RTAC Summary

n *“Ambitious Achievable” Targets*

- ARB charged the Committee to develop a process that would yield “ambitious achievable” targets

n *Use of existing travel demand models*

- Existing travel demand and other modeling tools should be used to estimate GhG

RTAC Summary

- n *Creation of a Best Management Practice (BMP) List*
 - ARB should also develop a BMP list that will estimate the GHG reductions from specific strategies
- n *High Levels of Public Engagement Vital*
 - Establishing a system of transparency, participation, and collaboration will ensure public trust and strengthen the process

RTAC Summary

n *State Allocation of Resources Should Support Goals*

- The State should fund the programs necessary for local and regional governments to actually implement the developed set of regional strategies

n *Seven Step Process to Set Statewide Target*

- The Committee recommends a seven step process for developing the statewide target that involves consulting with the metropolitan planning organizations (MPOs).

Recommended Seven Step Process for Target Setting

n *Step 1: MPO Creates Baseline Estimates*

- MPOs prepare an analysis of their adopted fiscally constrained RTP
- Estimate GhG levels for the 2005 base year and the 2020 and 2035 target years
- Each MPOs analysis would be available to the public

Recommended Seven Step Process for Target Setting

n *Step 2: ARB Compiles Baseline Estimates*

- ARB uses the results from step 1 to compile GhG estimates for each MPO in the 2005 base year and the 2020 and 2035 target years
- ARB will then meet with the MPOs to share results and make them available to the public
- Results will be GhG emissions baseline against which further reductions will be compared

Recommended Seven Step Process for Target Setting

n *Step 3: Estimating the Ambitious & Achievable*

- MPOs and ARB will develop and test the sensitivity of multiple scenarios that are likely to result in emissions reductions
- In identifying the measures, MPO staff and ARB staff would use information from existing scenario assessments and cost effectiveness studies whenever possible
- This testing would help identify performance indicators that could be measured over time

Recommended Seven Step Process for Target Setting

n *Step 4: ARB Creates a Draft Statewide Target*

- MPOs analyze the alternative scenarios using their own measuring methodologies and forward the results to ARB
- *At this time, an MPO may also submit a proposed target as provided by SB 375*
- ARB will compile the results and prepare a preliminary draft uniform statewide target for public review and comment
- This process should be completed by March 1, 2010

Recommended Seven Step Process for Target Setting

n *Step 5: Comments on Draft Target*

- MPOs and stakeholders provide feedback to ARB on the preliminary draft uniform statewide target as well as any formal regional target submittals from an MPO
- ARB to assess whether any region's target should be adjusted either above or below the preliminary draft target
- Any revisions would be subject to a “reasonably tough test” to ensure that the target is the most ambitious and achievable

Recommended Seven Step Process for Target Setting

n *Step 6: Adoption of Draft Target*

- ARB Board must adopt the draft targets by June 30, 2010

n *Step 7: Adoption of Final Target*

- Exchange of technical information continues until targets are finalized before September 30, 2010

Implementation Schedule

DATE	ACTION
Nov. 19, 2009	ARB Board will consider the report at its November meeting
December, 2009 to January, 2010	ARB begins to engage public to develop a list of BMPs
Feb-March 2010	RTAC reconvenes to review MPO scenario planning efforts
March 1, 2010	Steps 1 through 4 of Seven Step Process completed
March, 2010	CARB publishes BMP list
June 30, 2010	ARB staff submits draft target to ARB Board
Sept 30, 2010	Final targets are submitted to ARB Board
Fall 2010	CARB develops BMP Spreadsheet Tools



- Committees & Agendas
- Calendar
- www.valleyrides.com
- Transit Agencies
- Air Quality Forecast

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Office Hours
Monday - Thursday
7:30 a.m - 5:30 p.m

Friday
7:30 a.m - 5:00 p.m

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SB 375 Implementation Process

[SB 375 Task Force Meeting](#)
Thursday Nov 12
10:00 AM - 12 Noon
COG Sequoia Conference Room

SB 375

SB 375 (Steinberg) is California state law that became effective January 1, 2009. This new law requires California's Air Resources Board (CARB) to develop regional reduction targets for greenhouse gas emissions (GHG), and prompts the creation of regional plans to reduce emissions from vehicle use throughout the state. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating "Sustainable Community Strategies" (SCS). The MPOs are required to develop the SCS through integrated land use and transportation planning and demonstrate an ability to attain the proposed reduction targets by 2020 and 2035.

SB 375 Documents

- [Fresno COGs Approach to SB 375 Compliance](#)
- [Fresno COGs SB 375 Compliance Timeline](#)

SB 375 RTAC Final Report

[Final Recommendations of the Regional Targets Advisory Committee \(RTAC\)](#)

Presentations

Links

- [SB 375 Legislation signed by Governor 9-30-2008](#)
- [California Air resources Board SB 375 web page](#)
- [California Department of transportation SB 375 web page](#)
- [League of California Cities SB 375 web page](#)

**Fresno COG
SB 375 Web Page**

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