Asilomar 2009 Transportation and Energy Policy Conference
Mike McKeever, SACOG Executive Director
California State Approach to Climate Change

- AB32 – State law requires greenhouse gas emissions reduced to 1990 levels by 2020
- Governor’s Executive Order – 80% reduction in emissions levels by 2050
- SB375 – new state law requires regional agencies to integrate climate change, transportation, land use and housing planning
- Possible influences on federal transportation and energy/climate change bills
TRANSPORTATION SECTOR CRITICAL IN CALIFORNIA

PERCENTAGE GROWTH GREENHOUSE GASES 1990-2004

- Cars and Light Trucks: 50.2%
- Agriculture, Forestry, etc.: 11.6%
- Industrial Processes and Products: 23.4%
- Electricity: 4.9%
- Net Other: 8.9%

Source: CARB GHG Inventory 2007
Connecting Land Use & Transportation to Greenhouse Gas Emissions

Land Use & Transportation

- Vehicle Miles Traveled
  - Personal
  - Commercial

- Vehicles
  - Fleet mix
  - Fleet age

Fuel
- CO2 content of gas, diesel
- Alternative fuels

Greenhouse Gas Emissions
Citizen Input — Thousands involved, use interactive I-PLACE3S software
Regional Forum 2004 – 1400 people

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Base Case

Urban Footprint — 2050

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Preferred Scenario

Urban Footprint — 2050

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Expanding urban core plus small satellite cities
Regionwide VMT and GHG benefits

- New growth 10% to 30% lower VMT/capita
- New growth 15% to 40% lower GHG/capita
- Range of benefit most sensitive to:
  - Aggressive smart growth land use
  - Amount of transit investment
  - Price of gas
California Senate Bill 375 (Steinberg)

- Passed in 2008
- Integrates global warming, transportation, land use and housing planning
- Focused on regions
SB 375 Does 4 Things

- California Air Resources Board to provide greenhouse gas emission targets for Regional Transportation Plans
  - Regional Targets Adv Comm advises
- Adds new Sustainable Communities Strategy (SCS) to the Regional Transportation Plan
  - If not feasible for SCS to meet regional GHG target then Alternative Planning Strategy (APS) that meets target must be prepared
SB 375 Does 4 Things

• Requires consistency between housing allocations and SCS
  – Jobs-housing balance within regions
  – Higher density housing in smart growth areas
• Adds new CEQA provisions to incentivize land use decisions that implement the Sustainable Communities Strategy.
2005 VMT Per Household

Miles Traveled
- <26
- 25 - 45
- 45 - 55
- 55 - 75
- 75 or more

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Very Low VMT Prototypes (Group 1)

A = Midtown Sacramento
B = Downtown Marysville
Very High VMT Prototypes (Group 5)

• A = El Dorado Foothills
• B = Wilton
• C = Knight’s Landing
• D = Linda

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Areas of Improvement: 2005 VMT /

Folsom/El Dorado Hills

Miles Traveled
- <25
- 25 - 45
- 45 - 55
- 55 - 75
- 75 or more

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Areas of Improvement: 2035 MTP
VMT / HH

Folsom/El Dorado Hills
Red > Orange
Orange > Yellow
2035 Transit Routes
1/2 Mile Buffers of routes with 15 minute headways or better
Example of a corridor before investment

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The corridor begins to transform with new investment
A thriving multi-modal corridor emerges
1. What method to use to measure GHG emissions from passenger vehicles?
2. How aggressive/cautious to be in setting the targets – what does “the most ambitious achievable targets” (ARB Scoping Plan) mean?
3. How should regions document projected performance?
OPPORTUNITIES

• Regulations that encourage the right outcomes, discourage the right outcomes
• Integrated planning (at all levels – local/regional/state/national)
• Performance-based transportation funding – incentives very powerful