Sustainable Communities Update

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Sustainable Communities Policy & Planning Section
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California’s Trends

425.3 MMT CO$_2$e
2018 TOTAL CA EMISSIONS

- 24% - Industrial
- 9% - Electricity in State
- 5% - Electricity Imports
- 8% - Agriculture & Forestry
- 5% - Commercial
- 7% - Residential

4% - Transportation
Sustainable Communities

Complete & Connected

Lower VMT

Access to opportunities

Affordable housing

Protect natural and working lands

Lower building energy requirements

Healthy lifestyles

Sustainable Communities and Equity

Transportation costs are most burdensome on those with the lowest incomes.

Portion of Income Spent on Transportation in California

Source: H+T Affordability Index, ACS
California’s Sustainable Communities Policy Framework

Make it possible to drive less
- Land use
- Transit / active transport / micromobility investments

Encourage people to drive less
- Information and incentives
- Price signals

How Are We Doing Compared to Our Goals?

Observed GHG/VMT Trend and What is Needed to Achieve 2020 Mobile Source Strategy

Today: 24.3 miles/person/day
2045: 19 miles/person/day

Source: CDTFA, DOF, CARB
Californians Continue to Drive Alone as Their Primary Mode of Travel

![Graph showing drive alone mode share for commute trips across different regions from 2005 to 2019.](source: American Community Survey)

Transportation Investments by Mode Vary Across the State

![Bar chart showing percent of total RTP/SCS funding across different regions and modes, including roads, transit, and active transport.](source: MPO RTPs)
In the Most Urban Regions, Significant Investments in Transit But Also In New Roadway Capacity

RTP/SCS funding allocations by mode and purpose for “big four” MPOs

Source: MPO RTP/SCS

Transit Ridership is Falling

Per Capita Revenue Hours

Per Capita Ridership

Source: National Transit Database
Housing Cost Burden Remains High

What Can The State Do?

<table>
<thead>
<tr>
<th>Instrument</th>
<th>Emphasis</th>
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<tbody>
<tr>
<td>CAPTI</td>
<td>Aligning State transportation funding and incentives to locals to meet VMT reduction and climate goals in an equitable way</td>
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<td>AB 285</td>
<td>Research and policy recommendations for aligning State CTP and regional RTP/SCS transportation plans to improve achievement of GHG reduction goals</td>
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<tr>
<td>CTP 2050</td>
<td>Long term plan setting a vision for the future of the State transportation system and meet State policy objectives around climate, equity, and public health</td>
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<td>REAP 2.0</td>
<td>Funding to accelerate progress towards our state housing and climate goals</td>
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<tr>
<td>SB 150 Progress Report</td>
<td>Tracking progress on SCS implementation, what is working and what are the challenges, how do we get greater implementation of regional plans?</td>
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<tr>
<td>2022 AB 32 Scoping Plan Update</td>
<td>Statewide plan for achieving climate goals, which includes strategies to reduce GHG emissions from transportation.</td>
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2022 SB 150 Progress Report

- Changes to regional strategies since 2018
- Top challenge areas for implementation by region
- Supportive and not so supportive State policy and funding changes

Sustainable Communities in the 2022 AB 32 Scoping Plan Update

Identify policy levers for additional reductions and further support implementation of regional strategies
## Schedule

<table>
<thead>
<tr>
<th>Summer 2021 – Spring 2022</th>
<th>Summer 2022</th>
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<tr>
<td>Information collection</td>
<td>Finalize 2022 SB 150 report</td>
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<tr>
<th>Spring 2022</th>
<th>May 2022</th>
<th>June 2022</th>
<th>Fall/Winter 2022</th>
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<tr>
<td>Workshop</td>
<td>Draft AB 32 Scoping Plan Update</td>
<td>CARB Board Meeting 1 of 2 Scoping Plan Update + Final 2022 SB 150 Report</td>
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## What Can Regions & Locals Do To Help Meet Our Climate Goals?

- Successfully reducing GHG/VMT needs partnership across all levels of government
- Implement non-regressive parking and roadway pricing
- Investment in clean transportation and mobility options
- Plan and fund housing near jobs and transit and in priority growth areas
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