

**State of California  
Air Resources Board**

**Executive Order G-22-321**

**Santa Barbara County Association of Governments' (SBCAG) 2021 Sustainable Communities Strategy CARB Acceptance of GHG Quantification Determination**

Whereas, SB 375 (Steinberg, Chapter 728, Statutes of 2008), also known as the Sustainable Communities and Climate Protection Act, aims to reduce greenhouse gas (GHG) emissions from passenger vehicle travel through improved transportation and land use planning at the regional scale;

Whereas, SB 375 requires each of the State's 18 federally designated Metropolitan Planning Organizations (MPOs), including the Santa Barbara County Association of Governments (SBCAG), to develop a Sustainable Communities Strategy (SCS) or an Alternative Planning Strategy that meets the regional GHG emissions reduction targets for automobiles and light trucks set by the California Air Resources Board (CARB or Board);

Whereas, on September 23, 2010, the Board set targets for the SBCAG region of a 0 percent per capita increase by 2020, and a 0 percent per capita increase by 2035 relative to 2005 levels;

Whereas, on November 21, 2013, CARB accepted SBCAG's quantification of GHG emissions for automobiles and light trucks as meeting the applicable targets in its first SCS, adopted by the SBCAG Regional Council on August 15, 2013;

Whereas, on February 7, 2018, CARB accepted SBCAG's quantification of GHG emissions reductions for automobiles and light trucks as meeting the applicable targets in its second SCS, adopted by the SBCAG Regional Council on August 17, 2017;

Whereas, on March 22, 2018, the Board set targets for the SBCAG region of a 13 percent per capita reduction by 2020 and a 17 percent per capita reduction by 2035 relative to 2005 levels;

Whereas, in preparation for its 2021 SCS, SBCAG staff engaged the public via advisory committee meetings, stakeholder working group meetings, public workshops, and public hearings between September 2019 and August 2021;

Whereas, in June 2021, SBCAG published its draft 2021 SCS, which was available for public review through July 2021;

Whereas, on August 19, 2021, SBCAG's Board adopted the final 2021 SCS, known as the Connected 2050 Regional Transportation Plan/Sustainable Communities Strategy, with a determination that the SCS would achieve the region's GHG target of a 13 percent per capita reduction by 2020 and a 17 percent per capita reduction by 2035 relative to 2005 levels;

Whereas, SBCAG submitted the final 2021 SCS to CARB on October 29, 2021, as required by California Government Code section 65080, subdivision (b)(2)(J)(ii), and completed its submittal of supporting information on February 24, 2022;

Whereas, CARB staff performed an evaluation of the 2021 SCS's quantification of the GHG emissions reductions the strategy would achieve and the technical methodology used to obtain that result based on CARB's November 2019 document entitled *Final Sustainable Communities Strategy Program and Evaluation Guidelines*;

Whereas, CARB staff's evaluation indicated that SBCAG appropriately included a determination as to whether its 2021 SCS meets the 2020 GHG emissions reduction target, however, CARB staff found that the determination was made, without evidence of observed data and performance indicators as called for in CARB's SCS evaluation guidelines;

Whereas, CARB staff's evaluation indicated that SBCAG's 2021 SCS reasonably assessed that the region was not on track to meet its applicable GHG emissions reduction target for 2020, but for a steep decline in travel activity in 2020 due to the COVID-19 pandemic;

Whereas, CARB staff's evaluation indicated that SBCAG used technical methodologies that would reasonably quantify GHG emissions reductions from the 2021 SCS for 2035;

Whereas, CARB staff's evaluation indicated that SBCAG's 2021 SCS included strategies, key actions, and investments to support its stated GHG emissions reductions for 2035;

Whereas, CARB staff's evaluation showed SBCAG's 2021 SCS, when implemented, would meet the applicable GHG emissions reduction target that the Board established for the region for 2035;

Whereas, CARB staff's technical evaluation of SBCAG's GHG emissions reduction determination is included in Attachment A, Evaluation of the Santa Barbara County Association of Governments' SB 375 2021 Sustainable Communities Strategy, January 9, 2023;

Whereas, California Government Code section 65080, subdivision (b)(2)(J)(ii), calls for CARB to accept or reject an MPO's determination that the Sustainable Communities Strategy submitted would, if implemented, achieve the GHG emissions reduction targets established by the Board;

Whereas, California Health and Safety Code sections 39515 and 39516 delegate to the Board's Executive Officer the authority to act on behalf of the Board in this manner;

Now, Therefore, be it resolved that under California Government Code section 65080, subsection (b)(2)(J)(ii), the Executive Officer hereby accepts SBCAG's determination that the SCS adopted by the SBCAG Board on August 19, 2021, would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and light trucks of 17 percent per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region.

Now, Therefore, CARB staff is directed to forward this executive order to the SBCAG  
Executive Director

Executed at Sacramento, California this 9th day of January 2023.



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Steven S. Cliff, Ph.D., Executive Officer

**Attachment A:** Evaluation of the Santa Barbara County Association of Governments'  
SB 375 2021 Sustainable Communities Strategy