Updates and Clarifications to the Sustainable Community Strategies (SCS) Evaluation Process

January 16, 2024

Comments due: January 31st, 2024

How to Participate

❑Technical issues?

    ❑ Type your question into the Q&A

❑Throughout the workshop:

    ❑"Q&A" function

❑During open public comment:

    ❑"Raise Hand" function

    ❑By phone, use *9 to "raise hand"

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Agenda

❑ Purpose

❑ Background

❑ Approach to SCS guidelines for 4th cycle and moving forward

❑ Short, medium, and long-term topics for update or clarification

❑ Next steps

❑ Questions and discussion

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Purpose of Workshop

Clarify existing 2019 SCS guidelines

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Explain expectations for 4th cycle SCS

+

Discuss process for medium- and long-term changes to guidelines

→

Advance / strengthen SCS development

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4th Cycle SCS Evaluation Clarification

- Incorporate lessons learned from the 3rd cycle of SCS evaluation
- Address changes in external conditions and new State policies
- Promote a robust application of current guidelines
- Identify common and consistent approaches for GHG quantification

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Background: SB 375 Program Overview

☐ Sustainable Communities and Climate Protection Act (SB 375)
  ➢ Reduce GHG emissions through coordinated transportation, housing, and land use planning

☐ 18 Metropolitan Planning Organizations (MPO)

☐ Meet regional GHG target set by CARB
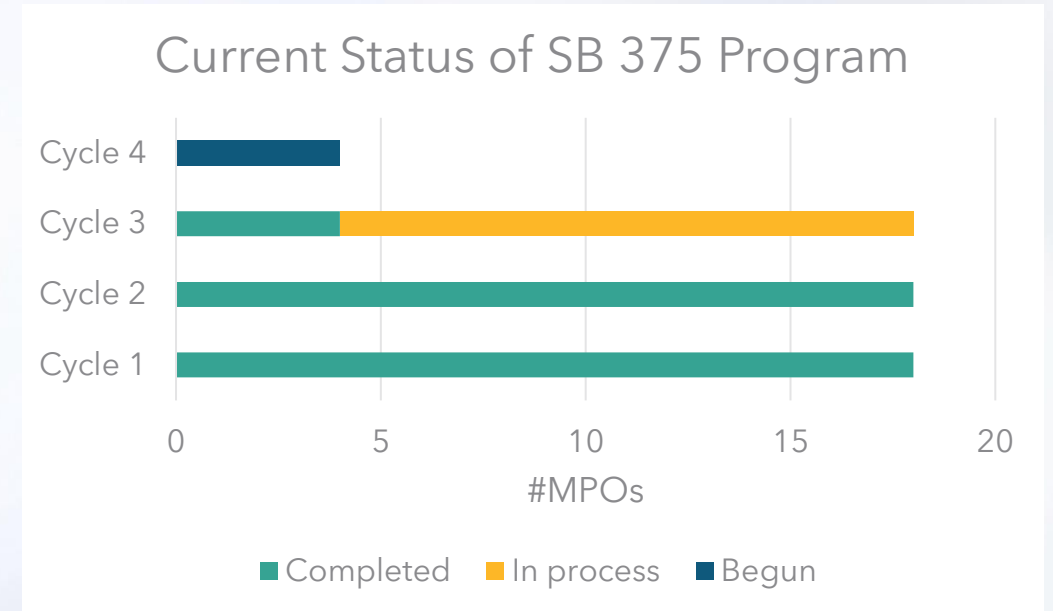
☐ Develop a SCS as part of a Regional Transportation Plan

18 California Metropolitan Planning Agencies (MPO)

AMBAG	Association of Monterey Bay Governments
Butte CAG	Butte County Association of Governments
Fresno COG	Council of Fresno County Governments
Kings CAG	Kings County Association of Governments
Kern COG	Kern Council of Governments
Merced CAG	Merced County Association of Governments
Madera CTC	Madera County Transportation Commission
MTC/ABAG	Metropolitan Transportation Commission & Association of Bay Area Governments
SACOG	Sacramento Area Council of Governments
SANDAG	San Diego Association of Governments
San Joaquin COG	San Joaquin Council of Governments
San Luis Obispo COG	San Luis Obispo Council of Governments
Santa Barbara CAG	Santa Barbara County Association of Governments
Shasta RTA	Shasta Regional Transportation Agency
SCAG	Southern California Association of Governments
Stanislaus COG	Stanislaus Council of Governments
Tulare CAG	Tulare County Association of Governments
Tahoe MPO	Tahoe Metropolitan Planning Organization

MPO Region

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Background: SB 375 Program Timeline

Target Setting 2010

Target Setting 2018

Upcoming Target Setting 2026

SB 375 Current horizon year 2035

SB 375 2008

SCS Methodology Review 2011

SCS Guidelines 2019
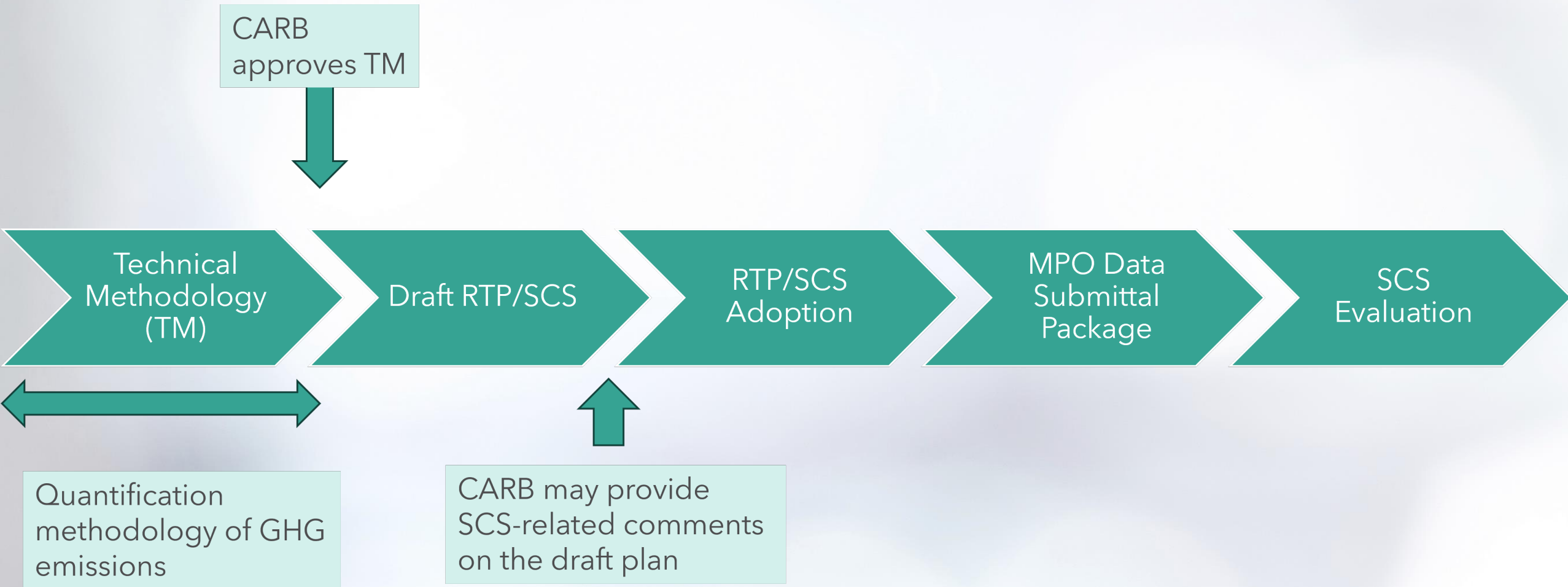
SCS Guidelines Clarification & Updates 2024+

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Background: Current Status of SB 375 Program

❑ Most MPOs completed the 3rd cycle of RTP/SCSs

❑ Some MPOs began the 4th cycle of RTP/SCSs

Current Status of SB 375 Program

Cycle	#MPOs
Cycle 4	(Begun ~4)
Cycle 3	(Completed ~4, In process to ~18)
Cycle 2	(Completed ~18)
Cycle 1	(Completed ~18)

■ Completed ■ In process ■ Begun

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Background: SCS Evaluation Process

SCS Guidelines Process Update

Short-term
- Effective immediately
- Existing guidelines
- Example: Telecommuting

Medium-term
- Effective six months after finalizing
- Change/addition to existing guidelines (process only)
- Example: SCS information exchange and submittals

Long-term
- Effective two years after finalizing
- Change/addition to existing guidelines (process and/or quantification)
- Example: Autonomous vehicles

SELF DRIVING CAR

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Topics To Be Addressed

Short-term (immediate: existing guidelines)

- Telecommuting
- Auto-operating cost
- ZEV strategy
- Emission factor for off-model strategies
- Progress on carry-over strategies

Medium-term (six months: process changes)

- MPO-CARB information exchange and submittals
- SCS amendment process
- Rounding protocol

Long-term (two years: quantification changes)

- Automated vehicle impacts
- SCS alignment with the Regional Housing Needs Assessment
- Strengthened and streamlined evaluation protocols
- Additional ZEV and telecommute updates
- Auto-operating cost

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GOAL

Short-term Topics

❑ Existing guideline clarifications
❑ Effective immediately

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Telecommuting

Explanation/Clarification:

- ☐ Telecommute strategy has gained traction
- ☐ Limited observed data and evidence to verify assumptions and trends

On-model	Off-model
• Reflect changing telecommuting behavior, including rebound effects • Capture the potential shift in peak-hour travel demand	• Correlate telecommute participation rate by occupational category • Monitor telecommuting trends

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Auto Operating Cost (AOC)

Clarification: Document step-by-step calculations and data sources on AOC calculations

Explanation/Clarification:

❑ CARB and a few MPOs attempted to improve AOC method

  ❑ Need additional time to address technical issues and complete review process

❑ Continue to use existing approach in 2019 SCS Guidelines

  ❑ Account for *all* fuel types

  ❑ Account for latest fuel costs and non-fuel costs

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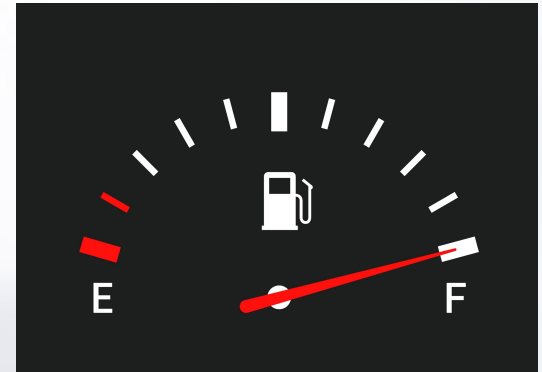
Zero Emission Vehicle Strategy

Clarification: Account for existing ZEV policy changes in GHG quantification

Explanation/Clarification:

❑ Advanced Clean Cars II regulation adopted

❑ Plug-in Hybrid market share smaller than expected

❑ Cost differential between ZEVs and conventional vehicles has decreased and federal incentives have expanded

All New California Cars, Trucks Must Be Zero-Emission By 2035, Newsom Announces In Executive Order
Wednesday, September 23, 2020 | Sacramento, CA

The New York Times
California to Ban the Sale of New Gasoline Cars
Aug. 24, 2022

The New York Times
Electric Vehicles Could Match Gasoline Cars on Price This Year
Competition, government incentives and falling raw material prices are making battery-powered cars more affordable sooner than expected.
Published Feb. 10, 2023   Updated Feb. 14, 2023

Los Angeles Times   SUBSCRIBE
1 in 4 new cars sold in California last quarter were EVs, an all-time high
BY VANESSA ARREDONDO | STAFF WRITER
AUG. 3, 2023 7:37 PM PT

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Emission Factor for Off-model Strategies

Clarification: Use the most recent EMFAC model version to calculate off-model strategies

Explanation:

❑ Use of EMFAC emission factors for off-model strategies was inconsistent across MPOs in the 3rd cycle of SCSs

❑ Use of older models will result in overestimating the benefits of SCS strategies

❑ EMFAC 2021 is the most recent EMFAC model

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Progress on Carry-over Strategies

Clarification: Document that previously adopted SCS strategies are on track to continue receiving full credit

Explanation/Clarification:

❑ Not all MPOs have documented progress on previously adopted carry-over strategies, citing lack of data availability

❑ Guidelines ask that MPOs track progress of the region to meet the desired target and adjust the plan as needed

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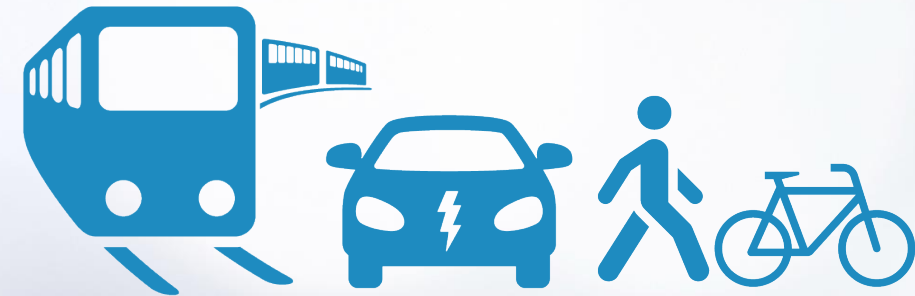
Medium-term Topics

☐ Procedural changes
☐ Effective six months after memo is finalized

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MPO-CARB Information Exchange and Submittals

Proposed Update: Add CARB and MPO process and timing for information exchange, communicating and addressing substantive concerns, and what happens if CARB cannot recommend acceptance

Explanation:

❑ Current guidelines summarize collaboration milestones and information needs

❑ Timing and completeness of key milestones were inconsistent in the 3rd cycle of SCSs (e.g., MPO TM submittals)

❑ Greater clarity about information exchanges and what happens if CARB has concerns will boost transparency and help all parties know what to expect

Information Exchange

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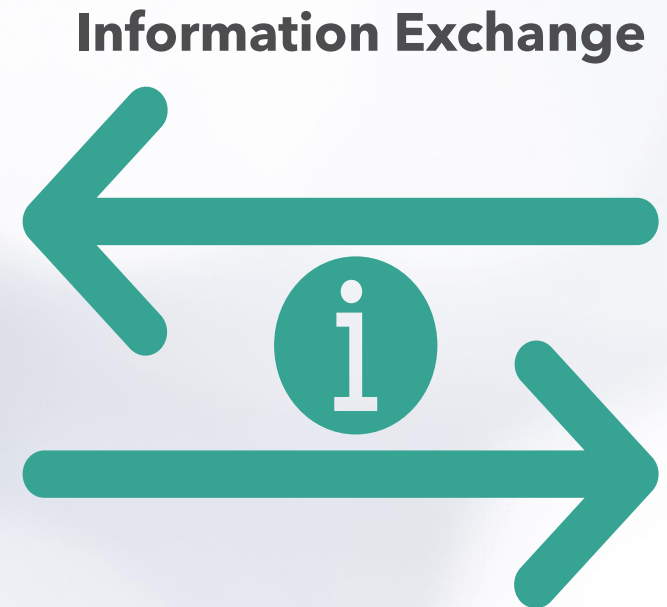
RTP/SCS Amendments and Target Achievement

Proposed Update: Add guidance on when an amendment to the RTP/SCS necessitates reanalysis of target achievement

Explanation:
- ❑ Current guidelines do not address this topic
- ❑ Some MPOs already re-estimate GHG emissions, reanalyze target achievement, and/or resubmit an amended SCS
- ❑ Amendments affect ability to achieve targets
- ❑ Greater consistency promotes fairness across regions

Process

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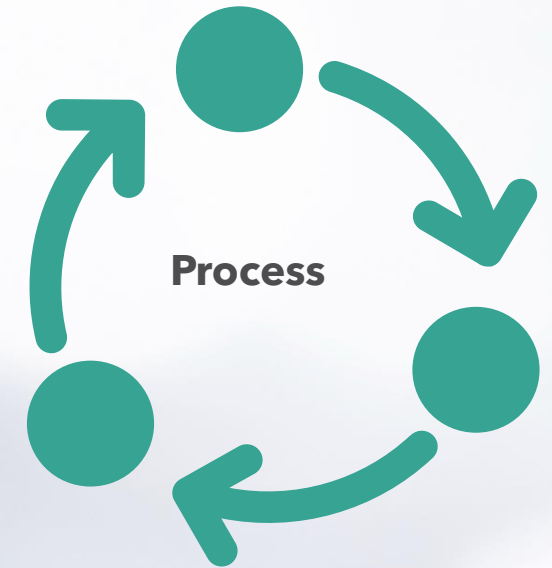
Rounding Protocol

Proposed Update: GHG reduction target for each region must be met without rounding of the percent change in GHG emissions relative to 2005

Explanation:

❑ Current guidelines allow rounding to occur

❑ In the 3rd cycle of SCSs, almost no MPOs are meeting the target with rounding

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Long-term Topics

☐ Significant changes
☐ Effective two years after memo is finalized

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Long-term Topics

Proposed Update: Add/revise GHG quantification methods and/or protocol to guidelines

❑Automated vehicle impacts

❑SCS alignment with the Regional Housing Needs Assessment

❑Strengthened and streamlined evaluation protocols

❑Additional ZEV and telecommute updates

❑Auto-operating cost

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Next Steps

Spring 2024: Develop memo and conduct public workshop for medium-term topics

Spring-Fall 2024: Advance development on long-term topics

2026: New targets set

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Your Thoughts and Feedback

Feedback about Topic Areas?

Short-term (immediate: existing guidelines)

- Telecommuting
- Auto-operating cost
- ZEV strategy
- Emission factor for off-model strategies
- Progress on carry-over strategies

Medium-term (six months: process changes)

- MPO-CARB information exchange and submittals
- SCS amendment process
- Rounding protocol

Long-term (two years: quantification changes)

- Automated vehicle impacts
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Feedback on the Process for Updating Medium- and Long-term Topics?

Medium-term
- Effective six months after finalizing
- Change/addition to existing guidelines (process only)
- Example: SCS information exchange and submittals

Long-term
- Effective generally two years after finalizing
- Change/addition to existing guidelines (process and/or quantification)
- Example: Autonomous vehicles

Process

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Feedback

How can we all work together to streamline the evaluation process while successfully implementing SB 375 goals?

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Feedback

How can we further embed equity through the evaluation process?

EQUITY

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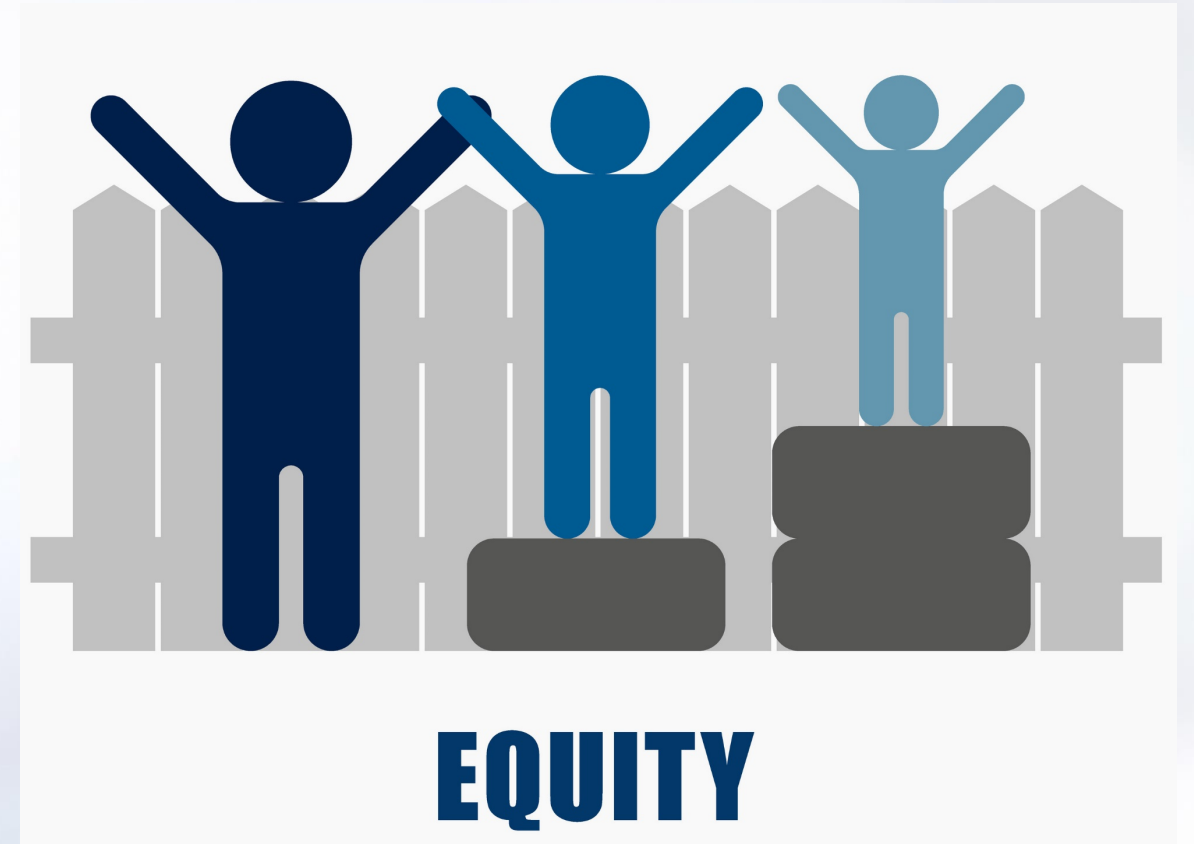
Thank You for Participating!

Email

sustainablecommunities@arb.ca.gov

For more information

[Sustainable Communities & Climate Protection Program | California Air Resources Board](#)

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