

ATTACHMENT B: 2020 SCS GHG REDUCTION STRATEGIES

Strategy	Description
Land Use and Transportation	
<p>Prioritize housing near job and activity centers</p>	<p>The 2025 Blueprint will continue to prioritize and provide incentives for infill housing development within existing communities where most of the region’s jobs are located. This strategy not only prioritizes growth where people have access to more travel choices, but also reduces the distances people drive to access daily needs.</p> <p>While the plan also emphasizes job growth in established areas that already have relatively low daily VMT, the region is also looking to add jobs in housing rich locations often located away from job centers where people need to travel farther to access jobs, services, shopping, and recreation. This strategy is aimed at reducing driving and promoting economic development in areas with higher than regional average VMT.</p> <p>The current MTP/SCS assumes nearly two-thirds of future growth will occur within existing communities in the region. Over the past 5 years, the region has exceeded this with 68% of growth happening within existing communities. However, the region has lagged in realizing the development potential of many center and corridor communities with the lowest average VMT.</p> <p>The 2025 Blueprint will continue to emphasize infill development and call for more growth in the center and corridor communities. To accomplish this, the plan will need to continue existing and identify new strategies to unlock the growth potential of these areas.</p>
<p>Fully implement Green Means Go</p>	<p>Green Means Go is a multi-year pilot that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development.</p> <p>The Green Means Go concept directs infrastructure to locally nominated Green Zones. In addition to reducing vehicle emissions, the pilot will also stimulate economic development and improve quality of life in the region.</p> <p>SACOG has already allocated nearly \$34 million in state funds to the Green Means Go program to pay for infrastructure improvements and critical planning efforts across 12 local jurisdictions. We’ve also received \$22.5 million from a federal Reconnecting Communities and Neighborhoods Partnership Program grant to facilitate work in nine Green Zones. The grant</p>

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	<p>also provides funds to support capacity building and engagement with local community-based organizations and a workforce development program in partnership with Valley Vision.</p>
<p>Prioritize existing system needs before expansion.</p>	<p>Continue to focus regional funding strategies (both SACOG’s regional funding programs and state/federal grant making) on improving, maintaining, and operating the existing transportation system. Prioritize investments that improve transit, active transportation, have potential to shorten vehicle trips, and reduce congestion on the most heavily traveled corridors.</p>
<p>Right size transit investments with a focus on frequency and productivity</p>	<p>Focus transit investments in corridors and communities with the highest need and propensity to ride public transit. Focus on cost effective fixed route bus and commuter lines with strategic expansion of more expensive light rail or bus rapid transit.</p>
<p>Invest in the region’s bicycle and pedestrian network, including implementation of the Regional Trails Program</p>	<p>Expand on the region’s existing 495 miles of multi-use paths and more than 1,300 miles of bike lanes by closing gaps, increasing connections to destinations, and implementing the Sacramento Regional Trail Network. The Trail Network is designed to make it easy for families to ride to their favorite park, provides a safe route for children to get to school, and offers a simple way for</p>
<p>Current Greenhouse Gas Reduction Strategies (from the 2020 SCS)</p>	
<p>Intelligent Transportation Systems (ITS) and Demand Management</p>	<p>ITS projects use advanced technology and tools such as freeway ramp meters, dynamic message signs and traffic signal timing to provide real-time information on traffic conditions and coordinate operations at local traffic centers. Use of ITS measures are an effective way to address congestion and improve operations before adding additional lanes to a road or highway. SACOG will continue to work with the Regional ITS partnership to seek opportunities and grant funding to improve operations on the regional transportation system.</p> <p>Demand Management strategies are typically aimed at maximizing traveler choices that can improve travel reliability across the regional transportation system. Strategies such as connecting travelers to ridesharing services, offering alternatives to driving alone, information on peak vs off-peak travel times, incentive programs all work to promote more efficient travel patterns</p>

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	<p>and more active modes of transportation (e.g., walking, bicycling, public transit, and ridesharing).</p>
<p>Implement the Capital Area Regional Toll Authority (CARTA) Express Lane Network</p>	<p>The 2020 MTP/SCS introduced a regional expressway pricing strategy. The strategy called for tolled express lanes as a way to both raise revenue for transportation and manage demand on the system.</p> <p>Since 2020, SACOG with its local and regional partners have established The Capital Area Regional Tolling Authority (CARTA). Established as a Joint Powers Authority (JPA) between the Sacramento Area Council of Governments (SACOG), the Yolo Transportation District (YoloTD), and the California Department of Transportation (Caltrans) District 3, CARTA aims to lead the implementation of toll facilities in the Sacramento region.</p> <p>The region currently has two toll lane projects under development: the first on I-80 from Davis to West Sacramento in Yolo County, called Yolo 80, and the second on I-5 from the Sacramento International Airport to downtown in Sacramento County called Sac 5.</p>
<p>Mileage-Based User Fees: Coordinate with the state’s Road Charge Program to ensure timely transition and ability to implement a Regional Road Charge program</p>	<p>The 2020 MTP/SCS includes a strategy for a regional road charge program that would build on a state transition from the fuel tax to a per mile user charge. This strategy would allow the region to vary the charge drivers pay based on congestion levels, time of day, and/or location and type of facility. The plan notes that further study and analysis of this strategy is critical to better understand its impact on households, what type of programs could be available to support low-income residents, and methods of collection.</p> <p>SACOG received a Caltrans Planning Grant for the Transportation Pricing and Incentives Pilot which is a project to develop a Research Design Framework for SACOG and our partner agencies, SCAG and SANDAG, to guide the implementation of pricing pilot studies in each of our regions. Phase 1 of the project wrapped up in July 2024 with the final Design Framework. Phase 2 includes securing funding to beta test the pilot design and Phase 3 will seek funding to launch a full regional pilot of pricing and incentive mechanisms.</p>
<p>Implement the Sacramento Region Zero-Emission Vehicle Deployment Strategy</p>	<p>The 2020 MTP/SCS included a strategy to accelerate the regional adoption of ZEV technology into the regional fleet.</p> <p>Since 2020, SACOG has partnered with the Sacramento Metropolitan Air Quality Management District, Sacramento Regional Transit, and the Sacramento Metropolitan Utility District to further the region’s ZEV strategy.</p>

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	<p>The Sacramento Area ZEV Deployment Strategy is focused on concentrating investment in electrification of the region’s transportation fleet to demonstrate technologies and accelerate our region’s adoption of a zero-emission transportation future. The plan prioritizes electrification in under-resourced communities, personal vehicles, shared-ride vehicles, public and private transit, micro-transit and shuttles, and medium-duty and heavy-duty (MD-HD) fleets.</p> <p>The strategy is comprised of four complementary programs aimed at preparing the region for a zero-emission future including:</p> <ol style="list-style-type: none">1. Transit Fleet Conversion & Refueling Infrastructure2. Goods Movement and Medium & Heavy Duty Fleet Transition3. Charging & Transportation Options for Under Resourced Communities4. Workforce Development <p>While conversion of the transit fleet and the focus on freight do not contribute to the region’s SB375 greenhouse gas reduction target, they are part of an overall strategy to bring electrification to the forefront of the region’s transportation system. The partnership among the four agencies is ongoing and will continue to seek out additional partners and funding to advance all four programs.</p>
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