Appendix B: Greenhouse Gas Reduction Strategies

In addition to the greenhouse gas (GHG) reductions achieved through the Blueprint's integrated land use and transportation strategy, the region relies on additional strategies for GHG reduction that are difficult to quantify through travel modeling analysis alone. The are programs to manage travel demand, shift trips to cleaner, alternative modes and provide options for people to drive less. They can be effective tools for managing congestion, creating reliable travel times, and increasing people's travel options.

- **Intelligent Transportation Systems** (e.g., automatic traffic incident detection, real time traveler information, transit queue jumps) and **Transportation System Management** (e.g., traffic signal coordination, ramp meters) reduce GHG emissions by managing traffic to flow more smoothly. Perhaps more importantly, these strategies get the most performance out of the transportation facilities we already have, before adding capacity that will likely result in increased GHG emissions.

- **Transportation Demand Management Programs** (e.g., teleworking, guaranteed ride home programs, vanpools, mobility wallets) and **car sharing** can reduce GHG emissions by enabling people to either not have to drive their car or not own a car.

- **Local Electric Vehicle and Infrastructure Incentive Programs**: If partners in the Sacramento region can encourage and accelerate the changeover from internal combustion engine passenger vehicles to zero-emission passenger vehicles *faster* than the state expects its own programs to work, then SACOG can count those GHG emission reductions towards its SB 375 target.

- **Bike & Scooter Micromobility Sharing** programs reduce GHG emissions when strategically placed and operated in areas where people might take a car or shared car trip but instead find it easier to take a shared bike or scooter trip.

- **Regional mobility hubs** prioritize people through universal accessibility, safety and community integration. These hubs seamlessly connect two or more modes of transportation: transit, bike, pedestrian, shared mobility services, carpooling/vanpooling, and on-demand services.