

Key facts on SB 375 greenhouse gas (GHG) reduction target for year 2035:

- Target is the percent reduction in passenger vehicle GHG per capita, compared to year 2005
- In 2019, the reduction target was increased from 16% to 19%
- The 2020 MTP/SCS is the third SCS prepared by SACOG—the 2012 & 2016 MTP/SCS achieved the 16% target

Figure 1 provides the passenger vehicle GHG per capita for year 2005 (base year for target) and 2035 (horizon year for target). **Based on the current forecasts, the 2020 MTP/SCS would meet the target, with passenger vehicle GHG per capita reducing from just over 23 pounds per capita per weekday to just under 19 by 2035.**

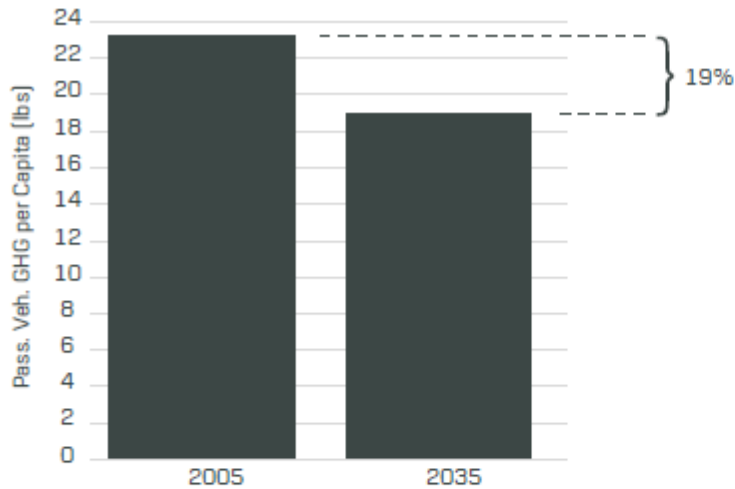
Figure 2 provides an accounting of the key factors generating the reduction.

- Two key factors are exogenous, and SACOG has little or no control over them: (1) changes in auto operating cost (exclusive of California fuel tax); and (2) key demographic factors like aging of the population.
- Five primary factors are related to policies and actions of the MTP/SCS:
 1. Shortened Vehicle Trips: Reducing the average trip length of the vehicle trips that residents take on a daily basis.
 2. Increased Transit, Bike, Walk Trips: Shifting of trips from vehicle modes of travel (which generate passenger vehicle GHG) to non-vehicle modes (transit, biking, walking, etc.).
 3. Pricing and PAYGO: A small reduction generated by transitioning from the California fuel tax, which will diminish on a per-mile-traveled basis over time, to a pay-as-you-go or mileage-based fee, which will not.
 4. ITS/TSM: A small reduction from implementing intelligent transportation systems (ITS) and transportation management systems (TSM), which will smooth traffic and generate less GHG for the mileage traveled.
 5. Local EV: A small reduction for the impact of locally funded and implemented programs to incentivize the use of electric vehicles (EVs) and accelerate the penetration of EVs into the regional market.

Table 1 provides a crosswalk of the factors driving GHG reduction in the MTP/SCS, and the important policies in the plan. The connection between the factors identified in Figure 2 and listed above, and the MTP/SCS policies is not simple or one-to-one. For example, one policy may contribute to several of the factors.

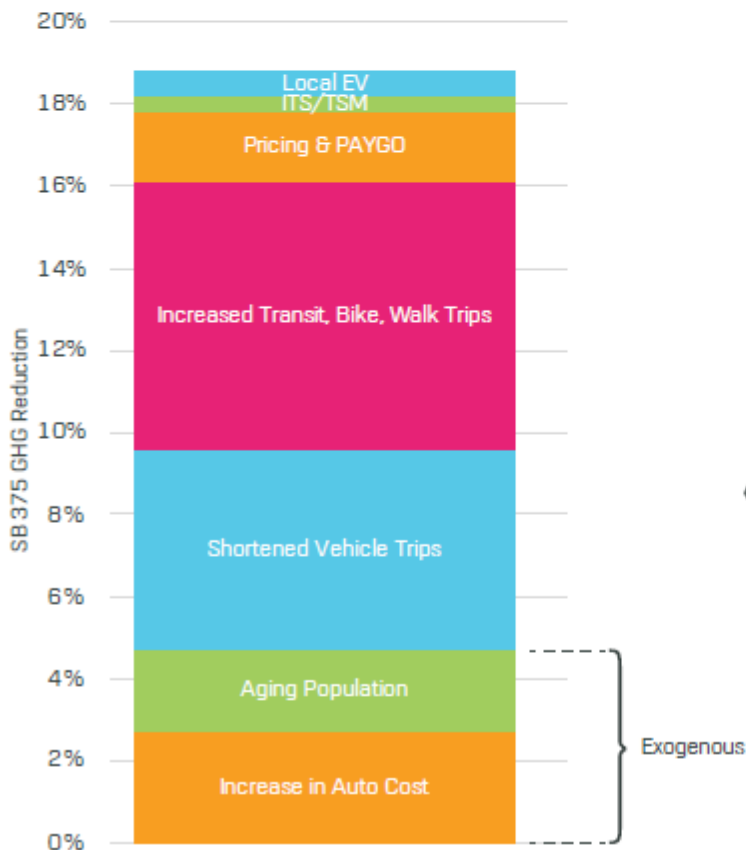
Later this fall, the 2020 MTP/SCS will be submitted to the California Air Resources Board (CARB) for their review and acceptance. SACOG will be the first Metropolitan Planning Organization to submit required documentation and analyses to CARB since the state increased greenhouse gas reduction goals across the state.

Figure 1. SB 375 Greenhouse Gas Reduction



Source: SACOG, July 2019. Based on draft 2020 MTP/SCS forecasts.
Metric for SB 375 GHG reduction is passenger vehicle GHG per capita. Estimates shown are for typical weekday conditions. EMFAC2014 used for GHG estimate. Reduction calculated as percentage change from 2005.

Figure 2. Key Factors Contributing to 19% GHG Reduction



Source: SACOG, July 2019. Based on draft 2020 MTP/SCS forecasts.

Attachment A--SB 375 Greenhouse Gas Reduction, SACOG 2020 Metropolitan Transportation Plan & Sustainable Community Strategy (MTP/SCS)

Table 1. MTP/SCS Policies and Factors Contributing to GHG Reductions

2020 MTP/SCS Policy or Action	Shortened Vehicle Trips	Increased Transit, Bike, Walk Trips	Pricing & PAYGO	ITS/TSM	Local EV
<i>Policies</i>					
2--Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.	X	X			X
3--Support more seamless travel through better traveler information for trip planning, reliable service and coordination between operators for transit, shared mobility and other first/last mile connections.		X			
4--Support piloting innovations in new mobility and transit service and programs.		X			
6--Support innovative education and transportation demand management programs covering all parts of the region, to offer a variety of choices to driving alone.		X			
7--Pursue new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets.					X
8--Support transit agencies looking to secure funds to improve the frequency, span, and coverage of productive transit service.		X			
10--Find solutions and reliable funding sources to meet the maintenance needs of roads that support rural economies, natural resource-based industries, agriculture, farm-to-market routes, and freight corridors.	X	X			X
11-- Initiate a leadership role in testing and piloting roadway pricing mechanisms, such as facility-based tolling and mileage-based fees, in partnership with the state, federal, and local agencies and private sector organizations.			X		
12--Take steps to implement tolling or pricing of specific lanes on major facilities, such as freeways, to improve traffic management, reliability, and operations of those facilities and to help raise funding for the cost of building and maintaining large capital investments.			X	X	
13--New major capital projects on the region's freeways should examine pricing options to both manage demand and provide a financing mechanism for capital costs.			X	X	

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	Shortened Vehicle Trips	Increased Transit, Bike, Walk Trips	Pricing & PAYGO	ITS/TSM	Local EV
2020 MTP/SCS Policy or Action					
14-- Revenues generated from facility-based pricing should be used to build and maintain a regional network of paid express lanes and, where surplus revenue is available, on strategic transit services (e.g. express buses) or other mobility solutions that can reduce vehicle miles traveled and provide multiple travel options along priced corridors.		X			
24--Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.		X			
27--Invest in transportation improvements that improve access to major economic assets and job centers.	X				
28--Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.	X	X	X	X	X
Actions					
Secure funding and implement the Green Means Go Pilot Program to encourage infill development.	X	X			X
Provide data, research, analysis, incentives, and other support to housing-rich communities actively trying to promote job growth and jobs-rich communities to promote housing growth.	X	X			
Develop a Regional Housing Needs Plan with action steps and incentives that put member agencies in a better position to accelerate infill housing production.	X	X			
Continue to provide incentives, tools, and other project support to grow regional jobs and housing. Examples include the Economic Prosperity Plan, Housing Policy Toolkit, SB 375 and SB 743 CEQA streamlining.	X	X			
Continue to provide technical assistance to support urban, suburban, and rural community revitalization. Examples include Civic Lab Year 2, Rural Main Streets Technical Assistance, and the Transit Oriented Development Action Plan.	X	X			

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	Shortened Vehicle Trips	Increased Transit, Bike, Walk Trips	Pricing & PAYGO	ITS/TSM	Local EV
2020 MTP/SCS Policy or Action					
Continue to assist transit and local agencies to find ways to develop, test, and pilot new mobility services such as microtransit, bike share, and other services. Examples include Civic Lab Year 1, bike share, and Citrus Heights microtransit pilot.		X			
Lead a collaborative effort to shape a vision of next generation transit for the region that includes strategies to integrate traditional transit services with new mobility options.		X			
Develop and implement new employer- and residential-based transportation demand management programs. Examples include TDM mini grants for piloting ideas.		X			
Partner with cities and transit operators undergoing updates to transit plans, service changes, and transit-oriented development efforts. Examples include SacRT Forward, Transit Asset Management Planning, and Transit-Oriented Development Action Plan.		X			
Actively support transit agencies in securing funding to improve transit stations and replace aging bus and light rail vehicles. Examples include 2018 SECAT program changes to fund zero-emission buses and transit funding awards from state Senate Bill 1 competitive grant programs.		X			
Work with Caltrans and other local partners to identify options for governance and administration of revenues from facility-based pricing, in coordination with ongoing managed lane studies.			X		
Work with regional partners to develop pilots focused on innovative tolling and PAYGO concepts.			X		
Collaborate with the state and metropolitan planning organizations on efforts to study mileage fees as a replacement to fuel taxes.			X		
Support local agencies in pursuing options to implement new local fees and taxes dedicated to transportation improvements.			X		