

Measuring the Greenhouse Gas Benefits of the SCS

SACOG evaluated the performance of its plan across a number of measures using its regional travel model. In addition to helping quantify the net impact on greenhouse gas emissions of the plan, the model also gave SACOG the capability to quantify other metrics and trends which explain and confirm the greenhouse gas reduction benefits of their plan:

- Over 70% of housing growth is expected to be small-lot and attached product by 2035
- Compared to 2008, more than twice as many homes will be within walking distance of high frequency transit by 2035
- Jobs in the region's high frequency transit areas will also more than double
- Mode shift: fewer drive-alone trips and more transit, bike and walk trips
- Average auto trip length continues to decrease through 2035
- Per capita VMT decreases through 2035

Below are charts from ARB staff's technical evaluation of SACOG's SCS that reference the above metrics.



Other Regional Benefits of the SCS

SACOG also developed a number of quantitative and qualitative tools to characterize other benefits SCS implementation would bring to the region.

- Decreases per capita congestion in the region by 6.9%
- Decreases the rate of farmland converted to development
- Increases transit fare box recovery for the region
- Reduces per capita future infrastructure costs

For More Information

On June 12, 2012, ARB accepted SACOG's quantification of greenhouse gas emission reductions from its 2012 2035 MTP/SCS. For further information on ARB's Technical Evaluation of SACOG's plan, contact:

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ARB's Sustainable Communities Program www.arb.ca.gov/cc/sb375/sb375.htm
SACOG's 2012-2035 MTP/SCS www.sacog.org/2035/

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