FACTS ABOUT CALIFORNIA'S SUSTAINABLE COMMUNITIES PLANS

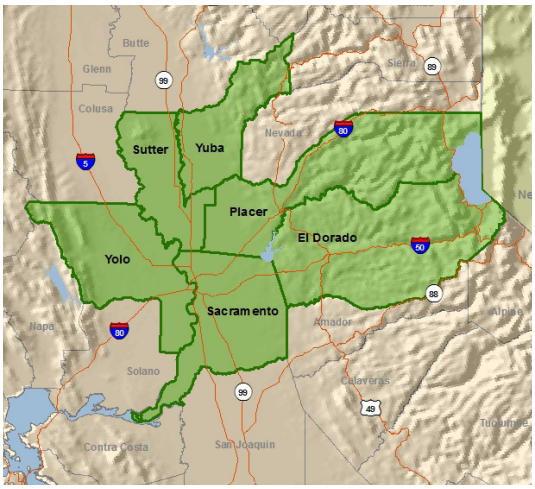
Sacramento Area Council of Governments (SACOG)

2012-2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

Regional Sustainable Communities Strategies (SCS) help California meet its climate goals and the requirements of Senate Bill 375.

SACOG's 2012-2035 MTP/SCS Plan

The Sacramento Area Council of Governments (SACOG) region includes six counties: El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba, and the 22 cities within them. The region is home to over 2.3 million people (2012), and is expected to add over 870,000 more residents by 2035. The 2012-2035 MTP/SCS is the region's land use and transportation strategy for meeting the near-term and future needs of its residents. Plan implementation is expected to increase the region's transportation options and access to jobs, recreation, and services, while reducing congestion, and distances traveled between jobs and housing. SACOG's MTP/SCS is also expected to help California reach its greenhouse gas reduction goals, with reductions in per capita transportation emissions of 9% by 2020 and 16% by 2035.



Key Greenhouse Gas Reduction Strategies in SACOG'S SCS

SACOG'S 2012-2035 MTP/SCS includes a more compact regional land use pattern, driven by local land use plan updates, along with strategic transportation investments in transit service and active transportation (bicycling and walking) in order to achieve greenhouse gas reductions by 2020 and 2035.

- Provides opportunity to build more small-lot and attached housing
- Considers regional infill and re-use opportunities; locates majority of new housing and jobs within the region's existing urbanized areas
- Emphasizes investment in operational improvements over new roadway capacity projects
- Shifts more than $2 billion plan dollars from road to transit purposes
- Transit investments focused in compact, mixed-use areas of the region that are most capable of supporting transit service; invests in more high frequency (15 minute or better) bus transit service
- Increases investment in active transportation along existing urban corridors

SACOG'S Approach to Developing SCS Strategies

SACOG's approach to development and adoption of the 2012-2035 MTP/SCS was a multi-year process involving local data collection, development of alternative land use and transportation plan scenarios, use of technical tools and methods to evaluate scenario performance, and an extensive public process.

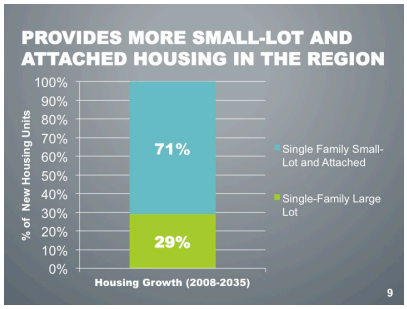
- Extensive consultation process with each city and county to identify existing development policies, discuss local growth projections, and update transportation system investments
- Extensive public participation: series of public workshops and focus group meetings
- Technical modeling data and assumptions readily available and understandable for the public
- Travel model tested to determine its sensitivity to changes in land use and transportation strategies
- Multiple planning scenarios and plan alternatives developed and analyzed

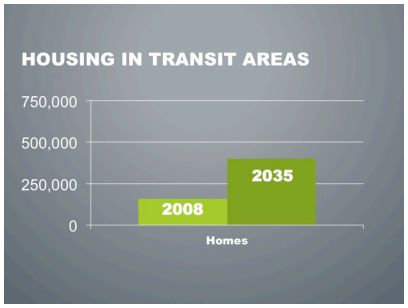
Measuring the Greenhouse Gas Benefits of the SCS

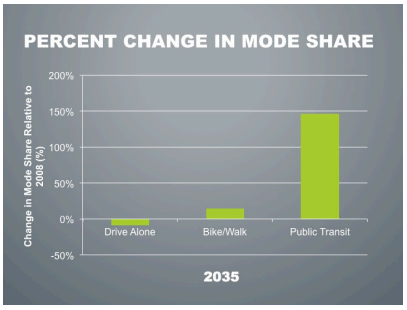
SACOG evaluated the performance of its plan across a number of measures using its regional travel model. In addition to helping quantify the net impact on greenhouse gas emissions of the plan, the model also gave SACOG the capability to quantify other metrics and trends which explain and confirm the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

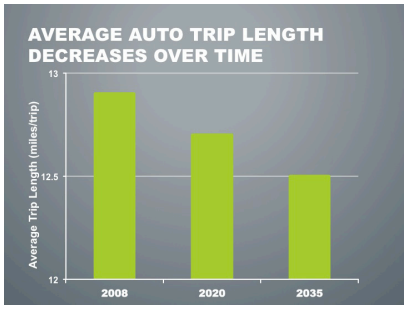
- Over 70% of housing growth is expected to be small-lot and attached product by 2035
- Compared to 2008, more than twice as many homes will be within walking distance of high frequency transit by 2035
- Jobs in the region's high frequency transit areas will also more than double
- Mode shift: fewer 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

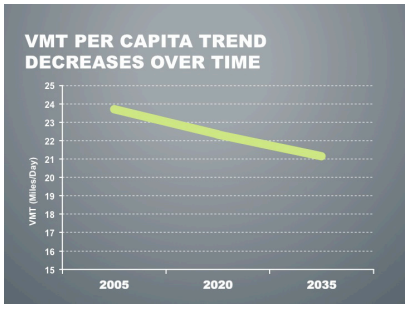
Below are charts from ARB staff's technical evaluation of SACOG's SCS that reference the above metrics.











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/*