

APPENDIX O

SACOG SB375 PRELIMINARY ESTIMATES OF BENEFITS FOR 2035 MTP

Name	Land Use Measures	Transportation Projects	TSM / TDM Strategies	Pricing Policies	Pass Veh GHG Per Capita	Pass Veh VMT Per Capita	Transportation Indicators			Congested VMT Per Capita
							Transit Trips Per Capita	Bike / Walk Trips Per Capita	Transit Trips Per Capita	
Base Year: 2005	None	None	None	None	24.9	24.2	0.049	0.804	1.38	
Adopted MTP: 2020	Primarily Consistent with Blueprint	Per Adopted RTP	Per Adopted RTP	None	-4.0%	-2.0%	31.0%	6.0%	11.0%	
Adopted MTP: 2035	Blueprint	Per Adopted RTP	Per Adopted RTP	None	-12.6%	-10.0%	77.0%	14.0%	19.0%	

Notes:

1. The results for the Transportation Indicators are based on SACOG's travel demand forecasting model (SACSIM) or were manually calculated.
2. Effects of TSM / TDM Strategies and Pricing Policies were not modeled. Effectiveness of these strategies and policies in reducing GHG emissions was based on information provided in the "Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions," Cambridge Systematics, 2009; as well as the MTC RTP.
3. Passenger vehicle GHG emissions were estimated using EMFAC2007 and Sacramento vehicle activity forecasts without accounting for the State's non-SB375 GHG policy initiatives (i.e., low carbon fuels and Pavley vehicle fleet initiatives).
4. The percentage reduction in passenger vehicle GHG as shown should not be taken as the recommended SB375 GHG reduction target.

Sources:

1. SACOG MPO Planning Scenarios: Preliminary Calculation of Benefits for Conceptual Policy Options - Preliminary Draft - For Discussion Only, SACOG, January 2010 (assess only for 2005 base year).
2. Summary SACOG SB375 GHG Reduction Planning Scenarios, SACOG, May 2010.