

Appendix B

Comparison of Observed Data with SCS forecasting for Selected Metrics

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ABBREVIATIONS

AMBAG	Association of Monterey Bay Area Governments
BCAG	Butte County Association of Governments
ACS	American Community Survey
CARB	California Air Resources Board
FCOG	Fresno Council of Governments
BAR	Bureau of Automotive Repair
CEC	California Energy Commission
DMV	Department of Motor Vehicles
DOF	California Department of Finance
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gas
HPMS	Highway Performance Monitoring System
KCAG	Kings County Association of Governments
KCOG	Kern Council of Governments
MCAG	Merced County Association of Governments
MCTC	Madera County Transportation Commission
MF	Multi-Family Housing
MPO	Metropolitan Planning Organization
MTC/ABAG	Metropolitan Transportation Commission/Association of Bay Area Governments
NTD	National Transit Database
RTP	Regional Transportation Plan
SACOG	Sacramento Area Council of Governments
SANDAG	San Diego Association of Governments
SB	Senate Bill
SBCAG	Santa Barbara County Association of Governments
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SF	Single-Family Housing
SJCOG	San Joaquin Council of Governments
SLOCOG	San Luis Obispo Council of Governments
SRTA	Shasta County Regional Transportation Planning Agency
StanCOG	Stanislaus Council of Governments
TCAG	Tulare County Association of Governments
TMPO	Tahoe Metropolitan Planning Organization
VMT	Vehicle Miles Traveled

INTRODUCTION

Appendix B compares the observed data for seven metrics with the future forecasts provided in the most recent sustainable communities strategies (SCS) for each metropolitan planning organization (MPO) region in California. These seven metrics include per capita greenhouse gas (GHG) emissions, household vehicle ownership, daily transit ridership, total new housing units, total new single-family housing units, total new multi-family housing units, and urbanized land. CARB staff chose these performance metrics based on the availability of observed data and their ability to represent SCS strategies provided by MPOs in their regional transportation plan RTP. In this document, the findings provide a snapshot of where MPO regions are currently and how their region is performing relative to their SCS goals.

This appendix describes the definition of each metric, as well as the data sources, calculation methods, rationale for selection, and key findings associated with each metric. Then it presents charts for these metrics by MPO region. The empirical data in this appendix are the same as those in Appendix A. However, Appendix B presents them in a different format to compare observed data in each MPO region with the MPO's forecasts from its SCS. This analysis shows whether the MPO regions are on track to meet the GHG targets, whether key regional trends support their SCS goals, and if the observed data trends indicate that the SCS implementation is moving in the direction consistent with the planned outcomes. However, it is worth noting that the empirical data may not match the forecasting for several reasons discussed in the main report, including the general difficulty of long-range forecasts and unexpected changes to exogenous variables such as fuel prices, demographic change, and economic conditions.

CARB staff collected the data on forecasts included in the SCSs by sending a request to each MPO to provide information regarding these seven metrics, except the per capita GHG target.¹ A chart is presented for each metric based on data availability. CARB staff noted cases where an MPO forecasting was unavailable for either 2020 or 2035 and did not include charts when data for the 2020 and 2035 forecasting was unavailable, since Appendix A provides the observed data. Each chart compares the forecasts provided in the most recent SCS for each MPO region (plan performance), which are represented in **blue** for the years 2020 and 2035, versus the observed data represented by **gray**, to determine whether the region is on track to meet its goal. The covered years for each metric's observed data (**gray**) vary based on availability.

¹ For more information on GHG targets please see SCS Regional Plan Targets.

Per Capita Greenhouse Gas (GHG) Emissions

Definition: Per capita GHG emissions within an MPO region's boundary represent the daily GHG emissions generated from passenger vehicles by people traveling in those MPO areas for various travel purposes (e.g., going to work, school, shopping, and personal business) divided by the human population. The population figure excludes residents of group quarters such as college dormitories, prisons, and nursing facilities. Per capita GHG emission is the primary metric used to measure, evaluate, and monitor the SB 375 program.

Calculation of observed data: CARB staff calculated regional GHG emissions and vehicle miles traveled (VMT) from passenger vehicles based on three publicly available data sources for regional VMT, including highway performance monitoring system (HPMS) data, vehicle registration data from the Department of Motor Vehicles (DMV) along with Smog Check Program data from the Bureau of Automotive Repair (BAR), and California Energy Commission (CEC) Retail Fuel Outlet Annual Reporting data. Then CARB staff developed the VMT input file for individual MPO regions from 2005 to 2019 for EMFAC2021 to estimate GHG emissions. The GHG emission output excludes emission benefits from CARB's clean car regulations adopted since the passage of SB 375. A full explanation of VMT calculation and data sources and methods related to observed data is available in Appendix A's Passenger Vehicle VMT and GHG Emissions Per Capita section.

Key findings: California is still not reducing GHG emissions from passenger vehicles as needed under SB 375. Per capita GHG emissions continued to increase, albeit more slowly than in the 2018 Progress Report. The largest per capita GHG emission reductions achieved relative to 2005 are observed in the TMPO, SBCAG, and SACOG regions, and the largest per capita GHG increases are observed in the KCAG and TCAG regions. Comparing observed data with SCS projections show that most MPO regions are not on track to meet GHG targets.

Household Vehicle Ownership

Definition: Household vehicle ownership is the average number of light-duty vehicles (i.e., passenger cars, light-duty trucks, and medium-duty trucks) registered per household. Vehicle ownership is a critical metric to reflect people's preferences for using personal vehicles and transportation choices.

Calculation of observed data: CARB staff analyzed the trend in household vehicle ownership by MPO region from 2010 to 2019. For this metric, CARB reports the average number of privately owned vehicles by each household in each MPO region, which is the total number of privately owned vehicles divided by the number of households in each MPO region. This analysis uses the tract-level privately owned vehicle data and household data from the

American Community Survey (ACS) 1-year reports from 2010 to 2019. A full explanation of sources and methods related to observed data is available in Appendix A's Transportation Choices and Travel Patterns section.

Key findings: Observed data show an increasing trend of household vehicle ownership for all MPO regions. Comparing observed data with SCS projections shows that the vehicle ownership rate is higher than the SCS forecast in most regions, except for the MCTC, SRTA, and StanCOG regions.

Daily Transit Ridership

Definition: Daily transit ridership is the total number of one-way linked or unlinked average daily transit passenger trips boarding on public transportation in a given period. Transit ridership is a critical metric that reflects a region's transit usage and travel behavior. The trend of this metric can also reflect whether a region is improving its public transit system and supporting the SB 375 targets.

Calculation of observed data: The national transit database (NTD)² publishes monthly transit boarding numbers (unlinked trips) reported by local transit agencies. CARB staff calculated the annual boarding numbers in every MPO region from 2005 to 2020. A full explanation of sources and methods related to observed data is available in Appendix A's Transportation Choices and Travel Patterns section.

Key findings: Observed data trends show that daily transit ridership numbers in most MPO regions decreased from 2005 to 2020, especially since 2014, and are not on track as predicted in the SCSs, except in the BCAG region.

Total New Housing Units, Total New Single-Family Housing Units, and Total New Multi-Family Housing Units³

Definition: The total number of new housing units includes new single-family homes and new multi-family housing units. Land use and housing are key aspects of SCSs that advance strategies such as improving jobs-housing balance, funding affordable housing, and building houses near existing transit infrastructure. For example, policies that will result in higher

² Federal Transit Authority: *The National Transit Database*. Accessed 09/01/2022

³ These are three different metrics, and for each MPO region, three charts are presented for these metrics.

residential densities reduce the need for vehicle travel.⁴ In addition, the housing type mix shows the extent to which a region promotes more diverse housing types and compact development, which supports less driving and lower GHG emissions.

Calculation of observed data: CARB staff analyzed the growth rate in housing units by structure type in California from 2005 to 2020 using the California Department of Finance (DOF) datasets.⁵ A full explanation of sources and methods related to observed data is available in Appendix A's Regional Growth section.

Key findings: Housing production is not meeting regional housing needs in terms of the total number of units relative to the SCS forecasts. In addition, the structure type of new housing units varies by region. The annual housing unit growth has increased from the 2008 level, and the number of more compact housing types is increasing in MTC, SCAG, and SANDAG regions. However, there is a trend toward less compact housing with more single-family detached units than multi-family units in the SACOG and the San Joaquin Valley MPO regions.

Urbanized Land

Definition: This metric calculates the acreage of newly developed urban and built-up land and accounts for various types of lands that are converted to urban land bi-annually. Land use density has a well-established relationship with VMT and GHG emissions. Therefore, urbanized land indicates how effectively each MPO uses its developed land to accommodate regional growth and meet its SB 375 goals.

Calculation of observed data: CARB staff analyzed land acres developed based on the Farmland Mapping and Monitoring Program (FMMP) data⁶ from 2002 to 2016, depending on data availability. A full explanation of sources and methods related to observed data is available in Appendix A's Regional Growth section.

Key findings: Comparing the observed data with SCS forecasts for urbanized land indicates higher urbanized land in the FCOG, KCAG, KCOG, MCAG, and MCTC regions, which is not in alignment with the SB 375 goal of reducing GHG emissions.

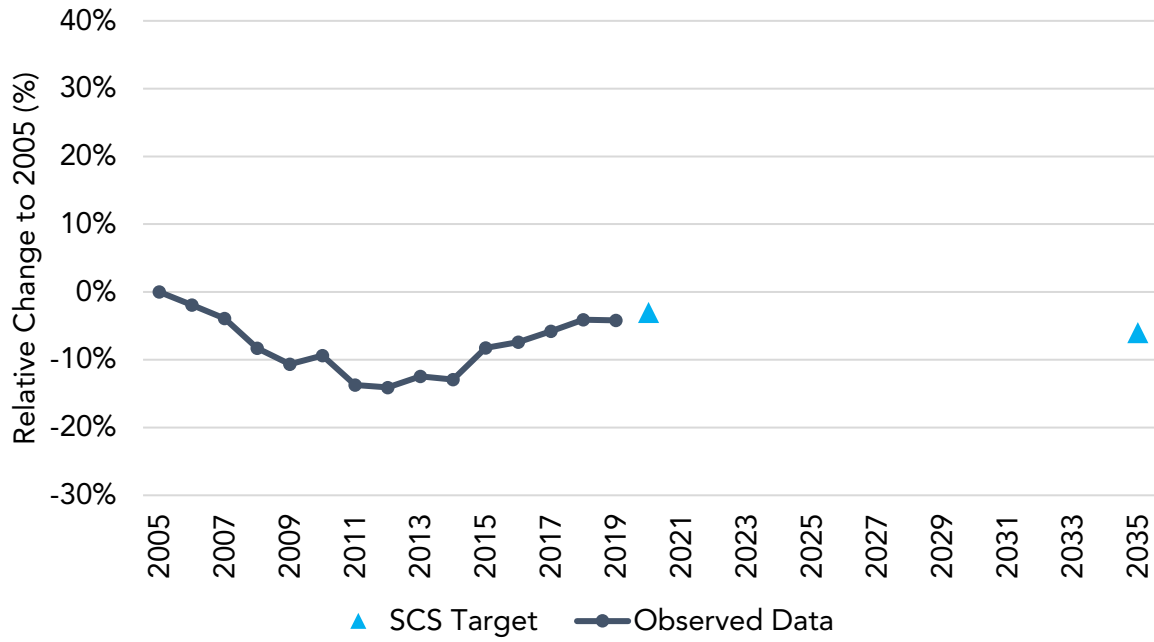
⁴ CARB research on policies to reduce greenhouse gas emissions from passenger vehicles, 2014.

⁵ State of California, DOF: E-8, Historical Population and Housing Estimates for Cities, Counties, and the State for years 2001 to 2010, and E-5, Population and Housing Estimates for Cities, Counties, and the State for years 2011 to 2020. Accessed 09/01/2022

⁶ California Department of Conservation: Farmland Mapping and Monitoring Program (FMMP) data. Accessed 09/01/2022

ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS (AMBAG)

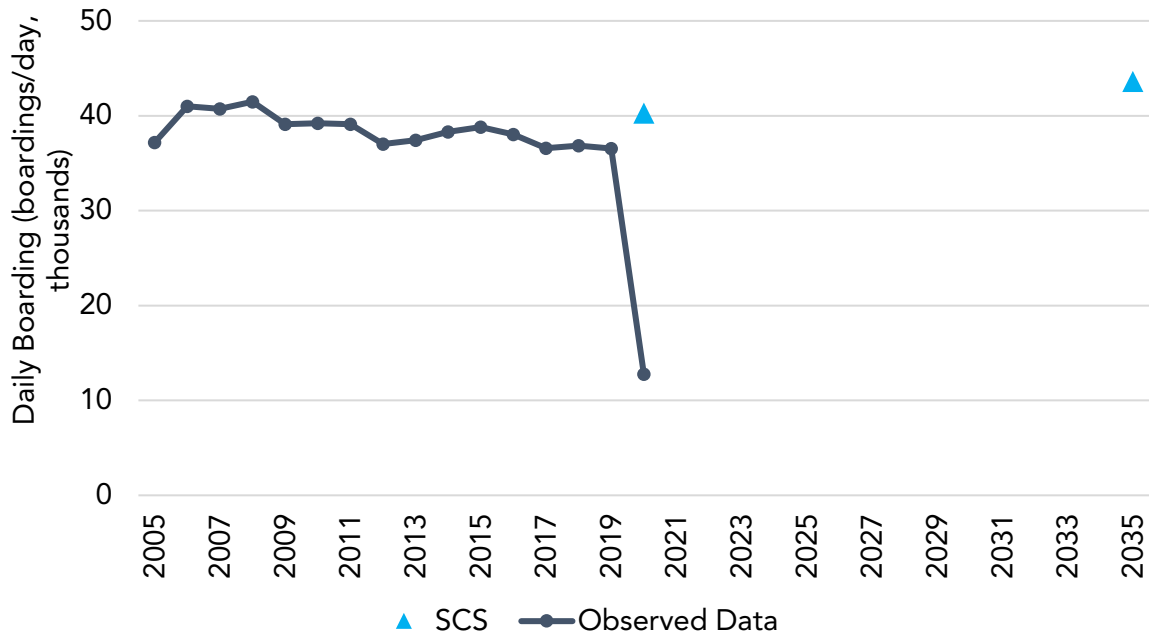
Per Capita GHG



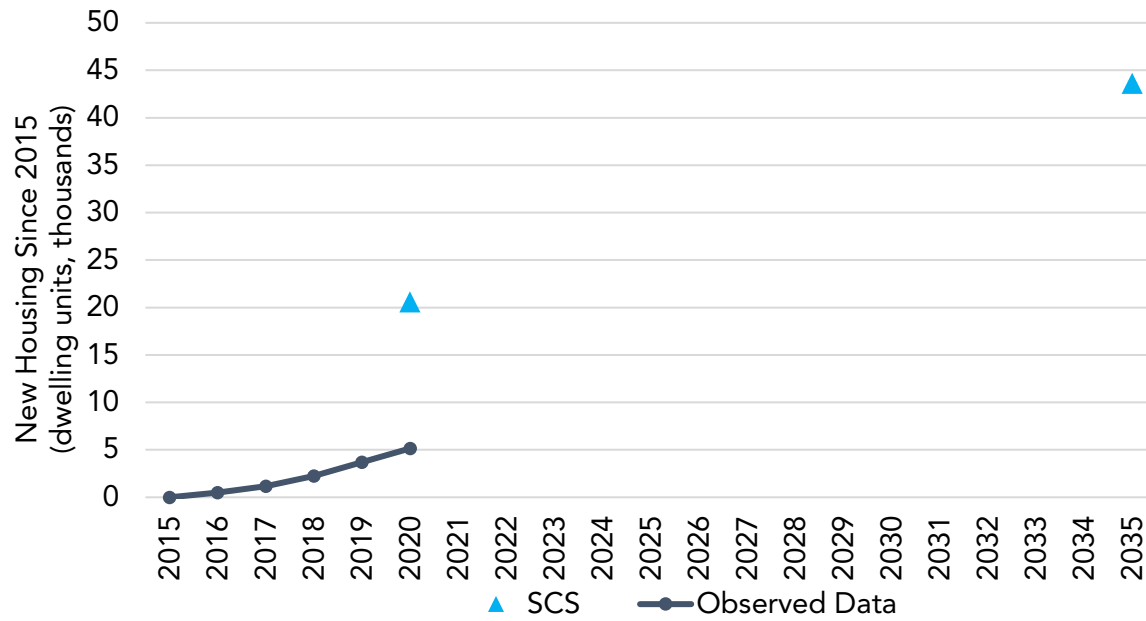
Household Vehicle Ownership

No available SCS data.

Daily Transit Ridership



Total New Housing Units



Total New Single-Family Housing Units

No available SCS data.

Total New Multi-Family Housing Units

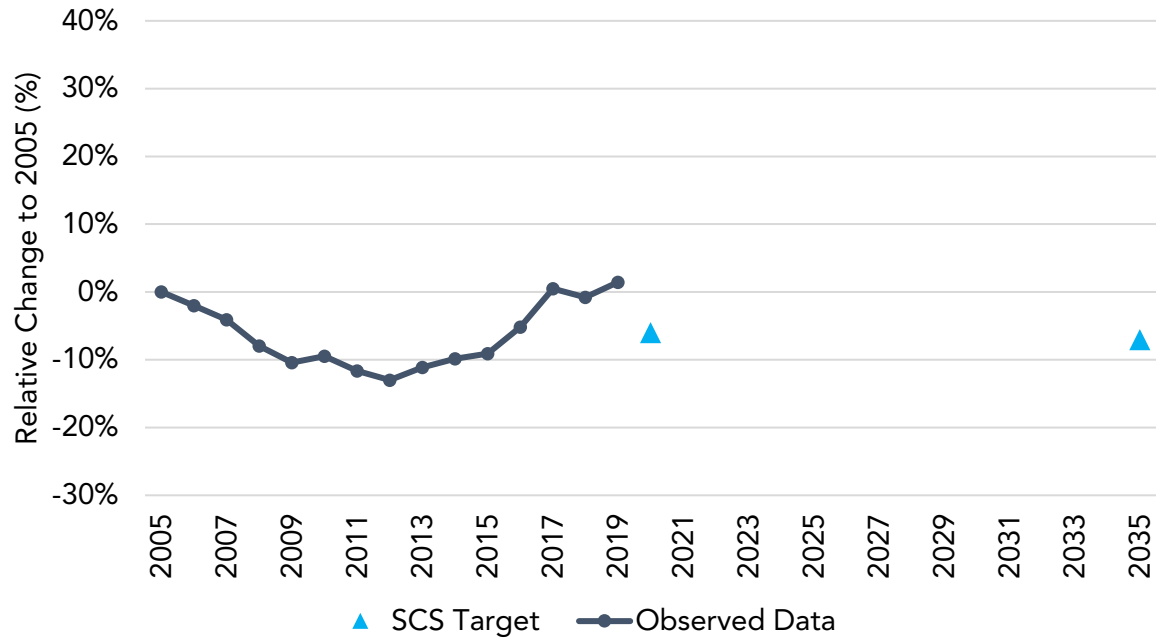
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Urbanized Land

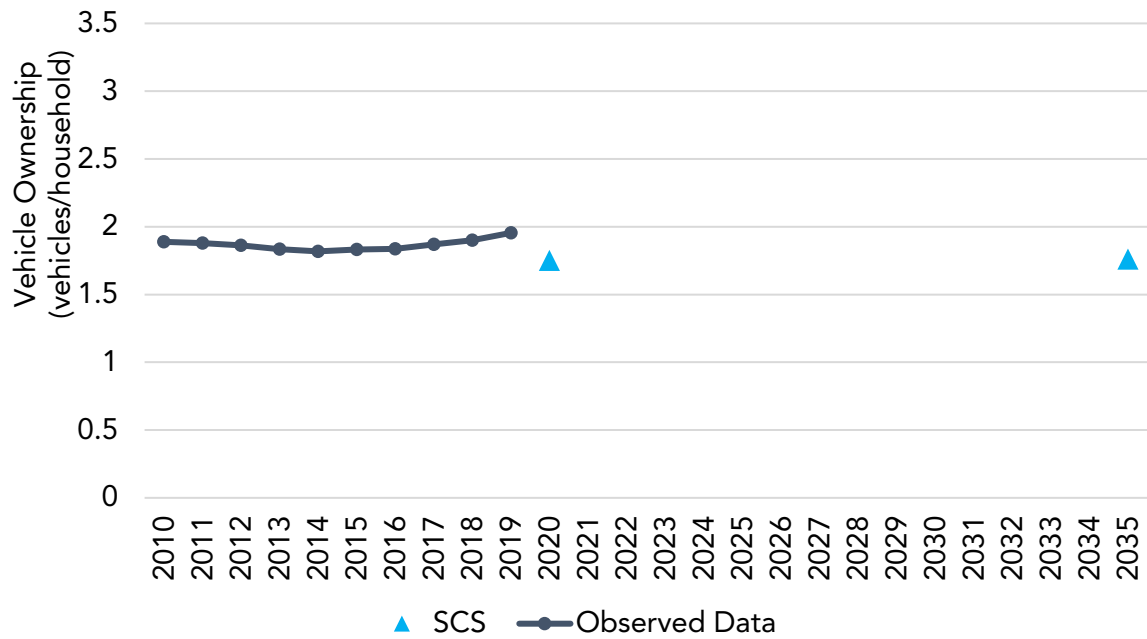
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BUTTE COUNTY ASSOCIATION OF GOVERNMENTS (BCAG)

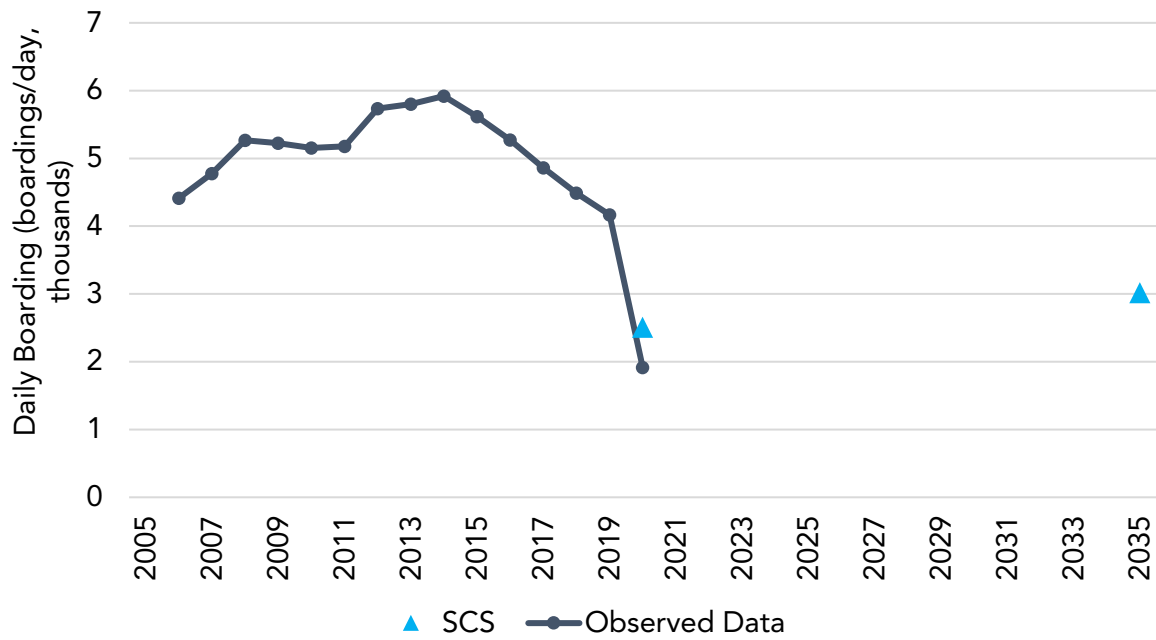
Per Capita GHG



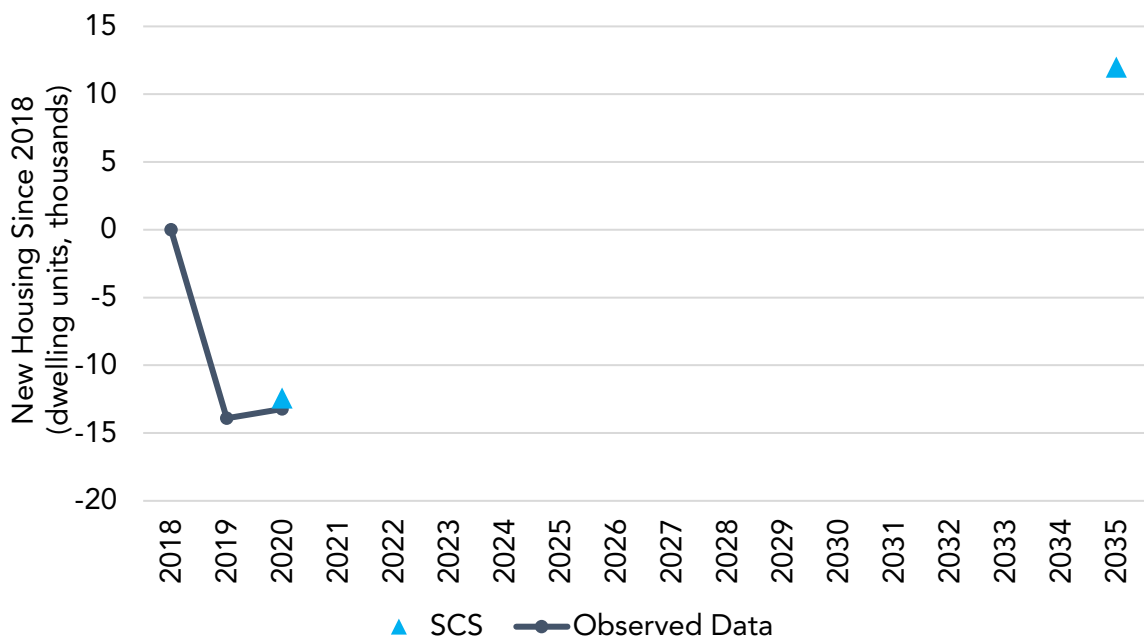
Household Vehicle Ownership



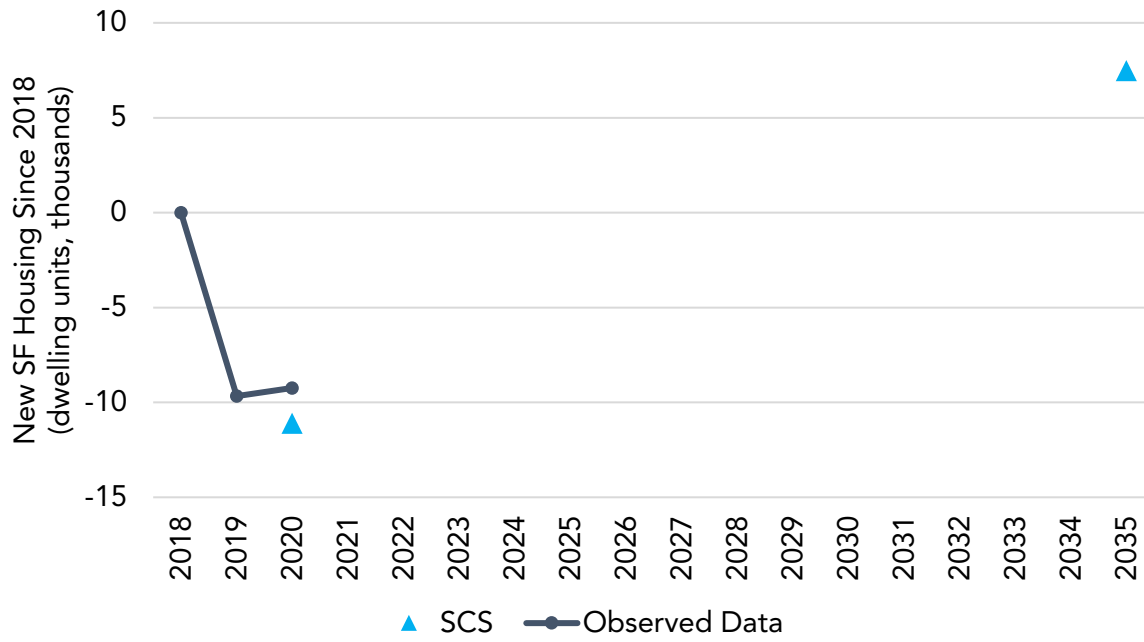
Daily Transit Ridership



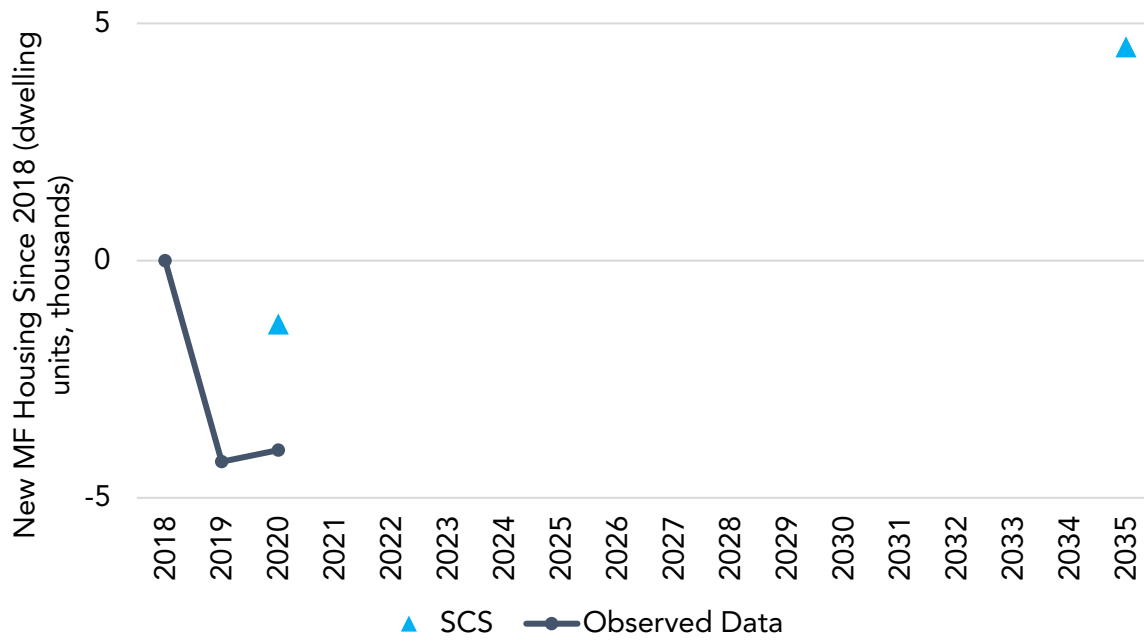
Total New Housing Units



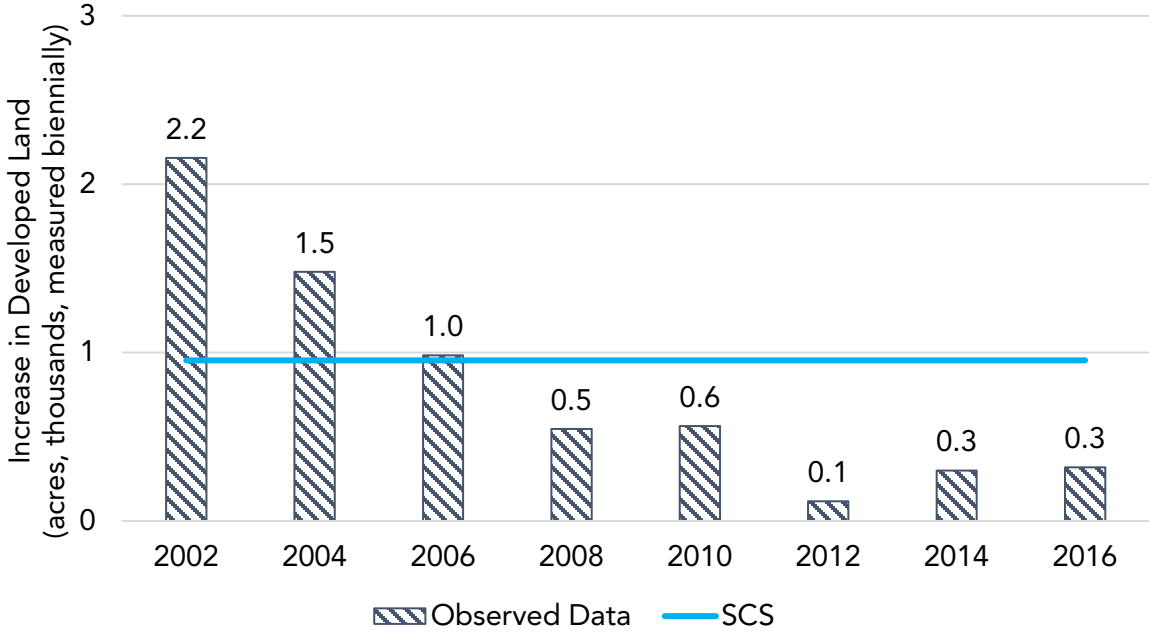
Total New Single-Family Housing Units



Total New Multi-Family Housing Units

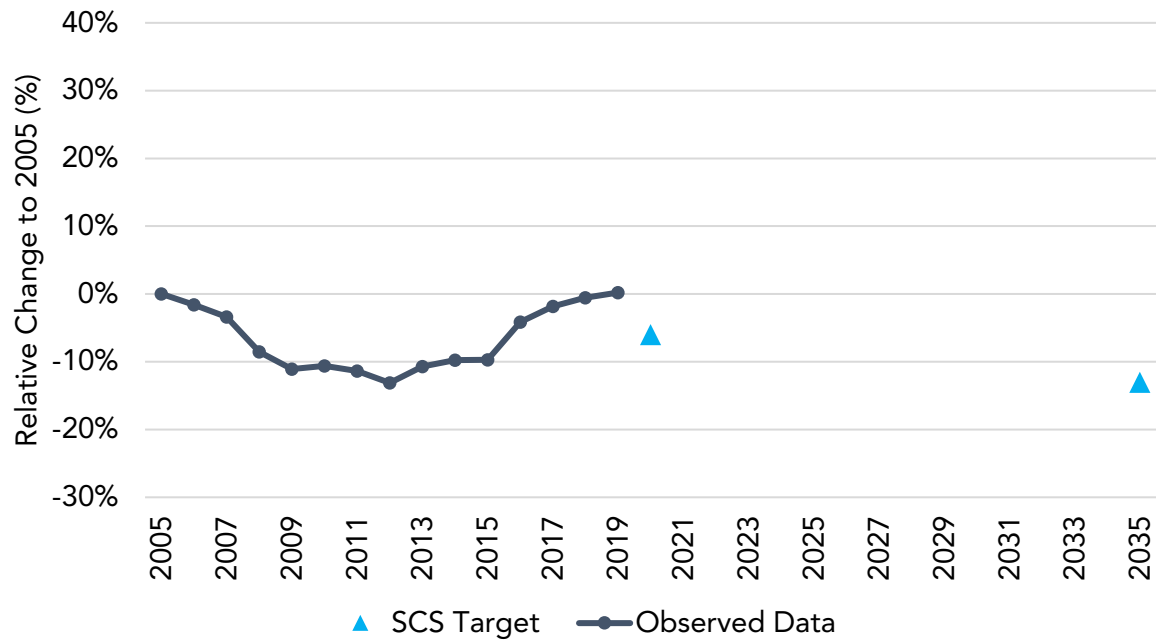


Urbanized Land

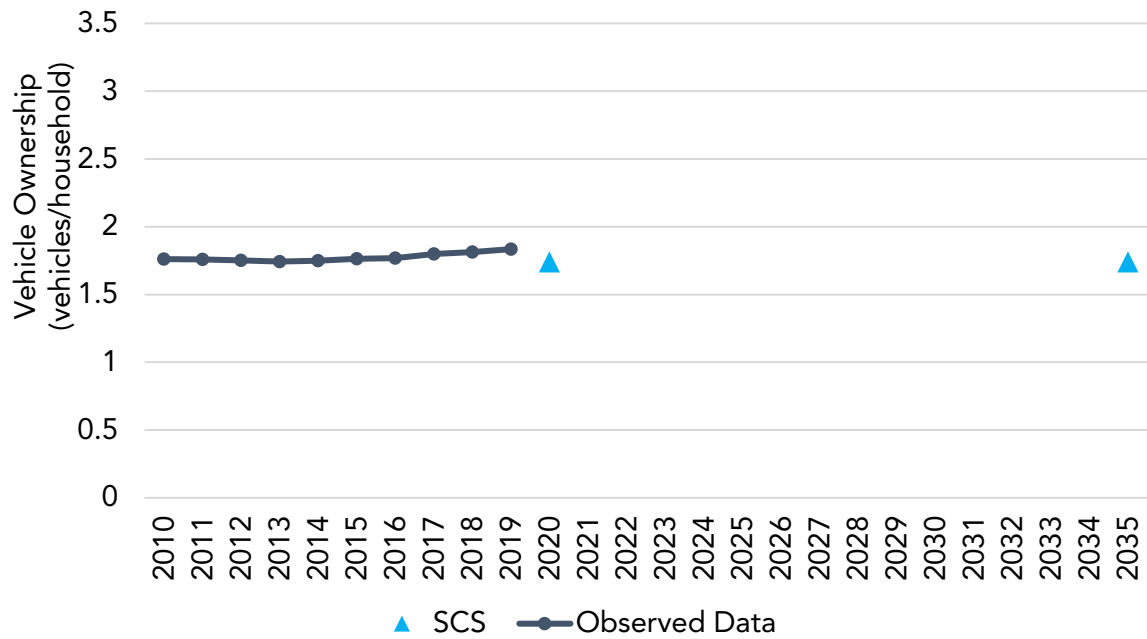


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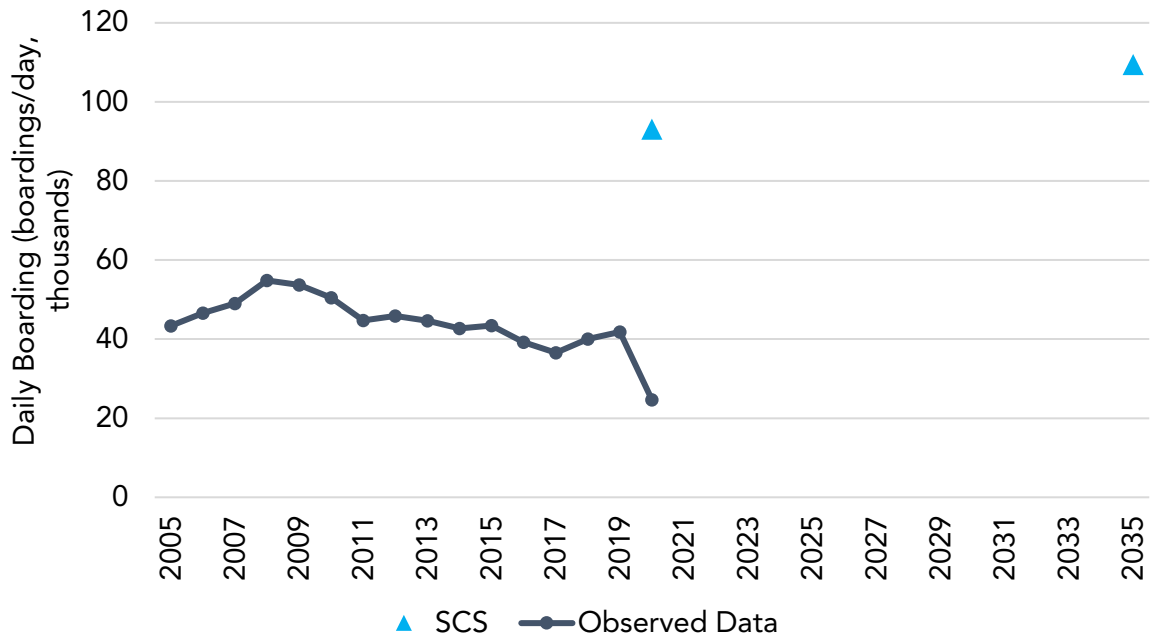
Per Capita GHG



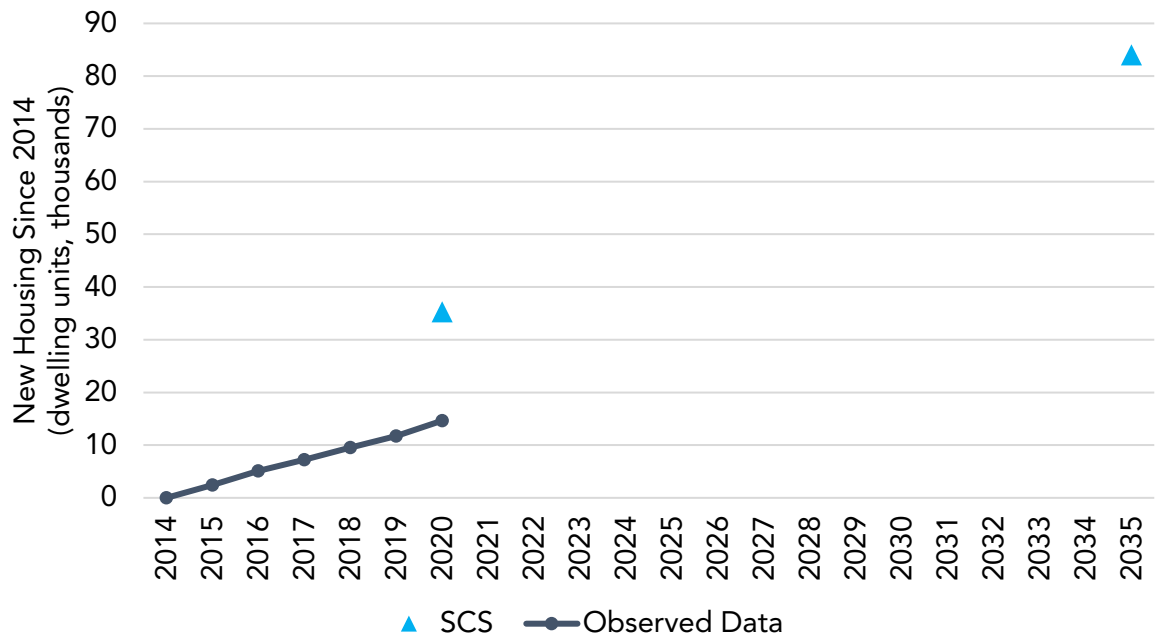
Household Vehicle Ownership



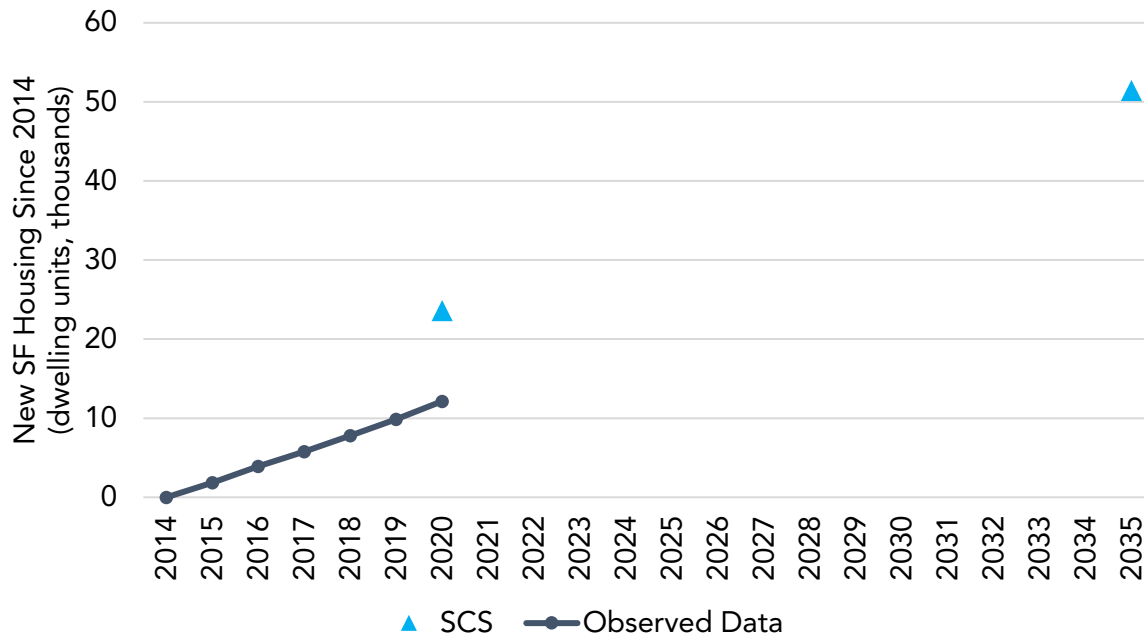
Daily Transit Ridership



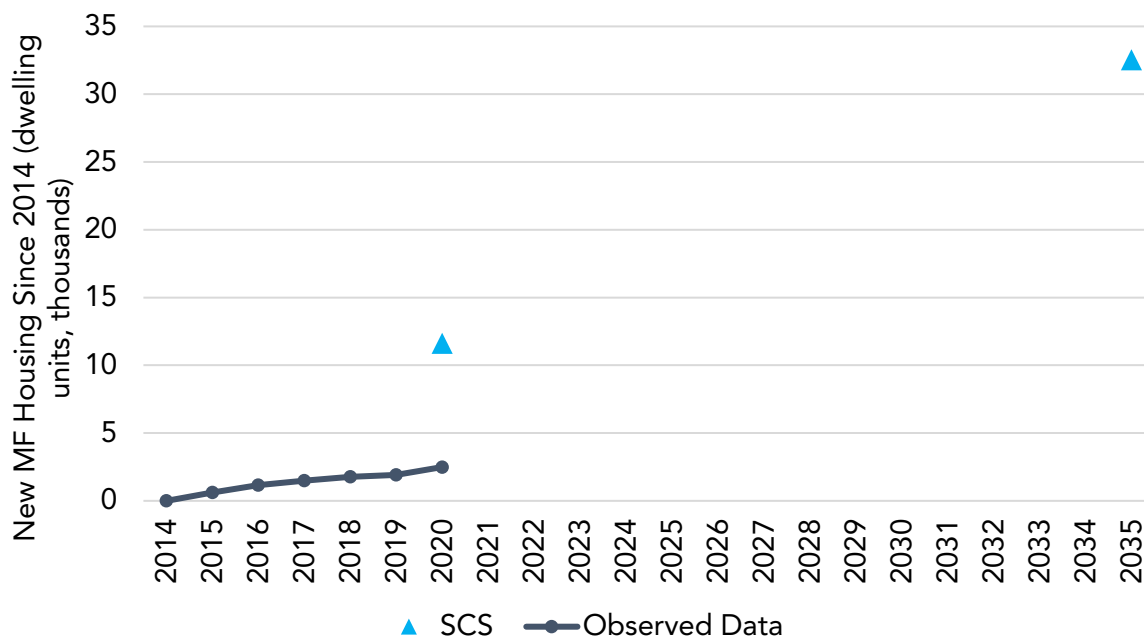
Total New Housing Units



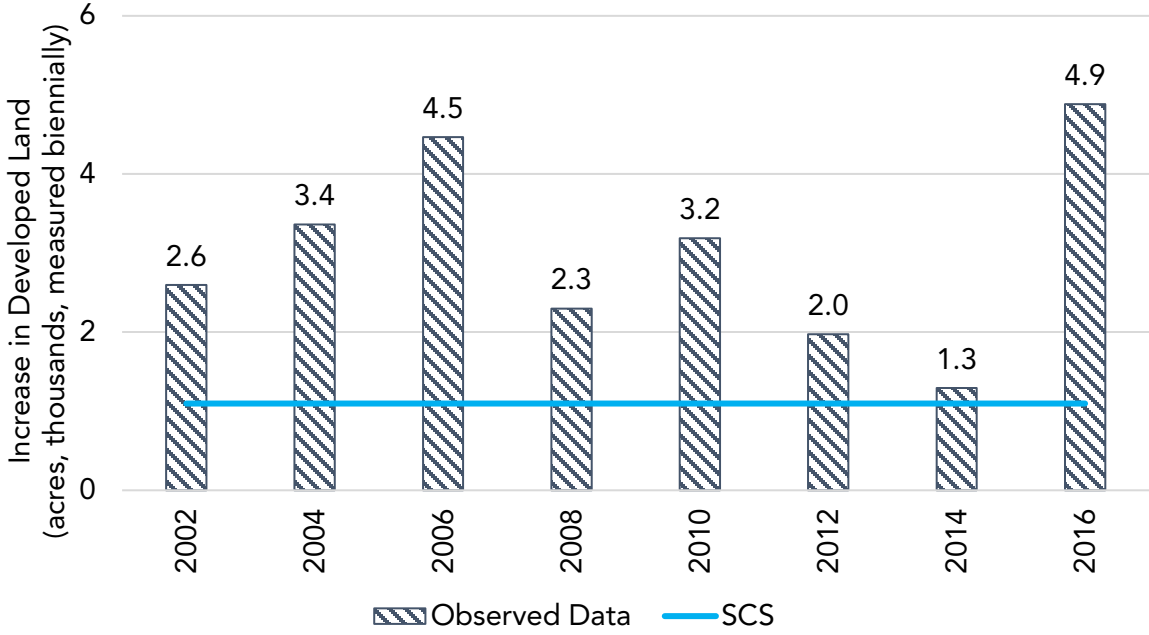
Total New Single-Family Housing Units



Total New Multi-Family Housing Units

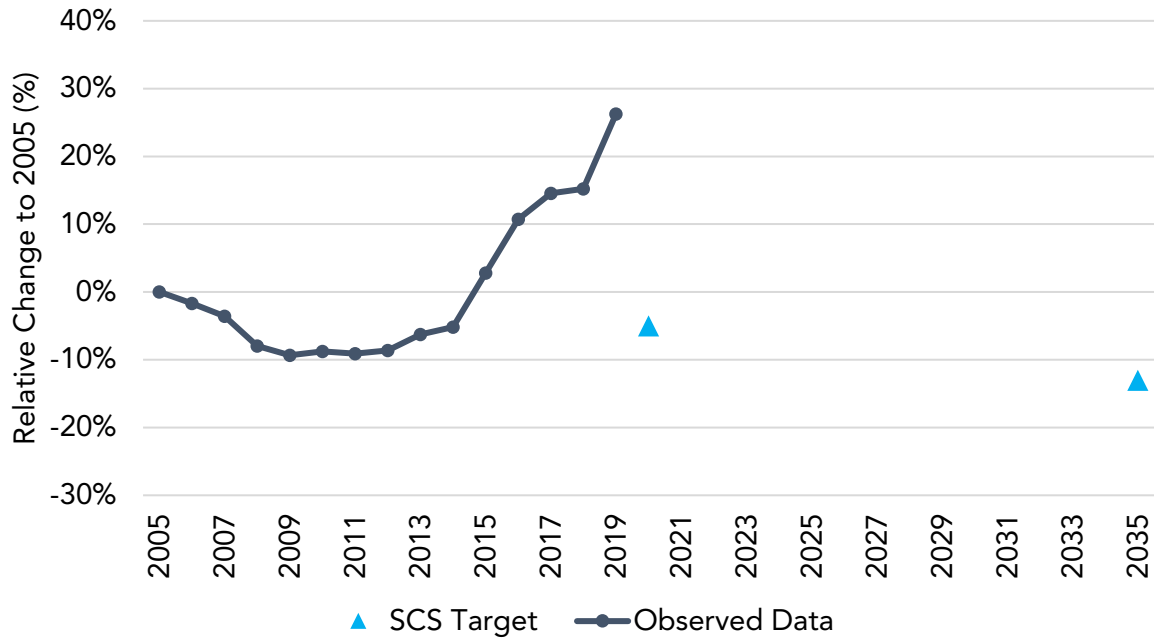


Urbanized Land

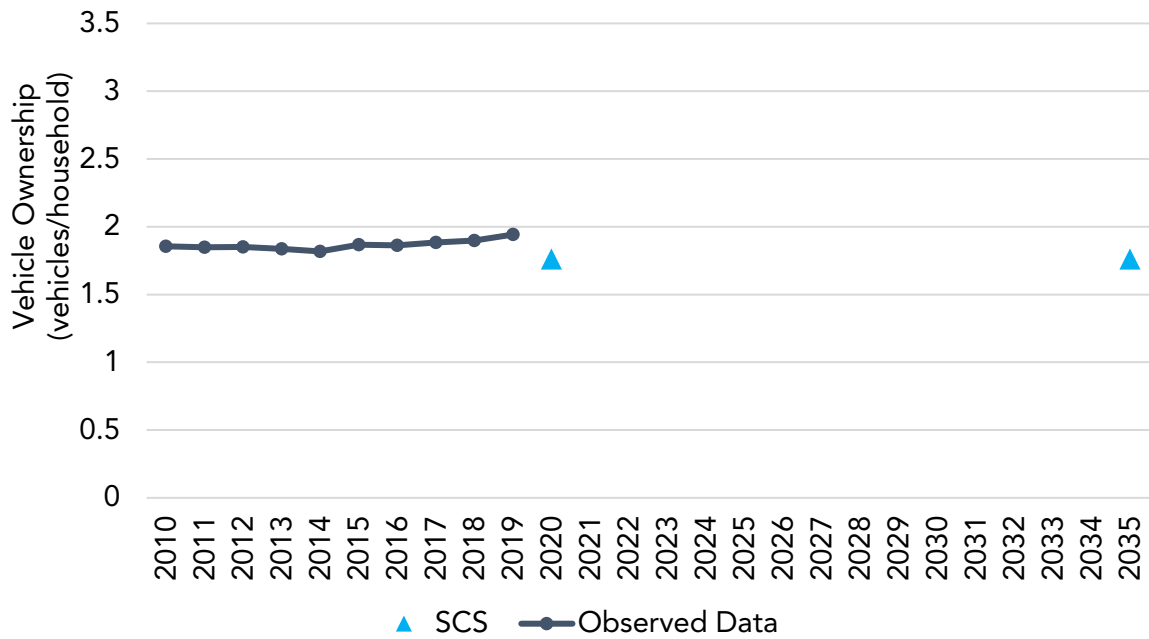


KINGS COUNTY ASSOCIATION OF GOVERNMENTS (KCAG)

Per Capita GHG



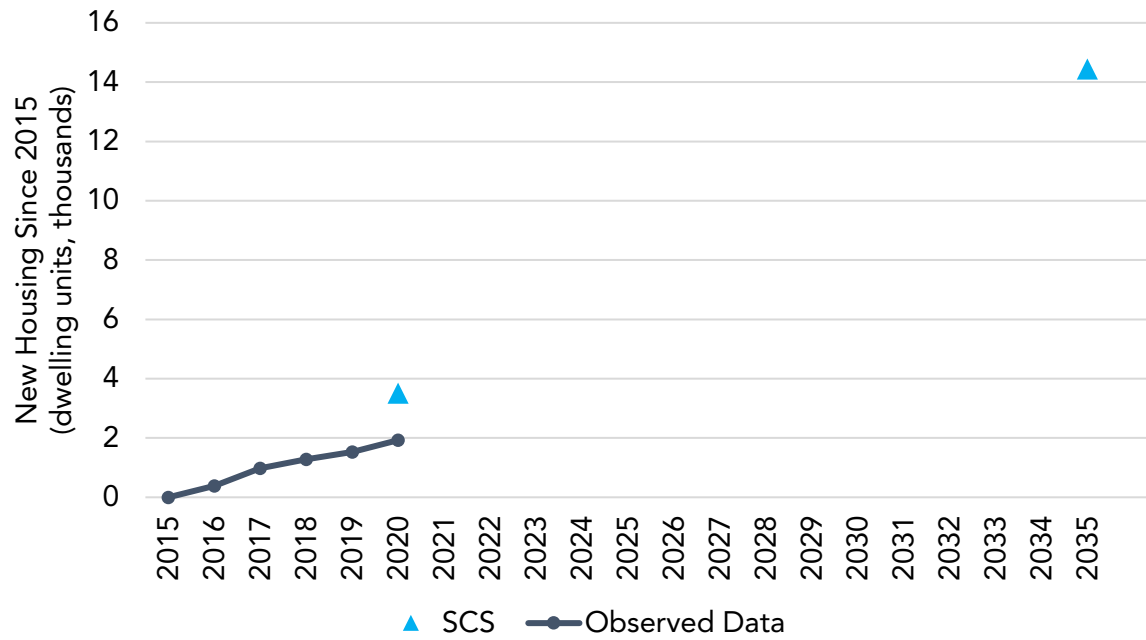
Household Vehicle Ownership



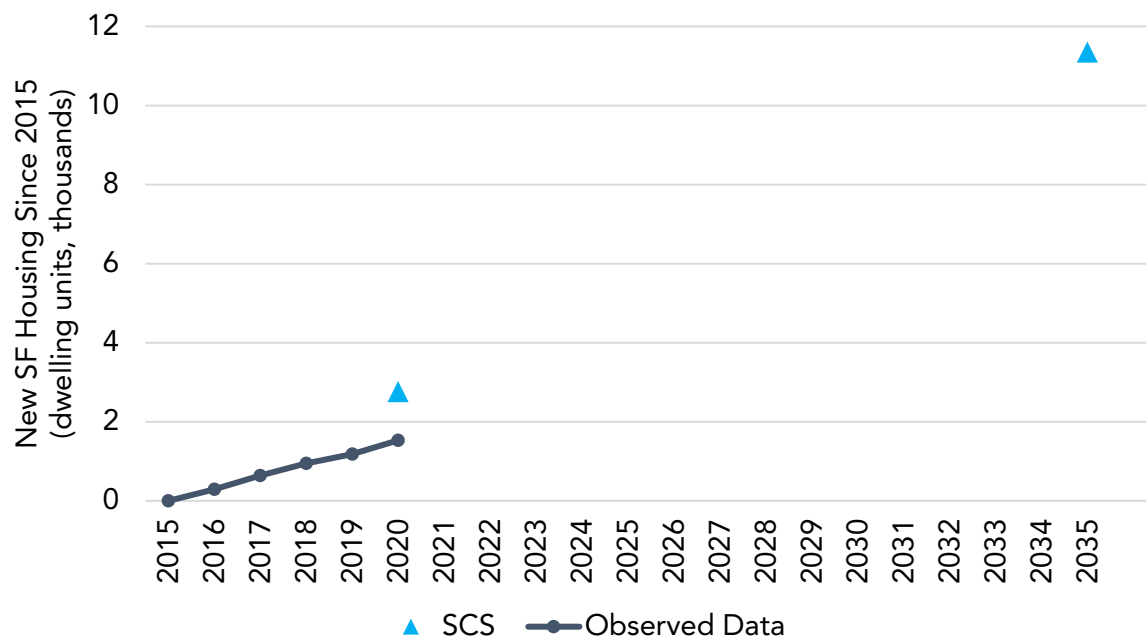
Daily Transit Ridership

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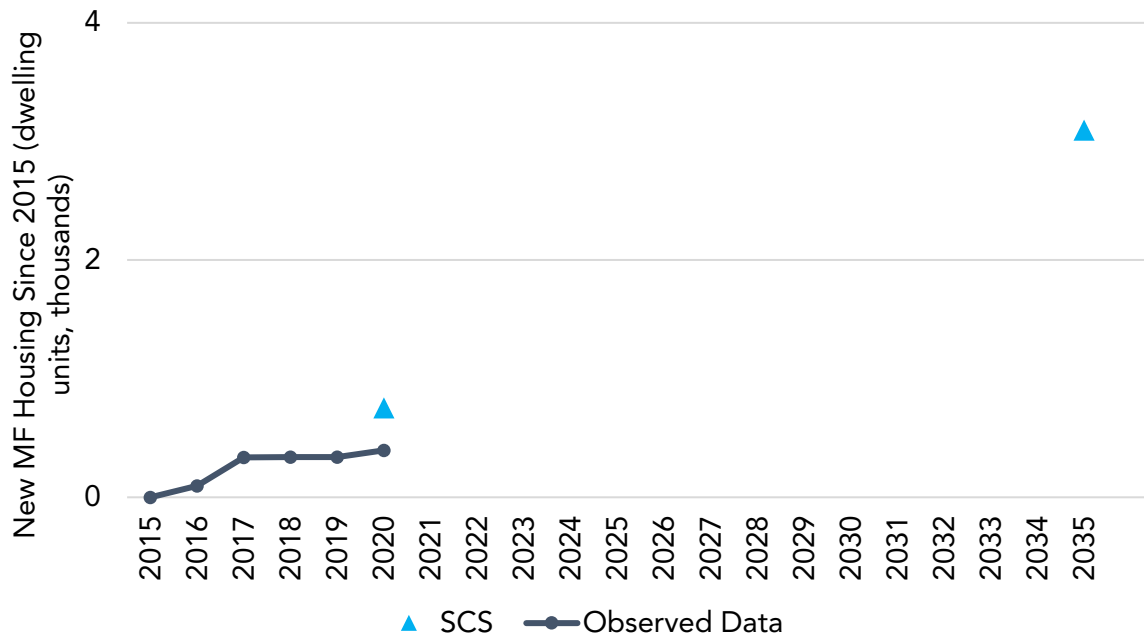
Total New Housing Units



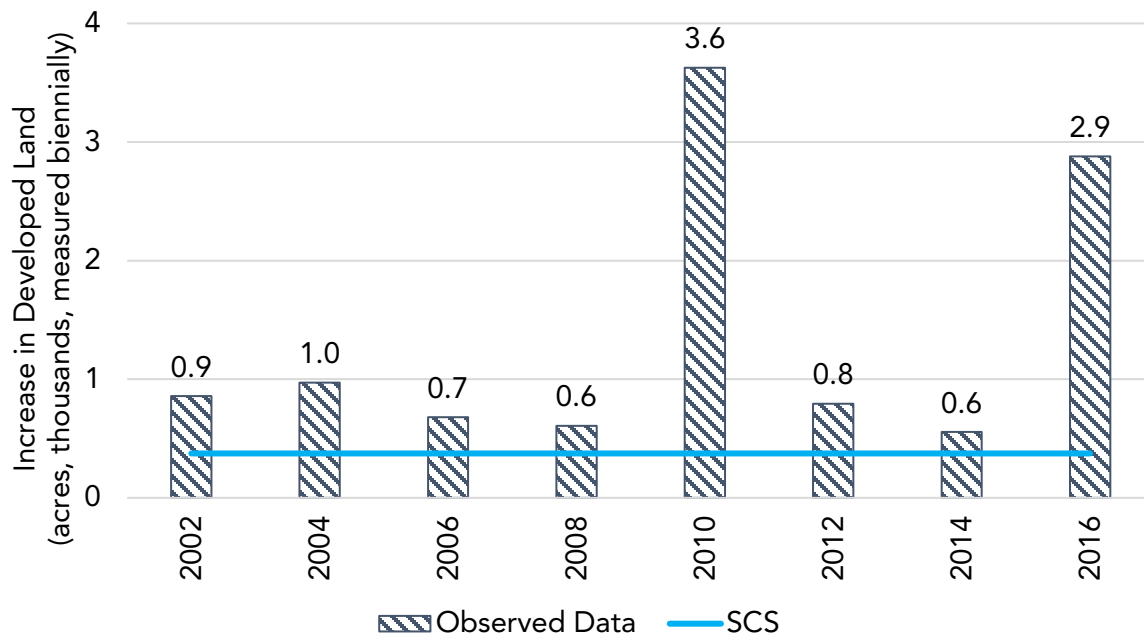
Total New Single-Family Housing Units



Total New Multi-Family Housing Units

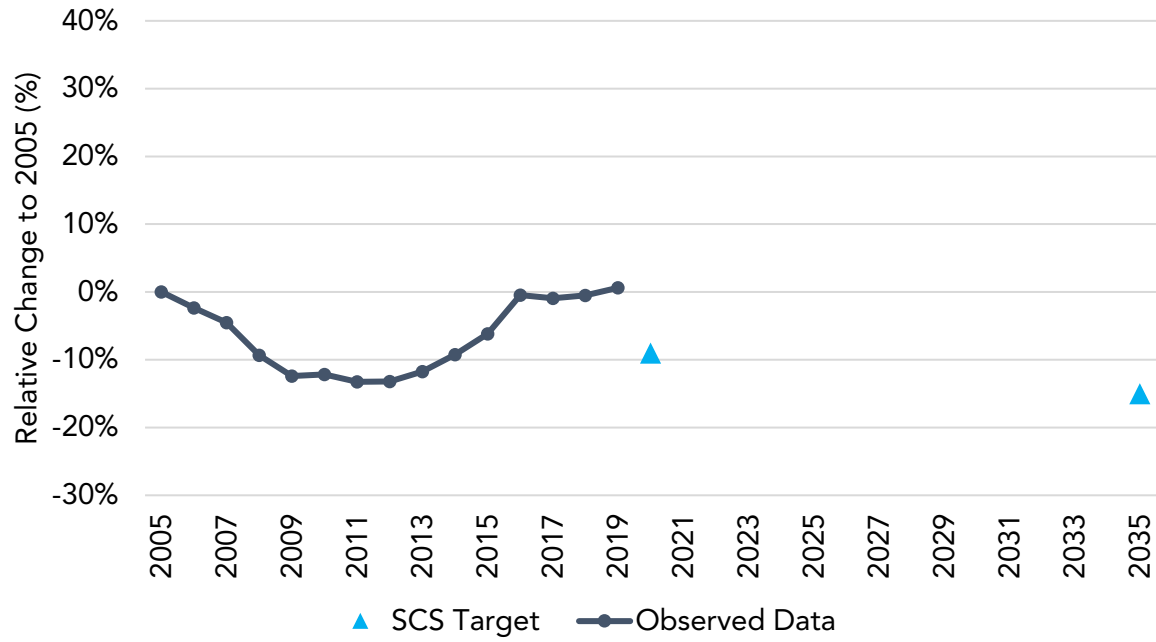


Urbanized Land

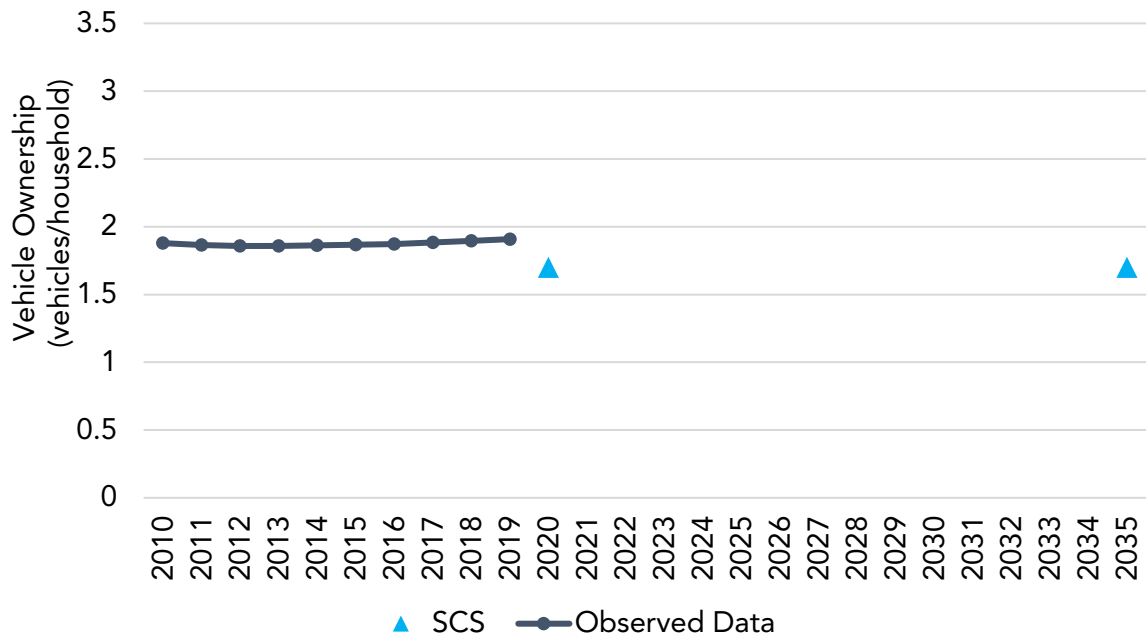


KERN COUNCIL OF GOVERNMENTS (KCOG)

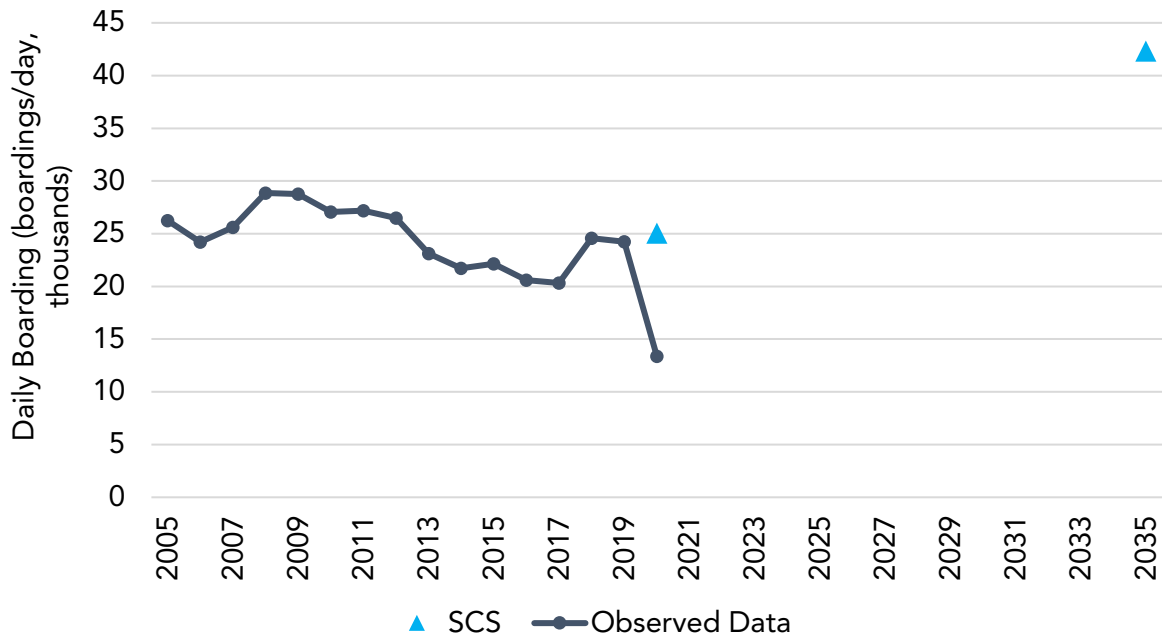
Per Capita GHG



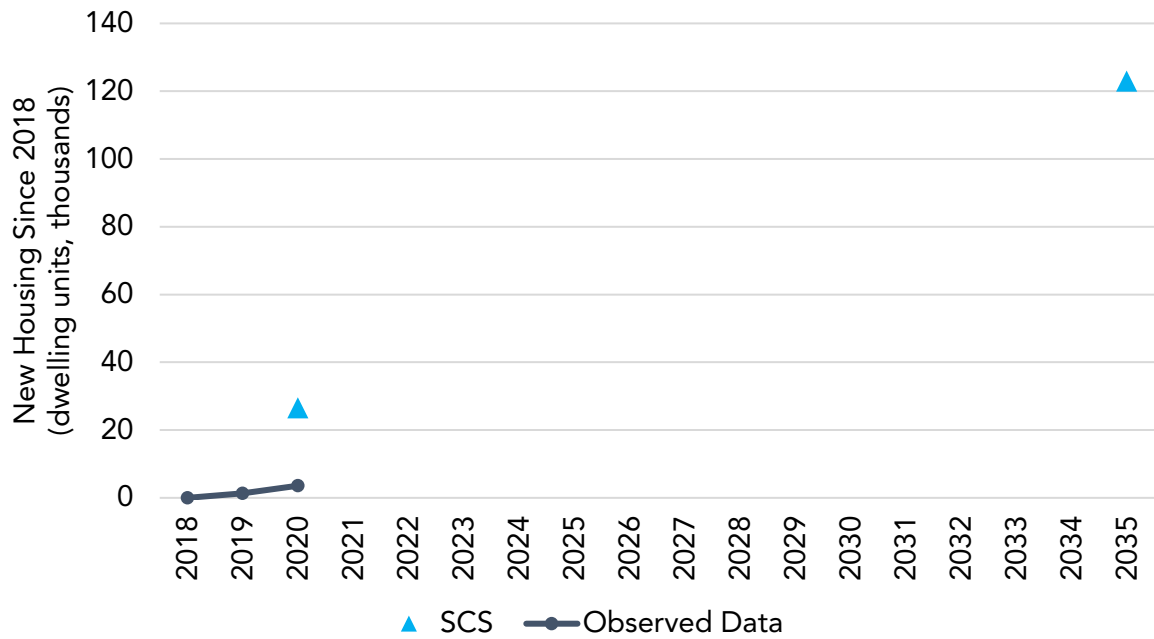
Household Vehicle Ownership



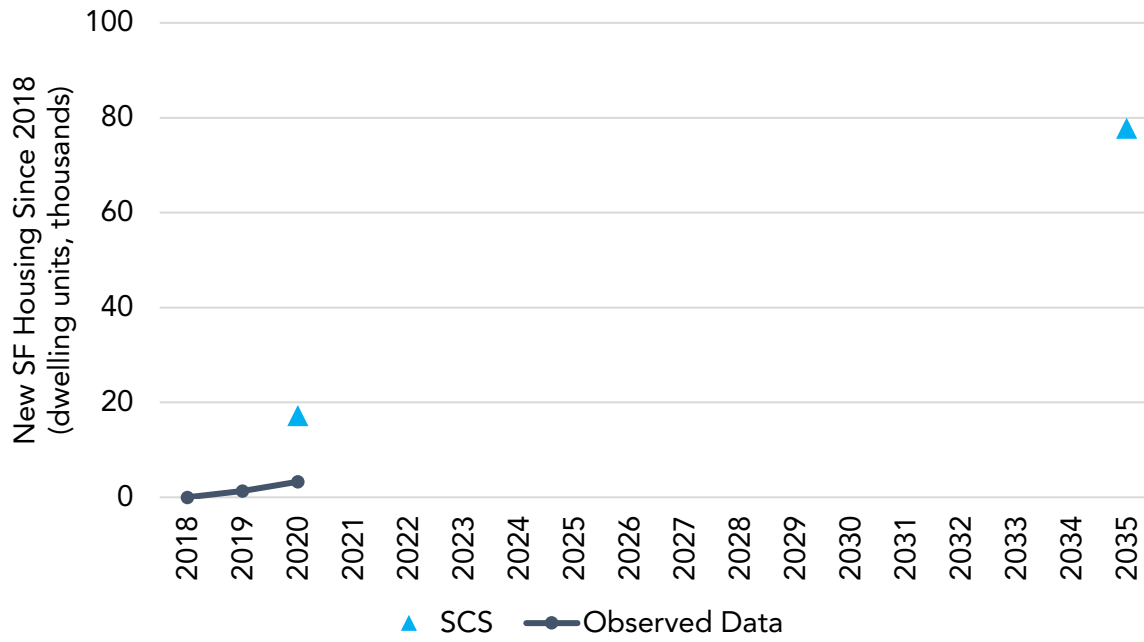
Daily Transit Ridership



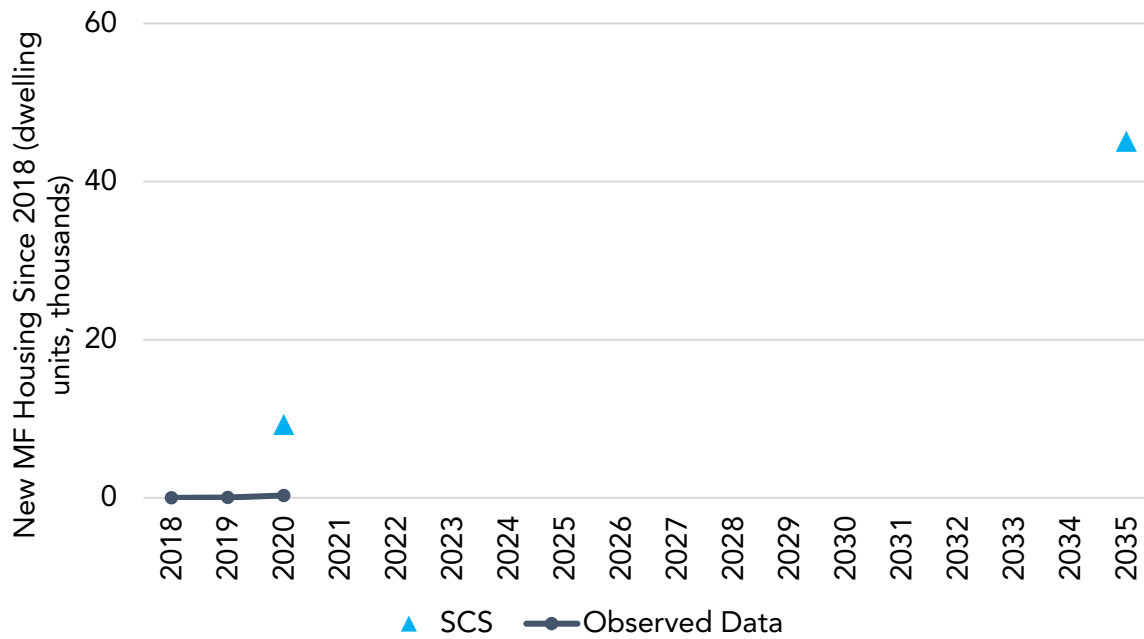
Total New Housing Units



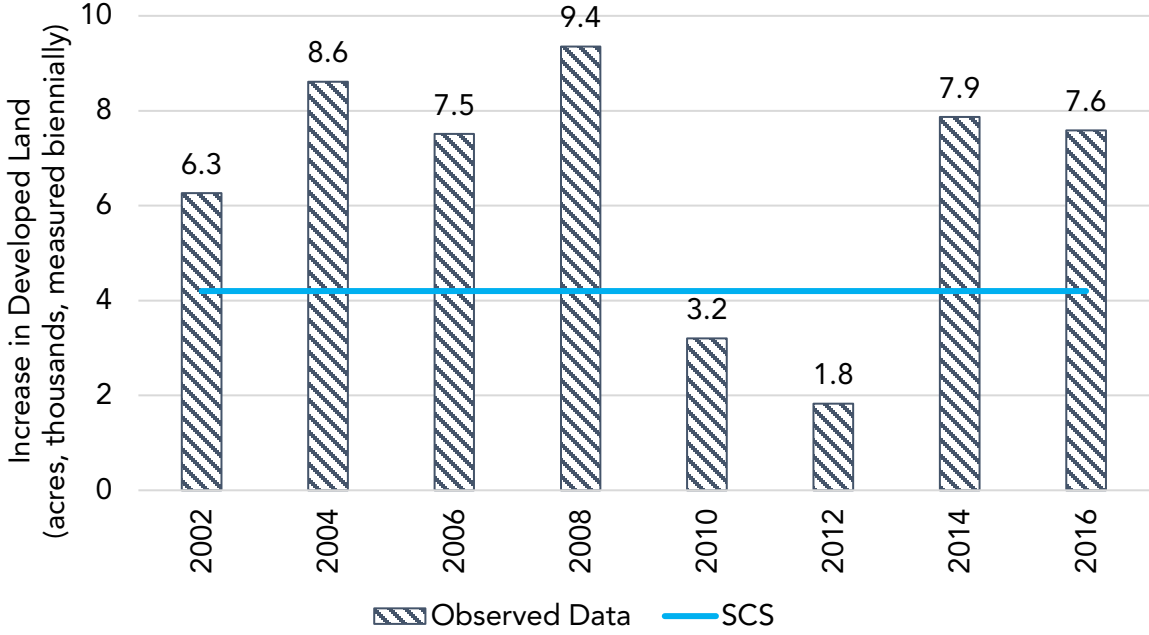
Total New Single-Family Housing Units



Total New Multi-Family Housing Units

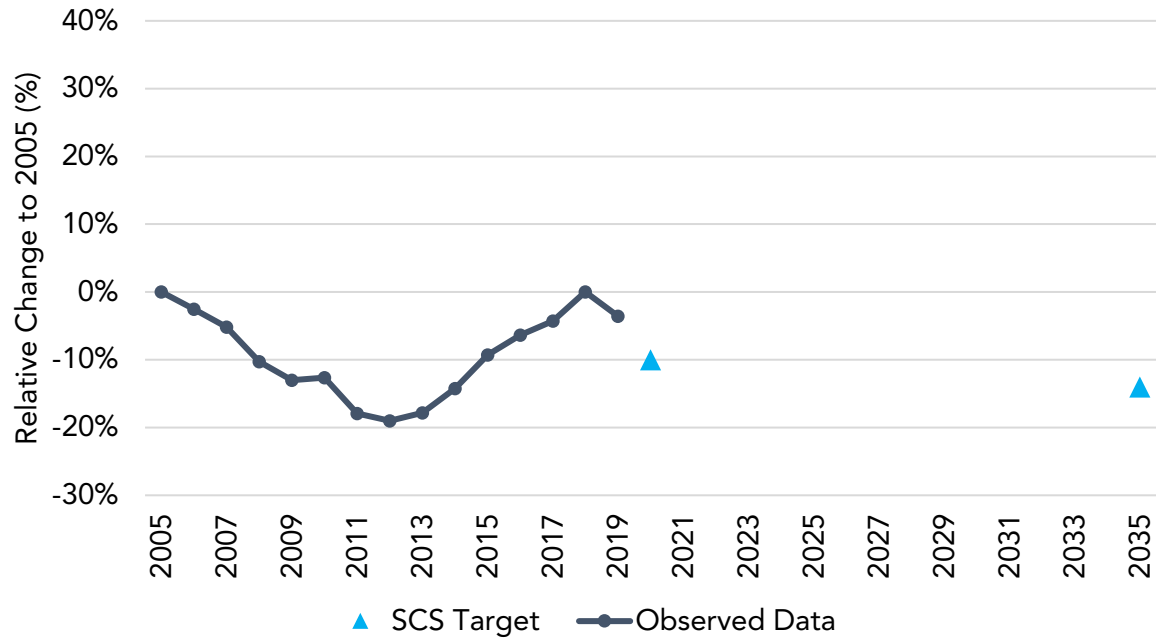


Urbanized Land

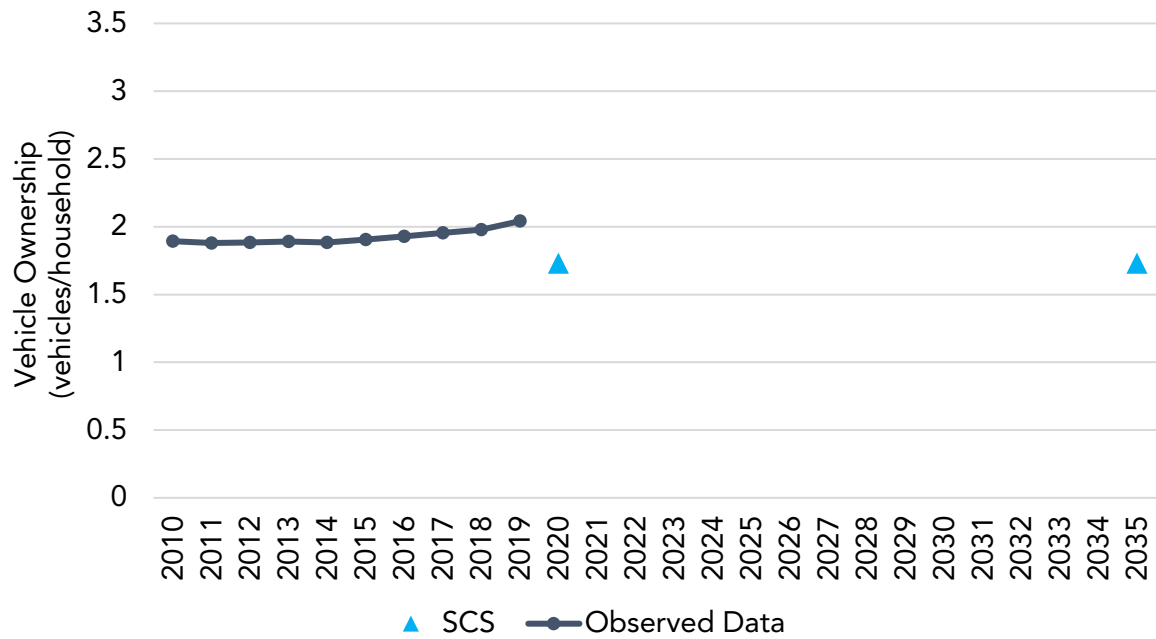


MERCED COUNTY ASSOCIATION OF GOVERNMENTS (MCAG)

Per Capita GHG



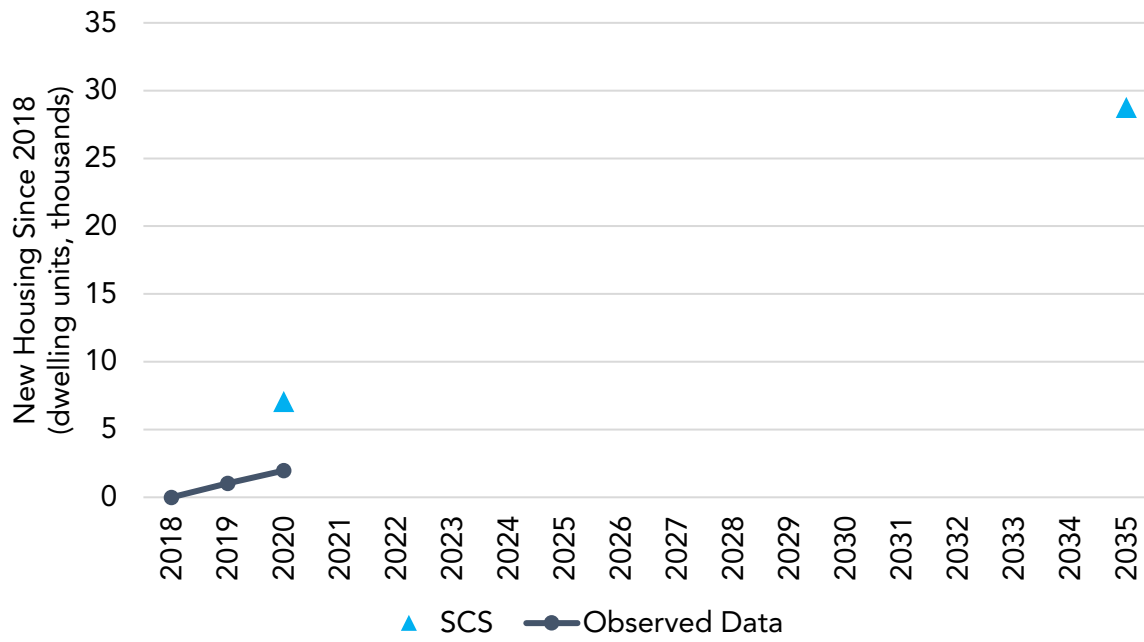
Household Vehicle Ownership



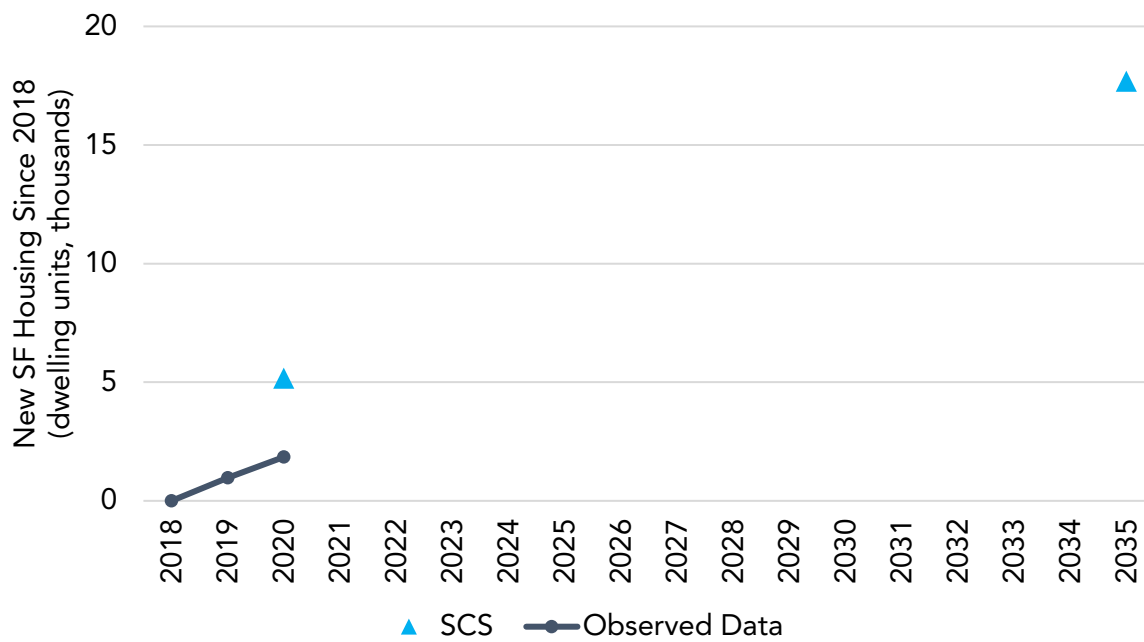
Daily Transit Ridership

No available SCS data.

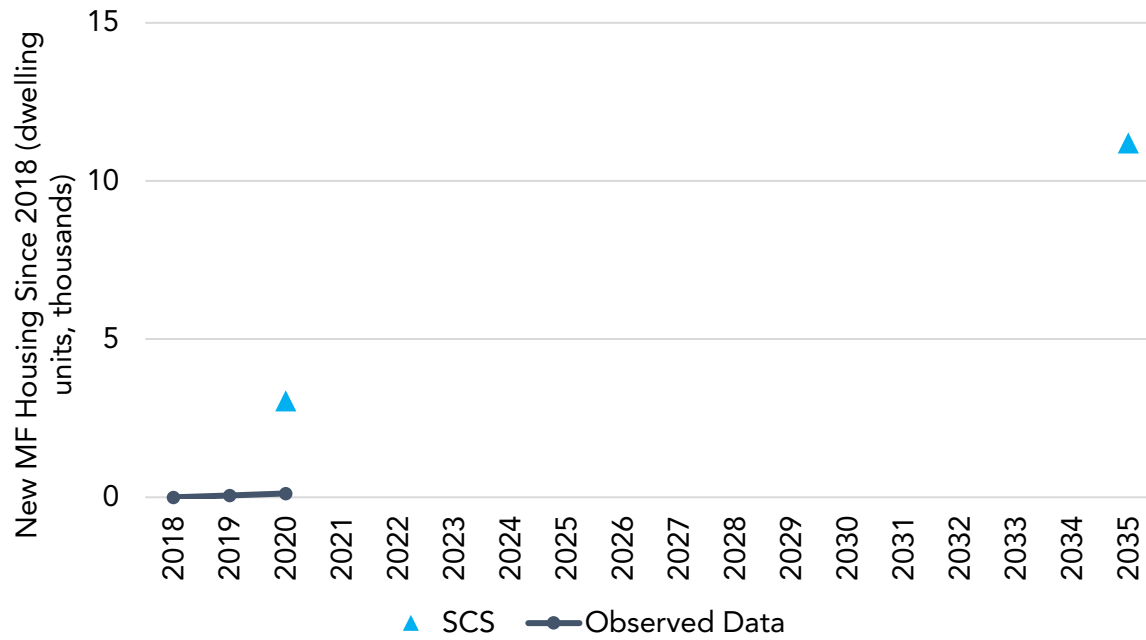
Total New Housing Units



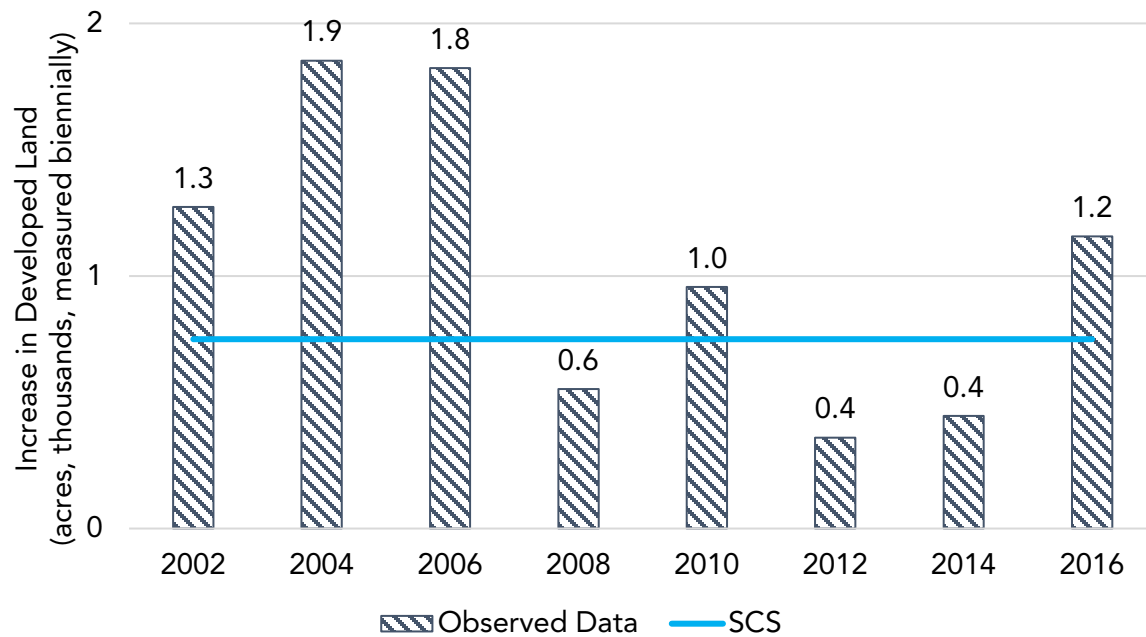
Total New Single-Family Housing Units



Total New Multi-Family Housing Units

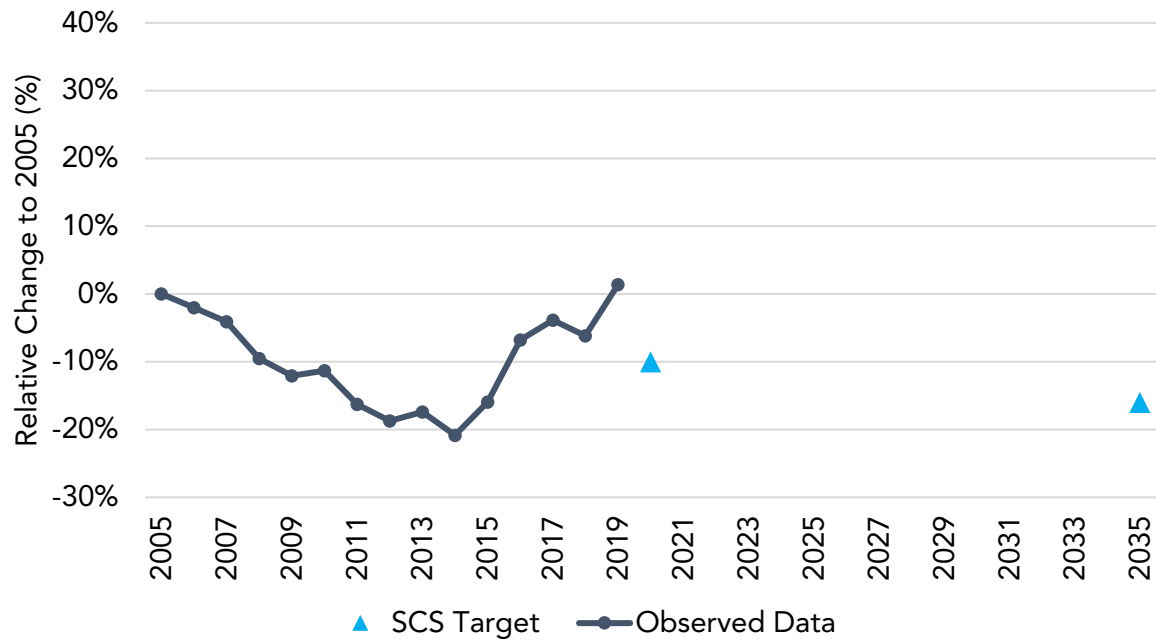


Urbanized Land

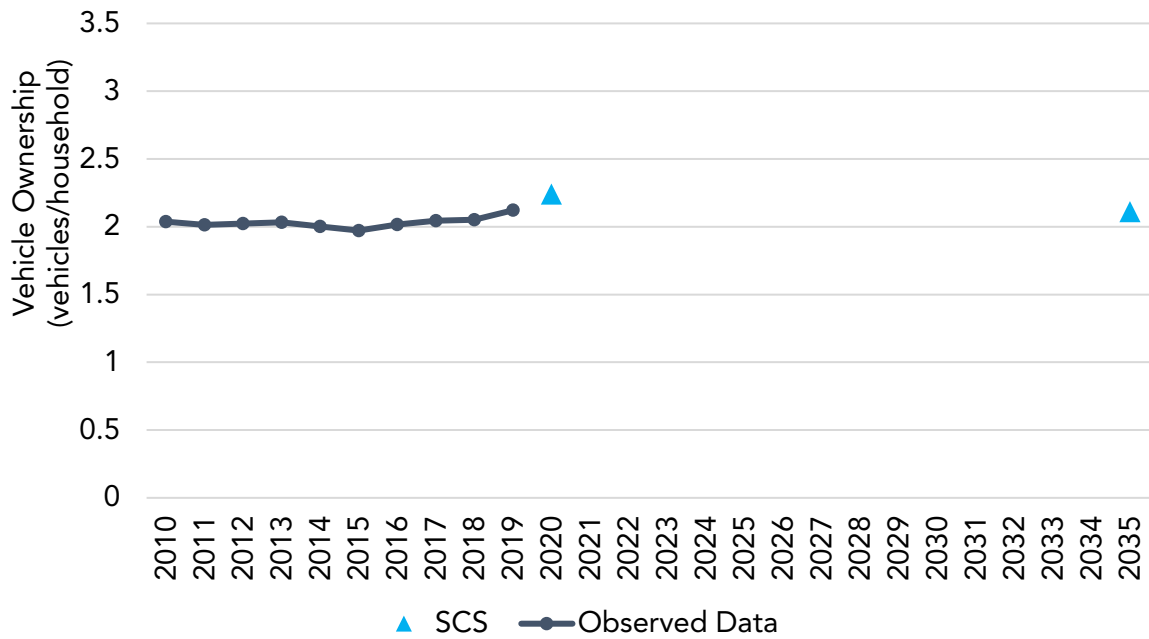


MADERA COUNTY TRANSPORTATION COMMISSION (MCTC)

Per Capita GHG



Household Vehicle Ownership



Daily Transit Ridership

No available SCS data.

Total New Housing Units

No available SCS data.

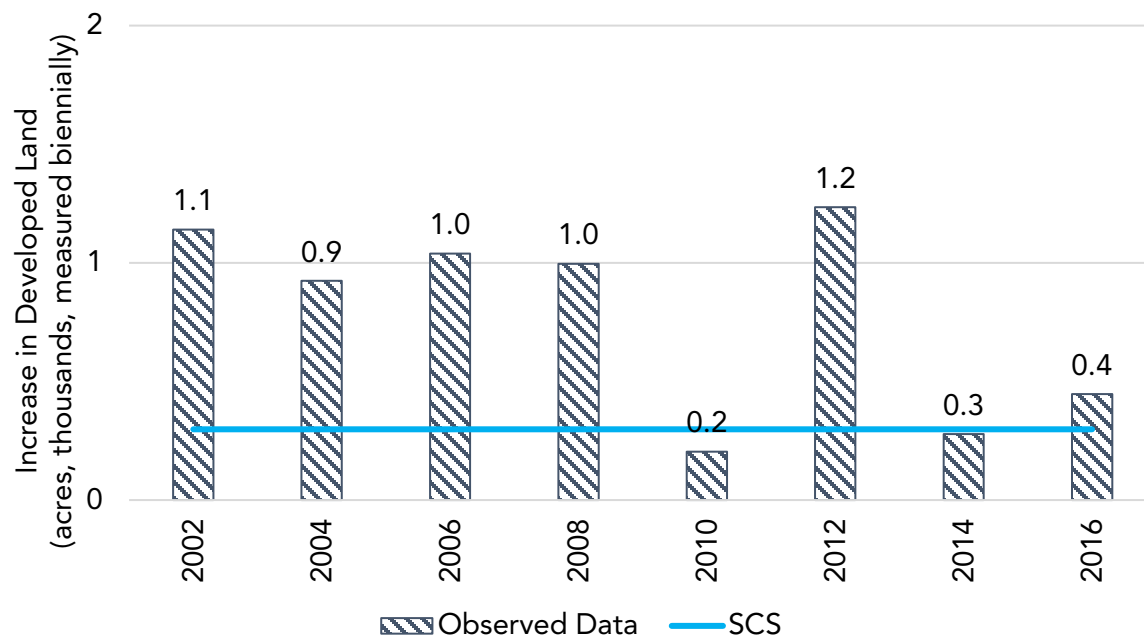
Total New Single-Family Housing Units

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Total New Multi-Family Housing Units

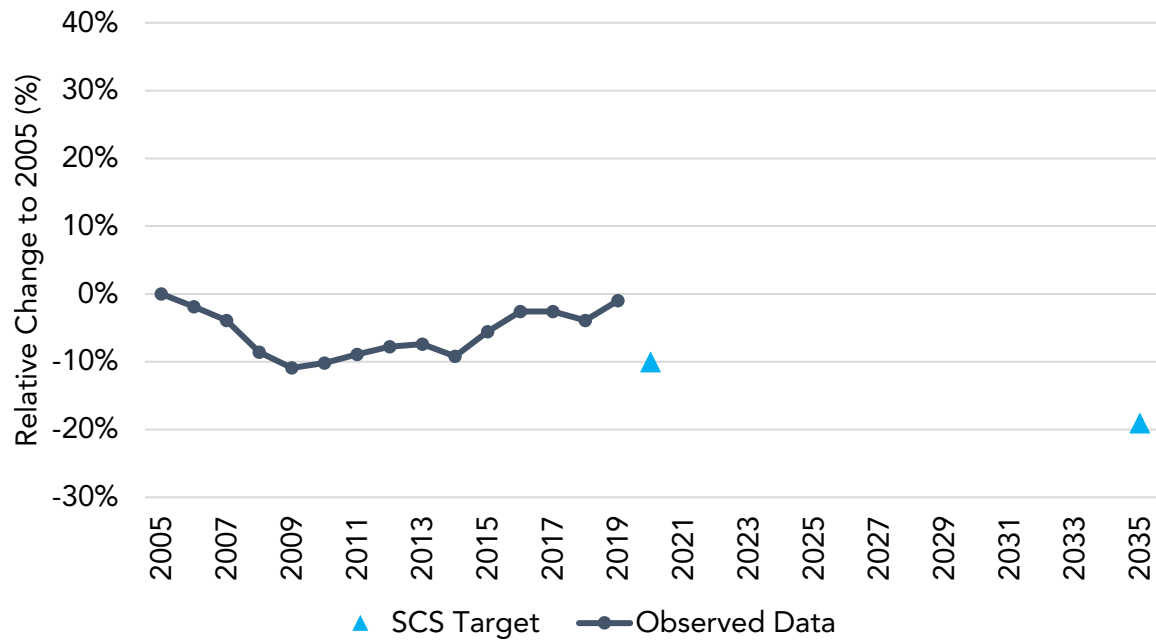
No available SCS data.

Urbanized Land

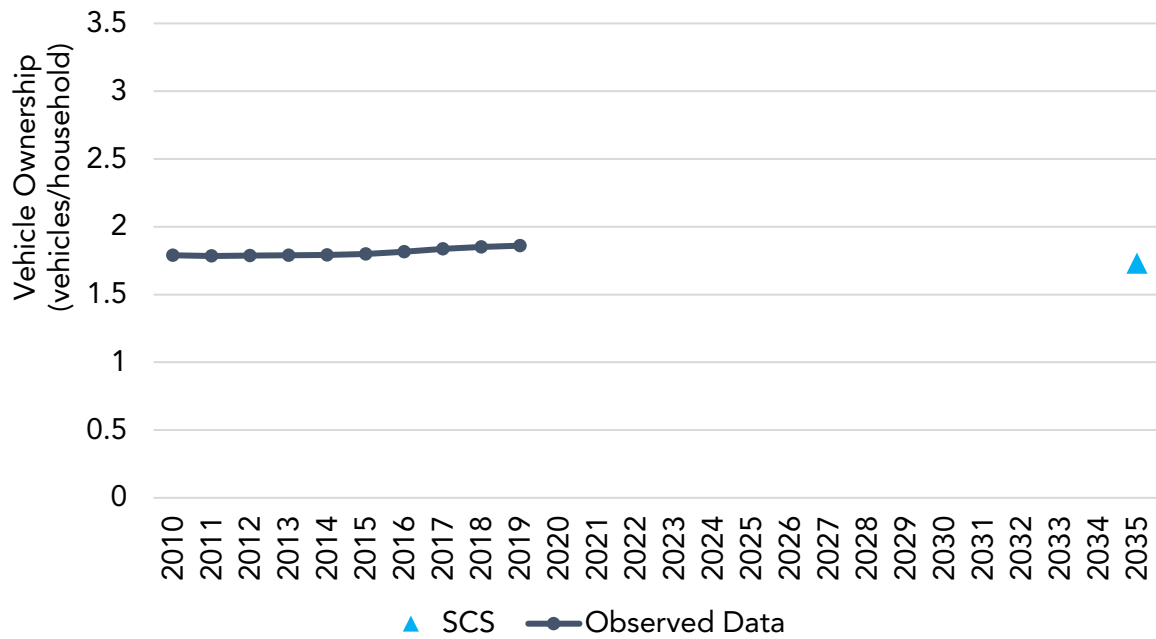


**METROPOLITAN TRANSPORTATION COMMISSION/ASSOCIATION OF
BAY AREA GOVERNMENTS (MTC)**

Per Capita GHG

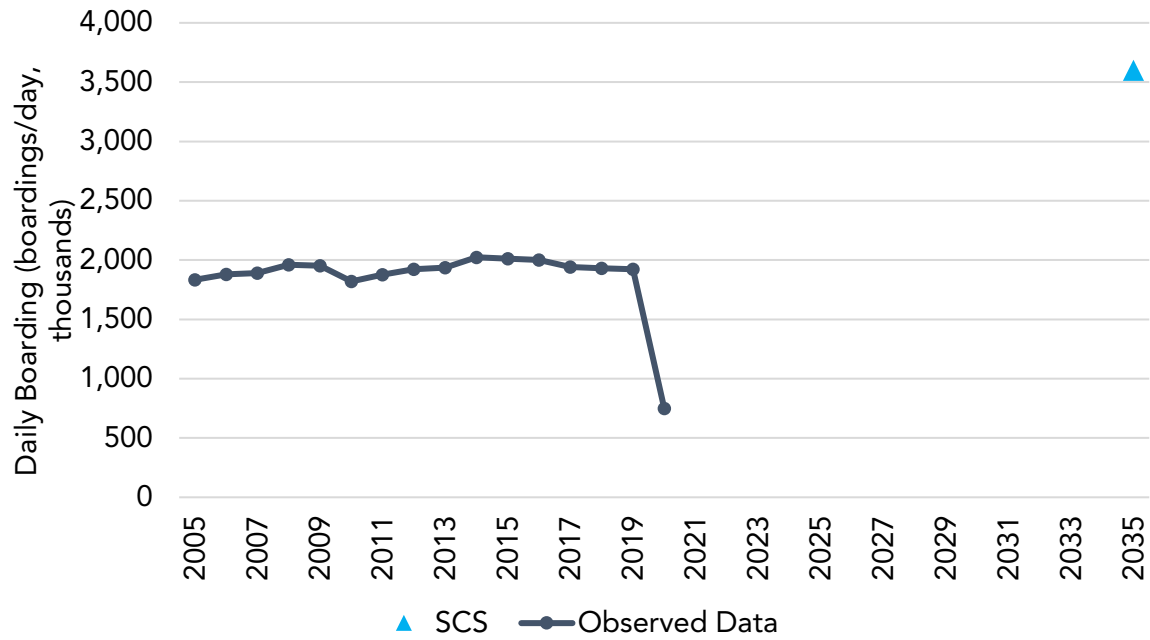


Household Vehicle Ownership



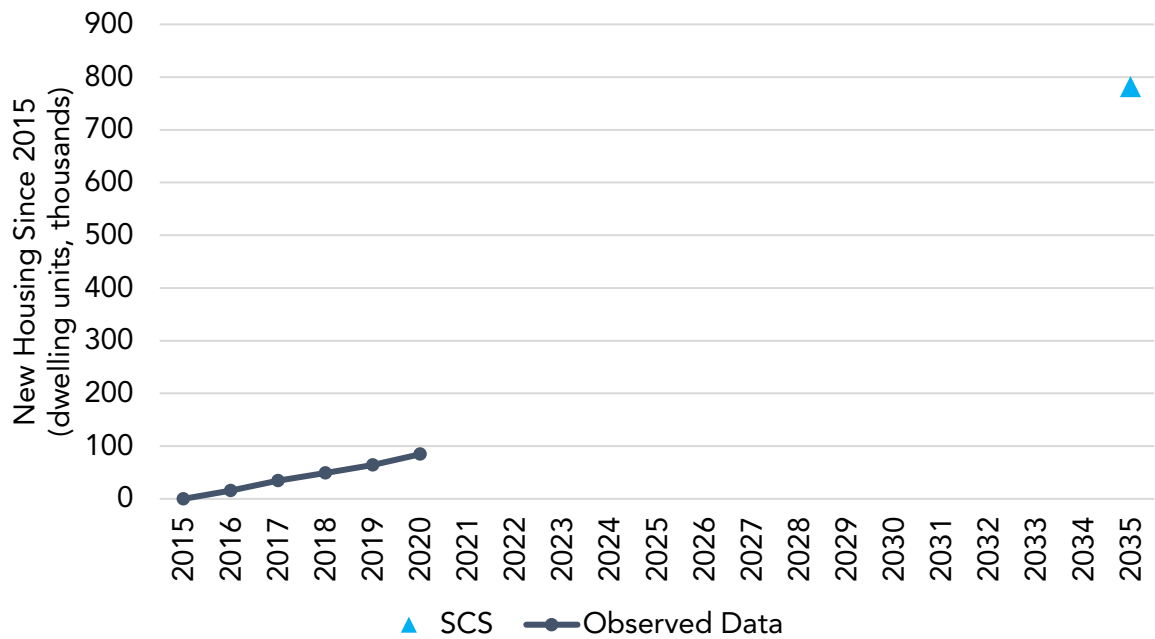
No available SCS data for 2020.

Daily Transit Ridership



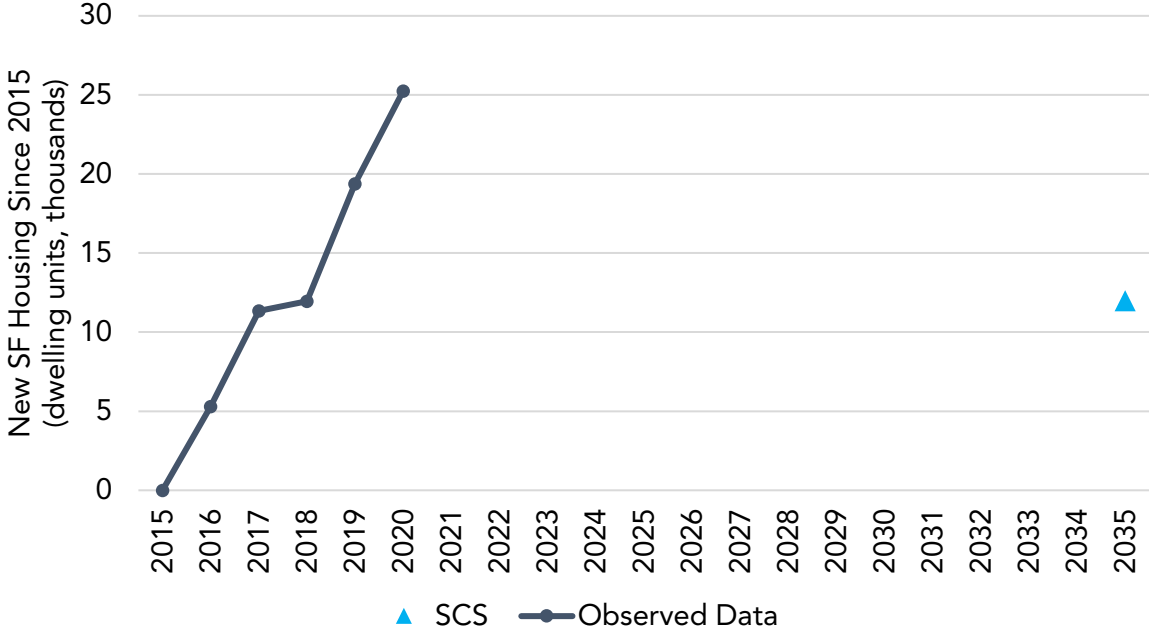
No available SCS data for 2020.

Total New Housing Units



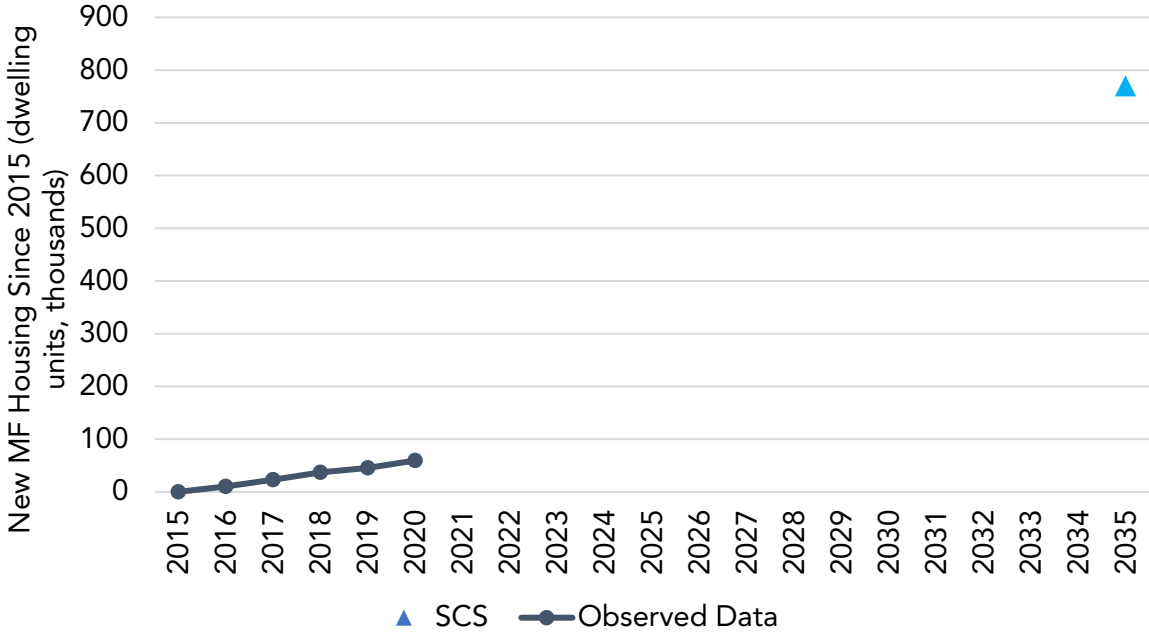
No available SCS data for 2020.

Total New Single-Family Housing Units



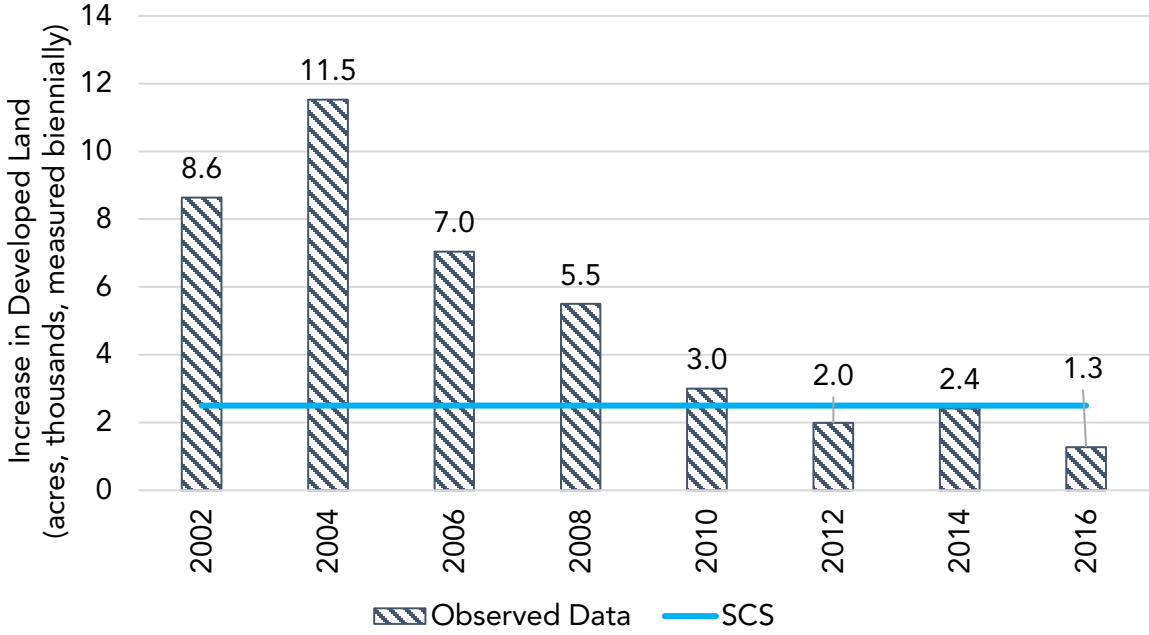
No available SCS data for 2020.

Total New Multi-Family Housing Units



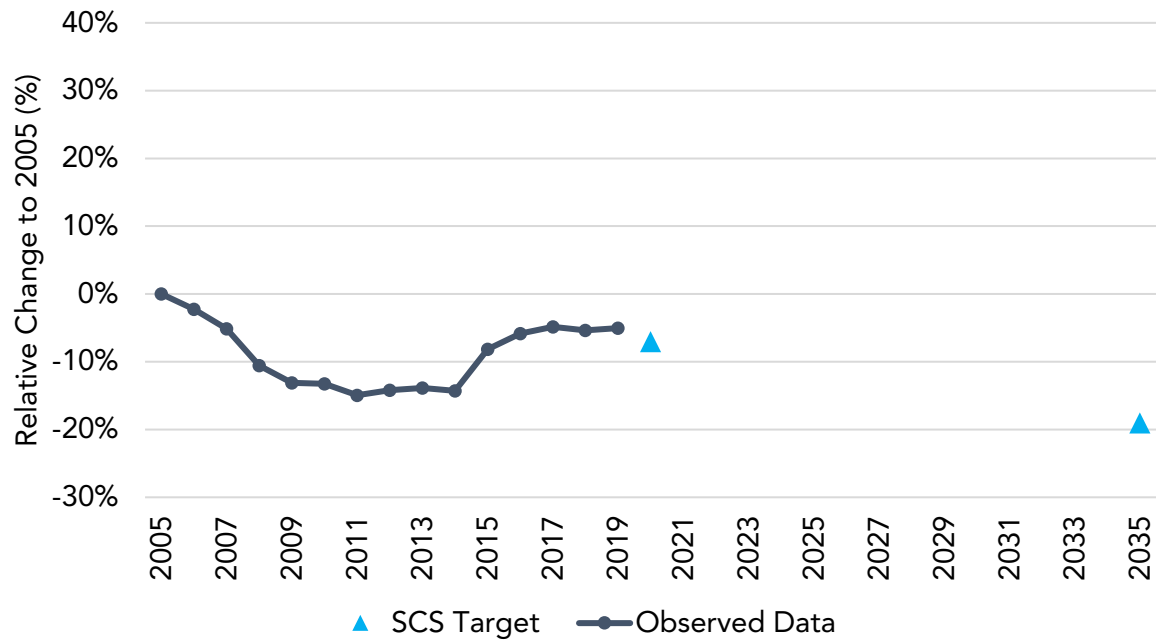
No available SCS data for 2020.

Urbanized Land

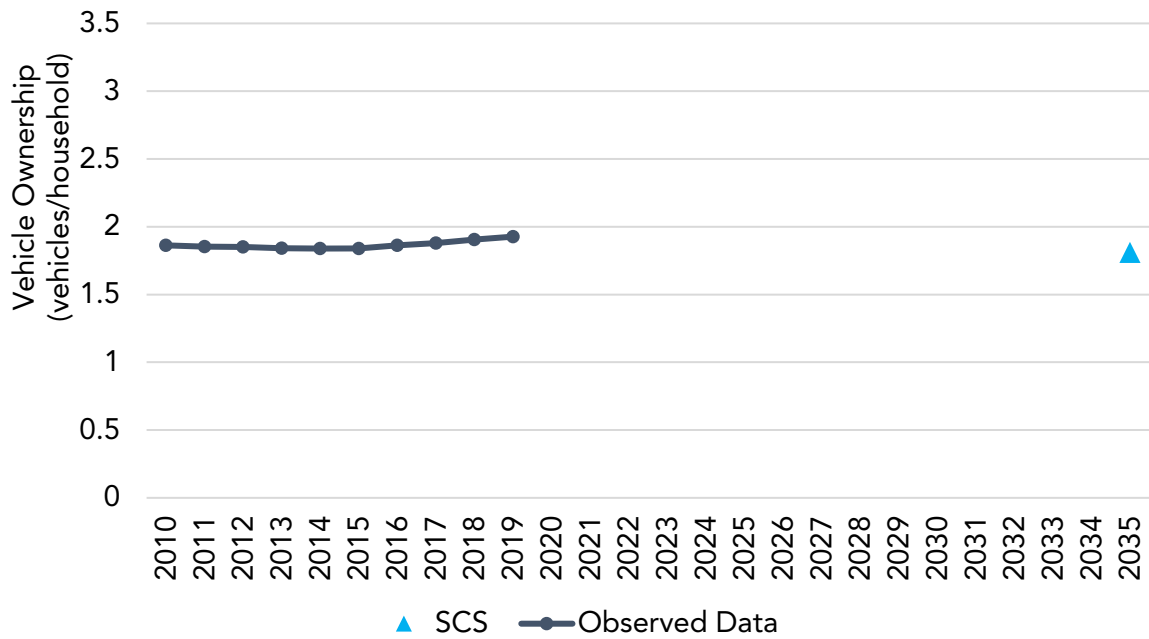


SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)

Per Capita GHG

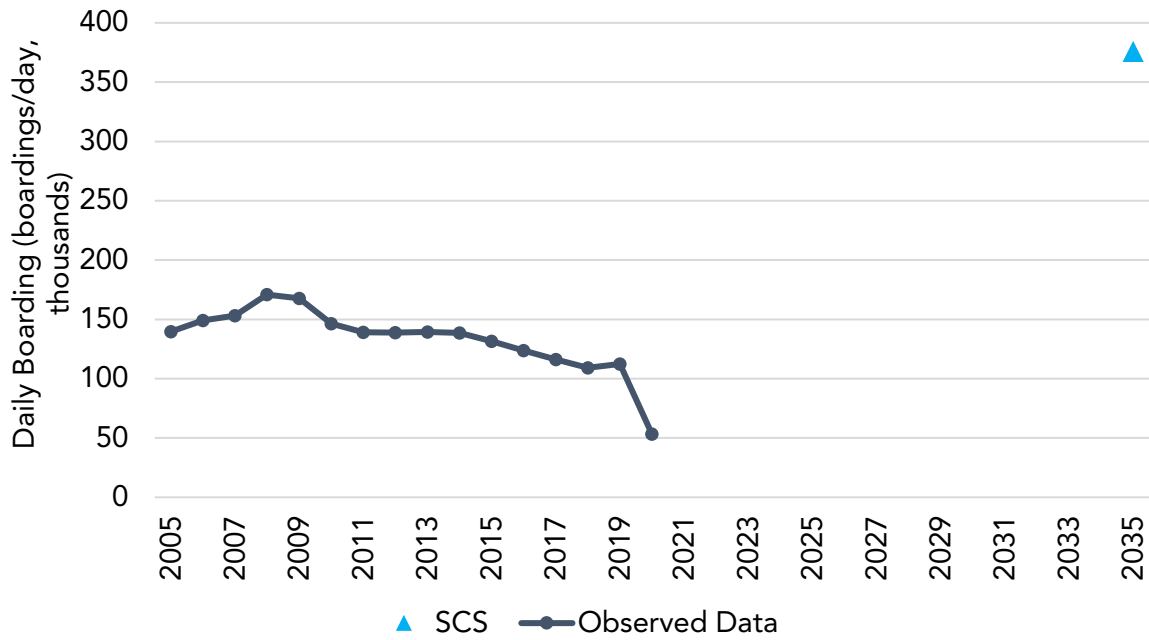


Household Vehicle Ownership



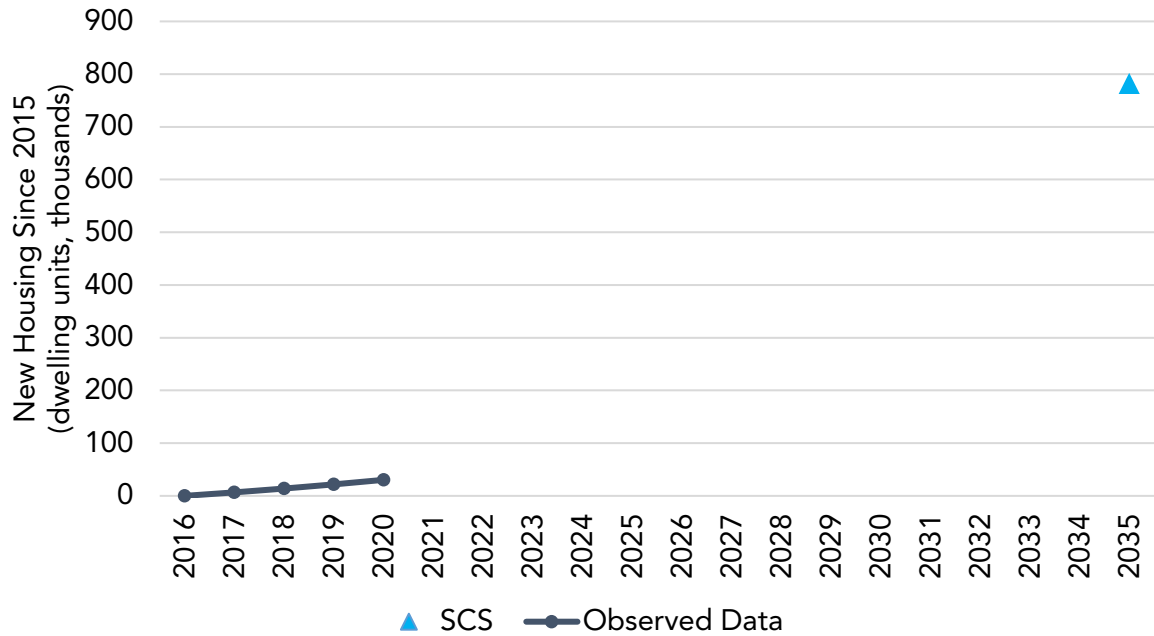
No available SCS data for 2020.

Daily Transit Ridership



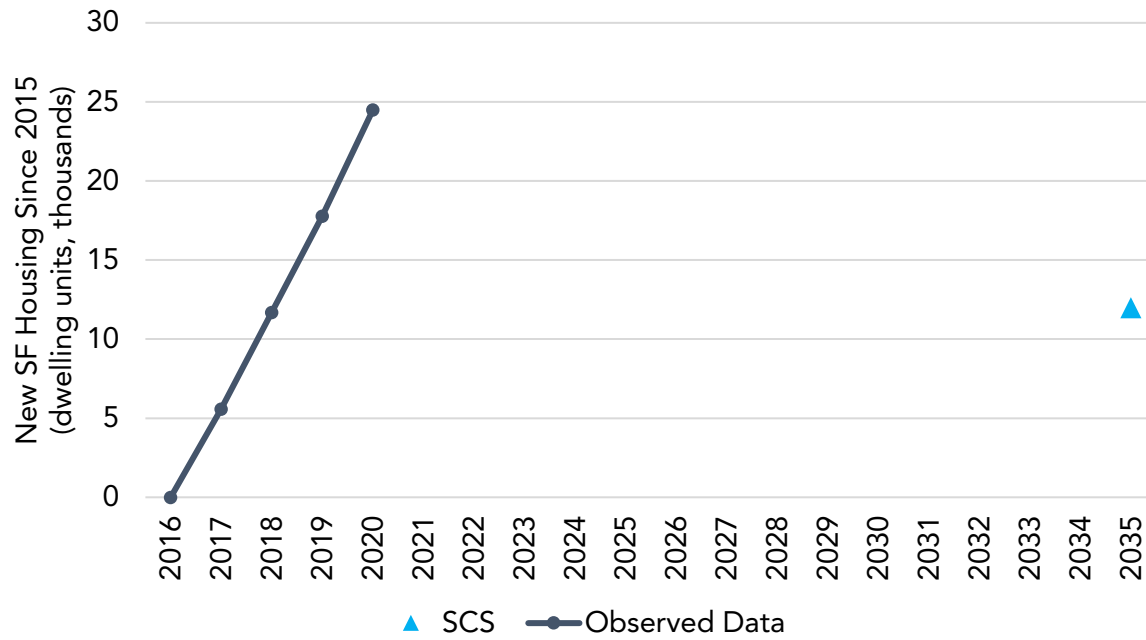
No available SCS data for 2020.

Total New Housing Units



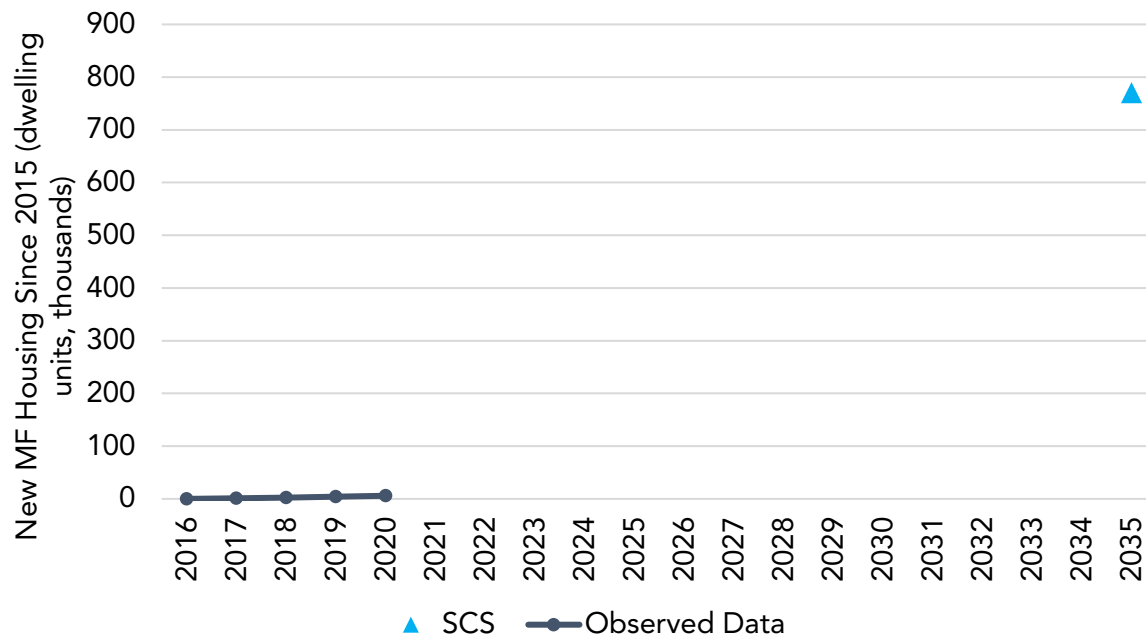
No available SCS data for 2020.

Total New Single-Family Housing Units



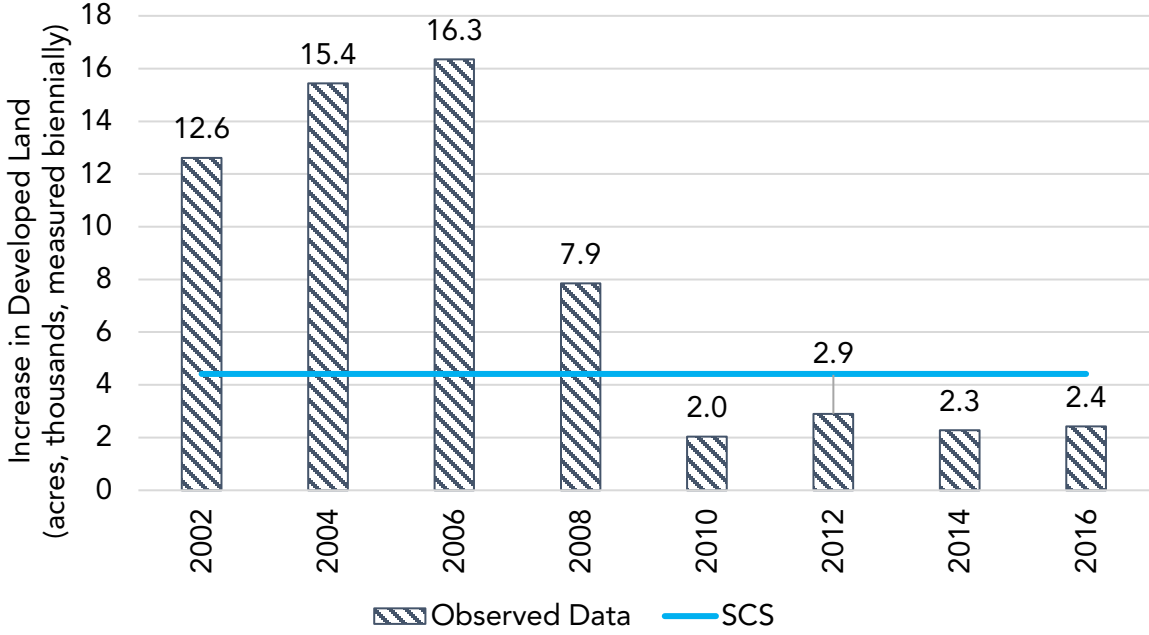
No available SCS data for 2020.

Total New Multi-Family Housing Units



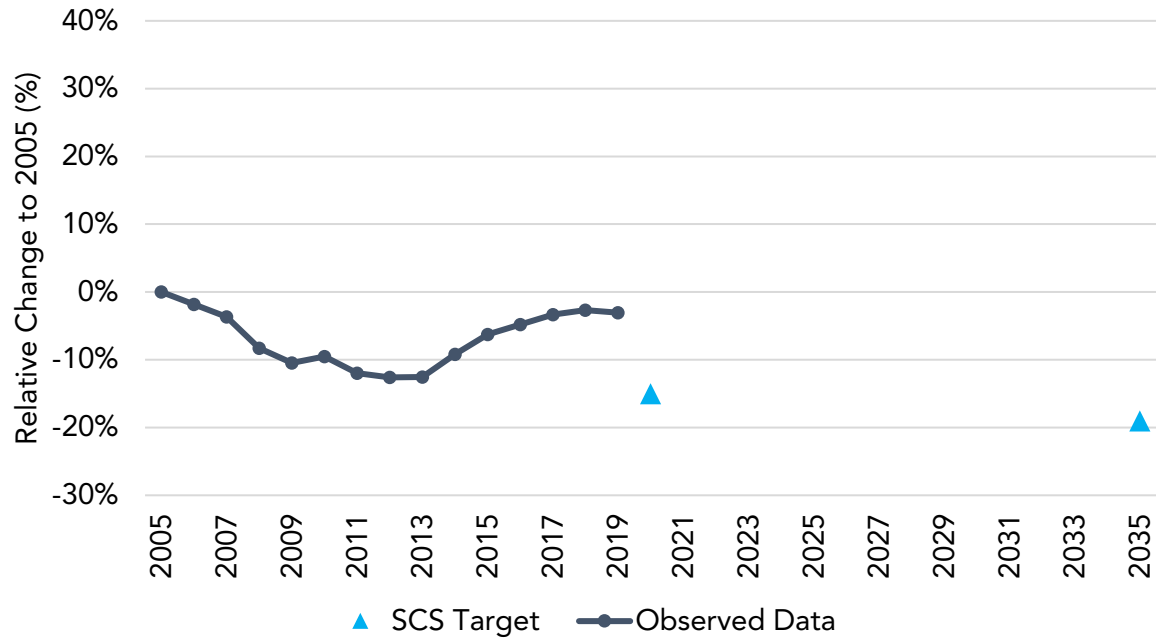
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Urbanized Land

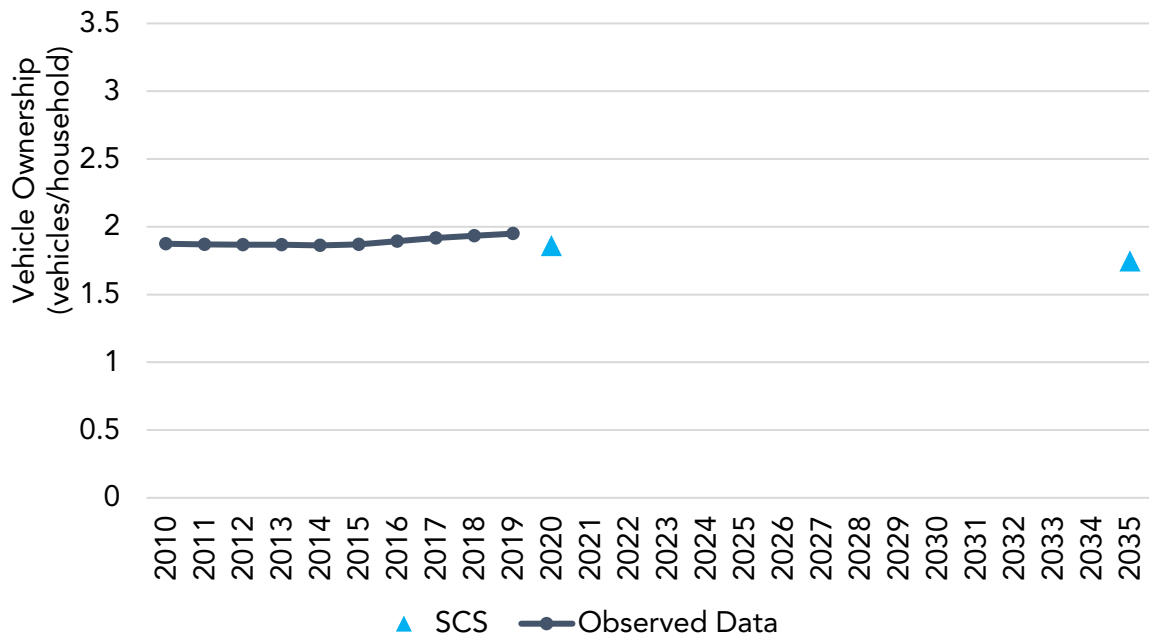


SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

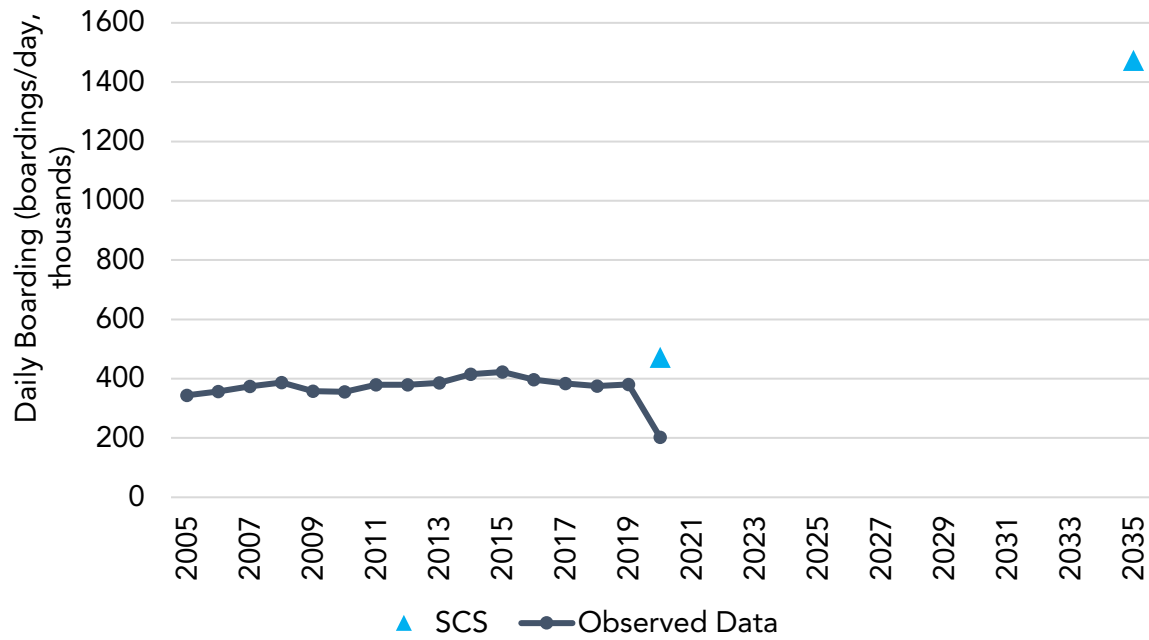
Per Capita GHG



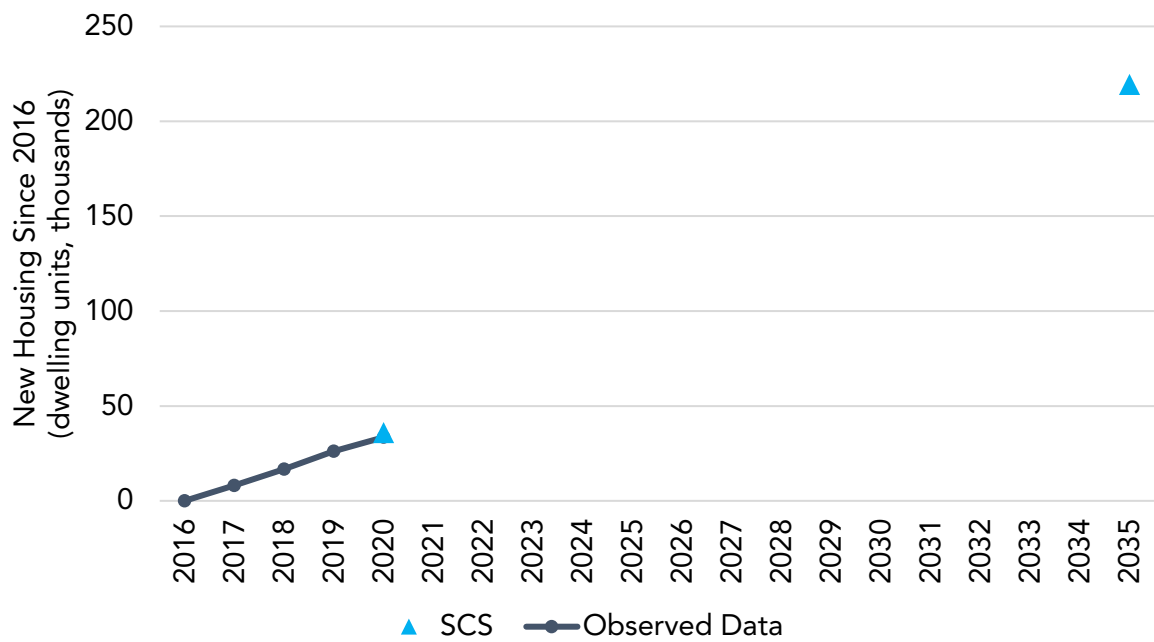
Household Vehicle Ownership



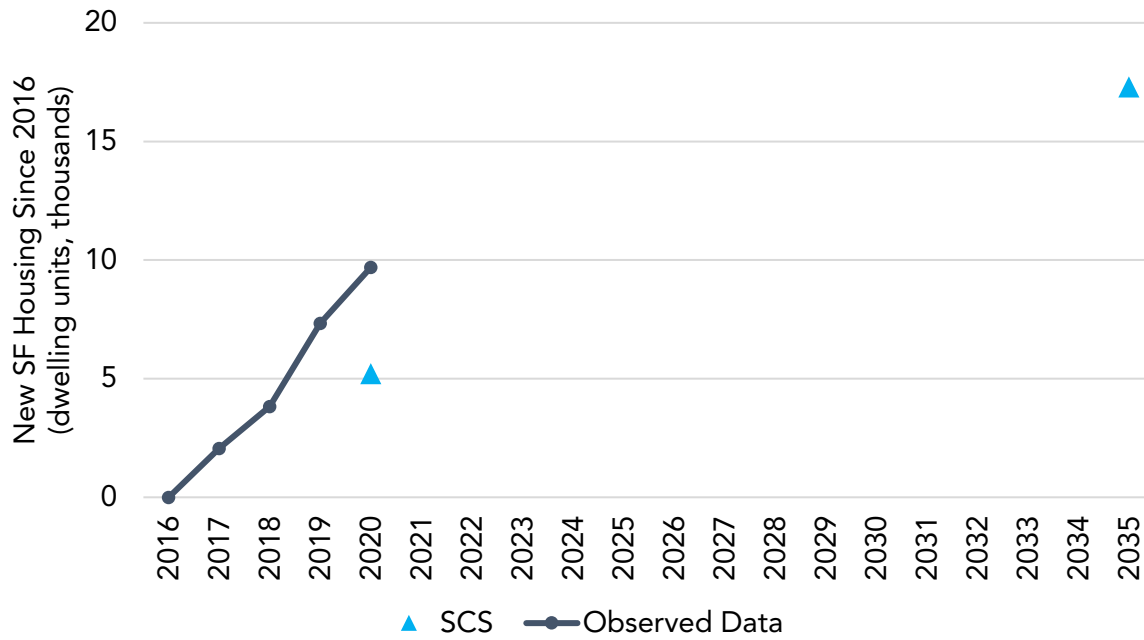
Daily Transit Ridership



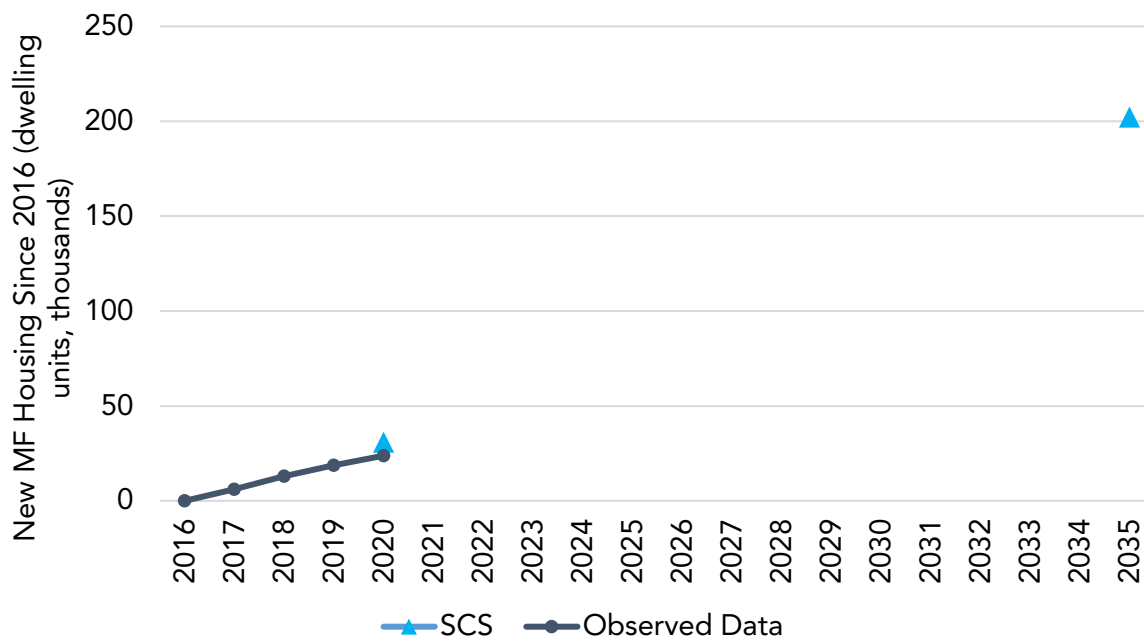
Total New Housing Units



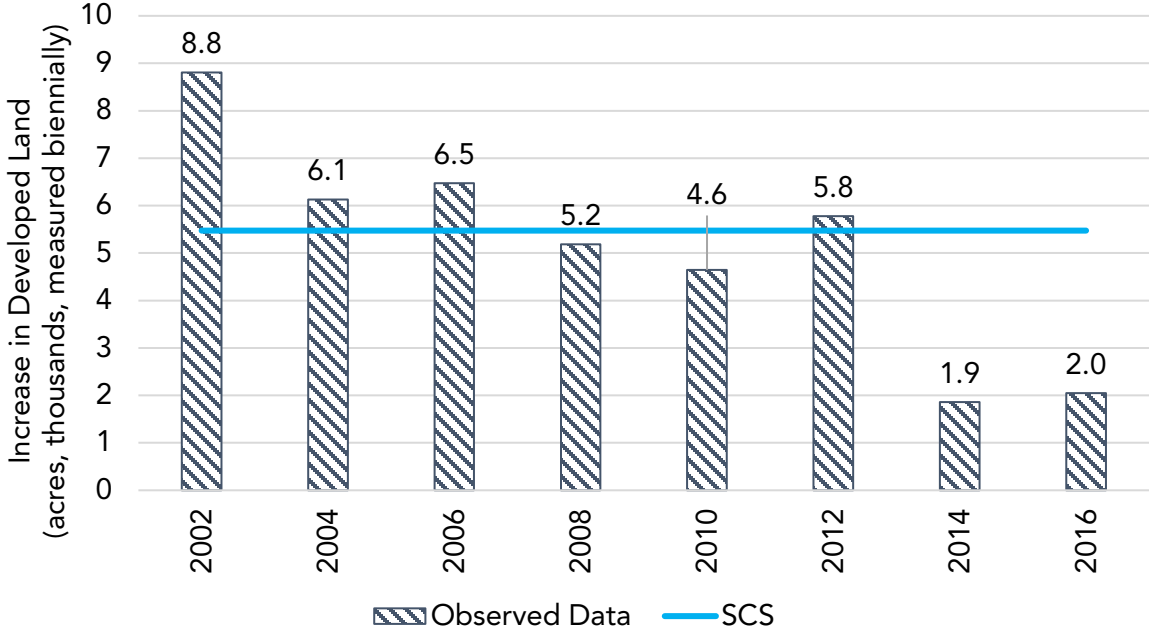
Total New Single-Family Housing Units



Total New Multi-Family Housing Units

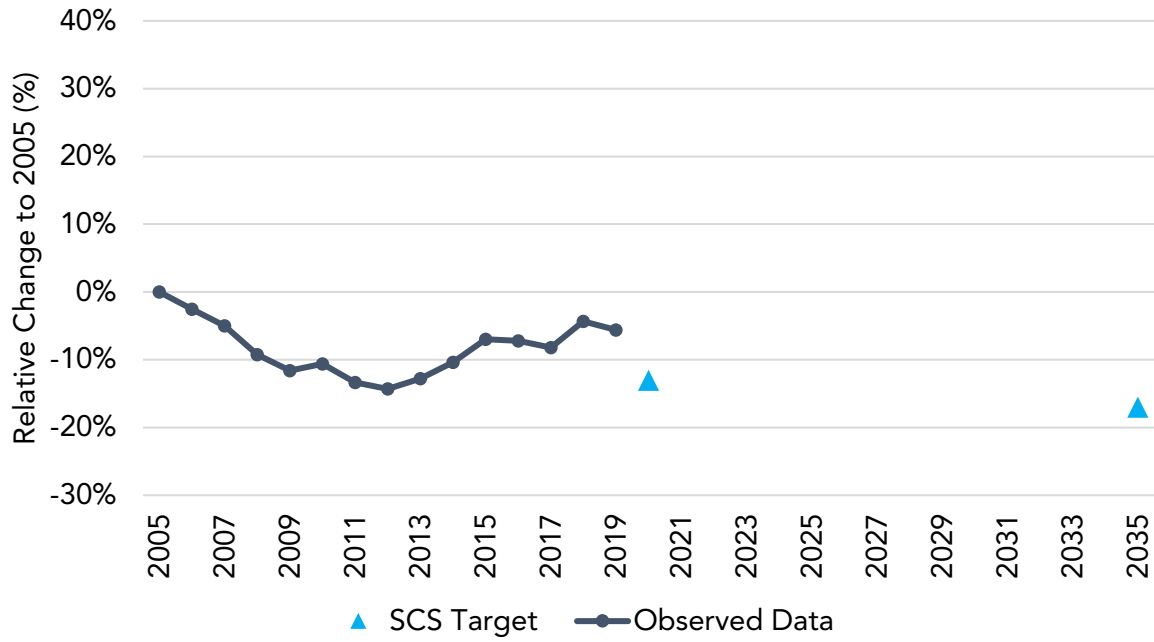


Urbanized Land

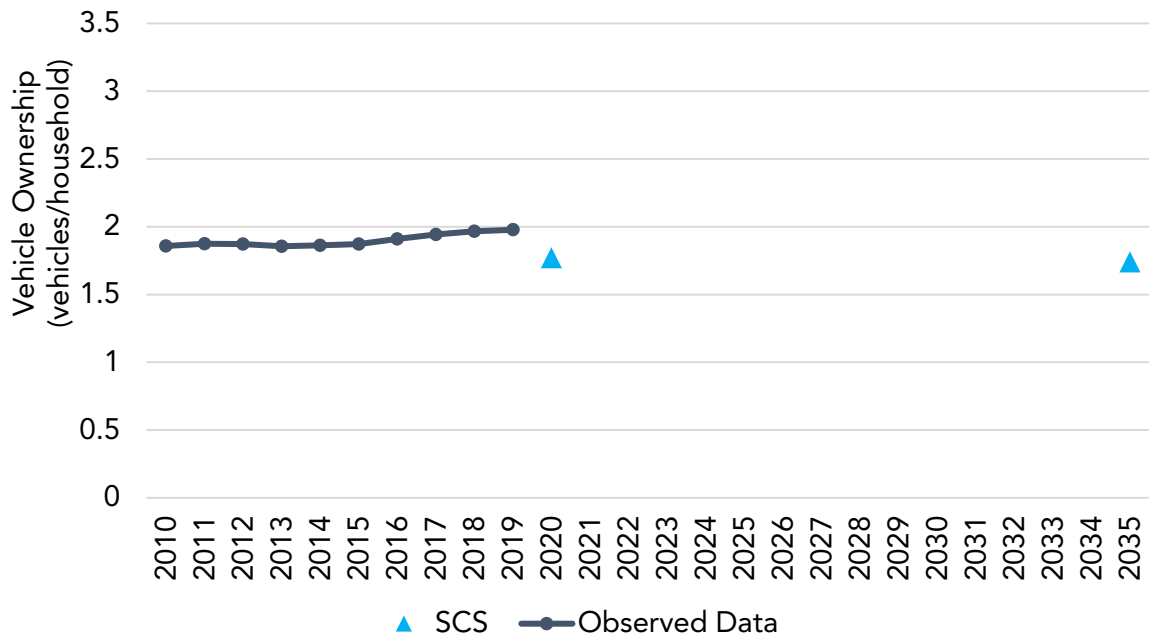


**SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
(SBCAG)**

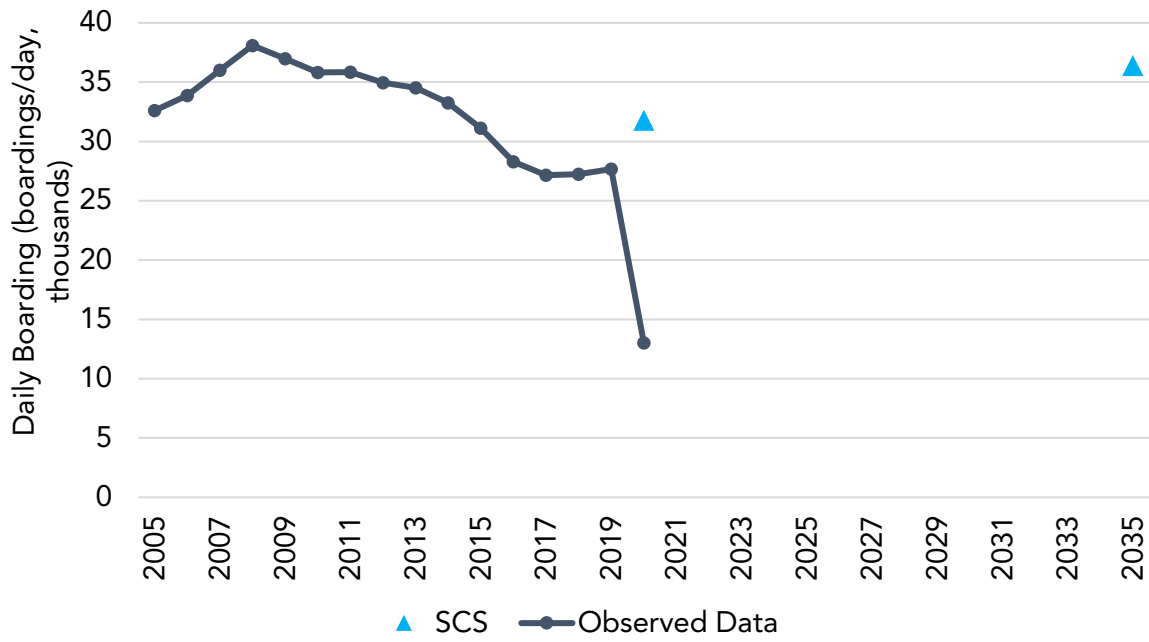
Per Capita GHG



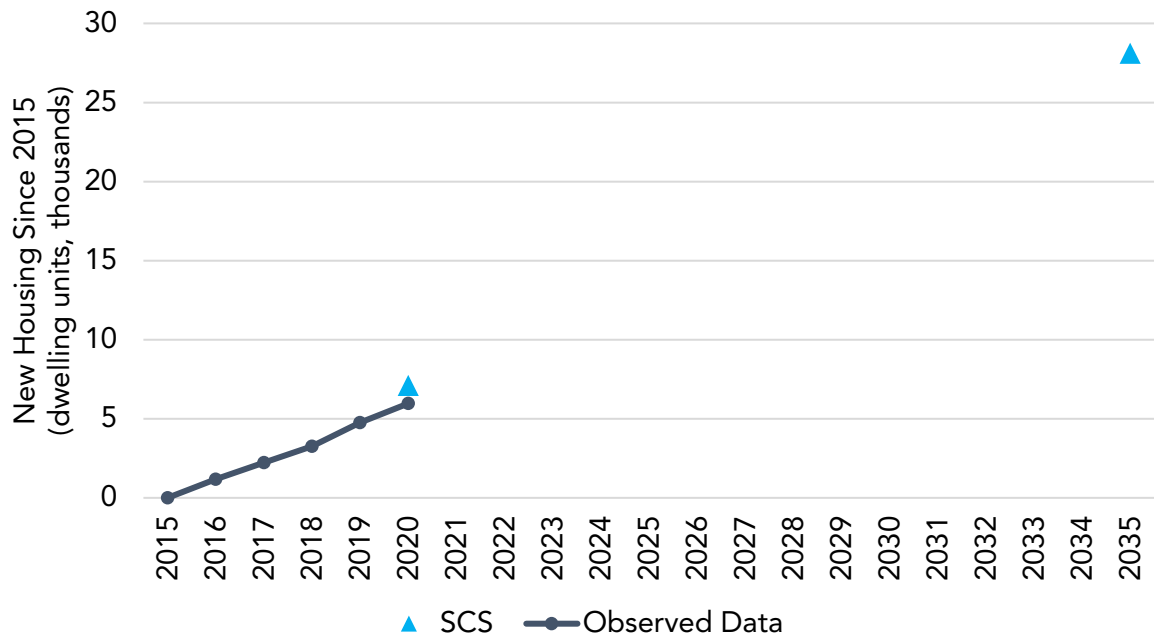
Household Vehicle Ownership



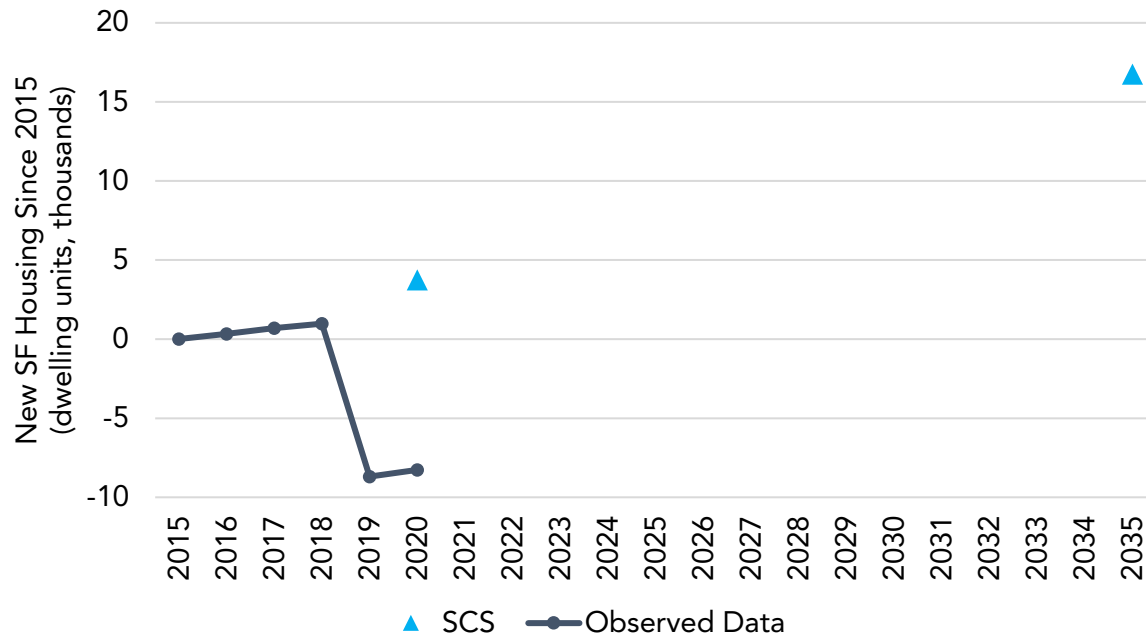
Daily Transit Ridership



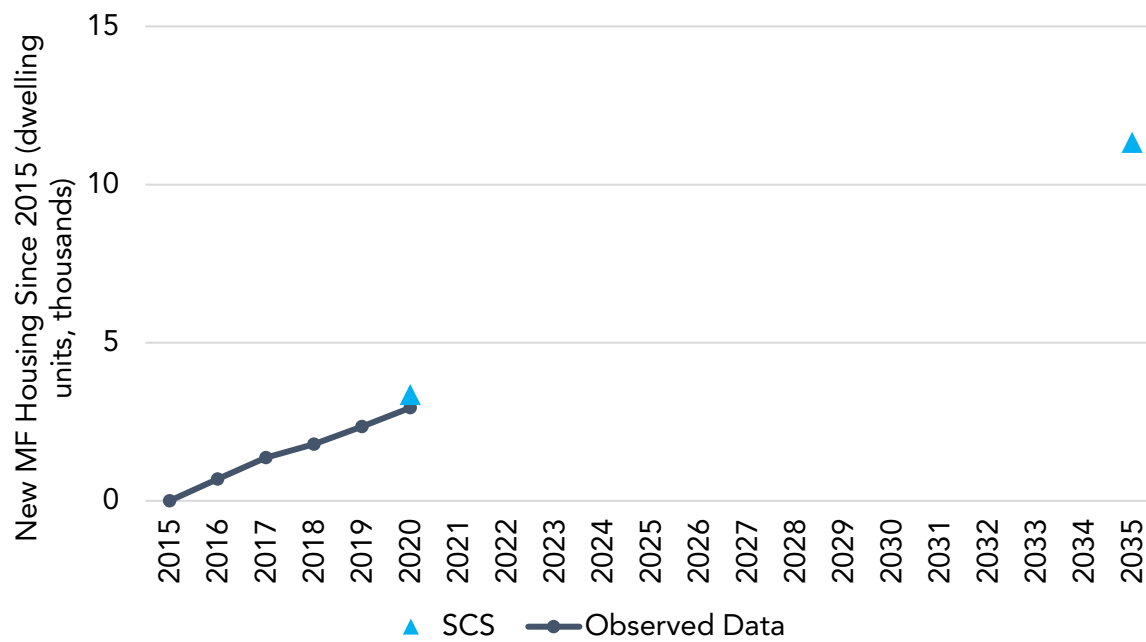
Total New Housing Units



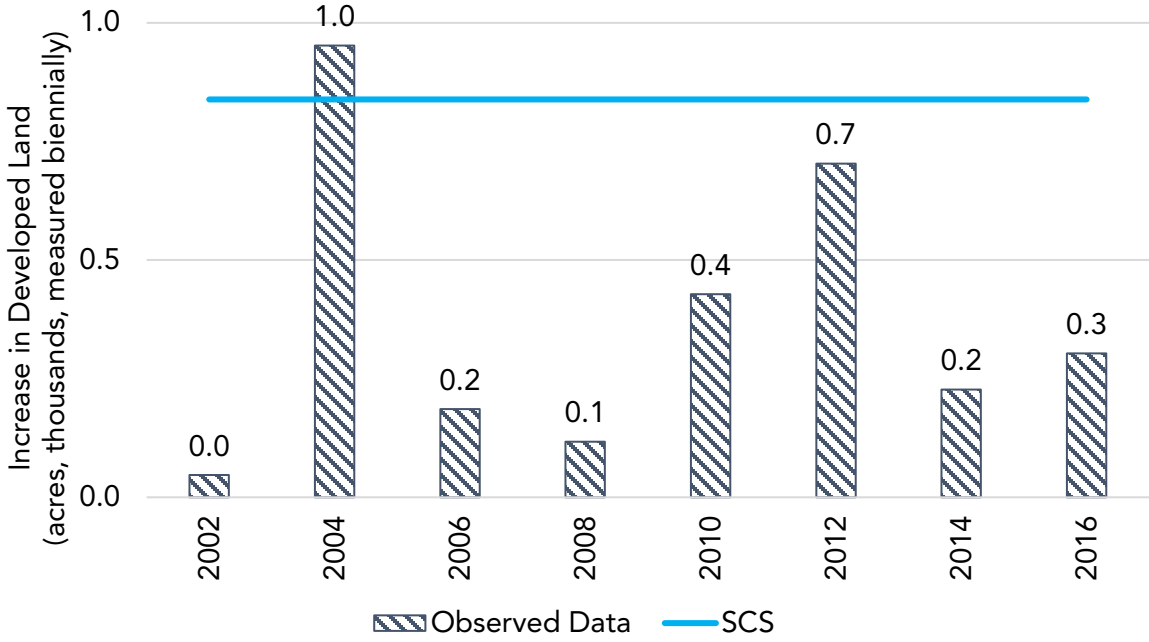
Total New Single-Family Housing Units



Total New Multi-Family Housing Units

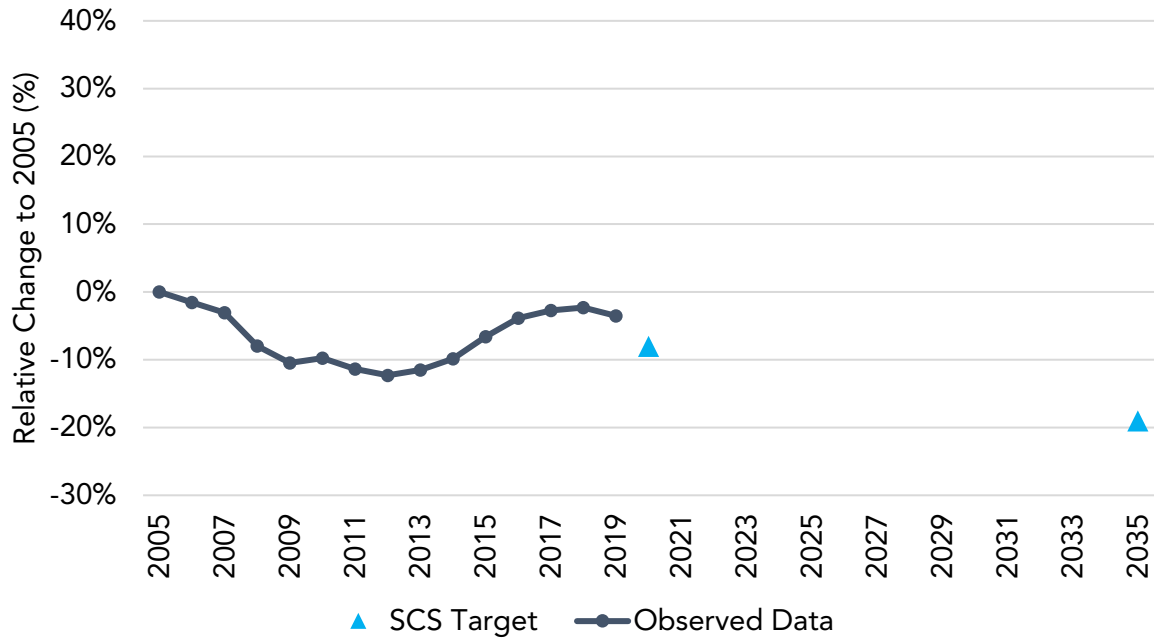


Urbanized Land

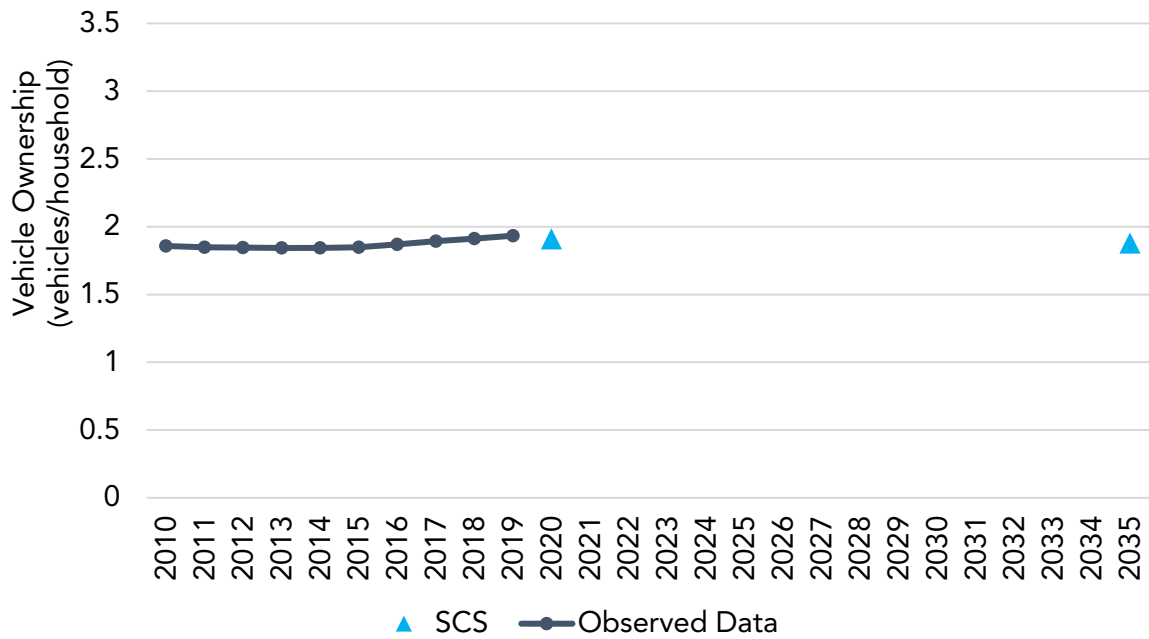


SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

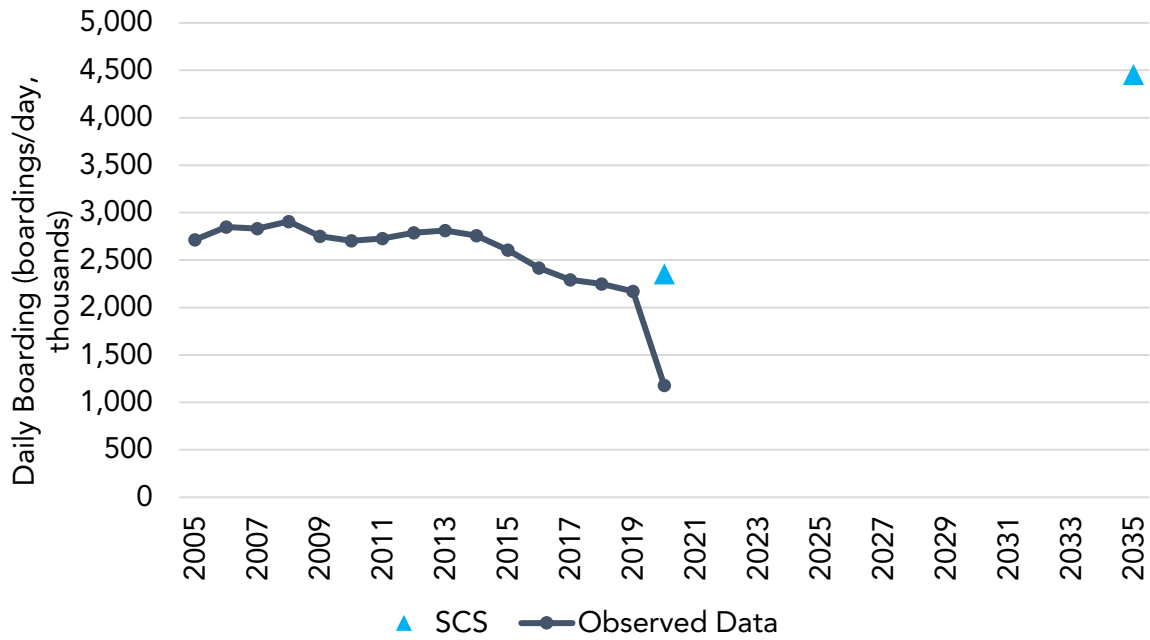
Per Capita GHG



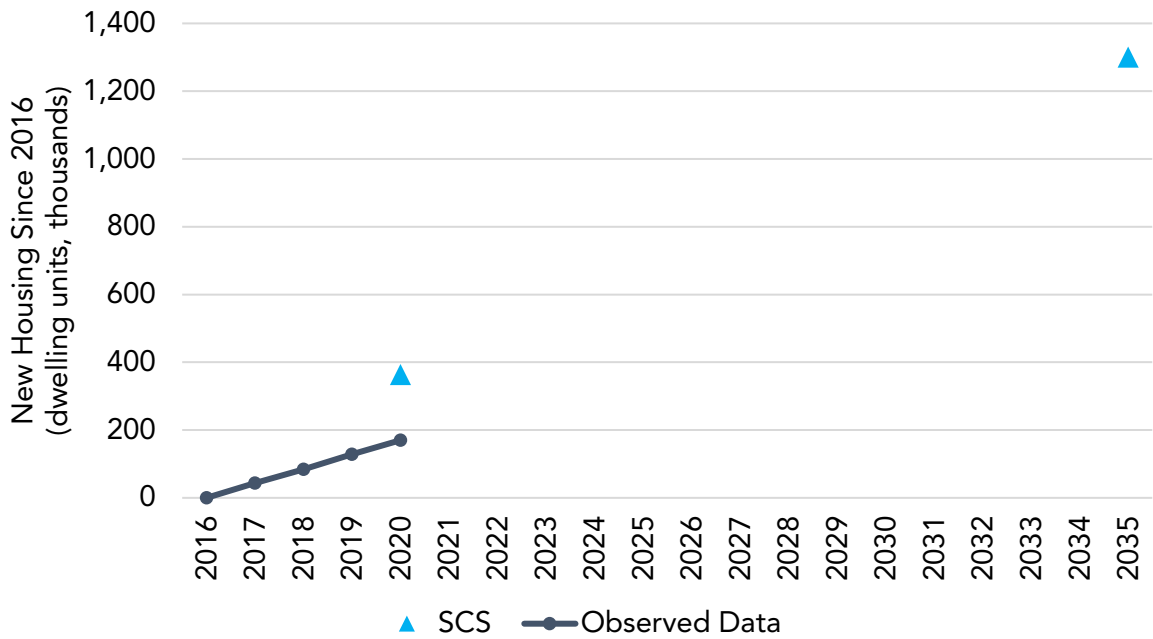
Household Vehicle Ownership



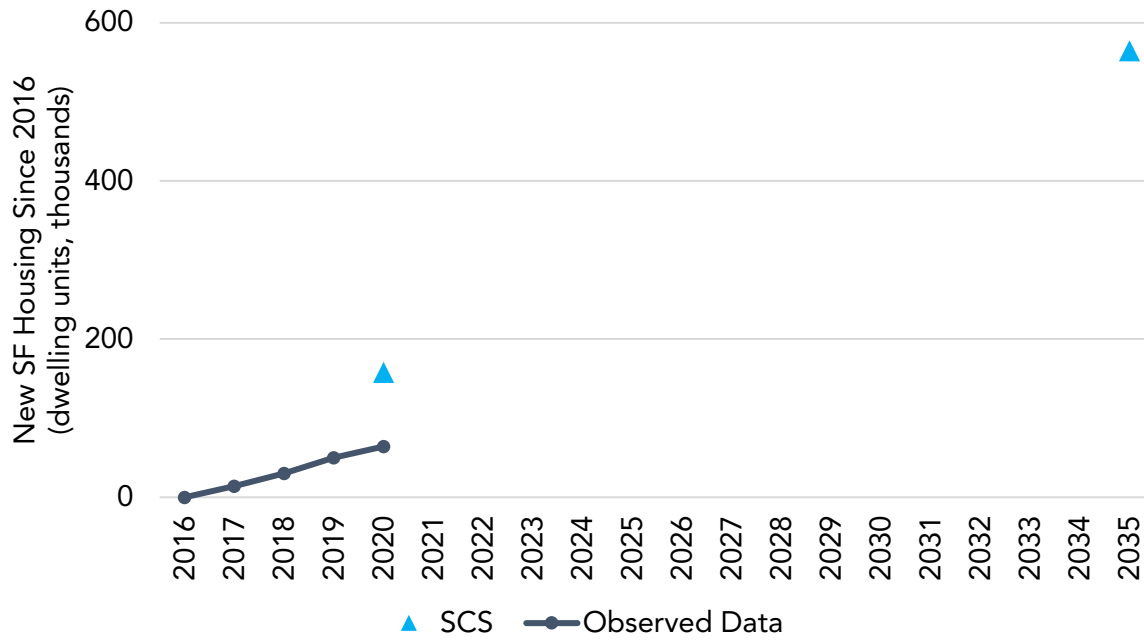
Daily Transit Ridership



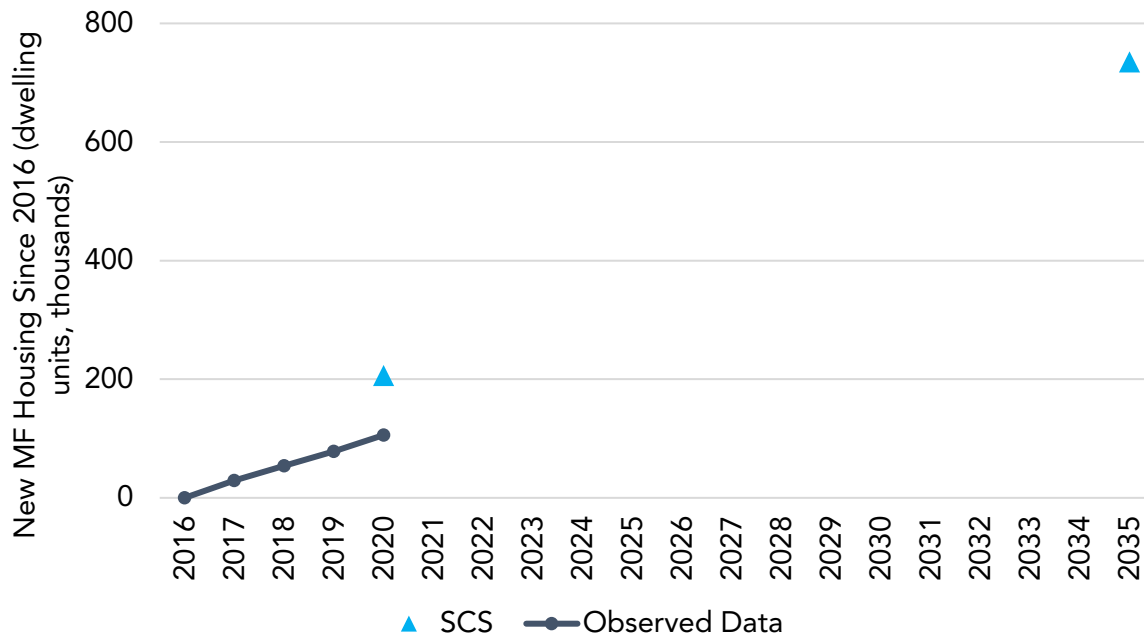
Total New Housing Units



Total New Single-Family Housing Units



Total New Multi-Family Housing Units

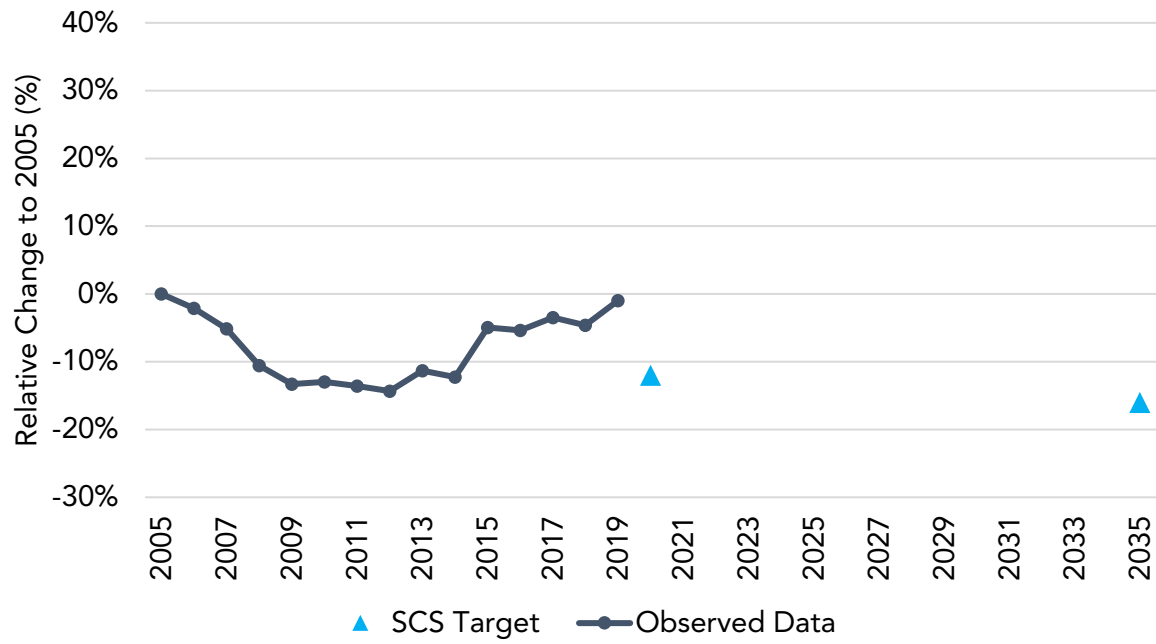


Urbanized Land

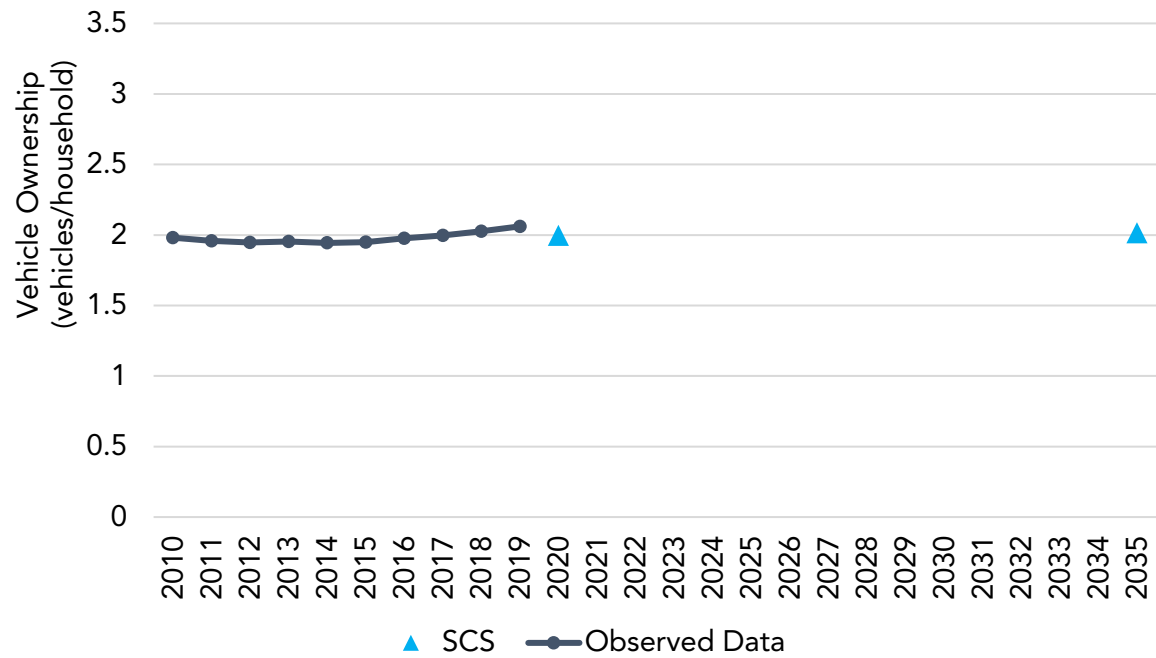
No available SCS data.

SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG)

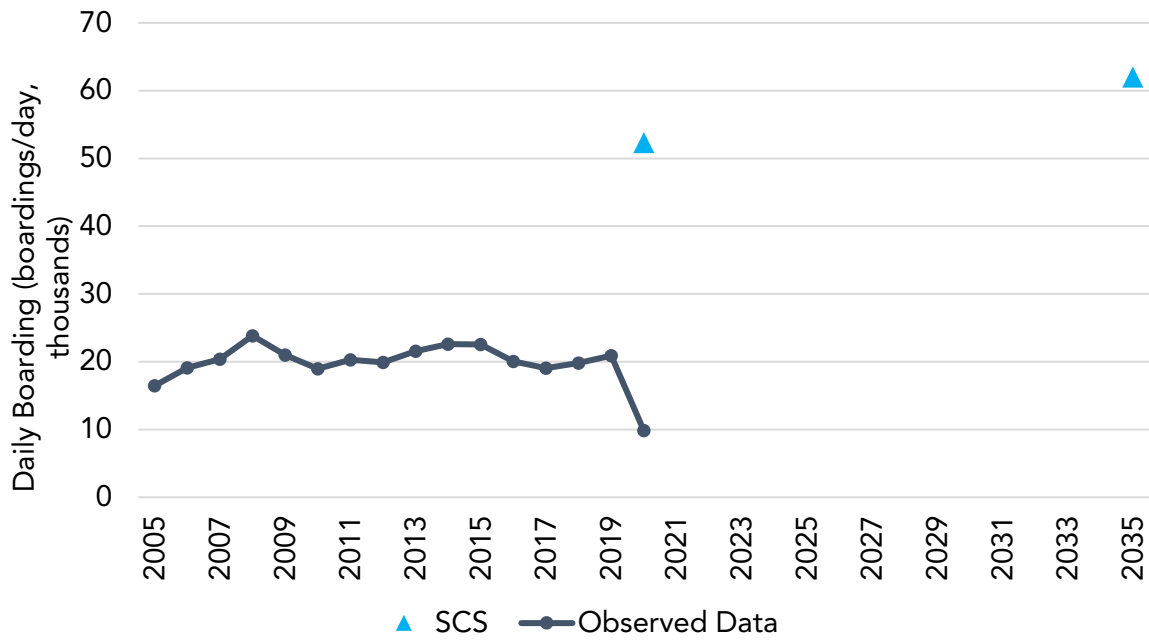
Per Capita GHG



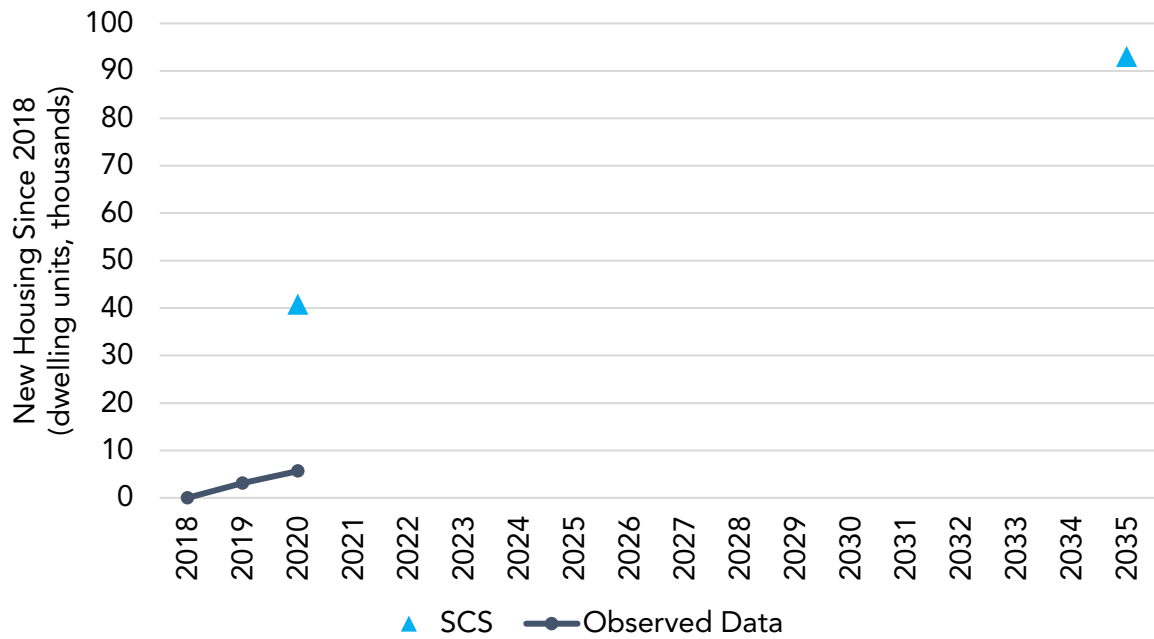
Household Vehicle Ownership



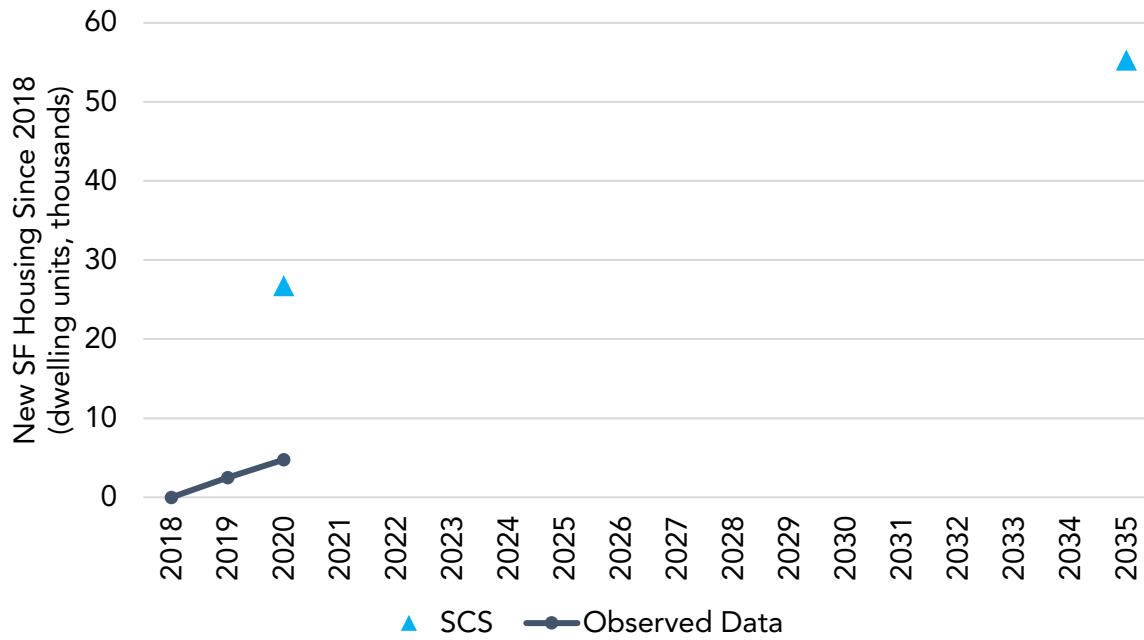
Daily Transit Ridership



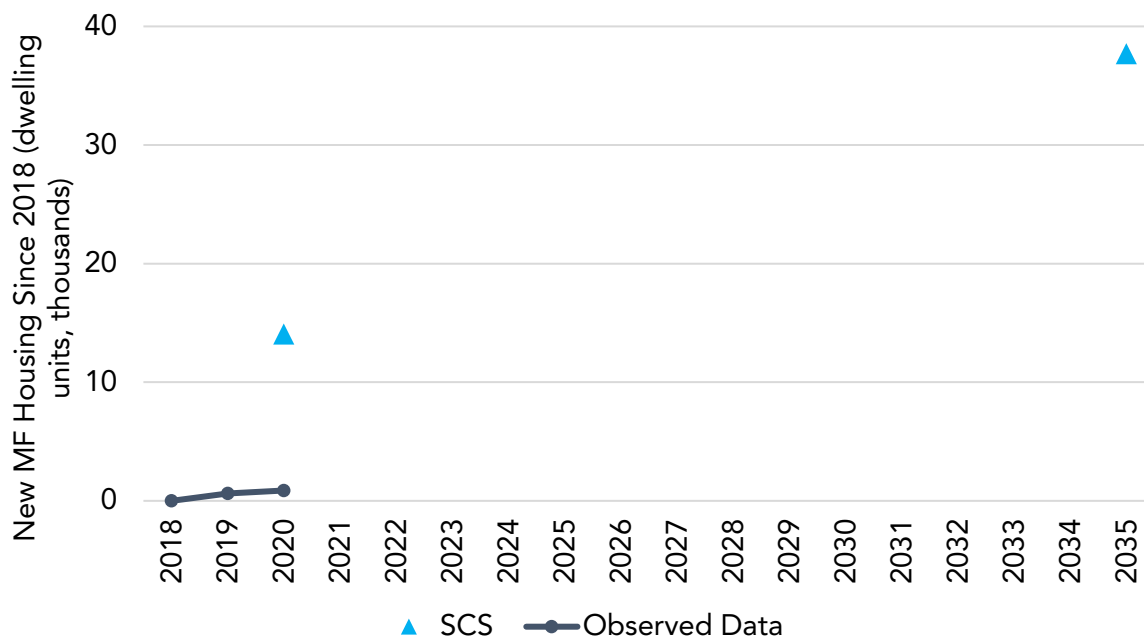
Total New Housing Units



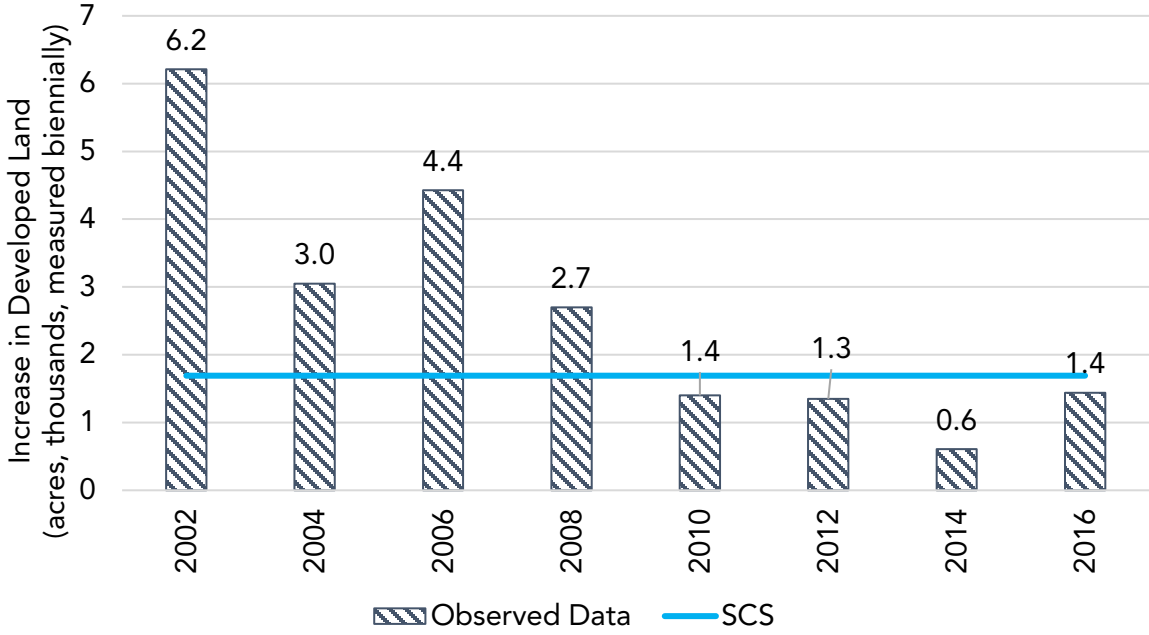
Total New Single-Family Housing Units



Total New Multi-Family Housing Units

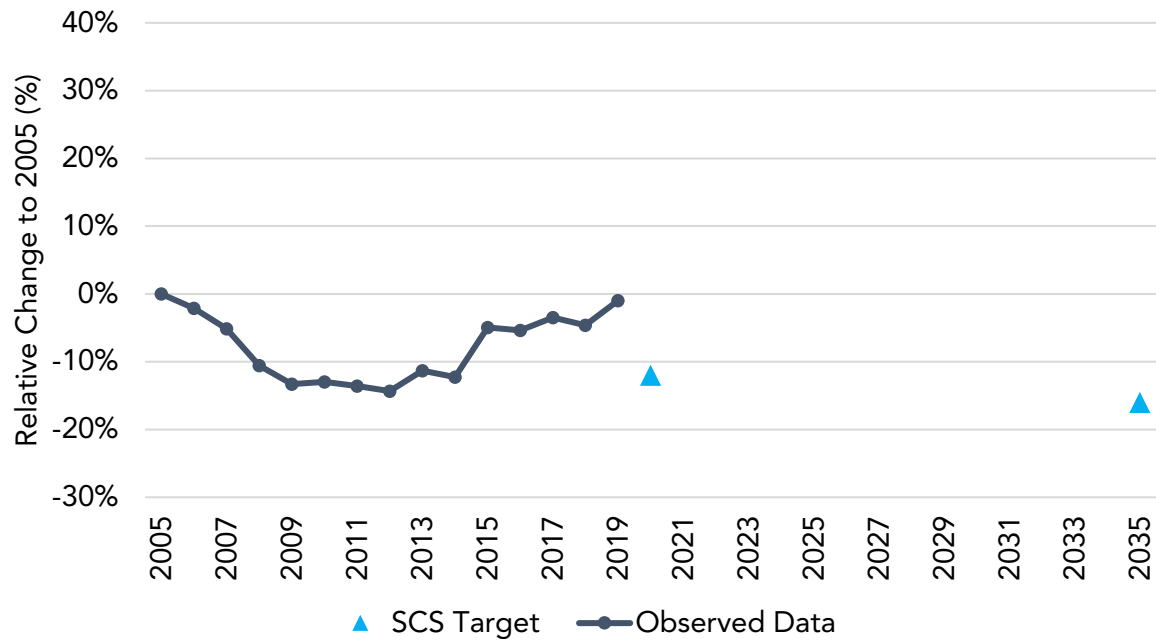


Urbanized Land



SAN LUIS OBISPO COUNCIL OF GOVERNMENTS (SLOCOG)

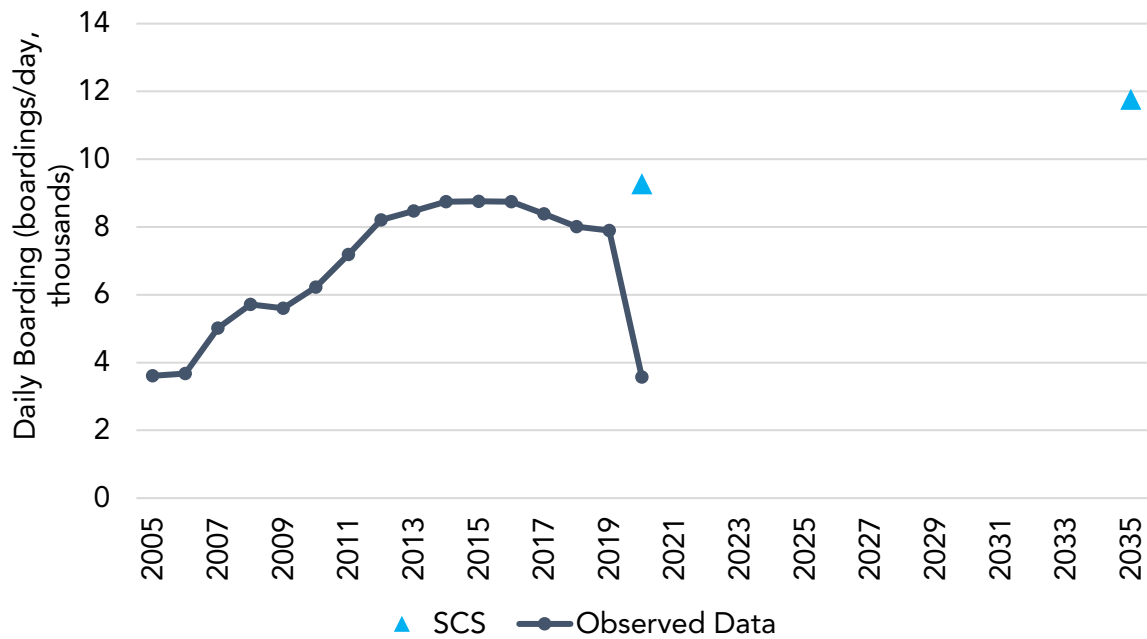
Per Capita GHG



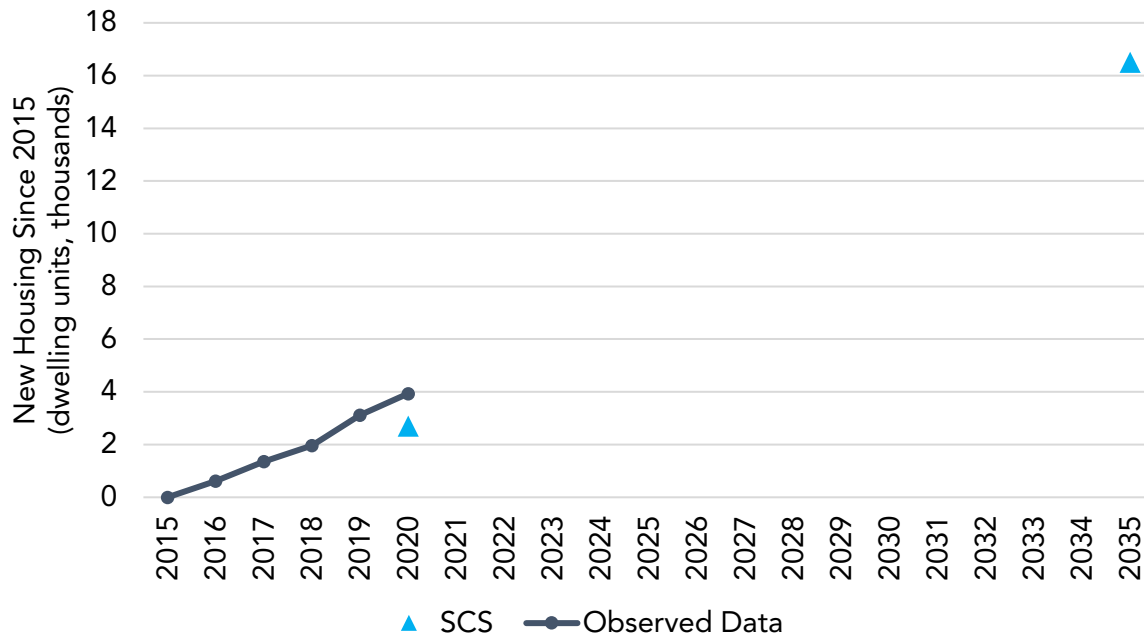
Household Vehicle Ownership

No available SCS data.

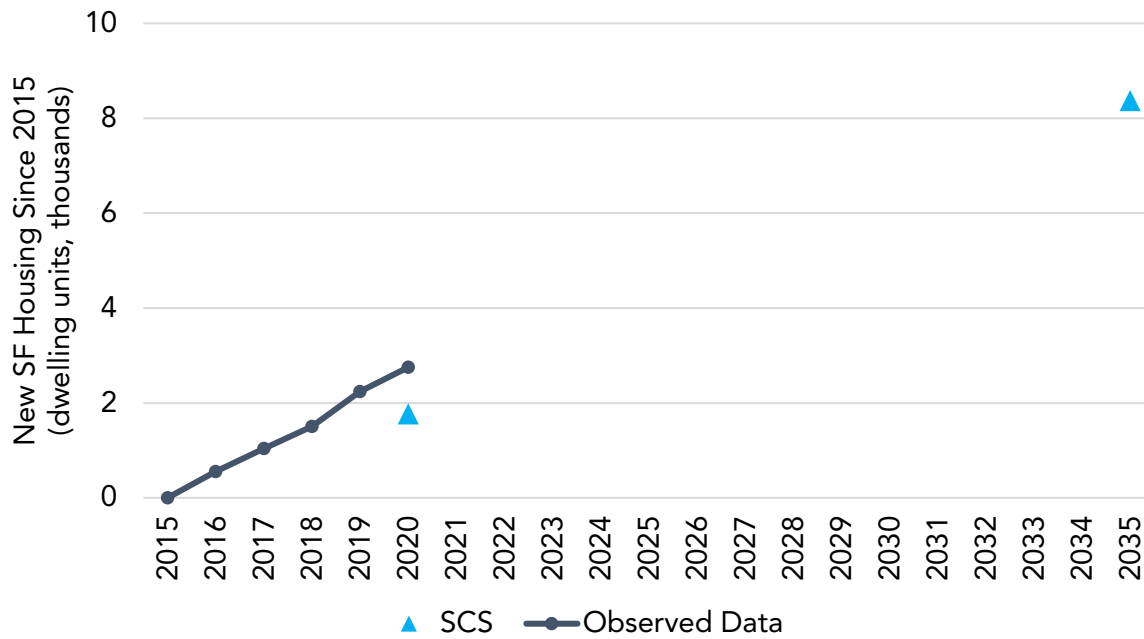
Daily Transit Ridership



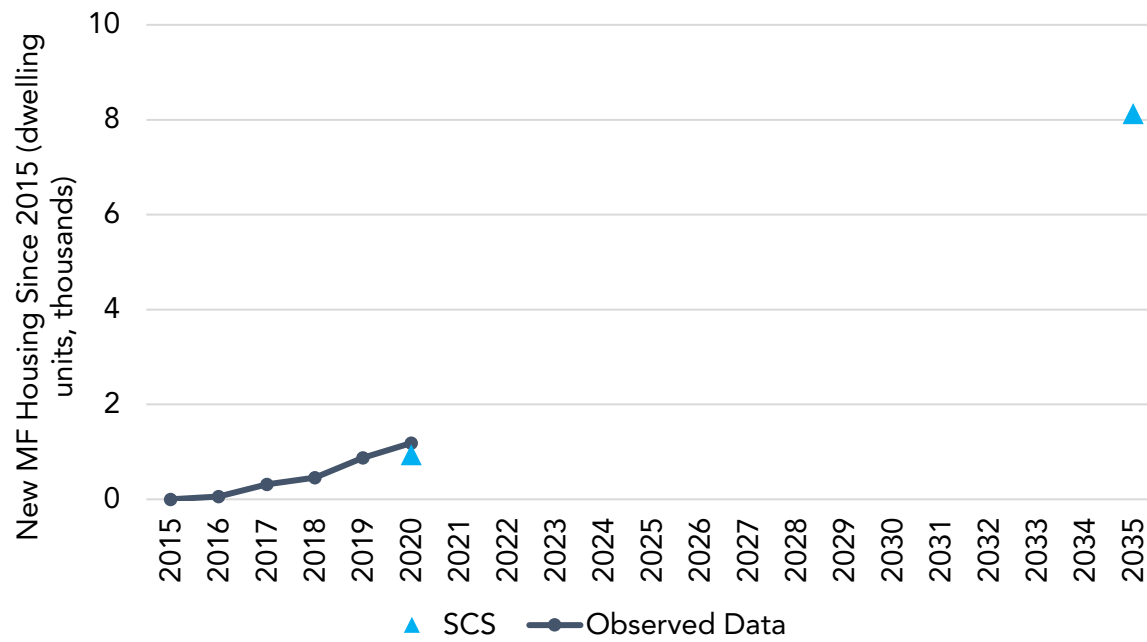
Total New Housing Units



Total New Single-Family Housing Units



Total New Multi-Family Housing Units

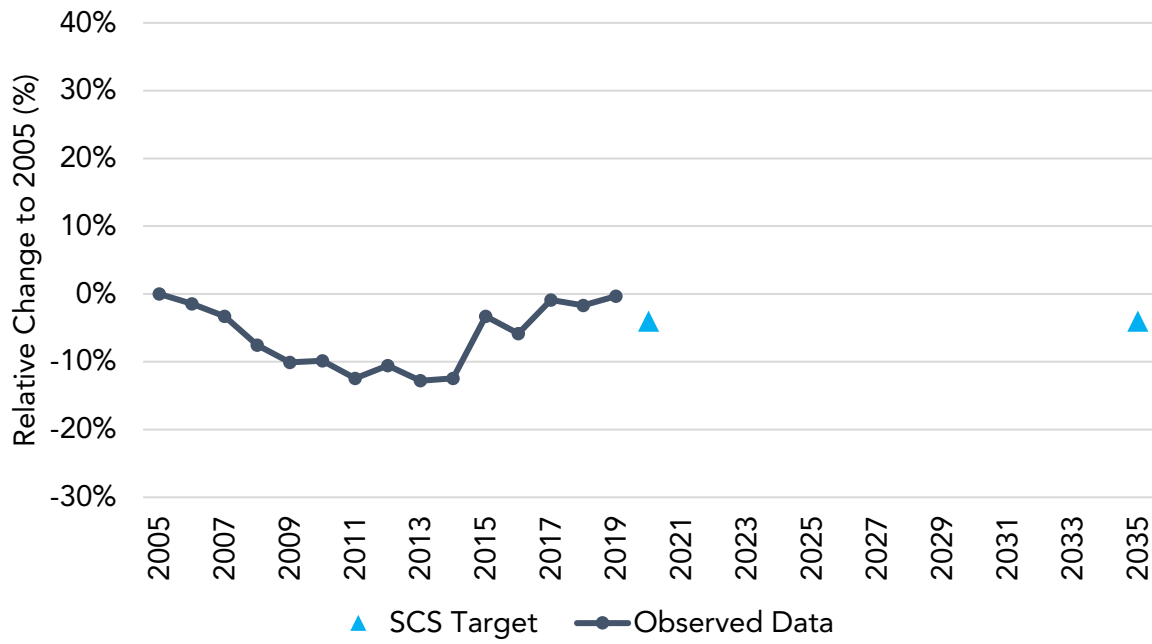


Urbanized Land

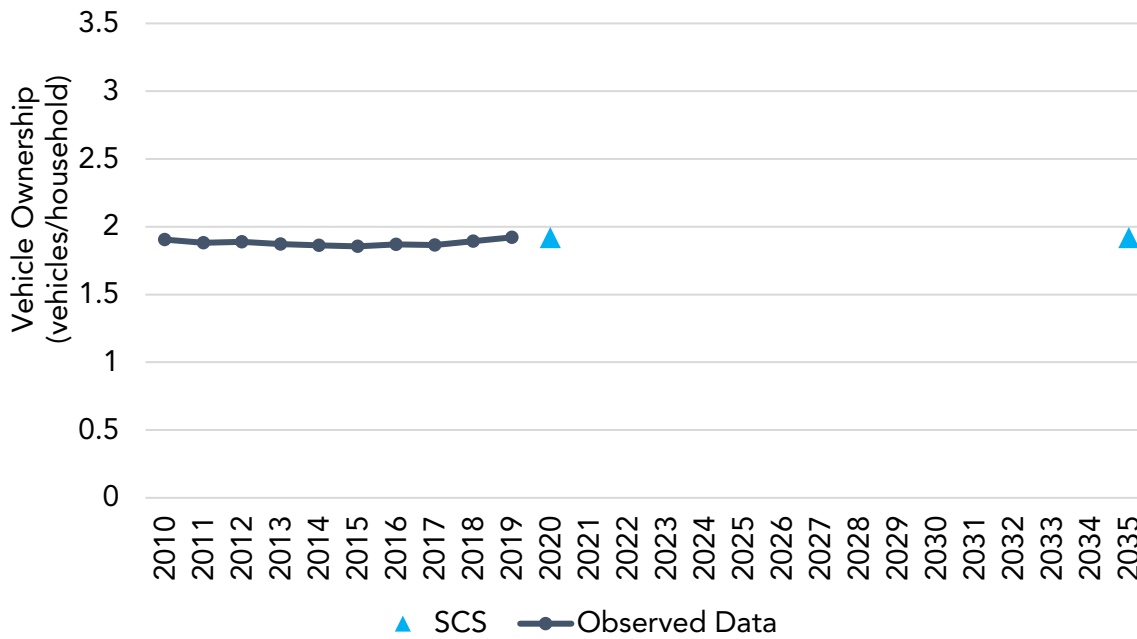
No available SCS data.

SHASTA REGIONAL TRANSPORTATION AGENCY (SRTA)

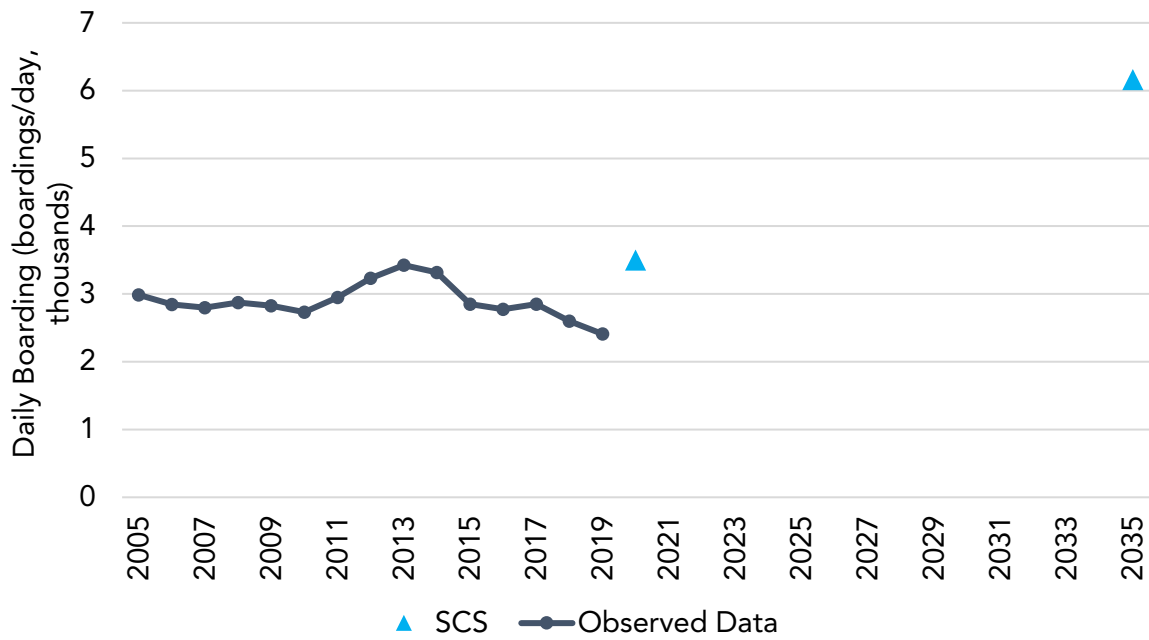
Per Capita GHG



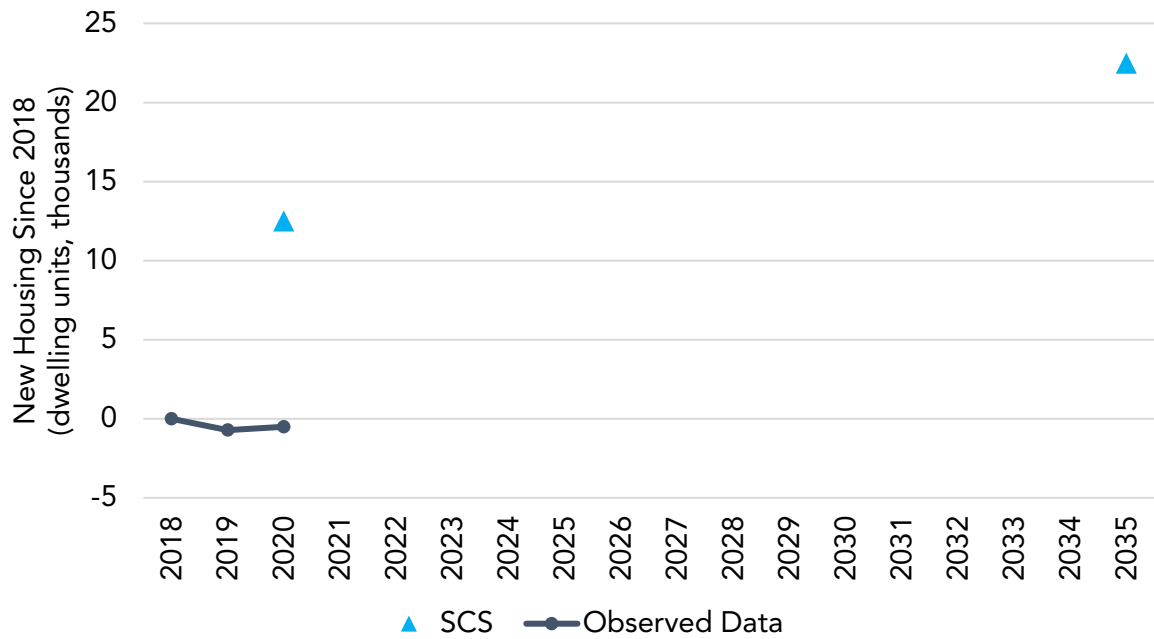
Household Vehicle Ownership



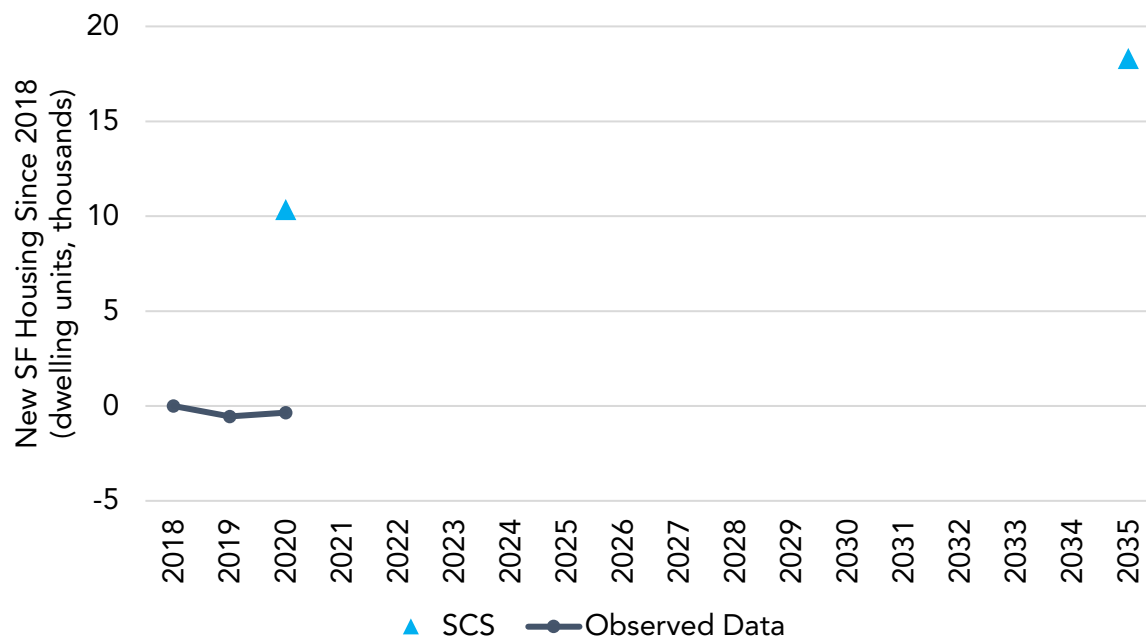
Daily Transit Ridership



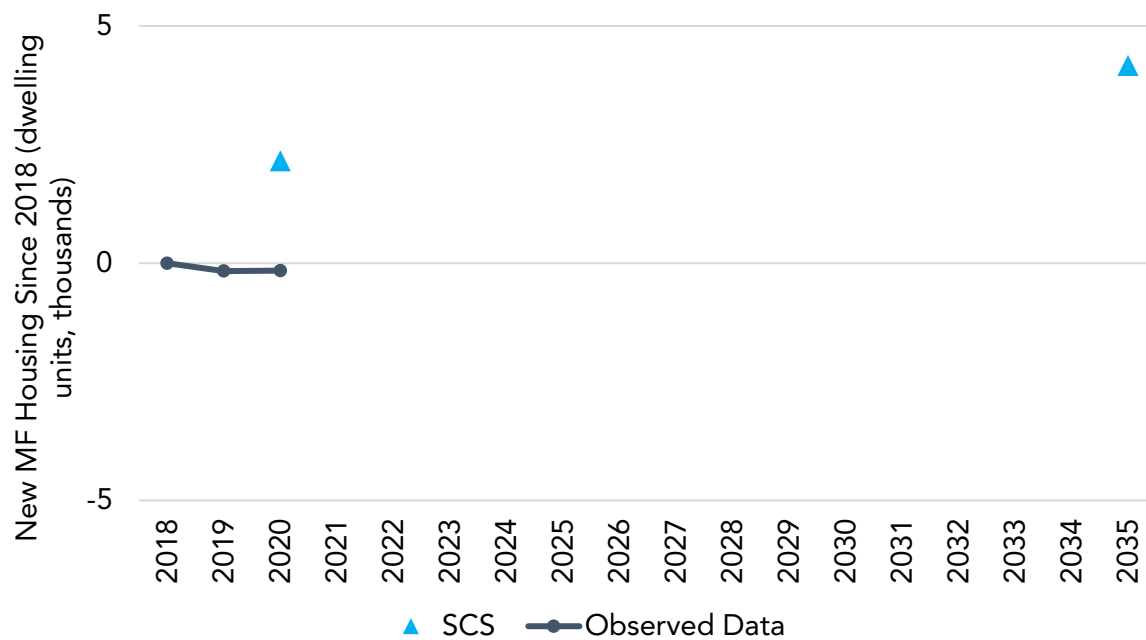
Total New Housing Units



Total New Single-Family Housing Units



Total New Multi-Family Housing Units

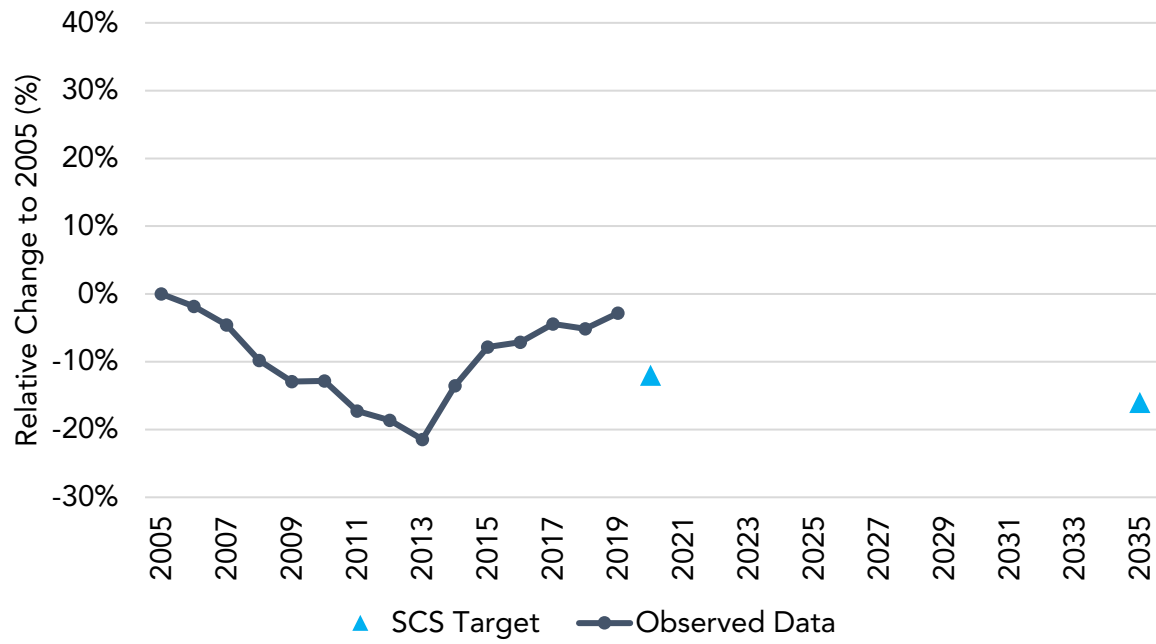


Urbanized Land

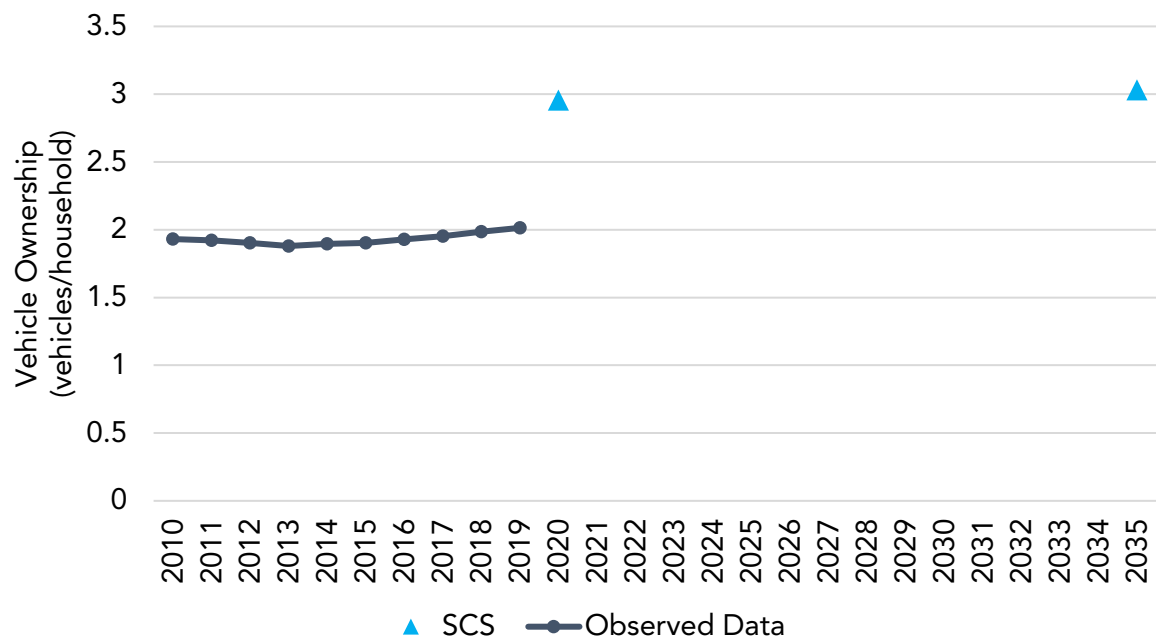
No available SCS data.

STANISLAUS COUNCIL OF GOVERNMENTS (StanCOG)

Per Capita GHG



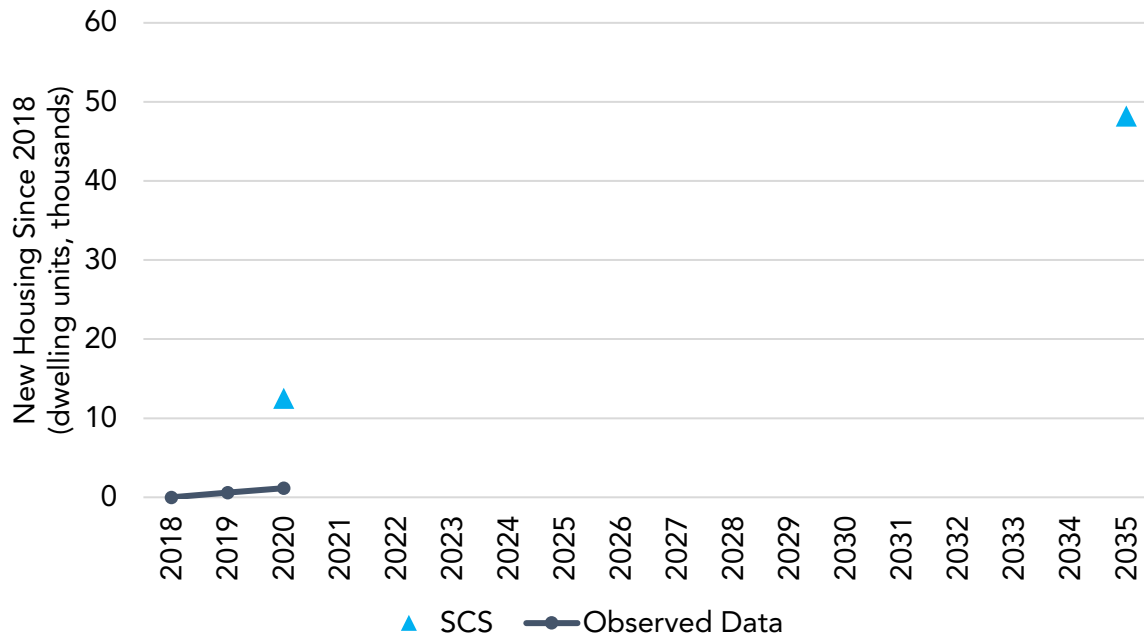
Household Vehicle Ownership



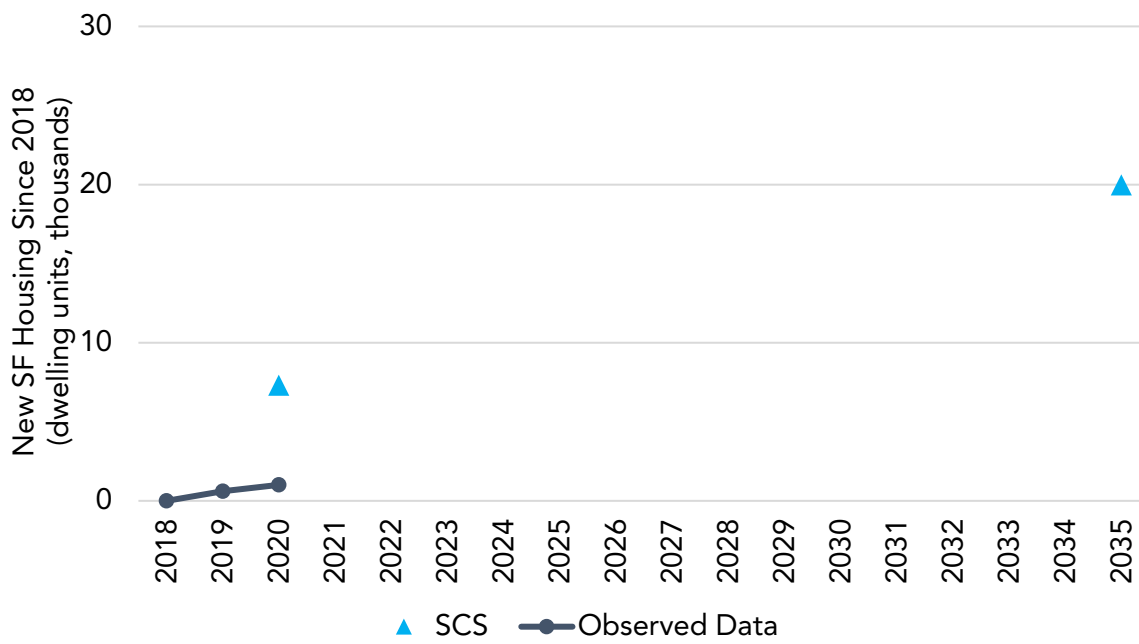
Daily Transit Ridership

No available SCS data.

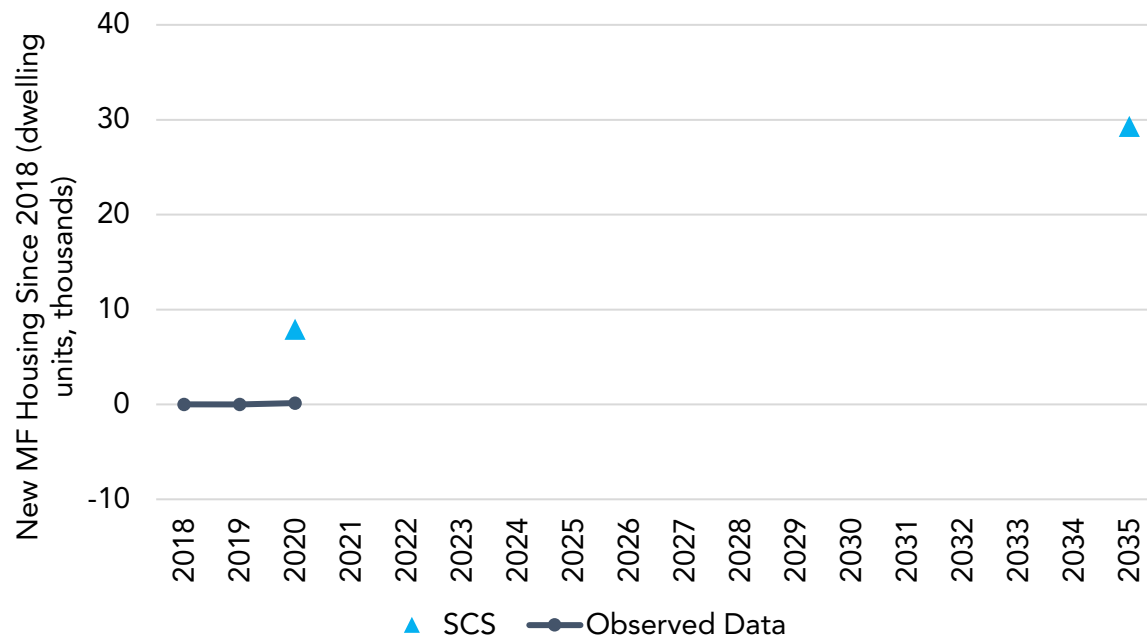
Total New Housing Units



Total New Single-Family Housing Units



Total New Multi-Family Housing Units

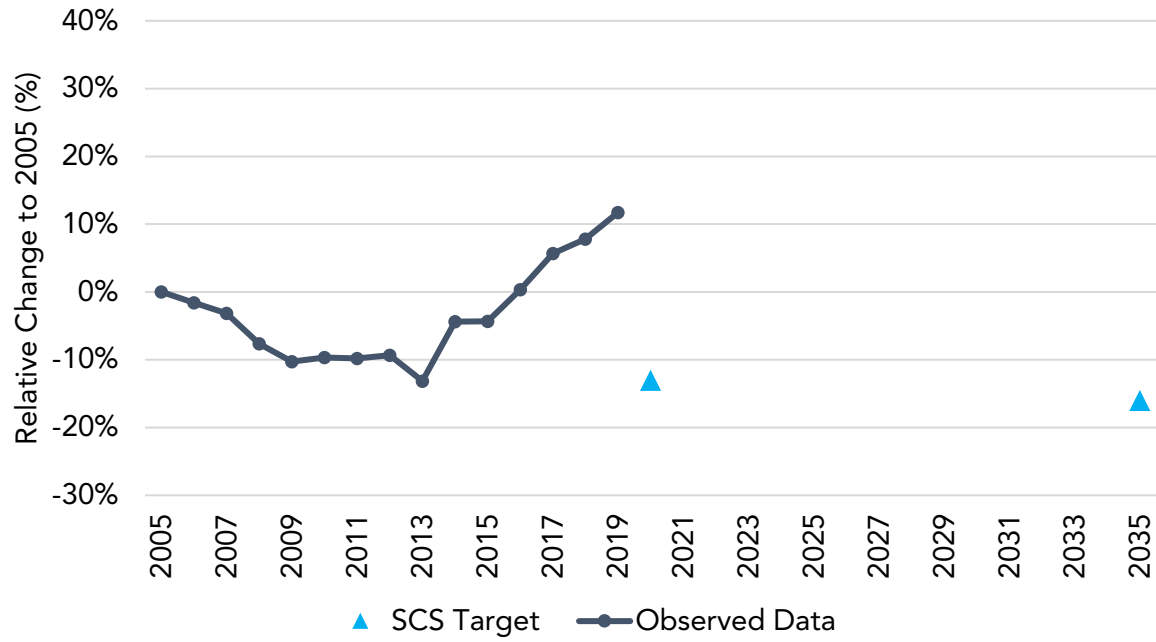


Urbanized Land

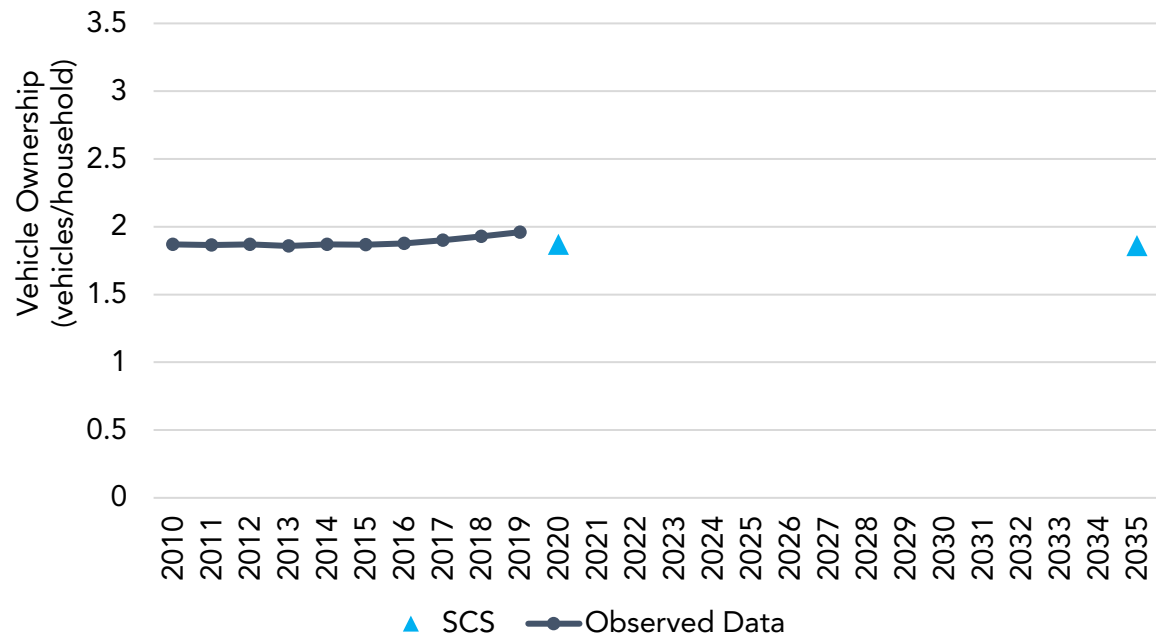
No available SCS data.

TULARE COUNTY ASSOCIATION OF GOVERNMENTS (TCAG)

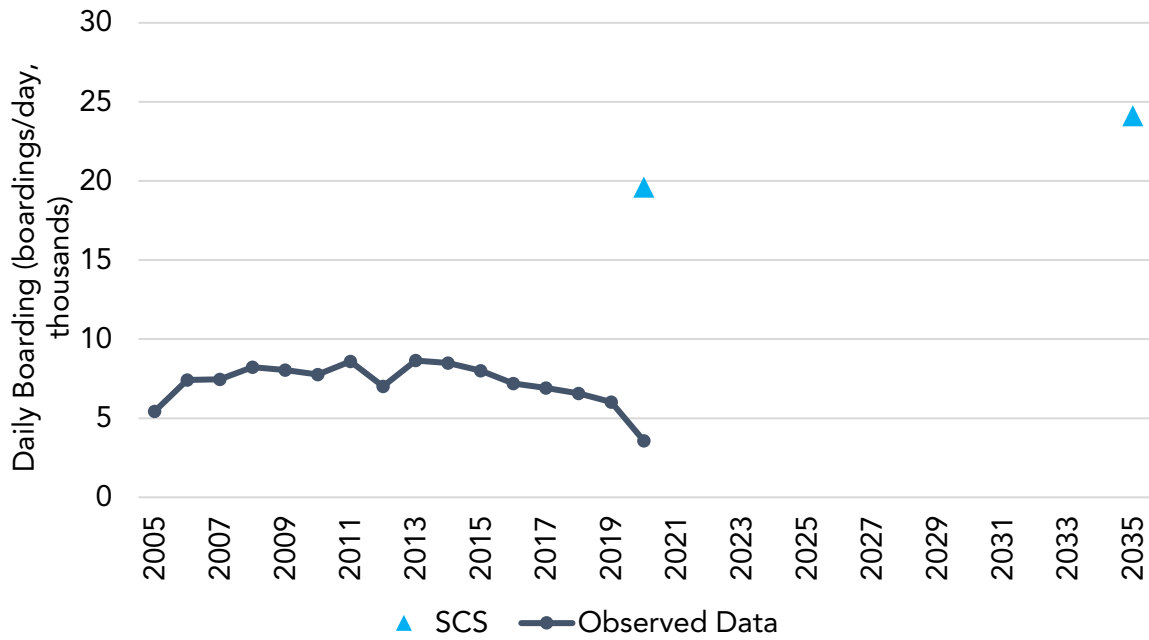
Per Capita GHG



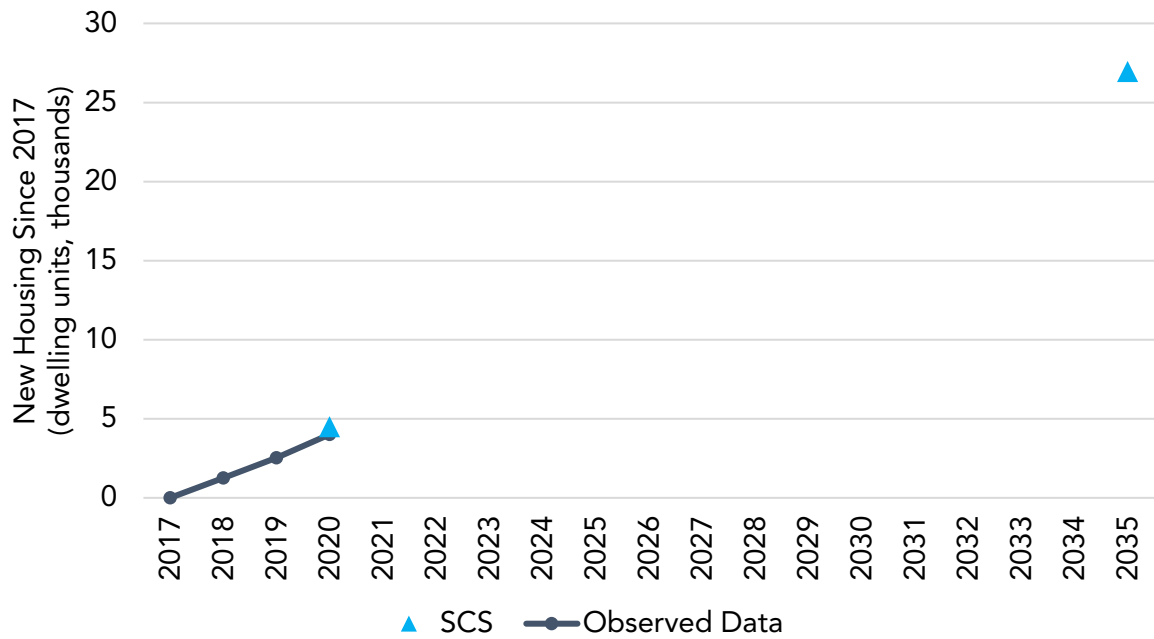
Household Vehicle Ownership



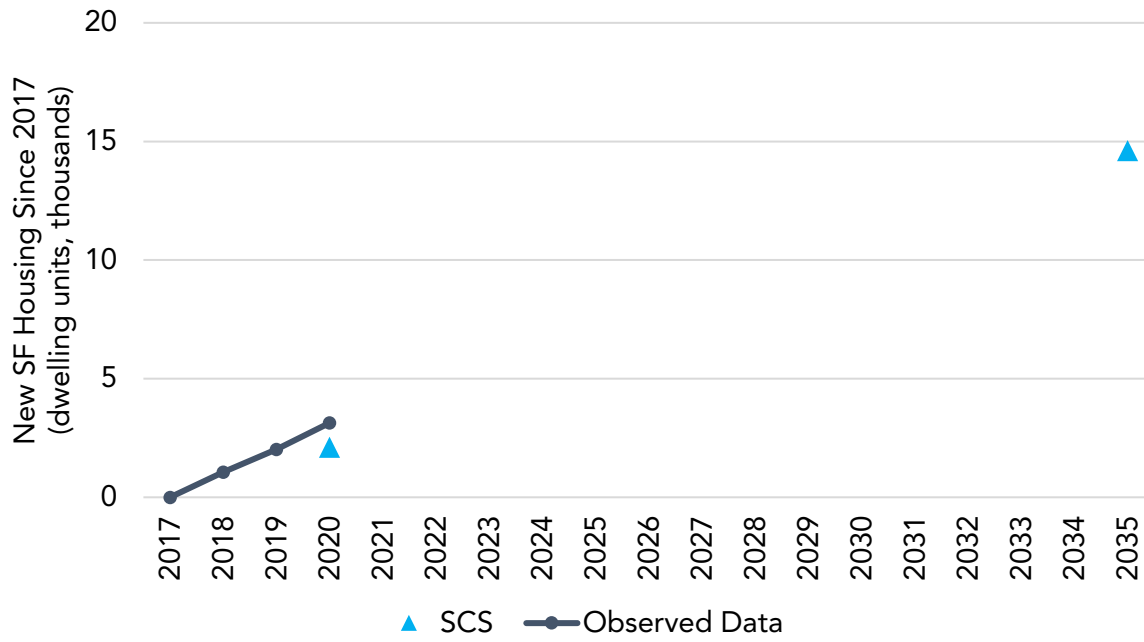
Daily Transit Ridership



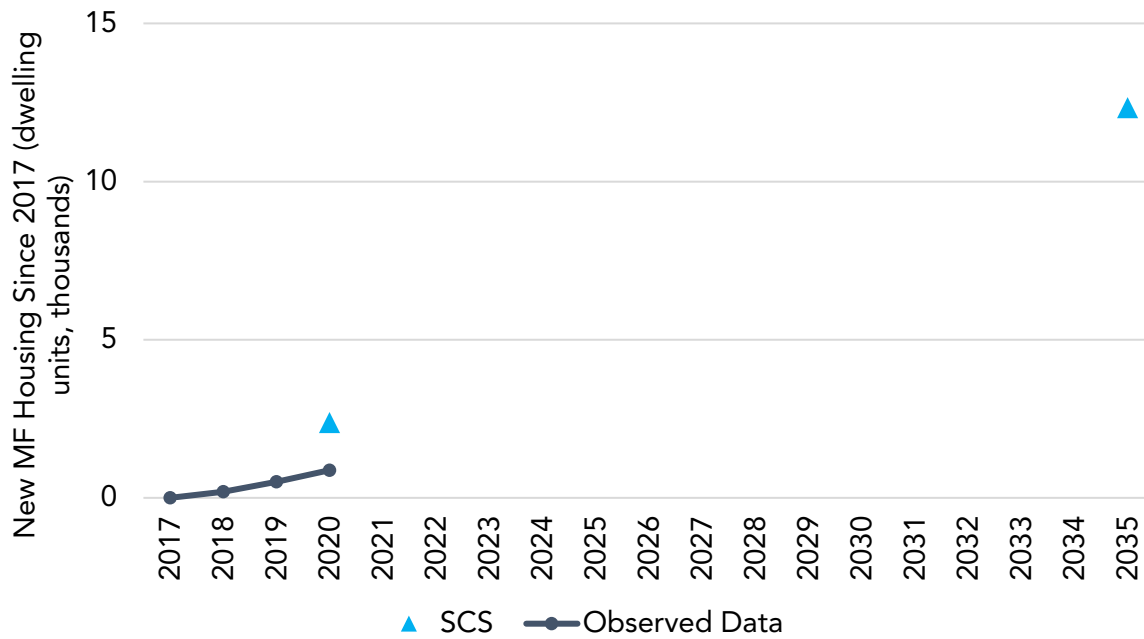
Total New Housing Units



Total New Single-Family Housing Units



Total New Multi-Family Housing Units

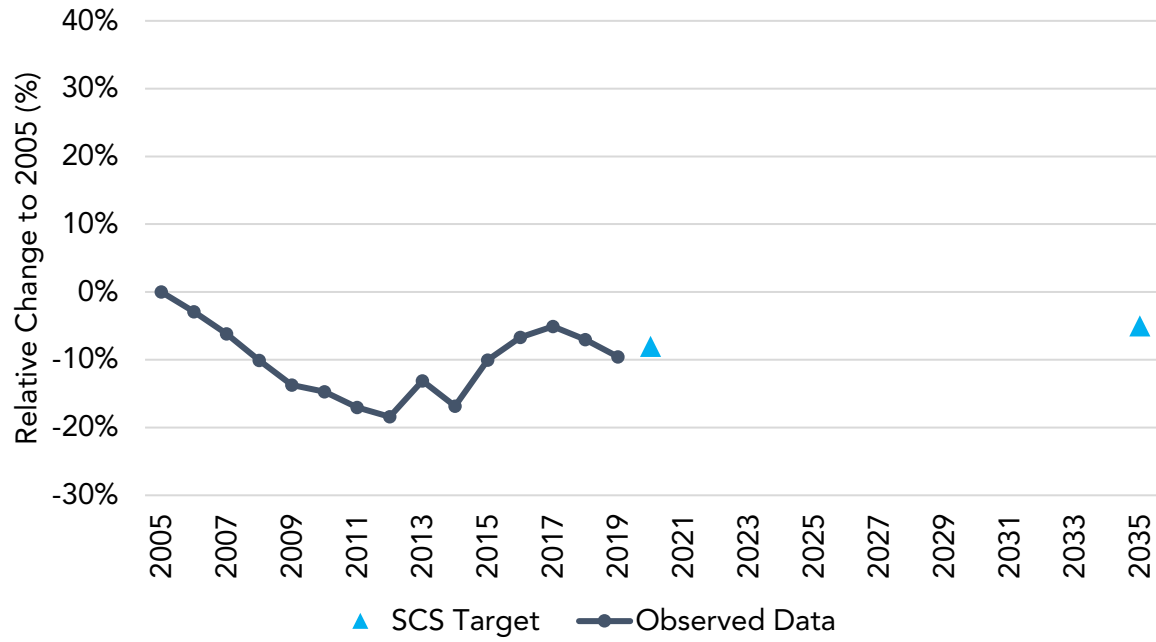


Urbanized Land

No available SCS data.

TAHOE METROPOLITAN PLANNING ORGANIZATION (TMPO)

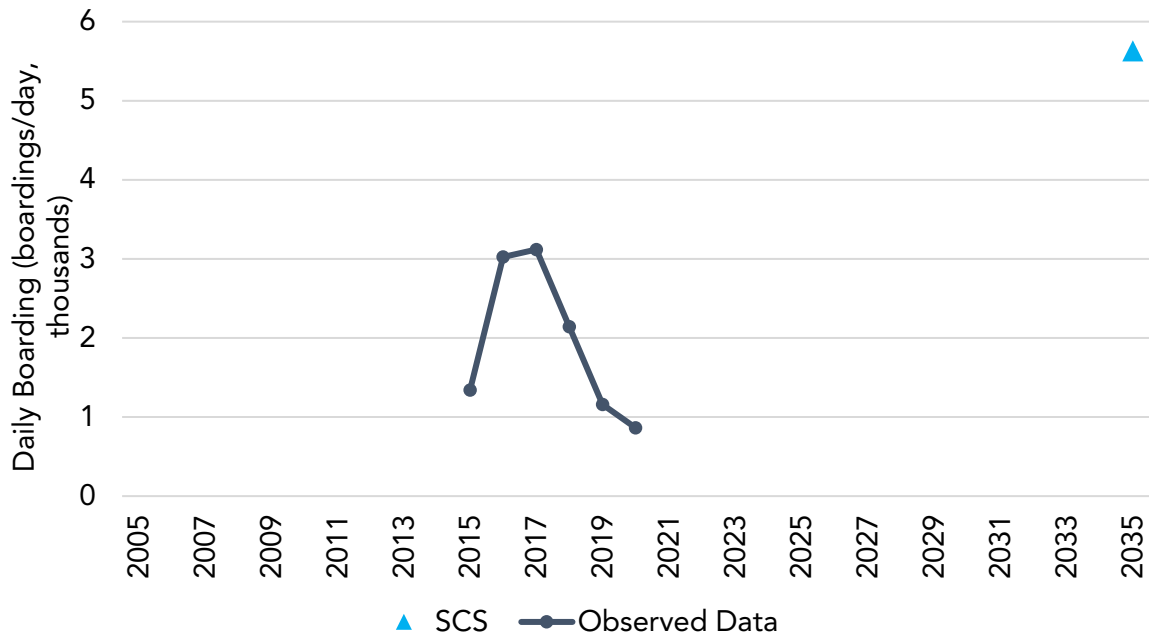
Per Capita GHG



Household Vehicle Ownership

No available SCS data.

Daily Transit Ridership



No available date before 2015.

Total New Housing Units

No available SCS data.

Total New Single-Family Housing Units

No available SCS data.

Total New Multi-Family Housing Units

No available SCS data.

Urbanized Land

No available SCS data.