



# **SB 150 Dashboard Metrics Update**

Joint Meeting Briefing  
November 7, 2024

# Outline

- SB 150 overview
- Dashboard demo
- Metrics update
  - Passenger VMT and GHG
  - Transportation choices and travel patterns
  - Housing choices
- Key themes & challenges

## 18 California Metropolitan Planning Agencies (MPO)

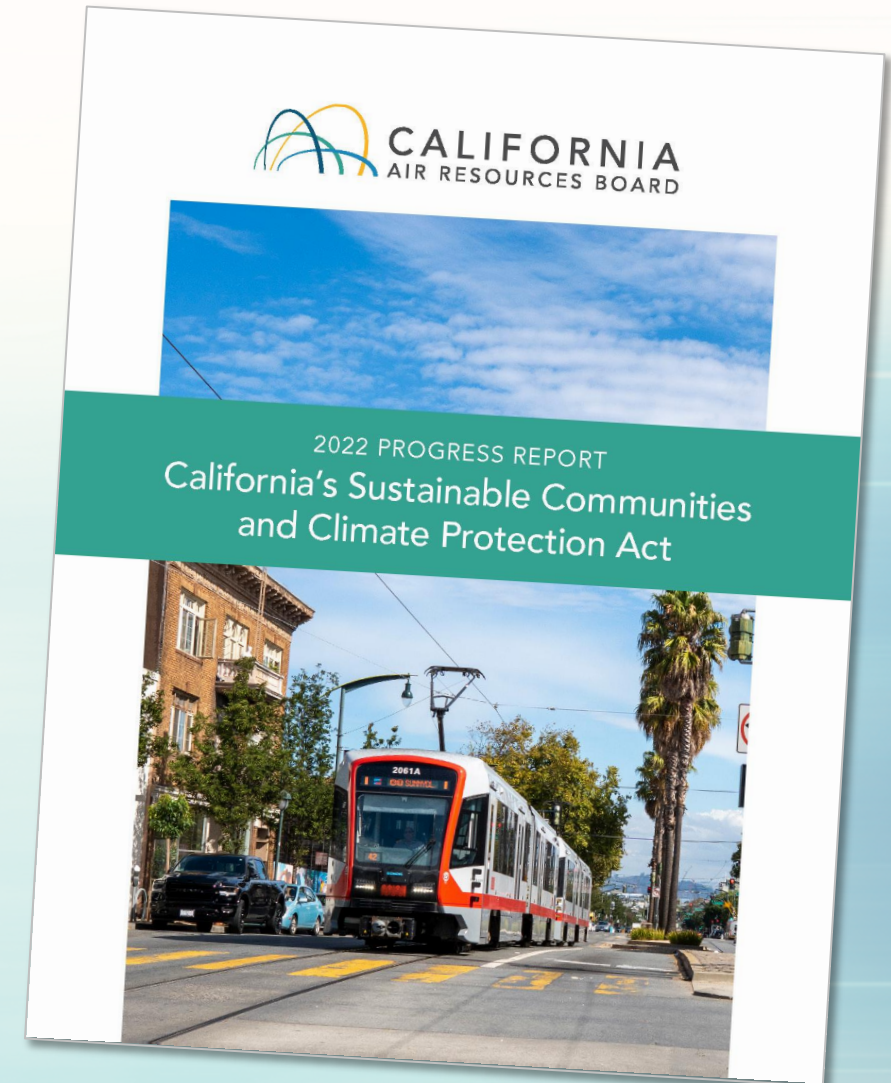
AMBAG	Association of Monterey Bay Governments
Butte CAG	Butte County Association of Governments
Fresno COG	Council of Fresno County Governments
Kings CAG	Kings County Association of Governments
Kern COG	Kern Council of Governments
Merced CAG	Merced County Association of Governments
Madera CTC	Madera County Transportation Commission
MTC/ABAG	Metropolitan Transportation Commission & Association of Bay Area Governments
SACOG	Sacramento Area Council of Governments
SANDAG	San Diego Association of Governments
San Joaquin COG	San Joaquin Council of Governments
San Luis Obispo COG	San Luis Obispo Council of Governments
Santa Barbara CAG	Santa Barbara County Association of Governments
Shasta RTA	Shasta Regional Transportation Agency
SCAG	Southern California Association of Governments
Stanislaus COG	Stanislaus Council of Governments
Tulare CAG	Tulare County Association of Governments
Tahoe MPO	Tahoe Metropolitan Planning Organization





# Senate Bill 150 (SB 150) - Progress Reports

- Requires CARB to assess progress made in meeting GHG targets set under the SB 375 program by implementing regional sustainable communities strategies (SCS).
- CARB must prepare a report to the Legislature every four years.
- The 2nd progress report was delivered in 2022, including:
  - Regional and statewide performance metrics (including comparison with SCSs for some metrics)
  - Challenges and potential actions
  - Effects of recent State policies & funding



# **Senate Bill 150 (SB 150) - Key Themes from 2022 Report**

- Per capita GHG emissions and VMT continued to increase.
- The 2022 Progress Report called for bold action at every level of government to support and ensure SCS implementation.
- SCS implementation requires better alignment across State, regional, and local actions.
- Areas identified for particular focus included land use and housing strategies, transportation pricing strategies, and clean transportation and mobility strategies.



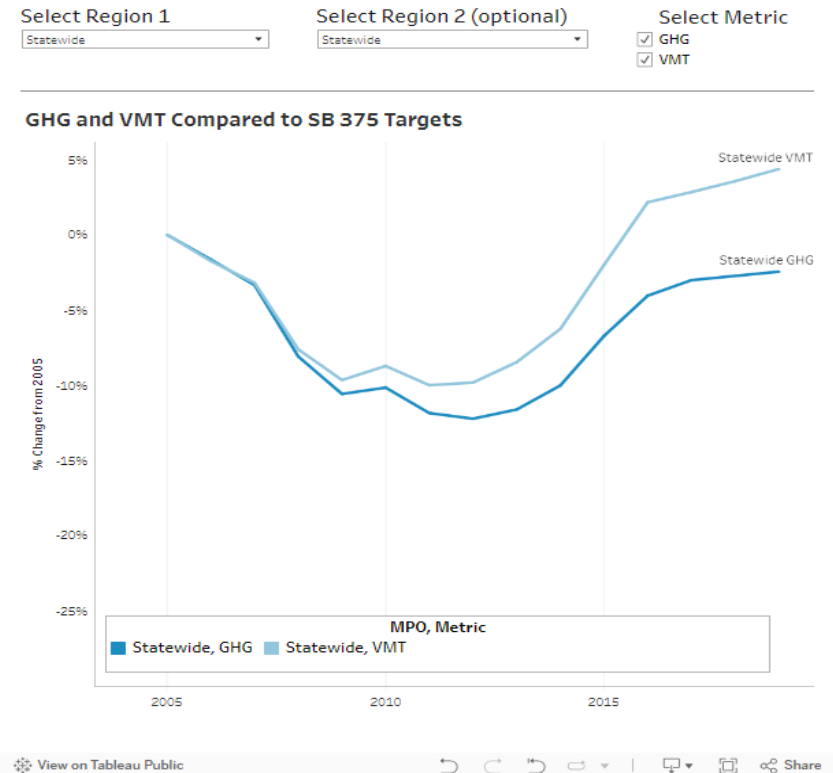
# SB 150 Dashboard

- Dashboard includes six themes:
  - Passenger vehicle VMT & GHG per capita
  - Transportation choices & travel patterns
  - Housing choices
  - Regional growth
  - Accessibility
  - Investments
- Users can visualize and interact with data and compare two regions side-by-side
- Includes methodology description for more details

## Passenger Vehicle VMT and GHG Emissions Per Capita

Changes in transportation, land use, and housing are essential to meeting the State's climate and equity goals. Despite California's aggressive work on vehicle technology, advancing vehicle electrification alone will not be enough to get to carbon neutrality.

CARB estimated passenger vehicle miles traveled (VMT) and associated GHG emissions compared to each MPO's regional GHG emission reduction targets (which are set relative to a 2005 baseline). This comparison shows that California is not on track to reduce GHG emissions from passenger vehicle travel under SB 375. Actual per capita GHG emissions and VMT continue to increase throughout the state. However, per capita VMT and GHG increases have slowed down since 2017.

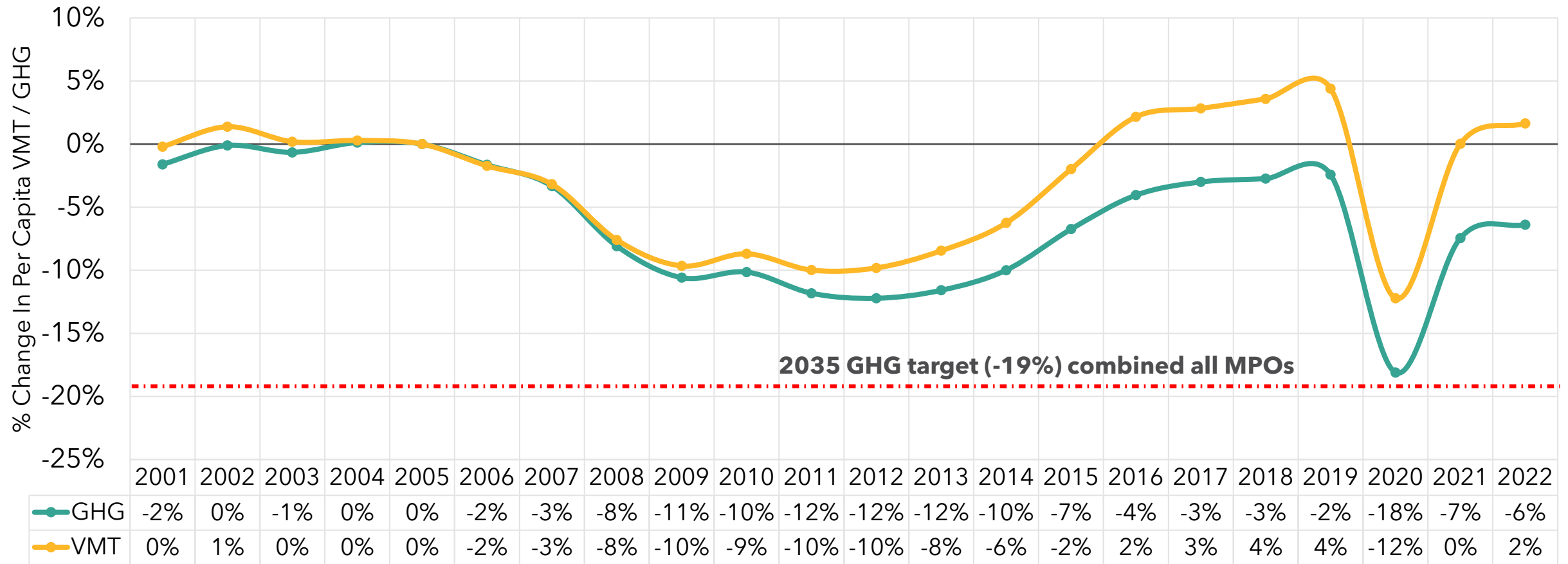


[SB 150 Dashboard](#)

# Passenger Vehicle VMT & GHG Estimates



# Per Capita LDV VMT and GHG for SB 375 Program Statewide, Relative to 2005



**18% decline in per capita GHG\* and 12% decline in per capita VMT (vs. 2005) during pandemic**

\*Under the SB 375 Program, GHG reductions exclude state regulations (vehicle standards and fuel composition) passed after 2009 to avoid double counting.

# **Transportation Choices and Travel Patterns**

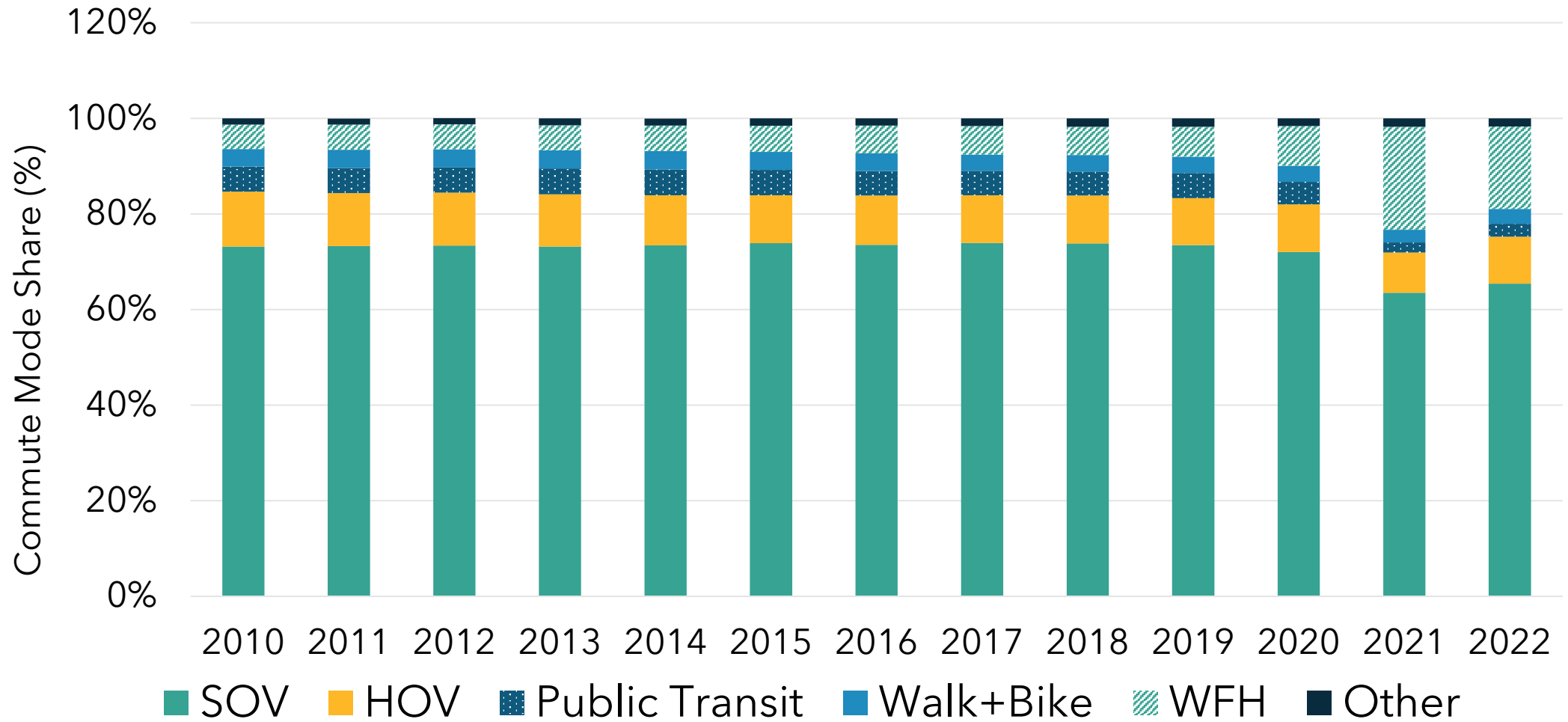
**Transit Ridership**

**Commute Mode**

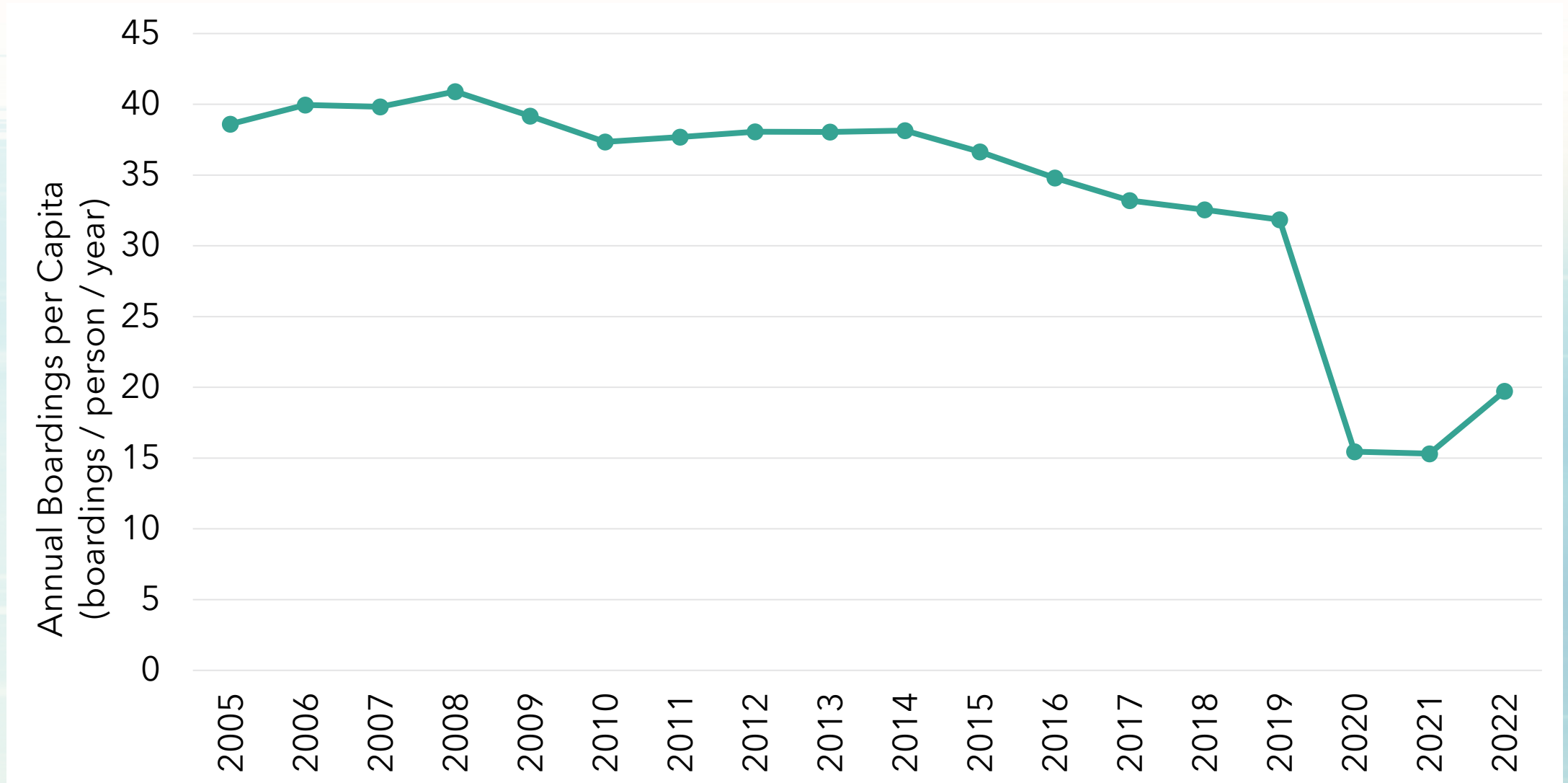
**Vehicles per Household**



# Commute Mode Share | All MPOs

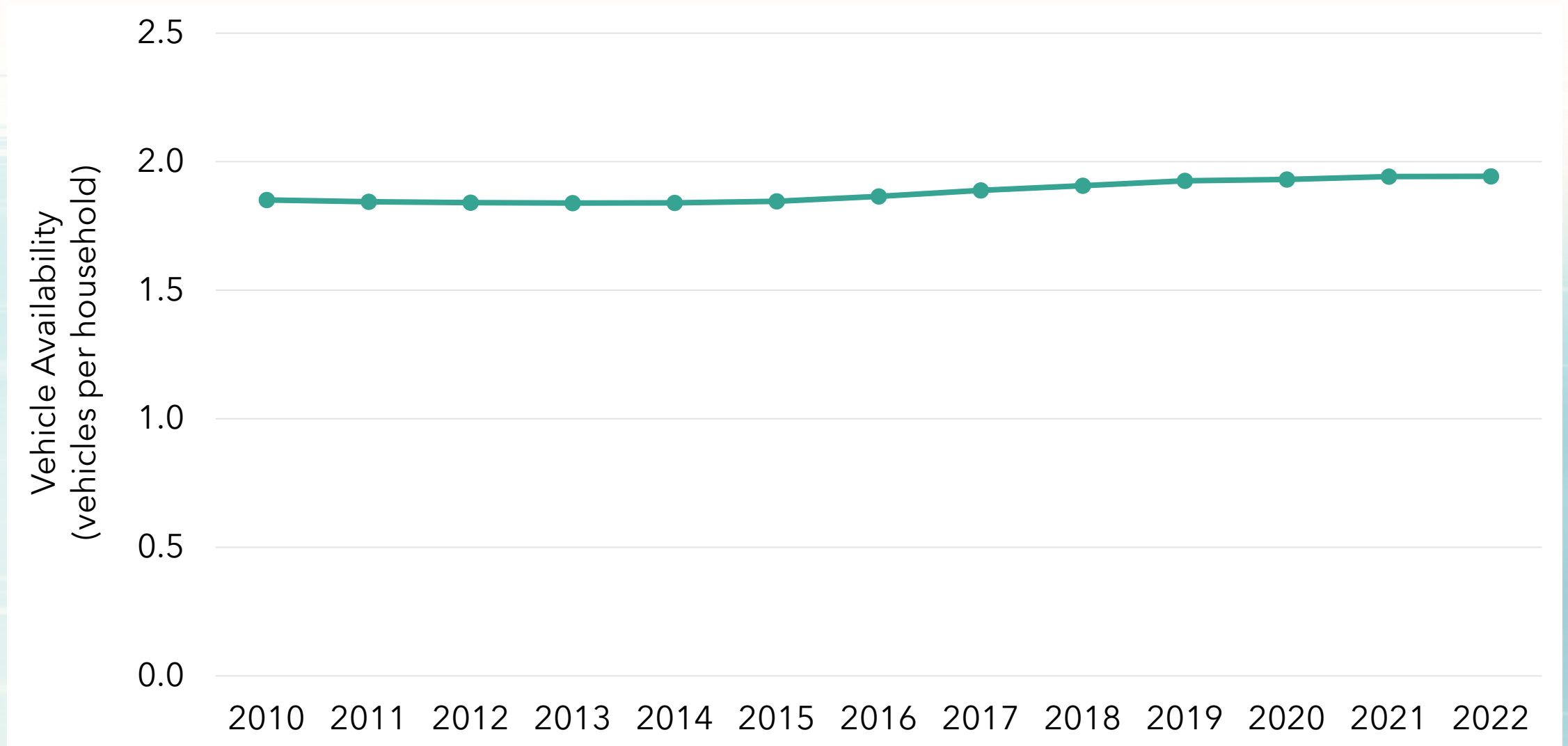


# Transit Ridership per Capita | All MPOs





# Vehicles per Household | All MPOs



# **Housing Metrics**

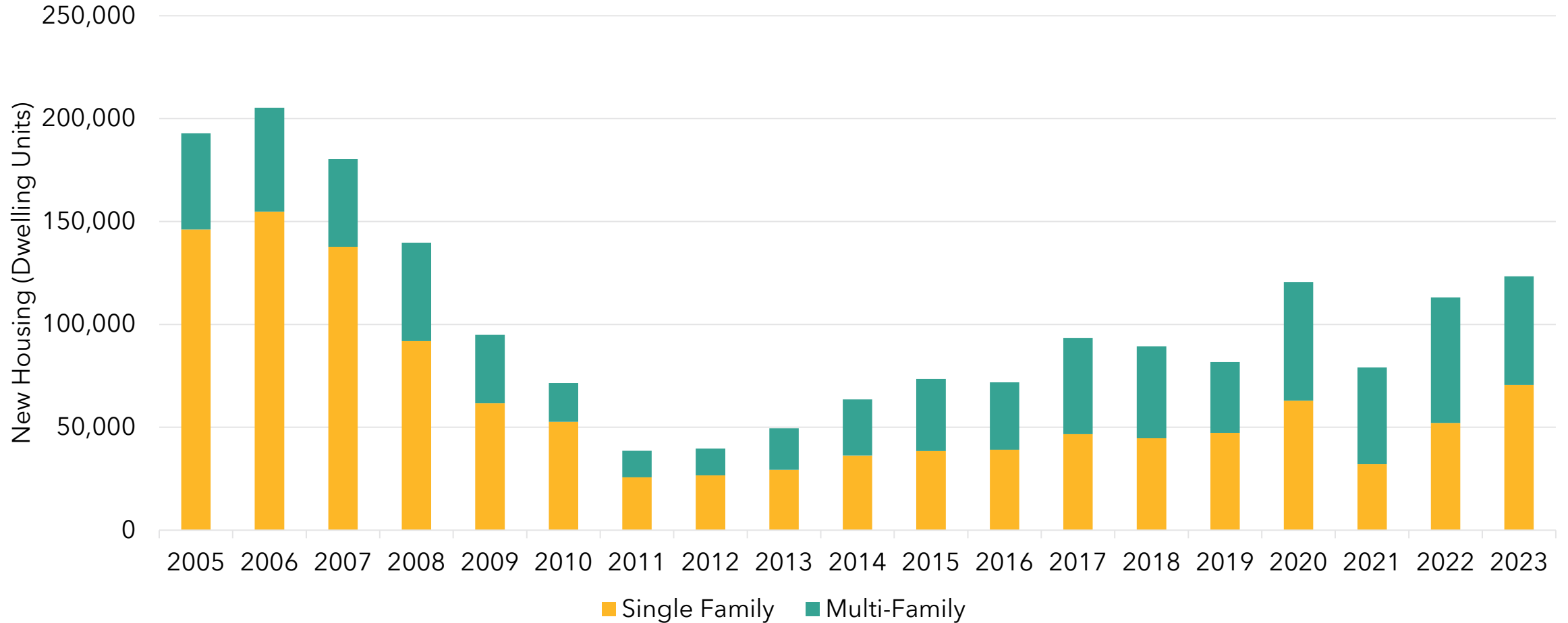
**Growth in Housing Units by Type**

**Comparison of Housing Units Permitted Relative to RHNA**

**Housing Cost Burden**

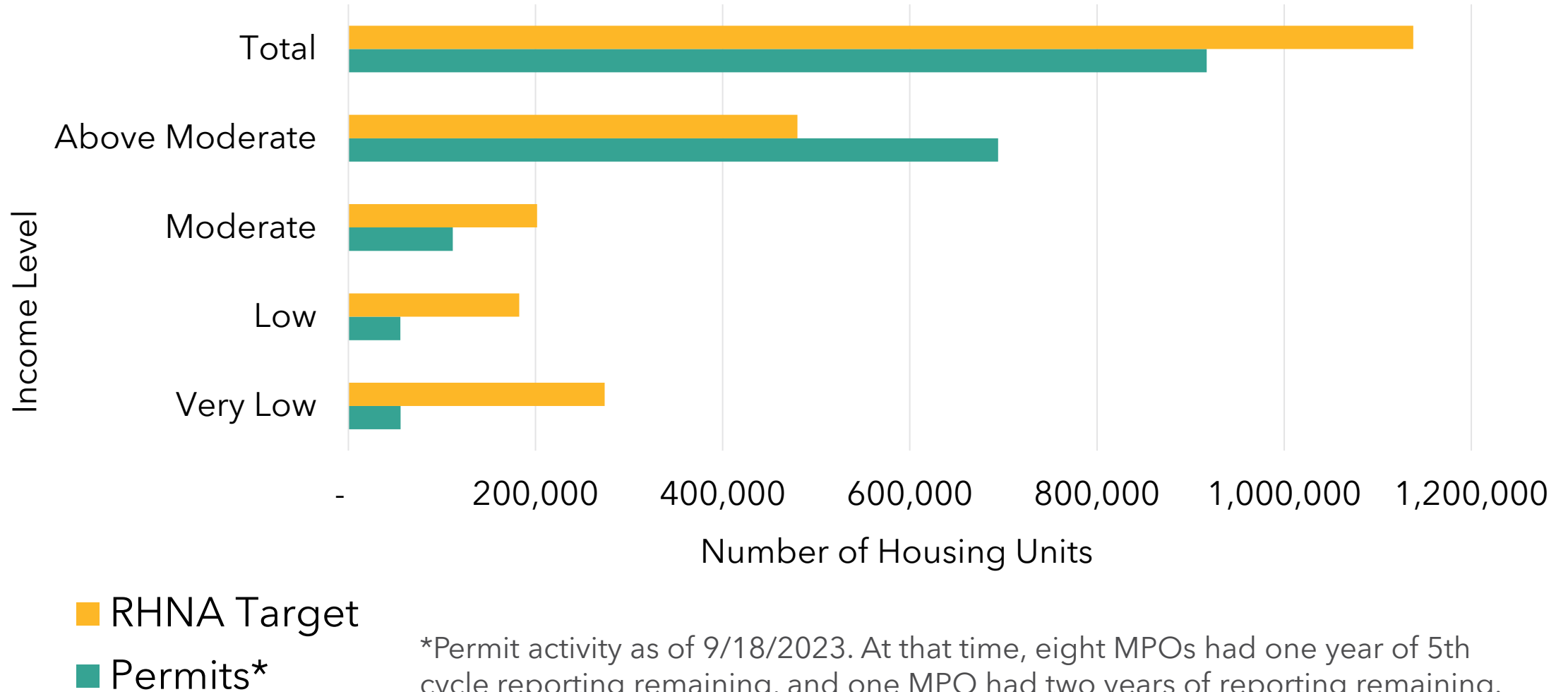


# Growth in Housing Units by Type | Statewide



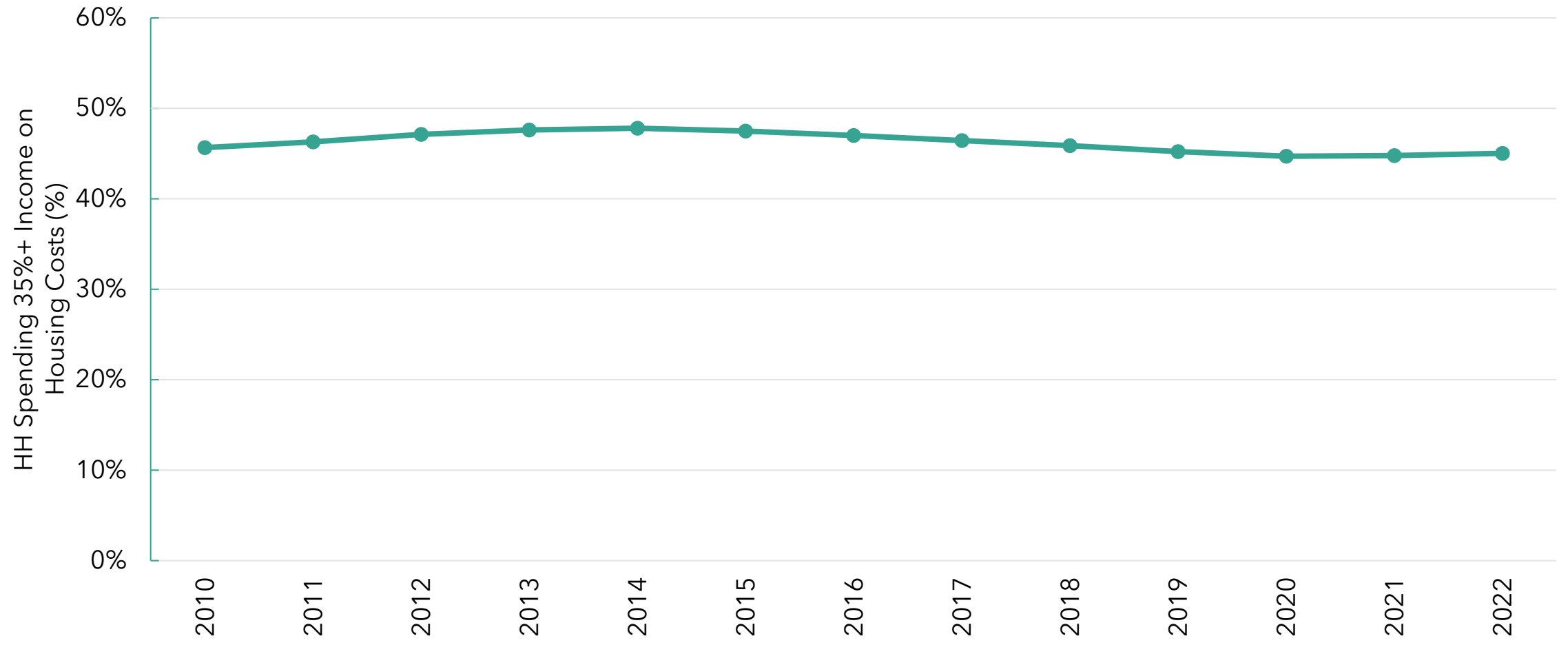
**Housing growth slowed down in 2021 likely due to the pandemic and then rebounded. The share of multi-family housing units has been increasing across the regions.**

# 5<sup>th</sup> Cycle RHNA Allocations and Permit Activity | All MPOs



\*Permit activity as of 9/18/2023. At that time, eight MPOs had one year of 5th cycle reporting remaining, and one MPO had two years of reporting remaining.

# Percent of Households Spending >35% on Housing | Statewide



**45% of households in California spent more than 35% of their income on housing in 2022**



# Key Themes and Challenges from the Progress Report

- California needs a **stronger focus on implementation** of the strategies in the SCSs.
- The State and regions need more **tools, authority, and funding** and a resourced effort to coordinate State support for SCS implementation.
- There needs to be **better alignment** between local, regional, and State plans, policies, and programs, with a stronger focus on supporting the VMT-reducing elements of an SCS.



# Thank You!