

Sustainable Communities Strategy Evaluation

On December 12, 2024, the Butte County Association of Governments (BCAG), which serves as the metropolitan planning organization (MPO) for Butte region, adopted its 2024 Regional Transportation Plan/Sustainable Communities Strategy (2024 SCS). The 2024 SCS is available on [BCAG's website](#). BCAG provided a complete submittal of the 2024 SCS for the California Air Resources Board (CARB) staff's review on January 17, 2025. The region's per capita greenhouse gas (GHG) emission reduction targets are 6% in 2020 and 7% in 2035, compared to 2005 levels, as adopted by CARB in 2018.

I. Determination

CARB staff's determination to accept or reject BCAG's determination that the SCS achieves the 2035 GHG target evaluates the SCS as if all assumptions and strategies are fully implemented in 2035. Based on a review of all available evidence and in consideration of CARB staff's [2019 Final Sustainable Communities Strategy Program and Evaluation Guidelines](#) (SCS Evaluation Guidelines), CARB staff accepts that BCAG's 2024 SCS demonstrates that the region would meet its 2035 target if fully implemented. CARB staff's evaluation finds that BCAG determined that its 2020 GHG emission reduction target was met in 2020 but did not include a determination of whether it continues to achieve the 2020 GHG emission reduction target.

A. Accept that the SCS would, if implemented, achieve the 2035 GHG emission reduction target

Under California Government Code section 65080, subdivision (b)(2)(J)(ii), BCAG's determination that the SCS adopted by the BCAG Board on December 12, 2024 would, if fully implemented, achieve the applicable GHG emission reduction target for automobiles and light trucks of 7% per capita reduction by 2035, relative to 2005 levels, as established by CARB for the region is hereby accepted.

Executed at Sacramento, California, this 23rd day of December 2025.

/s/

Annalisa Schilla, Ph.D., Assistant Chief, Sustainable Transportation and Communities Division

B. Evaluation Overview and Strategies Summary

As outlined in CARB's SCS Evaluation Guidelines, staff considered the following key policy questions in determining whether to accept BCAG's determination that the SCS achieves the 2035 GHG target if all assumptions and strategies are fully implemented.

1. Does the data provided by BCAG support the 2024 SCS's stated GHG and VMT reductions?
2. Are there supportive key actions for the SCS strategies?
3. Do the investments support the GHG emissions reductions or key actions?
4. What are the implementation challenges and what actions are being taken to be on track to achieve the 2035 target?

A summary of the SCS strategies is listed below:

Land Use and Housing:

- Infill development and increased density near transit
- Shorter trips through job/housing balance

Transportation:

- New transit capital projects
- Reducing roadway lane miles
- Improved bike and pedestrian infrastructure

New Mobility:

- E-Bike Incentive Program
- Workplace electric vehicle (EV) Charger Incentive Program

CARB staff accepts that BCAG's 2024 SCS demonstrates that the region would meet its 2035 target if fully implemented. CARB staff also note that the 2024 SCS is not likely to be fully implemented, and the region will not achieve the GHG reduction target by 2035 without additional actions by local, regional, and/or state agencies. CARB's [2022 SB 150 Progress Report](#) provides more detail on statewide barriers to implementation and actions needed. CARB is developing improvements to how greenhouse gas emissions are evaluated for future Round 5 SCSs and will coordinate with all MPOs on these changes.