Figure 36: Cumulative co-pollutant estimated emissions reductions in metric tons by 2030 and 2050.

| | | Particulate Matter (PM2.5) | Nitrogen Oxides (NO _x) | Sulfur Dioxide (SO ₂) | Volatile Organic Compounds (VOC) | Carbon Monoxide (CO) | Particulate Matter (PM2.5) | Nitrogen Oxides (NO _x) | Sulfur Dioxide (SO ₂) | Volatile Organic Compounds (VOC) | Carbon Monoxide (C0) |
|----------------|--|-------------------------------|---------------------------------------|--------------------------------------|--|-------------------------|-------------------------------|---------------------------------------|--------------------------------------|--|-------------------------|
| Measure | | 2030 | | | | | 2050 | | | | |
| □ M1 | Regional bus rapid transit expansion* | 1 | 20 | 3 | 47 | 2,645 | 6 | 91 | 12 | 222 | 12,373 |
| □ M2 | Provide funding for active transportation projects | 0.8 | 12 | 1.6 | 28 | 1,588 | 3 | 39 | 5 | 95 | 5,289 |
| □ M3 | Regional Transportation Demand Management program | <0.1 | <0.1 | <0.1 | <0.1 | 27-54 | <0.1 | <0.1 | <0.1 | <0.1 | 105-130 |
| □ M4 | Coordination of Electric Vehicle charging locations and infrastructure purchases | <0.1 | <0.1 | <0.1 | 0.1 | 11 | <0.1 | 0.1 | <0.1 | 0.4 | 53.5 |
| ⋒ М5 | Low-Income Decarbonization | <0.1 | 7 | 0.2 | 0.4 | 8,645 | 284 | 2,031 | 248 | 89 | 68,786 |
| M6 | Energy Advising** | 0.3 | 65 | <0.1 | 4 | 729,214 | 2 | 538 | 2 | 31 | 6,044,365 |

^{*}Increases in transit infrastructure are correlated with increased ridership – additional ridership is correlated with a reduction in particulate matter and ozone precursor emissions. Ozone precursors include volatile organic compounds and nitrogen oxides. As specific ridership estimates were unavailable for the development of the plan, DRCOG staff were unable to calculate specific estimates of co-pollutant reductions. ** This measure will support the buildings implementation measures, but it does not have a direct, associated co-pollutant reduction. *** Emission reductions from measure implementation as compared to BAU.

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Figure 36 (continued): Cumulative co-pollutant estimated emissions reductions in metric tons by 2030 and 2050.

| | | Particulate Matter (PM2.5) | Nitrogen Oxides (NO _x) | Sulfur Dioxide (SO ₂) | Volatile Organic Compounds (VOC) | Carbon Monoxide (CO) | Particulate Matter (PM2.5) | Nitrogen Oxides (NO _x) | Sulfur Dioxide (SO ₂) | Volatile Organic Compounds (VOC) | Carbon Monoxide (C0) | |
|----------------|--|-------------------------------|---------------------------------------|--------------------------------------|--|-------------------------|-------------------------------|---------------------------------------|--------------------------------------|--|-------------------------|--|
| Measure | | 2030 | | | | | 2050 | | | | | |
| ⊿ M7 | Rebates and Incentives | 0.5 | 143 | <0.1 | 8 | 191,726 | 4 | 1,095 | <0.1 | 63 | 1,469,902 | |
| M8 | Building Policy Collaborative | 212 | 3,814 | 844 | 114 | 1,741 | 6,155 | 102,228 | 17,652 | 3,639 | 55,576 | |
| M9 | Collaborate to manage the regional "wasteshed." | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | |
| M10 | Develop local ordinances and policies to manage the regional "wasteshed." | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | |
| M11 | Expand public education in the region. | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | |
| M12 | Support expansion of public-private partnerships to improve local circularity. | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | <0.1 | |

^{*}Increases in transit infrastructure are correlated with increased ridership – additional ridership is correlated with a reduction in particulate matter and ozone precursor emissions. Ozone precursors include volatile organic compounds and nitrogen oxides. As specific ridership estimates were unavailable for the development of the plan, DRCOG staff were unable to calculate specific estimates of co-pollutant reductions. ** This measure will support the buildings implementation measures, but it does not have a direct, associated co-pollutant reduction. *** Emission reductions from measure implementation as compared to BAU.

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