



Transportation Committee

Meeting Date: November 7, 2024

[[!Agenda Item No. {{item.number}}!]]

2025 Blueprint: Draft Final Transportation Project List and Performance

Information

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Attachments: Yes

Referring Committee: Not Applicable

Issue:

Staff is requesting that the committee consider the final transportation project list for the 2025 Blueprint which will achieve the policy goals outlined in the board's Blueprint policy framework, including keeping the plan within striking distance of the regional greenhouse gas reduction target.

Request:

Approve

Recommendation for Board:

None; this is for information only. The Land Use & Natural Resources Committee is being asked to recommend that the SACOG Board of Directors adopt the Draft Final Transportation Project List to be combined with the adopted land use assumptions; thus, forming the final preferred scenario for the 2025 Metropolitan Transportation Plan/Sustainable Communities Strategy, known as the 2025 Blueprint.

Recommendation for Committee:

None; this is for information only.

Background:

SACOG must identify a set of financially constrained multimodal transportation investments that serve the land use strategy adopted by the board for the 2025 Blueprint. To develop this list of transportation projects, staff reviewed more than 1,600 projects nominated by cities, counties, transit operators, and others. Staff analyzed projects using the triple bottom line framework to gauge their potential to minimize critical congestion bottlenecks, reduce emissions, provide transportation choice, increase access to opportunity (jobs, education, shopping, key services), and improve safety.

In September, staff presented a draft transportation project list to the [Land Use and Natural Resources \(LUNR\)](#) and [Transportation](#) committees and received feedback from committee members. The committees were supportive of and emphasized the need for staff's ongoing discussions with project sponsors about local priorities for the 2025 Blueprint's transportation investment strategy. Both committees were also generally supportive of the distribution of investments across budget categories for the 2025 Blueprint.

In October, staff presented two potential transportation project list options to the [LUNR](#) and [Transportation](#) committees on how to prioritize and balance the policy objectives of the plan (i.e., Triple Bottom Line

framework, the GHG reduction target, local priorities). Option 1 represented an investment strategy that meets the objectives of the Triple Bottom Line and provides the region with our best chance of achieving the state assigned GHG reduction target. Option 2 included projects which, based on staff's analysis, did not satisfy the regional priorities for the plan though they remain in local plans and can be considered for future updates.

At the October Transportation and LUNR committee meetings, both committees expressed support for striving to achieve the GHG target set for the SACOG region by the state such that the region as a whole would remain eligible for important state funding programs. There was acknowledgement at both committees that Option 2 was not a feasible path forward, but that SACOG staff should continue to work with transportation project sponsors to further refine the project list in a manner that would continue to account for local priorities and input while not compromising the region's ability to remain within striking distance of the GHG target. Thus, following the October Transportation and LUNR committee meetings staff continued to work with sponsors to refine and finalize the list included as Attachment A.

Following the release of the most recent draft transportation project list at the end of September, and concurrent to the committee and board's review, staff held additional meetings with transportation project sponsors to gather more information on projects to inform the draft final transportation project list. SACOG staff worked to accommodate changes proposed by local staff where new information on projects aligned with triple bottom line policy objectives, could be paid for by reasonably foreseeable revenues, or where local resources are already paying for improvements. Staff and project sponsors made every effort to prioritize and include the transportation projects that were identified as local priorities by sponsors; however, we were not able to accommodate all requests for road and highway capacity projects to be included in the transportation project list without eroding the plan's performance in key areas, most specifically in the achievement of the regional greenhouse gas reduction target. Finally, SACOG staff proactively identified and reached out to sponsors that had not provided any comments on the transportation project list to ensure that their understanding of the list and their priorities were accurately reflected.

The subsequent section discusses staff's recommendation to advance the Draft Final Transportation Project List (see Attachment A) to be combined with the land use assumptions adopted by the board in June to form the Final Scenario for the 2025 Blueprint.

Discussion/Analysis:

Staff is recommending that the LUNR committee recommend that the board adopt the Draft Final Transportation Project List (see Attachment A). Based on staff's analysis, these transportation investments strike a balance between a transportation network that will efficiently serve the adopted land use assumptions for the plan, responding to local priorities, and provide the best path for achieving the policy goals in the Blueprint and our GHG emissions target. The detailed Draft Final Transportation Project List is provided in Attachment A and is summarized below.

Draft Final Transportation Project List

The Draft Final Transportation Project List (Attachment A) represents an investment strategy that meets the objectives of the Triple Bottom Line and provides the region with a reasonable chance of achieving the state assigned GHG reduction target. This version of the transportation project list was developed to support the land use assumptions adopted by the board in June 2024. It includes the following allocation of funding across major project categories:

- Maintenance and Rehabilitation: \$13.6 billion
- Road and Highway Capacity: \$7.4 billion
- Transit Capital: \$4.7 billion
- Transit Operations and Maintenance: \$8.4 billion
- Bike and Pedestrian: \$2.7 billion
- Programs, Safety, System Management, and Operations: \$2.5 billion

Rooted in the assumption that the 2025 Blueprint needs to achieve the regional SB 375 GHG target, and that Maintenance and Rehabilitation needs are a high priority in the region, these transportation investments add targeted capacity to the system. Specifically, the road and highway capacity projects included in this option are intended to serve the jobs and housing growth projected within the plan. Projects were reviewed for their potential to provide multimodal benefits, improve safety, alleviate existing or forecasted bottlenecks, connect housing to jobs, and meet future projected travel volumes in a way that manages, rather than eliminates, congestion. This is staff’s and project sponsors’ best attempt to achieve the Triple Bottom Line goals for the plan, incorporate the priorities of transportation project sponsors, and set the plan up to achieve its GHG target.

GHG Performance

Using the SACSIM travel demand model, staff analyzed the GHG performance of the Draft Final Scenario, which combines the Draft Final Transportation Project List with the land use assumptions adopted by the board in June of 2024. The results of that modeling are shown in Table 1, below.

Table 1: 2025 Blueprint Draft Final Scenario GHG Performance

2025 Blueprint GHG Reduction Strategies	GHG Reduction %
Land Use and Transportation: 68% future growth in existing footprint, strategic road/highway expansion including managed lanes, transit services, mileage-based user fee from 2020 MTP/SCS, and post-pandemic telework	15.6%
Intelligent Transportation System & Transportation System Management	0.4%
Transportation Demand Management & Car Sharing	2.1%
Local Electric Vehicle and Infrastructure Incentive Programs	0.6%
Micromobility Sharing Programs	0.4%
GHG Reduction Percentage	19.1%
Margin to Target (19%)	+0.1%

As shown in Table 1, the combination of the land use and transportation projects, along with maintaining programs from the 2020 plan such as bike- and scooter-share, transportation demand management (TDM), car sharing, and electric vehicle support will put the region in position to achieve the GHG target. Staff explored additional strategies including a regional school bus program, discounted transit fares, an additional

TDM telework program, and an increased mileage-based user fee but ultimately determined that they would be infeasible at this time given the cost to implement relative to the potential GHG benefits.

Staff believe that the reduction strategies and approach to calculating the GHG performance of the plan represents a sound and defensible case to demonstrate that the plan would achieve the state mandated GHG reduction target. It is important to note that the California Air Resources Board must ultimately review and approve SACOG's GHG calculation methodology and confirm that the GHG strategies, if implemented, would achieve the GHG reductions described above. SACOG staff has provided CARB with documentation outlining these strategies and our quantification approach. These conversations are ongoing and could affect the performance of the plan, creating some risk given the small margin by which we are achieving the target. Staff will keep the board apprised of any potential changes that would jeopardize the plan's ability to achieve the GHG target, including options for addressing any erosion of the plan's performance. Additional details on the GHG reduction strategies listed in Table 1 are provided in Attachment B.

Following adoption of the transportation project list, staff will begin drafting of the 2025 Blueprint plan document, and the board will turn next to developing the policies of the plan. This will occur in parallel with development of the Environmental Impact Report (EIR) for the plan. The Draft 2025 Blueprint and EIR are planned to be released for public review in May of 2025, and plan adoption is scheduled for November 2025.

Fiscal Impact/Grant Information:

The 2025 Blueprint is funded by a combination of sources including Federal Metropolitan Planning funds, state Sustainable Communities Formula Program Funds, and Transportation Development Act-Local Transportation Funds. The Placer County Transportation Planning Agency and El Dorado County Transportation Commission also provide some funding to SACOG to support development of the 2025 Blueprint to assist with the planning activities, data development, and analysis that is necessary to ensure coordination and consistency between the regional plan and the county-level Regional Transportation Plans.

List of Attachments:

Attachment A: Draft Final Transportation Project List

Attachment B: GHG Reduction Strategies