

Attachment C: 2020 MTP/SCS Implementation Policies

Build vibrant places for today's and tomorrow's residents

We will help create opportunities for more residents to live and work in equitable, environmentally healthy, and economically vibrant communities while seeking to reduce the significant housing disparities that exist by race and income. We will work with our local cities and counties to ensure that more residents have options to live in walkable places that are affordable, have access to economic opportunity and allow people to spend less time driving.

2020 MTP/SCS Policies	DRAFT 2025 Blueprint Policies	Example Implementation Actions (not a comprehensive list)
<p>Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:</p> <ul style="list-style-type: none"> • Development in communities where services, amenities, and transportation infrastructure already exist; • The economic viability of rural lands and conservation of open space and agricultural resources; • Revitalization of urban, suburban, and rural centers and corridors; • Coordinated and phased greenfield growth that prioritizes walking and bicycling in scale and design while incorporating new urbanist design principles; • Higher density housing options such as small-lot or attached single-family products, accessory dwelling units, and multi-family housing options where appropriate; • A diversity of housing to provide options for all residents; • Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; 	<p>Vibrant-1: Provide incentives, information, tools, technical assistance, and encouragement for legislative and regulatory reform and investment in Center & Corridor and Established Communities that increase housing options, jobs and services, and access to amenities.</p>	<p>Continue to provide technical assistance to support urban, suburban, and rural community revitalization without displacement. Examples include Green Means Go, Coordinated Rural Opportunities Plan, and data and tools for implementing state legislation.</p> <p>Engage and help shape new state legislation that reduces regulatory barriers to infill housing and streamlines the development process, recognizing the unique challenges in the SACOG region relative to the rest of California.</p>

Attachment C: 2020 MTP/SCS Implementation Policies

2020 MTP/SCS Policies	DRAFT 2025 Blueprint Policies	Example Implementation Actions (not a comprehensive list)
<ul style="list-style-type: none"> • Transit-oriented development including more housing and jobs in high frequency transit areas; • Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit. 		
<p>Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities</p>	<p>Vibrant-2: Identify and secure stable sources of funding and financing to continue the momentum of Green Means Go and accelerate the construction of a range of housing options that are affordable in low vehicle miles traveled (VMT) areas of the region.</p>	
	<p>Vibrant-3: Encourage local policy reforms that facilitate missing middle housing, strategically allow for higher density housing, transition from discretionary to by right development review, reduce government mandated parking requirements, incentivize accessory dwelling units, and reduce displacement by protecting tenants and funding subsidized affordable housing.</p>	<p>Provide tools and project support for local governments to enact “Mind the Gap” policy moves described in Vibrant-3 through technical assistance and existing and future planning grants.</p>
	<p>Vibrant-4: Evaluate and monitor progress towards both enacting the local housing policy reforms described in Vibrant-3 as well as housing construction relative to 2025 Blueprint outcomes.</p>	<p>Conduct a regional evaluation of local housing policy progress towards SACOG’s “Mind the Gap,” policy moves (listed in Vibrant-3) and explore targeted technical assistance where appropriate, recognizing the impact and scale of these policy moves is highly dependent on demand and context.</p> <p>Continue to build out the regional indicators dashboard metrics related to housing as a means of measuring regional progress on</p>

Attachment C: 2020 MTP/SCS Implementation Policies

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		housing construction overall, as well as by housing product type and location.
	<p>Vibrant-5: Explore prioritizing new infrastructure investments and transportation funding decisions where there is existing or demonstrated progress towards policy reforms referenced in Vibrant-3.</p> <p>Vibrant-6: Coordinate strategically phased growth in Developing Communities that expand the region's footprint in ways that create complete communities with jobs, housing choices, connected streets, and convenient access to public transportation.</p>	<p>Examine whether and how funding priorities can be coordinated to support investments that support the goals of Green Means Go.</p> <p>Coordinate with the Local Agency Formation Commissions across the region to set up a working group, better understand respective statutory requirements and considerations, and explore creating a process to help with interpretation and review of SACOG's 2025 Blueprint to the extent consideration is required.</p> <p>Provide data, research, analysis, incentives, and other support to housing-rich communities actively trying to promote walkable, higher density job centers, and complete communities.</p>
	<p>Vibrant-7: Support the implementation of SACOG's Regional Housing Needs Plan by affirmatively furthering fair housing, taking proactive steps to overcome patterns of residential segregation, clearing barriers to housing in high opportunity areas, supporting other activities identified by local governments in adopted housing elements.</p> <p>Vibrant-8: Encourage growth in industries that will grow the region's economy, such as</p>	<p>Develop a Regional Housing Needs Plan with action steps and incentives that put member agencies in a better position to accelerate infill and affordable housing production in high opportunity areas.</p> <p>Continue to partner with Valley Vision and others to implement the regional</p>

Attachment C: 2020 MTP/SCS Implementation Policies

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	business services, agriculture, manufacturing, and research, by supporting economic development efforts and strategies that boost economic mobility.	Comprehensive Economic Development Strategy, Our Path Forward: The Prosperity Strategy, aimed at building an economy that represents and meets our communities' needs.
	Vibrant-9: Protect and enhance important tribal cultural resources in the SACOG region by partnering with cities, counties, Caltrans, tribal governments, and community leaders to build a practice of early communication, collaboration, and consultation with tribal governments in local and regional transportation and land use planning processes.	
	Vibrant-10: Prioritize and incentivize meaningful public engagement by actively involving all communities, including historically underrepresented groups in the development and implementation of SACOG programs.	Continued implementation of the Engage, Empower, Implement Regional Funding Program and Sacramento Region Mobility Zones Project

Foster the next generation of mobility solutions

We will help make it easier, safer, and cleaner for everyone to move through the region, especially low income and historically marginalized communities. While transportation options in the region have expanded in recent years, most people still choose to or must drive alone to their destinations. By implementing innovative mobility projects with transit providers, public agencies, and private companies, investing in high-capacity corridors and high-frequency bus service, and improving the responsiveness of our transportation system, we seek to create more options for all residents to move about the region to meet their daily needs.

2020 MTP/SCS Policies	DRAFT 2025 Blueprint Policies	Example Implementation Actions (not a comprehensive list)
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Attachment C: 2020 MTP/SCS Implementation Policies

Policy 3: Implement pilot projects aimed at making microtransit and micromobility (such as bike and scooter share) work for urban, suburban, rural, and low-income areas of the region.	NextGen-1: Encourage context-responsive shared mobility programs (car share, bike share, scooter share, and microtransit) to increase mobility options for residents and bridge the first-mile/last-mile gap to fixed-route bus and rail.	
Policy 4: Pursue flexibility in state and federal funding sources to enable testing and implementation of innovative mobility solutions that are affordable, accessible, and reduce greenhouse gas emissions.	<i>Removed. Changes in federal and state funding programs since 2020 already satisfy this policy's primary intent and the policy is redundant with other policies.</i>	
Policy 5: Support innovative education and transportation demand management programs covering all parts of the region, to offer a variety of alternatives to driving alone.	NextGen-2: Cultivate regional understanding and support for alternatives to driving alone by improving regional travel planning tools, expanding transportation demand management programs, and facilitating pilots and demonstration projects.	Development of the NorCal GO application and promotional toolkit.
Policy 6: Pursue new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets.	NextGen-3: Support a transition to zero-emission passenger, freight, and transit vehicles that is equitable and considers the diversity of regional needs and contexts including rural, urban, and suburban communities as well as historically underrepresented communities.	Continued partnership with the Sacramento Air Quality Management District, Sacramento Metropolitan Utility District, Regional Transit and others to build on the region's Zero Emission Vehicle Deployment Strategy .
Policy 7: Support transit agencies and local governments looking to secure funds to improve the frequency, hours of service, and coverage of productive bus service (including bus rapid transit, express bus, and more frequent fixed-route service).	NextGen-4: Support the long-term fiscal health of transit by collaborating with transit providers to identify productivity and cost-effectiveness measures for transit.	
Policy 8: Support more seamless travel through better traveler information for trip planning, reliable service and coordination between operators for transit, shared mobility and other first/last mile connections.	NextGen-5: Advance intelligent transportation systems (ITS) to reduce congestion and improve multimodal reliability.	Ongoing partnership with cities, counties, transit operators, emergency service providers, and others to pursue funding to implement the Regional Technology and

Attachment C: 2020 MTP/SCS Implementation Policies

		Mobility Master Plan, Smart Region Sacramento .

Modernize the way we pay for transportation infrastructure

We will help find new ways to pay for transportation infrastructure and help make travel more predictable for all drivers. The gas tax is currently the main way to pay for transportation infrastructure, but it is declining as cars become hybrid and electric powered. At the same time, the region suffers from an overburdened road network that is both inefficiently used and in poor condition. Travel times can be unpredictable and auto maintenance costs are high from roadway damage. For the region, this exacerbates air pollution, greenhouse gas emissions, and the deterioration of our region's infrastructure. By establishing tolling, pay-as-you-go fees, and travel incentives that are equitable for low income and rural travelers, the region can shift to a more sustainable source of transportation funding and make the best use of our roads.

2020 MTP/SCS Policies	DRAFT 2025 Blueprint Policies	Example Implementation Actions (not a comprehensive list)
<p>Policy 9: Pursue new and reformed transportation funding methods and sources to implement the MTP/SCS that are stable, predictable, flexible, and adequate to operate, maintain, and expand the transportation system. Mileage-based fees/PayGo should replace, not be on top of, existing state fuel taxes.</p>	<p>Invest-1: Engage in the state's effort to replace the statewide fuel tax with a modern funding mechanism, such as a road usage charge, that can adapt to and keep up with changing needs and conditions.</p>	<p>Continue participation in the California Road Charge discussions, including working groups and technical advisory committees, to ensure plans for a transition away from fuel taxes are equitable and fully consider urban, suburban, and rural needs and impacts.</p>
<p>Policy 10: Find solutions and reliable funding sources to meet the maintenance needs of roads that support rural economies, natural resource-based industries, agriculture, farm-to-market routes, and freight corridors.</p>	<p>Invest-2: Find and pursue reliable funding strategies to meet the maintenance needs of roads that support rural economies, natural resource-based industries, agriculture, farm-to-market routes, and freight corridors.</p>	
<p>Policy 11: Initiate a leadership role in testing and piloting roadway pricing mechanisms, such as facility-based tolling</p>		

Attachment C: 2020 MTP/SCS Implementation Policies

2020 MTP/SCS Policies	DRAFT 2025 Blueprint Policies	Example Implementation Actions (not a comprehensive list)
<p>and mileage-based fees, in partnership with the state, federal, and local agencies and private sector organizations.</p> <p>Policy 12: Take steps to implement tolling or pricing of specific lanes on major facilities, such as freeways, to improve traffic management, reliability, and operations of those facilities and to help raise funding for the cost of building and maintaining large capital investments.</p>	<p>Invest-3: Partner with the Capital Area Regional Tolling Authority (CARTA), local agencies, and Caltrans to develop and operate a regional network of toll facilities to improve traffic management, transit reliability, and operations on the regional highway system.</p>	
<p>Policy 13: All new major expansion projects on the region's freeways and expressways should be planned for eventual deployment of pricing options to both manage demand and provide a financing mechanism for capital costs. Any pricing strategy pursued should be sensitive to changes in roadway demand during different parts of the day (peak/off-peak) with the objective of managing demand and providing travel choice.</p>	<p>Invest-4: Identify and support funding strategies that are sensitive to changes in roadway demand during different parts of the day (peak/off-peak) and across different facility types with the objective of managing demand and providing travel choice.</p>	
<p>Policy 14: Revenues generated from facility-based pricing should be used to build and maintain a regional network of paid express lanes and, where surplus revenue is available, on strategic transit services (e.g., express buses) or other mobility solutions that can reduce vehicle miles traveled and provide multiple travel options along priced corridors.</p>	<p>Invest-5: Encourage revenues generated from tolling to first be used to build and maintain the regional network of toll facilities and, where surplus revenue is available, on strategic transit services (e.g., express buses) or other mobility solutions that can reduce vehicle miles traveled, manage congestion, and provide multiple travel options along tolled corridors.</p>	
<p>Policy 15: New taxes and fees, including mileage-based fees, intended to raise additional funding for transportation purposes should prioritize closing the gap for system maintenance and state-of-good repair needs before investing in system expansion.</p>	<p>Invest-6: Prioritize using new taxes and fees, including road usage charges, on state of good repair investments over expanding the system.</p>	

Attachment C: 2020 MTP/SCS Implementation Policies

2020 MTP/SCS Policies	DRAFT 2025 Blueprint Policies	Example Implementation Actions (not a comprehensive list)
<p>Policy 16: When implementing pricing strategies, both paid express lanes and mileage-based fees/PayGo, the region should make every effort to avoid negatively impacting lower income and rural households. For regional implementation of PayGo, explore innovative options for setting fees, such as including off-setting incentives for non-vehicular travel, off-sets to fees for disadvantaged households, and keying fee rates to maintenance and fix-if-first goals.</p>	<p>Invest-7: Coordinate with the state, local governments, CARTA, and the public to ensure new sources of revenue avoid negatively impacting lower income and rural households. Where the collection of these revenues requires information about travel behavior or usage of roadways, ensure collection methods are sensitive to privacy concerns.</p> <p>Invest-8: Support local efforts to raise funding for priority investments that are consistent with the goals, strategies, and investments included in the regional Metropolitan Transportation Plan/Sustainable Communities Strategy (2025 Blueprint).</p>	
	<p>Invest-9: Encourage and support public agencies to coordinate with SACOG when applying for federal and state grants and prioritize technical support for investments that are regional serving and aligned with the 2025 Blueprint, megaregion priorities, and funding program specific goals and requirements.</p>	<p>Work in partnership with cities, counties, transportation agencies, including Sacramento Transportation Authority, to advance funding measures that support local and regional priorities that are consistent with the 2025 Blueprint.</p> <p>Development of tools and data to support project prioritization efforts, such as the Regional Project Prioritization Program.</p>
	<p>Invest-10: Prioritize regional flexible funding for projects that support a state of good repair of the region's transportation system, improve safety, reduce harmful emissions including greenhouse gases, and balance urban and rural needs while providing more predictability for local agencies.</p>	<p>Continued implementation and evolution of SACOG's regional funding program guidelines consistent with the input of the Regional Funding Round Working Group and board direction.</p>

Attachment C: 2020 MTP/SCS Implementation Policies

Build and maintain a safe, equitable, and resilient multimodal transportation system

We will help maintain the transportation system we have while simultaneously redesigning and reinvesting in the system to better meet the needs of underserved communities and the region's needs of the future. Currently, our transportation infrastructure is unsafe, in disrepair and doesn't meet the needs of all residents. We will work with the region's communities and interest groups, centering communities of color, low-income residents, and historically disinvested communities, to re-envision and revitalize existing infrastructure in a way that addresses safety, improves access, supports our economy, reduces our impact on the environment, and is resilient to natural disasters.

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Policy 17: Reduce the growing system maintenance funding gap by prioritizing spending flexible revenues on state-of-good repair improvements before investing in system expansion.	Build-1: Prioritize maintenance of existing transportation infrastructure to manage or reduce the growing maintenance funding gap by focusing flexible revenues, including SACOG's Regional Funding Round, on state of good repair improvements that support a safe, equitable, and resilient transportation system. Build-2: Strengthen the long-term fiscal health of transit by supporting transit providers in improving the productivity and cost effectiveness of transit service and supporting efforts for new sustainable sources of dedicated transit funding. Build-3: Focus roadway expansion funding on major bottlenecks that exist today and/or incentivizing development opportunities within Established and Center & Corridor Communities.	Implementation of the Board's direction to focus the 2025 Four-County State Funding Program on fix-it-first projects that also provide additional performance outcomes and/or modernize roadways, in alignment with state policy goals for state of good repair, modal choice, climate, and equity.
Policy 18: System expansion investments that are not directly paid for by new development should be focused on fixing major bottlenecks that exist today, and/or incentivize development opportunities in infill areas.		
Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and	Build-4: Support and help accelerate implementation of high-capacity transit and the Regional Transit Network to deliver flexible, fast, and reliable transit services	Continue the collaborative efforts between SACOG, transit operators, and planning agencies to improve the region's public

Attachment C: 2020 MTP/SCS Implementation Policies

2020 MTP/SCS Policies	DRAFT 2025 Blueprint Policies	Example Implementation Actions (not a comprehensive list)
development patterns that will generate transit ridership and improve the cost recovery rates for transit service. Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.	sooner and more cost-effectively than fixed guideway rail transit expansions. Build-5: Advance cost-effective safety improvements, like quick-builds and demonstration projects, in high-crash locations to help the region make greater progress towards eliminating fatal transportation-related crashes.	transportation services identified in the Regional Transit Network Study
Policy 21: Transportation infrastructure investments should be planned and built in a way that makes the system more resilient to extreme weather events and natural disasters.	Build-6: Increase the resiliency of the multimodal transportation network and the emergency preparedness of the transportation sector to reduce the impacts of extreme weather and natural disasters.	Work with partners throughout the region to identify and implement measures to improve resiliency and disaster response through coordinated efforts like the Regional Emergency Preparedness Strategy .
Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.	Build-7: Support investment in bicycle and pedestrian infrastructure that provides safe access to schools, jobs, recreational opportunities, and transit, and implements the Regional Trail Network.	Work with RTPAs, members, and partners to support state and federal grant applications and provide direct funding through the regional Active Transportation Program for investments that attract active transportation users and provide facilities for walking and biking in urban, suburban, and rural portions of the region and to provide connections between them.
Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.	<i>Removed. Equity objectives are embedded in other policies.</i>	
Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.	Build-8: Develop multimodal corridors that improve access to major economic assets and job centers and facilitate the reliable movement of freight.	
Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.	<i>Removed. GHG and VMT reduction are part of strategies supported by other policies.</i>	