

	<b>2016 Metropolitan Transportation Plan/Sustainable Communities Strategy Implementation Policies</b>
<b>1</b>	Provide information, tools, incentives and encouragement to local governments that have chosen to grow consistent with Blueprint principle
<b>2</b>	Educate and provide information to policymakers, local staff, and the public about the mutually supportive relationship between smart growth development, transportation, and resource conservation.
<b>3</b>	SACOG encourages local jurisdictions in developing community activity centers well-suited for high-quality transit service and complete streets.
<b>4</b>	SACOG encourages every local jurisdiction's efforts to facilitate development of housing in all price ranges, to meet the housing needs of the local workforce and population, including low-income residents, and forestall pressure for long external trips to work and essential services.
<b>5</b>	SACOG should continue to inform local governments and businesses about a regional strategy for siting industry and warehousing with good freight access.
<b>6</b>	SACOG encourages local governments to direct greenfield developments to areas immediately adjacent to the existing urban edge through data-supported information, incentives and pursuit of regulatory reform for cities and counties.
<b>7</b>	Implement the Rural-Urban Connection Strategy (RUCS) which ensures good rural-urban connections and promotes the economic viability of rural lands while also protecting open space resources to expand and support the implementation of the Blueprint growth strategy and the MTP/SCS.
<b>8</b>	Support and invest in strategies to reduce vehicle emissions that can be shown as cost effective to help achieve and maintain clean air and better public health.
<b>9</b>	Use the best information available to implement strategies and projects that lead to reduced Greenhouse Gas (GHG) emissions.
<b>10</b>	Consider strategies to green the system, such as quieter pavements, cleaner vehicles, and lower energy equipment where cost effective, and consider regional funding contributions to help cover the incremental cost.
<b>11</b>	Pursue and support enactment of sustainable funding sources adequate for maintenance and rehabilitation of highways, streets and roads and operations and maintenance of transit services for the region.
<b>12</b>	Support authority for local option funding sources to allow local areas to customize transportation funding and investment for maintenance and operation of the existing system and expansion to meet future needs.
<b>13</b>	SACOG invests federal and state funds that come to SACOG to achieve regional policies and priorities, as described in more detail in the sections that follow.
<b>14</b>	SACOG should look for specialized funding programs, and/or one-time funds at the state or federal level, and work with local agencies to bring in such funds to start innovative projects or advance specific projects that are well-matched to program goals.
<b>15</b>	Study ways to use pricing more effectively in funding of transportation.
<b>16</b>	Manage state and federal funding that comes into the region so as to simplify and expedite project delivery, including working out ways to exchange various types of funds among local agencies and projects.
<b>17</b>	Acknowledge and support preservation of the existing road and highway system as the top priority for local public works agencies and Caltrans and expect to help them secure adequate funding sources for necessary work.

<b>18</b>	Support the development and implementation of Corridor System Management Plans as a method of integrating transportation system operational management and regional planning so as to maximize system efficiency and effectiveness.
<b>19</b>	SACOG should work with transit operators to pursue improvements to transit access, security, comfort, schedules and information whenever opportunities arise.
<b>20</b>	Ensure coordination among all forms of existing and expanded transit services, including those provided by social services agencies, for a more effective system.
<b>21</b>	SACOG should develop guidelines for rural transit services, as a lifeline for non-drivers and park-and-ride service for commuters.
<b>22</b>	SACOG expects operators to plan for service to transit-dependent populations– disabled, low-income, senior, youth – within a context of service to attract riders who now drive.
<b>23</b>	SACOG in partnership with community and employer organizations intends to support proactive and innovative education and transportation demand management programs covering all parts of the urbanized area, to offer a variety of choices to driving alone.
<b>24</b>	Ensure community outreach to low-income and minority communities whose needs and concerns otherwise might be overlooked.
<b>25</b>	SACOG should study, consult with, and help coordinate local agency activities to provide for smoother movement of freight through and throughout the region.
<b>26</b>	SACOG intends to preserve some capacity on major freeways within the region for freight and other interregional traffic by providing additional capacity for local and regional traffic on major arterials running parallel to the major freeways.
<b>27</b>	Support road, transit, and bridge expansion investments that are supportive of MTP/SCS land use patterns.
<b>28</b>	Prioritize transit investments that result in an effective transit system that serves both transit-dependent and choice riders.
<b>29</b>	SACOG encourages locally determined developments consistent with Blueprint principles and local circulation plans to be designed with walking, bicycling and transit use as primary transportation considerations.
<b>30</b>	SACOG gives primary priority to selective road expansion, to support infill development and forestall midday congestion, when adequate funding for lifecycle maintenance costs are available.
<b>31</b>	As long as the existing funding and program structure remains essentially as it is today, SACOG intends to invest funds to achieve regional objectives for air quality, community design, transportation demand management, and bicycle and pedestrian programs. SACOG will also determine how climate adaptation findings concerning criticality and vulnerability of the regional transportation system should be addressed in the regional funding program. SACOG will also continue to help fund regional-scale and local investments across urban, suburban, small community, and rural areas.