

## Implementing the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy

The MTP/SCS is a 20-year plan for growth and transportation investment that facilitates vibrant, healthy communities where residents have access to affordable homes, good jobs, clean air, and ready access to the places and destinations that are part of everyday life. The performance outcomes of the plan are dependent on forward-looking policies and strategies that can guide near-term implementation efforts. The table below describes the major policy topics and assumptions that have shaped the Preferred Scenario for the 2020 MTP/SCS. The table also describes current or future efforts that support plan implementation and examples of future implementation activities along with potential ways of measuring progress following the plan's adoption in February 2020.

Policy Topics and Plan Assumptions	Examples of Current Efforts	Examples of Future Policy Actions	Examples of Progress Indicators
<p><b>New Mobility and Transit</b></p> <p>Since the adoption of the last MTP/SCS in 2016, new technologies and mobility options have changed the way the region thinks about transportation. Bike and scooter share, transportation network companies, and on-demand microtransit raise opportunities and challenges for the 20-year scope of the MTP/SCS. How do new mobility options simultaneously complement and compete with public transit? While many new mobility options are showing up in urban parts of the region, what role should they play in the more suburban and rural parts of the region over the coming decades?</p> <p>The 2020 plan depends on a variety of mobility options becoming more widely available across all types of communities in the region. A modernized public transit system that works with new these mobility services can provide more travel choices to residents throughout the region. The transit network in the plan emphasizes increased frequencies on productive transit routes, complemented by new mobility options and transit supportive infrastructure. The numbers of homes and jobs near high-frequency transit service, with vehicles coming every 15 minutes or more frequently, more than double by 2040.</p>	<ol style="list-style-type: none"> <li>1. Civic Lab Year 1 Pilot Projects (Mobility)</li> <li>2. Transit Oriented Development Action Plan</li> <li>3. Microtransit pilots in Citrus Heights, West Sacramento, and Knight's Landing.</li> <li>4. Implementation of new transit service plans, including RT Forward and Elk Grove's comprehensive service analysis.</li> <li>5. Bike and scooter share in downtown Sacramento, West Sacramento, and Davis</li> <li>6. Transportation Demand Management program and mini-grants.</li> <li>7. Transit Asset Management planning updates</li> <li>8. Davis-Sacramento corridor transit planning, including the implementation of a zero emission bus (ZEB) shuttle</li> </ol>	<ol style="list-style-type: none"> <li>1. Support transit and local agencies in continuing to find ways to develop, test, and pilot new mobility services such as microtransit, bike share, and other services.</li> <li>2. Lead a collaborative effort to shape a vision of next generation transit for the region that includes strategies to integrate traditional transit services with new mobility options.</li> <li>3. Develop and implement new employer- and residential-based transportation demand management programs.</li> <li>4. Partner with cities and transit operators undergoing updates to transit plans, service changes, and transit-oriented development efforts.</li> <li>5. Actively support transit agencies in securing federal and state grant funds for improving transit stations and replacing aging bus and light rail vehicles.</li> <li>6. Support advanced mobility as an emerging tradable employment cluster</li> </ol>	<ol style="list-style-type: none"> <li>1. Successful pilot projects are expanded and/or extended.</li> <li>2. New pilots are launched to test additional new mobility solutions.</li> <li>3. New federal and state grant funds are captured for transit vehicle replacement needs.</li> <li>4. Transit agencies have fleet and facility plans that effectively prepare them for zero emission vehicle requirements.</li> <li>5. Increased participation in employer-based transportation demand management programs.</li> <li>6. At least one deployment of a residential-based transportation demand management program</li> <li>7. Implementation of new high-quality bus services, including the region's first bus rapid transit (BRT) project and a ZEB shuttle between downtown Sacramento and the international airport.</li> </ol>
<p><b>Transportation Revenues and Pricing</b></p> <p>The 2020 MTP/SCS is a financially constrained plan, but the plan does include new sources of funding that are critical to sustain transportation infrastructure needs into the future. New funding assumptions include: sales tax measures in Placer and Sacramento Counties, and roadway pricing that includes facility-based tolling (e.g. managed/express lanes) and pay-as-you go (PAYGO) fees based on mileage driven as a replacement to the fuel tax.</p> <p>The roadway pricing mechanisms in the Preferred Scenario are a critical component of the regional strategy to raise revenue sufficient to build and maintain the region's transportation system, provide mobility benefits to residents, manage traffic and congestion, and help to achieve a state-mandated greenhouse gas reduction target.</p> <p>The Preferred Scenario adopted by the SACOG board in April 2019 included four primary assumptions related to new revenues for transportation. First, the region will 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. Second, the state will continue to explore PAYGO fees</p>	<ol style="list-style-type: none"> <li>1. A regional plan for a future network of potentially priced managed/express lanes along state highways in the region.</li> <li>2. Corridor-specific project development activities to advance the implementation of managed/express lanes along the Cap City freeway and I-5 North in Sacramento County and I-80 in Yolo County.</li> <li>3. Development of new expenditure plans for transportation sales tax ballot initiatives in Placer and Sacramento counties.</li> </ol>	<ol style="list-style-type: none"> <li>1. Work with Caltrans and other local partners to identify options for governance and administration of revenues from facility-based pricing, in coordination with ongoing managed lane studies.</li> <li>2. Work with regional partners to develop pilots focused on innovative tolling and PAYGO concepts.</li> <li>3. Collaborate with the state and metropolitan planning organizations on efforts to study mileage fees as a replacement to fuel taxes.</li> <li>4. Learn what federal and/or state authorizations are needed to implement facility and/or mileage-based pricing strategies—incorporate necessary actions into regional advocacy programs.</li> <li>5. Support local agencies in pursuing options to implement new local fees and taxes dedicated to transportation improvements</li> </ol>	<ol style="list-style-type: none"> <li>1. Active participation in at least one pricing pilot project</li> <li>2. Successful implementation of new locally-derived transportation fees and/or taxes.</li> <li>3. Implementation of the region's first managed/express lane project</li> <li>4. Active efforts, including pilot testing and advocacy, move the state closer towards implementing revenue replacement options for the fuel tax.</li> <li>5. Increase dollars captured through federal and state grants</li> </ol>

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<p><i>Transportation Revenues and Pricing (continued)</i></p> <p>as a replacement for the excise taxes on fuel. The SACOG region should take a leadership role in testing and piloting these mechanisms in partnership with the state, federal, and local agencies. Third, in corridors with facility-based pricing, the region should identify opportunities to invest surplus revenues in strategic transit services (e.g. express buses) to provide travel options in those corridors. Fourth, new sales tax measures in Sacramento and Placer counties will increase funding for local roadway maintenance, in addition to road and transit capital improvements and operations.</p> <p>Despite the new funding sources in the plan, the region still needs to prioritize investments because there is not enough funding to pay for everything. The MTP/SCS assumes that the region will compete successfully for federal and state grants. This will require regional cooperation and project prioritization to put the region’s best projects forward.</p>			
<p><b>Growth and Land Use Pattern</b></p> <p>The growth strategy of the 2020 MTP/SCS is built from local plans. Nearly two-thirds of the new housing growth can be accommodated in Centers, Corridors, and Established Communities (a.k.a., existing suburbs, downtowns, corridors, and the buildout of today’s new suburbs). The remaining third is expected to be built in more than two-dozen new Developing Communities (a.k.a. “greenfield areas”).</p> <p>The MTP/SCS forecasts robust housing and employment growth in the six-county region. The plan’s housing forecast assumes construction of, on average, 11,000 new homes annually—roughly a doubling of the region’s average annual permit rate since the end of the Great Recession. As housing production doubles, it will be critical to maintain a balance of infill and greenfield growth over time to avoid the uncoordinated development pattern of the early 2000s that led to worsening regional congestion and air quality.</p> <p>The land use forecast assumes a reversal of historic building trends: the majority of new homes in the future will be built as either attached homes or single-family homes on smaller lots. This mix of new housing products is critical for housing choice, affordability, walkability, transportation options, and preserving open space and agricultural land.</p> <p>The land use forecast also assumes a concerted effort on the part of jurisdictions to plan for a balance of jobs and housing. Understanding that not all residents will choose to live and work in the same community, more housing near job centers, and more jobs near major residential areas, will provide choice and reduce the growth rate of vehicle miles traveled. The forecast assumes that some housing-rich jurisdictions will invest in, attract, and encourage job growth and that today’s jobs-rich jurisdictions will invest in, attract, and encourage compact residential development.</p>	<ol style="list-style-type: none"><li>1. Housing Policy Toolkit</li><li>2. Civic Lab Year 2 (Commercial Corridors)</li><li>3. Project-level MTP/SCS Consistency determinations for SB 375 CEQA Streamlining</li><li>4. Regional Housing Needs Allocation Methodology</li><li>5. Advocacy for housing incentive funds</li><li>6. Advocacy for Green Means Go</li><li>7. Rural Main Streets Technical Assistance Program</li><li>8. Transit Oriented Development Action Plan</li><li>9. State grant technical assistance (SB 2 Planning Grants, Affordable Housing Sustainable Communities grant, Transformative Climate Communities grant, etc.)</li></ol>	<ol style="list-style-type: none"><li>1. Implement Green Means Go</li><li>2. Develop a Regional Housing Needs Plan with action steps and incentives that put member agencies in a better position to accelerate infill housing production</li><li>3. Support and assist local planning efforts that implement Blueprint land use goals and facilitate infill development and missing middle housing products.</li><li>4. Balance housing growth and employment center development planning to support a more sustained economic future</li></ol>	<ol style="list-style-type: none"><li>1. Member agencies use one-time planning grants from SB2 and the state budget to accelerate housing production.</li><li>2. Enacted housing policy and ordinance changes resulting from SB2 planning grants or recommendations from the Housing Policy Toolkit.</li><li>3. Increased housing permits for new housing starts consistent with the product types and locations forecasted in the MTP/SCS.</li><li>5. Zoning changes in housing elements to accommodate the Regional Housing Needs Allocation.</li><li>6. Local plans and project approvals are consistent with Blueprint land use goals.</li><li>7. Local actions taken to incentivize and encourage infill development, reuse previously developed sites, and attached and small-lot housing construction.</li><li>8. Improved jobs-to-housing ratio in communities.</li></ol>

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<p><b>Investment Priorities</b></p> <p>The 2020 MTP/SCS plans for more than \$30 billion in spending over the next two decades to maintain, build, and modernize the region’s transportation systems. The plan prioritizes spending on existing assets with more than a third of total investments going to road and highway maintenance. Within the budget dedicated to road and highway expansion, more than two-thirds of the investments occur on the existing system with a focus on serving the areas of the region where growth is expected and where congestion exists today or is likely to occur based on future growth patterns. More than \$10 billion invested in public transit, working in tandem with new mobility options, transportation demand management strategies, and improved bicycle and pedestrian infrastructure, creates opportunities for residents to leave their cars at home, reducing the need for ever expanding roads and highways.</p> <p>To deliver on the priorities of the MTP/SCS, the region must prioritize near-term investment decisions, align regional and local funding programs with a set of common goals, and be creative in the pursuit of state and federal grants. These efforts must be supported by performance measures, data, and strong partnerships among public and private organizations throughout the region.</p>	<ol style="list-style-type: none"><li>1. Brookings Market Assessment and Economic Prosperity Strategy</li><li>2. Enhanced performance-based decision tools to be used in regional funding decisions.</li><li>3. Technical assistance and letters support for grant applications.</li><li>4. 2019 Regional Flexible Funding Program with policy outcomes tied to the MTP/SCS</li><li>5. Travel demand modeling for evaluating regional investments in transportation and that is available to local agencies for project-level analysis.</li><li>6. Implementation of projects funded through regional funding programs and competitive federal and state (eg. SB1) grants.</li><li>7. Corridor-specific investment priority studies, such as the Placer-Sacramento Gateway Plan along I-80.</li></ol>	<ol style="list-style-type: none"><li>1. Participate as a regional partner in implementation of an economic prosperity strategy</li><li>2. Continue to improve tools available for project assessment that support data-supported decision making.</li><li>3. Factor economic objectives into transportation investments</li><li>4. Work with the business community, equity groups, and other stakeholders to identify priority investments for economic development.</li><li>5. Continue to pursue grants for funding to implement high performing projects consistent with the MTP/SCS.</li><li>6. Participate in technical working groups, project steering committees, and related efforts to advance major transportation projects.</li></ol>	<ol style="list-style-type: none"><li>1. Monitor successful grant applications for alignment with the MTP/SCS.</li><li>2. Prioritized list of key investments that support economic development and other MTP/SCS goals.</li><li>3. Improved performance data and analysis supporting future regional funding programs and state and federal grant applications.</li><li>4. Effective monitoring of transportation investments included in the MTP/SCS as they move from the planning to implementation phase.</li><li>5. Accessibility to employment, training, and points of interest improves.</li></ol>
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