

Draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy: Implementation Policies and Actions

Ensuring a prosperous future with clean air, affordable housing, transportation options, and access to opportunity begins with actions that we can take today.

The Metropolitan Transportation Plan/Sustainable Communities Strategy (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 this plan are dependent on forward-looking policies and strategies that can guide implementation activities over the next one to five years. To achieve our collective vision for the region's future will require a concerted effort by many agencies and partners, working together to address obstacles and seize opportunities. The policies and strategies of this plan are focused on those key actions the Sacramento region needs to take to support four priority policy areas:

- 1. Build vibrant places for today's and tomorrow's residents**
- 2. Foster the next generation of mobility solutions**
- 3. Modernize the way we pay for transportation infrastructure**
- 4. Build and maintain a safe, reliable, and multimodal transportation system**

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

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.

The growth strategy of the 2020 MTP/SCS is built from local plans. Nearly two-thirds of the 260,000 new homes we're anticipating can be accommodated in existing centers, corridors, and established communities throughout the region (e.g., existing suburbs, downtowns, corridors, and the buildout of today's newer suburbs). We anticipate the remaining third of new homes to be built in more than two-dozen new developing areas (e.g., greenfield areas).

The plan's growth strategy also assumes a reversal of historic building trends in that 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.

The 2020 MTP/SCS calls for a concerted effort on the part of cities and counties to foster 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 plan's land use forecast assumes that 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.

Supporting Policies

Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support:

- 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, phased, and logical greenfield growth that is consistent with the Sustainable Communities Strategy and Blueprint 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;
- 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.

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.

Near Term Actions

| Action | Responsible Parties | Timeframe |
|---|--|------------------|
| Secure funding and implement the Green Means Go Pilot Program to encourage infill development. | SACOG, cities and counties, private, public and non-profit sector partners | 1-4 years |
| Develop a Regional Housing Needs Plan with action steps and incentives that put member agencies in a better position to accelerate infill housing production. | SACOG, cities and counties | Less than 1 year |
| Continue to provide Blueprint education and planning assistance to member and partner agencies. | SACOG | Ongoing |
| Continue to provide incentives, tools, and other project support to grow regional jobs and housing. Examples include the Rural-Urban Connections Strategy, Economic Prosperity Plan, Housing Policy Toolkit, SB 375 and SB 743 CEQA streamlining. | SACOG, private and non-profit sector partners | Ongoing |

| | | |
|--|----------------------------|---------|
| Continue to provide technical assistance to support urban, suburban, and rural community revitalization. Examples include Civic Lab Year 2, Rural Main Streets Technical Assistance, Rural-Urban Connections Strategy, and the Transit-Oriented Development Action Plan. | SACOG, cities and counties | Ongoing |
| Provide data, research, analysis, incentives, and other support to housing-rich communities actively trying to promote job growth and jobs-rich communities to promote housing growth. | SACOG, cities and counties | Ongoing |

2. Foster the next generation of mobility solutions

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, ride-hailing, 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, how should these technologies and services be deployed in the more suburban and rural parts of the region over the coming decades? And, how do cities and counties ensure equitable access to low-income communities when the market doesn't drive these private options to serve them?

Better travel times, less congestion, improved air quality, and lower greenhouse gas emissions all depend on a variety of mobility options becoming more widely available across all types of communities in the region. These mobility options may include bike or car share, various ride-hailing options like Uber pooling, vanpools, microtransit, or more traditional services like bus and light rail. A modernized public transit system with good bus and rail service is the backbone of this plan's shared mobility strategy. Bus and light rail service that offers fast, reliable, and safe travel, and connects with new mobility services, can provide more travel choices to residents throughout the region.

The transit strategy of this plan emphasizes increased frequencies on productive transit routes, supplemented by lower cost, microtransit or demand-sensitive options where ridership is not high enough to justify regular, fixed-route service. Transit service in the plan is dependent on transit-supportive infrastructure and land uses and is complemented by new mobility options that give riders more first/last mile options that increase their opportunities to use transit for at least some portion of their daily travel. 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. This more frequent transit service, strategically serving higher densities of people, is an important piece of the mobility services that will increase access to jobs by transit by more than 300 percent by 2040.

Supporting Policies

Policy 3: 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.

Policy 4: Support piloting innovations in new mobility and transit services for urban, suburban, rural and low-income portions of the region.

Policy 5: Support streamlined public-private partnerships and federal and state grant programs that can help fund innovative mobility solutions with emphasis on solutions that are affordable, inclusive, and reduce greenhouse gas emissions.

Policy 6: Support innovative education and transportation demand management programs covering all parts of the region, to offer a variety of alternatives to driving alone.

Policy 7: Pursue new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets.

Policy 8: Support transit agencies looking to secure funds to improve the frequency, hours of service, and coverage of productive transit service.

Near Term Actions

| Action | Responsible Parties | Timeframe |
|--|--|-----------|
| Continue to assist transit and local agencies in finding ways to develop, test, and pilot new mobility services such as microtransit, bike share, and other services. Examples include Civic Lab, bike share, and Citrus Heights microtransit pilot. | SACOG, non-profit and private organizations, cities and counties | 1-4 years |
| 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. | SACOG, non-profit and private organizations, cities and counties | 1-4 years |
| Develop and implement new employer- and residential-based transportation demand management programs. Examples include TDM competitive grants and standing programs. | SACOG, non-profit and private organizations, cities and counties | 1-4 years |
| Partner with cities and transit operators undergoing updates to transit plans, service changes, and transit-oriented development efforts. Examples include SacRT Forward, Transit Asset Management Planning, and Transit-Oriented Development Action Plan. | SACOG, transit agencies, cities and counties | Ongoing |
| Actively support transit agencies in securing funding to improve transit stations and replace aging bus and light rail vehicles. Examples include 2018 SECAT program changes to fund zero-emission buses and transit funding awards from state Senate Bill 1 competitive grant programs. | SACOG, transit agencies | Ongoing |

3. Modernize the way we pay for transportation infrastructure

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. These new funding assumptions include sales tax measures in Placer and Sacramento Counties, and two types of roadway pricing—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.

The roadway pricing mechanisms in the MTP/SCS are a critical component of the regional strategy to raise enough revenue to build and maintain the region's transportation system, provide mobility benefits to residents, manage traffic and congestion, and help to achieve the region's SB 375 greenhouse gas reduction target. As the fuel tax diminishes in purchasing power and the state and federal governments look at pricing options to replace it, the Sacramento region should take a leadership role in figuring out how roadway pricing could become the new way to pay for transportation infrastructure.

Supporting Policies

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.

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.

Policy 11: Initiate a leadership role in testing and piloting roadway pricing mechanisms, such as facility-based tolling and mileage-based fees, in partnership with the state, federal, and local agencies and private sector organizations.

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.

Policy 13: New major capital projects on the region's freeways should seriously consider, and include where feasible, pricing options to both manage demand and provide a financing mechanism for capital costs.

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.

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.

Policy 16: When implementing pricing strategies, both paid express lanes and mileage fees, the region should make every effort to avoid negatively impacting lower income and rural households.

Near Term Actions

| Action | Responsible Parties | Timeframe |
|---|--|-----------|
| 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. | SACOG, Caltrans, cities and counties | 1-4 years |
| Work with regional partners to develop pilots focused on innovative tolling and PAYGO concepts. | SACOG, Caltrans, cities and counties, universities | 1-4 years |
| Collaborate with the state agencies, metropolitan planning organizations, and other organizations on efforts to study and advocate for a sustainable replacement to fuel taxes (e.g. PAYGO fees). | SACOG, state, MPOs, universities | 1-4 years |
| Support local agencies in pursuing options to implement new local fees and taxes dedicated to transportation improvements. | SACOG, cities and counties, local taxing authorities | Ongoing |

4. Build and maintain a safe, reliable, and multimodal transportation system

This is a plan to spend nearly \$35 billion over the next two decades to maintain, build, and modernize the region's transportation system. The plan prioritizes fixing and operating what we already have, with more than half of total investments: around \$21 billion will go toward maintaining the existing system of roads and highways, and operating transit services. Of this, \$12.6 billion is going to road and highway maintenance and \$8.1 billion to transit operations and vehicle purchases.

Almost \$9 billion of the \$35 billion budget is anticipated to go to expanding the transportation system. Of this capacity budget, \$6.8 billion will go to road and highway expansion projects, including operational, safety, and multi-modal elements as part of large capital projects. More than two-thirds of that road capacity investment will be on existing streets and roads, 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. The other \$2 billion of capacity increases will go to large transit capital expansion projects such as extending light rail to Natomas, improving heavy rail service into Placer County, or other infrastructure investments to facilitate enhanced bus service like Bus Rapid Transit.

To build a multimodal system that is safe and efficient for all users, \$5.6 billion of the \$35 billion budget goes to dedicated bicycle and pedestrian infrastructure, safety programs and improvements, operational improvements to get more out of existing infrastructure, and programs to connect residents

with options and services that will allow them to leave their cars at home and reduce the need for ever-expanding roads and highways.

Even with new funding sources in the MTP/SCS, there is not enough funding to pay for everything. To deliver on the priorities of this plan, the region must prioritize near-term investment decisions, align regional and local funding programs with a set of common goals, and be creative and strategic in pursuing state and federal grants. These efforts must be supported by performance measures, data, and strong partnerships among public and private organizations throughout the region.

Supporting Policies

Policy 17: Continue to refine and develop data-driven project prioritization processes that will support performance-based investment decisions that achieve the objectives of the MTP/SCS.

Policy 18: Reduce the growing system maintenance funding gap through prioritizing spending flexible revenues on state-of-good repair improvements before investing in system expansion.

Policy 19: 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 20: Support transit investments that result in a safe, reliable, and fast transit system that effectively serves all-purpose, commuter, and occasional transit riders.

Policy 21: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.

Policy 22: Prioritize safety improvements that will help the region eliminate fatal transportation related accidents.

Policy 23: Support transportation infrastructure investments that make the system more resilient to weather events that might otherwise shorten the life of a facility.

Policy 24: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.

Policy 25: Encourage community outreach to environmental justice communities whose needs and concerns otherwise might be overlooked.

Policy 26: Prioritize and incentivize transportation investments that benefit environmental justice communities.

Policy 27: Invest in transportation improvements that improve access to major economic assets and job centers.

Policy 28: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

Near Term Actions

| Action | Responsible Parties | Timeframe |
|---|--|------------------|
| Participate as a regional partner in implementation of an economic prosperity strategy. | SACOG, non-profit organizations, business organizations, cities and counties | Less than 1 year |
| Continue to improve project assessment tools that support data-informed decision-making. | SACOG | Ongoing |
| Work with the business community, equity groups, and other stakeholders to identify priority transportation investments for economic development. | SACOG, business organizations, nonprofit organizations, Caltrans, cities and counties, transit operators | 1-4 years |
| Continue to pursue grant funding to implement high-performing projects consistent with the performance goals of the MTP/SCS. | SACOG, Caltrans, cities and counties, transit operators | Ongoing |
| Continue to pursue grant funding specified for disadvantaged communities to implement community supportive projects. | SACOG, Caltrans, cities and counties, transit operators | Ongoing |
| Participate in technical working groups, project steering committees, and related efforts to advance major transportation projects. | SACOG | Ongoing |

Tracking Implementation Progress

How will we know we're on course to achieve the goals of the MTP/SCS? The following table describes indicators that will help the region measure and monitor implementation of the MTP/SCS.

| Performance Tracking Indicator | Build vibrant places for today's and tomorrow's residents | Foster the next generation of mobility solutions | Modernize the way we pay for transportation infrastructure | Build and maintain a safe, reliable, and multimodal transportation system |
|--|---|--|--|---|
| Number of local housing policy and/or ordinance changes that result from planning work funded by Senate Bill 2 or other state funding programs, the Regional Housing Needs Plan, the Housing Policy Toolkit, and locally lead efforts. | X | | | |
| New housing starts in small lot and attached products. | X | | | |
| Increased production of housing in existing communities, centers, and commercial corridors. | X | | | |
| Local plans and projects consistent with the Blueprint and/or SCS. | X | | | |
| Local land use changes such as infill development, increased density, and jobs/housing balance, that are intended to be outcomes of transportation investment programs or projects. | X | | | |
| Successful new mobility pilot projects and program get expanded or extended. | | X | | |
| New pilots launched to test additional new mobility solutions. | | X | | |
| Case studies and lessons learned from unsuccessful pilot projects. | | X | | |
| Federal and state grant funds captured for transit vehicle replacement. | | X | | X |
| Transit and member agency fleet and facility plans to prepare for zero emission vehicle requirements. | | X | | X |
| Number of new and innovative transportation demand management programs including data and lessons learned from pilots. | | X | | |

| Performance Tracking Indicator | Build vibrant places for today's and tomorrow's residents | Foster the next generation of mobility solutions | Modernize the way we pay for transportation infrastructure | Build and maintain a safe, reliable, and multimodal transportation system |
|--|---|--|--|---|
| Implementation of new high-frequency bus service, including the region's first bus rapid transit (BRT) and ZEB shuttle between downtown Sacramento and Sacramento International Airport. | | X | | X |
| Grant opportunities and successful grant applications that align with the goals of the MTP/SCS. | | | | X |
| Transportation investments that support economic development. | X | | | X |
| Data and analysis that can be used to support future regional funding programs and state and federal grant opportunities. | | | | X |
| Number of fatal collisions on the region's roadways | | | | X |
| Improved travel time to employment centers, education institutions, and other regional destinations (e.g., International Airport). | X | X | | X |
| Data and lessons learned from pricing pilot projects in our region. | | | X | X |
| Implementation of new locally-derived transportation fees and/or taxes. | | | X | |
| Amount of funding the region wins, collectively, in federal and state grants. | | | | X |