

Attachment I: Summary of changes made to the draft 2020 MTP/SCS for final adoption

The following is a list of all the changes made to the MTP/SCS as a response to comments. Changes are shown in red with strikeout and underline format by page number. Changes were also made to correct typos and add references to plan appendices. Those can be seen in track changes in the MTP/SCS but are not outlined below.

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Is consistent with other long-range transportation plans. The MTP/SCS maintains consistency with other planning documents such as the long-range plans for the Bay Area, San Joaquin, Tahoe Basin, and counties to the north, local transit plans, air quality plans, airport plans, and Caltrans' California Transportation Plan. Consistency with these plans is important to avoid conflicting policies or investments and ensure a common understanding of future priorities. It also maintains consistency with a number of other SACOG plans. SACOG's Public Transit and Human Services Transportation Coordinated Plan that was updated in August 2019. See Appendix L: Plan Requirements and Regulatory Framework for more information. See Appendix M: Aviation for more information on Airport Compatibility Land Use Plans. See Appendix J: Congestion Management Process Update Report for information on the congestion management plan. SACOG's 2015 Bicycle and Pedestrian Trails Master Plan can be found in Appendix N.

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BUILDING BLOCK: Environmental Justice

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.

Environmental Justice (EJ) communities are areas that have concentrated populations of one or more of the following criteria: low-income, communities of color, high pollution burden, or other vulnerable communities such as single-parent households, low educational attainment, linguistic isolation, disabled, burdened by excessive housing costs, or senior populations greater than 75 years old. The definition of EJ does not include the entire population of low-income, non-white, high pollution burdened, or vulnerable households in our region. It is the best framework we have based on available data and is a good foundation for future equity work in our region. As noted throughout this document and supported through the policies, it is critical to our future economy that we address the inequities that EJ communities face. Through the transportation lens, it is important to understand that, on average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. How well the existing and future infrastructure supports the transportation needs of these communities is a significant factor in their ability to access jobs, schools, services, as well as impacting their overall health and quality of life.

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High Frequency Transit Areas in the MTP/SCS are different from Transit Priority Areas that are also available for some environmental streamlining or exemption under Senate Bill 743. The HFTAs in Figure 3.7 are representative of the transit in 2040 and have the potential to change with every quadrennial update of the MTP/SCS. However,

[the TPAs, as defined in SB 743, have the potential to change on a more frequent basis. The TPA map shown in Figure 3.8 is illustrative of the current TPAs in the region as of fall 2019.](#) Appendix D includes more information on the CEQA streamlining options available to projects consistent with the MTP/SCS and their transit service requirements.

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Figure 3.8 TRANSIT PRIORITY AREAS map was updated.

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BUILDING BLOCK: WHAT IS TRANSPORTATION DEMAND MANAGEMENT (TDM)?

[Transportation Demand Management plays an important role in supporting and encouraging alternative mode use in the region where land use patterns and transportation options currently enable more modal choices now or in the future. Because the transportation landscape is changing with rapidly changing technologies, demographics, travel patterns, and shared mobility options, SACOG undertook a Strategic Planning effort in 2016 to re-design and implement a TDM program that was performance-based, cost-effective, and clear in outcomes. Since then, SACOG launched a new Innovative Mobility program in 2019 that combines traditional TDM activities with the development and testing of innovative mobility solutions. A major component of this new program is to fund demonstration projects that solve transportation challenges with new mobility solutions in the form of an accelerator program. Another large part of the program is to expand the reach of existing and new tools, programs, and incentives that reduce emissions and vehicle miles traveled.](#)

The plan shows that the share of commute trips by transit, bike or walking will rise from 10 percent in 2016 to 13.6 percent in 2040, with the share of all trips rising from 11.5 percent to 14.3 percent. It also invests in technologies to give travelers information about the types of trips they can take to provide them convenient choices, whether that be by walking, bicycling, scootering, driving, car-sharing, riding transit, or even some future form of travel yet to be rolled out.

The key words here are choice and convenience. For the health of our communities and to reduce congestion, we need to make it easier for people to make choices other than driving alone. Currently, 42 percent of the region’s total trips and 70 percent of commute trips are by people driving alone. By investing in projects such as complete streets, bikeshare, transit modernization, communications infrastructure, [transportation demand management programs](#), and new mobility, we will make it safer, cheaper, and more convenient for people to choose other options.

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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 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 that our 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

The four policy priorities are the plan's overall goals and objectives. To clearly link these goals to the policies and strategies, the four major plan objectives are described in more detail, followed by the relevant supporting policies and actions, or strategies. Policies 1 through 25, listed in this chapter, are the plan's policies. The supporting actions are the short-term, mid-term, and long-term strategies.

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The MTP/SCS forecasts robust housing and employment growth in the 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 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.

Although housing and employment development and physical improvements such as lighting, sidewalks, and increased transit service are positive steps needed to build vibrant communities, they come with the risk of unintended negative consequences. These include displacement, meaning that a neighborhood's increasing desirability as it is improved leads to rising housing costs that can drive out existing residents.

Displacement can make a community less equitable, because lower income residents can no longer afford to live there, making it harder to access its opportunities and amenities. A related negative consequence can be that some residents may perceive that improvements that have been made without including them in the planning are not for them or they don't understand how to use them.

Anti-displacement strategies at a local level such as engaging potentially affected residents and helping them build that social capital will be critical to building vibrant communities. Because there is much debate over what solutions can be used to solve or alleviate displacement issues, jurisdictions will need to identify policies and programs that best fit their unique needs and priorities.

The MTP/SCS relies on and supports 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.

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Near-Term Supporting Actions

Action	Responsible Parties	Timeframe
Secure funding and implement the Green Means Go Pilot Program to encourage infill development and revitalization of commercial corridors.	SACOG, cities and counties, private, public and non-profit sector partners	<u>1-4 years</u> 2020-2024
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.	SACOG, cities and counties	<u>Less than 1 year</u> 2020
Secure funding to allow the region’s jurisdictions and stakeholders to revisit and update the Blueprint.	SACOG, cities and counties, non-profit and private organizations	<u>2-4 years</u> 2020-2024
Continue to provide tools and project support to grow regional jobs and housing, <u>including tools for preventing displacement</u> . Examples include the <u>TOD Toolkit</u> , Rural-Urban Connections Strategy, Economic Prosperity Strategy, Housing Policy Toolkit, SB 375 and SB 743 CEQA streamlining.	SACOG, private and non-profit sector partners	<u>2020-2040</u> (ongoing)
Continue to provide technical assistance to support urban, suburban, and rural community revitalization <u>without displacement</u> . Examples include Civic Lab Year 2, Rural Main Streets Technical Assistance, Rural-Urban Connections Strategy, <u>data and tools for SB 743 implementation</u> , and the Transit-Oriented Development Action Plan.	SACOG, cities and counties	<u>2020-2040</u> (ongoing)
Provide data, research, analysis, incentives, and other support to housing-rich communities actively trying to promote walkable, higher density job centers, and jobs-rich communities to promote housing growth.	SACOG, cities and counties	<u>2020-2040</u> (ongoing)

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Better travel times, less congestion, improved air quality, and lower greenhouse gas emissions all depend on a variety of mobility options [and programs](#) becoming more widely available across all types of communities in the region. These mobility options [and programs](#) may include bike or car share, various ride-hailing options like Uber pooling, vanpools, microtransit, [transportation demand management](#), 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.

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[Near-Term Supporting 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 micromobility. Examples include Civic Lab, bike share, and Smart Ride pilots in Citrus Heights, Franklin Blvd., and other locations.	SACOG, transit agencies, non-profit and private organizations, cities and counties	1-4 years2020-2024
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, transit agencies, non-profit and private organizations, cities and counties	1-4 years2020-2024
Develop and implement new employer- and residential-based transportation demand management programs.	SACOG, non-profit and private organizations, cities and counties	1-4 years2020-2024
Partner with cities and transit operators to identify improvements in service delivery, routing, and transit-oriented development. Examples include SacRT Forward, Transit Asset Management Planning, and Transit-Oriented Development Action Plan.	SACOG, transit agencies, cities and counties	2020-2040 (ongoing)
Actively support transit agencies in securing funding to improve transit stations and replace aging bus and light rail vehicles. Examples include changes in 2018 to the SECAT program, which in part funds zero-emission buses and transit funding awards from state Senate Bill 1 competitive grant programs.	SACOG, transit agencies	2020-2040 (ongoing)

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. Mileage-based fees/PayGo should replace, not be on top of, existing state fuel taxes.

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.

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.

Near-Term-Supporting 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	<u>1-4 years2020-2024</u>
Work with regional partners to develop pilots focused on innovative tolling and PayGo concepts.	SACOG, <u>MPOs</u> , Caltrans, cities and counties, universities	<u>1-4 years2020-2024</u>
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	<u>1-4 years2020-2024</u>
Support local agencies in pursuing options to implement new local fees and taxes dedicated to transportation improvements.	SACOG, cities and counties, transit agencies, local taxing authorities	<u>Ongoing 2020-2035</u>

Near-Term-Supporting Actions

Action	Responsible Parties	Timeframe
Participate as a regional partner in implementation of an economic prosperity strategy.	SACOG, non-profit and private organizations, business organizations, cities and counties	<u>Less than 1 year</u> 2020
Continue to improve project assessment tools that support data-informed decision-making. <u>Examples include continuing to use and improve the project performance tool in SACOG’s funding rounds, monitoring and reviewing project phasing, and providing data and tools to support local implementation of SB 743 and SB 375.</u>	SACOG	<u>2020-2040</u> (ongoing)
Work with the business community, equity groups, and other stakeholders to identify priority transportation investments for economic prosperity.	SACOG, business organizations, nonprofit organizations, Caltrans, cities and counties, transit operators	<u>1-4 years</u> 2020- <u>2024</u>
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	<u>2020-2040</u> (ongoing)
Continue to pursue grant funding specified for disadvantaged communities to implement community supportive projects.	SACOG, Caltrans, cities and counties, transit operators	<u>2020-2040</u> (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 both in the near term and long term. SACOG will track progress on these indicators over the course of plan Implementation.