

# Appendix D4

## Transportation Control Measures

### Description of Research and Policy Development Programs

#### Draft Transportation Control Measures

SACOG staff is currently working on providing an updated list of draft transportation control measures. SACOG has been working closely with the air districts and with FHWA to ensure that proposed transportation control measures are appropriate and meet federal requirements. The updated list will also include an explanation of what a transportation control measure is and how it relates to the Metropolitan Transportation Plan. A discussion of the existing transportation control measures from the 1982 SIP and the process we will be using to evaluate them for timely implementation will also be included as part of the revised Appendix D4. The following list is a preliminary draft list of transportation control measures.

#### **NEW AND CONTINUING PROJECTS**

Projects chosen were selected because they had early completion dates, costs that were not large, and funding that was already committed and delivery appeared to be likely. Given the serious consequences with TCM failures, these projects were specifically chosen to minimize those risks.

#### **INTELLIGENT TRANSPORTATION SYSTEM PROJECTS**

Arden Way "Smart Corridor"	Smart Corridor on Arden Way from Del Paso to Watt Ave.
Sacramento Traffic Operations Center	Project will evaluate and implement on downtown and other major corridors, Intelligent Transportation System (ITS) elements and infrastructure necessary to provide traffic responsive/coordinated signal timing and communications to the Traffic Operations Center.
Watt Avenue Phase 3 Smart Corridor	In Sacramento County, Watt Avenue Corridor, implement phase 3 priority and mobility enhancement demonstration project.
STARNET Implementation	Develop and install an information exchange system--the Sacramento Transportation Area Network, or STARNET--and connect 18 traffic and emergency centers.

## PARK AND RIDE LOTS / TRANSIT CENTERS

El Dorado Central Park and Ride Facility	In Diamond Springs, on Commerce Way at State Route 49: Construct Central Transfer Facility and Park & Ride with capacity for 95 spaces.
Improvements to Loomis Multimodal Center	Design and construct pedestrian and landscaping improvements at the multimodal center including a Class I bike facility adjacent to Taylor Rd. from downtown Loomis to Sierra College Blvd.
13th and 16th Street Light Rail Station Improvements	In Sacramento, at 13th and 16th Street Light Rail Stations: Construct improved pedestrian access, lighting and signage. (This is the RT portion of the project; see SAC17784 for City of Sacramento project).

### Transit Services

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Investment in transit is one of the cornerstones of the MTP for 2035. The overall philosophy followed in the MTP for 2035 seeks to increase transit service significantly, aimed at improving service for the transit dependent and attracting riders who could otherwise choose to drive, extending rail where it can be cost effective considering surrounding housing and employment densities, and setting up new bus or rail services on corridors connecting suburban activity centers.

In that context, SACOG through the MTP gives primary priority to transit expansion, with the objective of an effective transit system that both serves those who rely on transit and attracts riders who also have the choice to drive. The Plan proposes to invest the maximum feasible share of the region’s flexible capital funding into transit expansion, commensurate with funding to operate and need for road capacity for transit to run on. This investment approximately triples the amount of transit available in 2035 compared to today; there are no funds available to operate more service beyond that level, and a modest amount of flexible funds must be invested in road improvements so that transit can move effectively through areas of congested traffic.

Travel by transit is of great interest in the Sacramento region for several reasons. First, transit provides an opportunity for substantially reducing VMT, through shifts from low-occupancy modes like driving alone to a very high occupancy mode of travel. Second, for commute trips, which tend to occur at peak periods of travel demand when congestion is highest, transit can provide substantial congestion relief. Finally, high quality transit service can provide necessary mobility to residents and employees in higher density, mixed use areas, where auto travel can be impractical. For these reasons, SACOG proposes making commitment to maintain existing levels of transit service through the following TCMs:

Transit Vehicle Acquisitions	Various Agencies: purchase replacement buses (\$250m total through 2018)
Transit Operations	Maintain transit operations at existing funding levels (\$160m per year through 2018)

## CONGESTION MITIGATION / AIR QUALITY

Freeway Service Patrol	Sacramento County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on various highways in Sacramento County and a portion of I-80 in Yolo County.
SECAT	Heavy-Duty NOx control strategies; SECAT program; GIS Transit program (includes bus stop and centralized regional transit information system, and trip planning) Bus Replacement projects include: REG17782, YCT18087, UNI10441, SAC24145, PCT10481
Spare the Air	Conduct the Spare the Air Education Program jointly funded by the Sacramento Metro AQMD, Yolo-Solano AQMD and the Placer County Air Quality Control District.

### Regional Funding Program

In July 2002, SACOG adopted the Metropolitan Transportation Plan for 2025 (MTP 2025). This 23-year, \$22 billion plan for the region included four federally-funded programs to be used for regional transportation and related priorities that implement the goals of the Plan. The four programs, with 23-year funding amounts are:

Air Quality Funding Program	Implement MTP Funding Program \$180 million
Bicycle and Pedestrian Funding Program	Implement MTP Funding Program \$350 million
Transportation Demand Management Funding Program	Implement MTP Funding Program \$44 million
Community Design Funding Program	Implement MTP Funding Program \$500 million

When the MTP 2025 was adopted, it was the intent of SACOG to continue these four regional funding programs into the foreseeable future in each successive MTP. Since the adoption of the MTP 2025, SACOG has adopted several other MTPs, and the funding programs have been continued.

## **AIR QUALITY**

The SACOG region currently holds a non-attainment status for ozone under federal air quality laws. Because the region must meet stringent federal air quality requirements in the Rate of Progress SIP, SACOG will place highest priority on the selection of cost-effective transportation projects that contribute the most to reaching attainment.

This air quality funding program is expected to directly implement the mobile-source measures in the new 8-hour ozone SIP.

## **BICYCLE AND PEDESTRIAN**

The purpose of this funding program is to provide facilities for walking and biking in the cities and towns of the region, or to provide connections between them. Bicycle and pedestrian facilities in new developments are expected to be paid for by developers in cooperation with cities and counties. Facilities that serve strictly recreational trips or equestrians are also expected to obtain other funding.

## **TRANSPORTATION DEMAND MANAGEMENT**

Transportation Demand Management (TDM) is composed of strategies that can lower the demands made on the road and highway system and improve air quality by encouraging the use of carpooling, vanpooling, public transit, bicycling and walking. SACOG currently operates the regional ridesharing database and performs a number of marketing activities that publicize TDM strategies to the general public. SACOG also sponsors the TDM Task Force, a group of Transportation Management Associations (TMAs) and other organizations that perform or promote TDM services for employers and residents of the region.

The goal of this funding program is to reduce single-occupant vehicle trips in the Sacramento region using TDM strategies and measure the effects of these strategies.

## **COMMUNITY DESIGN**

The overall purpose of the Community Design program is to provide support for planning and capital development projects that promote the Blueprint Project principles.

The Community Design Program supports implementation of the Blueprint Project with financial incentives to local governments. Grants are awarded to projects sponsored by qualified public agencies in the SACOG region. These projects must support specific development or planning projects that conform to the seven Blueprint Principles:

- Transportation choices;
- Housing diversity;
- Compact development;
- Mixed land uses;
- Use of existing assets;

- Natural resource protection; and
- Quality design.

The MTP for 2025 authorized the program through 2025. The intent of the Community Design program is to use regional transportation funding to promote the construction of land use developments (or land use and projects) that lead to fewer vehicle miles traveled and more walking, biking and transit usage. The program results from the recognition that land use influences travel behavior and can be a powerful tool to improve the efficiency and effectiveness of the regional transportation system. If it is convenient for people to travel to common destinations by walking, biking, or public transit, we can reap air quality and congestion-relief benefits at the local and regional scale.

### **ADDITIONAL PROJECTS**

Upgrade City of Roseville Vehicle Maintenance Facility	Expand existing Vehicle Maintenance facility at City of Roseville Corporation Yard (2005 Hilltop Circle)
Light Rail Grade Separation at Watt Avenue and Folsom Boulevard	In Sacramento County, Regional Transit Light Rail tracks south of Folsom Blvd on Watt Ave, grade separate the rail tracks over Watt Ave.

### **Research and Policy Development**

These studies are included as TCMs because they are expected to eventually result in policies that are likely to help improve the region’s air quality. Exactly what those are policies will be or to what extent they will lead to improved air quality is unknown at this time. Because of this, and since these are included as studies only, no associated emissions reduction benefits are included as part of this SIP. Emissions reductions for future adopted policies would be accounted for in future SIPs. The only Research and Policy Development TCMs intended to be implemented as policies for the purposes of the SIP are those that identify “adopting” a policy. The following are the recommended research and policy development TCMs:

- Blueprint implementation & planning technical assistance
- Develop Rural-Urban Connections Strategy & Best Practices Toolkit
- Research a Transportation Pricing Policy
- Research a Regional Parking Regulation Policy to Provide Incentives for Use of Alternative Modes
- Adopt a Complete Streets Policy
- Initiate a Complete Streets Technical Assistance Program
- Adopt a Safe Routes to School Policy and Implement Pilot Program

## BLUEPRINT IMPLEMENTATION AND PLANNING TECHNICAL ASSISTANCE

SACOG has no land use authority and cannot directly affect the pattern that future land uses will take. However, it can strive to implement the Blueprint Vision through existing and new programs. SACOG shall continue to fund the regional Community Design Grant Program which funds transportation projects that are part of mixed-use, higher density developments. The Community Design component of the MTP for 2035 could encourage growth patterns that promote alternatives to the automobile by creating mixed-use developments that would include residences, shops, parks, and civic institutions linked to pedestrian-and-bicycle friendly public transportation centers. Projects would be awarded a Community Design grant if they incorporate design features such as improved street connectivity, public amenities, and a concentration of residences and jobs in proximity to transit routes. Implementation of this strategy could result in more balanced land use conditions throughout the region and less land converted to urban uses due to the higher-density, infill focus of the grant program.

SACOG's other Blueprint Implementation Programs include development of a Form-Based Code handbook, Blueprint Development Reviews, and Technical Assistance to Local Governments.

- **Form-Based Code Handbook.** Form-based zoning codes are an approach to regulate development through the use of graphics and standards to define the form and scale of new development, while at the same time making the uses allowed in any given area much more flexible than a typical zoning code. This is in contrast to conventional development regulations, which primarily utilize only narrative descriptions. Form-based codes (FBCs) typically provide for significant public input during their creation. The handbook will assist local jurisdictions in implementing form-based codes in areas where they are trying to encourage Smart Growth development (mixed-use, compact development with high street connectivity).
- **Blueprint Development Review.** At the request of a local government SACOG will evaluate a proposed development project for its consistency with the Blueprint Principles and Vision Map.
- **Technical Assistance to Local Governments.** At the request of a local government, SACOG will provide technical planning assistance in the development or update of general plans, community plans, specific plans, etc. This assistance can include analysis of the Blueprint Vision map or training in use of modeling tools.

## DEVELOP RURAL-URBAN CONNECTIONS STRATEGIES AND CREATE BEST PRACTICES TOOL KIT

Within 3 years of adoption of the MTP 2035, SACOG shall develop a Rural-Urban Connections Strategy, to expand on and help to support implementation of, the Blueprint growth strategy and the MTP. The Rural-Urban Connections Strategy will utilize state-of-the-practice data collection, modeling, research and participation practices to develop a toolkit of best practices to promote land use practices in rural areas that are economically viable for land owners and local governments and

environmentally sustainable. Issues to be addressed include, but are not limited, to: agricultural practices, natural resource protection, development practices that support agricultural and natural resource values, infrastructure needs in rural areas, energy production, and methods to promote jobs-housing balance (with a specific emphasis on effective jobs-generating practices in appropriate areas.) The toolkit of best practices will include assessment of vehicle miles traveled and air emissions, including greenhouse gases. Building on local conservation efforts, the strategy will identify areas where mitigation for development should be directed to maximize the benefit of such acquisitions. Another important outcome will be the identification of environmental services, such as flood control, groundwater recharge, and carbon sequestration, which are enhanced through a comprehensive approach to urban and rural planning. It is anticipated that the Rural-Urban Connections Strategy effort will be completed within 3 years.

### **RESEARCH A TRANSPORTATION PRICING POLICY**

SACOG shall prepare an analysis on the impacts and viability of using pricing policies with the transit system and selected portions of the road network to encourage people to drive less and use transit, walking and bicycling modes more. This study will identify strategies to reduce emissions that will include, but are not limited to, free or reduced transit fares during “spare the air” days; fare-free zones on the transit system; transit vouchers; days on which transit is free; congestion pricing options for portions of the road system, such as tolls on freeways and highways; and congestion-pricing to enter certain high-traffic areas served by public transit (e.g., downtown Sacramento).

### **RESEARCH A REGIONAL PARKING REGULATION POLICY TO PROVIDE INCENTIVES FOR ALTERNATIVE MODES**

SACOG shall prepare an analysis and perform travel modeling and air emissions analysis to identify a range of alternatives for local governments to use to modify current parking regulations to create incentives for people to use available transit, walking and biking options and neighborhood electric vehicles. The analysis shall address impacts of parking maximum and minimum requirements, shared parking systems, and parking pricing on travel behavior and air emissions. The study will also include the potential for application of alternative energy technologies, such as solar shading and power generation, at both structured and surface parking facilities. The I-PLACE3S energy module will be used to support this research. This study will be conducted cooperatively with key partners such as the air districts and local governments within the region.

### **ADOPT A “COMPLETE STREETS” POLICY**

SACOG shall adopt a “Complete Streets” policy to require that applicants for SACOG regional funding programs demonstrate that the planning, design, construction and maintenance of roadway and transit facilities include the needs of all transportation users – pedestrians, bicyclists, the disabled, transit users, and motorists. Examples include facilities (sidewalks, bike lanes, etc.) that allow for safe walking, biking and wheelchair access along roadways. Through its Complete Streets policy, SACOG shall require that applicants for local funding programs administered by SACOG demonstrate that their project is multi-modal and will consider the needs of bicyclists, pedestrians and disabled travelers. SACOG’s policy shall be consistent with current, adopted regional and local plans, and in accordance with locally adopted policies such as Sacramento County’s Measure A

program that earmarks funds for multi-modal improvements (highway, street, and road construction; highway, street, and road maintenance; bus and light rail capital and operations; improved transportation services for elderly and handicapped persons; and transportation-related air quality programs). In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations for pedestrians, bicyclists, and disabled travelers.

## **INITIATE A “COMPLETE STREETS” TECHNICAL ASSISTANCE PROGRAM**

To implement the Complete Streets policy, SACOG shall review and analyze the practices of local governments within the SACOG region and around the nation to identify appropriate “Best Practices” for complete street design within the SACOG region. “Complete Streets” means design of the right-of-way for all relevant modes of travel, including pedestrian, bicyclists and transit as well as automobiles. The best practices will address the functional needs of different types of streets, including arterials, major and minor collectors, and local streets. SACOG shall develop a curriculum, conduct educational seminars/workshops to disseminate the best practices information and provide technical assistance for local governments (public works and planning staff, planning commissioners and elected officials) and members of the private land use development, planning, engineering and design communities to assist the design and construction of “Complete Streets” throughout the MTP Plan Area. SACOG shall also provide technical assistance to local governments on a case by case basis, as requested, to help them to successfully implement this concept.

## **ADOPT A SAFE ROUTES TO SCHOOL PROGRAM AND IMPLEMENT PILOT PROGRAM**

Within 3 years from the adoption of the MTP 2035, SACOG shall adopt a Safe Routes to Schools (SRTS) policy to promote the practice of safe bicycling and walking to and from schools throughout the MTP Plan Area in order to reduce traffic congestion, improve air quality, and enhance neighborhood safety. There are both federal and state funding programs for SRTS. As a regional agency, SACOG is an eligible applicant under the Federal program for both infrastructure and non-infrastructure projects. Under the state program, only cities and counties are eligible applicants for infrastructure projects (Caltrans, 2007). With the passage of the Safe Routes to School bill (AB 1475), a “one-third” distribution formula for federal safety funds to be allocated in equal amounts to: state highways, local roads, and Safe Routes to School (SRTS) construction program was established.

SACOG shall also join the Safe Routes to School National Partnership, a network of more than 300 nonprofit organizations, government agencies, schools, and professionals working together to advance the Safe Routes to School movement in the United States.

In addition, SACOG will host a regional workshop for all cities, counties, school districts and transit operators within the region to identify other potential opportunities for collaboration that would reduce greenhouse gas impacts. At a minimum, the issues discussed will include the findings from the Safe Routes to School activities described above, opportunities to increase the number of

students with bus or other transit options to get to and from school, and integrating school siting practices with goals of promoting walkable neighborhoods with a wide range of easily accessible services. This workshop will be patterned after the “Stretching Community Dollars Guidebook” and workshop series that the SACOG Executive Director wrote for the California City, County, Schools (CCS) Partnership (a non-profit organization of the League of California Cities, California State Association of Counties and California School Boards Association). That workshop series is specifically designed to help these three local government entities to take maximum advantage of opportunities for collaboration. SACOG will ask the CCS Partnership to co-host the event, and offer to make the materials prepared for the event available to the CCS Partnership for use in its ongoing workshop series around the state.

## Funding

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All TCMs listed are MTP projects. This MTP is financially constrained and addresses financial strategies in Chapter 3. Additional details relating specifically to TCMs will not be finalized until further along in the SIP process. Under federal law, TCMs receive funding priority, and in the event of funding shortfalls, designated TCMs will receive funding before other projects in the MTP.