Attachment B: MTP Policies and Supportive Strategies

The purpose of the MTP2035 is to develop an integrated transportation system that advances the six guiding principles adopted by the Board in the fall of 2005:

1. **Principle 1 — Smart Land Use**

   Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.

2. **Principle 2 — Environmental Quality and Sustainability**

   Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.

3. **Principle 3 — Financial Stewardship**

   A transportation system that delivers cost-effective results that are feasible to construct and maintain.

4. **Principle 4 — Economic Vitality**

   Efficiently connect people to jobs and get goods to market.

5. **Principle 5 — Access & Mobility**

   Improve opportunities for businesses and citizens to easily access goods, jobs, services and housing.

6. **Principle 6 — Equity & Choice**

   Provide real, viable travel choices for all people throughout our diverse region.

This chapter translates the principles into actions. Policies are higher-level actions, and strategies are more specific actions. SACOG and other partners will implement the policies and strategies, many of which are multi-modal transportation investments identified in the MTP2035 project list.

The overall philosophy followed in this MTP seeks to:

- fit within the "financially constrained" budget limit that the Federal Highway Administration (FHWA) requires for long-range transportation plans;
- design a system customized to serve the expected increase in compact development patterns with more infill redevelopment, mixed uses, and better jobs/housing balance;
- deal with more short trips to a better mix of activities in local communities, which use the road and transit system differently offer opportunities for more effective bus service, and offer more opportunity for walk, bicycle and transit travel;
- provide a system that reduces vehicle miles traveled (VMT) per household, holds growth in congestion even with a huge growth in population, and increases transit mode share significantly;

- 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;
- provide a wider spectrum of transit options, ranging from commuter rail through light rail, streetcar, bus rapid transit, enhanced bus, express bus, local bus, community shuttles, to ADA paratransit, with better ability to match transit type to the density of surrounding development and service demand;
- add carpool lanes in many interior areas of the freeway system, particularly serving suburban job centers where it will take time to build up job densities to the point that transit becomes a serious option for commuting, and increase frequency of express bus service to get the most out of the capacity on the carpool lanes and give transit travel time advantage;
- focus on ensuring the arterial system performs well for the increased number of local trips, to support infill and compact development without pushing it outward because of overly congested conditions, providing a strong grid network (which offers alternative routes) wherever land uses and barriers allow;
- develop more road and transit capacity across the American, Sacramento and Feather rivers, focused on trying to hold local cross-access to no more congestion than today, providing local cross-river transit routes, and minimizing the number of new bridges to be built;
- accommodate trucks for goods movement travel on the highway system to the greatest extent possible and reduce their exposure to and impacts on congestion overall through strategic investments in new freeway lanes, new roadways connecting activity centers, and geometrically improved interchanges;
- increase investment in funding for road maintenance and rehabilitation;
- increase investment in funding for traffic operational improvements;
- increase investment in funding for bicycle and pedestrian facilities, and introduce the concept of "complete streets" designed for many types of users and modes together instead of favoring auto use only; and
- increase funding investments for all other programs, including Transportation Demand Management (TDM), Air Quality, Community Design, and Intelligent Transportation Systems (ITS).
- increase transportation investments in rural areas that implement land use policies consistent with the Blueprint and improve their economic viability.

Achieving a fully integrated transportation system will require additional financial resources because the historic funding sources are no longer adequate to meet the growing and changing needs of the region. SACOG will actively pursue an adequate level of funding to implement the plan and address the unmet investment needs.