

Metropolitan Transportation Plan

2030

SACRAMENTO REGION

MTP2030

METROPOLITAN TRANSPORTATION PLAN

THE NEXT STEP IN BLUEPRINT





Metropolitan Transportation Plan Background

The Metropolitan Transportation Plan is a 23-year plan for transportation improvements in our six-county region. Based on projections for growth in population, housing and jobs, the MTP is key to the quality of life and economic health of our region.

Ensuring convenient access to jobs, schools, entertainment, recreation and critical services such as banking, medical care and shopping will require a transportation system of roads, transit, bike-ways and sidewalks to manage our diverse needs.

Regardless of city- or county-designated transportation projects, local improvements must be included in our regional MTP to receive state and federal funding. The last MTP proposed using \$22.5 billion in transportation funds to operate, maintain and expand the region's transportation system. Expenditures included: \$2.5 billion for state highway improvements, \$3 billion for state highway maintenance, \$2.5 billion for transit improvements, \$5 billion for transit operations, and \$5 billion for local road improvements.

The Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization responsible for developing the federally required MTP every three years in coordination with the 22 cities, six counties, and other partner agencies in the greater Sacramento region.

SACOG will be working with transit service providers, air quality management districts, transportation departments, planning agencies and community organizations in the region to ensure development of the MTP is a fully collaborative process. *A list of key regional partners appears on page 6.*

Federal law requires the MTP to conform to air quality goals for the region, satisfy financial constraints such that all proposed projects can be reasonably funded, and undergo extensive public review. State law further requires the MTP process include careful environmental analysis and review.

The MTP 2030 will be the first MTP for the Sacramento region to proactively link land use and transportation needs. Development of the MTP will include an 18-month public priority setting process to identify a list of transportation improvement projects to best meet the needs of our region as a whole.



Connecting the Dots ... Land Use ... Transportation ... Air Quality

High-quality growth practices are key for development of a transportation system capable of protecting air quality and economic vitality. In 2002, SACOG and civic partner Valley Vision initiated the Blueprint Project to study future land-use patterns and their potential effects on the region's transportation, air quality, housing, open space and other resources.

Through a series of workshops at the neighborhood, county-wide and regional levels, more than 5,000 residents, elected officials, business leaders and advocacy interests helped craft an alternative vision integrating smart growth concepts. Forecast modeling showed implementing smart growth principles would shorten commute times, reduce traffic congestion, lessen dependence on automobiles, and provide for housing choices more aligned with the needs of an aging population.

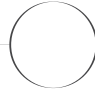
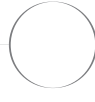
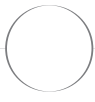
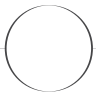
Continuing to build large-lot, low-density housing was projected to consume another 660 square miles of undeveloped land—leaving residents with longer commutes, more vehicle trips, dirtier air and a growing disconnect between where they live and where they work.

The Preferred Blueprint Alternative adopted by SACOG in 2005 calls for development based on seven Blueprint principles: providing a variety of transportation choices; offering housing choices and opportunities; taking advantage of compact development; using existing assets; mixed land uses; preserving open space, farmland and natural beauty through natural resources conservation; and encouraging distinctive, attractive communities with quality design. SACOG is currently working on a 2030 land-use map reflecting the Preferred Blueprint Alternative. Land-use allocations in the MTP 2030 will be based on this map. The Sacramento Metropolitan Air Quality Management District and the region's four other air districts work jointly with SACOG to develop air-quality plans to help our region meet and maintain state and federal health-based standards.

Developing the next MTP based on Blueprint principles will require strategic transportation planning, collaborative technical analysis, and public involvement among all the region's stakeholders.

THE MTP PROCESS





THE SIX-COUNTY
SACRAMENTO REGION

Population Growth Projections

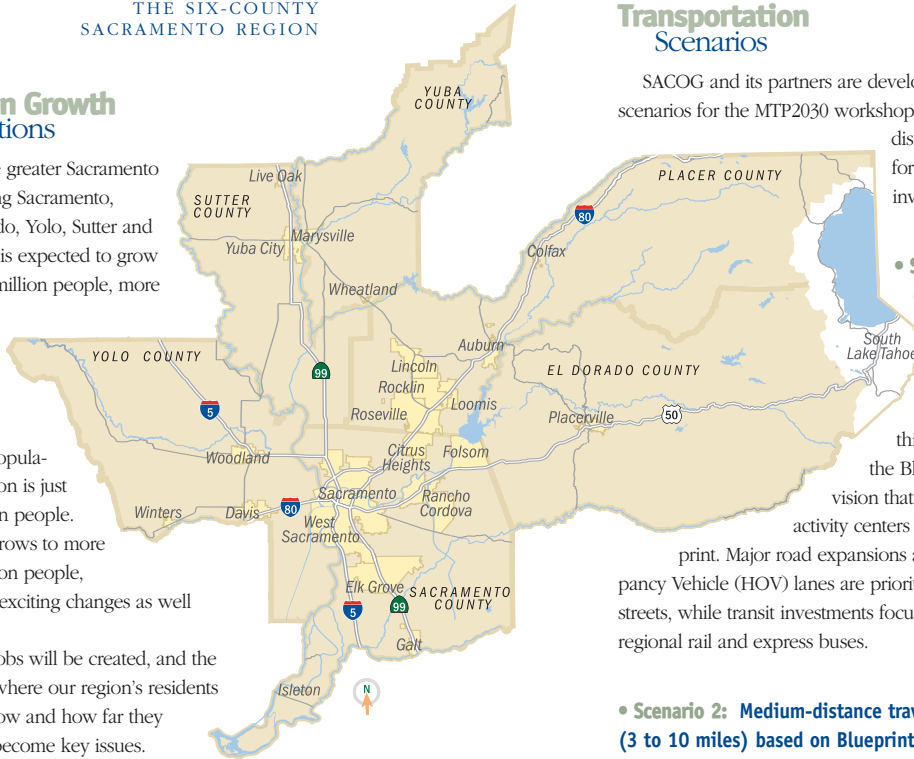
By 2030, the greater Sacramento region, including Sacramento, Placer, El Dorado, Yolo, Sutter and Yuba counties, is expected to grow by nearly one million people, more than 450,000 new jobs, and more than 400,000 new households.

Currently, population in our region is just over two million people. As the region grows to more than three million people, we can expect exciting changes as well as challenges.

Many new jobs will be created, and the choices about where our region's residents will live, and how and how far they commute will become key issues.

With the changing age of our population, smart decisions about housing needs will be critical to our health and well being.

With growth come concerns about quality of life and preservation of open space. All these factors, and more, will be at the forefront as we undertake the updating of the MTP.



Transportation Scenarios

SACOG and its partners are developing transportation scenarios for the MTP2030 workshop exercise that will illustrate distinct alternative themes for future transportation investments.

• **Scenario 1: Longer-distance travel emphasis (10 to 40 miles) based on Blueprint land uses**

Travel investments in this scenario are based on the Blueprint 2030 land-use vision that emphasizes mixed uses, activity centers and a smaller urban footprint. Major road expansions and freeway High Occupancy Vehicle (HOV) lanes are prioritized over improved local streets, while transit investments focus on longer trips via regional rail and express buses.

• **Scenario 2: Medium-distance travel emphasis (3 to 10 miles) based on Blueprint land uses**

In this scenario, access to nearby activity centers are emphasized through road operation improvements, such as auxiliary freeway lanes, and technologies (Intelligent Transportation Systems) including ramp meters and comprehensive signal coordination. Also included are select road expansions that enhance system performance without disrupting urban character and activities. High quality transit services targeting the choice rider, focused on a bus rapid transit network, are also included to attract more commuters and local riders to transit.

• **Scenario 3: Shorter-distance travel emphasis (up to 3 miles) based on Blueprint land uses**

This scenario emphasizes local access through projects that improve the quality of access in communities through a higher level of road maintenance, local bus and shuttle services, better connections that encourage walking and biking, and street enhancements through communities. This scenario includes the fewest new or expanded roads.

POPULATION / JOBS / HOUSEHOLD FORECASTS
Listed Over Time

2030 Projections of the Six-County Sacramento Region*

	Population	Jobs	Households
2005	2,246,000	1,025,000	805,000
2010	2,449,000	1,141,000	895,000
2015	2,643,000	1,236,000	979,000
2020	2,857,000	1,314,000	1,066,000
2025	3,052,000	1,379,000	1,139,000
2030	3,233,000	1,445,000	1,209,000

* Prepared by CCSCE and DB Consulting, not including Tahoe Basin
Adopted by the SACOG Board of Directors, Sept 15, 2005



Questions & Challenges

Designing a transportation system to support the Blueprint Preferred Alternative for growth must address specific challenges and balance regional needs.

Issues for Discussion:

- Additional Funding & Pricing
- Air Quality
- Freight & Goods Movement
- Interregional Connections
- Linking Transportation Phasing with Land Development
- Non-motorized Transportation
- Regional Activity Center Access
- River Crossings
- Road Maintenance
- System Retrofits
- Transportation Demand Management
- Transit Expansion
- Transit Operations
- Travel Behavior
- Urban Roadway Expansion & HOV Lanes

Public Input

SACOG invites public input in the development of the MTP2030. Please visit our website at www.sacog.org/mtp for general information on the MTP2030 and opportunities for public input in your area.

SACOG is located at 1415 L Street, Suite 300, Sacramento, CA 95814. You may contact SACOG staff at (916) 321-9000 with specific questions about the MTP process.

Thanks to Our Regional Partners

The MTP2030 will be a collaborative process including our partner agencies and organizations.

Sacramento Area Council of Governments • Amtrak Capitol Corridor Intercity Rail Service • Auburn Transit • California Department of Transportation • El Dorado County Transportation Commission • El Dorado County Air Quality Management District • El Dorado Transit • Elk Grove E-Tran • Feather River Air Quality Management District • Folsom Stage Line • Lincoln Transit • Paratransit, Inc. • Placer County Air Pollution Control District • Placer County Transit • Placer County Transportation Planning Agency • Roseville Transit • Sacramento Metropolitan Air Quality Management District • Sacramento Regional Transit District • Sacramento Transportation Authority • South County Transit Link • Yolo County Transportation District • Yolo-Solano Air Quality Management District • Yuba-Sutter Transit • Unitrans • Valley Vision •

Issue Papers

SACOG is preparing a series of briefs and research papers to address unresolved issues from the previous MTP, and issues that need public education to begin dialogue. The complete papers are available by visiting www.sacog.org/mtp or by contacting SACOG at (916) 321-9000.



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