

CHAPTER 2

What is the MTP/SCS?

The 2020 MTP/SCS lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. The plan also lays out a path for improving our air quality, preserving open space and natural resources, and helping California achieve its goal to reduce greenhouse gas emissions that contribute to climate change. SACOG is responsible for updating and maintaining the MTP/SCS regularly.

A transportation
and land use
strategy to support
an economically
prosperous region

What is SACOG?

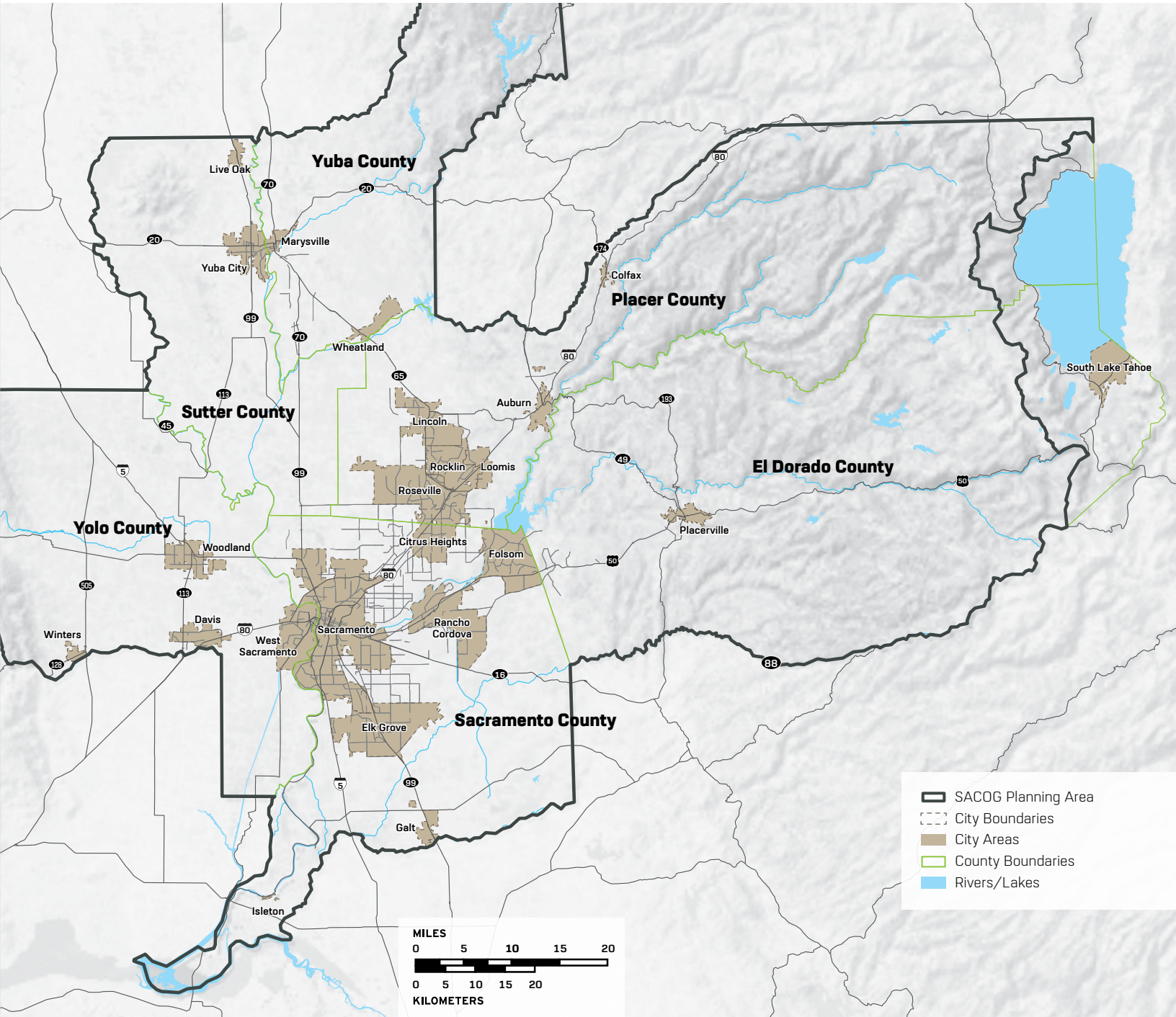
SACOG is where local government leaders in the Sacramento region come together to advance the goals of economic prosperity, connected communities, and vibrant places. SACOG works with its 28 member cities and counties to solve challenges that are too big for any one jurisdiction to solve on its own. A staff of 60 is guided by a board of elected officials from each city and county. SACOG plays a central role in transportation infrastructure planning and funding assistance for cities, counties, transit operators, and other entities responsible for providing for the travel needs of the region's residents.

As the only public agency with members from every jurisdiction in the region, SACOG also serves as a forum for the study, planning, and resolution of other issues facing local governments in a wide variety of topics from protecting our agricultural and natural resources, challenges related to flooding and wildfires, airport planning, and housing affordability. We also help our member agencies and partners find efficiencies by sharing resources for such things as joint procurements of fuel to keep vehicle fleets running, purchasing software that helps transit operators efficiently manage bus and light rail service, and operating an aerial imagery cooperative.

SACOG is designated by the federal government as the Metropolitan Planning Organization (MPO) for the Sacramento region, which requires SACOG to maintain a regional transportation plan that must be updated every four years in coordination with each local government. Placer and El Dorado counties are unique in this arrangement in that they each have their own state designation as Regional Transportation Planning Agencies (RTPAs) that are responsible for developing their own transportation plans. SACOG is the RTPA for Sacramento, Sutter, Yolo, and Yuba counties. SACOG works in coordination with the Placer County Transportation Planning Agency and the El Dorado County Transportation Commission to ensure consistency between these two county-specific plans and the broader region-wide plan.



FIGURE 2.1. SACOG Planning Area



The MTP/SCS must address state and federal requirements.

The MTP/SCS is required to be a 20-year multimodal transportation plan that is financially feasible, achieves health standards for clean air, and addresses statewide climate goals. Key requirements of the plan are listed below. A fuller description of the plan requirements can be found in Appendix L: Plan Requirements and Regulatory Framework.

The MTP/SCS can't ignore the real-world financial constraints facing investments in transportation infrastructure. The region cannot afford to build and maintain all the transportation infrastructure and services we may want. We must be strategic in the choices we make to expand the transportation system so that we're not saddling future generations with even larger funding shortfalls than we're experiencing today. The revenues assumed in this plan are a reasonable estimate of what the region is likely to capture from existing federal, state, and local sources of transportation funding. Any new sources of funding are supported by near-term strategies aimed at making this new money a reality. **Appendix A: Project List** and **Appendix B: Revenue Forecast** contain the entire project list and the revenue assumptions.

PROVIDES A GENERAL IDEA OF FUTURE LAND USE PATTERNS. Our region is growing and changing. How and where this growth occurs over the next two decades is critical to the success of our economy, to our quality of life, and for the environment. The MTP/SCS land-use forecast identifies the general location of different types of land uses, residential densities, employment intensities, and natural resource areas. Knowing what shape our future land-use pattern will take is critical to planning for future transportation needs, improving our air quality, and meeting our climate change goals. **Appendices C, D, and F** contain additional documentation on the land use forecast.

MEETS AIR QUALITY HEALTH STANDARDS. Today, air quality in the Sacramento region does not meet federal health standards for harmful elements associated with increased risks of asthma and other health conditions. Much of this problem is related to emissions generated by cars, trucks, and freight vehicles. Under the federal Clean Air Act, our region must demonstrate a steady improvement in air quality for the region to continue to receive federal transportation funding assistance. **Appendix E: Plan Performance** includes more detail on the performance Indicators of the plan.

REDUCES GREENHOUSE GAS EMISSIONS FROM PASSENGER VEHICLES. Passenger vehicles account for roughly 30 percent of greenhouse gas emissions in California. Under a state law, Senate Bill 375 [SB 375], MPOs like SACOG are responsible for conducting land use and transportation planning in a way that reduces greenhouse gases from cars and light duty trucks. Under SB 375, the California Air Resources Board [CARB] is responsible for issuing greenhouse gas targets to MPOs that aim to reduce vehicle emissions, consistent with state climate goals, by 2035 as compared to a 2005 baseline. For the 2020 MTP/SCS, CARB assigned



SACOG a target of 19 percent per capita greenhouse gas reduction. **Appendix E: Plan Performance** includes more detail on the performance Indicators of the plan.

DOES NOT DISCRIMINATE. It is important that this plan does not discriminate or deny equal access to plan benefits to anyone based on race, national origin, citizenship status, ethnic group identification, religion, age, sex, sexual orientation, color, or disability. Furthermore, the plan needs to avoid, minimize, or mitigate disproportionate impacts on communities of color or low-income populations and ensure fair public participation opportunities for all. See **Appendix G: Communications and Outreach** for more information on outreach and **Appendix H: Environmental Justice** for more Information on environmental justice.

CONSULTS THE PUBLIC AND STAKEHOLDERS. Public participation is a critical part of creating a plan that works for all residents of the Sacramento region. In addition, federal and state laws require that development of this regional transportation plan allows for public participation and engagement with elected officials. **Appendix K: Public Participation** Plan describes how SACOG includes the public in the development of the MTP/SCS and other work. **Appendix G: Communications and Outreach** includes additional details for this plan update.

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.**

ACHIEVES STATE HOUSING GOALS. The MTP/SCS must plan for enough housing to meet the needs of the region over the 20 years the plan covers. Additionally, state law requires that we consider state housing goals and identify areas within the region sufficient to meet the regional housing needs allocation (RHNA) for the next eight years (2021-2029). The RHNA is the state-mandated process to identify the total number of housing units (by affordability level) that every city and county must accommodate in Housing Elements.

CONSULTS WITH OTHER AGENCIES. While SACOG is responsible for developing and maintaining the MTP/SCS, conducting transportation planning must be a collaborative process, as many different entities have responsibility for providing for the mobility needs of our region's residents. SACOG developed this plan in consultation with federal, state, and local agencies, transportation providers throughout the region, facility operators such as airports, transit operators, Native American Tribal Governments, environmental resource agencies, air districts, pedestrian and bicycle representatives, and other MPOs. The Sacramento region also contains a significant portion of Sacramento-San Joaquin River Delta. The delta is a critical resource for both water supply and wildlife. To ensure the long-term health of the delta ecosystem, under the Delta Reform Act, SACOG coordinates with the Delta Stewardship Council to consider and avoid negative impacts to the delta that would jeopardize this valuable resource. **Appendix G: Outreach and Communication** describes the consultation and collaboration efforts that informed this plan.

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BUILDING BLOCK**THE MTP/SCS AND THE CALIFORNIA TRANSPORTATION PLAN**

Caltrans' state-level transportation blueprint, the California Transportation Plan (CTP), articulates the state's vision for an integrated, multimodal transportation system that complements regional transportation plans and land use visions. This plan helps guide the planning and implementation of a low-carbon transportation system that fosters economic vitality, protects the environment and natural resources, and promotes health and well-being equitably for all Californians. The CTP and our regional MTP/SCS both focus on meeting current and emerging trends and challenges affecting transportation, including economic and job growth, air quality and climate impacts, aging infrastructure, new technologies, freight movement, transportation funding, and public health. Caltrans and our region share many of the same goals and have a consistent vision for the future. Working together with local, regional, state, and federal partners will be critical for achieving these shared goals.

**BUILDING BLOCK****PERFORMANCE-BASED PLANNING AND STATEWIDE TARGETS**

Transportation agencies rely on both monitored and forecasted data to support planning and investment decisions. In 2012, federal government enacted the Moving Ahead for Progress in the 21st Century Act (MAP-21), which placed increased emphasis on performance-based planning for both state and regional governments. The federal requirements hold state departments of transportation (e.g., Caltrans) and MPOs accountable for setting performance targets that will ensure transportation dollars are being used effectively and efficiently. Caltrans is

required to set and report on progress towards three sets of annual performance measurement targets:

- **Safety Performance Management (PM1):** Fatalities and Injuries
- **Pavement and Bridge Condition Performance Management (PM2):** Infrastructure Conditions
- **System Performance Management (PM3):** Freight movement, congestion, and reliability

Since this federal process started in 2018, SACOG has supported all of Caltrans statewide targets for all three sets of performance metrics.

SAFETY PERFORMANCE MANAGEMENT (PM1: FATALITIES AND INJURIES)

As our economy recovers and vehicle travel increases, more people are likely to be seriously injured or killed in vehicle collisions. To help address recently observed and projected growth in fatal collisions, SACOG supports the state's Strategic Highway Safety Plan goal of reaching zero fatalities on the transportation network by 2050. The MTP/SCS includes nearly \$3 billion in projects specifically aimed at addressing safety issues. However, safety is an essential component of planning, building, and maintaining any transportation investment. Chapters three and four highlight some of the ways safety is an integral part of transportation planning and policy at SACOG.

PAVEMENT AND BRIDGE CONDITION PERFORMANCE MANAGEMENT (PM2: INFRASTRUCTURE CONDITIONS)

Nobody likes potholes. But are we making progress fixing them? Caltrans National Highway System data for 2015 and 2016 show that Caltrans made some progress on improving highway conditions in the Sacramento region. Our local roads are more of a mixed story. While some cities and counties have made limited progress, largely with the help of new funding from California's Senate Bill 1, our 10-year needs continue to outpace our ability to pay for them. With nearly \$870 million a year in needs over the next decade, current sources of revenue cover roughly half our total maintenance need. This plan dedicates about 30 percent, or \$11.6 billion, of the expenditures in the plan to maintaining and rehabilitating the nearly 30,000 lane miles of roads and highways in the region. Some of this funding doesn't exist today and will depend on future solutions including local option sales taxes, introducing the region's first tolled expressways, or other funding options. This plan also calls on the region to lead the state in changing the way we raise money for transportation by replacing fuel

taxes that are becoming obsolete due to reduced gasoline consumption and more fuel-efficient vehicles, with per-mile fees that better reflect usage of the transportation system.

SYSTEM PERFORMANCE MANAGEMENT (PM3: FREIGHT, EMISSIONS AND RELIABILITY)

Ensuring that our transportation system operates smoothly and reliably is important for the economy and our air quality. Both commuters and freight companies depend on our region's state and local road network to support our regional economy, and the performance of that system can have major implications for the air we all breathe. As we cannot afford to build our way out of congestion, all the plan's \$35 billion in transportation investments must work together to improve the overall efficiency and reliability of our systems. This is accomplished by providing residents with more opportunities to avoid single-occupancy vehicle trips, improving the safety and operations of our roads to reduce avoidable traffic incidents that lead to congestion, strategically adding capacity where traffic bottlenecks form, and by coordinating how communities develop. By taking a multimodal and coordinated approach in planning our transportation system, the plan accommodates nearly a quarter more people while reducing the amount of time, on average, people spend in congestion, reducing harmful air emissions, and facilitating more bike, walk, and transit trips.

[Appendix E](#) includes more information on Plan Performance.



COMMUNITY VOICE



Barry Broome

Be Bold and Inclusive

Barry Broome has been building strong economies across the country for more than 20 years. As the CEO and president of the Greater Sacramento Economic Council, he has brought his years of experience to the Greater Sacramento market along with a penchant for bold action and questioning the status quo.

Broome sees economic growth as the only way for the Sacramento region to deliver true inclusion for all, which he calls a “survival objective ... you can’t have a third of people not participating in the economy and then expect your community to be sustainable.” He lays out the argument: Attracting employers leads to attracting developers, which leads to more investment, which leads to more jobs, which leads to more economic opportunity and mobility for people who are struggling.

But what attracts employers in the first place? His somewhat surprising answer is transit. He points to Seattle, which he claims has the worst roads in the country. “But their transit system is exceptional. What do you think all the Googlers and Microsoft and Amazon people are doing? They’re riding transit. It’s faster, it’s easier, it’s cleaner, it’s more comfortable. They don’t need to be wheeling out a car and paying for parking every day.”

Transit is not just about attracting employers. It’s also about the residents. “Transit allows your entire workforce to be mobile. It gives greater accessibility to people who are aren’t keeping up economically. If you don’t have a great transit system, then how do you get people who are struggling to schools, healthcare, higher education institutions, better jobs?”

He also explains that attracting more employers will reduce traffic, even if that seems counterintuitive. “The traffic is almost exclusively because people are

driving too far for employment ... when most people are driving 45 minutes to get to work, you’ve got a lot of traffic. And when the equivalent of 21 percent of your workforce [230,000 super-commuters] is either driving to the Bay Area or coming from the Bay Area, you’re going to choke out the I80 and widening it won’t help as much as building out employment centers.”

Attracting more employers and shifting the region’s economic model from one focused largely on consumption [where our competition for residents is with Phoenix, Las Vegas, and Salt Lake City] to one that creates value [where our competition for employers is with superstar cities like Seattle, Denver, and Austin] will take discipline and focus, Broome says.

“We need a greater vision and leadership on where we’re going as a community. It needs to be incredibly aspirational and the resources have to be aggregated and narrowly focused around the aspiration.” He says that for too long our region has been following a model of resource allocation that doles out funds and projects in a piecemeal way to ensure that every interest group and community gets a small piece of the pie. “That’s what got to change here. That’s not how Austin operates, that’s not how Denver operates, and that’s not how Seattle operates. Greater Sacramento has so much more potential than these other regions, but we haven’t capitalized on it yet.”

Instead, he believes the region needs to pick one or two transformational projects to fund that will “change the trajectory of the economy.” Increasingly he sees that “there’s no more OK. We’re either going to become dynamic and exceptional or we’re going to be a substandard community. So every decision we make has to be built upon differentiating ourselves as high standard.”