2016 Metropolitan Transportation Plan/Sustainable Communities Strategy

Building a Sustainable System
The Sacramento region is a wonderful place to live. It has comfortable and inviting neighborhoods, exciting entertainment and arts, agricultural lands that feed the world, and a diversity of beautiful scenery and natural places. The 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (2016 MTP/SCS) is an efficient plan that gives current and future residents more options for a high quality life.

This plan addresses the needs of our current population of 2.3 million residents, by improving the conditions of existing roads and adding more sidewalks, bike lanes, and restoring, maintaining and expanding transit, making it possible for more people to have many choices for how they get around and live independently as they age. The 2016 MTP/SCS also plans for the future by including roads and transit projects where new houses and jobs are added to serve today’s children as they grow up and for new residents anticipated to move here over the next few decades.

For more background information on the plan, see Chapter 1. For more information on the planning process, see Chapter 2.

### MTP/SCS Guiding Principles

**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.

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

**Financial Stewardship**
Manage resources for a transportation system that delivers cost-effective results and is feasible to construct and maintain.

**Economic Vitality**
Efficiently connect people to jobs and get goods to market.

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

**Equity and Choice**
Provide real, viable travel choices for all people throughout our diverse region.
SACOG is designated by the state and federal governments as the Metropolitan Planning Organization (MPO) and is responsible for developing a regional transportation plan every four years in coordination with El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba counties and the 22 cities within those counties (excluding the Tahoe Basin). The 2016 MTP/SCS covers the period from 2012 to 2036. The SACOG Board of Directors, in its policy role overseeing long-range transportation planning in the region, is ultimately responsible for this plan. The board considered recommendations from SACOG policy committees, advisory committees, local agencies, residents, public and private sector stakeholders, and SACOG staff, and actively deliberated on the plan during all stages of development.

FOR MORE INFORMATION ON THE PLANNING PROCESS, SEE CHAPTER 2.
Executive Summary: Building a Sustainable System

The 2016 MTP/SCS will make investments totaling $35 billion (in today’s dollars) to improve the regional transportation system. The MTP/SCS prioritizes investments that maintain, preserve, and make more efficient use of existing road and transit assets to help defer, or even eliminate, the need for some road capacity expansions. This emphasis on lower-cost operational improvements and right-sizing of road expansion projects is an important component of an MTP/SCS that achieves strong performance benefits with lower funding levels. The result is a more multimodal transportation system that makes better use of existing capacity and supports the fix-it-first initiative of this plan.

Successful transportation plans focus on improving mobility through investment in transportation infrastructure and services. Measures of mobility, such as the percent of travel using a particular travel mode or mode share, travel time, and travel delay provide valuable information about how well current and planned transportation systems function. Through the course of the entire 2016 MTP/SCS planning process, the performance focus has been on the following critical indicators:

- Reduce vehicle miles traveled (VMT) on the region’s roads;
- Reduce the level of congestion and delay for all modes, but especially road congestion;
- Increase transit ridership and the share of trips made by transit modes; and
- Increase travel by non-motorized travel modes (bike and walk) and the share of trips made by those modes.

Between 2012 and 2036 the region will spend $35 billion in federal, state and local funds on transportation.

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
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<tr>
<td>Road and Highway Maintenance and Rehabilitation</td>
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<td>Road and Highway Capacity</td>
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<td>Transit Operations</td>
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<td>System Management and Operations</td>
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<tr>
<td>Total</td>
<td>$35 billion</td>
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For more information on plan budget and investments, see Chapter 4. For more information on trends and performance, see Chapter 5.
Executive Summary: Building a Sustainable System
The 2016 MTP/SCS spends $12.6 billion to preserve, maintain, and rehabilitate the region’s roads, highways, bridges, trails, sidewalks, and other bicycle and pedestrian facilities. Transit also benefits from road maintenance projects in that many road rehabilitation projects include complete street designs that make the road safer for, and more inclusive of, transit.

Cities and counties face a critical challenge in providing adequate maintenance and rehabilitation for their roads with a dwindling pot of state and federal funds. Communities cannot function without a well-maintained local street and road network. Roads throughout the region, while generally in fair condition today, are at risk of degrading to a point where routine maintenance is insufficient and more extensive, and expensive, repairs are needed. Road maintenance is also an important strategy in supporting infill, reinvestment in urban and suburban areas, and transit. The plan area covers approximately 22,000 lane miles of existing collector and local streets, over 5,000 lane miles of freeway, high-occupancy vehicle (HOV), auxiliary, expressway, and arterials, and numerous small and large bridges that must be kept in a good state of repair for the transportation system to operate efficiently.

For the 2016 MTP/SCS, the SACOG Board of Directors focused on preserving existing assets and reducing maintenance backlogs before adding new infrastructure that would require even more maintenance spending in the future. Compared to historic investments, the 2016 plan increases the budget for maintenance and rehabilitation by more than $2 billion in today’s dollars or 20 percent. Around two-thirds of the plan’s maintenance and rehabilitation budget is related to city and county maintenance of local streets and facilities. The balance is administered by Caltrans for maintenance of the state highway system. The increased maintenance budget is an important part of the plan’s fix-it-first focus, but there is still a significant gap between the funding available and the funding needed for road maintenance in our region.

Many road maintenance or rehabilitation projects present opportunities to improve the travel experience of bicyclists, pedestrians, and transit riders. In addition to the direct investments assumed for the bicycle and pedestrian budget, discussed below, SACOG assumes that when appropriate and feasible, maintenance projects will include bicycle and pedestrian components such as striping and signage, sidewalk gap closures, ADA retrofits, and intersection improvements. Maintenance projects can also make the road safer for all users, including passenger vehicles, transit, bicycles and pedestrians.

For more information on plan budget and investments, see Chapter 4. For more information on trends and performance, see Chapter 5.
Investment in system maintenance and rehabilitation

The 2016 MTP/SCS allocates about a third of the budget for maintaining and operating the existing road and highway system.

Fewer miles of driving per person

Bucking historic trends of increasing miles of driving, the MTP/SCS shows a decline in household-generated VMT per capita of 6 percent. A number of factors contribute to this VMT reduction, including: greater accessibility to jobs, schools, shopping, and services; a better mix of land uses and improved jobs/housing balance; improved transit service and walkability; and demographic factors.

Types of road maintenance and rehabilitation projects include:

- routine and preventive maintenance projects intended to extend the life of roads, and highways, including sealing cracks, repairing pavement, cleaning and repairing drains, fixing signals, and sweeping streets;
- more extensive repair, rehabilitation, and reconstruction of roads, including, repaving, reconstructing drainage, and reconfiguring intersections;
- bicycle, pedestrian, safety and aesthetic improvements, such as striping, curb ramps, sidewalk gap closures, rail crossings, and landscaping as part of larger rehabilitation projects; and
- replacement, rehabilitation, painting, and railing replacements on bridges.
Executive Summary: Building a Sustainable System

Strategic and Cost-Effective Road and Bridge Investments

The 2016 MTP/SCS spends $5.8 billion on road, highway and bridge operational and capacity projects.

Local Road Investments
The 2016 MTP/SCS invests $4.2 billion in local roads to accommodate projected growth. Aligned with the plan’s fix-it-first focus, the local road investments have an emphasis on operational improvements to improve system productivity over capacity projects. More than 90 percent of new lane miles in this MTP/SCS are on surface streets, not freeways. Roadway investments emphasize access to infill development areas, congestion relief, support for bus and rail transit, and improved bicycle and pedestrian access. Local road investments increase capacity for local passenger travel, creating a benefit to goods movement on highways.

Examples of local road investments in the MTP/SCS:
• New and expanded urban arterial roadways are designed to meet community and regional travel needs. These roadway improvements primarily serve emerging activity centers, including Rancho Cordova, Folsom, West Sacramento and southern Placer County that shoulder a significant share of projected employment and housing growth by the 2036 horizon year. These expansions include complete streets features to support transit and bicycle/pedestrian travel.
• Connectors, including the Placer Parkway in southern Placer County and the Capital Southeast Connector serving Elk Grove, Rancho Cordova, and Folsom. The Placer Parkway is a four-lane roadway in a new right-of-way, while the Capital Southeast Connector in the MTP/SCS is an expansion of existing segments of Kammerer Road, Bruceville Road, Grant Line Road, and White Rock Road.

State Highway Investments
The 2016 MTP/SCS invests $1.6 billion in projects that will primarily be carried out by Caltrans. The investment focus is on strategic new carpool lanes, auxiliary lanes, and interchanges along the freeway system. Collectively, these investments serve travel between activity centers and accommodate trucks for inter-regional goods movement. Fixing bottlenecks along trucking corridors is important for effective movement of goods throughout the region and for traffic management, as each truck represents the traffic-generating equivalent of two to four automobiles in stop-and-go traffic.

Example state highway projects include:
• Carpool lanes between Davis and West Sacramento on I-80/U.S. 50 in Yolo County; as far north as the I-80 interchange on I-5 in Sacramento County; and on the Capital City Freeway (SR 51) from J Street to Arden Way.
• Auxiliary and transition lanes at and between major interchanges to improve traffic flow.
• New interchanges with major arterials along freeways in high growth areas including along Highway 50 in Folsom and El Dorado, the junction of Highway 65 and I-80, and the interchange at Highway 99 and Riego Road in Sutter County.

Bridge and River Crossing Investments
The 2016 MTP/SCS includes over $600 million in investments for the development of more road, transit, bicycle, and pedestrian capacity on the region’s bridges. Three-quarters of this budget pays for major crossings of the American, Sacramento, and Feather rivers, with the remainder going towards minor capacity expansions on small crossings of creeks and tributaries.

Example bridge projects include:
• Improved river access across the American and Sacramento rivers into downtown Sacramento – New river crossings across the lower American River from Sacramento to South Natomas, and across the Sacramento River from West Sacramento to Sacramento to provide access into downtown Sacramento where there will be a large increase in jobs and residents by 2036.
• Feather River Crossing- Improvements to the 5th Street Bridge, with redesigned approaches and distribution on both ends, to link Yuba City and Marysville more effectively.
• One-to-two and two-to-four lane widenings on a number of small creek crossings.
• Bicycle and pedestrian retrofits on existing and new bridges.

FOR MORE INFORMATION ON PLAN BUDGET AND INVESTMENTS, SEE CHAPTER 4. FOR MORE INFORMATION ON TRENDS AND PERFORMANCE, SEE CHAPTER 5.
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• INSERT MAP OF REGION –updated version 2016 (figure 4.1 from plan)
The 2016 MTP/SCS provides $10.6 billion in transit capital and operating investments. Most of this investment (67 percent) is consumed by the cost of operating and maintaining the transit system. Intercity rail operations take up about 7 percent of the transit budget, or roughly $800 million, and are covered by state funding outside the control of regional operators. The remaining $3.5 billion pays for capital expenses such as purchasing new buses and rail vehicles, infrastructure associated with adding routes and stations to the bus and rail system, building new storage and maintenance facilities, and improvements to help buses move more quickly through traffic.

Providing high-frequency service of 15 minutes or better in areas with more compact and mixed uses allows the 2016 MTP/SCS to provide cost-effective and productive transit service. Because of higher productivity, there is a significantly higher percentage of operating costs covered by fares - rising from around 24 percent of operating costs in 2012 to 38 percent of operating costs by 2036. The additional $2.2 billion generated by the higher fare box recovery is reinvested in the transit system to have a larger impact: with the increased transit productivity, by 2036 the MTP/SCS provides roughly double the amount of transit service provided in 2012 and increases total daily transit trips by more than 200 percent.

The 2016 MTP/SCS achieves a reduction in congested vehicle miles traveled (CVMT) by 2036. The reduction is driven by two factors in the MTP/SCS. First, road capacity investments include a significant number of projects that resolve or decrease major existing bottlenecks. Second, the MTP/SCS includes new transit options on several major congested travel corridors. Overall transit mode share increases, but commute transit share increases dramatically—from about 2.5 percent in 2012 to nearly 7 percent in 2036. There is a strong relationship between commute travel mode share and the level of CVMT experienced during the peak period. For each incremental percentage point in commute travel transit share, congested VMT decreases by 5 percent.
Types of MTP/SCS transit projects include:

- Increased transit options in areas to better match transit type to the density of development and related demand for service. Options range from increasing the amount of service on existing fixed route and express bus lines, to introducing new services including Bus Rapid Transit and neighborhood shuttles.
- More frequent transit service with greater regional coverage, with 15-minute or less service on many corridors. The plan calls for more than half of all transit services (bus and rail) to operate 15-minute or better service by 2036, versus less than a quarter today.
- Expansion of ADA paratransit services to keep up with the fast-growing senior population. The MTP/SCS calls for paratransit vans to be replaced regularly and equipped with technologies that optimize trip planning, as well as use of quality vehicles.
- More replacement buses running on alternative fuels.
- Strategic expansion of regional and local rail where it can be cost-effective given surrounding housing and employment densities.
- Increased transit security (e.g., patrols, lighting) and trash collection to enhance the transit experience.

FOR MORE INFORMATION ON PLAN BUDGET AND INVESTMENTS, SEE CHAPTER 4. FOR MORE INFORMATION ON TRENDS AND PERFORMANCE, SEE CHAPTER 5.

Transit Priority Areas

Transit is most efficient where there are higher densities of people, so locating more new homes and jobs near transit maximizes transit investments. Transit Priority Areas (TPAs) are areas of the region within one-half mile of a major transit stop (existing or planned light rail, street car, or train station) or an existing or planned high-quality transit corridor included in the MTP/SCS. A high-quality transit corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

By 2036, one-third of homes and over half of all jobs will be located within a 1/2-mile of high quality transit service (transit service with frequency of 15 minutes or better), increasing the potential number and desirability of daily trips made by transit. Additionally, adding transit service in areas with good supporting land uses magnifies the effects of the additional services.

FOR MORE INFORMATION ON TRENDS AND PERFORMANCE, SEE CHAPTER 5.

Significant increases in the productivity of the transit system, with more riders and a higher percentage of total costs coming from user fares.

Transit passenger boardings by 2036 are projected to be 511,200, nearly tripling from today. Compared to today, transit service hours more than double by 2036.

MORE INFORMATION ON TRENDS AND PERFORMANCE, SEE CHAPTER 5.

**Housing and Employment within Transit Priority Areas, 2012-2036**

- 2012 Existing Homes and Jobs with Existing High-Frequency Service
- New Homes and Jobs (2012-2036) with New or Existing High-Frequency Service
- 2012 Existing Homes and Jobs with New High-Frequency Service

![Chart showing housing and employment within transit priority areas, 2012-2036](chart.png)
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[Map of transit network] Updated version 2016 (figure 4.2 from plan)

- Yuba County
- Yolo County
- El Dorado County
- Sutter County
- Sacramento County
- Placer County
- Galt
- Citrus Heights
- Folsom
- Woodland
- Loomis
- Auburn
- Colfax
- Wheatland
- Lincoln
- Sacramento
- Rancho Cordova
- Rocklin
- Isleton
- Winters
- Elk Grove
- Roseville
- Davis
- West Sacramento
- Marysville
- Placerville
- Live Oak

Express Bus Routes
Neighborhood Shuttle
Local Bus Routes
Bus Rapid Transit/High Bus
Light Rail Transit
Streetcar
Limited Service Routes
County Boundaries

Figure 4.2 2036 Transit Network

MILES
KILOMETERS

Express Bus Routes
Neighborhood Shuttle
Local Bus Routes
Bus Rapid Transit/High Bus
Light Rail Transit
Streetcar
Limited Service Routes
County Boundaries
The 2016 MTP/SCS spends $2.8 billion in direct investments for bicycle and pedestrian projects. This is in addition to “complete street” investments included in road maintenance and capacity projects. Travel by non-motorized modes is important because the prevalence of travel by the major non-motorized travel modes (i.e., bicycling and walking) is a strong indicator of good access to daily needs and services. By placing complementary land uses in close proximity between residents or employees of an area, and by developing attractive, convenient pedestrian and bicycle environments, trips made by bicycle or on foot should increase. Pedestrian and bicycle access also affects the effectiveness and efficiency of transit service, as most transit trips involve walking or cycling at one or both ends. Commuters are more likely to take transit if they can easily walk or bike from their home or worksite to a transit stop or station. As a result, walking and cycling infrastructure improvements are often an effective way to support transit use. Good intermodal connections, such as convenient park-and-ride locations, on-board bike racks, secure bicycle parking, safe and pleasant access routes, and shortcuts can enhance the appeal of both non-motorized and transit modes.

Types of bicycle and pedestrian projects in the 2016 MTP/SCS:

• Sidewalk extensions in neighborhoods, with segments widened where needed.
• Pedestrian bridges and pedestrian intersection improvements that include ADA-compatible ramps, bulb-outs and special crossing signals.
• Bike lanes on more neighborhood and major streets.
• Multi-use bike/pedestrian trails (off-street, grade-separated) that offer residents the opportunity to make utilitarian and leisure trips separated from vehicular traffic.
• Bike facilities (racks, lockers, restrooms) at major transit stops/hubs (e.g., light rail, BRT) and at key activity centers (e.g., downtowns, shopping malls, large office complexes).

FOR MORE INFORMATION ON PLAN BUDGET AND INVESTMENTS, SEE CHAPTER 4. FOR MORE INFORMATION ON TRENDS AND PERFORMANCE, SEE CHAPTER 5.
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System Management and Operations

The 2016 MTP/SCS invests $1.5 billion in system management and operational improvements. These investments are intended to improve the efficiency and safety of the transportation system. Operational improvements can offer an effective alternative to adding new capacity to the roadway system by improving the flow of traffic on existing lanes.

Examples of system management and operations investments in the 2016 MTP/SCS:

- Road operational improvements for rural and small communities. Improving roadway safety along farm-to-market routes and corridors along the urban/rural edge. Operational improvements include closing shoulder gaps, improving rural road intersections, and safer crossings within communities divided by highways or railroads.
- Road operational improvements for urban and suburban areas. The plan includes near-term and longer-term projects, including interchange and intersection bottleneck relief, street improvements to support improved transit access, and investments to support Bus Rapid Transit corridors and improve access to transit-oriented developments. The focus areas for these investments are in existing transportation corridors and established communities.
  - Street safety measures, such as left-turn lanes at intersections, improved lighting and signage, special paving, and median strips, particularly where there are high numbers of automobile or pedestrian collisions. Safety investments are also made at rail grade-crossings and urban interchanges.
  - Safer crossings at major freight and passenger rail lines for automobiles, bicyclists, and pedestrians.
  - Operational improvements for congested or unsafe interchanges, including freeway-to-freeway interchanges along U.S. 50 and I-80 and at primary freeway-to-arterial corridors, including Watt Avenue and U.S. 50, and Elkhorn Boulevard and Route 99.
  - Guardrails and improved shoulders along critical sections of freeways and highways.
  - Special paving (e.g., diamond grooving, reflectors, skid-reducing material) and lighting along specific road segments to improve safety.
  - Incident management investments, including changeable message signs for traffic alerts and increased freeway service patrols.

For more information on plan budget and investments, see chapter 4.

Programs, Planning, and Operations

The 2016 MTP/SCS provides $1.7 billion for supplementary programming and planning efforts. These efforts include funding to encourage smart growth development, Transportation Control Measures (TCMs), Intelligent Transportation Systems (ITS) such as crosswalk signals and transit signal priority for buses, 511 traveler information, investments in community enhancements such as traffic calming and streetscape features, and Travel Demand Management (TDM) programs, such as May is Bike Month.
A Growing Region, Growing Options

Over a decade ago the Sacramento region adopted the Blueprint, a 50-year vision of sustainable growth. The Blueprint was embraced by the region because it defined a future of diverse housing and transportation choices, revitalized communities, more efficient development patterns, cleaner air, preserved natural resources, and enhanced quality of life. Implementation has been both regional and local. Regionally, SACOG uses its MTP/SCS to identify, in collaboration with cities, counties, transit agencies, the near future (20, not 50 years) growth and transportation investment priorities. Locally, cities and counties have been updating general plans and development codes to allow and encourage Blueprint-friendly development and transit districts.

A foundation of the 2016 MTP/SCS transportation and land use forecast assumptions is the regional growth forecast. All of the performance measures of the plan are a result of the integration of land use and transportation. A body of growing research and knowledge confirms that the relationship between transportation and land use directly relates to travel outcomes. How many jobs and activities are near place of residence, the mix of those uses, the density, and proximity to transit are all land use factors that play a key role in traveler choice and the travel and air quality performance of the MTP/SCS. In fact, in the SACOG region, the coordinated implementation of transportation and development is essential to meeting the region’s state greenhouse gas reduction targets.

The 2016 MTP/SCS identifies areas within the region sufficient to house all of the forecasted population of the region, including all economic segments of the population through 2036. The forecasted growth pattern is based on adopted local government general plans, community plans, specific plans and other local policies and regulations. Other variables are considered to help refine the sum of the local plans in order to create the most likely future development pattern. This analysis includes a realistic estimate of future supply, based on the availability and economic feasibility of infrastructure, floodplain issues, natural resources issues, feasibility and timing of securing permits, and timing of local approvals, and a realistic estimate of future demand, based on historical trends, policy and/or regulatory trends, market assessments, and availability of economic incentives.

Including growth within the 2016 MTP/SCS footprint is not a guarantee that it will happen. Likewise, growth in areas outside the footprint may occur by 2036. The MTP/SCS does not regulate local land use authority or preclude a local jurisdiction from planning and approving growth that is different in terms of total units or geographic extent. Voluntary land use decisions by cities and counties will be critical to the success of this MTP/SCS.

For more information on growth and the land use forecast, see Chapter 3.
Executive Summary: Building a Sustainable System

**Housing Choice and Diversity:**

Providing a variety of housing options, including apartments, condominiums, townhouses, and single-family detached homes on varying lot sizes, creates opportunities for the variety of people who need them: families, singles, seniors, and people living with special needs. Recent demographic studies indicate that housing choice will become an increasingly important issue in the future as the population is dominated by older adults and more ethnic diversity. Evolving demographics and preferences held by specific demographic groups or generational cohorts are driving the change in housing preference and demand. As a result of this projected demand and the Blueprint-supportive planning that local agencies have adopted, the 2016 MTP/SCS provides a mix of housing options that focuses on improving the current relative shortages of attached and small-lot products.

**Summary of Housing Product Mix**

- **Rural Residential:** single-family detached homes built at densities less than 1 dwelling unit per acre.
- **Large-Lot Single-Family:** single-family detached homes built at densities between 1 and 8 dwelling units per acre.
- **Small-Lot Single-Family:** single-family detached homes built at densities between 8 and 25 dwelling units per acre.
- **Attached Residential:** Single-family or multi-family homes ranging from duplexes, triplexes, apartments, condominiums, townhomes, rowhouses, halfplexes, etc. built at densities from 8 to over 50 dwelling units per acre.

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**Accessibility:**

The 2016 MTP/SCS complements planned land use changes with improvements in transportation options that increase residents’ access to key destinations. Expanded travel options especially benefit households in Low Income and High Minority (LIHM) areas because they tend to use transit, walking, and bicycling at significantly higher rates than Non-LIHM households—more than twice the rate for transit use and a 55 percent greater rate for walking and bicycling region-wide.

FOR MORE INFORMATION ON EQUITY AND CHOICE, SEE CHAPTER 8.
Reduce Impacts on Farmland

By focusing growth in and near areas of the region with existing development, fewer acres of farmland are converted to urban uses than in the past.

CHAPTER 7 INCLUDES A FULL DISCUSSION ON ENVIRONMENTAL SUSTAINABILITY.

<table>
<thead>
<tr>
<th>1988–2012</th>
<th>2012–2036</th>
</tr>
</thead>
<tbody>
<tr>
<td>285</td>
<td>49</td>
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</table>

For every 1,000 new residents, 285 acres of farmland urbanized

For every 1,000 new residents, 49 acres of farmland urbanized
Community Types Framework
SACOG created a framework for MTP/SCS that is made up of Community Types. Local land use plans were divided into one of five Community Types.

Center and Corridor Communities
Center and Corridor Communities are typically higher density and more mixed than other areas. Some have frequent transit service, either bus or rail, and all have pedestrian and bicycling infrastructure that is more supportive of walking and bicycling than other Community Types.

Established Communities
Established Communities are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. Depending on the density of existing land uses, some Established Communities have bus service; others may have commuter bus service or very little service. The majority of the region's roads are in Established Communities in 2012 and in 2036.

Developing Communities
Developing Communities are typically situated on vacant land at the edge of existing urban or suburban development; they are the next increment of urban expansion. Transportation options in Developing Communities often depend on the timing of development. Bus service may be infrequent or unavailable today, but may be available every 30 minutes or less once a community builds out. Walking and bicycling environments vary widely though many Developing Communities are designed with dedicated pedestrian and bicycle trails.

Rural Residential Communities
Rural Residential Communities are typically located outside of urbanized areas and are predominately residential, with some small-scale hobby or commercial farming. Travel occurs almost exclusively by automobile and transit service is minimal or nonexistent.

Lands Not Identified for Development in the MTP/SCS Planning Period
These areas of the region are not expected to develop to urban levels during the MTP/SCS planning period.
Implementing the MTP/SCS

The 2016 MTP/SCS includes 31 policies and supportive strategies as the framework for implementing the plan. The policies are higher-level actions and the strategies are more specific actions that implement the policies. The policies and strategies are separated into four interrelated categories: Land Use and Environmental Sustainability; Finance; System Maintenance and Operations; and System Expansion.

Implementation of the MTP/SCS is carried out gradually through shorter-term decisions that assign local state or federal funds to specific transportation projects through periodic funding cycles. The MTP/SCS is an important step in prioritizing the transportation system needs of the region over the next 25 years and it also sets the stage for the short-term strategy for implementation. Some of the policy commitments of the plan include: continued work to prioritize system maintenance and rehabilitation; continued development of project level decision-support tools for transportation investment; raising awareness of, and addressing the unique issues of the range of communities in the SACOG region – suburban, rural, urban and small towns; address climate adaptation of the transportation system; identify strategies for complete streets improvements, and road rehabilitation.

SEE CHAPTER 6 FOR THE SPECIFIC POLICIES AND SUPPORTING STRATEGIES.

To follow the implementation progress of the 2016 MTP/SCS, sign up to receive SACOG newsletters at sacog.org.