



## Regional Planning Partnership

July 18, 2012

### Transportation Control Measure Updates

**Recommendation:** None. This is for information only.

**Discussion:** The Ozone State Implementation Plan (SIP) includes 44 Transportation Control Measures (TCMs) intended to improve the air quality in the region. When a project is identified as a TCM, it is formally included in a SIP and must be implemented. SACOG is responsible for monitoring the timely implementation of all 44 TCMs as well as serving as the implementing authority for the “Research and Policy” TCMs.

The TCMs to be completed by SACOG in 2012 include Research a Transportation Pricing Policy, Research a Regional Parking Regulation Policy to Provide Incentives for Use of Alternative Modes, and Adopt a “Safe Routes to School” Policy and Implement a Pilot Program. As determined at the March RPP meeting, the SACOG project managers will report on their progress to the RPP on a quarterly basis until the TCMs are complete.

VC:gg  
Attachments

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276  
Sharon Sprows, Senior Program Specialist, (916) 319-5182  
Lacey Symons-Holtzen, Assistant Planner, (916) 340-6212  
Clint Holtzen, Assistant Planner, (916) 340-6246  
Victoria S. Cacciatore, Planning Analyst, (916) 319-5184

**CONTROL MEASURE NUMBER: RP-3**

**TCM ID: RP-3**

**Control Measure Title: Research a Transportation Pricing Policy**

**Control Measure Description**

SACOG will 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).

**Emission Reductions**

No emission reductions are being claimed for this measure in the SIP.

**Timeframe**

This project is estimated to be completed by 2012.

**Cost**

The total budget for this measure is \$300,000.

**Needed Resources and Authority**

Sacramento Area Council of Governments

Eligible per the Clean Air Act as Amended, Section 108 (f) (vii)

**CONTROL MEASURE NUMBER: RP-4**

**TCM ID: RP-4**

**Control Measure Title: Research a Regional Parking Regulation Policy to  
Provide Incentives for Use of Alternative Modes**

**Control Measure Description**

SACOG will 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 will 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-PLACE<sup>3</sup>S 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.

**Emission Reductions**

No emission reductions are being claimed for this measure in the SIP.

**Timeframe**

This project is estimated to be completed in 2012.

**Cost**

The total budget for this measure is \$350,000.

**Needed Resources and Authority**

Sacramento Area Council of Governments

Eligible per the Clean Air Act as Amended, Section 108 (f) (vi)

## **CONTROL MEASURE NUMBER: RP-7**

### **TCM ID: RP-7**

### **Control Measure Title: Adopt a “Safe Routes to School” Policy and Implement a Pilot Program**

#### **Control Measure Description**

Within 3 years from the adoption of the MTP 2035, SACOG will 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 will 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 on-going workshop series around the state.

### **Emission Reductions**

No emission reductions are being claimed for this measure in the SIP.

### **Timeframe**

This project is estimated to be completed in 2012.

### **Cost**

The total budget for this measure is \$200,000.

### **Needed Resources and Authority**

Sacramento Area Council of Governments

The federal Safe Routes to School program (SRTS) was authorized by Section 1404 of the *SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users)*. SACOG will also obtain federal funds from the Federal Highway Administration through Caltrans to implement at least one SRTS pilot program within the MTP Plan Area.

The State-legislated Safe Routes to School program (SR2S) is contained in Streets & Highways Code Section 2330-2334. SACOG will encourage its member agencies to apply for funds available through the State Highway Safety Improvement fund for eligible infrastructure projects in order to improve bicycle and pedestrian safety for schoolchildren.

Eligible per the Clean Air Act as Amended, Section 108 (f) (xiv)