



Transportation Committee

Meeting Date: December 6, 2018

Agenda Item No.: 2018-December-7

Sustainable Communities Strategy Implementation Pilot Program

Information

Prepared by: Christina Lokke

Approved by: Matt Carpenter

Attachments: Yes

1. Issue:

Should the board approve the policy framework for the Sustainable Communities Strategy (SCS) Implementation Pilot Program, Green Means Go?

2. Recommendation:

None, this item is for information only. The Land Use & Natural Resources Committee will recommend that the SACOG board approve the policy framework for the Green Means Go program.

3. Background/Analysis:

In March 2018, the California Air Resources Board (CARB) established new Senate Bill (SB) 375 greenhouse gas (GHG) emissions reduction targets for the SACOG region. The region's target for a 19 percent reduction by 2035 is conditional on the implementation of a new pilot program in the SCS that addresses specific conditions and challenges relating to GHG emission reductions. If SACOG and the state do not secure funding and related policy commitments, CARB will reduce SACOG's target to 18 percent. According to CARB's final staff report setting greenhouse gas targets for Metropolitan Planning Organizations (MPOs) across the state, the goal of the pilot is to effectively coordinate growth with transportation investments within SACOG's region. The pilot should enhance current SCS implementation efforts and include new programs. As previously presented to the Committee, SACOG staff met with member jurisdictions, partner agencies, and other key stakeholders for input in the development of the pilot.

4. Discussion/Analysis:

The Green Means Go program will provide state funded financial support to incentivize infill development, transit, and transportation changes within designated Green Zones. The Green Means Go program focuses on three main areas of SCS implementation: accelerate infill, reduce vehicle miles traveled, and electrify remaining vehicle trips. The pilot will test if providing incentives and removing barriers that address any part of these three topics can affect where and how much infill occurs, and ultimately impact residents' housing and travel choices. Attachment A outlines example actions local jurisdictions are encouraged to take in Green Zones, along with examples of potential state funded investments in Green Zones.

The policy framework for the Green Means Go program creates the following overall program structure:

- To help meet the region’s greenhouse gas reduction targets, implementation efforts must target at least one of three program areas: (1) accelerate infill development; (2) reduce vehicle miles traveled; (3) increase electric vehicle use.
- Green zones will be established by local jurisdictions, but must be in areas that meet the following criteria:
 - Have additional residential infill capacity
 - Are planned for greater density than represented in existing land uses
 - Are within a center/corridor or established community as defined in the MTP/SCS
- Transit providers may establish a Transit Green Zone within a city or county Green Zone. Transit Green Zones must focus on transit investments that support efforts within the larger Green Zone.
- Green Zones complement SACOG’s Civic Lab Year 2, which focuses on revitalizing commercial corridors through redevelopment and innovative transportation strategies.
- SACOG will administer the Green Means Go funds through an application process open to SACOG’s member jurisdictions in the six-county region.

With the board’s approval of this framework, SACOG staff will develop an application process and work with jurisdictions in early 2019 on pre-applications to identify Green Zones. Staff will continue to update and seek direction from the committee and full board as we make progress on finalizing the Green Means Go program with the state and prior to releasing a more formal call for projects or taking any actions on funding commitments to specific projects.

5. Fiscal Impact/Grant Information:

Work on the pilot program is included in the adopted fiscal year 2018-2019 work program.

6. This staff report aligns with the following SACOG Work Plan Goals:

5 - Establish the Sacramento Region as an Innovator & Test-Bed for New Ideas

Attachments:

Attachment A - Green Zones

Green Zones

Potential local Green Zone actions (illustrative examples)
1. Accelerate Infill
<ul style="list-style-type: none"> • Reduce impact fees • Reduce parking requirements • Increase density • ADU incentives • Expedite zoning variances • Establish a land bank • Implement tool(s) in SACOG housing policy toolkit • Develop or implement specific plans or studies • Develop or implement specific infrastructure plan • Establishment of a TDM program
2. Reduce VMT
<ul style="list-style-type: none"> • TDM program • Microtransit • Fare prepay system • Express buses serving the Green Zone • Additional increased transit options
3. Increase eVMT
<ul style="list-style-type: none"> • EV infrastructure investment • EV carshare program • EV TNC fleet

Potential state funded investment in Green Zones (funds managed by SACOG)
1. Accelerate Infill
<ul style="list-style-type: none"> • Financial support of specific local actions • Infrastructure improvements that serve a Green Zone • Financial assistance directed at small, infill projects (e.g. guaranteeing or facilitating low interest construction loans or gap funding for qualifying projects) • Land acquisition fund to prepare for an impending recession to help communities rebound more quickly • Grants to enhance infill markets (e.g. building façade renewal or building community assists such as a park, community center, or library)
2. Reduce VMT
<ul style="list-style-type: none"> • Financial support of specific local actions
3. Increase eVMT
<ul style="list-style-type: none"> • Financial support of specific local actions