



Joint Regional Planning Partnership/Planners Committee

August 19, 2015

2016 Metropolitan Transportation Plan/Sustainable Communities Strategy Update: Preliminary Draft Plan

Recommendation: None. This item is for information and discussion.

Discussion: The preliminary draft 2016 MTP/SCS is available on the SACOG Transportation Committee calendar page for review (<http://sacog.org/calendar/2015/08/transportation/>). Staff anticipates a September Board action to release the draft plan for an official 60-day public comment period.

This 2016 MTP/SCS update has focused on refinement of, and addressing implementation challenges to, the current (2012) plan. To guide this update, the Board adopted five guiding policy themes: land use forecast, transportation funding, investment strategy, investment timing, and plan effects. Throughout the last year and a half, SACOG has focused on information, analysis, and input-gathering around each of these themes to inform the 2016 MTP/SCS update. Four sources of input throughout the planning process include: direction from the Board, public and stakeholder input in public workshops and group meetings, member and partner agency coordination on project list and land use assumptions, and supporting staff research and technical analysis. In April of this year, the Board endorsed a preferred scenario, consisting of a transportation project list, budget, and land use forecast. This preferred scenario was a result of the information gathered throughout the major phases of this plan update and is the technical foundation of the preliminary draft plan.

The draft plan maintains the structure of the current 2012 MTP/SCS. The same ten chapter topics of the 2012 MTP/SCS make up the chapters of the preliminary draft 2016 MTP/SCS. The content of most of these chapters is also very similar to the 2012 plan as this is intended to be a refinement of that plan. Changes or updates in the preliminary 2016 MTP/SCS draft can generally be categorized as one of the following:

- Updating the description of the planning process (Chapter 2)
- Presenting updated analysis and performance metrics based on updated transportation and land use assumptions (Chapters 5A, 5B, 5C)
- Updating Policies and Strategies on investing in system maintenance, rehabilitation, and complete streets; further developing project-specific analysis tools; climate adaptation and suburban challenges (Chapter 6)
- Addressing climate adaptation (Chapter 7)
- Incorporating new research and analysis related to transportation and the economic vitality of the region, including jobs/housing balance around regional job centers, agricultural goods movement, and mature suburbs. (Chapter 9).

The plan includes references to supporting appendices, which are not yet completed. A list of the appendices that will be included as part of the draft plan in September is provided as part of the Transportation Committee Packet.

The following information highlights some of the notable performance improvements in this preliminary draft:

Increased investment in system maintenance & rehabilitation – The draft 2016 MTP/SCS increases funding for maintaining and operating the road and highway system by just over \$2 billion compared to the 2012 plan. To achieve this, the preliminary draft plan delays some capital-intensive transit expansion projects and reduces the highway and road expansion budget. (See Chapter 4 – Budget and Investments)

Decline in congested VMT per capita - The 2012 MTP/SCS was the first MTP for the region that forecasted a decline in the amount of congested vehicle travel per capita. The draft 2016 MTP/SCS maintains this 6 percent reduction in vehicle miles traveled in heavy traffic. (See Chapter 5 – Plan Performance.)

Improvements to Transit Service - The 2016 MTP/SCS more than doubles total fixed-route transit service from 2012. By 2036, one-third of homes and over half of all jobs will be located within a ½-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. Productivity of transit service is projected to increase by 71 percent by 2036, increasing from a regional average of 33.3 passenger boardings per service hour in 2012 to over 56.9 by 2036. (See Chapter 5 – Plan Performance.)

Meets SB 375 GHG reduction targets - The draft plan achieves an 8 percent per capita greenhouse gas emissions reduction from 2005 to 2020 (compared to the 2020 target of 7 percent), and a 16 percent reduction from 2005 to 2035 (compared to the 2035 target of 16 percent). (See Chapter 7 – Environmental Sustainability.)

Reduced effects on farmland – Over the 24-year planning period of the MTP/SCS, land use and transportation development is expected to impact far less farmland than in the past. The MTP/SCS converts less than 40,000 acres of farmland while population increases by 811,000 people; for the 24-year period from 1988 to 2012, the region grew by approximately 750,000 people and converted 214,000 acres of farmland to urban and rural development. This trend of more compact development continues the trend of the 2012 plan. (See Chapter 7 – Environmental Sustainability.)

Increased access to jobs and amenities - Both transit and road improvements increase accessibility from Low-Income High Minority (LIHM) Areas and Non-LIHM Areas in the region to jobs, higher education, and parks. The average number of jobs accessible within 30 minutes by transit increases by 64 percent from LIHM Areas and 71 percent from Non-LIHM Areas over the plan period, and the average number of jobs that can be accessed within a 30-minute drive expands 41 percent from LIHM Areas and 36 percent from Non-LIHM Areas. (See Chapter 8 – Equity and Choice.)

Next Steps in the 2016 MTP/SCS Update Process

The preliminary draft plan will be updated as needed to reflect any comments or discussions of the Board during the August cycle. In September, the Board is scheduled to take action to release the draft plan for a 60-day comment period. The draft environmental impact report for the 2016 plan will be published for the same 60-day comment period.

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