



Joint Regional Planning Partnership/Planners Committee

Wednesday, May 27, 2015, 2:00 to 4:00 p.m.
American/Sacramento Rivers Room

Teleconference Information:

Dial-in #: 888-431-3598

Access Code: 6748387102

1. Introductions and Information Sharing
 - a. Updates on Regional Funding Programs (Ms. Devere-Oki)
 - b. Regional Funding Program Working Group Solicitation Reminder (Mr. Chew/Ms. Symons-Holtzen)
2. Approve March 25, 2015 Action Summary ◀ Ms. Cacciatore
3. 2015 SACOG Delivery Plan Update (Mr. Cáceres)
4. Advancing Healthy Communities Through Active Design/Transportation Implementation (Ms. Sprowls/Ms. Robinson)
5. CycleSac Update and Outreach Plan (Ms. Cacciatore)
6. California Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP) Update (Mr. Shelton/Ms. Beer)
7. 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy Update (Ms. Lizon)
8. Other Matters
9. Adjournment

The next meeting is scheduled for July 29, 2015.

◀ Indicates Action

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**Regional Planning Partnership/Planners Committee
Action Summary
March 25, 2015**

Rick Bettis, Breathe California
Keith Bloom, Mutual Housing
Michelle Bratmiller, Capitol Southeast
Connector JPA
Sharon Brunberg, ORPD
Victoria Cacciatore, SACOG
Traci Canfield, Sacramento Regional Transit
Rick Carter, City of Elk Grove
Elise Chadwick, Elk Grove Unified School
District
Greg Chew, SACOG
Melanie Chu, CivicSpark
Joe Concannon, SACOG
Jeff Damon, Sacramento Regional Transit
John Deeter, ECOS
Renee DeVere-Oki, SACOG
Mike Dour, City of Roseville
Alex Fong, Caltrans District 3
Gordon Garry, SACOG
Lynne Goldsmith, Advocate
Carol Gregory, Sacramento County
Justin Hardy, City of West Sacramento
Neil Hay, Sutter County
Stephanie Henry, City of Folsom
Monica Hernandez, SACOG
Aaron Hoyt, PCTPA
Vincent King, Southgate Park and
Recreation Department

Jim Konopka, City of Folsom
Kacey Lizon SACOG
Amy Martin, SACOG
Laura Moser, CivicSpark
Debbie Moss, Parsons-Brinkerhoff
Karina O'Connor, EPA
Derek Odgen, City of Roseville
Yanmei Ou, SACOG
Gerald Park, City of Elk Grove
Natalie Porter, El Dorado County
Raef Porter, SACOG
Terry Preston, ECOS
Rosie Ramos, SACOG
Refugio Razo, Sacramento County
Larry Robinson, SMAQMD
Sam Shelton, SACOG
Megan Siren, City of Rancho Cordova
Erik Smith, Mark Thomas & Company
Stew Sonnenberg, FHWA
Sharon Sprowls, SACOG
Lacey Symons-Holtz, SACOG
AJ Tendick, SACOG
Mark Thomas, City of Rancho Cordova
Claudia Wade, El Dorado County
Laura Webster, City of Rocklin
Jeff Werner, City of Elk Grove

1. Introductions and Information Sharing

- i. Transportation Funding at a Crossroads. Ms. Hernandez announced a transportation forum being held in collaboration with the National Center for Sustainable Transportation, UC Davis Institute of Transportation Studies, Caltrans, and SACOG. The forum will take place on April 2, 2015 from 10:30am and 12:00pm at the Sacramento Area Council Governments. There are currently limited spots left to participate in the forum and interested parties are encouraged to register as soon as possible. Ms. Hernández added that this collaboration can provide opportunities for data collection and continuous partnerships in the future.

- ii. May is Bike Month. Mr. Tendick announced the start of the 11th year of May is Bike Month (MIBM), a campaign led by the Transportation Demand Management Committee to encourage people to use alternate forms of transportation. This year there is a goal to reach two million miles, as last year they were shy of the two million mark by about 3,000. SACOG Is the initial organizer, but the campaign has grown and generated its own following and connections with various jurisdictions, schools, non-profits, etc. Additionally, CycleSac, which is a mobile phone application for Android and iPhone systems, will launch on roughly the same timeline. CycleSac will use GPS tracking, a rating scale for routes, and will integrate with MIBM account if the users includes the same email address on their CycleSac account as their MIBM account. The new website (mayisbikemonth.com) for MIBM will go live on April 1st and Bike to Work Day is May 15th. Badges will be continued to be issued for those meeting the challenges, and this year those that participate in Bike to Work Day will receive a physical patch in the mail. If there is any interest in helping and participating in the event, contact A.J. Tendick at ajtendick@sacoog.org.
 - iii. SACOG Workshop: Tools for the State ATP. Ms. Cacciatore announced a SACOG-held workshop on April 9th, 2015 between 10:00am and 12:00pm at the Sacramento Area Council of Governments' Board Room. Ms. Glover from SACOG's Information Resources Center and Ms. Cacciatore of the SACOG Active Transportation Team will present. RSVP is requested.
 - iv. Ms. Cacciatore shared that, due to scheduling constraints, Ms. Devere-Oki requested to move item 4 to approve the frameworks for the regional funding programs in 2015 to immediately after the action summary's review and approval. There were no objections to the proposed change in order of the agenda.
2. Approve February 25, 2015 Action Summary. Mr. Robinson moved to approve the action summary; Mr. Werner seconded the motion. The Partnership voted in favor of approving the action summary and the motion carried.
 3. Frameworks for Regional Funding Programs in 2015. Mr. Chew presented the current status on the Frameworks for Regional Funding Programs that will be available in 2015. The framework will go to the Board in April. The framework address different policies that include more streamlining between the different programs in order for applications to be similar and prevent burnout from jurisdictions seeking funding from various pots of money. The framework is also putting more quantification on air quality.
- Ms. Cacciatore highlighted the differences between that State ATP and the Regional ATP, such as how disadvantaged community "points" are proposed to not be included in

the final application score used to allot funding. Through the State ATP, up to ten disadvantaged community points may be awarded, but the Regional ATP would use the disadvantaged community points to verify that at least 25 percent of the awarded funds will benefit disadvantaged communities. The Regional ATP also evaluates how projects address regional greenhouse gas (GHG) reduction goals, and adds emphasis on biking and walking connections to transit. Ms. Cacciatore added that through the State ATP, no minimum Safe Routes to School percentage or dollar amount has been identified; the decision to add this type of minimum has been deferred to legislature and would be included in the state budget if it were to be identified.

Ms. Symons-Holtzen discussed how the Regional ATP and Regional Bicycle & Pedestrian Funding Program (BPPF) have been streamlined to allow applications for State ATP funds to compete in the two regional programs with a supplemental application instead of a separate application process. She noted that this means the former Regional BPPF application will no longer be in use. The due date for all applications to the combined regional programs is June 19. Ms. Symons-Holtzen clarified that all four programs will have a type of pre-submittal correspondence as a requirement to apply, with different elements requested.

Mr. Shelton spoke about the current policy dialogue and the efforts for the increase in transparency within the Regional/Local Program. Projects that wish to apply for these funds will have to submit a pre-submittal letter and then asked to fill out an application based on the questions from the letter. There will not be a project size maximum, however if there is a large sum of money being asked for then there will need to be evidence to support the project. The anticipated due date for applications is expected to be near the end of June.

Mr. Chew reminded the Committee of the pre-submittal letter required for the Community Design application, and mentioned the new element of the program for this cycle, which is the discussion of potential land use benefits and changes following the project. The funding programs are projected to have approximately 145 million dollars available, pending finalization when more information about the State Transportation Improvement Program is released.

Mr. Preston motioned to recommend to the Transportation Committee approval of the frameworks, release of the call for projects, authorize submittal of the Regional ATP frameworks to the California Transportation Commission (CTC), delegating authority to SACOG's CEO to release the Regional ATP call for projects, and to address any changes requested by the CTC. Mr. Robinson seconded the motion. The Partnership voted and the motion carried.

4. Regional Bicycle, Pedestrian, and Trails Master Plan Update. Ms. Martin presented the current update to the Regional Bicycle, Pedestrian, and Trails Master Plan (Master Plan). Members of the Bicycle and Pedestrian Advisory Committee were invited to the meeting to comment on the draft Master Plan. Ms. Martin shared that the Master Plan is updated every two years since its first adoption in 2004, and is an eligibility requirement to compete the Regional BFPF discussed in the previous item. The update focuses on adding new projects to the regional project list in Appendix B and indicating which projects have been completed in the accompanying maps. Other updates included adding new information and data to the Master Plan to reflect developments in active transportation planning, engineering, and funding.

Mr. Hoyt motioned to recommend approval to the Transportation Committee. The motion was seconded by Mr. Robinson. The Partnership voted in favor of the recommendation and the motion carried.

5. Affordable Housing and Sustainable Communities Program and CalEEMod Preliminary Findings. Mr. Garry provided information on the State of California's Strategic Growth Council and the call for project proposals to reduce GHG emissions in January 2015. There were a total of 147 projects that were submitted requesting 760 million dollars to be funded by the available 120 million dollars. Out of the 147 proposals, 54 projects were invited to submit a full application—44 projects are housing-related and 10 are transportation-related projects; 37 projects are located in disadvantaged communities. Five projects in the SACOG region were invited to submit a full application—the complete project list is available online. To demonstrate GHG emission reductions, the projects will be modeled on CalEEMod software. Mr. Garry described how methodology grades the projects and examines the location, land use effects, and demographic effects. The CalEEMod modeling will aid final application development and evaluation of the best projects in the state to reduce GHG emissions.

2016 MTP/SCS Draft Preferred Scenario. Ms. Lizon provided a summary of the current state and progress of the 2016 MTP/SCS update. At this time, staff is working to address the comments received by jurisdictions. Thirteen agencies provided comments prior to the closing of the comment period on March 9th; the scope of comments covered minor changes, such as scope or delays of projects, and adding/removing projects. The request for changes sum up to be one percent of the region, this makes it difficult to address because the MTP/SCS addresses regional growth projections. Ms. Lizon noted that the MTP/SCS Draft Preferred Scenario achieves the target GHG emissions. A member of the Partnership inquired what would happen if the SCS did not achieve the target GHG emissions; in that event, the region would need to develop an alternative planning strategy demonstrating that nothing could be done to meet the requirement.

6. Discussion of Climate Adaptation Report. Mr. Porter presented the current status of the Regional Climate Adaptation Report. SACOG has been working with CivicSpark to analyze climate impact risks on the region's transportation infrastructure. Ms. Moser further discussed information in the draft report. She shared that data is being collected through the Cal-Adapt portal and modeling the climate impact on the region's transportation infrastructure, including various emission scenarios. The predicted impacts of climate change in the study include maximum temperature increases in July, which would connect to increased fire potential, and precipitation increases, which would impact rain and run-off capacity, and also increase landslides.

The climate impact study will also address current strategic management policies that are currently in place to mitigate the impacts of climate change in the event that these situations occur. Policy options include maintaining and managing, strengthen and protect, enhance redundancy, and in dire situations, retreat. The purpose of this study is for SACOG to better understand climate predictions and their effect on the region's transportation infrastructure in the 2016 Update of the Metropolitan Transportation Plan/Sustainable Communities Strategy.

7. Other Matters. No other matters were discussed.
8. Adjournment. Mr. Robinson motioned to adjourn. Ms. Phillips seconded the motion. The Partnership voted in favor of adjournment and the motion carried.



Joint Regional Planning Partnership/Planners Committee

May 13, 2015

2015 SACOG Delivery Plan Update

Recommendation: None. This item is for information only.

Discussion: Each year, SACOG Programming and Project Delivery staff help project sponsors deliver their transportation projects, focusing primarily on projects programmed with SACOG-controlled funds from the Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation (RSTP) programs and Regional Improvement Program (RIP or “STIP”).

Attachment A lists the Delivery Plan’s purpose, goals, objectives, and strategies. Delivering a transportation project through the federal aid funding process can take years. SACOG’s staff and the Delivery Plan Process help simplify and shorten that process—sometimes to just months.

In September 2014, the SACOG Board approved the 2015 Delivery Plan Process (see Attachment B for the staff report). Outlined in this item were the timing, three tiers and overall process. New in 2015 was the implementation of a Delivery Plan Editor, an online interactive software program that synchronizes with data from the Metropolitan Transportation Improvement Program (MTIP). Utilizing the Delivery Plan Editor, SACOG has collected information from transportation project sponsors, prioritized delivery using the three tiers, and developed projections for the 2015 delivery season. The feedback from project sponsors has been positive on the new software’s ease of use and time savings. The available information has also made it easier for SACOG staff to adjust, react and predict anticipated delivery related to obligation authority (O.A.), or authorization to use federal funds.

Additional Funds through August Redistribution

From the project information collected, SACOG staff is forecasting that the region will once again be poised to garner additional funding in 2015; this is done through close monitoring of federal and statewide delivery. The federal government uses obligation authority (O.A.) to constrain the real dollars, or apportionment, that states and regions receive. As a result, states and regions are often left with apportionment balances that they cannot spend. For years, SACOG has successfully avoided this problem by garnering additional O.A. through “August Redistribution.” Each August, the federal government redistributes O.A. from states that have not obligated 100 percent of their O.A. to states that have. When California receives O.A. through August Redistribution, Caltrans passes on a portion of that O.A. to the regions that have over-delivered that year. For example, in 2014, SACOG over-delivered O.A. by \$21 million and garnered \$4 million, bringing our actual O.A. balance to -\$17 million.

2015 Forecast

Using a conservative estimate, project sponsors in 2015 could obligate \$53.4 million of the region’s \$35.4 million of O.A., taking our region’s balance to -\$18 million. As shown in the three 2015 delivery scenarios in Attachment C, projects in the SACOG region could obligate from \$53.4 million to as much as \$68.5 million. Scenario 1 is what might happen if 100 percent of projects in Tiers 1 and 2 (projects

funded with CMAQ or RSTP) delivered. Under Scenario 1, the region would deliver \$62.8 million in real dollars leaving a balance of -\$24.2 million O.A.

Scenario 2 mirrors Scenario 1, but factors in an additional delivery of \$5,692,000 in “Tier 3” RSTP loans to STIP-funded projects. Tier 3 projects are those projects that request to borrow CMAQ or RSTP funds. The 2015 Delivery Plan Process allows for loaning funds to such projects for delivery after May 1, 2015. SACOG considers these loan requests based on sponsors’ delivery needs, regional delivery targets, and available apportionment. Under Scenario 2, the region would deliver \$68.5 million, leaving a balance of -\$33.1 million O.A.

Scenario 3 builds on Scenario 2, but factors in a potential delivery failure rate of 22 percent. Actual delivery has been known to fail by as much as 30 percent due to delays in obligations, deobligations of past projects, and unexpected increases in apportionment and/or O.A. levels. In 2014, SACOG experienced a 22 percent rate of delivery failure. Using that rate, under Scenario 3, the region would deliver \$53.4 million, leaving a balance of -\$18.0 million O.A.

Attachment D lists all of the projects funded with RSTP and/or CMAQ funds that are scheduled to deliver in 2015. Projects with an estimated delivery after August 1, 2015, are broken out separately. These projects, should they be delayed by two months, would result in a delivery failure of \$22.1 million. Tier 3 projects are also broken out separately. These projects will borrow RSTP and pay back an equal amount with STIP funds.

First Come, First Serve

The risk to SACOG’s Delivery Plan strategy is that, as shown in Scenario 2 (Attachment C), SACOG could run out of RSTP apportionment by \$1,800,274, which could cause some projects to fail delivery. These projects would need either to wait for their tier window in 2016, or else use “advance construction” – spending local dollars now and receiving postponed federal reimbursement. An alternative would be for SACOG to pursue loans of apportionment from other regions; SACOG would pursue loans only in the event of a strong likelihood of over-delivery.

Key Staff: Sharon Sprowls, Senior Program Specialist, (916) 340-6235
Renée DeVere-Oki, Programming and Project Delivery Team Manager, (916) 340-6219
Sam Shelton, Associate Planner, (916) 340-6251
José Luis Cáceres, Associate Planner, (916) 340-6218

Project Delivery Plan: Purpose, Goals, Objectives, and Strategies

Purpose:

The Delivery Plan is a tool that SACOG employs to achieve project delivery goals, objectives, and strategies.

Goals

1. Promptly implement the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035(MTP/SCS).
2. Ensure that no funding is lost from the region.
3. Win additional funding for the region.

Objectives

1. Help individual MTP/SCS projects deliver on time or earlier.
2. Deliver and exceed the region's annual O.A. early and before the end of the fiscal year.
3. Deliver or exceed the region's entire apportionment for CMAQ and RSTP early and before the end of the fiscal year.

Strategies

1. Coordinate with project sponsors, regional partners, federal partners, and Caltrans Local Assistance through phone calls, emails, and regular meetings.
2. Provide assistance, including helping sponsors surmount delivery obstacles and expediting amendments to the Metropolitan Transportation Improvement Program (MTIP).
3. Pursue creative approaches, such as offering Tier III loans, facilitating funding swaps, borrowing apportionments and/or obligation authority from other regions, and taking advantage of toll credits.

**SACOG Board of Directors**

September 11, 2014

Approve Delivery Plan 2015 Process**Issue:** What process should be adopted for developing the 2015 SACOG Delivery Plan?**Recommendation:** The Transportation Committee recommends that the Board approve the proposed 2015 Delivery Plan process.**Committee Action/Discussion:** Each year, SACOG helps project sponsors deliver their projects with SACOG-controlled federal funds from the Congestion Mitigation and Air Quality (CMAQ) program, Regional Surface Transportation Program (RSTP), and Regional Improvement Program (RIP). Project sponsors navigate a complicated federal aid funding process to request and spend these funds in a timely manner. Delivery timing, prioritization tiers, and general practices are all outlined in an annually approved Delivery Plan Process. SACOG's annual Delivery Plan prioritizes who can request federal funds during the current Federal Fiscal Year (FFY) by balancing past commitments, funding availability, and project readiness.*2014 Delivery Plan Process*

On September 26, 2013, the SACOG Board approved the 2014 Delivery Plan and Process, which concludes on September 30, 2014. The 2014 Delivery Plan Process added a new requirement for sponsors to send SACOG additional project cost and schedule information to enhance staff's ability to more accurately predict delivery. This additional information helped SACOG staff understand the risks associated with each project poised for delivery in FFY 2014. The information also helped target specific projects for advancement utilizing the delivery Tier process. Staff has been diligently working with project sponsors to maximize the use of federal funds and increase delivery. In the prior committee cycle, staff provided a status update. Once the FFY ends, staff will return in future committee meetings to highlight the results of the 2014 process.

New Tools Proposed for the 2015 Delivery Plan Process

SACOG staff proposes to continue the policy of gathering project delivery milestone and contact information. Instead of emails and spreadsheets, SACOG staff is developing online information-sharing tools to help increase the quality and frequency of updates. These tools will be applied to SACOG discretionary funding sources such as RSTP, CMAQ, and RIP funds, and will also be available to track projects included in Caltrans-managed local funding programs, such as the Highway Bridge Program (HBP) and the Highway Safety Improvement Program (HSIP). New funding sources such as the Active Transportation Program (ATP) will be tracked closely, as there are additional project delivery deadlines associated with California Transportation Commission (CTC) allocation requests and new ATP program guidelines.

As in past years, the 2015 Delivery Plan will continue to have three tiers that reward project sponsors for preparing shovel-ready projects as early as possible:

- Tier 1 projects have funding programmed in the current FFY and bond-funded projects programmed in any year of the Metropolitan Transportation Improvement Program (MTIP). These projects will have priority to request authorization for SACOG's federal funds until February 1, 2015.
- Tier 2 projects have RSTP and CMAQ funds programmed in any year of the MTIP. These projects will have priority to request authorization for SACOG's federal funds until May 1, 2015.

- Tier 3 projects are those projects not programmed in the MTIP or have RIP funds programmed in later years. After May 1, 2015, project sponsors can request to borrow SACOG's federal funds to deliver a project earlier than its other identified funds might allow. SACOG will consider these requests based on sponsors' delivery needs, regional delivery targets, and available apportionment.

Staff recommends approval of the process outlined in more detail in Attachment A. The tier structure remains unchanged from 2014. However, staff is clarifying the application of Tier II to CMAQ- and RSTP-funded projects. Additionally, due to program requirements, projects funded with ATP cannot be advanced utilizing the tier system.

Approved by:

Mike McKeever
Chief Executive Officer

MM:SS:gg
Attachment

Key Staff: Sharon Sprowls, Senior Program Specialist, (916) 340-6235
Renee DeVere-Oki, Team Manager of Programming and Project Delivery, (916) 340-6219
Jose Luis Cáceres, Associate Planner, (916) 340-6218
Sam Shelton, Associate Planner, (916) 340-6251

PROPOSED 2015 DELIVERY PLAN PROCESS

Because of SACOG's past project delivery successes, the 2015 Delivery Plan proposes to use the same process as earlier plans. Projects will be classified under the following prioritized three tiers:

Classification	Project Group	Level of Priority
Tier 1	Projects programmed in the MTIP for FFY 2015 and programmed projects with Proposition 1B funds irrespective of year.	Priority until February 1, 2015
Tier 2	Projects programmed with RSTP and CMAQ in any year of the MTIP	Priority until May 1, 2015
Tier 3	Projects not programmed in the MTIP- or RIP-funded projects programmed in later years that desire a loan.	Will be considered after May 1, 2015

As shown in the above table, projects programmed in the SACOG MTIP for FFY 2015 and programmed projects with Proposition 1B funds in any year of the MTIP will be Tier 1 projects and given the highest priority. The hope is that between October 1, 2014, and February 1, 2015, sponsors of these projects will submit their fully completed Request for Authorization (RFA) to Caltrans District 3 Office of Local Assistance. Should there be problems fully completing the RFA and those problems carry over beyond February 1, 2015, that project will lose its highest priority status and compete with projects in Tier 2. This will continue until May 1, 2015 when SACOG will consider Tier 3 project loans for unprogrammed projects or projects with RIP funds programmed in later years. The 2015 Delivery Plan offers the opportunity to unprogrammed projects seeking loans for implementation from SACOG. The process and conditions for such loans are already well established in the SACOG region, and the proposed 2015 plan will adhere to them.

The following is the proposed plan schedule:

Date	SACOG Staff Activity
Aug 27, 2014	2015 Delivery Plan process presented to the Regional Planning Partnership
Aug 28, 2014	2015 Delivery Plan process presented to the Transportation Committee
Sep 18, 2014	SACOG Board approves 2015 Delivery Plan Process
Sep 19, 2014	SACOG requests 2015 project delivery information from sponsors
Oct 16, 2014	Deadline to submit project delivery information to SACOG
Oct 31, 2014	SACOG prepares Delivery Plan for Tier 1 and Tier 2 projects
Nov 2014 to Mar 2015	SACOG requests updated delivery information from sponsors and evaluates Tier 2 & 3 projects
Feb 1, 2015	Tier 2 opens
Mar 13, 2015	Deadline to submit updated project delivery information to SACOG
Apr 1, 2015	SACOG submits 2015 Delivery Plan to Caltrans
May 1, 2015	Tier 3 considered by SACOG staff
Apr 2015 to Sept 2015	SACOG requests updated delivery information from sponsors as needed

As in past years, staff proposes to expand SACOG's project delivery potential by borrowing apportionments and/or obligational authority (OA) or obtaining loans, as appropriate, from other regional agencies or from the state. Extending these practices for the 2015 Delivery Plan may help fund additional projects or keep funds within the region. With respect to borrowing or loaning funds, under normal circumstances, staff will take any proposed loan agreements to the Board for its review and approval prior to signature by the Chief Executive Officer. In the event that there is an urgent need for SACOG to execute a loan agreement, current Board delegation gives the Chief Executive Officer discretion to commit SACOG for such purposes. Consistent with past practices, staff would then report back to the Board at the earliest opportunity or in the year-end delivery update.

2015 Project Delivery Scenarios

Scenario 1: Tiers 1 and 2

Best possible scenario if SACOG does NOT issue Tier 3 loans

	Target	Possible Delivery	Balance
Obligation Authority	\$35,409,023	\$62,820,672	(\$24,171,649)
RSTP	\$43,605,650	\$39,713,924	\$3,891,726
CMAQ*	\$29,939,595	\$21,842,248	\$8,808,347

Scenario 2: Tiers 1, 2, and 3

Best possible scenario if SACOG DOES issue Tier 3 loans

	Target	Possible Delivery	Balance
Obligation Authority	\$35,409,023	\$68,512,672	(\$33,103,649)
RSTP	\$43,605,650	\$45,405,924	(\$1,800,274)
CMAQ*	\$29,939,595	\$24,371,248	\$5,568,347

Scenario 3: Tiers 1, 2, and 3 with 22% Failure

Most *likely* scenario, with Tier 3 loans, and 22% delivery failure rate

	Target	Possible Delivery	Balance
Obligation Authority	\$35,409,023	\$53,439,884	(\$18,030,861)
RSTP	\$43,605,650	\$35,416,621	\$8,189,029
CMAQ*	\$29,939,595	\$19,009,573	\$10,930,022

**This figure accounts for paying back a CMAQ loan of \$1,264,500 in 2015 to the San Luis Obispo Council of Governments. SACOG borrowed these funds in 2014 in order to deliver CMAQ projects a year early.*

2015 Delivery Plan (Obligation Authority for CMAQ and RSTP)*

Tiers 1 and 2

Project Sponsor (Sorted Alphabetically)	By Aug 1st.	After Aug. 1st	Total
City of Colfax			
Grass Valley Street Railroad Crossing Pedestrian and Bike Improvements (PLA25439)	\$300,000		\$300,000
City of Colfax Total	\$300,000		\$300,000
City of Davis			
Bicycle and Pedestrian Wayfinding & Data Collection Program (YOL19332)	\$192,000		\$192,000
City of Davis Total	\$192,000		\$192,000
City of Elk Grove			
40' Bus Replacements (SAC24735)	\$1,284,000		\$1,284,000
City of Elk Grove Total	\$1,284,000		\$1,284,000
City of Live Oak			
Live Oak Collaborative Highway 99 Streetscape Improvements (SUT18865)	\$810,000		\$810,000
City of Live Oak Total	\$810,000		\$810,000
City of Placerville			
Western Placerville Interchanges Phase 1B (ELD19358)	\$722,000		\$722,000
City of Placerville Total	\$722,000		\$722,000
City of Rocklin			
Pacific Street-Bikeway/Neighborhood Electric Vehicle Expansion Project (PLA25552)	\$1,400,000		\$1,400,000
City of Rocklin Total	\$1,400,000		\$1,400,000
City of Roseville			
2015 RSTP Arterial Microsurfacing Project (PLA25578)	\$6,374,233		\$6,374,233
Pedestrian Facilities Improvement Project (PLA25500)	\$562,525		\$562,525
Roseville CMS Installation Project - Pleasant Grove Blvd. (PLA25545)		\$100,000	\$100,000
City of Roseville Total	\$6,936,758	\$100,000	\$7,036,758
City of Sacramento			
Complete Street Rehabilitation - Power Inn Rd. (SAC24723)		\$2,480,448	\$2,480,448
Riverfront Reconnection Project-Phase I (SAC24705)	\$10,225,400		\$10,225,400
City of Sacramento Total	\$10,225,400	\$2,480,448	\$12,705,848
City of Winters			
Walnut Lane Roundabout (YOL19336)	\$646,269		\$646,269
City of Winters Total	\$646,269		\$646,269
City of Yuba City			
Feather River Bridge at 5th St (SUT10828)	\$2,159,000		\$2,159,000
City of Yuba City Total	\$2,159,000		\$2,159,000

Project Sponsor (Sorted Alphabetically)	By Aug 1st.	After Aug. 1st	Total
El Dorado County			
Bass Lake Road Overlay (ELD19386)	\$900,000		\$900,000
El Dorado Trail Ext. - Los Trampas Dr to Halcon Rd (ELD19364)	\$7,000		\$7,000
El Dorado Trail Ext. - Missouri Flat Rd to El Dorado Rd (ELD19371)	\$15,000		\$15,000
New York Creek Trail East - Phase 2 (ELD19375)		\$10,000	\$10,000
Silva Valley Pkwy Class I/II Bike Path - Harvard Wy to Green Valley Rd (ELD19372)		\$108,000	\$108,000
El Dorado County Total	\$922,000	\$118,000	\$1,040,000
PCTPA			
Placer County Congestion Management Program (PLA25468)	\$170,008		\$170,008
Placer County Freeway Service Patrol (PLA25543)	\$68,750		\$68,750
PCTPA Total	\$238,758		\$238,758
Placer County			
Auburn Folsom Rd Class II Bike Lane (PLA25472)	\$1,058,240		\$1,058,240
CNG Bus (PLA25583)		\$450,000	\$450,000
HMA Overlay, Various County Roads (Yr2) (PLA25562)	\$2,809,435		\$2,809,435
King Rd. Safety Lane Widening (PLA25512)		\$300,000	\$300,000
Placer County Total	\$3,867,675	\$750,000	\$4,617,675
RT			
South Sacramento Corridor Phase II Operating Assistance (REG17954)	\$2,000,000		\$2,000,000
RT Total	\$2,000,000		\$2,000,000
SACOG			
Bike Share (VAR56126)		\$3,805,000	\$3,805,000
Connect Card (VAR56028)	\$250,000		\$250,000
Planning Programming and Monitoring (RSTP) Phase 2 (VAR56101)	\$215,967		\$215,967
Transportation Demand Management (TDM) Phase 3 (VAR56184)	\$1,200,000		\$1,200,000
SACOG Total	\$1,665,967	\$3,805,000	\$5,470,967
Sacramento County			
Complete Streets Rehabilitation (SAC24729)	\$3,714,900		\$3,714,900
Complete Streets Rehabilitation of Fulton Avenue - 1 (SAC24730)	\$722,700		\$722,700
Fair Oaks Boulevard Improvements Phase 2 (SAC16800)		\$1,404,574	\$1,404,574
Fair Oaks Boulevard Improvements, Phase 3A (FOBI-3A) (SAC24748)	\$903,006		\$903,006
Hazel Ave Widening, Phase 2 (SAC24625)		\$10,031,000	\$10,031,000
Road Rehab (SAC24768)		\$539,435	\$539,435
Sacramento County Total	\$5,340,606	\$11,975,009	\$17,315,615

Project Sponsor (Sorted Alphabetically)	By Aug 1st.	After Aug. 1st	Total
Sutter County			
Brittan Elementary School Pedestrian Improvements (SUT18869)		\$467,000	\$467,000
Sutter County Total		\$467,000	\$467,000
Town of Loomis			
2017 CIP Road Maintenance Project (PLA25579)	\$269,632		\$269,632
Town of Loomis Total	\$269,632		\$269,632
Yolo County			
CR 27 Complete Streets Road Reconstruction (YOL19334)	\$736,500		\$736,500
Yolo County Total	\$736,500		\$736,500
Yuba County			
Mathews Ln. and Ramirez Rd. Farm-to-Market Project (YUB16040)	\$2,080,700		\$2,080,700
Olivehurst Ave. Complete Street (YUB16012)	\$1,327,950		\$1,327,950
Yuba County Total	\$3,408,650		\$3,408,650
Total	\$42,933,215	\$19,695,457	\$62,628,672

Tier 3 (RSTP loans to be paid back with STIP)*

Project Sponsor (Sorted Alphabetically)	By Aug 1st.	After Aug. 1st	Total
City of Davis			
Third St. Improvements Project (YOL19301)	\$3,292,000	\$0	\$3,292,000
City of Davis Total	\$3,484,000		\$3,484,000
City of West Sacramento			
Pioneer Bluff Bridge Phase 2 - Village Parkway Extension (YOL19329)	\$0	\$2,400,000	\$2,400,000
City of West Sacramento Total	\$0	\$2,400,000	\$2,400,000
Total	\$3,484,000	\$2,400,000	\$5,884,000

All Tiers (1, 2, & 3)*

Grand Total	\$46,417,215	\$22,095,457	\$68,512,672
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**Does not include \$1,264,500 CMAQ apportionment loan payback to to San Luis Obispo Council of Governments. SACOG borrowed these funds in 2014 and will pay them back in 2015. The loan is for apportionment and not O.A., and therefore will not count toward SACOG's delivery of O.A.*



Joint Regional Planning Partnership / Planners Committee

May 18, 2015

Advancing Healthy Communities through Active Design/Transportation

Issue: Jurisdictions will have the opportunity for technical assistance related to Active Design and Transportation as part of SACOG's Strategic Growth Council Round 3 Grant.

Recommendation: None; this item is for information and discussion only.

Discussion: In January 2015, SACOG signed a grant agreement with the Strategic Growth Council for various forms of technical assistance to help support local infill and revitalization efforts, transportation choices, and implementation of the MTP/SCS.

One component of the grant activities includes offering various forms of technical assistance related to Active Design and Transportation. This program will be carried out in collaboration with WALKSacramento/Design 4 Active Sacramento, traffic/transportation engineering consultant(s), and the County of Sacramento. Technical assistance options include the following:

- Providing expert assistance to communities looking to retrofit street corridors by identifying alternatives and phasing options to balance the interests of drivers, pedestrians, bicyclists, businesses and neighborhood residents along different types of corridors, and support more active transportation, multimodal travel, public health and economic/neighborhood vitality.
- Working with interested jurisdictions on reviewing local government plans and policies for revisions to advance active design/transportation implementation and remove barriers.
- Providing technical assistance to developers on how to design or revise projects to be more walkable, bikeable, and accessible, enhance the pedestrian environment and safety, and develop community support for active design/health elements.
- Engaging public health officers, healthcare providers and public health interests throughout the region on opportunities for collaboration to improve the built environment and active design/transportation options.
- Providing education and training for cross departmental local government staffs, planning commissions, City Councils, Boards of Supervisors, advisory councils/neighborhood groups, and other stakeholders on advancing and implementing health and active design/transportation policies.

A number of jurisdictions expressed interest in some form of assistance at the time the grant application was submitted. A presentation will be provided at the meeting offering an update on the grant and potential activities and opportunities for local jurisdictions to participate.

Key Staff: Sharon Sprowls, Senior Program Specialist, (916) 340-6235
Greg Chew, Senior Planner, (916) 340-6227



Joint Regional Planning Partnership / Planners Committee

May 18, 2015

CycleSac Update and Outreach Plan

Issue: What is the status of the new SACOG mobile app for biking and what is the outreach plan?

Recommendation: None; this item is for information and discussion only.

Discussion:

Measuring bicycle and pedestrian activity is an important step towards understanding active transportation as a valid mode choice, identifying trends, and finding ways to improve safety and connectivity for people biking and walking. In 2014, the SACOG Active Transportation Team initiated the Regional Bicycle/Pedestrian Data Collection project. This is a multi-pronged effort to increase information about biking and walking in the region:

- a) customizing an existing open source mobile phone application to crowdsource bike route information for the Sacramento region;
- b) developing a bike/ped counter loan program for local agencies; and
- c) developing evaluation standards for biking and walking projects.

CycleSac Development and Launch

As the first step in the data collection project, SACOG led the customization of a mobile application to inform bicycle facility design and help improve demand forecasting for biking in the Sacramento region. The regional app is based on an open-source app developed by San Francisco County Transportation Authority in 2009 (CycleTracks), that has been updated and re-branded by various agencies across the country, including CycleAtlanta and CyclePhilly. SACOG conducted a poll on the May is Bike Month website to determine the brand name for the Sacramento region's app, and CycleSac was the clear winner.

CycleSac is available for Apple and Android users and is intended for use by anyone who bikes in our region. The app empowers users to give feedback on biking conditions and preferences to transportation planners and engineers. This information will help transportation professionals better understand bicycle travel behavior in the region. It provides a unique set of information for transportation planning that is not available through existing transportation surveys, planning efforts, or fitness-focused mobile apps for recording bike trips. CycleSac includes features to log the trip purpose for each bike trip recorded (e.g. errands, commute, school) in addition to user characteristics (e.g. self-assigned confidence while biking) and demographics (e.g. age range, gender). CycleSac also added a new element of data collection to enable users to record their comfort on the bike trip utilizing a Lichert scale, identifying where people feel comfortable riding bikes and where people do not. The anonymous data is uploaded to SACOG's servers, aggregated, and displayed on an interactive map on the website. The data will be shared with local agency staff for bike trips traveled entirely within their jurisdictional boundaries and bike trips where only part of the trip is traveled in their jurisdiction.

It is important to acknowledge that the selection of CycleSac users is biased due to participation being limited to smartphone users, as well as other factors that impact how likely someone is to record a bike trip using their phone. However, the advantages of this data collection method are significant because of the limited cost, increased rates of sampling for the small population of bicyclists, and the ability to identify personal characteristics, trip purposes, and trip comfort. More information about CycleSac can be found on the mobile app's website, <http://cyclesac.org/>.

CycleSac Outreach Plan

CycleSac has been integrated with the 2015 May is Bike Month campaign. As of May 19, 2015, 450 users had downloaded CycleSac, recording 3,700 trips. SACOG is seeking opportunities to partner with local agencies to inform a broader audience of potential users about CycleSac, and to spread the word about how logging bike rides with CycleSac can provide quantitative information for active transportation analysis, investment, and decision-making.

SACOG has developed an Education & Communications Plan (attachment) to guide continued outreach efforts encouraging the use of CycleSac to gather more information on biking in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties. Additionally, the CycleSac Education & Communications Plan outlines the opportunities for Board members, local agency staff, and advisory groups to provide feedback on CycleSac and to discuss how agencies are using the data collected for local bicycle transportation efforts.

Attachment: CycleSac Education & Communications Plan

Key Staff: Sharon Sprowls, Senior Program Specialist, (916) 340-6235
Lacey Symons-Holtzen, Active Transportation Team Manager, (916) 340-6212
Victoria S. Cacciatore, Active Transportation Team Project Coordinator, (916) 340-6214



CycleSac – Education & Communications Plan

Working document that will be updated as needed.

May 19, 2015

CycleSac background: SACOG and the region’s local governments have consistently worked to make strategic investments using the best available data and professional judgment. Currently reliable and anecdotal bicycle trip data are sparse, non-existent, and/or do not have consistent methods for collection and reporting. In order to build a regional collection of bicycle trip data and support the smart placement of bicycle infrastructure, SACOG (with grant funding and significant regional input) developed the CycleSac mobile application for Apple and Android systems. The CycleSac app collects detailed data from registered users utilizing Global Positioning System (GPS) technology and allows for users to provide contextual feedback on each trip.

BOARD MEMBER, JURISDICTION STAFF & PUBLIC AGENCY COMMUNICATIONS

- Provide updates on outreach and communications activities to the SACOG Board of Directors Committee meetings.
 - Timing: Ongoing
- Maintain regular communication and opportunity for feedback from the Planners Committee, Regional Planning Partnership, Bicycle and Pedestrian Advisory Committee.
 - Timing: Ongoing, since 2014
- Provide electronic reports to member jurisdiction staff to share usage rates, data reports, and request education and outreach support to residents.
 - Timing: Summer 2015
- Offer presentations to various public agency staff and boards of directors in the region.
 - Timing: Summer 2015, as coordinated by SACOG staff and/or by request from public agency staff and boards

STAKEHOLDER OUTREACH/MASS COMMUNICATIONS

In addition to ongoing communications outlined above, staff will use the methods listed below to inform residents across the region about CycleSac and its purpose.

- Send direct electronic messages to the over 8,000 registrants of May is Bike Month.
 - Timing: May 2015 and ongoing
- Promote CycleSac at May is Bike Month Energizer Stations (in-person, direct outreach).
 - Timing: Beginning April 2015
- Use Social Media for direct messages to stakeholders across the region.
 - Timing: Beginning spring 2015
- Produce a short video that can be shared on social media and SACOG websites to highlight why residents should use CycleSac.
 - Timing: June 2015
- Offer presentations to stakeholders.
 - Timing: as requested

- Conduct Bicycle-oriented business, bicycle and active transportation advocacy group outreach through phone and electronic communications including email and social media.
 - Timing: Summer 2015
- Conduct Media Outreach including media advisories and press releases.
 - Timing: Summer 2015
- Reach out to community newsletters, blogs, and other similar publications outside of traditional media that work with SACOG in its media outreach.
 - Timing: Ongoing

ASSESSMENT

- Staff will measure growth from current user base over six months and compare growth rate of users with outreach and communication efforts to determine which strategies resulted in the greatest number of new users.

Staff contacts:

Victoria Cacciatore, Assistant Planner, vcacciatore@sacog.org, (916) 340-6214

Monica Hernández, Public Information Officer, mhernandez@sacog.org, (916) 340-6237



S A C O G

Item #6

Joint Regional Planning Partnership/Planners Committee

May 20, 2015

California Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP) Update

Recommendation: This item will be forwarded to the committee prior to the meeting.



Regional Planning Partnership

Item #7 Information

May 19, 2015

2016 Metropolitan Transportation Plan/Sustainable Communities Strategy Update

Issue: The SACOG Board of Directors is considering how the policies and strategies of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) should be updated to reflect the policy themes of the 2016 plan update.

Discussion: Now that the Board has endorsed a Preferred Scenario for the 2016 MTP/SCS update, a next step in developing the plan is a review of the policies and strategies of the current MTP/SCS. The policies and strategies direct SACOG's MTP/SCS implementation program. In May, staff presented to the Board policy committees general suggestions for modifications and solicited input on the suggested approach.

Policy Framework 1.0 (**Attachment A**) identified the major themes endorsed by the Board for the 2016 MTP/SCS update: land use forecast, transportation funding, investment strategy, investment timing, and plan effects. Because the 2016 MTP/SCS update is focused on refinement and implementation of the current plan, the themes for this plan update have been intentionally focused on a subset of the many policy areas that were covered in the 2012 MTP/SCS. This narrower focus means that staff is recommending modifications only to a subset of the policies and strategies in the plan; these modifications would ensure that the plan aligns with each of the 2016 update's policy themes.

Attachment B lists all of the policies and strategies of the adopted plan and includes staff suggestions where a policy or strategy should be modified or added in order to directly address one of the 2016 policy themes.

Next Steps for Updating Policies and Strategies

May: After collecting Board member comments during this May committee cycle, staff will present the policies, strategies and summary of Board comments to the stakeholder sounding board later in May in order to solicit stakeholder feedback.

June: Staff will bring back to the Board committees specific suggested modifications to policies and strategies based on Board member input from May. Staff will also report to the Board committees the stakeholder feedback received on this topic.

August: Board committees will be asked to review critical chapters of the draft plan, including the policies and strategies chapter, before they are assembled into the complete draft plan.

Attachment C includes the schedule for the remainder of the MTP/SCS update.

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
Sharon Spowls, Senior Program Specialist, (916) 340-6235
Kacey Lizon, MTP/SCS Manager, (916) 340-6265

Framework 1.0: Policy Framework for the 2016 MTP/SCS Update

Adopted by the SACOG Board December 2013

Implementation Themes for the 2016 MTP/SCS Update

Implementation Question/Challenge	Examples of research and analysis to address question/challenge
<p>Transportation Funding: Can the region capture the revenues projected to come from all sources local, state and federal?</p>	<ul style="list-style-type: none"> • Update revenue projections for local, state and federal sources, considering long-term/historic and short-term/recent losses or revenue. • Identify strategies for new revenue generation and cost-effective investments.
<p>Investment Strategy: Is there enough emphasis on system maintenance (“fix-it-first”) investments?</p>	<ul style="list-style-type: none"> • Identify and compare local and state system maintenance needs for different modes of travel. • Identify tradeoffs between system maintenance and system expansion priorities. • Identify unique challenges and opportunities in urban, suburban and rural communities, with particular attention to suburban economic challenges. • Identify new strategies for SACOG planning and funding efforts that consider fix-it-first.
<p>Investment Timing: Should there be changes in the timing of transportation investments?</p>	<ul style="list-style-type: none"> • Examine the cost effectiveness of moving certain projects forward or backward in the planning period. • Analyze the effect of project phasing on performance of the regional transportation system, air quality, and land use pattern. • Identify short-term strategies to improve regional travel patterns.
<p>Land Use Forecast (allocation): What is the economic viability of the projected greenfield and infill growth?</p>	<ul style="list-style-type: none"> • Inventory adopted and proposed land use plans in the region. • Analyze the effect of more greenfield versus more infill growth, and vice versa, on transportation system performance. • Analyze recent market performance for greenfield and infill, residential and non-residential development. • Determine if and how the estimated growth in Center/Corridor, Established, Developing, and Rural Residential Community Types should be changed or refined.
<p>Plan Effects: Follow through on the implementation commitments of the 2012 MTP/SCS to better measure the effects of the plan on different people and issue areas.</p>	<ul style="list-style-type: none"> • Track travel behavior, land development pattern, demographic, air quality and transportation project delivery trends to better understand how the MTP/SCS is being implemented over time. • Develop additional performance metrics to assess the impact of the MTP/SCS on different groups of people and issues (e.g. environmental justice communities; health; access to jobs, services, and affordable housing). • Develop decision-making support tools to support regional and local decision-making. • Research the effect of our growing region on the agricultural economy and open space. <p><i>(Appendix A contains more description of the Implementation Commitments in the MTP/SCS)</i></p>

Appendix A: Implementation Commitments from the 2012 MTP/SCS

1. **Performance Monitoring:** Track and strive to better understand how the 2012 MTP/SCS is being implemented over time in the areas of a) transportation trends, b) development pattern, c) demographics, d) transportation project delivery and e) air quality. Performance monitoring allows the agency to determine what kinds of adjustments to make to future MTP/SCS' and supports SACOG's strategic goal to maximize the quality of life benefits that the MTP/SCS contributes to the region (See Strategic Plan Goal 2, attached).

- a. Transportation trends: monitor how people are traveling in the region and the impacts of their travel on the transportation system.

Examples of monitoring metrics:

- Vehicle miles traveled;
- Congested travel;
- Travel by auto, transit, bicycling or walking (mode split);
- Transit passenger boardings.

- b. Development pattern: monitor how private and public sector influences are shaping growth in the region to compare to projected land use patterns in the 2012 MTP/SCS and inform the projected land use patterns for the 2016 MTP/SCS.

Examples of monitoring metrics:

- Residential construction in center and corridor, established, developing and rural residential communities;
- Construction of different types of housing (e.g., large lot single family, small lot single family, attached multi-family);
- Changes to federal, state and local policies and regulations that affect the rate and location of development;
- Financial incentives and tools such as funding for affordable housing or infill development;
- Viability of agriculture and open spaces.

- c. Demographics: monitor demographic characteristics that influence where people live, work and how they travel.

Examples of monitoring metrics:

- Household size, age and income;
- Auto ownership.

- d. Transportation Project Construction (Project Delivery): monitor construction of transportation projects and how those projects align with the policies of the 2012 MTP/SCS.

Examples of monitoring metrics:

- Efficient use of federal and state transportation dollars;
- Blueprint supportive projects;

Appendix A: Implementation Commitments from the 2012 MTP/SCS

- Projects supporting rural economies;
- Projects that support a variety of modes including transit, bicycle, pedestrian, roads, and highways;
- Condition of existing transit and road infrastructure.

e. Air Quality: monitor regional air quality.

Examples of monitoring metrics:

- Levels of ozone, particulate matter, and other air pollutants;
- Number of days per year with Spare the Air notifications.

2. **Impact Assessment:** Improve SACOG's ability to accurately estimate the impacts of the MTP/SCS on different people and issue areas. This supports SACOG's strategic goals of information-based decision making and serving as a source of high-quality information (See Strategic Plan Goals 1 and 3, attached). The 2012 MTP/SCS made great strides in measuring the impacts of the plan on travel, air quality, the environment, and low income and minority residents (environmental justice populations).

Examples of impact assessments to improve:

- a. Air quality related health impacts of locating housing near major roadways.
- b. Balance of jobs and housing within communities and across the region;
- c. Access to key services (e.g., medical, schools, colleges and universities, parks);
- d. Public safety and health;
- e. Effects on specific populations such as youth, the elderly, low income and minorities;
- f. Climate change.

3. **Decision-Making Support Tools:** Improve decision-making support tools for regional and local decisions so that member cities and counties, partner agencies, stakeholders and residents of the region have information about transportation investments, growth patterns, and policies that relate to the 2012 MTP/SCS. This will increase opportunities for member jurisdictions to utilize regional data, models and analysis to analyze impacts of their decisions on transportation, land use, air quality and other policy areas that affect quality of life. These tools support SACOG's strategic plan goal to sustain the agency's emphasis on information-based decision making (see Strategic Plan Goal 1, attached).

Examples of decision-making support tools:

- a. Software that models the economic effects of land use and transportation policies (PECAS);
- b. Bus and light rail inventory information readily available to emergency operations centers;
- c. Support changes to federal and state regulations that increase local flexibility and encourage use of existing streamlining options that will help implement the 2012 MTP/SCS.
- d. Work to align federal natural resources, habitat and clean air policies and regulations with the goals of the 2012 MTP/SCS;

Appendix A: Implementation Commitments from the 2012 MTP/SCS

- e. Quantify the importance of the rural economy within the region (Rural-Urban Connections Strategy).
4. **Financial Tools & Incentives:** Support financial tools and incentives to help implement the 2012 MTP/SCS to realize its performance. These tools and incentives will support the construction of projects critical to the MTP/SCS' performance and bring real quality of life benefits to the region (see Strategic Plan Goals 2 and 3, attached).

Examples:

- a. Reestablish some tools that redevelopment agencies previously had such as tax-increment financing to promote infill and revitalization;
- b. Provide local governments more funding flexibility and options, particularly for transit operations and capital and road maintenance and rehabilitation, in both rural and urban areas;
- c. Reform regulations to speed up review and approval of transportation and land use projects with low environmental impacts and positive benefits to state regional, and local goals.

Appendix A: Implementation Commitments from the 2012 MTP/SCS Goals 1-3 from the SACOG Strategic Plan

Goal 1: Sustain the agency's emphasis on information-based decision making by providing state-of-the-art data and tools to members, partners, stakeholders and residents to help them shape the futures of their communities and the region.

Goal 1 Strategies:

1. Increase opportunities for member jurisdictions to utilize regional data, models and analysis to analyze impacts of their decisions on transportation, land use, air quality and other policy areas that affect quality of life.
2. Increase agency capacity to provide scientific information and analysis of transportation, land use, air quality and other matters of regional importance.

Goal 1 Performance Indicators:

- A. Members and planning partners routinely use a combination of appropriate planning tools (e.g., I-PLACE³S and SACSIM) to conduct technical analysis of general plan updates, corridor plans, transportation circulation plans, and neighborhood and community plans, and use of such planning tools by stakeholders and residents to evaluate proposed development projects.
- B. Interactive, information-based citizen engagement practices are commonly used by members in support of general plan updates, development of neighborhood and community plans, and evaluation of the impacts of significant proposed development projects. The Agency has an effective and active process for sharing information about SACOG activities with staff in service to local government
- C. Appointment to the SACOG Board is viewed as an attractive opportunity for local elected officials and SACOG's Board members are actively engaged in pursuing the mission of the agency and the agency's local, state and national recognition for leadership in the implementation of information rich, consensus-driven regional efforts to improve the quality of life in the region continues to be enhanced. SACOG actively engages in providing information to all elected leaders about the role it plays in regional affairs and how this role contributes to an improved quality of life.

Appendix A: Implementation Commitments from the 2012 MTP/SCS

Goal 2: Maximize strategic influence for the region through developing and implementing integrated regional transportation plans that produce unique and significant quality of life benefits for residents of the region.

Goal 2 Strategies:

1. Consolidate, expand and maximize strategic advantage from the agency's state and national leadership role and access to the best tools and methods for preparing an outstanding MTP.
2. Maximize the benefits of comprehensive planning and project implementation in the Sacramento region.

Goal 2 Performance Indicators:

- A. SACOG's MTP will remain a leader in the state in improving per capita VMT, congestion, air emissions and other performance measures that advance the quality of life.
- B. SACOG will leverage its high performing MTP to secure additional funding and policy support from federal, state and local sources to build key projects sooner than would otherwise be possible.
- C. SACOG and its member agencies continue to be leaders in the State in the timely delivery of projects.

Appendix A: Implementation Commitments from the 2012 MTP/SCS

Goal 3: Serve as a source of high quality information, convener, and/or advocate on a range of regional issues when the agency's involvement would provide unique, added value to promoting a sustainable future for the region.

Goal 3 Strategies:

1. Continue to expand SACOG's data and modeling capabilities to include topics that influence transportation behavior and planning (e.g., energy, climate change, land use economics and infrastructure).
2. Assist regional partners with the evaluation of functional service delivery opportunities and act upon the ones that will most assist the agencies.
3. Analyze options for increasing SACOG's financial analysis and capacity so that it is able to serve the region if and when new service needs are identified.

Goal 3 Performance Indicators:

1. Deliver cost savings to local governments by building the capacity of the agency in areas of highest need to member jurisdictions, and/or leveraging new revenues in collaboration with local governments.
2. SACOG's member services program will increase coordination activities relating to assistance with policy development, joint project delivery, grant development, and requests for technical assistance as measured by increase in requests from member jurisdictions for assistance and resulting grant acquisition or more integrated policy making

Review of Policies and Strategies of the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Background on the policies and strategies of the 2012 MTP/SCS: The policy element of the MTP/SCS is required to address the transportation issues of the region, identify and quantify regional needs expressed within both short- and long-range planning horizons, and maintain internal consistency with other MTP/SCS elements (Government Code § 65080(b)). For the 2012 MTP/SCS the SACOG board adopted 31 policies and many supportive strategies to implement the plan. The policies are higher-level actions and the strategies are more specific actions that implement the policies. The policies and strategies were developed to support these six guiding principles of the MTP/SCS, which have been in place since the 2008 plan:

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.

Review of **Land Use and Environmental Sustainability** Policies and Strategies of the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Land Use and Environmental Sustainability Policies and Strategies	Suggested change for 2016 MTP/SCS update
1. Policy: Provide information, tools, incentives and encouragement to local governments that have chosen to grow consistent with Blueprint principles.	
1.1. Strategy: Invest in the Community Design Funding program, an incentive program for local governments that provides transportation funding for smart growth developments that promote walking, bicycling and transit use.	
1.2. Strategy: Pursue regulatory reform at the national, state and local levels to encourage Blueprint-style growth.	
1.3. Strategy: Support incentive programs that make infill development more attractive or lucrative.	
1.4. Strategy: Create and invest in a rural strategy and program to improve transportation systems that affect the economic viability of rural areas located in jurisdictions that implement good growth patterns, consistent with the Blueprint Principles, the Rural-Urban Connections Strategy, or other rural initiatives.	
1.5 Strategy: Work with local jurisdiction staff to develop and maintain a development activity tracking tool, for use in local and regional planning, and to assess growth patterns both at the local and regional level.	
2. Policy: SACOG intends to educate and provide information to policymakers, local staff, and the public about the mutually supportive relationship between smart growth development, transportation, and resource conservation.	
2.1. Strategy: Provide computer software, training and technical assistance to local governments.	
2.2. Strategy: Monitor and report on the transportation and air quality impacts of development patterns and their relationship to Blueprint growth principles.	
2.3. Strategy: Monitor and report on commute patterns for all modes, traffic levels, and transit use and bicycle and pedestrian mode share compared with the projections in this MTP/SCS.	
2.4. Strategy: Develop educational materials to inform local discussions, particularly in infill areas, about neighborhood travel behavior, health and the effects of higher density on traffic, transit, walking and bicycling.	Refine to also mention suburban areas
2.5. Strategy: Continue to develop and apply health and social equity analysis methods and performance measures to help inform MTP/SCS updates and local discussions on development patterns, including transportation performance measures and opportunities related to accessibility, equity, public health and youth.	

Review of **Land Use and Environmental Sustainability** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Land Use and Environmental Sustainability Policies and Strategies	Suggested change for 2016 MTP/SCS update
<p>2.6. Strategy: Assist with mapping and coordination between SACOG, transit, and health and human service providers on transit planning and siting of lifeline services needing transit access. Develop educational materials and life-cycle methodology on public facility planning that incorporates the costs of extending transit service to locations outside existing transit corridors.</p>	
<p>2.7 Strategy: During the design phase, review transportation projects to assess whether they foster transportation choices, improve local community circulation and provide access to opportunities or divide communities, and either avoid or mitigate negative impacts (including those to public health, safety, air quality, housing and the environment).</p>	<p>Refine to mention project-level analysis tools being used as a means for assessment.</p>
<p>2.8. Strategy: Continue Airport Land Use Commission (ALUC) efforts that promote good land use planning around airports, minimize public safety hazards, and support the utility of each airport.</p>	
<p>2.9 Strategy: Strengthen SACOG’s modeling tools with the development of an economic land use model based on the PECAS framework. This model may support regional economic development efforts and inform a wide range of MTP/SCS efforts, including jobs-housing fit (i.e., the relationship between housing costs and wages around an employment center), infill incentives, congestion and parking pricing, and transportation project phasing.</p>	
<p>2.10 Strategy: Provide technical analysis and education to inform policy and decision makers, local staff, and regional stakeholders about the benefits of strategic growth management on the region’s open space resources and the economic and environmental benefits they provide.</p>	
<p>3. Policy: SACOG will encourage local jurisdictions in developing community activity centers well-suited for high quality transit service and complete streets.</p>	
<p>3.1. Strategy: Support development proposals that are well-suited and located to support high-quality transit use in Transit Priority Areas, through Blueprint analysis.</p>	<p>Refine to broaden the description to include support for development proposals in other areas that also align with Blueprint principles and are transit-supportive.</p>
<p>3.2. Strategy: Continue to identify best practices for complete streets, continue to add to the Complete Streets Toolkit, and initiate a technical assistance program to help local agencies develop street designs that are sensitive to their surroundings and context.</p>	<p>Update description to reference the new Regional Complete Streets Initiative</p>
<p>3.3. Strategy: Establish regional guidance for high-capacity transit station area planning.</p>	<p>Refine to reflect the range of recent TOD planning efforts</p>

Review of **Land Use and Environmental Sustainability** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Land Use and Environmental Sustainability Policies and Strategies	Suggested change for 2016 MTP/SCS update
<p>3.4. Strategy: Support efforts by transit agencies and local governments to site and design transit centers and stations close to economic centers and neighborhoods and to expand park-and-ride facilities at a few key stations.</p>	
<p>3.5. Strategy: Encourage local agencies to develop an interconnected system of streets, bikeways, and walkways that support a more compact development form; avoid building new circulation barriers; accommodate safe travel for all users; and provide connections across creeks, freeways and high-speed/high volume arterials and through existing gated communities, walls and cul-de-sacs to access schools, activity centers and transit stops.</p>	
<p>3.6. Strategy: Encourage development patterns that provide safe and efficient pedestrian and bicycle access to transit stops and trunk commuter transit lines.</p>	
<p>3.7. Strategy: Conduct a research study and perform travel modeling and air emissions analysis to identify alternatives for local governments to use to modify current parking regulations to create incentives for people to use alternative modes. Study will be conducted with local governments and air districts; findings will be presented to all related and essential parties.</p>	<p>Update to mention that a study was completed and current efforts focus on ongoing implementation opportunities.</p>
<p>4. Policy: SACOG encourages every local jurisdiction’s efforts to facilitate development of housing in all price ranges, to meet the housing needs of the local workforce and population, including low-income residents, and forestall pressure for long external trips to work and essential services.</p>	
<p>4.1. Strategy: Develop the required Regional Housing Needs Plan to guide local agencies’ assessments of housing supply and price ranges.</p>	
<p>4.2. Strategy: Encourage adequate supply of housing at a variety of price ranges in the region, which will help to meet local demand, prevent the export of housing to adjacent regions, and, consistent with federal and state statutory goals, promote integrated and balanced living patterns that help provide access and opportunity for all residents and reduce the concentration of poverty.</p>	
<p>4.3. Strategy: Continue to develop tools to assist local jurisdictions in assessing housing needs in a variety of price ranges, including jobs-housing fit tool and housing plus transportation cost analysis.</p>	
<p>4.4. Strategy: Identify appropriate best practices for successful transit-oriented development in different settings through case studies from this MTP/SCS, and continue to assist local governments with environmental review to capitalize on SB 375 CEQA benefits for residential and residential mixed-use Transit Priority Projects.</p>	<p>Update description to note that the case studies have been done and that the current focus is on implementation opportunities.</p>

Review of **Land Use and Environmental Sustainability** Policies and Strategies of the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Land Use and Environmental Sustainability Policies and Strategies	Suggested change for 2016 MTP/SCS update
4.5. Strategy: Provide support for jurisdictions to overcome common issues identified in local analyses of impediments to fair housing and a regional analysis funded by federal grant funding from HUD.	
5. Policy: SACOG should continue to inform local governments and businesses about a regional strategy for siting industry and warehousing with good freight access.	
5.1. Strategy: Work to identify and preserve land uses to meet goods movement needs of local, nearby customers.	
5.2. Strategy: Study and consider the need for land for suppliers, distributors, and other businesses with a regional clientele that may prefer to be near the center of the region with good freeway access, but do not need high-cost center-city sites.	
5.3. Strategy: Further study and consider the needs of the agricultural industry for aggregation and distribution, cold storage, warehousing, processing plants, and other facilities near transportation access.	
5.4. Strategy: Share goods movement research and information completed through the RUCS to inform the work of the Next Economy - Capital Region Prosperity Plan, the region's current recession recovery plan under development.	Update so the strategy also covers other active or planned economic development initiatives.
6. Policy: SACOG encourages local governments to direct greenfield developments to areas immediately adjacent to the existing urban edge through data-supported information, incentives and pursuit of regulatory reform for cities and counties.	
6.1. Strategy: Minimize the urban growth footprint of the region by improving interior circulation and access instead of access to and beyond the urban edge.	
6.2. Strategy: Provide incentives and invest in alternative modes to serve infill and more compact development.	
6.3. Strategy: Seek out funding to acquire conservation easements accompanying specific regional connector road projects, to protect land from development in areas that are not intended or zoned for development.	
6.4. Strategy: Continue to pursue regulatory reform at the state and national levels to remove barriers to greenfield developments when appropriate at the edges of existing urbanization.	
6.5. Strategy: Encourage local jurisdictions to use RUCS data and tools to analyze possible impacts to agriculture and natural resources from the urban growth footprint.	

Review of **Land Use and Environmental Sustainability** Policies and Strategies of the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Land Use and Environmental Sustainability Policies and Strategies	Suggested change for 2016 MTP/SCS update
<p>7. Policy: Implement the Rural-Urban Connection Strategy (RUCS) which ensures good rural-urban connections and promotes the economic viability of rural lands while also protecting open space resources to expand and support the implementation of the Blueprint growth strategy and the MTP/SCS.</p>	<p>Add a strategy that addresses the Cap and Trade program related to agricultural and rural lands.</p>
<p>7.1. Strategy: Use research, data and modeling to inform a stakeholder-driven process to conceptualize approaches to sustainable rural land use policies encompassing, at a minimum, issues such as agricultural practices, natural resource and agricultural land conservation, economic development and market influences (including markets for energy, carbon sequestration and other environmental services), rural development practices (including methods to encourage jobs-housing fit and minimize the impact of rural development on agriculture), and infrastructure needs.</p>	
<p>7.2. Strategy: Ensure consistency between the RUCS and local Habitat Conservation Plans and Natural Communities Conservation Plans.</p>	
<p>7.3. Strategy: Ensure that the RUCS is coordinated with the Blueprint and MTP/SCS to support each of these planning efforts individually, as well as collectively.</p>	
<p>7.4. Strategy: Conduct analysis on how various rural land use strategies affect vehicle miles of travel, mode share and air emissions, as well as rural economic viability and environmental sustainability.</p>	
<p>7.5. Strategy: Invest in transportation projects that help implement the RUCS recommendations. Investment recommendations may include agritourism-related and goods movement projects and funding rural road improvements between cities when the county implements growth patterns consistent with the Blueprint.</p>	
<p>7.6. Strategy: Support improved farm-to-market access, including investments along key rural truck corridors and cost-effective short-line railways and connectivity improvements to the Port of West Sacramento.</p>	
<p>7.7. Strategy: Continue to refine SACOG funding criteria to ensure that they adequately recognize the unique needs of rural areas and provide proper incentives to reward rural land use and transportation practices that benefit the region and local areas.</p>	
<p>8. Policy: Support and invest in strategies to reduce vehicle emissions that can be shown as cost effective to help achieve and maintain clean air and better public health.</p>	<p>Update strategies by deleting specific funding commitment references that are the subject of separate Board policy considerations.</p>

Review of **Land Use and Environmental Sustainability** Policies and Strategies of the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Land Use and Environmental Sustainability Policies and Strategies	Suggested change for 2016 MTP/SCS update
8.1. Strategy: Continue the region’s previous commitment to Transportation Demand Management (TDM) programs as a strategy for education and promotion of alternative travel modes for all types of trips toward reducing Vehicle Miles Traveled (VMT) by 10 percent.	
8.2. Strategy: Continue the region’s previous commitment to funding the Sacramento Emergency Clean Air and Transportation (SECAT) program.	
8.3. Strategy: Set aside funding for the annual Spare the Air campaign, a summer program operated by the Sacramento Metropolitan Air Quality Management District (SMAQMD) that informs the public about days when the ozone danger is high and encourages the public to use non-polluting options to driving.	
8.4. Strategy: Help air districts and local agencies study localized air pollution impacts on health and the environment, including air toxins, by providing analysis and information from SACOG’s planning work. Support public information efforts to raise awareness of these connections.	
9. Policy: Use the best information available to implement strategies and projects that lead to reduced Greenhouse Gas (GHG) emissions.	Update strategies by deleting reference to completed efforts and add reference to new GHG reduction strategies underway.
9.1. Strategy: Adopt a transportation pricing policy, adopt a Safe Routes to School policy and implement a pilot program, expand public access to travel information through 511 program, and adopt a Complete Streets policy.	
9.2. Strategy: Continue to implement MTP/SCS projects that are adopted as draft transportation control measures and identify strategies, as needed, to help reduce transportation-related emissions.	
9.3. Strategy: Support the SMAQMD’s Air Quality and Infill Streamlining (ISP) program.	
9.4. Strategy: Create an alternative fuel vehicle and infrastructure toolkit for local governments, create a public education program on individual transportation behavior and climate change, and create a regional open space strategy that is informed by RUCS.	
9.5. Strategy: Develop a regional climate change action plan, and develop and implement a construction energy conservation plan.	
9.6. Strategy: Enhance I-PLACE ³ S Model to assess GHG impacts.	
10. Policy: Consider strategies to green the system, such as quieter pavements, cleaner vehicles, and lower energy equipment where cost effective, and consider regional funding contributions to help cover the incremental cost.	Update strategies to reflect additional focus on resilient infrastructure materials and

Review of **Land Use and Environmental Sustainability** Policies and Strategies of the
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Land Use and Environmental Sustainability Policies and Strategies	Suggested change for 2016 MTP/SCS update
	maintenance.
10.1. Strategy: Examine public policy seeking to reduce the cost of, or influence the tradeoffs, between operating efficiency and environmental impact.	
10.2. Strategy: Encourage and make available a choice of efficient modes to move freight.	
10.3. Strategy: Promote early investment in compliant diesel engines.	
10.4. Strategy: Support equipment retrofits under the Carl Moyer program.	
10.5. Strategy: Expand use of natural gas or hybrid delivery vehicles and handling equipment.	
10.6. Strategy: Increase recycling of materials, such as tires and lubricants, and improve handling of waste water and chemical residues.	
10.7. Strategy: Explore and publicize energy conservation at freight terminals.	
10.8. Strategy: Encourage goods movement driver training programs that encourage fuel conservation, trip reductions and safety.	

Review of **Finance** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Finance Policies and Strategies	Suggested change for 2016 MTP/SCS update
<p>11. Policy: Pursue and support enactment of sustainable funding sources adequate for maintenance and rehabilitation of highways, streets and roads and operations and maintenance of transit services for the region.</p>	<p>Refine strategy descriptions, as needed, to make the point clear that system maintenance is a priority for all modes of travel.</p>
<p>11.1. Strategy: Continue to pursue new and reformed transportation funding methods and sources to implement the MTP/SCS that are stable, predictable, flexible, adjustable and adequate in the whole to operate and expand the system.</p>	
<p>11.2. Strategy: Strive to simplify and add flexibility to the overall funding structure when putting new financing tools or changes to the financing structure into place.</p>	
<p>11.3. Strategy: Promote competition in the delivery of services, to foster greater efficiency, innovation, and diversity of options, including consideration of revised public agency arrangements, public-private partnerships or contracting out.</p>	
<p>11.4 Strategy: Advocate for greater flexibility in the use of federal and state formula funds towards system maintenance purposes, especially in rural areas that are particularly limited in the available funding for these purposes.</p>	
<p>12. Policy: SACOG should support authority for local option funding sources to allow local areas to customize transportation funding and investment for maintenance and operation of the existing system and expansion to meet future needs.</p>	
<p>12.1. Strategy: Seek authority to set up funding sources for transit operations and road maintenance that can be controlled and adjusted at the local level, so that local agencies can consider using them when needed to support existing and expanded transit services and keep the existing road system in a state of good repair.</p>	
<p>12.2. Strategy: Seek funding sources that are indexed to growth and inflation to pay for basic maintenance and operations.</p>	
<p>12.3. Strategy: Support local agencies that seek to collaborate on inter-jurisdictional funding options.</p>	
<p>13. Policy: SACOG invests federal and state funds that come to SACOG to achieve regional policies and priorities, as described in more detail in the sections that follow.</p>	<p>Remove strategy descriptions that are not consistent with any new requirements or relevant Board policy direction on regional funding programs.</p>

Review of **Finance** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Finance Policies and Strategies	Suggested change for 2016 MTP/SCS update
13.1. Strategy: Seek adequate funding so local agencies can maintain and rehabilitate streets and roads to a good state of repair into the future, encompassing more adequate state funding and local option funding authority to preserve regional funding for improvement and expansion of the urban and rural trunk highway and road system.	
13.2. Strategy: Support new or increased funding resources for local agencies to enable operation of existing and expanded transit services, and maintenance and replacement of equipment and facilities, including local-option funding sources adequate to preserve regional funding for service expansion. Assist agencies with increasing trip reporting to the FTA's National Transit Database (NTD) to help increase federal transit funding for the region.	
13.3. Strategy: Encourage cities and counties to collect development-based fees or funding sufficient for both local road improvements and regional-scale road, transit and/or bicycle pedestrian improvements so that regional-scale improvements can be built in a timely way, since SACOG's regional funding can meet only 25-30 percent of regional project costs in this MTP.	
13.4. Strategy: Encourage local agencies to fund local arterial access and traffic capacity projects with local development-based fees supplemented with other local funds as appropriate.	
13.5. Strategy: Study, coordinate discussions, and explore options for establishing a region-wide program dedicated to funding the growing need for roadway improvements and reconstruction and mitigation of community impacts on designated arterial truck routes and arterial roads that large trucks commonly use.	
13.6. Strategy: Support the implementation of mitigation measures for environmental impacts identified at the project-level of analysis through conditioning regional transportation funds. For a project to receive funds managed through SACOG, the sponsoring agency must provide the mitigation monitoring plan and demonstrate adherence to mitigation measures in the certified project-level environmental document.	
14. Policy: SACOG should look for specialized funding programs, and/or one-time funds at the state or federal level, and work with local agencies to bring in such funds to start innovative projects or advance specific projects that are well-matched to program goals.	Add or refine a strategy about increasing the region's capture of competitive funds and providing technical assistance to lead agencies that apply.

Review of **Finance** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Finance Policies and Strategies	Suggested change for 2016 MTP/SCS update
14.1. Strategy: Keep apprised of federal and state program funding cycles and specific funding opportunities, advise local agencies about them in a timely way, and help to zero in on projects that fit program requirements and are far enough along in delivery to maximize chances for success at bringing federal or state discretionary funds into the region.	
14.2. Strategy: Help coordinate multi-agency packages of projects for federal and state discretionary programs and grants, where a regional strategy seems likely to improve the chances of success.	
14.3. Strategy: Fund some project development specifically to create a stock of key hard-to implement projects ready for ad hoc funding opportunities.	
14.4. Strategy: Help local agencies get funding from specific safety programs for safety and security improvements.	
14.5 Strategy: Increase rural transportation mobility by supporting greater coordination of rural transportation services and develop implementation strategies for successful and cost-effective programs, including volunteer driving programs and expanded rural vanpools.	
14.6 Strategy: Cooperate with federal and state initiatives designed to better integrate planning and actions across multiple disciplines.	
14.7 Strategy: Cooperate on new initiatives that more fully integrate transportation planning efforts with economic development issues and opportunities in urban and rural areas.	Refine to also reference suburban areas and small towns
15. Policy: Manage state and federal funding that comes into the region so as to simplify and expedite project delivery, including working out ways to exchange various types of funds among local agencies and projects.	
15.1. Strategy: Seek to pool funds and programs wherever reasonable and feasible, to increase flexibility in the use of funds and delivery of projects.	
15.2. Strategy: Use available funding to the greatest reasonable extent to ensure timely construction of currently deliverable projects, and shift future funding commitments to projects that will be delivered in the future. Take into consideration availability of future operating funds when programming construction funds.	Refine to reference maintenance funds in addition to operating funds.
15.3. Strategy: Seek to focus federal funds on a limited number of projects that must by law be subject to federal requirements, so that many other projects can be funded through sources that allow them to avoid lengthy and/or costly federal requirements and processes.	

Review of **Finance** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

Finance Policies and Strategies	Suggested change for 2016 MTP/SCS update
15.4. Strategy: Support judicious use of bonding and other financial tools to enable earlier construction of projects, and consider use of regional funds to supplement or enhance revenue bonding tools when appropriate.	
16. Policy: Study ways to use pricing more effectively in funding of transportation.	
16.1. Strategy: Study ways that parking pricing can help achieve objectives of the MTP/SCS, including encouragement of walking, bicycling, transit use, vanpooling, carpooling, support for more intensive land uses, revenue for alternative modes, and surcharges for policy purposes.	Update to mention that the intended study was completed and current efforts focus on implementation opportunities.
16.2. Strategy: Seek at an appropriate opportunity a federal Value Pricing Pilot Program grant from the Federal Highway Administration to examine road and auto pricing options, such as high occupancy toll lanes or bridges, pay-at-the-pump auto insurance, or auto loans.	

Review of **System Maintenance & Operations** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

System Maintenance & Operations Policies and Strategies	Suggested change for 2016 MTP/SCS update
<p>17. Policy: Acknowledge and support preservation of the existing road and highway system as the top priority for local public works agencies and Caltrans, and expect to help them secure adequate funding sources for necessary work.</p>	<p>Add a strategy that SACOG will continue research and analysis to support increases in the system maintenance budget of future MTP/SCS updates.</p> <p>Add a strategy about leveraging complete streets and road rehabilitation funding to achieve both objectives.</p> <p>Add a strategy about road rehabilitation projects making facilities more resilient to climate events that might otherwise shorten the life of a facility.</p>
<p>17.1. Strategy: Encourage and support Caltrans in seeking traffic management and safety improvements along with highway rehabilitation projects from the State Highway Operations and Protection Program. Ensure that both urban and rural needs are targeted.</p>	
<p>17.2. Strategy: Consider public-private partnerships and competitive service contracts for maintenance and operations, for a more efficient system.</p>	
<p>17.3. Strategy: Expect local agencies to examine and consider traffic operational strategies and investments as temporary improvements to buy time or develop lower-cost ultimate alternatives for capital projects for road expansion, with SACOG to consider such projects as a high priority for regional funding.</p>	
<p>17.4 Strategy: Assist local agencies in seeking funding to develop effective pavement management systems that can assist in the evaluation, analysis, and prioritization of maintenance and rehabilitation needs on urban and rural local streets and roads.</p>	
<p>17.5 Strategy: Support local agencies in developing multi-year maintenance and rehabilitation programs that enable early identification of cost-effective enhancements to improve pedestrian and bicycle access and safety.</p>	
<p>18. Policy: Support the development and implementation of Corridor System Management Plans as a method of integrating transportation system operational management and regional planning so as to maximize system efficiency and effectiveness.</p>	
<p>18.1. Strategy: Participate in the ongoing development and implementation of Corridor System Management Plans (CSMP) for the following corridors:</p>	
<p>§ Interstate 80: State Route 113 to Sierra College Boulevard</p>	
<p>§ Highway 50: Interstate 80 to Camino</p>	

Review of **System Maintenance & Operations** Policies and Strategies of the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

System Maintenance & Operations Policies and Strategies	Suggested change for 2016 MTP/SCS update
§ State Route 99: San Joaquin County Line to Highway 50, Interstate 5 to State Route 20	
§ Interstate 5: Hood-Franklin to Sacramento International Airport	
§ State Route 65: Interstate 80 to State Route 70	
18.2. Strategy: Encourage all stakeholders to actively participate in the development and implementation of each CSMP.	
18.3. Strategy: Coordinate SACOG transportation modeling and data collection activities with the travel forecasting and analysis activities associated with each CSMP.	
18.4 Strategy: Continue to work with and seek grant funding from state and federal agencies working to align resources for long-range transportation and land use planning, such as the Federal Partnership for Sustainable Communities and the California Strategic Growth Council	
19. Policy: Ensure coordination among all forms of existing and expanded transit services, including those provided by social services agencies, for a more effective system.	
19.1. Strategy: Use timely updates of short range transit plans, the coordinated human services transportation plan, and periodic performance audits to provide guidance on priorities and estimates of funding needs and shortfalls.	Refine to emphasize the importance of system maintenance investment priorities.
19.2. Strategy: Support more seamless trips through better traveler information for trip planning (Intelligent Transportation Systems), reliable schedules, coordination between operators for transfers, service changes, complementary services, information available at transit stops, and implementation of the Connect Card, a universal fare card.	
20. Policy: SACOG should work with transit operators to pursue improvements to transit access, security, comfort, schedules and information whenever opportunities arise.	Update by adding reference in the appropriate strategies to the planned Regional Complete Streets Initiative.
20.1. Strategy: Seek to improve transit access, via safe and pleasant sidewalks and walkways around transit stops, designated bike routes and directional signage, accessibility for the disabled, on-board bike racks, better signs for transit access, shelters and improved transfer points, and secure bike storage facilities and park-and-ride locations.	
20.2. Strategy: Build on Lifeline Transit Study findings to improve transit and supplemental transportation services for medical appointments by studying effective alternatives and increased connectivity to help meet cross-county health care transportation needs.	
20.3. Strategy: Take steps to improve safety and security at crosswalks, transit stops, and along main access routes to transit, including rural areas, with higher priority for low income, minority, and high crime areas.	

Review of **System Maintenance & Operations** Policies and Strategies of the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

System Maintenance & Operations Policies and Strategies	Suggested change for 2016 MTP/SCS update
20.4. Strategy: Improve connections among all forms of transit service, by seeking better coordinated schedules among operators, more convenient and comfortable transfer locations, notice and coordination of schedule changes, next-bus signs at high use stops, and better trip planning tools and public communication.	
20.5 Strategy: Implement Connect Card universal fare card and support outreach and marketing in jurisdictions implementing the Connect Card system.	
20.6 Strategy: Support local jurisdictions and transit operators in implementing the findings of the Downtown Sacramento Transit Circulation Study.	
21. Policy: SACOG should develop guidelines for rural transit services, as a lifeline for non-drivers and park-and-ride service for commuters.	
21.1. Strategy: Preserve existing rural transit and paratransit service levels, but examine them periodically to ensure effectiveness for transit-dependent residents.	
21.2. Strategy: Consider specialty transit services for agricultural areas seasonally and for tourist attractions and events.	
22. Policy: SACOG in partnership with community and employer organizations intends to support proactive and innovative education and transportation demand management programs covering all parts of the urbanized area, to offer a variety of choices to driving alone.	
22.1. Strategy: Increase public perception of the value, benefits, and use of transit, vanpool and rideshare services, via activities such as an enhanced 511 website, image and product-specific advertising, promotion of new and restructured services, the regional guaranteed ride home program, outreach for special events, and education for those unfamiliar with alternative modes, including transit services and bicycle facilities, with both access and safety education.	
22.2. Strategy: Expand Transportation Management Associations (TMAs) and outreach partners to provide education and advocacy programs across the region's six county area, with broader focus on alternative travel choices for all trip types.	
22.3. Strategy: Assist TMAs to broaden and update rideshare databases, offer incentives for taking alternative modes or teleworking, offer specialty services such as vanpooling, carsharing, or subscription bus service where feasible, expand promotional campaigns, and reach out to the public with personalized alternative trip planning and instant ridematching.	
23. Policy: SACOG expects operators to plan for service to transit-dependent populations – disabled, low-income, senior, youth – within a context of service to attract riders who now drive.	

Review of **System Maintenance & Operations** Policies and Strategies of the 2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

System Maintenance & Operations Policies and Strategies	Suggested change for 2016 MTP/SCS update
23.1. Strategy: Improve transit services and options for disabled, low-income, and youth passengers by ensuring all vehicles and facilities are safe and accessible, access routes to transit stops are safe and accessible where feasible, drivers are trained about regulations and good practices, and transfers are convenient and usable.	
23.2. Strategy: Prepare for a large increase in the senior population by using Universal Design features, such as low-floor vehicles, automatic doorways, flatter walkways and curb ramps, and handrails, to enable seniors to safely use regular transit services wherever possible and preserve limited paratransit resources for those who cannot travel without direct assistance.	
23.3. Strategy: Continue to follow up on findings and outcomes from the 2011 Lifeline Transit Study with the Transit Coordinating Committee in order to inform transit agency decisions on critical service restoration priorities.	
24. Policy: Ensure community outreach to low income and minority communities whose needs and concerns otherwise might be overlooked.	
24.1. Strategy: Ensure transportation system improvements provide equitable and adequate access by road and transit to low-income and minority communities.	
24.2. Strategy: Ensure that projects to serve those communities with greater transit needs are explicitly considered in the MTP/SCS and, when programming funds, pursue specific federal or state funding grants available for this purpose, and seek better coordination of all types of transit services and connections for these communities.	
24.3. Strategy: Examine commute pattern travel needs of those in job placement programs such as Cal-Works, those working non-traditional employment shifts, and those with reverse commutes as a guide to transit and supplemental travel service improvements.	Delete because it references a completed study. Other strategies cover implementation opportunities.
24.4. Strategy: Seek to facilitate and deploy cost-effective supplemental transportation options, including shared ride arrangements, volunteer drivers, taxi vouchers, community travel companions, cost and fare-sharing, and mobility training on transit and bicycle/pedestrian options, to complement existing public transit and social service transportation.	Update by adding a reference to vouchers for on-demand rideshare that will be analyzed in an upcoming study.
24.5. Strategy: Ensure thorough examination, context sensitive design, and mitigation of transportation system impacts wherever feasible, particularly localized air quality and noise impacts, when building improvements in low-income and minority communities adjacent to freeways, major roadways, and railroad corridors.	
24.6. Strategy: Continue to make available the free-of-charge multilingual video and guidebook on transit, bicycling, walking, and carpooling in the region to individuals, community- and faith-based organizations, as well as on the SacRegion 511 website.	

Review of **System Maintenance & Operations** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

System Maintenance & Operations Policies and Strategies	Suggested change for 2016 MTP/SCS update
25. Policy: SACOG should study, consult with, and help coordinate local agency activities to provide for smoother movement of freight through and throughout the region.	
25.1. Strategy: Improve SACOG’s regional freight forecasting tools, including a periodically updated commodity flow survey that includes both consumer goods and agricultural products, upgraded economic model, shipping and trucking industry contacts to spot and verify trends, ability to estimate up or down from limited data points, and annual truck counts at key locations.	
25.2. Strategy: Maintain a goods movement advisory group to share information about evolving freight patterns, technologies, and shipping needs, and identify, examine, and coordinate government policies, activities, and improvement projects that can make goods movement more efficient and reduce impacts in both urban and rural areas.	
25.3. Strategy: Collect reliable information about urban and rural impacts of the logistics industry and the customers it serves, pertaining to infrastructure demands and safety, emissions, noise, and traffic impacts from trucks, and review the implications for nearby and downstream communities when local agencies consider permits for commercial and industrial businesses that involve significant amounts of truck traffic.	
25.4. Strategy: Identify and reconsider regulatory and institutional barriers that hamper efficient truck travel patterns, identify an adequate number of preferred truck routes for efficient truck access into and across jurisdictions within the region, and actively seek solutions to accommodate truck access and traffic along corridors that do not create significant conflicts with adjacent land uses and minimize community concerns.	
25.5. Strategy: Consider adding or changing features of projects to facilitate truck travel.	
25.6. Strategy: Identify and consider projects that could expand the market for shipping freight by rail, merchant ship, or short line railways and that offer an alternative to trucking for more kinds of freight shipments, such as a deeper port channel, rail intermodal transfer points, and better intermodal connections for trucks to carry goods the “last mile” for delivery.	
26. Policy: SACOG intends to preserve some capacity on major freeways within the region for freight and other interregional traffic by providing additional capacity for local and regional traffic on major arterials running parallel to the major freeways.	
26.1. Strategy: Seek to coordinate regional truck routes for large trucks, and expect local agencies to include truck access policies and strategies in mixed-use and large commercial/industrial developments.	
26.2. Strategy: Support rail and highway investments that route freight around, not through, the region.	

Review of **System Maintenance & Operations** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

System Maintenance & Operations Policies and Strategies	Suggested change for 2016 MTP/SCS update
26.3. Strategy: Open up interregional highway capacity only when goods movement and non-commute traffic warrants it. Evidence of this need can also occur when local roadways bear the burden of goods movement activity diverted from congested highways.	

Review of **System Expansion** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

System Expansion Policies and Strategies	Suggested change for 2016 MTP/SCS update
<p>27. Policy: Support road, transit, and bridge expansion investments that are supportive of MTP/SCS land use patterns.</p>	<p>Add a new strategy to provide support for further development of project-level performance assessment methods to identify optimal timing of system expansion projects.</p>
<p>27.1. Strategy: Focus on ensuring transit and the arterial system perform well for the increased number of local trips, to support infill and compact development from smarter land uses without pushing growth outward because of overly congested conditions, and on providing a strong grid network (which offers alternative routes) wherever land uses allow.</p>	<p>Update by adding a reference to connectivity as an important priority.</p>
<p>27.2. Strategy: Support corridor mobility investments along major arterials that serve multiple modes of travel through combining road capacity improvements with operational improvements to support smart growth. Supportive investments include enhancements for high-quality transit, technology deployment, bicycle and pedestrian improvements, and safer intersections.</p>	
<p>27.3. Strategy: Support the development of new inter-city rail services, including increased Capitol Corridor services to Placer County and high speed rail along the Altamont corridor, all the while advocating for cost-effective implementation options and Blueprint-supportive compact and mixed-use developments adjacent to the rail stations.</p>	<p>Update by adding a reference to the other inter-city rail service in the region, the San Joaquin Rail corridor.</p>
<p>27.4. Strategy: Support improved connectivity and increased safety and security through better maintenance of existing river crossings, and strategic new or expanded all-modal river crossings in Centers and Corridors Community Types.</p>	
<p>28. Policy: Prioritize transit investments that result in an effective transit system that serves both transit-dependent and choice riders.</p>	
<p>28.1. Strategy: Transit expansion should be targeted at land use patterns that will generate transit ridership and improve the cost recovery rates for transit service.</p>	
<p>28.2. Strategy: Pursue transit expansion using a wide spectrum of services, each best suited to particular travel markets, considering but not limited to light rail, streetcar, express bus, Bus Rapid Transit, local bus, neighborhood shuttle, demand-response service, subscription bus, and jitney.</p>	
<p>28.3. Strategy: Consider the full life-cycle cost of transit options including both capital and operations, the relative value of broader area coverage versus high capacity for a limited corridor, and more routes versus higher frequency, for each situation.</p>	

Review of **System Expansion** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

System Expansion Policies and Strategies	Suggested change for 2016 MTP/SCS update
28.4. Strategy: Develop trunk transit corridors between communities and local transit circulation within communities, to attract riders both for commuting and local activities.	
28.5. Strategy: Develop local transit services that serve local travel patterns and meet high-capacity trunk transit lines with timed transfers.	
28.6. Strategy: Design commute transit as a door-to-door system, with full or limited-stop express routes, short waits at transfer points, and walk and bicycle access at each end.	
28.7. Strategy: Develop a bus and carpool lane system for key commuter corridors and expand transit service to use it.	
28.8. Strategy: Address commute congestion to switch drivers into empty seats in both transit and autos with transit-first/carpool-second strategies for downtown Sacramento, and carpool-first/transit-second strategies for suburban job centers until employment density indicates a shift.	
28.9. Strategy: Seek to develop good bus transit service with heavy established ridership as a precursor to investment in rail transit, to ensure return on the high capital investment for rail.	
28.10. Strategy: Factor in the benefit of rail transit as a permanent investment, with stronger ability to attract transit-oriented development patterns around it, where local smart growth planning and the real estate market already promise development dense enough to support rail investment.	
28.11. Strategy: When a transit route or service fills to capacity, examine complementary service of another type as an alternative simply to adding capacity to the route that is full.	
28.12. Strategy: When planning high-quality transit along light rail, regional rail and high speed rail corridors, also plan for supportive features that include sidewalks and walkways, passenger shelters, or transfer stations, next-bus notification signs, signal preemption and park-and-ride lots.	
29. Policy: SACOG encourages locally determined developments consistent with Blueprint principles and local circulation plans to be designed with walking, bicycling and transit use as primary transportation considerations.	
29.1. Strategy: Invest in safe bicycle and pedestrian routes that improve connectivity and access to common destinations, such as connections between residential areas and schools, work sites, neighborhood shopping, and transit stops and stations. Also invest in safe routes to and around schools so trips can be made by bicycling or walking.	
29.2. Strategy: Invest toward the creation of a regional bicycle and pedestrian network, connecting first those communities that already have good local circulation networks in place, but also supporting efforts throughout the region to improve connectivity and realize public health benefits from these investments.	

Review of **System Expansion** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

System Expansion Policies and Strategies	Suggested change for 2016 MTP/SCS update
29.3. Strategy: Utilize the Planners Committee, Regional Planning Partnership and Transit Coordinating Committee to better coordinate information-sharing between jurisdictions on transit, bicycle and pedestrian improvements to ensure connected routes, sharing of effective ideas, and more complete public information.	
29.4. Strategy: Continue to support improved bicycle and pedestrian connectivity through SACOG’s Regional Bicycle and Pedestrian and Community Design Grant funding programs and maintaining program criteria that regional road rehabilitation projects include complete streets or complete corridor features.	Update by adding a reference to the other regional funding program for bicycle and pedestrian improvements– the Regional Active Transportation Program.
29.5 Strategy: Help facilitate improved coordination between transit agencies, public works departments and local land use authorities in planning new developments that are transit-, bicycle-, and pedestrian-supportive and timed so that new facilities and transit services are more likely to be available at the time the new growth occurs.	
30. Policy: SACOG also gives primary priority to selective road expansion, to support infill development and forestall midday congestion.	Update to reflect the importance of system expansion projects carefully considering lifecycle maintenance costs.
30.1. Strategy: Pursue strategic road expansion that reduces congestion and supports effective transit services, walking and bicycling.	
30.2. Strategy: Expect that feasibility and corridor studies, project study reports, and environmental studies will consider high-quality transit, bicycle and pedestrian investments when examining how to provide additional capacity on main highway or bridge corridors.	
30.3. Strategy: Pursue strategic road expansion that reduces congestion on access routes to areas with significant infill development.	
30.4. Strategy: Give priority for roadway and intersection expansion to routes where midday demand approaches existing capacity or excessive peak period demand threatens to spill over into midday, so no part of the system fails to function continuously for much of the day.	
30.5. Strategy: Support expansion of trunk arterials that provide access to job centers and freeway interchanges to provide enough capacity to forestall traffic diversion through neighborhood streets.	
30.6. Strategy: Provide technical guidance to local agencies and invest regional funds to build complete streets projects through designated and planned community activity centers, to ensure bicycles, pedestrians, and transit can share the road safely and compatibly with autos.	Update description to reference the new Regional Complete Streets Initiative
31. Policy: As long as the existing funding and program structure remains essentially as it is today, SACOG intends to invest funds that are at SACOG’s discretion, following these policy guidelines:	

Review of **System Expansion** Policies and Strategies of the
2012 Metropolitan Transportation Plan/Sustainable Communities Strategy

System Expansion Policies and Strategies	Suggested change for 2016 MTP/SCS update
31.1. Strategy: Continue to use funds coming through SACOG to fund regional objectives for air quality, community design, transportation demand management, and bicycle and pedestrian programs. The funding level should be proportionally at least as great as programming levels since the regional programs began in 2003.	
31.2. Strategy: Continue to help fund regional-scale and local investments across urban, suburban, small community and rural areas with the priorities and performance outcomes to be endorsed by the SACOG Board prior to the biennial funding cycle.	

2016 MTP/SCS Update: Schedule of Board Actions Leading to Final Plan Adoption

(Updated April 17, 2015 to reflect Board adoption of Framework 3.0)

Board Action	Date of Action	Contents/Direction
Framework 1.0: Policy Framework	Adopted December 2013	<ul style="list-style-type: none"> • Set implementation-focused theme for plan update with five policy themes: transportation funding, investment strategy, investment timing, land use forecast, plan effects. • Set region-level growth projections of population, employment and housing for the plan horizon year (2036). • Set overall schedule for the plan update.
Framework 1.5: Scenarios Development Framework	Adopted March 2014	<ul style="list-style-type: none"> • Set parameters for three regional land use and transportation scenarios for use in public workshops and plan development. • Initiated phasing analysis of transportation investments in current plan. • Initiated analysis of different levels and types of transportation revenue sources. • Set schedule for creation of Framework 2.0.
Framework 2.0: Draft Preferred Scenario Framework	Adopted December 2014	<ul style="list-style-type: none"> • Sets guidelines, task and process for developing a draft preferred scenario (land use forecast, revenue forecast, project list, performance outcomes). • Sets a minimum of six weeks for review and vetting of a preliminary draft preferred scenario.
Framework 3.0: Preferred Scenario	Adopted April 2015	<ul style="list-style-type: none"> • Sets details of Preferred Scenario for years 2020, 2035, and 2036 for use in development of Draft Plan and EIR: <ul style="list-style-type: none"> ○ Land use forecast ○ Revenue Forecast ○ Budget and Project List ○ Performance Outcomes
Draft Plan (2016 MTP/SCS)	Targeted for September 2015	<ul style="list-style-type: none"> • Release Draft 2016 MTP/SCS for public comment. Draft Plan includes written discussion of the detailed land use and transportation information above plus: policies and strategies, an environmental justice analysis, discussion of natural resources.
Final Plan (2016 MTP/SCS)	Targeted for February 2016	<ul style="list-style-type: none"> • Adopt 2016 MTP/SCS, certify Final EIR, adopt air quality conformity finding.