• Covers 2012-2035 planning period
• $35.2 billion in investments
• Connecting local land use plans with transportation system
EXISTING LAND USE

- Spans a diverse geography
- Urbanized areas located primarily in the counties of Sacramento, Placer, and Yolo
EXISTING TRANSPORTATION SYSTEM

- 3 interstate highways, several state highways, numerous local arterial roadways
- 40 miles of light rail service, over 2,000 miles of regional and local bus routes
- Over 1,400 miles of bicycle routes, half of existing urban streets have sidewalks
GROWTH IN SACOG REGION BY 2035

- 870,000 MORE PEOPLE
- 300,000 NEW HOMES
- 360,000 NEW JOBS
- 70% OF NEW HOUSEHOLDS HEADED BY SOMEONE 55 YEARS OR OLDER
IMPLEMENTING THE REGION’S 2004 BLUEPRINT GROWTH STRATEGY

- New MTP advances the region’s Blueprint Strategy
- Includes updates to local plans, many of which now promote Blueprint development
PROVIDES MORE SMALL-LOT AND ATTACHED HOUSING IN THE REGION

Housing Growth (2008-2035)

% of New Housing Units

- 71% Single Family Small-Lot and Attached
- 29% Single-Family Large Lot
Over 50 percent of new growth in housing and over 80 percent of growth in jobs is planned for established urbanized areas of the region.
MTP TRANSPORTATION INVESTMENTS

• Reduced budget reflects latest growth forecast
• Investments focus on improving existing roads and transit service
  – Higher proportion of budget for bike and walk projects
  – More than $2 billion moved from road to transit
INCREASED INVESTMENT IN COMPLETE STREETS PROJECTS

• Balances needs of bicyclists, walkers, transit riders, and drivers
MAKES TRANSIT MORE EFFICIENT

Provides high frequency service in areas with more compact and mixed land uses

Legend
- Draft Transit Priority Areas (TPA*)
- City Boundaries
- Water Features
- County Boundaries
- SACOG Planning Area

*Areas within one-half mile of a rail station stop or a high-quality transit corridor included in the Metropolitan Transportation Plan. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours.
GREATER RETURNS ON TRANSIT INVESTMENTS

- Transit passenger boardings more than quadruple by 2035
- Higher farebox revenues expected
SACOG’S MTP/SCS EQUITY ANALYSIS

- Expands equity-based performance measures
- Building analytical capacity for future planning efforts
  - Jobs-housing fit
  - Public health
ARB’S TECHNICAL EVALUATION
SCS QUANTIFICATION OF GHG REDUCTIONS
SACOG’S GHG QUANTIFICATION

• Uses a “next-generation” activity-based travel model for SCS analysis

• Travel model responds reasonably to key strategies included in the MTP/SCS

• Uses off-model adjustments to account for strategies in MTP/SCS but not modeled
VMT PER CAPITA TREND DECREASES OVER TIME
AVERAGE AUTO TRIP LENGTH DECREASES OVER TIME
PERCENT CHANGE IN MODE SHARE

Change in Mode Share Relative to 2008

%

200%
150%
100%
50%
0%
-50%

Drive Alone
Bike/Walk
Public Transit

2035
HOUSING IN TRANSIT AREAS

Homes

2008
2035

0
250,000
500,000
750,000

21
JOBS IN TRANSIT AREAS

2008: 250,000
2035: 750,000

Jobs
<table>
<thead>
<tr>
<th>Year</th>
<th>ARB Target</th>
<th>SCS Achieves</th>
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<tbody>
<tr>
<td>2020</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>2035</td>
<td>16</td>
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• SACOG considers adoption of its final MTP/SCS in April
• SACOG submits MTP/SCS to ARB
• If the adopted MTP/SCS differs from the draft, ARB reviews Final SCS
• Executive Officer accepts or rejects MPO determination