

APPENDIX E – ENERGY AND GLOBAL CLIMATE CHANGE

Draft Recommended Transportation Control Measures

Description of Research and Policy Development Programs

Blueprint Implementation and Planning Technical Assistance

SACOG has no land use authority and cannot directly affect the pattern that future land uses will take. However, it can strive to implement the Blueprint Vision through existing and new programs. SACOG shall continue to fund the regional Community Design Grant Program which funds transportation projects that are part of mixed-use, higher density developments. The Community Design component of the MTP for 2025 could encourage growth patterns that promote alternatives to the automobile by creating mixed-use developments that would include residences, shops, parks, and civic institutions linked to pedestrian-and-bicycle friendly public transportation centers. Projects would be awarded a Community Design grant if they incorporate design features such as improved street connectivity, public amenities, and a concentration of residences and jobs in proximity to transit routes. Implementation of this strategy could result in more balanced land use conditions throughout the region and less land converted to urban uses due to the higher-density, infill focus of the grant program.

SACOG's other Blueprint Implementation Programs include development of a Form-Based Code handbook, Blueprint Development Reviews, and Technical Assistance to Local Governments.

Form-Based Code Handbook. Form-based zoning codes are an approach to regulate development through the use of graphics and standards to define the form and scale of new development, while at the same time making the uses allowed in any given area much more flexible than a typical zoning code. This is in contrast to conventional development regulations, which primarily utilize only narrative descriptions. Form-based codes (FBCs) typically provide for significant public input during their creation. The handbook will assist local jurisdictions in implementing form-based codes in areas where they are trying to encourage Smart Growth development (mixed-use, compact development with high street connectivity).

Blueprint Development Review. At the request of a local government SACOG will evaluate a proposed development project for its consistency with the Blueprint Principles and Vision Map.

Technical Assistance to Local Governments. At the request of a local government, SACOG will provide technical planning assistance in the development or update of general plans, community plans, specific plans, etc. This assistance can include analysis of the Blueprint Vision map or training in use of modeling tools.

Develop Rural-Urban Connections Strategy and Create Best Practices Toolkit

Within 3 years of adoption of the MTP 2035, SACOG shall develop a Rural-Urban Connections Strategy, to expand on and help to support implementation of, the Blueprint growth strategy and the MTP. The Rural-Urban Connections Strategy will utilize state-of-the-practice data collection, modeling, research and participation practices to develop a toolkit of best practices to promote land use practices in rural areas that are economically viable for land owners and local governments and environmentally sustainable. Issues to be addressed include, but are not limited, to: agricultural practices, natural resource protection, development practices that support agricultural and natural resource values, infrastructure needs in rural areas, energy production, and methods to promote jobs-housing balance (with a specific emphasis on effective jobs-generating practices in appropriate areas.) The toolkit of best practices will include assessment of vehicle miles traveled and air emissions, including greenhouse gases. Building on local conservation efforts, the strategy will identify areas where mitigation for development should be directed to maximize the benefit of such acquisitions. Another important outcome will be the identification of environmental services, such as flood control, groundwater recharge, and carbon sequestration, which are enhanced through a comprehensive approach to urban and rural planning. It is anticipated that the Rural-Urban Connections Strategy effort will be completed within 3 years.

Adopt a Transportation Pricing Policy

SACOG shall prepare an analysis on the impacts and viability of using pricing policies with the transit system and selected portions of the road network to encourage people to drive less and use transit, walking and bicycling modes more. This study will identify strategies to reduce emissions that will include, but are not limited to, free or reduced transit fares during “spare the air” days; fare-free zones on the transit system; transit vouchers; days on which transit is free; congestion pricing options for portions of the road system, such as tolls on freeways and highways; and congestion-pricing to enter certain high-traffic areas served by public transit (e.g., downtown Sacramento). SACOG shall adopt a transportation pricing policy based upon these strategies, and shall conduct seminars with local government staff, planning commissioners and elected officials and members of the private development, planning, engineering and design communities to disseminate these strategies.

Provide Incentives for Use of Alternative Modes

SACOG will conduct a research study and perform travel modeling and air emissions analysis to identify a range of alternatives for local governments to use to modify current parking regulations to create incentives for people to use available transit, walking and biking options and neighborhood electric vehicles. The impacts of parking maximum and minimum requirements, shared parking

systems, and parking pricing on travel behavior and air emissions will be analyzed. This study will be conducted cooperatively with the air districts and local governments within the region. The results will be presented in writing and through seminars with local government staff, planning commissioners and elected officials and members of the private development, planning, engineering and design communities.

Develop and implement a construction energy conservation plan.

Proponents of specific MTP projects shall require contractors to adopt construction energy conservation measures including, but not limited to, those listed below.

- Avoid unnecessary idling of construction equipment.
- Consolidate material delivery as much as possible to ensure efficient vehicle utilization.
- Schedule delivery of materials during non-rush hours to maximize vehicle fuel efficiency.
- Encourage construction workers to carpool.
- Maintain equipment and machinery, especially those using gasoline and diesel, in good working condition.

Adopt a “Complete Streets” Policy

SACOG shall adopt a “Complete Streets” policy to require that applicants for SACOG regional funding programs demonstrate that the planning, design, construction and maintenance of roadway and transit facilities include the needs of all transportation users – pedestrians, bicyclists, the disabled, transit users, and motorists. Examples include facilities (sidewalks, bike lanes, etc.) that allow for safe walking, biking and wheelchair access along roadways. SACOG shall require that all agencies receiving funding from SACOG be required to indicate through a check-list how their project will consider the needs of bicyclists, pedestrians and disabled travelers. SACOG’s policy shall not replace locally adopted policies regarding transportation planning, design, and construction. The policy is intended to facilitate the accommodation of pedestrians, bicyclists, and disabled traveler needs into all projects where non-motorized travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

The policy shall also require applicants for State funding programs to ensure that projects are consistent with *Caltrans Directive 64*, which states that the California Department of Transportation, "fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products." The policy shall also require

that applicants for federal funding programs ensure that projects are consistent with the United States Department of Transportation Policy Statement on “Accommodating Bicyclists and Pedestrians in Transportation Projects

Adopt Safe Routes to School Policy and Implement Pilot Program

Within 3 years from the adoption of the MTP 2035, SACOG shall adopt a Safe Routes to Schools (SRTS) policy to promote the practice of safe bicycling and walking to and from schools throughout the MTP Plan Area in order to reduce traffic congestion, improve air quality, and enhance neighborhood safety. There are both federal and state funding programs for SRTS. As a regional agency, SACOG is an eligible applicant under the federal program for both infrastructure and non-infrastructure projects. Under the state program, only cities and counties are eligible applicants for infrastructure projects only. (Caltrans, 2007) With the passage of the Safe Routes to School bill (AB 1475), a “one-third” distribution formula for federal safety funds to be allocated in equal amounts to: state highways, local roads, and Safe Routes to School (SRTS) construction program was established.

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

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

SACOG shall also join the Safe Routes to School National Partnership, a network of more than 300 nonprofit organizations, government agencies, schools, and professionals working together to advance the Safe Routes to School movement in the United States.