Transforming Suburbs into Sustainable Communities

MTP/SCS 2035

METROPOLITAN TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

SACOG

2002–2005

SACRAMENTO REGION

Blueprint

TRANSPORTATION + LAND USE PLAN

2005–2008

SACRAMENTO REGION

MTP2035

METROPOLITAN TRANSPORTATION PLAN

THE NEXT STEP IN BLUEPRINT

2008–2012

MTP/SCS 2035

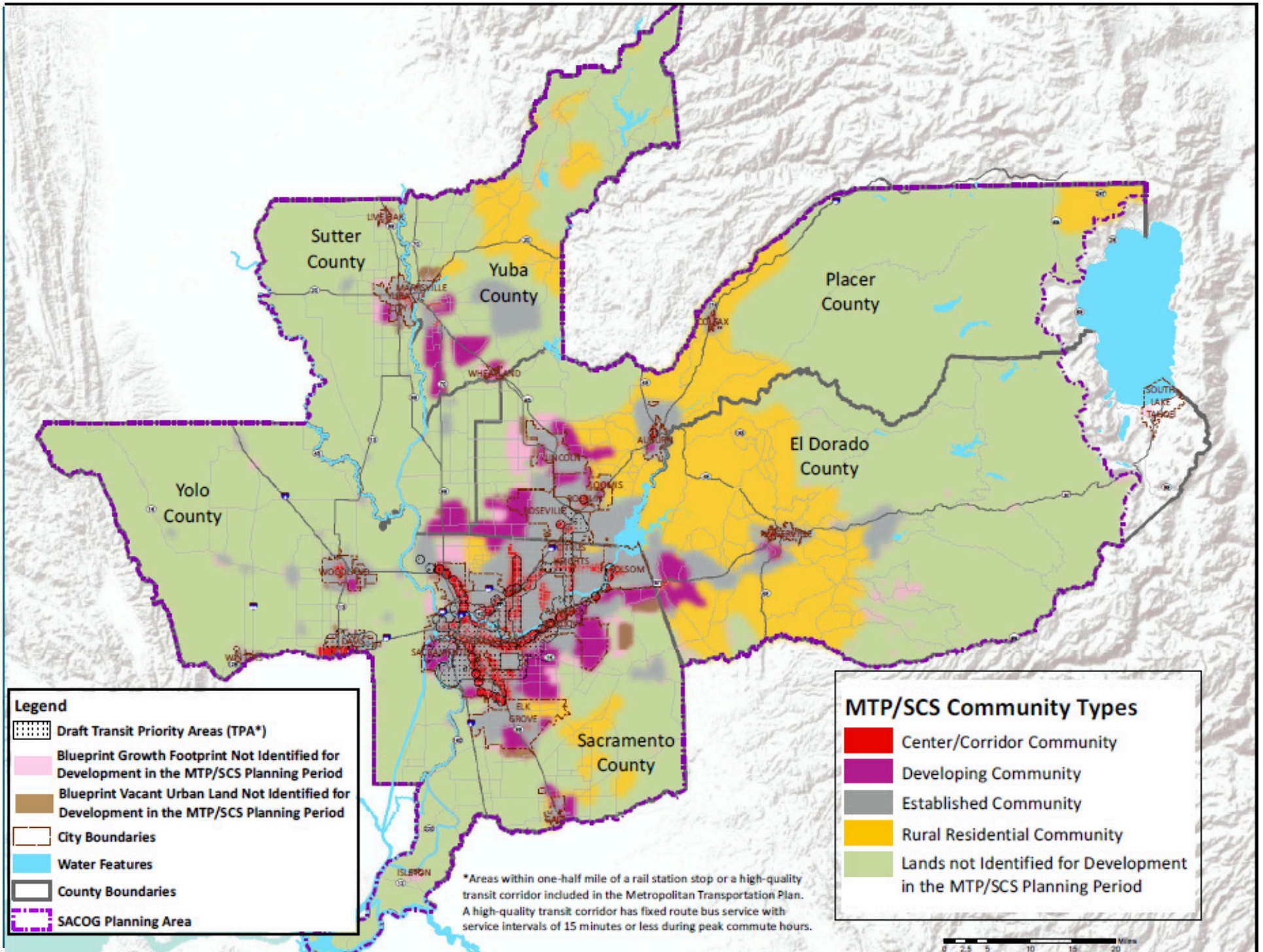METROPOLITAN TRANSPORTATION PLAN

SUSTAINABLE COMMUNITIES STRATEGY

Draft MTP/SCS Approach:

- **How to make more with less?**

- **How do we add value for our members using CEQA streamling provisions of SB375?**

Legend

- **Draft Transit Priority Areas (TPA*)**
- **Blueprint Growth Footprint Not Identified for Development in the MTP/SCS Planning Period**
- **Blueprint Vacant Urban Land Not Identified for Development in the MTP/SCS Planning Period**
- **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.

MTP/SCS Community Types

- Center/Corridor Community
- Developing Community
- Established Community
- Rural Residential Community
- Lands not Identified for Development in the MTP/SCS Planning Period

Sutter County
Yuba County
Placer County
Yolo County
El Dorado County
Sacramento County

LIVE OAK
MARYSVILLE
YUBA CITY
COLFAX
WHEATLAND
LINCOLN
AUBURN
ROSEVILLE
LOOMIS
ROCKLIN
WOODLAND
FOLSOM
PLACERVILLE
SACRAMENTO
WINTERS
ELK GROVE
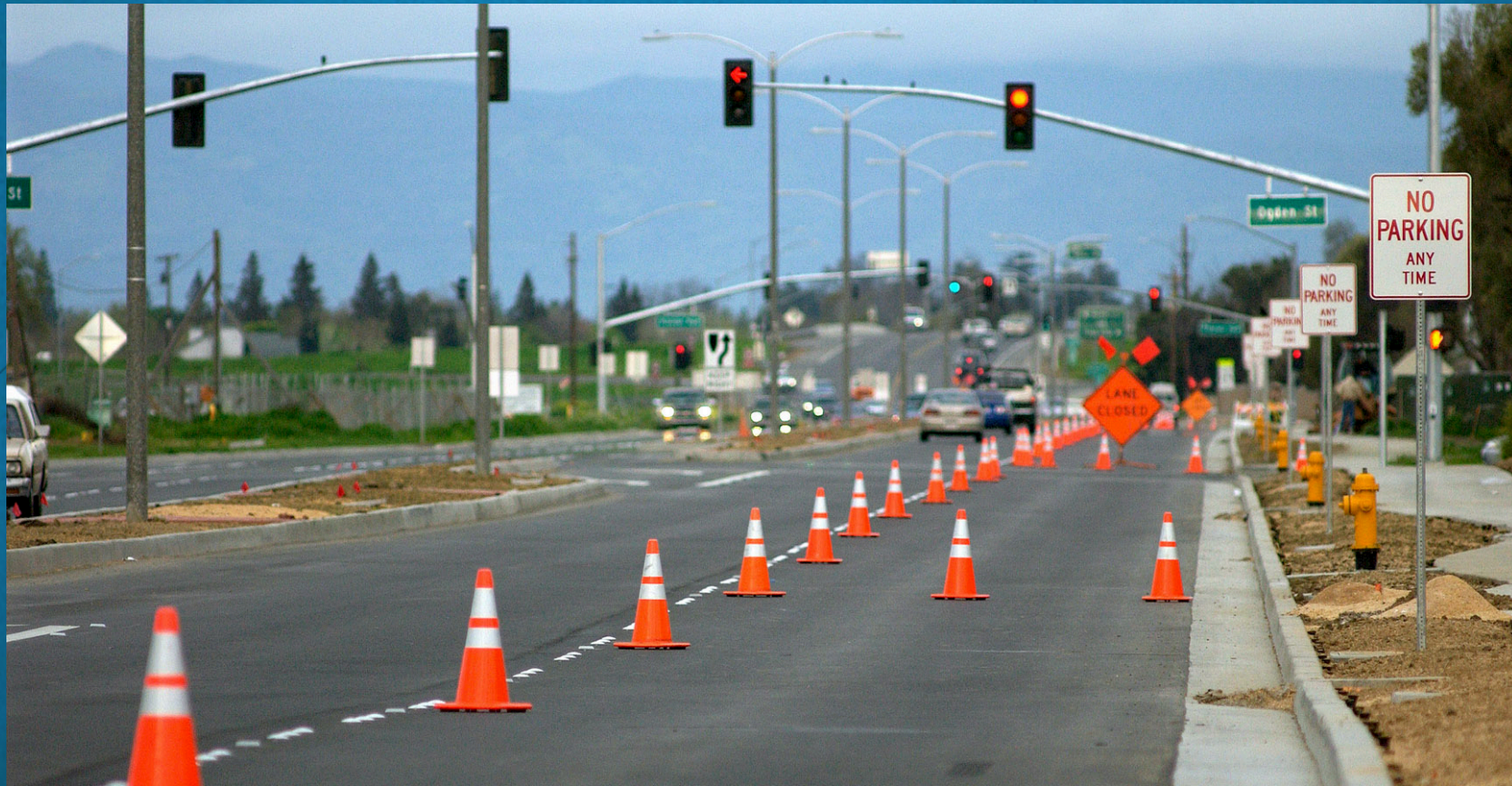GALT
ISLETON
SOUTH LAKE TAHOE

MTP/SCS Budget

Maintenance & Rehabilitation $11.5 B

MTP/SCS Budget

Road Capital & Operations Projects   **$7.4 B**

MTP/SCS Budget

Transit   **$11.3 B**

MTP/SCS Budget

Bike/Pedestrian   **$2.8 B**
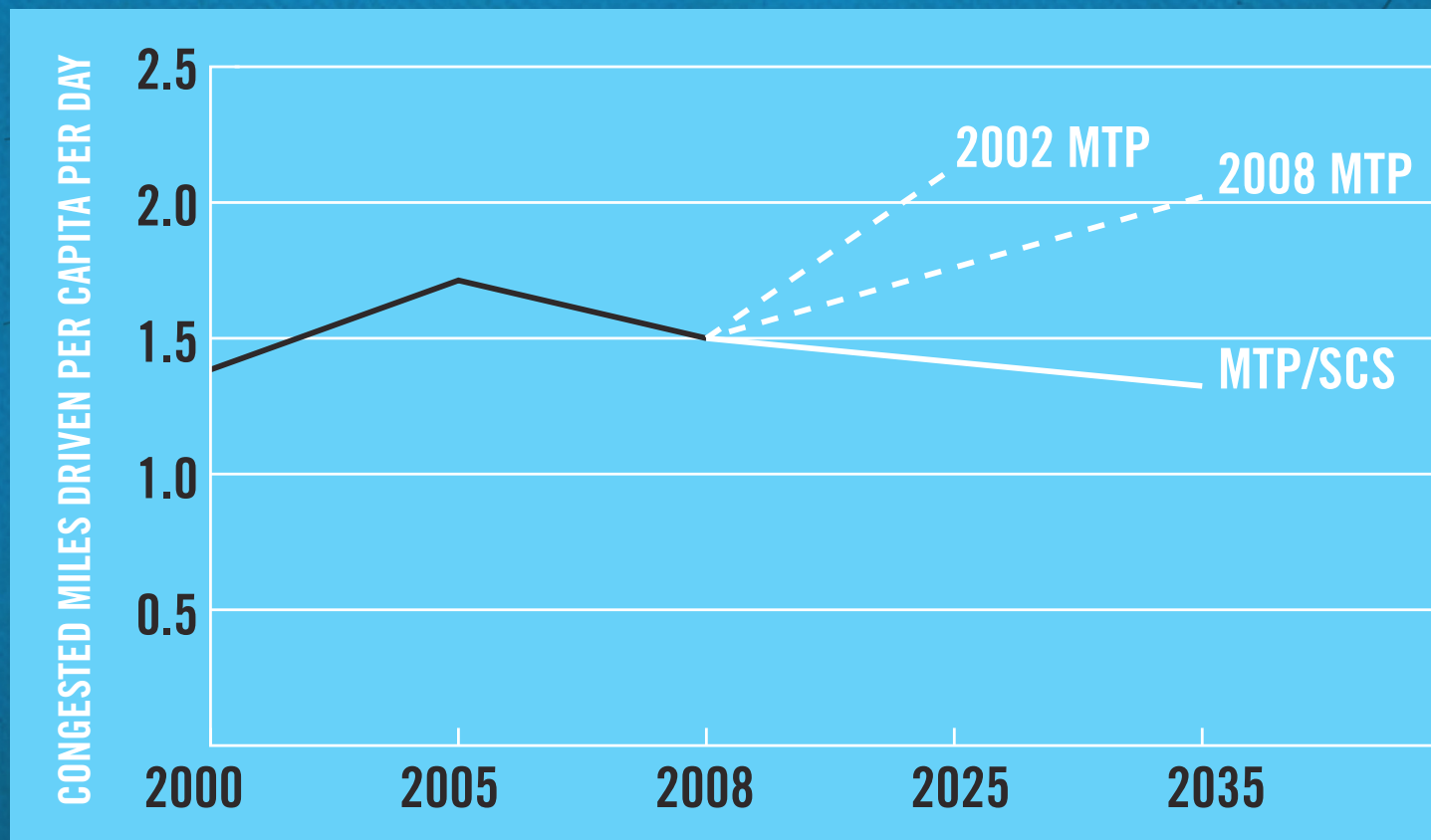
MTP/SCS Budget

Programs, Planning, Enhancements $2.2 B

More efficient use of existing roads

An absolute reduction in the amount of heavy congestion typical residents will experience in their daily lives.

CONGESTED MILES DRIVEN PER CAPITA PER DAY

2.5

2.0

1.5

1.0

0.5

2000 2005 2008 2025 2035

2002 MTP

2008 MTP

MTP/SCS

ARRIVE Galleria Transfer Point	DEPART Galleria Transfer Point	Roseville Pkwy at Reserve	Roseville Pkwy past Galleria Blvd.	E. Roseville Pkwy at Taylor Rd.	N. Sunrise at E. Roseville Pkwy.	N. Sunrise at Stone Point	N. Sunrise at Eureka	N. Sunrise before Lead Hill	LEAVE Sierra Gardens Transfer Point	Sunrise at Conroy	720 Sunrise	Cirby at Sunrise	Cirby before Cirby Hills	ARRIVE Louis/Orlando Transfer Point
									6:50 a.m.	÷	÷	÷	÷	7:03 a.m.
6:25 a.m.	6:35 a.m.	÷	÷	÷	÷	÷	÷	÷	7:20	÷	÷	÷	÷	7:33
6:55	7:05	÷	÷	÷	÷	÷	÷	÷	7:50	÷	÷	÷	÷	8:03
7:25	7:35	÷	÷	÷	÷	÷	÷	÷						
Mon–Fri: every :25 and :55 after the hour (6:25 a.m. to 6:25 p.m.) *Sat: every* :25 after the hour (8:25 a.m. to 4:25 p.m.)	*Mon–Fri:* every :05 and :35 after the hour (6:35 a.m. to 6:05 p.m.) *Sat: every* :35 after the hour (8:35 a.m. to 4:35 p.m.)								*Mon–Fri:* every :20 and :50 after the hour (6:50 a.m. to 6:20 p.m.) *Sat: every* :50 after the hour (8:50 a.m. to 4:50 p.m.)					*Mon–Fri:* every :03 and :33 after the hour (7:03 a.m. to 6:33 p.m.) *Sat: every* :03 after the hour (9:03 a.m. to 5:03 p.m.)
									6:20 p.m.	÷	÷	÷	÷	6:33 p.m.
5:55 p.m.	6:05 p.m.	÷	÷	÷	÷	÷	÷	÷						
6:25	*End of service day*													

Increased transit service hours
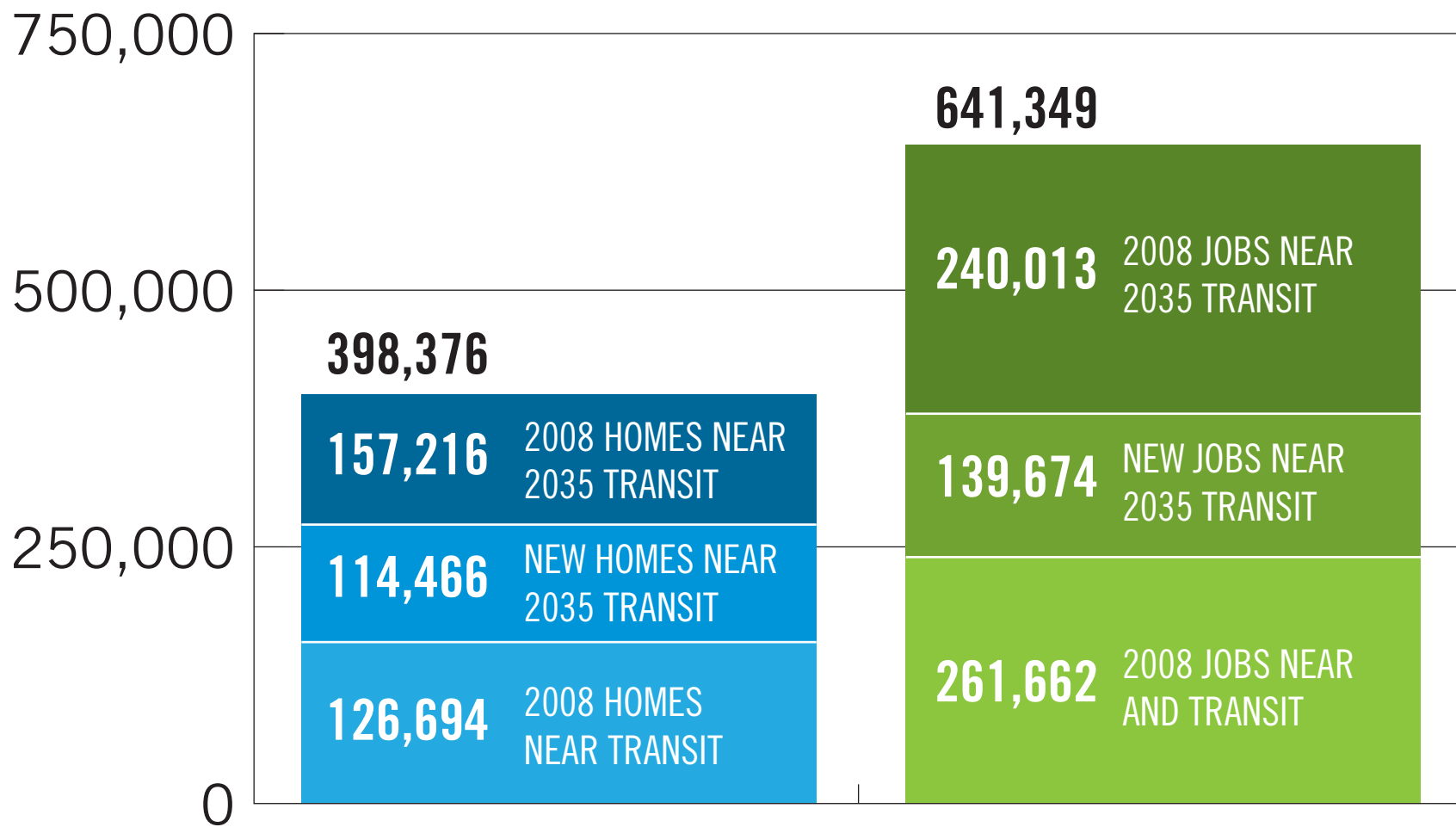
Increased transit productivity

Increased transit fare box recovery

Share of new homes and jobs near high-frequency transit

641,349

398,376

157,216	2008 HOMES NEAR 2035 TRANSIT
114,466	NEW HOMES NEAR 2035 TRANSIT
126,694	2008 HOMES NEAR TRANSIT

240,013	2008 JOBS NEAR 2035 TRANSIT
139,674	NEW JOBS NEAR 2035 TRANSIT
261,662	2008 JOBS NEAR AND TRANSIT

750,000
500,000
250,000
0

New housing and jobs by community type

COMMUNITY TYPE	NEW HOUSING	NEW JOBS
Center and Corridor Communities	30%	29%
Established Communities	26%	52%
Developing Communities	42%	18%
Rural Residential Communities	2%	1%

Reduced impacts on farmland: for every 1,000 new residents

1988-2005   **2005-2035**

333 acres   **42 acres**

Reduces passenger vehicle greenhouse gas emissions to meet SB 375 targets

Sustainable Community Regional Planning Grant — Three goals

- **Expand the equity considerations of MTP/SCS and longer term — SACOG**

- **Demonstrate how SB375 provisions can be used to implement the MTP/SCS**

- **Show how statutory required plans can help implement the MTP/SCS (modify as needed)**

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CENTER FOR REGIONAL CHANGE

Basic Neighborhood Demographics

| Broad Areas	Suggested Measures	Specific Indicator	Comments	Data Source
Race	Suggested Measures	Percentage of the population non-Hispanic white	Racial composition of neighborhood population is an important indicator for equity and civil rights	Census
		Percentage of the population Hispanic		
		Percentage of the population non-Hispanic black		Census
		Percentage of the population non-Hispanic American Indian and Alaskan native		Census
		Percentage of the population non-Hispanic Asian		Census
		Percentage of the population non-Hispanic Native Hawaiian or Other Pacific Islander		
		Percentage of the population non-Hispanic some other race		Census
		Percentage of the population non-Hispanic Two or more races		Census
Age	Youth and Elderly Population	Percentage of the population seventeen years and younger	Youth and elderly populations are particularly transit dependent	ACS
		Percentage of the population 65 years and older		ACS
Education	Both low and high education levels	Percentage of the population 25 years and older with a Bachelors' Degree or higher	Education is a key indicator of social and economic opportunity	ACS
		Percentage of the population 25 years and older with less than a high school degree		ACS
Immigrants	Percentage immigrants (of total population)		Immigrants are more likely to use transit than non-immigrants	ACS

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Social Vulnerability Index

Social Vulnerability Index			
Broad Areas	**Suggested Measures**	**Specific Indicator**	**Comments**
Inadequate Economic Opportunities	Low Labor Force Participation	Proportion of adult population unemployed or out of the labor market	Growing body of research has found that social networks are the most important way people find work. Living in a neighborhood with low labor force participation levels suggests that local and neighborhood social networks are not well connected to employment opportunities.
		Percent of Families with incomes at or Below 200% of the Poverty Level	High poverty levels are a primary indicator of inadequate economic opportunities. 200% of the official poverty level is a more realistic assessment of adequate income levels than the official poverty level, which underestimates real deprivation.
Poor Business Opportunities	Shrinking businesses	Proportion of businesses with lower sales in 2008 than 2001	Shrinking sales is a sign of business decline. The years 2001 and 2008 are both in the midst of recessions, so they are good years to compare.
	Dying businesses	Proportion of businesses that closed between 2001 and 2008	Establishments going out of business is an important indicator of neighborhood economic stress
Inadequate housing opportunities	Substandard Housing (overcrowded)	Percentage of Owner and Renter-Occupied units with 1.01 or more occupants per room	The U.S. Department of Housing and Urban Development (HUD) defines overcrowding as more than one persons per habitable room.
	Affordability	Percent of renter and owner-occupied housing units paying more than 0.5 of household income in housing costs	30% of income is considered an affordable amount to pay for housing. 50% of income is considered an extremely high proportion for housing costs, providing a better measure of neighborhoods where families are exceptionally vulnerable to financial stress.
Social Vulnerabilities	Single parent households	Percentage of Family Households with own children under 18 years with single householder	Single parent households tend to have much higher poverty rates and tend to have fewer opportunities for educational achievement
	Linguistic Isolation	Percentage of households linguistically isolated	Linguistic isolation contributes to lack of social and economic opportunities
Insufficient transportion options	High transit dependent population	Percentage of occupied housing units with no vehicle available	
Poor neighborhood quality	Vacant housing	Percentage of housing units vacant	Vacant properties are associated with many detrimental impacts to the surrounding neighborhood, including higher crime and greater public safety risk to children.

Vulnerability Index
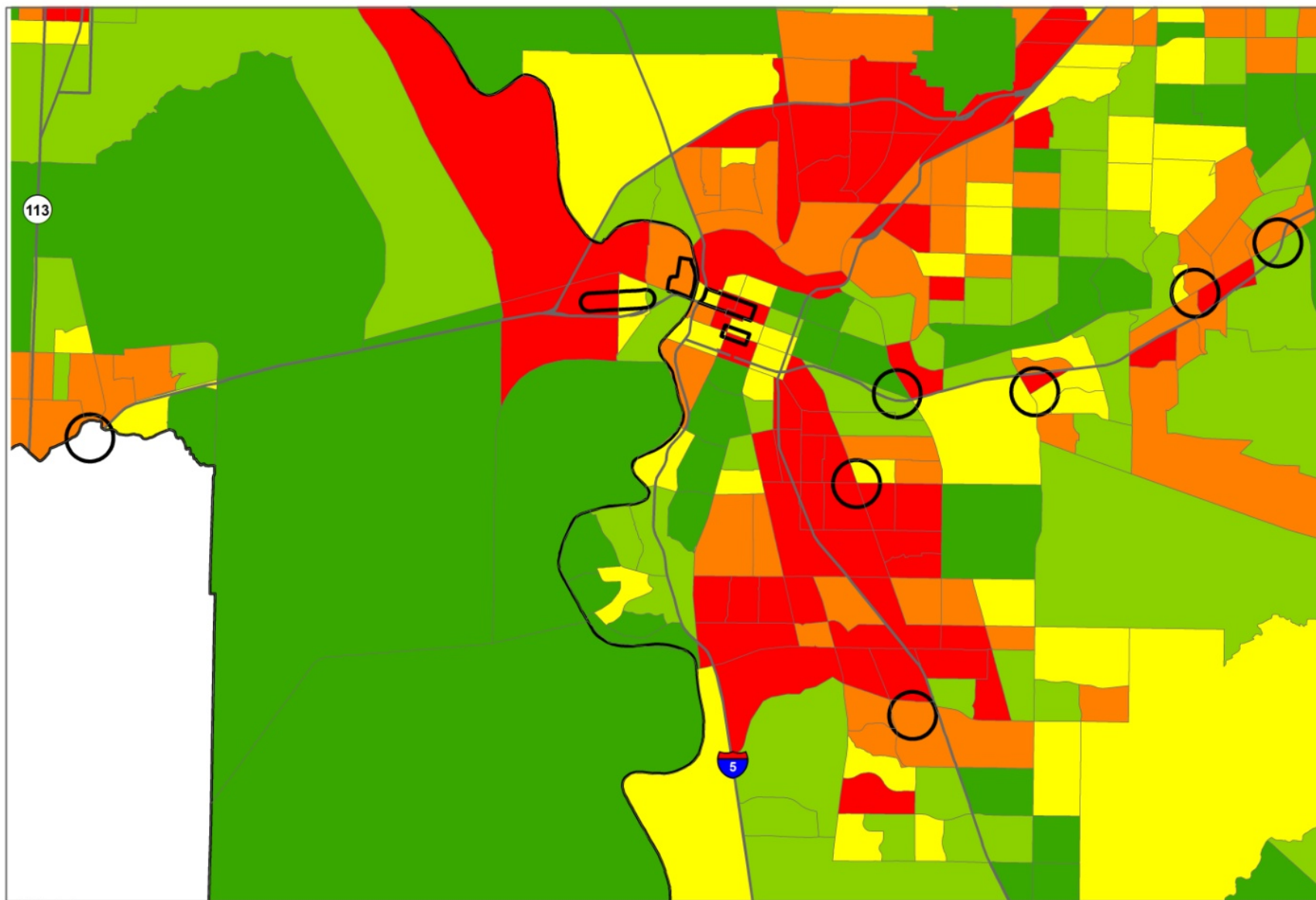
**Vulnerabilty Index
Classification By Quantiles
(for the SACOG Region)**

- -1.14 - -0.48 (very low)
- -0.48 - -.18 (low)
- -0.18 - 0.07 (moderate)
- 0.07 - 0.46 (high)
- 0.46 - 2.11 (very high)
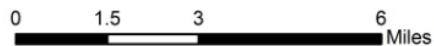
The tract categories are based on a standard score, called z-score, which is used to compare each census tract to the overall SACOG region. It is derived by subtracting the mean for all tracts in the region from the individual tract raw score and dividing the difference by standard deviation across all census tracts. A tract is defined as "much lower than average" if a z-score is below -1.5, "lower than average" as between -1.5 and -0.5, "close to average" as between -0.5 to 0.5, "higher than average" as between 0.5 and 1.5, and "much higher than average" as above 1.5. Due to distribution of each dataset, not all the categories are present in a map.

0   1.5   3   6
Miles

N

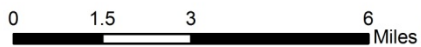**UC DAVIS**
CENTER FOR REGIONAL CHANGE

Map created Sept 2011 by Bidita Jawher Tithi

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Opportunity Index

Opportunity Index				
Broad Areas	**Suggested Measures**	**Specific Indicator**	**Comments**	**Data Source**
Good & balanced economic opportunities	Proximity to employment	Total Number of Jobs in 2008	This is a measure of jobs in the immediate neighborhood (census tract). Having jobs close to transit lines is a critical component of encouraging transit use.	NETS or LEHD
	Job growth in high-paying sectors	Job Change 2001-2008 in Industries with Above Average Wages	This is a broad measure of where industries with above average wages are growing in the region.	NETS, QCEW
	Large middle-class population	Proportion of households in middle-income brackets	Higher proportions of the populations in middle-income categories suggests less concentration of either poor or wealthy populations	ACS
Good neighborhood business climate	Small business growth opportunities	2001-2008 change in total sales of businesses with 50 or fewer employees in 2001	Strong sales growth in small businesses indicates substantial neighborhood growth opportunities	NETS
Affordable and decent housing	Home ownership	Home ownership rate	Home ownership has historically been an important means of economic security in American society	ACS
Diverse, accessible and affordable transpportation opportunities	High non-auto commute	Percent of workers using other means of transportation to work beside drive alone	High proportions of non-auto commuters suggests multiple transportation options	ACS
Other indicators of opportunity				
Broad Areas	**Suggested Measures**	**Specific Indicator**	**Comments**	**Data Source**
High quality educational opportuniites	Student Performance	overall academic performance index	Most common measure of school quality	CA Dept of Education
	Access to programs to learn English		Important for students with limited English access	CA Dept of Education

Opportunity Index
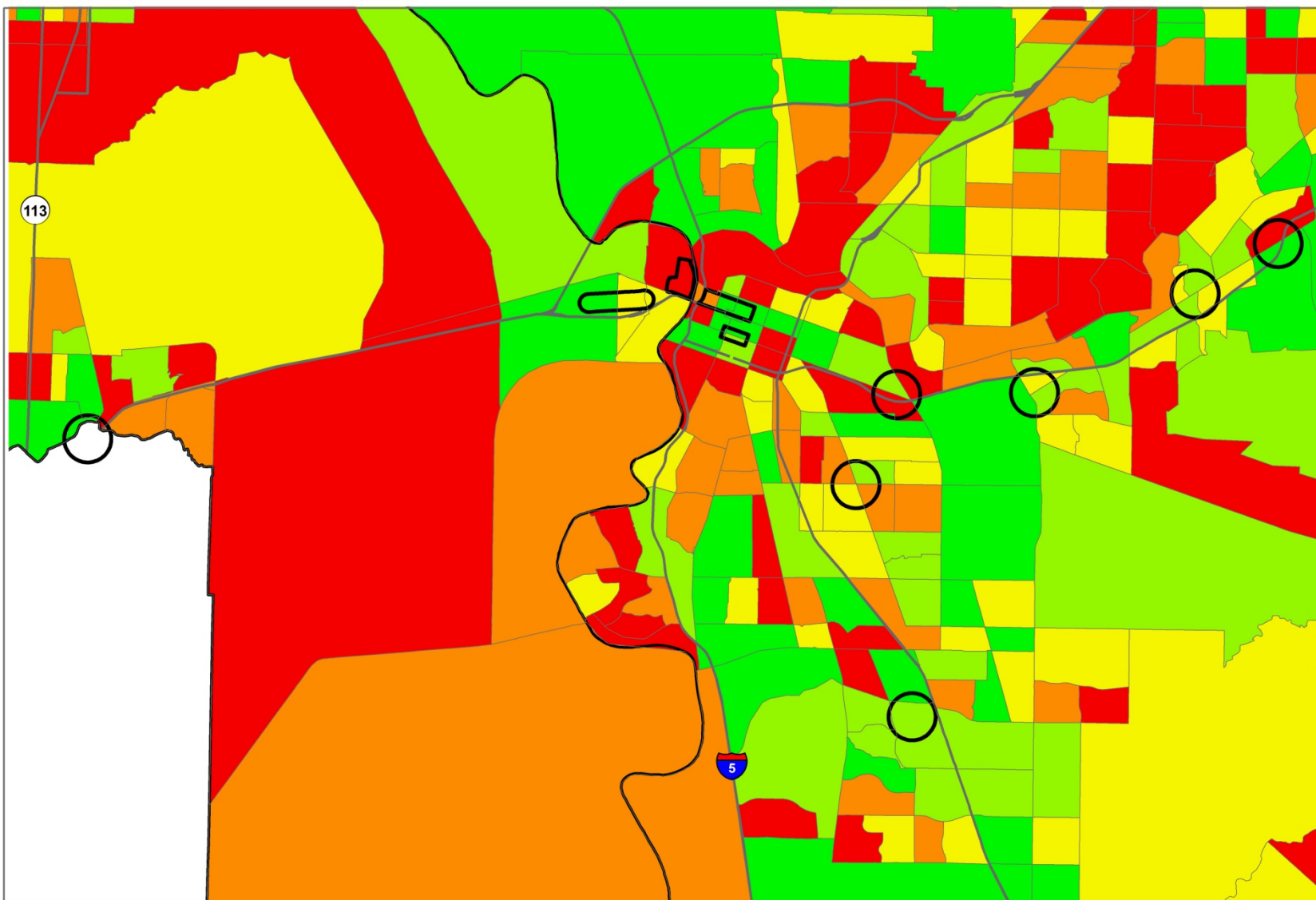
**Opportunity Index
Classification By Quantiles
(for the SACOG Region)**

- ■ -2.01 - -0.24 (very low)
- ■ -0.23 - -0.10 (low)
- ■ -0.09 - 0.04 (moderate)
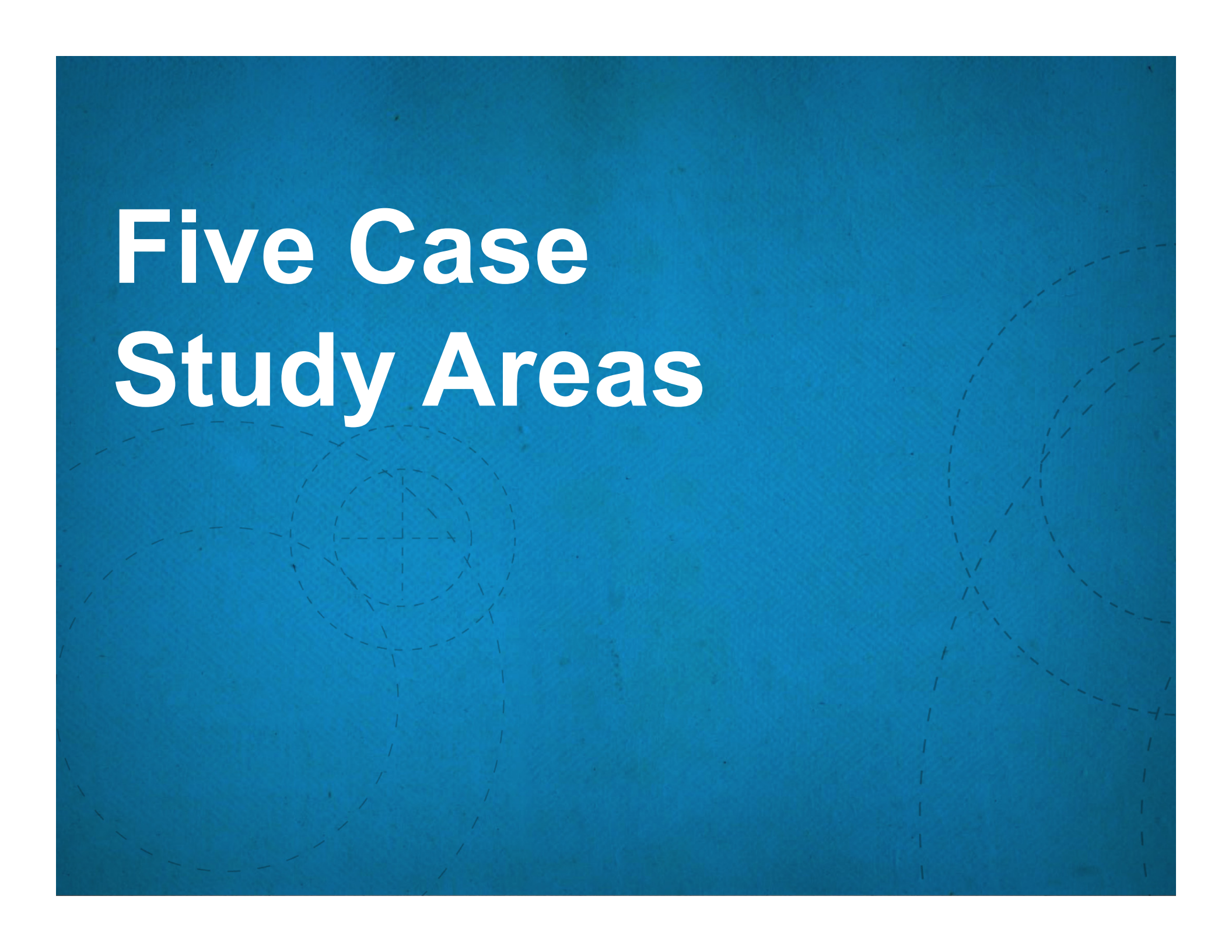- ■ 0.05 - 0.18 (high)
- ■ 0.19 - 2.81 (very high)

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0   1.5   3   6
Miles

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Map created Sept 2011 by Bidita Jawher Tithi

Five Case Study Areas
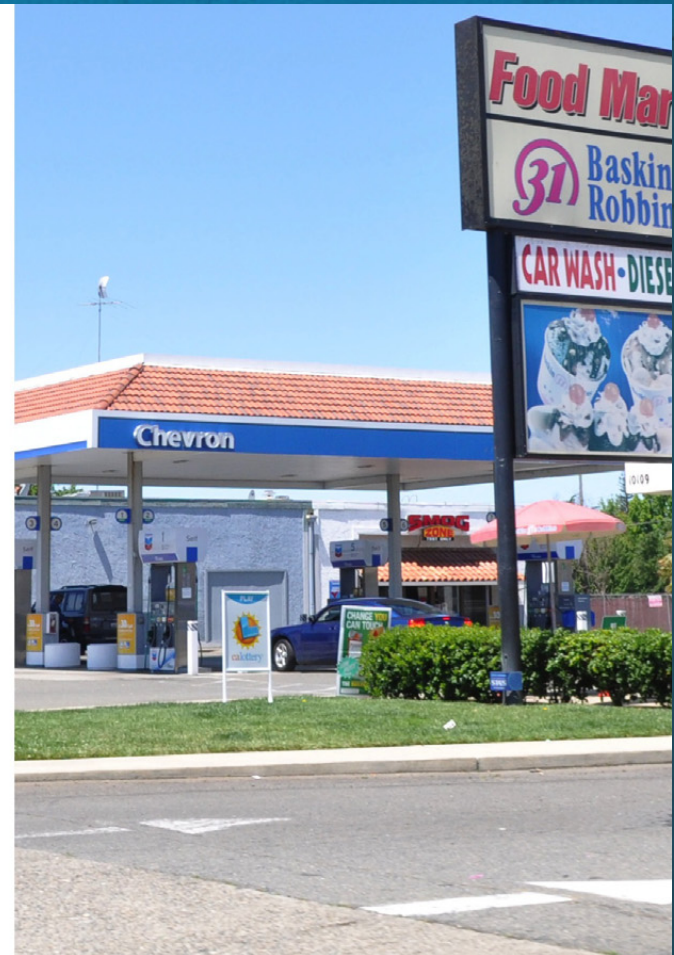
R Street Corridor

Fruitridge Road and Stockton Boulevard

Washington Specific Plan

Mather/Mills Light Rail Station

Watt/Manlove Light Rail Station

www.sacog.org/2035

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MTP/SCS 2035
METROPOLITAN TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

SACOG