Board of Directors
Meeting Date: May 9, 2022
Agenda Item No. 12

SACOG Review & Analysis of Proposed Citizens' Transportation Tax Initiative in Sacramento County

Information
Prepared by: James Corless
Attachments: Yes
Approved by: James Corless
Referring Committee: Not applicable

1. Issue:
SACOG staff has developed a review and analysis of a proposed citizens' transportation tax initiative in Sacramento County.

2. Recommendation:
None; this item is for information only.

3. Background/Analysis:
See the attached materials for more details.

4. Discussion/Analysis:
See the attached materials for more details.

5. Fiscal Impact/Grant Information:
SACOG's review and analysis of the Citizen's Initiative is part of the agency's Overall Work Program and Budget that includes monitoring, review, and technical analysis of local, regional, and state activities.

6. This staff report aligns with the following SACOG Work Plan Objectives:

SACOG review and analysis of the proposed citizens' transportation tax initiative in Sacramento County

Summary

A transportation tax initiative may appear before voters in Sacramento County this November. If approved, the initiative would levy a 40-year sales tax increase that would generate roughly $8.5 billion for transportation purposes. As the state and federally designated agency responsible for developing and approving the region's long-range transportation and land use plan, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), SACOG has an obligation to review and analyze major transportation policy and funding developments, such as the Sacramento County transportation tax initiative, that may impact the regional plan adopted by the SACOG board.

While the initiative is similar to the measure drafted by the Sacramento Transportation Authority (STA) in early 2020, there are some significant changes that could jeopardize the SACOG region's ability to meet its state transportation-related greenhouse gas (GHG) emissions reduction goal.[1] To evaluate this risk, SACOG staff developed an analysis of the proposed initiative. The analysis concludes that the region would likely fall short of meeting its state-mandated 19 percent per capita greenhouse gas reduction target by nearly 2 percent.[2] Failing to meet the greenhouse gas reduction target would, in turn, threaten the six-county region's ability to be eligible and compete for state transportation and housing funding programs. The conclusion of SACOG's analysis is that the potential impacts from this revised 2022 initiative are indeed significant enough that the region and decisionmakers should take the time to understand and weigh the potential benefits of the transportation investments against the risks of failing to meet the region's GHG target.

The full technical analysis of the proposed transportation initiative is included as Attachment A. The analysis was constrained by limited time and limited information regarding the projects included in the initiative. Therefore, staff used a peer-reviewed, abbreviated methodology to assess risk. The peer review panel that reviewed the methodology and conclusions included faculty from UC Davis, UC Berkeley, and UC Irvine, and the former Director of Transportation for the City of Pasadena, who pioneered the use of multi-modal transportation performance metrics in transportation planning analysis. The peer review panel produced a memo discussing their assessment of SACOG's analysis (Attachment B).

[1] The SACOG region includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties and the jurisdictions within (excepting those within the Tahoe Basin).

[2] Under Senate Bill 375, the California Air Resources Board (CARB) issued a GHG target to SACOG requiring a 19 percent per capita GHG reduction from passenger vehicles by 2035 as compared to a 2005 baseline.

The remainder of this memorandum provides a summary of the SACOG staff review and analysis and is intended as a companion document to the full technical analysis provided in Attachment A.

Background on the proposed citizens' transportation tax initiative

In February 2022, a proposed transportation ballot initiative began circulating for signatures in Sacramento County. If successful, it would place a half-cent sales tax measure on the November 2022 countywide ballot. The initiative, known as the *Sacramento County Transportation Maintenance, Safety, and Congestion Relief Act of 2022—Retail Transactions and Use Tax,* would levy the tax for a 40-year period through 2063, generating an estimated $8.5 billion in revenue for transportation projects and programs countywide. The effort is known as a "citizens' initiative" because the measure is designed to be placed on the ballot through signatures of the voters rather than by a public agency.

The package of transportation projects in the citizens' initiative is similar to a measure developed in 2020 by the Sacramento Transportation Authority.[3] But there are some differences in the current citizens' initiative version that may have significant implications for the MTP/SCS and the ability of the SACOG region to meet its state-mandated GHG reduction target.

For background, the MTP/SCS is required to be at least a 20-year multimodal transportation plan, updated every four years, that is financially feasible, includes an estimate of future population, housing, and employment growth, achieves health standards for clean air, and addresses statewide climate goals through integrated land use and transportation planning. The plan is governed by many federal and state requirements, which are discussed in more detail in the documents supporting this memorandum. However, the review included in this analysis focuses on one critical requirement, the GHG emissions reduction target, because of what failure to meet this target could mean for future state transportation and housing funding on which the region depends.

While most of the projects and programs included in the proposed initiative are consistent with the region's current MTP/SCS, at least 26 of the capacity expanding projects listed in the current initiative, with total project costs likely in excess of $3.5 billion, are not in the 2020 MTP/SCS adopted by the SACOG board.[4] Further, language in the 2020 version of the measure—language that would have required any projects not in the adopted MTP/SCS to fully mitigate their GHG impacts

[3] The STA board ultimately decided not to advance the 2020 measure and therefore it did not appear on the ballot in 2020.

[4] This memorandum is based on the official initiative language as of February 2022. SACOG's review and analysis was conducted in March and April 2022 based on the latest information available to us on the initiative and projects included in the proposed expenditure plan.

and be included in a future MTP/SCS before being funded—is changed so that measure-funded, capacity expanding projects no longer would be evaluated/analyzed in the regional context of the MTP/SCS. Further, while the review and analysis described in this memorandum focuses on the risk to the region of not achieving its GHG reduction target and the implications this would have on competing for state funds, the regional planning process must balance many other goals and objectives. Attachment C includes more background on the collaborative and comprehensive regional planning process that has been a cornerstone in the six-county SACOG region for nearly two decades. As drafted, the 2022 transportation initiative thus threatens to undermine the long-standing public and collaborative regional planning process to develop a comprehensive transportation plan for the region. At best, this could require changes to the region's transportation and land use plan to offset the GHG impacts of new projects, potentially at the expense of other regional and local priorities; at worst, it jeopardizes the entire six-county region's eligibility and ability to effectively compete for state funding programs.

Given the potential impact of the transportation initiative on the six-county SACOG region and its long-range plan, SACOG's analysis of the initiative and its related expenditure plan focuses on the following:

(1) Comparing the 2020 STA measure and the 2022 citizens' initiative;

(2) Evaluating the impact the transportation initiative would likely have on the region's ability to meet the state-mandated GHG reduction target;

(3) Assessing the risk to the region's eligibility and ability to compete for major state transportation and housing funding programs if the region falls out of compliance with the GHG target.

(1) Comparison of the 2020 STA measure and the 2022 citizens' initiative

In addition to a review and analysis of the GHG and state funding implications of the 2022 citizens' initiative, SACOG reviewed the provisions of the initiative to identify differences from the 2020 measure to further inform the SACOG board, decision makers, and other stakeholders on how the citizens' initiative compares with the measure drafted by STA in 2020. While the 2022 initiative language is largely consistent with the 2020 measure, there are some notable changes. Attachment D summarizes these differences, but in general they include:

- Removal of the requirement that projects funded by the measure must be included in the region's transportation plan that meets the applicable regional GHG reduction target;
- Removal of a requirement to extend existing mitigation fees paid by developers, though the language does encourage a nexus study and potential extension by STA at a later date;

- Addition of skilled and trained workforce requirements for any contracts exceeding $1 million;
- Addition of a voluntary Regional Mobility Innovation Program to test, incubate, and support innovative mobility solutions. STA would convene SACOG and all other implementing agencies to develop a program that implementing cities and the county could fund, voluntarily, with portions of their share of the measure's revenue receipts;
- Changes to the expenditure plan, including the addition of new light rail and transit expansions, several new interchanges, and carpool lanes;
- Addition of monthly allocations to some major capital projects. Previously, monthly allocations were reserved primarily for operations, maintenance, and transformative programs;
- Removal of certain accountability requirements for light rail expansions that were previously conditioned on an analysis of ridership potential based on local land use planning and zoning, and inclusion of the projects in the MTP/SCS.

(2) Evaluation of the impact the transportation initiative may have on the region's ability to meet the state-mandated greenhouse gas reduction target

SACOG staff developed an analysis to determine the impact the 2022 transportation tax initiative would have on the region's ability to meet the state-mandated GHG reduction target under Senate Bill 375, which requires the SACOG region to demonstrate a plan for reducing transportation-related per capita GHG emissions by 2035.[5] Demonstrating achievement of the GHG reduction target is a major challenge for the region and requires a mix of complementing transportation investments and land use strategies and programs from across the six-county region. In other words, the decisions in one county or city can have implications, positive or negative, that are felt across the entire region.

This is not the first instance of SACOG reviewing the potential implications of a transportation tax measure on the region's MTP/SCS. SACOG completed an analysis in 2020 in close consultation with

[5] While SACOG currently has a single future year GHG target for 2035, the California Air Resources Board (CARB) is currently updating the state Scoping Plan which will identify a path for achieving carbon neutrality in the state by 2045. As the transportation sector is responsible for 40% of the state's GHG emissions, CARB has identified transportation emissions as a major focus of the Scoping Plan. MPOs like SACOG are responsible for a portion of the state's strategy to reduce transportation sector GHG emissions, namely through strategies to reduce passenger vehicle miles traveled (VMT) through the implementation of regional Sustainable Communities Strategies. The Draft Scoping Plan indicates a potential action for CARB to assign MPOs an additional target for a year after 2035, such as 2045. SACOG's analysis of the 2022 citizens' initiative does not look beyond the current 2035 target, but that does not mean the region can afford to ignore the impacts of transportation and land use on GHG emissions after 2035.

STA on the 2020 measure. The 2020 analysis focused on five of the larger, impactful capital expansion projects and found that impacts of individual projects, and even segments of projects, varied widely. SACOG's key findings showed that both current and future growth and development patterns surrounding the projects had a major role in the projects' impacts. STA ultimately determined that the final adopted expenditure plan needed to align with the projects in the MTP/SCS to achieve ambitious state GHG reduction targets. This current analysis of the 2022 citizens' initiative considers the addition of some projects that were not in the 2020 measure as well as others that are not included in the current MTP/SCS. To conduct this analysis, staff had to make assumptions about specific project scopes because the descriptions contained in the initiative's expenditure plan had insufficient information. While the full technical analysis is included in Attachment A, the findings can be summarized as follows:

- The 26 known capacity expanding projects in the measure would substantially increase per capita GHG emissions, threatening the region's ability to meet its 2035 GHG target. This conclusion results from the impact of the transportation facilities themselves, and from the impact additional transportation capacity would have on the location of new housing and employment development, substantially altering the region's land use forecast and travel patterns and increasing per capita VMT.
- As a result, while the region's 2020 MTP/SCS succeeded in meeting the per capita GHG emissions reduction target—19% from 2005 to 2035—the analysis shows that the initiative's capacity projects would erode the region's performance by nearly 2%; adding the capacity projects to the 2020 MTP/SCS would achieve an overall reduction of per capita GHG of less than 17% by the target year.
- The transit expansion projects in the initiative did not offset the impact of the initiative's roadway capacity expanding projects enough to help the region meet its GHG emissions reduction target.

There are two important caveats that should be considered when reviewing this analysis.

First, given time constraints and lack of detail in the initiative, SACOG staff was unable to conduct a full scale run of the regional travel demand model or work with SACOG member and partner agencies to fully understand the scope of all 224 projects listed in the expenditure plan. SACOG's travel demand model serves as the primary, and state and federally approved, tool for measuring the impacts of the regional plan on air quality and GHG emissions. To fully use this tool requires a collaborative process with project sponsors to ensure projects are accurately captured in both their intended scope and timing. Because the expenditure plan for the 2022 initiative does not provide detailed descriptions of project scopes, SACOG staff used existing knowledge about projects derived

from discussions in 2017 through 2020 on the current MTP/SCS to serve as the basis for this analysis. SACOG's analysis included a review of the project extents and locations identified in the measure's expenditure plan as well as the general expenditure plan categories provided in the measure to identify planned investments with projects considered or included in the 2020 MTP/SCS. The full technical analysis in Attachment A describes in more detail the methodology SACOG used in this accelerated analysis. SACOG also convened an expert panel of peer reviewers to weigh in on this methodology – see attachment B for the peer review summary prepared by faculty from UC Davis, UC Berkeley, UC Irvine, and the former Director of Transportation for the City of Pasadena.

Second, while this proposed transportation initiative may have a significant impact on the region's ability to meet its GHG reduction target, it is not the only factor complicating the region's ability to meet this target. SACOG is currently updating the MTP/SCS and will be assessing other major changes – development patterns throughout the six-county region, state investment for local infill infrastructure projects, changes in COVID-related travel patterns, slower population and economic growth rates, the cost of fuel, and more. Nevertheless, with the changes from the 2020 measure, it is likely that the potential impacts of the 2022 initiative could jeopardize the region's ability to achieve its GHG target and therefore threaten the region's ability to compete for potential state grant funding.

(3) Assessment of the risk to the region's ability to be eligible and compete for major state transportation and housing funding programs if the region falls out of compliance with the GHG target

SACOG staff also analyzed the threat to the region's ability to compete for state funding if the region fails to meet its state-mandated GHG reduction target. In the past several years, the state has linked some key competitive grant funding programs to each region's ability to achieve its GHG target. It is not widely understood that falling short of the regional GHG target could jeopardize the six-county region's ability to compete for some state transportation and housing funding.

At risk would be competitive transportation funding programs created under Senate Bill 1 (SB1) in 2017, and others funded by California's cap and trade program, such as:

- The Solutions for Congested Corridors Program (SCCP) Program under SB1;
- The Trade Corridor Enhancement Program (TCEP) under SB1;
- The Local Partnership Program (LPP) under SB1;
- The Affordable Housing and Sustainable Communities (AHSC) program funded under California's Cap and Trade program;

Note: For the SCCP, TCEP, and AHSC programs, state law requires an adopted SCS that meets the current GHG target in order for local project applications to be eligible for funding. For the Local Partnership Program and SB1 formula funds received by SACOG, current guidelines require an adopted SCS that meets the current GHG target.

Since 2015, the six-county Sacramento region has won more than $447 million in competitive state funding from these programs. These grant awards include $67 million in funding for the Placer-Sacramento Gateway project, $63 million for the Capitol Region Freight project improving access to Metro Air Park and the Sacramento International Airport for goods movement, $110 million for US50 Multimodal Corridor Enhancements in Sacramento County, and funding for I-5 managed lanes in Sacramento County. See Attachment E for a more detailed breakdown of all the grant awards under these programs since 2018.

Conclusion

SACOG's analysis of the proposed transportation tax initiative in Sacramento County projects the region would likely fall short of meeting its state-mandated 19 percent per capita greenhouse gas reduction target by nearly 2 percent. This would jeopardize the region's ability to compete for state transportation and housing funding programs. The analysis shows that the potential impacts from this revised 2022 initiative are indeed significant enough that the region and decisionmakers should take the time to understand and weigh the potential benefits of the transportation investments against the risks of failing to meet the region's GHG target.

Attachments

A. Technical Memo
B. Review Panel Memo
C. Metropolitan Transportation Plan/Sustainable Communities Strategy Consistency
D. Comparison of 2020 Measure to 2022 Citizens' Initiative
E. Summary of SCS Dependent Grant Awards

Attachment A: Technical Memo

SACOG staff has developed an impact/risk assessment to determine how a Sacramento County Transportation Tax Initiative (Initiative) will affect the region's ability to achieve its greenhouse gas emissions reduction targets set by the State. Senate Bill 375, Chapter 728 Statutes of 2008, (SB 375) is a California state law aimed at reducing greenhouse gases from passenger vehicles by 2035 compared to a 2005 baseline. For the SACOG region, SB 375 requires the region to achieve the performance target set by California Air Resource Board (CARB) of a 19 percent Greenhouse Gas (GHG) reduction from 2005 to 2035 based on transportation-related emissions. Given time constraints for assessment and lack of details for the Initiative's project descriptions, staff did not conduct a full SCS level land use and transportation forecasting analysis. Instead, staff performed a combination of travel modeling and sketch level analysis to analyze potential impacts of Initiative projects on achieving the Sacramento region's 2035 regional GHG reduction target.

Approach Summary

Step 1. Analyze Initiative's project scopes and consistency with MTP/SCS

Staff reviewed the full list of the projects in the Initiative's expenditure list to determine project type and their consistency with the currently adopted 2020 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) project list. Where sufficient project information was available, projects were categorized by location and type, mapped, and coded into SACOG's current travel demand model, SACSIM19, to be analyzed. For further details **see Initiative Project Scope Determination** section and **Table 5 Initiative Project List** for complete Initiative expenditure list.

Step 2. Assessment of Accessibility Change

Two risk assessment scenarios were then developed to analyze accessibility to jobs using the SACSIM travel demand model. The first assessment was a modeling of all of roadway and transit capacity projects SACOG was able to map from the Initiative project list with the MTP/SCS 2035 target year scenario. The second assessment was a modeling of only the mapped roadway projects with the MTP/SCS 2035 target year. Projects identified in the Initiative's expenditure plan do not have project completion dates included in their project descriptions so the risk assessment assumes the projects will be in use by 2035, the SB 375 target year for GHG emissions. Staff analyzed the changes of accessibility to jobs by auto compared to MTP/SCS as the first step to identify areas where growth may be induced by decreased travel times. For further details see the section **Assessment of Accessibility Change.**

Step 3. Assess potential Initiative's impacts on land use growth pattern

Staff used the MTP/SCS land use scenario as a starting point to assess potential VMT and GHG impacts of the Initiative. For each of the two risk assessments, where accessibility to jobs travel time changed due to major roadway capacity and transit projects funded in the Initiative, housing unit growth was re-allocated to these areas from other parts of the region. Details of the shift of potential housing growth can be found in the section Assessment of Potential Initiative Impacts on Developing Areas.

Step 4. Assessment of Regional VMT

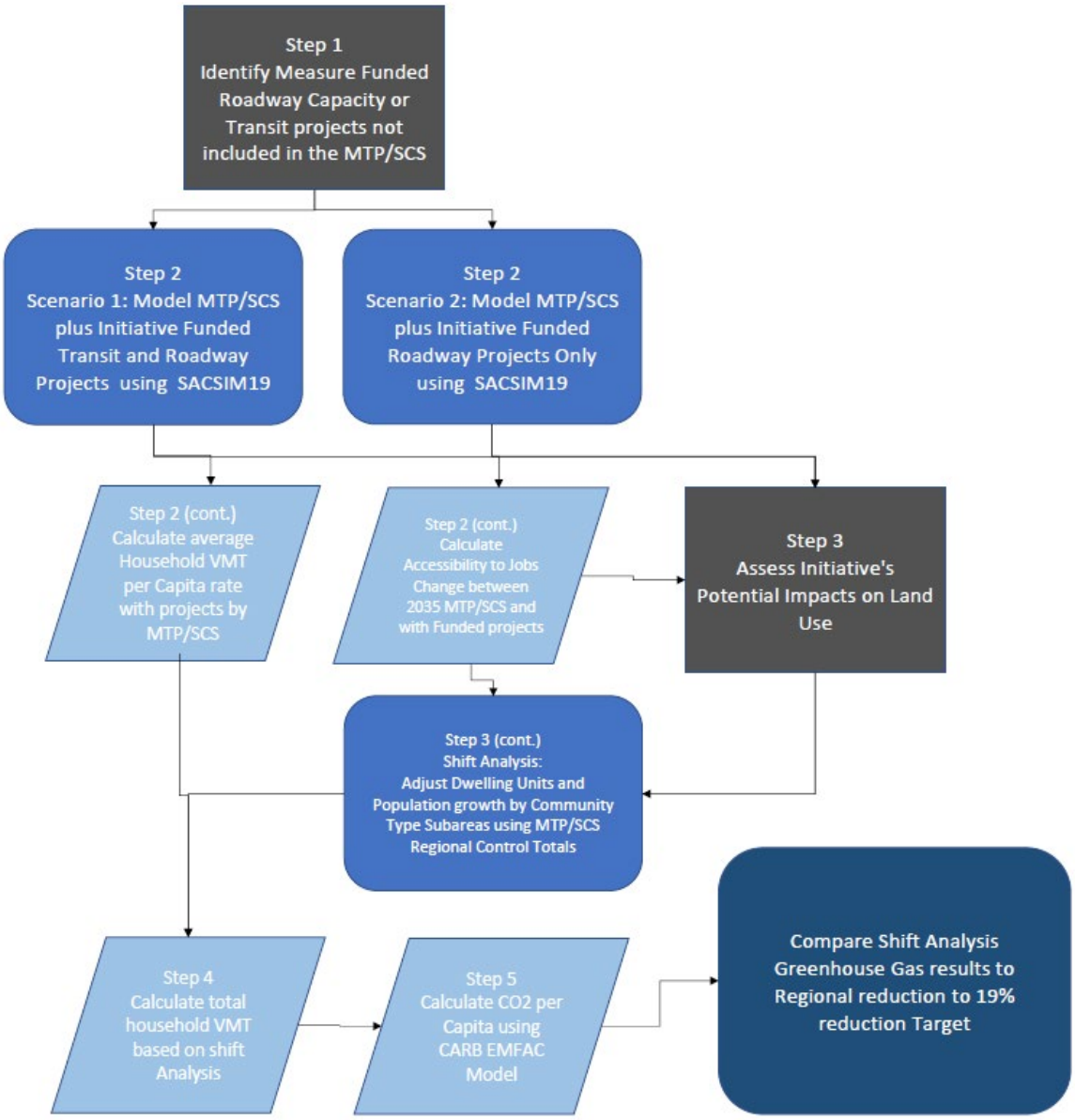
Next, staff forecasted the total VMT caused by the potential land use pattern serving these projects. Using the vehicle miles travelled (VMT) per capita rate by community types, staff performed a "Shift Analysis" assessment on both scenarios. As an additional check, the NCST sketch level induced travel calculator was also used based on the additional lane miles added by Initiative projects not included in the MTP/SCS. Details and VMT summary findings can be found in the section **Assessment of Regional VMT.**

Step 5. Assessment of Greenhouse Gas (GHG) Emissions

Finally, total GHG was estimated for both scenarios by multiplying the total VMT by the CO2 emission rate per capita (lbs./day) factor using CARB's EMFAC model for each scenario. Additional MTP/SCS GHG reductions strategies and policies that are not accounted for as part of the VMT calculation using SACSIM19, such as ITS, TDM, and bike share, were applied to both assessments when comparing the GHG per Capita reductions to SB375 targets for consistency. NCST sketch level calculator induced VMT results were converted to GHG using the same methodology as the two scenarios for comparison. Details can be found in the section Assessment of Greenhouse Gas Emissions.

Figure 1 below presents a flow chart of the risk assessment methodology approach.

Figure 1 Risk Assessment Methodology Flow Chart



Risk Assessment Findings Summary

Table 1 shows the findings of the two risk assessment scenarios compared to the 2020 MTP/SCS. Scenarios 1 and 2 achieve a 16.83% and 16.77% reduction of CO2 per capita from passenger and light duty vehicle emissions from 2005 levels. Both scenarios fall short of the SB 375 19% reduction target set for the region. Scenario 1 with both transit and roadway capacity projects had slightly lower VMT and CO2 per capita rates than Scenario 2, the roadway-only funded Initiative. The assessment shows that given the magnitude of potential land use shifts due to additional accessibility create by roadway expansions, the additional transit infrastructure does not mitigate

for additional vehicle emissions enough to achieve the regional GHG reduction target. Further details on Table 1 Risk Assessment Summary findings are described in the rest of this technical memo.

Table 1 Risk Assessment Summary

Local Initiative Risk Assessment to SB 375 GHG Target	MTP/SCS Base Year	MTP/SCS Target Year	Scenario 1 : Fully Funded Measure	Scenario 2 : Roadway Funded Only Measure
Year	2005	2035	2035	2035
Population	2,139,955	2,903,090	2,903,090	2,903,090
VMT per capita	24.09	20.32	20.80	20.81
CO2 emissions per weekday for passenger vehicles (tons/day)	25,410	28,054	28,661	28,681
CO2 per capita (lbs./day)	23.25	18.84	19.25	19.27
Total % Reduction from '05		-18.58%	-16.83%	-16.77%
Risk Assessment achievement SB375 GHG Reduction Target		Yes	No	No
Erosion of GHG reduction performance from MTP/SCS			1.75%	1.81%

SACOG, 2022

Initiative Project Scope Determination

The Initiative describes an expenditure package of projects that will receive funding from the tax proceeds.[6] Projects are listed in the expenditure plan by jurisdiction, brief project title/description, and the following Initiative categories:

- Local Street and Road Repair and Transformative System Improvements
- Local Projects of Regional Significance
- Transit Maintenance, Operations, and Transformative System Improvements
- Transit and Rail Congestion Improvement Projects
- Highway Congestion Improvement Projects
- Senior and Disabled Transportation Services
- Air Quality

Using the project list in the Initiative expenditure plan, current and past local agency project/program description submittals to SACOG, and local knowledge, to determine consistency or inconsistency of projects with the MTP/SCS projects list. Staff focused on projects of regional significance or major capital improvements, such as large transit investments, additional roadway capacity, or new multimodal infrastructure options that could have potential impact on the region's GHG target achievement. Projects listed as maintenance or state-of-good repair were mapped and

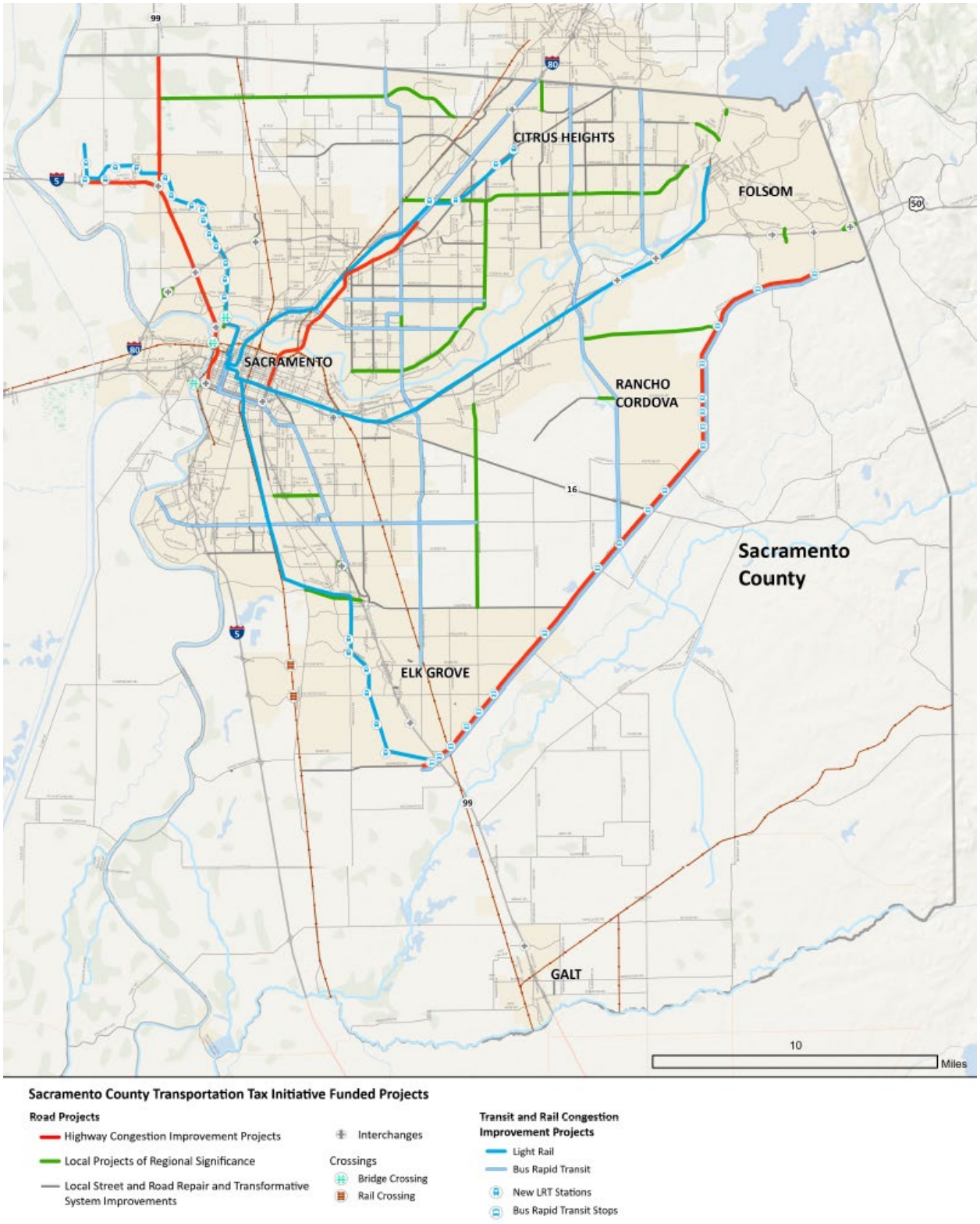
[1] Measure Project List from full Initiative as of 3/29/2022: https://movesac.org/wp-content/uploads/2022/02/Sacramento_County_Transportation_Maintenance_Safety_and_Congestion.pdf

identified where possible but were not included in this evaluation. Projects that do not have sufficient scope information were also not evaluated.

Staff were able to identify a total of 225 total projects listed in the Initiative expenditure plan. Of those 225 projects, 126 were identified as included in, or consistent with, the MTP/SCS. Twenty-six projects were identified as not included, or as Project Development Only[7] (PDO), in the current MTP/SCS. SACOG was unable to determine whether the remaining 72 projects are consistent with the MTP/SCS, 63 of which are complete streets that may include additional roadway capacity and 9 that lack sufficient information to understand their intended scopes. Most of these 72 projects would likely be consistent with the MTP/SCS if they do not contain additional roadway capacity. Out of the total 225 projects, staff identified 112 projects for which extents could be identified on a map; while this list only covers about half of the projects in the list, it does capture the majority of the expenditure costs and projects of regional impact. This also includes all projects listed as partially accounted for or PDO in the MTP/SCS, which were modeled in the risk assessment scenarios. Figure 2 maps the projects identified and assessed in this analysis. Table 5 Initiative Project List at the end of this memo lists all 225 projects staff identified from the Initiative, by expenditure category, and notes whether projects are included in the MTP/SCS.

[7] Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2040. These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for forecasting revenues, the construction phase is not included in the 2020 MTP/SCS.

Figure 2 Initiative Projects



Transportation investment is a key driver for land use development decisions. Transportation also has a direct impact on people's daily decision making, such as where people choose to live and work, which mode to use for travel, and how far to travel. While SB 375 requires the MTP/SCS to achieve a greenhouse gas reduction target from passenger vehicles, the law requires MPOs to do this by integrating regional land use, housing, transportation, and climate change planning into the MTP/SCS. Therefore, to determine their impact on SACOG's GHG target, the transportation projects included in this Initiative cannot be looked at in isolation; they must be evaluated based on their role in the region's planned transportation, land use and housing growth. To better understand the Initiative projects' impacts on this combination of factors, staff developed two scenarios of Initiative projects that are not included in the adopted MTP/SCS. In each scenario, these Initiative projects were added to the adopted MTP/SCS land use and transportation investments for the year 2035, and then modeled to determine their impact on travel patterns. The first (Scenario 1) includes all the Initiative's major roadway and transit expansion projects. The second (Scenario 2) includes only the Initiative's roadway expansion projects. Figure 3 illustrates where all the Initiative's major roadway projects are located. Figure 4 shows where all the Initiative's major transit expansions are located. In both Figures and 4, projects marked with dashed lines are only partially in the MTP/SCS, listed for Project Development Only (PDO), or are not included in the MTP/SCS at all.

A total of 58 projects in the Initiative expenditure plan were identified as adding roadway or transit capacity to the MTP/SCS base year conditions. Of those, 53 projects were listed as roadway and 5 as transit projects. Of the 53 roadway projects, staff determined 31 were consistent with, i.e., included in, the adopted MTP/SCS. The other 22 were determined to be either not included, or only partially included, as shown on Figure 3.

For the risk assessment, SACOG assumed the road capacity projects were reflective of adjacent similar roadway projects that are included in the MTP/SCS. For example, a project listed as "Antelope Road (Watt Avenue – Roseville Road)" in category "Local Street and Road Repair and Transformative System Improvements" would be interpreted as Antelope Road from Watt Avenue to Roseville Road widening from 4 to 6 lanes and adding bike lanes along the roadway segment. Staff inferred these project details by identifying similarly named or located projects in the MTP/SCS Project Table.[8] If a project was specified as a highway managed lane and its project name was already included in the MTP/SCS, SACOG assumed the project scope is consistent with the high occupancy toll (HOT) or HOV lane description in the MTP/SCS. If a managed lane project was not already included in the MTP/SCS, or is currently being studied by Caltrans, SACOG assumed it is a HOV lane.

8. 2020 MTP/SCS Appendix A Transportation Project List https://www.sacog.org/post/adopted-2020-mtpscs

Staff identified five transit projects in the Initiative project list that either add service coverage (the transit service covers more geography) or add more frequent service to a transit route. The transit projects had less descriptive information than the road projects, but SACOG was able to identify three of the five transit projects as consistent with the MTP/SCS:

- *High-capacity bus corridor network throughout Sacramento County, including but not limited to Stockton Blvd, Watt Ave, Sunrise Blvd, Florin Rd, and Arden Way*
- *Bus rapid transit (BRT) to Citrus Heights, Stockton Blvd, and Sunrise in Rancho Cordova*
- *Increase bus and rail service frequency, and span of coverage*
- *LRT Gold Line to Folsom*[9]

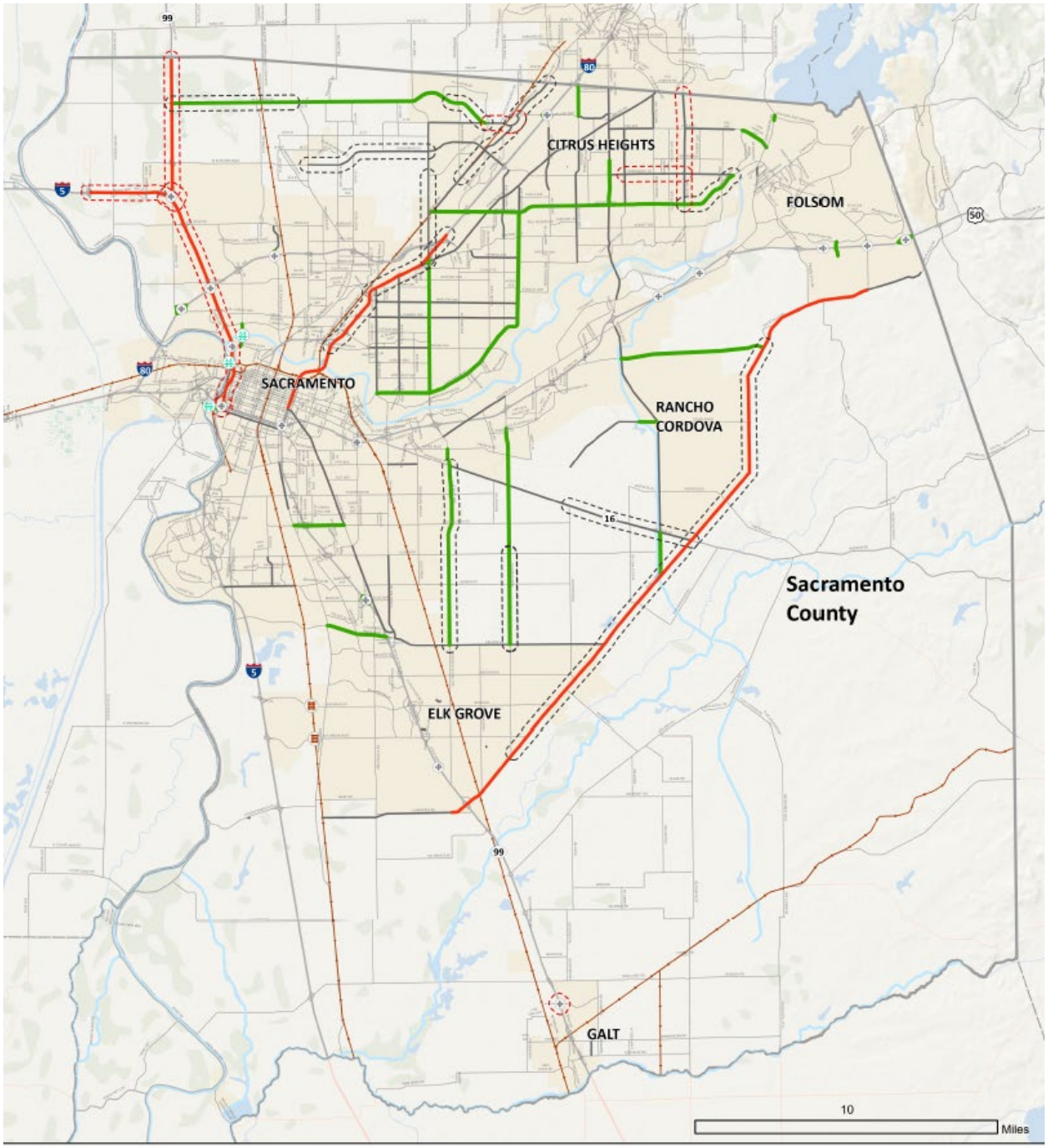
The MTP/SCS assumes 10 BRT routes with approximately 130 miles of coverage. The MTP/SCS also includes increased bus and rail service frequency and span of coverage throughout Sacramento County and across the entire six-county region. While additional project descriptions and operational information detail is needed to confirm that these transit projects are consistent with the MTP/SCS, staff believe this is an adequate representation of the projects for the purposes of this risk assessment. Staff determined the other two transit projects are not included in the MTP/SCS. These are:

- *Light rail train (LRT) extensions, Green Line to the airport, Blue Line to Elk Gove and Citrus Heights*
- *In coordination with the Capital Southeast Connector Joint Powers Authority, design, plan and construct a transit component, such as a bus rapid transit service, along the Capital Southeast Connector corridor*

An additional 19 miles of light rail was added to the current Green and Blue lines north to the Sacramento Airport (SMF) and south to Promenade Parkway/Kammerer Road in Elk Grove. Blue line was extended north from Watt Avenue light rail station to Citrus Heights. Overall, 26 additional light rail stations are included in the extensions. An additional 24 miles of BRT route was added from the Promenade Parkway/Kammerer Road assumed light rail station, up Grant Line Road to White Rock Road and East Bidwell Street. For this new service, 19 transit stops were assumed along the corridor as shown in Figure 4. BRT stop distances, peak and off-peak frequency were based on MTP/SCS specifications for the planned Sunrise Blvd BRT, which is near the Initiative's Grant Line route.

[9] Gold Line extension listed as part of LRT extensions project but identified as already included in the MTP/SCS

Figure 3 Initiative Roadway Projects



Sacramento County Transportation Tax Initiative Funded Projects

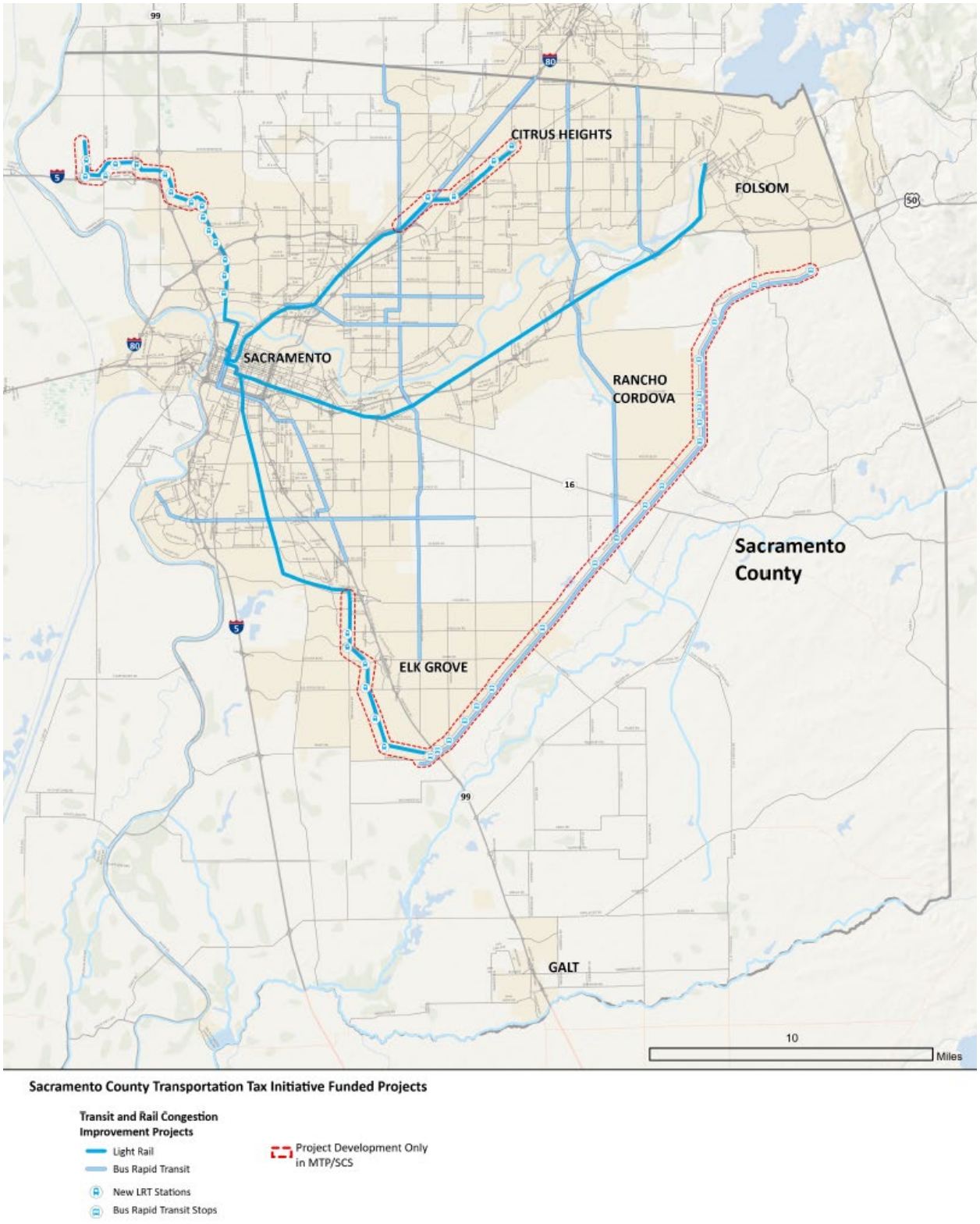
Road Projects

- Highway Congestion Improvement Projects
- Local Projects of Regional Significance
- Local Street and Road Repair and Transformative System Improvements
- Interchanges

Crossings

- Bridge Crossing
- Rail Crossing
- Project Development Only in MTP/SCS
- Partial project not included in 2035 MTP/SCS

Figure 4 Initiative Transit Projects



Assessment of Accessibility Change

Staff analyzed the accessibility of the Initiative projects with the assumption they will be implemented by 2035 along with all the other land use and transportation investments identified by 2035 in the MTP/SCS. Staff modeled two scenarios: Scenario 1 includes the Initiative's major roadway and transit capacity projects; Scenario 2 includes only the Initiative's roadway capacity projects.

In transportation planning, accessibility is a measure of people's ability to reach desired services and activities. For this assessment, staff set a 30-minute drive time as the maximum time people would want to travel for daily needs. This was used as an indicator to identify which areas of the region would have a reduction in travel time *to* them due to construction of the Initiative projects–i.e., which areas of the region become more likely to attract people to live in or travel to because of the Initiative projects?

For an MTP/SCS update process, staff first forecasts planned development and its mix of land uses in areas of the region, and *then* pairs the necessary transportation investments to those land uses to improve accessibility and concurrently not significantly increase VMT within the region. For this analysis, staff conducted the reverse analysis to understand the impacts of transportation projects on land use: the transportation investments in the Initiative were used as an indicator of areas of the region that may become more accessible and therefore, more likely to be developed. These areas of induced development would be areas where long travel times are shortened due to additional transportation capacity. In regional economic development planning, locations with increased accessibility due to shorter travel times are a strong indicator for where residential land development may be induced.

The scope of the Initiative's major roadway and transit capacity projects will have an impact on where growth will occur as the region continues to grow. Since the Initiative had limited information to describe the scope of its projects, SACOG had to make assumptions about the scope of roadway and transit projects in order to code them into the SACSIM travel model:

- Major managed lane expansions were assumed as high occupancy vehicle (HOV) lanes.
- For major arterial capacity expansions, a single lane increase in each direction was assumed with similar capacity and speeds, and bike lanes were assumed as adjacent planned facilities.
- Major light rail investments included new additional light rail stop locations, alignments and frequency as previously submitted projects to the MTP, or other local planning documents readily available.

- Additional Bus Rapid Transit (BRT) was assumed to have similar frequency and distance between stops as adjacent routes already included in the current MTP/SCS.

Figure 5 shows a map highlighting the location of the Initiative transit and roadway capacity increases. The locations of these projects were used to determine change in travel time accessibility to jobs. Figure 6 and Figure 7, for Scenarios 1 and 2, respectively, show the areas in the region that had improved access over the adopted MTP/SCS due to the Initiative projects.

Figure 5 Initiative Transit and Roadway Projects Comparison to MTP/SCS

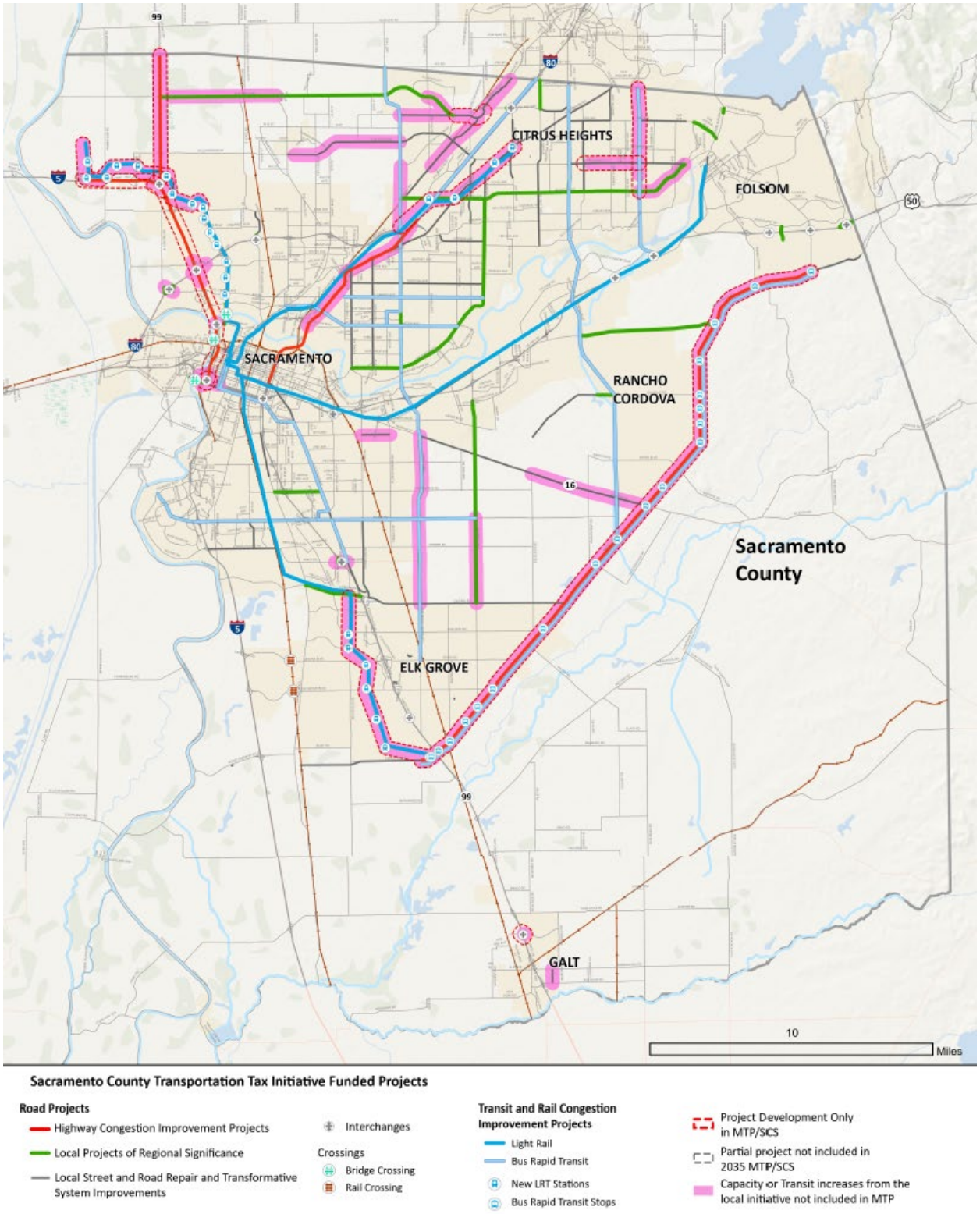


Figure 6 Accessibility Increase Scenario 1

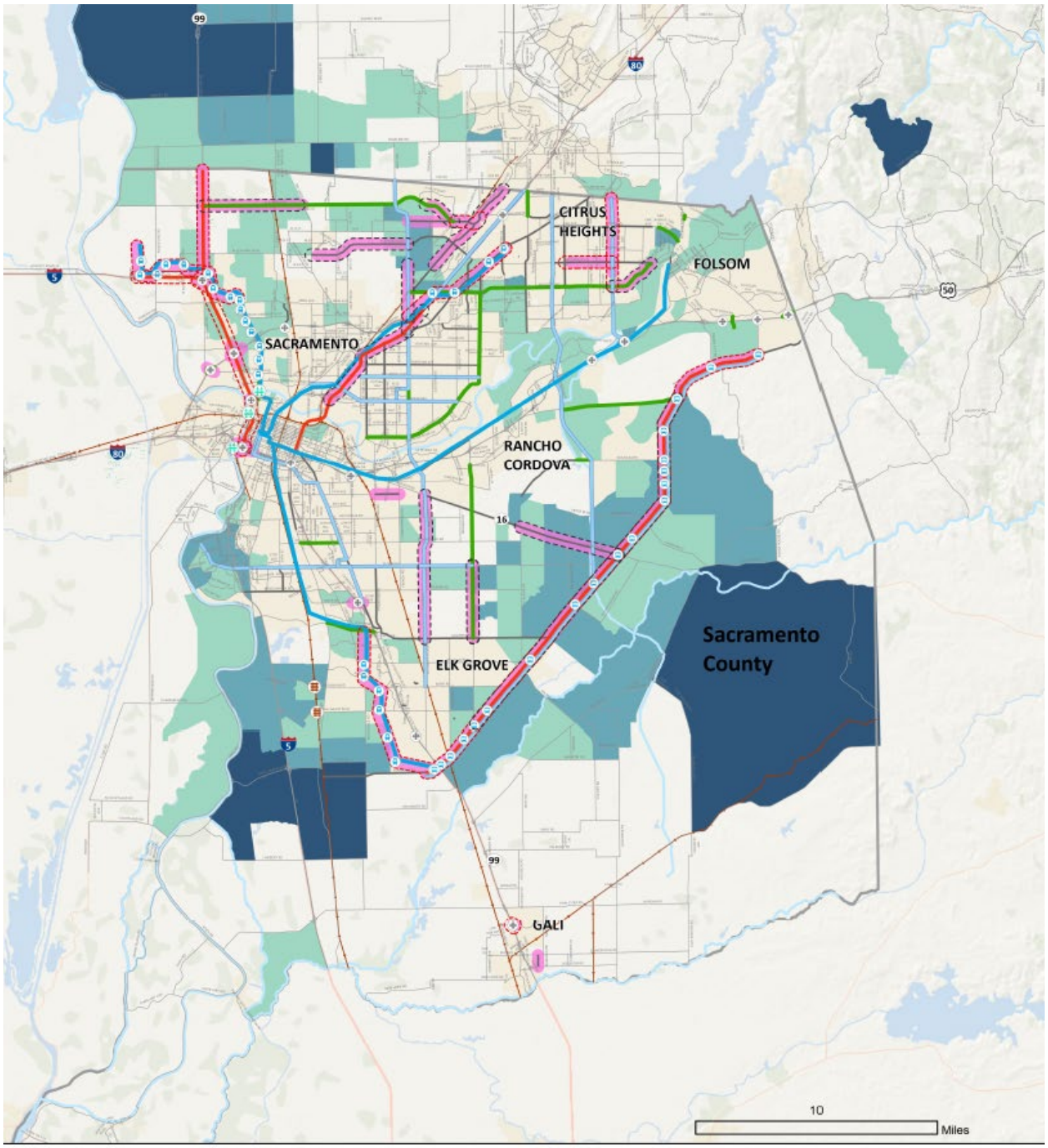
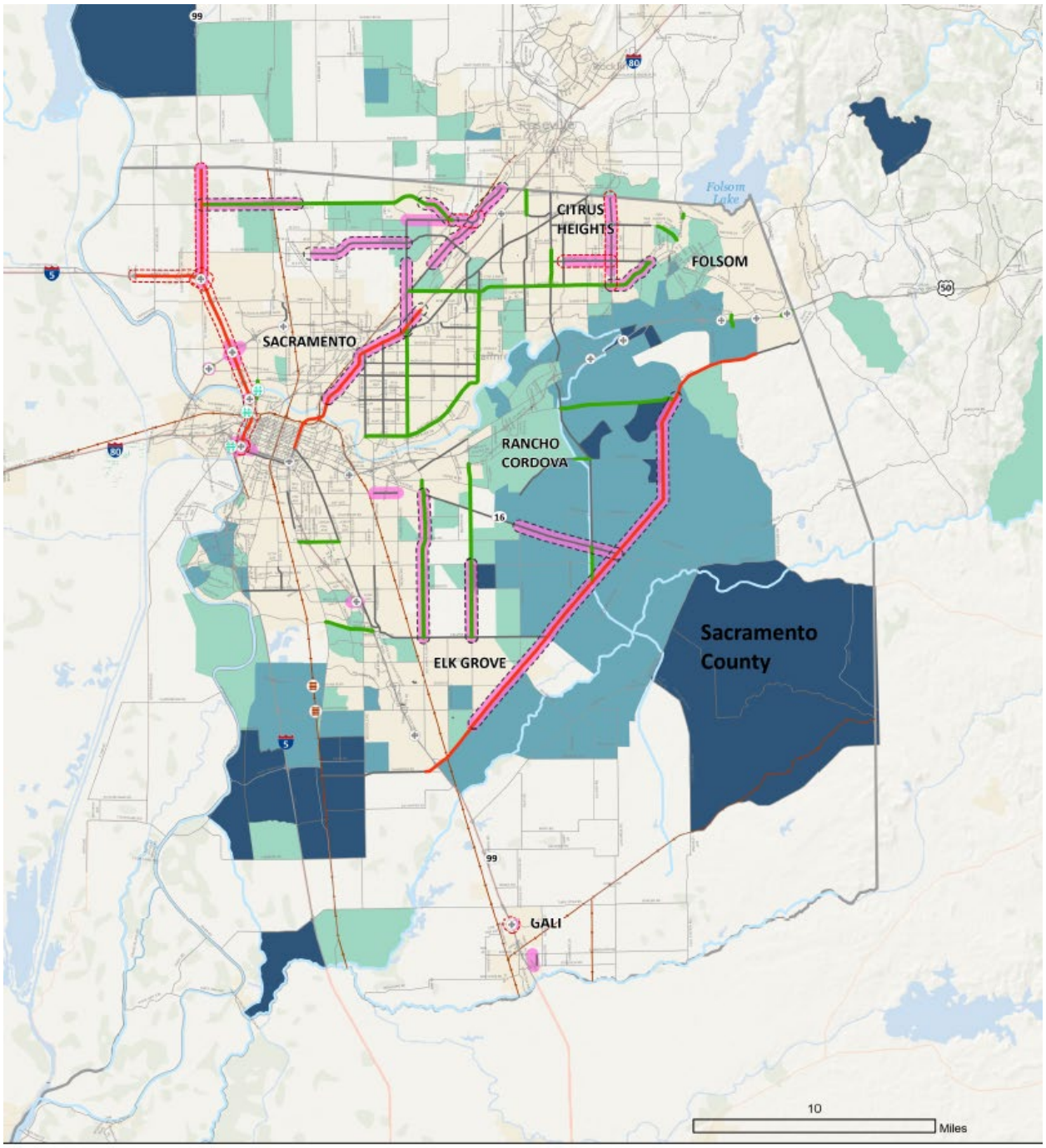


Figure 7 Accessibility Increase Scenario 2



Sacramento County Transportation Tax Initiative Funded Projects

Road Projects

- Highway Congestion Improvement Projects
- Local Projects of Regional Significance
- Local Street and Road Repair and Transformative System Improvements

- Interchanges

Crossings

- Bridge Crossing
- Rail Crossing

- Project Development Only in MTP/SCS
- Partial project not included in 2035 MTP/SCS
- Capacity or Transit increases from the local initiative not included in MTP

Initiative Capacity projects + Accessibility increase (by TAZ) Alt 2 Capacity Only

Auto Accessibility Increase

% Change comparing to 2020 MTP/SCS

- >3.0% - 6.0%
- 6.1% - 15.0%
- 15.1% - 50%

This accessibility analysis (modeling projects using SACSIM and the MTP/SCS land use forecast) only captures a portion of the effects of these additional transit and roadway expansions, such as choosing an alternative route based on congestion levels and reduced travel times or shifting a trip from one mode (such as walking or bike) to another mode (such as riding transit or using a private automobile). Longer term decision changes, such as relocating a place of residence, were not captured since the land use pattern remained fixed based on the MTP/SCS scenario land use assumptions. To capture the land use effects of the transportation investments, staff used the following sketch level assessment.

Assessment of Potential Initiative Impacts on Developing Areas

Using the accessibility changes to jobs, specific plans areas, and understanding of ready-to-build developing areas, staff developed a sketch level land use scenario to evaluate the Initiative's potential impact on the region's future growth patterns. This required an analysis to determine land use and transportation infrastructure interactions. During a typical SCS plan development, this process is usually conducted over the course of multiple months as an iterative process between SACOG staff and local jurisdiction staff to understand the local market and regulatory factors affecting land use developments. Another method to understand this interaction is by using integrated socioeconomic land use and transportation models to understand the relationships between the two. Both these approaches require a significant amount of time and resources that are not feasible within the time frame for this risk assessment. The sketch level land use scenario was created with the following methodology:

1. Use the adopted MTP/SCS and the 2016-2035 employment/housing unit spatial forecast as a starting point to evaluate the Initiative's potential impact on the 2035 GHG target.

   SACOG staff developed the adopted 2020 MTP/SCS land use forecast using the following information:

   - An inventory of local general plan designations and policies,
   - local specific plans and entitlement status of these plans, including information from local agencies on transportation investments required for phases of these specific plans to build out,
   - market conditions from indicators like absorption rates of plan areas, developer activity, proximity to job centers, and annual historic housing permit data by jurisdiction, location, and housing type for the last 20 years,
   - information on habitat conservation plans and other environmental conservation plans or constraints,
   - data on land ownership, and others.

During the MTP/SCS update, SACOG staff will update these data sets with input from local and regional government partners, then iteratively create land use scenarios with these stakeholders over several months to understand the local market and regulatory factors affecting land use developments. Within the time constraints of this analysis, SACOG had started this process but has not completed local agency input for the 2024 MTP/SCS.

2. Where the Initiative's major roadway and transit capacity projects increase accessibility by reducing auto or transit travel times, staff reallocated jobs and housing units from other areas in the region to areas with increased accessibility, and maintained the regional 2016-2035 housing unit and job totals from the adopted 2020 MTP/SCS.

   At a regional level, this analysis will result in a shift of housing units and jobs away from existing developed areas towards new or developing communities. Some of these new or development communities did not include any growth in the adopted MTP/SCS forecast, while some included less growth than in the Initiative forecast. At a regional level growth was largely shifted to:

   - *Southeast Sacramento County*, including potential developing communities in Folsom, Rancho Cordova, Elk Grove, and unincorporated Sacramento County;
   - *Northwest Sacramento County*, including potential developing communities in unincorporated Sacramento County; and
   - *Southeast Placer County*, including potential developing communities in Roseville and unincorporated Placer County.

This land use area adjustment was applied at the current SACOG community type[10] geography level consisting of 184 different community type sub areas within the region. A total of 42,000 of the net new housing units from the adopted MTP/SCS forecast were shifted from Centers and Corridors and Established Communities to Developing Communities and Rural Residential areas. This is a shift of about 20% of the region's total growth or 23% of the growth within Sacramento and Placer County. This shift is also equivalent to 5% of all households in the region in 2035. Table 2 summarizes the shift of growth between community types. Figure 8 shows the community type-level change in dwelling units between the adopted MTP/SCS land use forecast and the Initiative forecast. The map shows the majority of shifted growth is towards community types in close proximity to Initiative roadway capacity projects. Growth was moved to these areas largely from Center and Corridor and Established Communities that had higher development densities and mix of uses. The Developing

[10] SACOG community type and sub areas are defined MTP/SCS planning areas projected to have growth broken into categories generally consistent with location, density, and intensity of uses. See Appendix D-Land Use Forecasts for more details on Community Types. https://www.sacog.org/post/adopted-2020-mtpscs

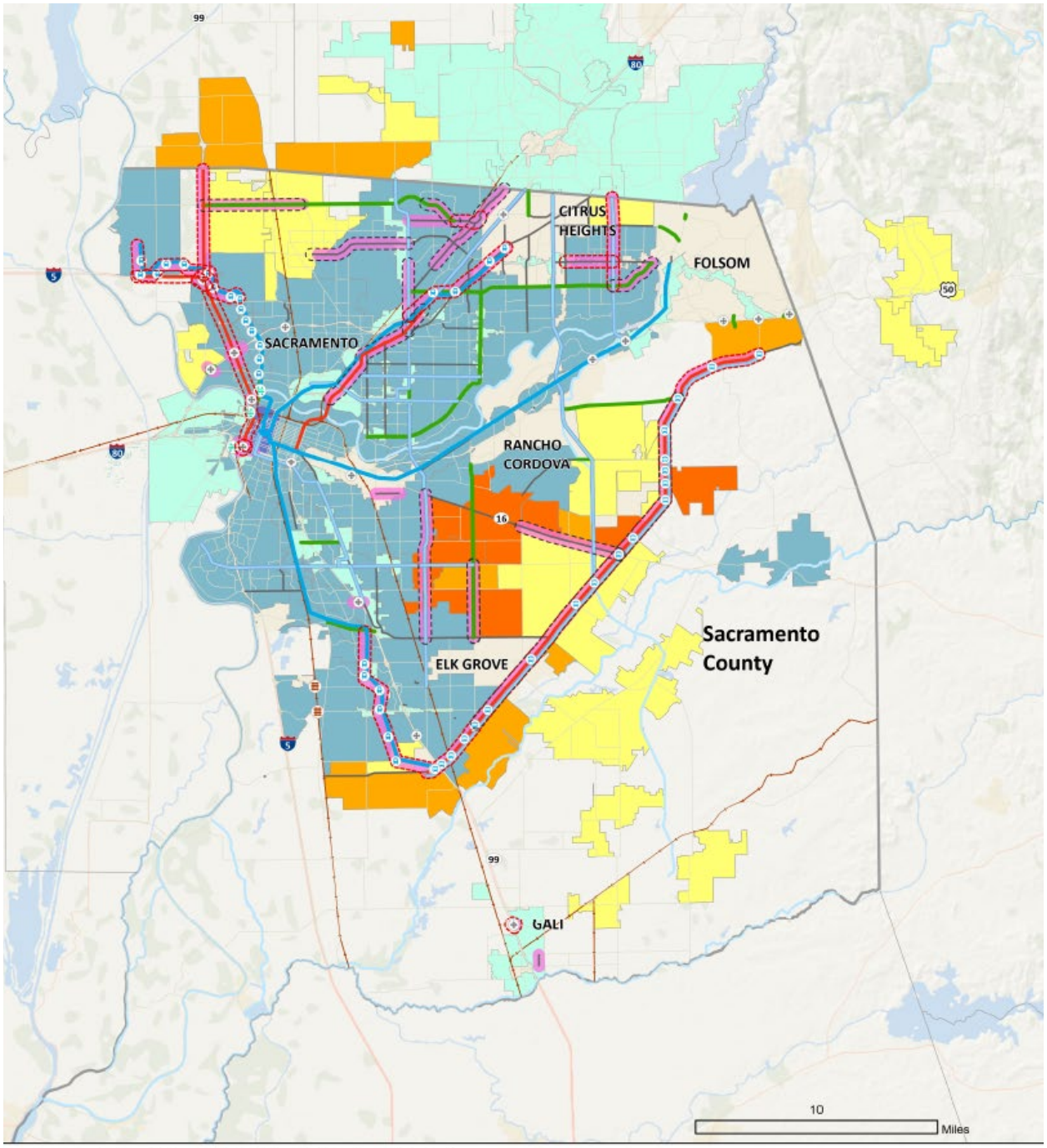
Communities and Rural Residential areas where growth was shifted to in the Initiative forecast have lower densities and a higher segregation of uses, consistent with the existing land use plans in these areas and historical trends for greenfield growth.

Table 2 Shift Analysis Comparison to 2035 MTP/SCS

	2016 Dwelling Units	2035 MTP Dwelling Units	2035 Initiative Potential Dwelling Units	2035 MTP Growth	2035 Initiative Potential Growth	2035 MTP Growth %	2035 Initiative Potential Growth %	2035 Initiative to MTP Growth Shift Comparison
Center and Corridor Communities	123,256	206,275	172,158	83,019	48,902	37%	22%	(34,000)
Developing Communities	17,196	87,492	110,474	70,296	93,278	31%	42%	23,000
Established Communities	698,609	766,681	757,445	68,072	58,836	30%	26%	(9,000)
Rural Residential Communities	69,933	72,117	72,577	2,184	2,644	1%	1%	-
Areas Not Identified for Growth in 2020 MTP/SCS	12,130	12,130	32,076		19,946	0%	9%	20,000
	921,000	1,145,000	1,145,000	224,000	224,000	100%	100%	

SACOG, 2022

Figure 8 Shift Analysis Dwelling Unit Change from 2035 MTP/SCS



Assessment of Regional VMT

Based on the VMT per capita rate from Scenario 1 and Scenario 2 SACSIM model runs and the land use shift analysis, staff then calculated the VMT per weekday from passenger vehicles made by SACOG residents inside the region, named as internal household generated VMT below. This process captures the long-term impacts from land use growth.

As described in the section **Assessment of Potential Initiative Impacts on Developing Areas**, housing unit allocation was generated by MTP/SCS community type subareas. Households and population were then estimated by community type subarea average occupancy rates and household sizes based on American Communities Survey (ACS) data. Developing areas typically have higher household sizes, so an additional adjustment factor was applied regionwide to control to total population of the MTP/SCS 2035 scenario to allow comparison between Scenario 1, 2 and the adopted MTP/SCS. Household VMT per capita rate was calculated for each scenario by MTP/SCS community type subarea. Internal household generated VMT by community type subarea was then calculated by the number of persons multiplied by the household VMT per capita rate. Based on MTP/SCS scenarios, household generated VMT that stays within the region (internal-internal or II VMT) accounts for 81% of the total typical weekday VMT from passenger vehicles and light weight trucks defined under SB375. The remaining 19% is the VMT by SACOG residents traveling to or from outside the SACOG region and from commercial travel made by light weight trucks, such as small landscaping or local delivery trucks. For this analysis, this part of the VMT was held constant. Total VMT was calculated by dividing the internal household generated VMT by a factor of 81% to estimate and account for the remainder of VMT.

As an additional check to the analysis, staff also applied the National Center for Sustainable Transportation (NCST) Induced Travel Calculator. The calculator estimates VMT induced annually from adding lane miles on roadways managed by Caltrans within urbanized areas. Many of the Initiative projects do not meet the calculator's appropriate specification since many are local roads and not Caltrans facilities or do not fall within a metropolitan statical area (MSA). Given these caveats, staff did not use the NCST calculator tool as the primary method of analysis, rather used it as a check for directionality and magnitude in VMT change from Scenario 1 and 2. Based on road capacity increasing projects identified by the Initiative, the induced travel calculator was run for 166 lanes miles, specified as within the Sacramento County MSA, on roadway class 2 or 3 facilities. The tool then applied a 0.75 elasticity rate resulting in 481.8 million VMT per year. This VMT finding was then converted to daily VMT and added on top of the MTP/SCS total VMT for comparison with the Scenarios 1 and 2 VMT findings.

Table 3 shows the findings of the VMT assessment. Both Scenario 1, transit and roadway capacity projects listed in the Initiative, and Scenario 2, roadway capacity projects listed in the Initiative, have higher VMT per capita rates than the adopted MTP/SCS in year 2035. Scenario 2 has a slightly higher VMT per capita rate than Scenario 1 but still has a significant VMT increase compared to the MTP/SCS. While including the Initiative transit investments in Scenario 1 did show less VMT increase compared to Scenario 2, the analysis indicates the transit does not fully mitigate the induced demand of the roadway capacity projects. Transit research has shown transit investment must be implemented in conjunction with significant intensification of land use along the transit corridor in order for the transit to reduce VMT. For major transit investment projects in the Initiative, but not included in the current MTP/SCS, further analysis on land use intensification feasibility based on market driven factors will be necessary to improve transit ridership and VMT reduction performance along project corridors.

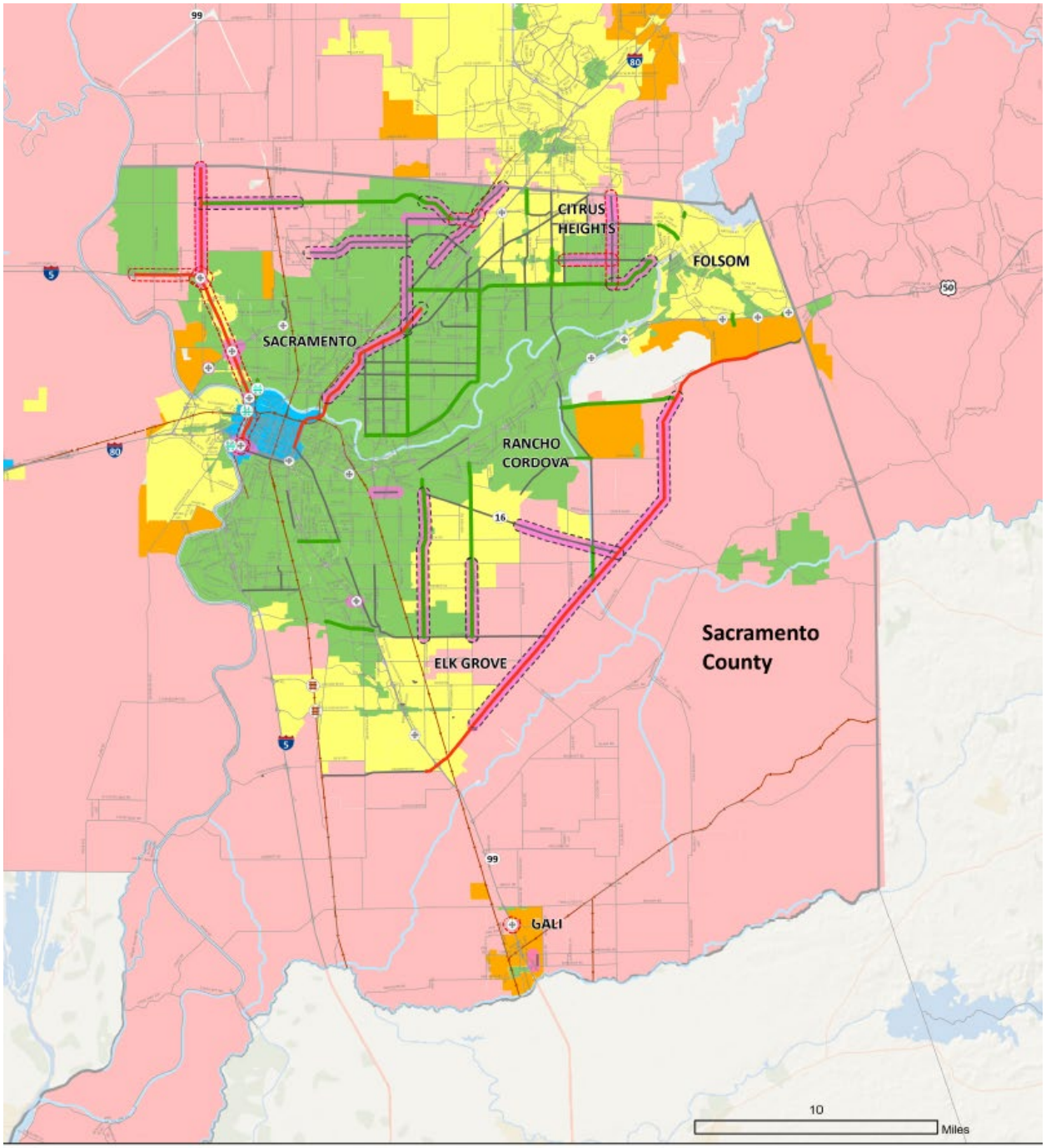
The NCST induced VMT calculator check was slightly lower than both Scenarios 1 and 2, but was less than a tenth of a percent of VMT lower than Scenario 1. In both Scenarios 1 and 2 VMT increased between 2%-2.5% over the MTP/SCS. The NCST check also showed an increase in VMT of a similar magnitude of change.

Table 3 Regional VMT Summary

	MTP/SCS Base GHG Year	MTP/SCS GHG Reduction Target Year	NCST Induced Travel Calculator[3]	Scenario 1 : Fully Funded Measure	Scenario 2 : Roadway Funded Only Measure
Year	2005	2035	2035	2035	2035
Population	2,139,955	2,903,090	2,903,090	2,903,090	2,903,090
Total VMT per weekday for passenger vehicles & light weight trucks	51,543,000	58,999,711	60,319,711	60,378,893	60,421,461
Total II[1] VMT per weekday for passenger vehicles (miles) by SACOG residents	36,179,811	47,963,832	NA	49,143,585	49,164,741
ratio of II VMT to Total	70%	81%	NA	81%	81%
VMT per Capita by SACOG residents	16.91	16.52	NA	16.93	16.94
SB 375 VMT per capita[2]	24.09	20.32	20.78	20.80	20.81
VMT Percent Change from MTP/SCS			2.24%	2.34%	2.41%

1. II refers to VMT within the region only, or internal to internal VMT. SACOG, 2022
2. SB 375 VMT is based on passenger vehicle & light weight vehicles VMT by regional population.
3. Induced Travel Calculator from National Center for Sustainable Transportation assumed 166 lane miles in Sacramento (class 2 or 3

Figure 9 Shift Analysis VMT Per Capita



Assessment of Greenhouse Gas Emissions

Using the total weekday VMT from passenger vehicles and light weight trucks calculated in the **Assessment of Regional VMT**, total CO2 emissions per weekday were estimated using CARB's EMFAC model. Regional GHG per capita is then calculated for Scenarios 1 and 2 using the SB 375 methodology. This rate varies slightly between scenarios since the emission rate differs for VMT at different speeds. Speeds vary based on congestion levels from each scenario's transportation projects. The GHG per capita for Scenarios 1 and 2 are then evaluated against the adopted 2005 CO2 per capita rate to determine if the Initiative will have any impact on achieving the SB 375 regional 19 percent GHG reduction target by 2035. The same off-model strategy reductions used in the MTP/SCS were applied. Off-model strategies include ITS, TDM, car shares, bike share, and local EV strategies. Table 4 Greenhouse Gas Summary shows the GHG emissions of the MTP/SCS, Scenarios 1 and 2, and the NCST Induced Travel Calculator Check. The table shows hundredths of a percent precision for the GHG reduction calculation because, at a regional scale, individual projects may impact emissions by a tenth or a hundredth of a percent point. This precision is important to maintain throughout the equation, and then must be rounded to a whole percentage for findings and comparison to the SB375 target. At the hundredth of a percent the reduction must exceed 18.50% to be rounded to the nearest whole number of 19% as shown in Table 4. Scenarios 1 and 2 achieve a 16.83% and 16.77% reduction of CO2 per capita from passenger and light duty vehicle emissions from 2005 levels. Both scenarios fall short of the SB 375 19% reduction target set for the region. Scenario 1 with both transit and roadway capacity projects had slightly lower CO2 per capita rates than Scenario 2, the roadway-only funded Initiative. However, both Scenarios 1 and 2 erode GHG reduction performance compared to the MTP/SCS, by 1.75% and by 1.81%, respectively. While Scenario 1 reduces more GHG than Scenario 2, the implementation of the transit projects by the target year is not sufficient to mitigate the increase in GHG by additional roadway capacity projects to achieve the 19% reduction target.

Table 4 Greenhouse Gas Summary

	MTP/SCS Base GHG Year	MTP/SCS GHG Reduction Target Year	NCST Induced Travel Calculator[4]	Scenario 1 : Fully Funded Measure	Scenario 2 : Roadway Funded Only Measure
Year	2005	2035	2035	2035	2035
Population	2,139,955	2,903,090	2,903,090	2,903,090	2,903,090
Total SB375 CO2 emissions per weekday for passenger vehicles & light weight trucks	25,410	28,054	28,626	28,661	28,681
SB 375 CO2 per capita (lbs./day) (excludes Through Trips)[1]	23.25	18.84	19.23	19.25	19.27
Modeled Reduction from '05		-18.95%	-17.30%	-17.20%	-17.14%
EMFAC version Adjustment Factor[2]		3.70%	3.70%	3.70%	3.70%
GHG Reductions from Strategies not modeled [3]		-3.33%	-3.33%	-3.33%	-3.33%
Total % Reduction from '05		-18.58%	-16.93%	-16.83%	-16.77%
SB 375 GHG Reduction Target (hundredth %)		-18.51%	-18.51%	-18.51%	-18.51%
Erosion of GHG reduction performance from MTP/SCS			1.65%	1.75%	1.81%

1. Through trips are vehicle trips that travel through the region but start and end outside and are removed for SB SACOG, 2022

2. Conversion factor to calculate between EMFAC 2007 to EMFAC 2011 models.

3. MTP/SCS strategies not accounted for in SACSIM models. Strategies include ITS/TSM, TDM + Car Sharing, Local EV programs, Bike Share

4. Induced Travel Calculator from National Center for Sustainable Transportation assumed 166 lane miles in Sacramento (class 2 or 3 facilities) applying an elasticity of 0.75 resulting in 481.8 million VMT per year. Calculator may not be appropriate for all project types or locations refer to https://ncst.ucdavis.edu/research-product/induced-travel-calculator for calculation details, research and appropriate use of tool.

Table 5 Initiative Project List

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
Caltrans	Capital City Freeway Bus/Carpool Lanes (I-80 – P Street)	Highway Congestion Improvement Projects	Highway Expansion	Partially	Yes	Yes
Caltrans	I-5 Bus/Carpool Lanes (US-50 – SMF)	Highway Congestion Improvement Projects	Highway Expansion	Not Included or PDO only	Yes	Yes
Caltrans	I-5/I-80 Interchange complex improvements	Highway Congestion Improvement Projects	Highway Expansion	Included or Consistent	Yes	Yes
Caltrans	SR-99 Bus/Carpool Lanes (I-5 to Sac/Sutter County Line)	Highway Congestion Improvement Projects	Highway Expansion	Not Included or PDO only	Yes	Yes
Caltrans	I-5/US-50 Interchange complex improvements	Highway Congestion Improvement Projects	Interchange	Not Included or PDO only	Yes	Yes
Caltrans	I-5/SR-99 interchange complex improvements	Highway Congestion Improvement Projects	Interchange	Not Included or PDO only	Yes	Yes
Caltrans	SR-99/US-50/Bus-80 Interchange	Highway Congestion	Interchange	Unclear	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	complex improvements	Improvement Projects				
Citrus Heights	Antelope Road/I-80 Interchange (bike, pedestrian, Americans with Disabilities Act, and congestion relief improvements)**	Local Projects of Regional Significance	Interchange	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Auburn Blvd Phase II (Rusch Park – I-80**)	Local Projects of Regional Significance	Major Arterial Improvements	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Madison Avenue Corridor (Fair Oaks Blvd – San Juan Avenue)	Local Projects of Regional Significance	Major Arterial Improvements	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Sunrise Blvd (Sayonara Drive – Madison Avenue)**	Local Projects of Regional Significance	Major Arterial Improvements	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Implementation of an Americans with Disabilities Act transition plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
Citrus Heights	Implementation of a bicycle master plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Citrus Heights	Implementation of a pedestrian master plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Citrus Heights	Auburn Blvd (Rusch Park – I-80)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Auburn Blvd (Sylvan Corners – Greenback Lane)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Auburn Blvd (Greenback Lane – Manzanita Avenue)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Antelope Road (Auburn Blvd – Old Auburn Road)	Local Street and Road Repair and	Complete Streets (with or	May be consistent if does not	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
		Transformative System Improvements	without capacity)	include additional capacity		
Citrus Heights	Dewey Drive (Greenback Lane – Connemara Circle)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Fair Oaks Blvd (Oak Avenue – Madison Avenue)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Greenback Lane (Sunrise Blvd – Fair Oaks Blvd)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Oak Avenue (Sunrise Blvd – Wachtel Way)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Old Auburn Road (Sylvan Corners – Roseville City Limit)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
Citrus Heights	Roseville Road (Butternut Drive – City Limit)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	San Juan Avenue (Madison Avenue – Sylvan Road)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Sunrise Blvd (Sayonara Drive – North City Limit)*	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Sylvan Road (San Juan Avenue – Sylvan Corners)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Wachtel Way (Oak Avenue – Auburn Road)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Van Maren Lane (Greenback Lane – Garden Gate Drive)	Local Street and Road Repair and	Complete Streets (with or	May be consistent if does not	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
		Transformative System Improvements	without capacity)	include additional capacity		
Citrus Heights	Fix It First" street maintenance and rehabilitation	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No
Citrus Heights	Implementation of intelligent transportation system improvements	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Citrus Heights	Antelope Road/I-80 Interchange (bike, pedestrian, Americans with Disabilities Act and congestion relief improvements)	Local Street and Road Repair and Transformative System Improvements	Interchange	May be consistent if does not include additional capacity	Unknown	Yes
Citrus Heights	Support of a local transportation management agency	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
City of Sacramento	I Street Bridge replacement (Railyards Blvd) over Sacramento River	Local Projects of Regional Significance	Bridge	Included or Consistent	Yes	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
City of Sacramento	American River Bridge to South Natomas	Local Projects of Regional Significance	Bridge	Included or Consistent	Yes	Yes
City of Sacramento	Broadway Bridge over Sacramento River	Local Projects of Regional Significance	Bridge	Included or Consistent	Yes	Yes
City of Sacramento	Mack Road/SR-99 Interchange (safety improvements)	Local Projects of Regional Significance	Interchange	Included or Consistent	No	Yes
City of Sacramento	Richards Blvd/I-5 Interchange	Local Projects of Regional Significance	Interchange+A39	Included or Consistent	Yes	Yes
City of Sacramento	65th Street/US-50 Interchange	Local Projects of Regional Significance	Interchange	May be consistent if does not include additional capacity	Yes	Yes
City of Sacramento	West El Camino Avenue/I-80 Interchange	Local Projects of Regional Significance	Interchange	Included or Consistent	Yes	Yes
City of Sacramento	Northgate Blvd/I-80 Interchange	Local Projects of Regional Significance	Interchange	Included or Consistent	Yes	Yes
City of Sacramento	Improvements to Cosumnes River Blvd (SR-99 – Franklin Blvd)	Local Projects of Regional Significance	Major Arterial Improvements	Included or Consistent	No	Yes
City of Sacramento	Sacramento River/American River/regional bike trails	Local Projects of Regional Significance	Trails	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	(development, patrol, and maintenance for those areas not covered by Sacramento County Parks)					
City of Sacramento	Intermodal Transportation Facility development	Local Projects of Regional Significance	Transit Capital	Included or Consistent	No	No
City of Sacramento	Implementation of a bikeway master plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
City of Sacramento	Implementation of a pedestrian master plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
City of Sacramento	Accessibility improvements	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
City of Sacramento	Pedestrian and bicycle safety improvements	Local Street and Road Repair and Transformative	Active Transportation & ADA Compliance	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
		System Improvements				
City of Sacramento	67th Street bike/pedestrian tunnel to CSUS	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	Yes
City of Sacramento	Stockton Blvd (Alhambra Boulevard to 47th Avenue)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
City of Sacramento	Franklin Blvd (Sutterville Road/12th Avenue-38th Avenue)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
City of Sacramento	Fruitridge Road	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	No
City of Sacramento	Northgate Blvd (I-80 to Del Paso Blvd)?	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
City of Sacramento	Meadowview Road/24th Street	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
City of Sacramento	Broadway-(3rd St-29th)	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
City of Sacramento	"Fix It First" maintenance and rehabilitation (to include "complete streets" and safety elements whenever feasible)	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No
City of Sacramento	Implementation of an intelligent transportation system master plan	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
City of Sacramento	14th Avenue extension	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Included or Consistent	Yes	Yes
City of Sacramento	Operations and security	Local Street and Road	ITS Enhancements,	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
		Repair and Transformative System Improvements	TDM, Technology, or Other Operational			
City of Sacramento	Support of strategic local transportation management agency initiatives	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
City of Sacramento	Parking facilities	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
City of Sacramento	Implementation of a vision zero action plan, including improvements related to high injury networks and safe routes to school	Local Street and Road Repair and Transformative System Improvements	Safety	Included or Consistent	No	No
City of Sacramento	REGIONAL MOBILITY CENTER: direct support of the development of a Regional Mobility Center to foster innovation in clean transportation	Off the Top		Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
City of Sacramento	SACRAMENTO INTERMODAL TRANSPORTATION FACILITY: operations related to the Sacramento Intermodal Transportation Facility.	Off the Top		Included or Consistent	No	No
County of Sacramento	"Fix It First" bridge maintenance, rehabilitation, and replacement	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No
County of Sacramento	"Fix It First" signal and ITS maintenance and rehabilitation	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No
County of Sacramento	"Fix It First" street maintenance and rehabilitation	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No
County of Sacramento	47th Avenue (Franklin Blvd – Stockton Blvd)	Local Projects of Regional Significance	Major Arterial Improvements	May be consistent if does not include additional capacity	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
County of Sacramento	47th Avenue (Franklin Blvd – Stockton Blvd)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	American River Parkway: preservation, maintenance, and safety of the American River Parkway.	Off the Top		Included or Consistent	No	No
County of Sacramento	American River Parkway improvements	Local Street and Road Repair and Transformative System Improvements	Trails	Included or Consistent	No	No
County of Sacramento	Antelope Road (Watt Avenue – Roseville Road)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Not Included or PDO only	Yes	Yes
County of Sacramento	Arden Way (Ethan Way – Watt Avenue)*	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
County of Sacramento	Arden Way (Ethan Way – Watt Avenue)**	Local Projects of Regional Significance	Major Arterial Improvements	Unclear	Unknown	Yes
County of Sacramento	Auburn Blvd (Fulton Avenue – Manzanita Avenue)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Bradshaw Road (Old Placerville Road – Calvine Road)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Partially	Yes	Yes
County of Sacramento	Bradshaw Road (Old Placerville Road – Calvine Road)**	Local Projects of Regional Significance	Major Arterial Improvements	Partially	Yes	Yes
County of Sacramento	Calvine Road (Power Inn Road – Grant Line Road)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Unclear	Unknown	Yes
County of Sacramento	Cypress Avenue (Edison Avenue – Manzanita Avenue)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Douglas Road (Rancho Cordova	Local Street and Road	Major Arterial Improvements	Included or Consistent	Yes	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	City Limit – Kiefer Blvd)	Repair and Transformative System Improvements				
County of Sacramento	El Camino Avenue (Ethan Way – Fair Oaks Blvd)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Elkhorn Blvd (Rio Linda Blvd – I-80)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Partially	Yes	Yes
County of Sacramento	Elverta Road (SR-99 – Antelope Road)	Local Projects of Regional Significance	Major Arterial Improvements	Partially	Yes	Yes
County of Sacramento	Elverta Road (SR-99 – Watt Avenue)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Partially	Yes	Yes
County of Sacramento	Elverta Road (Watt Avenue – Antelope Road)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
County of Sacramento	Fair Oaks Blvd (Howe Avenue – Madison Avenue)**	Local Projects of Regional Significance	Major Arterial Improvements	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Fair Oaks Blvd (Howe Avenue – Madison Avenue)**	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Folsom Blvd (Watt Avenue – Bradshaw Road)**	Local Projects of Regional Significance	Major Arterial Improvements	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Folsom Blvd (Watt Avenue – Bradshaw Road)**	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Fulton Avenue (Auburn Blvd – Fair Oaks Blvd)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Garfield Avenue (Greenback Lane – Winding Way)	Local Street and Road Repair and	Arterial Rehab & Complete Streets	May be consistent if does not	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
		Transformative System Improvements		include additional capacity		
County of Sacramento	Greenback Lane (Fair Oaks Blvd – Hazel Avenue)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Not Included or PDO only	Yes	Yes
County of Sacramento	Greenback Lane (Hazel Avenue – Madison Avenue)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Hazel Avenue (Placer County Line to Madison Avenue)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Not Included or PDO only	Yes	Yes
County of Sacramento	Hazel Avenue/US-50 Interchange**	Local Projects of Regional Significance	Interchange	Included or Consistent	Yes	Yes
County of Sacramento	Hazel Avenue/US-50 Interchange**	Local Street and Road Repair and Transformative System Improvements	Interchange	Included or Consistent	Yes	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
County of Sacramento	Howe Avenue (Auburn Blvd – Fair Oaks Blvd)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Implementation of a local roadway safety plan (LRSP)	Local Street and Road Repair and Transformative System Improvements	Safety	Included or Consistent	No	No
County of Sacramento	Implementation of a smart region technology plan	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
County of Sacramento	Implementation of an active transportation plan, including a bicycle master plan and a pedestrian master plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
County of Sacramento	Implementation of an Americans with Disabilities Act transition plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
County of Sacramento	Implementation of intelligent	Local Street and Road	ITS Enhancements,	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	transportation systems	Repair and Transformative System Improvements	TDM, Technology, or Other Operational			
County of Sacramento	Improve access to the American River Parkway	Local Street and Road Repair and Transformative System Improvements	Trails	Included or Consistent	No	No
County of Sacramento	Infrastructure and support of MicroMobility and SharedMobility services	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
County of Sacramento	Infrastructure and support of transportation demand management	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
County of Sacramento	Jackson Highway (Watt Avenue – Grant Line Road)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Partially	Yes	Yes
County of Sacramento	Madison Avenue (Sunrise Blvd – Greenback Lane)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Partially	Yes	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
County of Sacramento	Madison Avenue (Watt Avenue – Greenback Lane)	Local Projects of Regional Significance	Major Arterial Improvements	May be consistent if does not include additional capacity	Yes	Yes
County of Sacramento	Madison Avenue (Watt Avenue – Sunrise Blvd)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Manzanita Avenue (Auburn Blvd – Fair Oaks Blvd)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Marconi Avenue (Howe Avenue – Fair Oaks Blvd)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	North Watt Avenue (Antelope Road – Capital City Freeway)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Partially	Yes	Yes
County of Sacramento	North Watt Avenue at UPRR/Capitol	Local Street and Road Repair and	Major Arterial Improvements	Unclear	Yes	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	Corridor Overcrossing	Transformative System Improvements				
County of Sacramento	Oak Avenue (Hazel Avenue – Folsom City Limit)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Other locations with similar needs	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	No
County of Sacramento	Other locations with similar needs	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Unclear	Unknown	No
County of Sacramento	Pasadena Avenue (Cypress Avenue – Winding Way)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Power Inn Road (Florin Road – Calvine Road)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
County of Sacramento	Roseville Road (Airbase Drive – Placer County Line)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Partially	Yes	Yes
County of Sacramento	Rural road shoulder and safety improvements	Local Projects of Regional Significance	Safety	Included or Consistent	No	No
County of Sacramento	San Juan Avenue (Madison Avenue – Fair Oaks Blvd)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	South Watt Avenue/Elk Grove-Florin Road (Kiefer Blvd – Calvine Road)**	Local Projects of Regional Significance	Major Arterial Improvements	Partially	Yes	Yes
County of Sacramento	South Watt Avenue/Elk Grove-Florin Road (Kiefer Blvd – Calvine Road)**	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Partially	Yes	Yes
County of Sacramento	Stockton Blvd (North of 65th Street – Power Inn Road)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
County of Sacramento	Sunrise Blvd (Jackson Highway – Grant Line Road)**	Local Projects of Regional Significance	Major Arterial Improvements	Included or Consistent	Yes	Yes
County of Sacramento	Sunrise Blvd (Jackson Highway – Grant Line Road)**	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Included or Consistent	Yes	Yes
County of Sacramento	Sunrise Blvd (Madison Avenue – Coloma Road)	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
County of Sacramento	Support and construction of mobility hubs	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
County of Sacramento	Support of a local transportation management agency	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
County of Sacramento	Watt Avenue (Capital City Freeway – Fair Oaks Blvd)**	Local Projects of Regional Significance	Major Arterial Improvements	Unclear	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
County of Sacramento	Watt Avenue (Capital City Freeway – Fair Oaks Blvd)**	Local Street and Road Repair and Transformative System Improvements	Arterial Rehab & Complete Streets	May be consistent if does not include additional capacity	Unknown	Yes
CSECJPA	Capital Southeast Connector Joint Powers Authority for Capital Southeast Connector (I-5 – US-50)	Highway Congestion Improvement Projects	Highway Expansion	Partially	Yes	Yes
Elk Grove	Whitelock Parkway/SR-99 Interchange**	Local Projects of Regional Significance	Interchange	Included or Consistent	Yes	Yes
Elk Grove	Elk Grove Blvd congestion relief**	Local Projects of Regional Significance	Major Arterial Improvements	Unclear	Unknown	No
Elk Grove	Laguna Blvd/Bond Road congestion relief**	Local Projects of Regional Significance	Major Arterial Improvements	Unclear	Unknown	No
Elk Grove	Implementation of bicycle, pedestrian, trails, and Americans with Disabilities Act master plans	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Elk Grove	Pedestrian overcrossing of UPRR on Elk Grove Blvd	Local Street and Road Repair and Transformative	Active Transportation & ADA Compliance	Included or Consistent	No	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
		System Improvements				
Elk Grove	Pedestrian overcrossing of UPRR on Laguna Blvd	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	Yes
Elk Grove	Citywide "complete streets" improvements	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	Included or Consistent	Unknown	No
Elk Grove	Congestion reduction on Elk Grove Blvd**	Local Street and Road Repair and Transformative System Improvements	Congestion Reduction	Unclear	Unknown	No
Elk Grove	Congestion reduction on Laguna Blvd/Bond Road**	Local Street and Road Repair and Transformative System Improvements	Congestion Reduction	Unclear	Unknown	No
Elk Grove	Fix It First street maintenance and rehabilitation	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
Elk Grove	Construct SR-99 atWhitelock Parkway Interchange**	Local Street and Road Repair and Transformative System Improvements	Interchange	Included or Consistent	Yes	Yes
Elk Grove	Implementation of an intelligent transportation system master plan	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Elk Grove	Widen, rebuild, and extend Kammerer Road**	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Included or Consistent	Yes	Yes
Elk Grove	Signal maintenance and rehabilitation	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Elk Grove	Support of a local transportation management agency	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Elk Grove	Laguna Creek Trail	Local Street and Road Repair and	Trails	Included or Consistent	No	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
		Transformative System Improvements				
Elk Grove	Elk Grove Creek Trail	Local Street and Road Repair and Transformative System Improvements	Trails	Included or Consistent	No	Yes
Elk Grove	Powerline Trail	Local Street and Road Repair and Transformative System Improvements	Trails	Included or Consistent	No	Yes
Elk Grove	Stone Lake Trail	Local Street and Road Repair and Transformative System Improvements	Trails	Included or Consistent	No	Yes
Folsom	East Bidwell/US-50 interchange improvements**	Local Projects of Regional Significance	Interchange	May be consistent if does not include additional capacity	Unknown	Yes
Folsom	Oak Avenue Parkway/US-50 Interchange**	Local Projects of Regional Significance	Interchange	Not Included or PDO only	Yes	Yes
Folsom	Empire Ranch Road/US-50 Interchange**	Local Projects of Regional Significance	Interchange	Included or Consistent	Yes	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
Folsom	Folsom Blvd/Blue Ravine Road Rail/Trail Grade Separation	Local Projects of Regional Significance	Major Arterial Improvements	May be consistent if does not include additional capacity	Unknown	No
Folsom	Folsom-Auburn Road at Folsom Lake Crossing	Local Projects of Regional Significance	Major Arterial Improvements	May be consistent if does not include additional capacity	Unknown	Yes
Folsom	Oak Avenue Parkway (Folsom-Auburn Road – American River Canyon Drive)	Local Projects of Regional Significance	Major Arterial Improvements	May be consistent if does not include additional capacity	Unknown	Yes
Folsom	Rowberry Overcrossing/US-50 between Oak Avenue Pkwy and Prairie City Road**	Local Projects of Regional Significance	Major Arterial Improvements	Included or Consistent	Yes	Yes
Folsom	Folsom Blvd bicycle overcrossing	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	Yes
Folsom	Implementation of a bicycle master plan	Local Street and Road Repair and Transformative	Active Transportation & ADA Compliance	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
		System Improvements				
Folsom	Implementation of a pedestrian master plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Folsom	Implementation of an Americans with Disabilities Act transition plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Folsom	"Fix It First" street maintenance and rehabilitation	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No
Folsom	Construct US-50 at Oak Avenue Parkway Interchange**	Local Street and Road Repair and Transformative System Improvements	Interchange	Not Included or PDO only	Yes	No
Folsom	Construct US-50 at Empire Ranch Road Interchange**	Local Street and Road Repair and Transformative System Improvements	Interchange	Included or Consistent	Yes	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
Folsom	Implementation of an intelligent transportation systems master plan	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Folsom	Construct US-50 Rowberry Overcrossing between Oak Avenue Pkwy and Prairie City Road**	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Included or Consistent	Yes	Yes
Folsom	Widen White Rock Road (Prairie City Road – Empire Ranch Road)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Included or Consistent	Yes	Yes
Folsom	Support of a local transportation management agency	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Folsom	Folsom Lake State Recreation Area Trail improvements	Local Street and Road Repair and Transformative System Improvements	Trails	Included or Consistent	No	No
Galt	Walnut Avenue/SR-99 Interchange**	Local Projects of Regional Significance	Interchange	Not Included or PDO only	Yes	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
Galt	Implementation of a bicycle master plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Galt	Implementation of a pedestrian master plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Galt	Implementation of an Americans with Disabilities Act transition plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Galt	Carillion Blvd "complete streets" improvements	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	Included or Consistent	Unknown	Yes
Galt	"Fix It First" street maintenance and rehabilitation	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No
Galt	Construct SR-99 atWalnut Avenue Interchange**	Local Street and Road Repair and	Interchange	Not Included or PDO only	Yes	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
		Transformative System Improvements				
Galt	Support of a local transportation management agency	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Isleton	Local street and road repair	Local Projects of Regional Significance	Fix it First	Included or Consistent	No	No
Isleton	SR-160 safety plan	Local Projects of Regional Significance	Safety	Included or Consistent	No	No
Isleton (Fixed Amount)	Community Center Americans with Disabilities Act ramps and parking lot rehabilitation	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Isleton (Fixed Amount)	Implementation of a green streets plan	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	Included or Consistent	Unknown	No
Isleton (Fixed Amount)	Electric vehicle charging stations	Local Street and Road Repair and Transformative System Improvements	EV Charging	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
Isleton (Fixed Amount)	"Fix It First" street maintenance and rehabilitation	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No
Isleton (Fixed Amount)	Dock/ferry station rehabilitation	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No
Isleton (Fixed Amount)	Safety lights for Tower Park and Ride Lot	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Isleton (Fixed Amount)	Pilot program shuttle, Isleton to E-Bart station	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Isleton (Fixed Amount)	Support of a local transportation management agency	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Rancho Cordova	White Rock Road complete streets	Local Projects of Regional Significance	Complete Streets (with or	May be consistent if does not	Unknown	Yes

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	(Sunrise Blvd – Grant Line Road)		without capacity)	include additional capacity		
Rancho Cordova	Rancho Cordova Parkway/US-50 Interchange, including the Interchange at US-50 to White Rock Road**	Local Projects of Regional Significance	Interchange	Included or Consistent	Yes	No
Rancho Cordova	Widen Douglas Road (Sunrise Blvd – West City Limit)**	Local Projects of Regional Significance	Major Arterial Improvements	Included or Consistent	Yes	Yes
Rancho Cordova	Zinfandel bicycle and pedestrian US-50 overcrossing	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	Yes
Rancho Cordova	Implementation of a bicycle master plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Rancho Cordova	Implementation of a pedestrian master plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
Rancho Cordova	Implementation of an Americans with Disabilities Act transition plan	Local Street and Road Repair and Transformative System Improvements	Active Transportation & ADA Compliance	Included or Consistent	No	No
Rancho Cordova	"Complete streets" improvements to Sunrise Blvd (Folsom Blvd – Jackson Highway)*	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	Yes
Rancho Cordova	"Complete streets" improvements to Mather Field Road	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	No
Rancho Cordova	"Complete streets" improvements to Coloma Road	Local Street and Road Repair and Transformative System Improvements	Complete Streets (with or without capacity)	May be consistent if does not include additional capacity	Unknown	No
Rancho Cordova	"Fix It First" street maintenance and rehabilitation	Local Street and Road Repair and Transformative System Improvements	Fix it First	Included or Consistent	No	No
Rancho Cordova	Construct US-50 at Rancho Cordova Parkway	Local Street and Road Repair and	Interchange	Included or Consistent	Yes	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	Interchange, including the Interchange at US-50 to White Rock Road**	Transformative System Improvements				
Rancho Cordova	Widen White Rock Road (Sunrise Blvd – Grant Line Road)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Included or Consistent	Yes	Yes
Rancho Cordova	Widen Douglas Road (Sunrise Blvd –Western City Limit with Bridge over Folsom South Canal)	Local Street and Road Repair and Transformative System Improvements	Major Arterial Improvements	Included or Consistent	Yes	Yes
Rancho Cordova	Support of a local transportation management agency	Local Street and Road Repair and Transformative System Improvements	ITS Enhancements, TDM, Technology, or Other Operational	Included or Consistent	No	No
Rancho Cordova	American River Parkway improvements	Local Street and Road Repair and Transformative System Improvements	Trails	Included or Consistent	No	No
SACOG/SMAQMD	TRANSPORTATION MANAGEMENT AGENCIES: for distribution to support the	Off the Top		Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	activities of transportation management agencies in Sacramento County.					
SACRAMENTO REGIONAL TRANSIT DISTRICT	LRT peak service trains	Transit and Rail Congestion Improvement Projects	Transit Capital	Included or Consistent	No	No
SACRAMENTO REGIONAL TRANSIT DISTRICT	LRT extensions, Green Line to the airport, Blue Line to Elk Gove and Citrus Heights, Gold Line to Folsom	Transit and Rail Congestion Improvement Projects	Transit Capital	Partially	Yes	Yes
SACRAMENTO REGIONAL TRANSIT DISTRICT	High capacity bus corridor network throughout Sacramento County, including but not limited to Stockton Blvd, Watt Ave, Sunrise Blvd, Florin Rd, and Arden Way	Transit and Rail Congestion Improvement Projects	Transit Capital	Included or Consistent	Yes	No
SACRAMENTO REGIONAL TRANSIT DISTRICT	BRT to Citrus Heights, Stockton Blvd, and Sunrise in Rancho Cordova	Transit and Rail Congestion Improvement Projects	Transit Capital	Included or Consistent	Yes	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
SACRAMENTO REGIONAL TRANSIT DISTRICT	In coordination with the Capital Southeast Connector Joint Powers Authority, design, plan and construct a transit component, such as a bus rapid transit service, along the Capital Southeast Connector corridor to mitigate greenhouse gas (GHG) emissions and meet air quality targets. SacRT will match $40 million in revenues generated by this Measure with $80 million in state and federal funds for a total of $120 million in resources toward this goal. The project would consist of providing signaling and a bypass at critical connector sections to improve service, lower travel time,	Transit and Rail Congestion Improvement Projects	Transit Capital	Not Included or PDO only	Yes	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	and reduce GHG impacts					
SACRAMENTO REGIONAL TRANSIT DISTRICT	Low-floor trains systemwide	Transit Maintenance, Operations, and Transformative System Improvements	Transit Capital	Included or Consistent	No	No
SACRAMENTO REGIONAL TRANSIT DISTRICT	Full zero emission replacement buses	Transit Maintenance, Operations, and Transformative System Improvements	Transit Capital	Included or Consistent	No	No
SACRAMENTO REGIONAL TRANSIT DISTRICT	State of good repair, bus replacement, safety, security, and facilities	Transit Maintenance, Operations, and Transformative System Improvements	Transit O&M or Vehicle Replacements	Included or Consistent	No	No
SACRAMENTO REGIONAL TRANSIT DISTRICT	Americans with Disabilities Act upgrades for bus and rail, including station upgrades to	Transit Maintenance, Operations, and Transformative	Transit O&M or Vehicle Replacements	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	accommodate low-floor trains	System Improvements				
SACRAMENTO REGIONAL TRANSIT DISTRICT	Increase bus and rail service frequency, and span of coverage	Transit Maintenance, Operations, and Transformative System Improvements	Transit O&M or Vehicle Replacements	Included or Consistent	Yes	No
SACRAMENTO REGIONAL TRANSIT DISTRICT	Continuation of RydeFreeRT (Grades K-12)	Transit Maintenance, Operations, and Transformative System Improvements	Transit O&M or Vehicle Replacements	Included or Consistent	No	No
SACRAMENTO REGIONAL TRANSIT DISTRICT	Fare subsidy program for seniors and low-income passengers	Transit Maintenance, Operations, and Transformative System Improvements	Transit O&M or Vehicle Replacements	Included or Consistent	No	No
SACRAMENTO REGIONAL TRANSIT DISTRICT	On-demand transit such as SmaRT Ride type programs	Transit Maintenance, Operations, and Transformative System Improvements	Transit O&M or Vehicle Replacements	Included or Consistent	No	No
SACRAMENTO REGIONAL	SmaRT Ride Microtransit program	Transit Maintenance, Operations,	Transit O&M or Vehicle Replacements	Included or Consistent	No	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
TRANSIT DISTRICT		and Transformative System Improvements				
SACRAMENTO REGIONAL TRANSIT DISTRICT	Innovative transit-oriented development	Transit Maintenance, Operations, and Transformative System Improvements	Transit- TOD	Included or Consistent	No	No
SACRAMENTO REGIONAL TRANSIT DISTRICT	Florin Station transit-oriented development partnership ($1.0 million)	Transit Maintenance, Operations, and Transformative System Improvements	Transit- TOD	Included or Consistent	No	No
Sacramento Transportation Authority	PROGRAM ADMINISTRATION & INDEPENDENT TAXPAYER OVERSIGHT	Oversight		NA	No	No
SACRT/CTSAs	SENIOR AND DISABLED TRANSPORTATION SERVICES	Senior and Disabled		Included or Consistent	No	No
SJRRC	COMMUTER RAIL SERVICE ENHANCEMENTS: operations and service enhancements related to the	Off the Top		Included or Consistent	Yes	No

Jurisdiction	Project	Initiative Identified Project Category	SACOG Staff Identified Assessment Category	Status On Projects inclusion to the MTP/SCS	Road or Transit Capacity Increasing	Identified Project Location for Analysis
	Altamont Corridor Express service that will benefit Sacramento County residents.					
SMAQMD	AIR QUALITY	Air Quality		Included or Consistent	No	No

Attachment B: Review Panel Memo

To: James Corless, Executive Director, SACOG

From: Elizabeth Deakin, Fred Dock, Susan Handy, Michael McNally, Joan Walker

Date: April 15, 2022

Re: SACOG Local Transportation Funding Initiative Assessment Methodology

We have been asked to review the methodology being used by SACOG staff to evaluate the likely impact of projects included in a proposed citizen-initiated transportation sales tax measure. The staff provided us with a brief memo on their proposed analysis approach and met remotely with three of with us on April 5 to discuss it. Two other review team members provided comments separately. This memo presents our evaluation of the approach. Overall, the review panel believes that the SACOG staff have devised an appropriate approach for the evaluation. Here we summarize our understanding of the analysis approach and offer a few comments and suggestions.

At issue is how the proposed measure, if implemented, will affect the region's ability to meet its greenhouse gas emissions reduction targets set by the state. By 2035, the SACOG region is required to reduce transportation-related GHGs by 19% from 2005 levels. Location decisions, the number of trips made, the destinations chosen, the distances traveled, and the modes used could be affected by the transportation investments and services offered during this period. These travel impacts in turn could affect emissions.

The proposed transportation sales tax measure includes hundreds of projects which would be implemented throughout the region over a 40-year period (2023-2063). Some of these projects have been analyzed in previous SACOG planning efforts or are consistent with SACOG's 2020 project list. Other projects have not been studied previously. For a third category of projects, descriptions available at this time are insufficient to determine their status – depending on specifics, these projects may have been partially included in previous SACOG analyses, may be consistent with previous analyses, or may add capacity to transportation networks that has not been previously accounted for.

The citizen's initiative is currently gathering signatures to qualify as a measure on the ballot and the deadline for signatures is coming up in the next few weeks. Elected and community leaders are being asked to take a position on the initiative and have requested SACOG's analysis before doing so.

As a result, the time available for the analysis is very short. The staff have proposed using a combination of travel model runs, sketch planning analyses, qualitative assessments, and scenario analyses to produce a range of likely impacts. They plan to focus on projects of regional significance listed in the tax measure, including major capital improvements in transit and highways and multimodal projects, because these projects could have a significant impact on travel and emissions. They do not propose to analyze projects listed as

maintenance or state of good repair. They also would omit projects for which they have insufficient information to determine the project effect on capacity.

The staff plan to use the region's 2020 analyses and 2016-2035 housing allocation totals as the starting point for their assessment of the impacts of the tax measure investments. Since land uses and development patterns will respond to changes in accessibility over the study period, the staff propose to reallocate jobs and housing to reflect the changes that would likely result from the tax measure's facilities investments.

Ordinarily, during MTP/SCS preparation, SACOG staff update land use and land development data sets with input from local and regional government partners, then iteratively create land use scenarios with these stakeholders. This process typically takes place over several months. Because of the time constraints on the sales tax measure analysis, the staff will rely on the data in hand, which are partial.

In evaluating accessibility changes not already included in the current MTP/SCS, the staff will draw upon previous modeling results, empirical evidence, and the changes in accessibility they estimate from additional model runs evaluating the highway and transit projects that the proposed tax measure would fund in the Sacramento region. The probability of land use changes will be evaluated in the context of local general plan designations and policies, local specific plans, the entitlement status of these plans, and transportation investments required for phases of these specific plans to build out. The staff will temper interpretations of local plans based on data on market conditions, including absorption rates of planned development by area, developer activity, proximity to job centers, and annual historic housing permit data by jurisdiction, location, and housing type for the last 20 years. Information on land ownership and habitat conservation plans and other environmental conservation plans or constraints also will be taken into account.

Many of the proposed projects are in suburban and rural areas of the region, and in the staff's assessment, capacity increases there are likely to result in a shift of housing and jobs away from existing urbanized areas. The staff propose to look at changes in accessibility to jobs within 30 minutes resulting from these projects.

Once land use change scenarios are developed, the Sacramento travel demand model will be used to estimate VMT. The average VMT per planning area will provide the data needed to assess the impacts of land use changes in response to the sales tax measure transportation investments included in the analysis. Regional VMT changes resulting from the analyzed projects will be compared to those that would be generated without the sales tax funded projects and used to estimate region-wide change in GHG emissions and the resulting impact on attainment of state 2035 GHG reduction mandates.

The staff relayed their intention to evaluate several scenarios for the 2035 target date, varying the timing of implementation of different projects. In one scenario both highway and transit projects included in the proposed sales tax measure will be assumed to be implemented by 2035. In a second scenario only the highway projects will be assumed to be implemented by 2035.

The review panel's overall assessment is that the proposed analysis is a reasonable way to evaluate the proposed sales tax measure projects. The review panel had the following comments:

1. Use of qualitative estimates based on updates to past analyses, empirical evidence, and expert judgment is an acceptable way to consider potential land use changes. However, because there is substantial uncertainty about the location, pace, and substance of land use changes, the panel suggests testing more than one land use scenario. For example, the staff could test the effects of adding the projects proposed in the tax measure assuming the 2016-2035 housing allocations and other land use assumptions built into the current MTP/SCS are implemented, and compare that scenario to the more detailed, and in the panel's view, more realistic, scenario in which the projects' accessibility changes lead to land use and development responses.
2. Use of the travel model to evaluate the effects of the major capital investments proposed in the tax measure also is suitable. In addition, the panel suggests that the staff apply sketch planning methods like the induced travel calculator developed by UC Davis to provide a second estimate of potential VMT impacts.
3. Since major transit investments are likely to moderate auto use, and major highway projects are likely to result in additional highway travel, the scenarios being tested are likely to be reasonable lower and upper bounds on the VMT impacts of the projects being evaluated.
4. Timing of projects is critical to the impacts. In the panel's view, projects that increase highway capacity at the suburban fringe are likely to cause greater land use shifts and VMT increases in the short run than most complete streets projects. Early investments in transit could reduce the impact of subsequent highway capacity projects. Project development and programming decisions could be adjusted accordingly.
5. The staff will be omitting from the analysis over one hundred projects whose descriptions are ambiguous. These include a number of fix it first, arterial improvement and complete streets projects which could improve bike, pedestrian and transit access, could increase motor vehicle flow, or could do both, depending on design specifics. A thorough analysis of such projects during environmental review, with mitigation of VMT impacts, if need be, would be appropriate. Note that unless exempt from CEQA, environmental analysis is required.
6. Note that the implementation guidelines for the proposed tax measure call for mitigation or allow for project substitution if mitigation is not possible (Exhibit A, 1.K. p. A-3.) Thus, ongoing monitoring will be needed.
7. The omission of state of good repair and maintenance projects is reasonable given the time available and the lack of detailed project descriptions, but such projects sometimes do result in accessibility changes which could increase or moderate VMT (depending on the specifics.) This will need to be monitored going forward.
8. The study does not deal with the financial aspects of the projects and it appears that the assumption is that listed projects can be accomplished within the funding available. This has not necessarily been the case for transportation sales tax

measures, which often have provided partial funding for projects that would not be feasible without additional support from other sources, e.g., federal and state funds. Finding matching funding for projects is not a certainty and could affect project feasibility, timing and/or elements included.

9. The study does not deal with the effects of the COVID-19 pandemic, which changed travel behavior in a number of ways and may result in permanent changes or lagged recoveries not currently well understood. This could include, for example, an increase in the use of four day work weeks and/or work at home (telecommuting) options. Panelists noted the return of VMT to near pre-pandemic levels despite continued telecommuting, which suggests that non-work travel patterns have changed considerably as well. Travel behavior changes will require monitoring because changing temporal and spatial patterns of demand could alter VMT and emissions in ways that significantly affect infrastructure and transport service needs (and vice versa).
10. With a 2035 focus, the study does not deal with a number of other potential changes in the transport system which may occur over the four-decade period covered by the proposed tax measure, including:

    - Increases in fuel prices or frequent fluctuations in price, either of which would likely affect location choices, travel demand patterns (mode choice, trip frequency, destination choice) as well as vehicle type choice.
    - The potential increased use of road pricing as a principal means of financing transportation – which also could alter location choice and travel demand.
    - Advances in connected automated vehicles (CAVs) and smart highways – which could affect the labor-intensive freight and transit industries as well as personal vehicles, and over time could increase capacity and improve safety of existing infrastructure without necessitating physical alterations.
    - Advances in Mobility as a Service (MaaS) that would make door to door rides on transit far easier and more efficient than are possible today.

Such changes would affect the demand for and cost-effectiveness of the capital projects envisioned in the tax measure, as well as emissions and other impacts.

About the authors:

Elizabeth Deakin is Professor Emerita of City and Regional Planning at UC Berkeley, where for many years she taught transportation planning, transportation policy, and land use and environmental planning. Fred Dock is the former Director of Transportation for the City of Pasadena, California, which under his direction, pioneered the use of VMT and multi-modal transportation performance metrics. Susan Handy is Professor of Environmental Science and Policy at the University of California at Davis and an expert in technology, environmental policy, and sustainable transportation. Michael McNally is Professor if Civil and Environmental Engineering at UC Irvine and an expert on travel demand modeling. Joan Walker is Professor of Civil and Environmental Engineering at UC Berkeley and an expert on travel behavior.

Attachment C. Metropolitan Transportation Plan/Sustainable Communities Strategy Requirements and the Importance of Regional Consistency

There are many state and federal requirements applicable to SACOG's transportation plan. In its simplest form, the plan adopted by SACOG must provide a coordinated and balanced regional transportation network that meets the mobility needs of all the residents (and goods) of the region. Transportation projects must be evaluated in many ways and through the other lenses which SACOG uses to analyze and consider projects: Do they promote regional prosperity? Do they promote equity and inclusion? Do they serve the mobility needs of the region? Do they promote the use of transit and other modes like biking and walking? Do they support the region's interest in the preservation of natural and agricultural lands? Do they promote housing and land development consistent with the Regional Blueprint and the MTP/SCS? Do they make use of existing regional assets and infrastructure? Are they cost-effective and the best use of the region's limited resources—local, state, and federal? Fundamentally, do the projects serve, support, and help achieve the policy goals that the region's leaders—the SACOG Board of Directors—has adopted?

There are three critical overlays to these broader planning questions: fiscal constraint; the clean air act; and the regional greenhouse gas (GHG) target.

Fiscal Constraint

Fiscal constraint means that the MPO must include sufficient financial information, or a financial plan, for demonstrating that projects in the MTP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. The financial constraint requirements for the plan apply to all types of projects, including the highest performing complete streets, transit, highway, or bicycle and pedestrian investments. This means that the plan cannot be a wish list of investments, nor can all the projects included in local, transit, or state plans be included in the regional plan. SACOG has a responsibility to review programs of projects, as well as major capital investments, with sponsor agencies to ensure the plan meets these financial constraint requirements.

Clean Air Act

The federal Clean Air Act requires the development of the MTP in non-attainment areas, such as the SACOG region, to meet four requirements: 1) a regional emissions analysis that covers a specific pollutants associated with the transportation sector; 2) timely implementation of control measures to reduce transportation related emissions; 3) financial constraint; and 4) coordination with responsible regional, state, and federal agencies through an interagency coordination process. With these requirements met, the plan must receive an air quality conformity determination by the United States Environmental Protection Agency for regionally significant projects or projects requiring federal action to advance to construction. Further, federal air quality conformity regulations require that land use, population, and employment assumptions included in the plan and used in the emissions analysis are based upon the best available information and that there is a reasonable relationship between the expected land use and the envisioned transportation system.

Regional GHG Target

Finally, state law requires SACOG to set forth a realistic forecasted development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light trucks to achieve, if feasible, the GHG emissions reduction target set for the region by the California Air Resources Board. Thus, while the

target is not mandatory, as illustrated by the state funding conditions discussed above, the consequences of not adopting a plan that meets the target are significant.

MTP/SCS Consistency in the 2020 STA Measure

After extensive negotiations among county and city leaders, the 2020 measure approved by the STA Board required that ***all projects funded by the measure be included in the region's transportation plan that meets the applicable regional GHG reduction target***.

The 2020 measure further provided that any project in the proposed expenditure plan that jeopardized the region's achievement of the GHG reduction target would not be funded. Specifically, the proposed measure stated that if the GHG impacts could not be mitigated or eliminated in order to support the region's achievement of the GHG reduction target—thereby allowing the project to be included in the regional transportation plan—the funds for that project would be redirected to projects supporting the region's GHG reduction strategy.

Why is this important?

Simply stated, much of the important state funding for the region's transportation plan requires a plan that meets the regional GHG target. Over the last two state funding cycles the region has received nearly half a billion dollars in transportation funding that depended on the region meeting the GHG target. Many billions of dollars are at stake over the life of the 20-year transportation plan. Furthermore, local governments in the region learned over 20 years ago that for the regional transportation system to function, to be able to meet clean air goals, and to preserve and improve the quality of life for all residents, the regional transportation network must be planned as a system, not as a stapling together of local priorities.

Why does the SACOG Board decide which projects are included in the regional transportation plan?

Hopefully, the discussion above answers this question. The Board, directing staff over three years of plan development, member engagement, community outreach, research, and analysis, is rightfully vested with statutory authority to make these determinations.

But perhaps just as importantly, the SACOG Board represents the entire region: 22 cities and 6 counties. Starting with the landmark, and nationally acclaimed, compact in the 2004 regional Blueprint, the region recognized that an integrated smart growth land use and transportation plan could curb sprawl, cut down on vehicle emissions, and reduce congestion to improve the quality of life for residents of the region. The region could preserve transportation and housing choice for the entire region: at its most simplistic level, by increasing density in urban centers and suburban corridors, and investing in transit to serve these areas. The fundamental balancing of these interests has been the SACOG Board's main reason for existence for nearly two decades.

The Proposed 2022 Citizens' Initiative

While the 2022 initiative requires proponents to mitigate GHG impacts "to maintain adherence to the then applicable regional GHG reduction target," it is not clear what that means. SB 375, which establishes the regional GHG emissions reduction target, is not related to, or based on, CEQA. Rather, SB 375 assigns specific responsibilities to CARB and SACOG independent of CEQA. SACOG's responsibility is to look at the

relationship and interaction between the entire regional transportation network and the regional land use plan to determine whether per capita GHG for passenger vehicles and light trucks meets the regional GHG emissions reduction target.

Fundamentally, it is SACOG's responsibility to measure and assure the region's adherence to the regional GHG emissions reduction target for two reasons. First, it is SACOG's mandated responsibility under state law. Second, and just as important, it is the SACOG Board's responsibility to protect the interests of the entire region, not the interests of a single member or collection of members. And as noted above, there are potentially billions of dollars at stake for the entire region in this issue.

More importantly, the proposed 2022 initiative purports to evade the requirement that projects be included in the MTP/SCS; specifically deleting language included in the 2020 STA measure. Such efforts, if successful, could require changes to the region's transportation and land use plan to offset the GHG impacts of a project, potentially at the expense of other regional and local priorities. At worst, such efforts jeopardize the entire region's eligibility and ability to effectively compete for state funding programs.

Attachment D: Comparison of 2020 STA Measure to 2022 Citizens' Initiative

Removal of the requirement that projects funded by the measure must be included in the region's transportation plan that meets the applicable regional greenhouse gas (GHG) reduction target.	The 2020 measure approved required that "*all projects funded by the measure be included in the region's transportation plan that meets the applicable regional greenhouse gas (GHG) reduction target*." The 2020 measure also stipulated that any projects in the proposed expenditure plan that jeopardized the region's achievement of the GHG reduction target would not be funded. Specifically, the measure stated that if the GHG impacts of a project could not be mitigated or eliminated such that they supported the region's achievement of the GHG reduction target, facilitating inclusion of the project in the MTP/SCS—the funds for that project would be returned to the project's implementation agency to be allocated to other projects supporting the region's GHG reduction strategy.
Removal of Requirements for Maintaining Existing Mitigation Fees	The 2020 measure included an extension of the Sacramento Countywide Transportation Mitigation Fee (SCTMF); that fee is not part of the 2022 initiative. The fee program is one component of the existing county sales tax program and is part of how the measure ensures that development pays its fair share of infrastructure costs. The current program is set to expire in 2039. In 2020, the proposed STA measure was paired with an extension of the mitigation fee program through the life of the increased sales tax, adding around $330 million in developer contributions for capital projects. The 2022 proposed initiative encourages the Sacramento Transportation Authority (STA) to conduct a nexus study and extend the SCTMF program, but actual extension and any funding that would be raised by such an extension is not included in the expenditure plan. The 2022 initiative maintains an objective of securing at least one-third in matching funds for capital projects in the expenditure plan from other local, federal, or state sources. However, this objective is not required for any projects except for interchange projects. The removal of a firm commitment to extending the SCTMF program could create challenge in both ensuring that developers continue to pay their fair share of infrastructure costs for new development and achieving the one-third matching funds objective for capital projects. This challenge may be compounded for the capacity expanding road and highway investments that seek to secure supplemental federal or state grants as the state and federal governments are signaling less interest in funding capacity expanding projects. The state's Climate Action Plan for Transportation

	Infrastructure (CAPTI), as well as the recently released Senate Bill 285 report, are both clear indications of the state rethinking its role in funding system expansion as a first step in addressing congestion.
Addition of Skilled and Trained Workforce	The 2022 initiative adds a provision, absent from the 2020 version, that any contract over $1 million funded with measure revenues must employ a "skilled and trained" workforce. The measure language defines "skilled and trained" as a workforce that meets both of the following criteria: (1) all the workers are either registered apprentices or skilled journeypersons; (2) at least 30 percent of the skilled journeypersons are graduates of an apprenticeship program for the applicable occupation.
Addition of a Voluntary Regional Mobility Innovation Program	The 2022 measure proposal adds a Regional Mobility Innovation Program that was not included in the 2020 measure. The program is intended to provide funding to test, incubate, and support innovative mobility solutions that reduce car trips by increasing access to transportation options with an emphasis on benefitting communities of color, low-income residents, seniors, and people with disabilities. Examples of activities that could be included in the program are electric car-sharing programs, shared scooter and bicycle programs, mobility hubs, mobility as a service, universal basic mobility passes, first/last mile connections to transit, and autonomous and driverless shuttle services. The proposal does not allocate any specific funding to the program, though requires the Sacramento Transportation Authority to convene all implementing agencies and SACOG to collaborate in the creation of a mobility innovation program for the region within one year of the passage of the measure. Agencies could voluntarily choose to invest in the program with a portion of their shares of the Local Street and Road Repair and Transformative System Improvements section of the expenditure plan.
Changes to the Expenditure Plan	Overall, the expenditure plan supported by the 2022 initiative remains largely consistent with what was proposed in the 2020 measure. Some notable changes in the transit and highway congestion improvement sections of the measure:

	• Kammerer Road, previously an Elk Grove project, is now part of the allocation to the Capital Southeast Connector project. • A new US-50 Rowberry Overcrossing between Oak Avenue Pkwy and Prairie City Road and interchange improvements at the East Bidwell/US-50 interchange in Folsom • Caltrans receives the same overall allocation of $650 million from the measure but adds two additional projects to the expenditure plan including carpool lanes on SR-99 between I-5 and the Sacramento/Sutter County Line and interchange improvements at I-5 and SR-99. • Other small changes in Local Streets and Roads category of the measure include maintenance, safety, micro or shared mobility, technology, or other demand management programs in several jurisdictions. • Additional light rail, high-capacity bus expansion, and bus rapid transit projects. Described further at the bottom of this table.
Addition of monthly allocations to some major capital projects.	The 2020 measure restricted monthly allocations primarily to operating, maintenance, or transformative programs and excluded expansion focused Congestion Relief Improvement components of the expenditure plan. The 2022 measure extends the monthly allocations to both Sacramento Regional Transit and the CSECJPA (Capital Southeast Connector JPA) for the expansion projects included under the congestion relief section of the measure.
Removal of Accountability Requirements for Light Rail Expansions	In the 2022 initiative, Regional Transit receives an estimated additional $120 million compared to the 2020 measure for a total of $3.2 billion over the life of the measure. The new projects added to the Regional Transit project list include light rail extension to Citrus Heights, high-capacity bus corridors on Stockton Blvd, Watt Ave, Sunrise Blvd, Florin Rd, and Arden Way. An additional $40 million is for Regional Transit is to be paired with $80 million in state and federal grants to coordinate with CSECJPA to provide transit, such as bus rapid transit, along the Capital Southeast Connector alignment. The 2020 measure for Regional Transit had a provision that makes funding for light rail extensions contingent on analysis of ridership potential based on local land use planning and zoning and inclusion of the projects in

	the MTP/SCS. Were either of these conditions not met or demonstrated low ridership potential, funds would be shifted to other transit projects identified by Regional Transit and authorized by STA. The 2022 initiative does not include this provision and does not appear to require any analysis of the light rail extensions prior to allocation of funding for capital expenses.

Attachment E: Summary of SCS Dependent Grant Awards

Total major grant funding secured since 2018 in programs that would be at risk if the region fails to adopt a Sustainable Communities Strategy that achieves the regional greenhouse gas reduction target (Combined Senate Bill 1 & Affordable Housing and Sustainable Communities Programs): **$447,724,349**

SENATE BILL 1 PROGRAM AWARDS (2018-2020)

2018	
Solutions for Congested Corridors Program	
Sac I5 Corridor Enhancements Ph1	$ 15,000,000
US50 Multimodal Corridor Enhancements	$ 110,300,000
Local Planning Partnership Program	
Western Placerville Interchanges Phase 2.2 - Eastbound On-Ramp	$ 1,070,000
Capital SouthEast Connector Expressway	$ 20,000,000
Downtown Sacramento Grid 3.0 Mobility: Network Improvements on the Grid	$ 5,000,000
West Main Street Bicycle/Pedestrian Mobility and Safety	$ 2,000,000
2020	
Solutions for Congested Corridors Program	
Placer Sacramento Gateway Ph1	$ 67,075,000
Trade Corridor Enhancements Program	
Capitol Region Freight Project	$ 63,000,000
Local Planning Partnership Program	
Diamond Springs Parkway- Phase 1B	$ 5,320,000
I Street Bridge Replacement	$ 15,000,000
Bridge Street Widening and Complete Streets	$ 2,810,000
South Watt Avenue Improvement: Florin Road to Jackson Road	$ 13,277,000
Total	**$ 319,852,000**

CAP AND TRADE: AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM AWARDS (2015-2020)

ROUND 1 (2015)	Delta Lane/Gateway	West Sacramento	$6,730,888
ROUND 2 (2016)	Creekside	Davis	$11,881,748
ROUND 3 (2017)	Meadow View Place	Placer County	$16,255,000
ROUND 4 (2018)	Railyards	Sacramento	$15,211,698
	Twin Rivers	Sacramento	$18,793,015
ROUND 5 (2019)	No applications in SACOG region this cycle		$0
ROUND 6 (2020)	On Broadway	Sacramento	$29,000,000
	Richland Village	Yuba City	$30,000,000
		Total	**$127,872,349**