

Breathe California of Sacramento-Emigrant Trails

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CLEAN AIR VISION – “a vision of no net increase in air pollution achieved through energy and transportation efficient land use that supports healthy air quality for ozone, fine and ultrafine particulates, through a vision of walkable, bikeable, ‘cool’ communities linked by a clean-fueled transit network and framed by the open space of our region.”

CLEAN AIR AGENDA

STRATEGIC ACTION RECOMMENDATIONS

Updated August 15, 2007¹

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¹ This report is a work in progress and will continue to evolve as comments and suggestions are received in order to reflect the best thinking of the region. Address comments to avincent@sacbreathe.org.

Clean Air Strategies

A Vision of Healthy Air Quality Through Better Land Use

For the past quarter century Breathe California of Sacramento-Emigrant Trails has worked for clean air in this region. Each year since 1977, the Breathe California has hosted the Clean Air Awards Luncheon to honor and bring attention to individuals, organizations, government and industry that have made a difference for clean air. In 1978 Breathe California convinced TV weather reporters to use the Pollution Standards Index (PSI) in their broadcasts. In 1981 Breathe California created its first Community Transportation Plan—including recommendations to launch the first light rail feasibility study in Sacramento—the first step in bringing light rail to this region. In 1988 Breathe California worked to hammer out a proposal to fund both transit and roads, Measure A, resulting in a major expansion of transit service and ridership in Sacramento.

In 1986, Breathe California invited the Sacramento Metropolitan Chamber of Commerce to form the Cleaner Air Partnership to define win/win strategies with the business community to reduce mobile source air pollution. The resulting effort has joined business, government, environmental, public health and community groups in support of new, innovative strategies to clean up our air. The Cleaner Air Partnership has focused on near-term improvements to clean up vehicles and fuels in our region, including alternatively fueled vehicle purchases, an incentive program to retrofit heavy-duty diesel engines, and expanding Smog Check II to the Bay Area. The Cleaner Air Partnership conducts an annual regional survey of residents' transportation habits and air quality attitudes.

In 2000, Breathe California convened a Clean Air Summit meeting with regional decision-makers to address transportation, land use and air quality issues. Breathe California continues to be actively involved in regional efforts including Sacramento Area Council of Government's (SACOG) Metropolitan Transportation Plan update and various General Plan updates. Volunteers and advocates were instrumental in helping to shape the preferred Blueprint scenario and Sacramento Transportation and Air Quality Collaborative products.

Breathe California has taken a leadership role in pushing for research to better understand the relationship between air pollution and health in this region, with several studies completed and others underway. We are supporting additional studies that look at the health impacts of roadways on lung health and developing reasonable mitigation strategies. In addition to these activities, Breathe California works with youth to address clean air issues through the High School Air Quality Assessment program, the Youth Advisory Board and the Youth Leadership Summit.

In 2000 the Breathe California Board voted to oppose an initiative to allow development outside Sacramento County's established urban limit line and because the urban limit line is part of our region's air quality strategy. At the time, the Board also directed that Breathe California's Clean Air and Health Policy Committee develop a policy action plan on the relationship of land use and air quality.

In June 2001, the Board adopted an ambitious Clean Air Agenda for 2001 – 2004 and revised in 2006 that establishes a new vision of land use and air quality:

“a vision of no net increase in air pollution achieved through energy and transportation efficient land use that supports healthy air quality for ozone, fine and ultrafine particulates, through a vision of walkable, bikeable, ‘cool’ communities linked by a clean-fueled transit network and framed by the open space of our region.”

The Clean Air and Health Policy Committee worked with a dedicated group of volunteers and experts to develop recommendations to achieve this vision. These recommendations build on the foundation of effective “stationary” and “mobile” source measures but with the recognition that a new group of measures is needed—measures that address the air pollution impacts of land use and transportation.

ADVOCACY RECOMMENDATIONS

TRANSPORTATION

To support walking and biking:

1. Adopt standards, policies and guidelines for transportation and land use projects (both new and retrofit) that support walking and bicycling.
2. Collect and analyze data on walking and biking.
3. Integrate walking and biking travel activity into regional transportation models.
4. Increase funding for pedestrian and bicycle projects and programs; increase bicycle and pedestrian staffing and staff training.
5. Initiate a regional public education program aimed at shifting social norms, stressing the importance of physical exercise and health, the responsibilities of drivers to drive safely and the importance of walkable, bikeable communities to our region’s health and well-being.
6. Reduce motoring’s negative impacts upon the walking and biking environment.²

To support clean-fueled, transit friendly communities and a regional transit network:

7. Secure funding for expanded transit infrastructure and operations that is clean-fueled.
8. Encourage and support staff at SACOG and Transit Agencies to develop and implement transit plans and service that is both cost and time competitive with travel by car.
9. Support the activities and goals of SACOG’s Transit Coordinating Committee to develop better linkages between the region’s transit systems and other transportation modes.
10. Support the concept of “Transit for Livable Communities” throughout the region to encourage transit supportive development and public outreach/education to support its usage.

² (Note: the model for this is California’s anti-tobacco program.)

LAND USE

To support transportation and energy efficient land use policies:

11. Develop land use plans that minimize travel distances, encourage infill development, reduce car dependency and provide transportation choice.
12. Encourage community design principles that support walkable, bikeable, transit oriented communities such as SACOG's Blueprint principles.
13. Define/agree where growth will go. Develop a regional long-range plan with agreed upon boundaries.
14. Increase funding for open space by first agreeing where growth should occur and fund for the permanent protection of land where growth should not occur.
15. Support state legislation that incentivizes smart land use and Blueprint style principles.
16. Encourage jurisdictions to apply for SACOG's over \$500 million for Community Design and implement these projects, and advocate for an increase in funding.

To reduce temperatures through "cool" communities programs:

17. Adopt cool roofing ordinances for large commercial flat and low-sloped roofs and get these provisions into the building code.
18. Encourage the adoption and enforcement of tree ordinances for parking lots and streets.
19. Prepare a net-benefit analysis of tree species for air pollution emissions and potential heat reduction.
20. Support street and parking lot resurfacing using light-colored asphalt through ordinance or air district regulation.
21. Quantify all of "cool community" measures to gain SIP³ credits for air quality improvement.

To create a framework of open space in the region:

22. Change the pattern of urban development: Stop sprawl.
23. Define criteria of open space to be protected including urban open space.
24. Develop a regional open space plan utilizing a multi-stakeholder process, and implement county by county.
25. Create a broad constituency for open space.
26. Increase awareness of and access to the region's open space resources.
27. Find the funds for both purchase and maintenance.

³ The SIP or State Implementation Plan is the region's air quality plan for attaining and maintaining national ambient air quality standards. It must be approved by the Air Resources Board (ARB) and the U.S. EPA (Environmental Protection Agency).

AIR QUALITY

To assure the maximum air quality benefit from the above strategies:

28. Support the quantification of the potential reduction of automobile trips and increases to transit, walking and biking associated with alternative land use strategies.
29. Support the quantification of the air pollution emission reduction potential for each strategy.
30. Incorporate data on pedestrian, bicycle, and transit travel into local land use policy and regional level transportation models.
31. Support development of land use-transportation-air quality modeling.

FUNDING

To develop a solid funding base and fiscal incentives:

32. Support a solid funding base for transit operations and infrastructure in this region.
33. Support funding for complete streets to ensure pedestrian transit and bicycle infrastructure especially in areas where it doesn't exist.
34. Support legislation to provide incentives for smart growth.
35. Include smart growth incentives/requirements on all new spending bills and initiatives.
36. Support SACOG's Community Design program and continue its expansion.
37. Support federal, state and local legislation that sustains or increases funding for local air districts, safe routes to school programs, complete streets, transit, smart growth incentives, Moyer type programs and other legislative incentive programs.

The following pages define potential actions to support and implement these strategies.

STRATEGIES TO SUPPORT WALKING AND BICYCLING

Introduction

Walking and bicycling are the primary non-auto modes of transportation in Sacramento, with a combined 6% of all trips. These modes provide healthy, flexible and affordable transportation for people of all ages, races and incomes. Walking and bicycling are also essential ingredients of Smart Growth, providing “last mile” linkages between mixed-use destinations and transit, and thus are key strategies towards achieving Blueprint objectives.

Unfortunately, gaps in state and federal law and policy put upon local and regional governments the onus of providing complete streets usable by all. If implemented, the framework presented below will enable more Sacramento region residents to switch to walking, bicycling and transit, thereby reducing congestion, air pollution and greenhouse gas emissions, all while improving traffic safety and public health.

CONTENTS

Recommendations strategies and actions:

#1 – Adopt standards, policies and guidelines for transportation and land use projects (both new and retrofit) that support walking and bicycling.

#2 – Collect and analyze data on walking and biking

#3 – Integrate walking and biking travel activity into regional transportation models.

#4 – Increase funding for pedestrian and bicycle projects and programs; increase bicycle and pedestrian staffing and staff training.

#5 – Initiate a regional public education program aimed at shifting social norms, stressing the importance of physical exercise and health, the responsibilities of drivers to drive safely and the importance of walkable, bikeable communities to our region’s health and well-being.⁴

#6 – Reduce motoring’s negative impacts upon the walking and bicycling environment.

⁴ Note: the model for this is California’s anti-tobacco program.

WALKABLE–BIKABLE COMMUNITIES RESOURCES LIST—(see last page of this section)

#1 Adopt standards, policies and guidelines for transportation and land use projects (both new and retrofit) that support walking and bicycling

MENU OF ACTIONS

Elected Officials

- 1.1 Adopt as regional and local policy the Sacramento Transportation and Air Quality Collaborative's Complete Streets guidelines, and direct staff to implement them...
- 1.2 Direct staff to develop design criteria for new developments to maximize access for pedestrians and bicyclists.
- 1.3 Direct staff to propose Pedestrian and Bicycle Level of Service performance standards for roadway design.
- 1.4 Adopt vehicle Level of Service policies that enhance the walking and bicycling environment and encourage infill development.
- 1.5 Direct staff to include short and long term bicycle parking, showers and lockers in guidelines for commercial developments and workplaces.
- 1.6 Direct staff to improve bicycle and pedestrian access to transit.

Business Leaders

- 1.7 Maximize pedestrian and bicycle access in new and existing business locations including locating entrances on the street side close to sidewalks and providing showers and bike parking.
- 1.8 Include pedestrian and bicycle circulation plans in all new development proposals showing how pedestrians and bicyclists will access the proposed development and move about within the development and have access to nearby schools, parks, commercial areas and workplaces.

Community Leaders

- 1.9 Assist elected officials in defining the key components of pedestrian and bicycle facilities for Sacramento area communities.
- 1.10 Lead neighborhood groups in defining priority design improvements.

#2 – Collect and analyze data on walking and biking.

MENU OF ACTIONS

Elected Officials

- 2.1 Direct staff to inventory current pedestrian and bicycle facilities and gaps in facilities including sidewalks, walkways, crosswalks and bicycle lanes.
- 2.2 Direct staff to collect and report data on pedestrian/vehicle collisions including the location and circumstances of the injuries and fatalities.
- 2.3 Direct staff to assess walkability of neighborhoods and project areas using the Sacramento INDEX model.
- 2.4 Direct staff to assess Pedestrian and Bicycle Level of Service on major roads and arterials.
- 2.5 Direct staff to compile current census information and information in the Cleaner Air Partnership's annual survey on mode split by community to assess variation based on location and facilities design.
- 2.6 Direct staff to make bicycle and pedestrian counts.

Business Leaders

- 2.7 Determine the number of employees within walking and biking distance.
- 2.8 Assess the walkability and bikeability of the business location and surrounding area.
- 2.9 Track the number of walkers and bikers coming to the work site.
- 2.10 Track the number of employees combining transit with walking or biking.

Community Leaders

- 2.11 Organize community walkability and bikeability audits.
- 2.12 Get involved in your community to improve walkability and bikeability.

#3 – Integrate walking and biking travel activity into regional transportation models.

MENU OF ACTIONS

Elected Officials

- 3.1 Direct planning staff to incorporate walking and bicycle travel demand into the existing GIS and transportation modeling work they do.
- 3.2 Direct SACOG planning staff to provide criteria for modeling walking and biking to the public and local government planning staffs.
- 3.3 Direct SACOG staff to provide data to the public on travel mode split by zip code, city, and county to encourage citizen and academic use of this data to better understand the relationship of location, design, and facilities in supporting walking and biking.
- 3.4 Direct SACOG staff to integrate walking and biking travel data as accurately as possible into its new modeling tools.

Business Leaders

- 3.5 Support, promote and sponsor research and activity that helps develop regional transportation models that incorporate walking and biking.

Community Leaders

- 3.6 Review criteria for modeling walking and bicycle demand and provide input to SACOG's land use planning study.
- 3.7 Review data on mode split and comment on the relevance of this data for specific communities.

#4 – Increase funding for pedestrian and bicycle projects and programs; increase bicycle and pedestrian staffing and staff training.

MENU OF ACTIONS

Elected Officials

- 4.1 Cities, Counties, SACOG, SMAQMD, and Transit Districts: Direct staff to include a provision for walking and biking facilities in all transportation facility improvement projects.
- 4.2 Support training and policy development to increase expertise throughout agencies regarding transportation infrastructure planning, design, construction and operations to support safe and convenient walking and bicycling
- 4.3 Increase staffing dedicated to walking and bicycling projects and programs
- 4.4 Cities, Counties, and SACOG: Direct staff to accelerate efforts to implement the Countywide Pedestrian Master Plan and to create and implement local bicycle plans.
- 4.5 Cities, County, STA: Ensure compliance with Measure A provision calling for routine accommodation of walkers and bicyclists in all projects funded by the measure.
- 4.6 Lobby for increased allocation of federal transportation funds for pedestrian, bicycle and ADA facilities.
- 4.7 Direct SACOG staff to provide higher funding priority for pedestrian/bicycle projects.
- 4.8 Direct SACOG staff to improve regional collaboration towards completing a regional trails network connecting urban areas
- 4.9 Include bicycle and pedestrian funding in any follow-on to Measure A at a level at least equivalent to current mode share.

Business Leaders

- 4.10 Include a provision for walking and biking in all new developments and be sure that the new developments are linked to the community and region wide network of pedestrian and bicycle facilities.
- 4.11 Provide incentives for employees to walk and bike equivalent to transit and parking subsidies.

Community Leaders

- 4.12 Advocate for inclusion of bicycle and pedestrian facilities in all capital improvement programs and projects.

#5 – Initiate a regional public education program aimed at shifting social norms, stressing the importance of physical exercise and health, the responsibilities of drivers to drive safely and the importance of walkable, bikeable communities to our region’s health and well-being.

MENU OF ACTIONS

Elected Officials

- 5.1 Cities, Counties: Direct staff to bring forward a resolution endorsing the creation of a region-wide physical activity campaign—for personal health, air quality, and quality of life.
- 5.2 Direct staff to develop a regional public education outreach campaign that encourages positive behavior change:
- *To support a quality of life vision that includes walking and biking.*
 - *To encourage walking and biking for short trips—for children to schools, for families for some shopping and recreation trips, for seniors for health.*
 - *To encourage neighborhood and community involvement to create changes that encourage walking and biking.*
 - *To encourage walking and biking to work.*
 - *To encourage people to live within walking or biking distance of their workplace. (The motivation for the above should also include the cost benefit of reducing/eliminating vehicle use).*
- 5.3 SACOG should direct staff to fully research and evaluate individualized marketing’s potential to shift auto trips to walking, bicycling and other environmentally friendly modes, and subsequently fund such a campaign as needed.
- 5.4 Air Districts: Allocate funds to augment existing summer smog season public education campaigns to support this program.

Business Leaders

- 5.5 Be involved in the outreach campaign.
- 5.6 Speak out for walkable, bikeable communities—for physical health, air quality and quality of life.
- 5.7 Create a region-wide private-public sector physical health activity commitment program such as the Bee’s annual “Dream Wish” program.

Community Leaders

- 5.8 Be involved in the outreach campaign.
- 5.9 Organize neighborhood walking groups composed of residents of all ages.
- 5.10 Speak out for walkable, bikeable communities—for physical health, air quality and quality of life.

All Leaders

- 5.11 Set an example by biking or walking to work on special days and regularly if possible.

#6 *Reduce motoring's negative impacts upon the walking and bicycling environment.*

Elected Officials

- 6.1 Direct law enforcement to crack down on speeding in high-profile media campaign promoting safe walking.
- 6.2 Direct staff to collaborate with law enforcement to reduce speed limits as necessary to improve the safety and convenience of walking and bicycling
- 6.3 Direct staff to accelerate traffic calming efforts.
- 6.4 Modify parking requirements to minimize space devoted to parking; reduce parking subsidies.
- 6.5 Direct staff to collect data on prosecution of motorists who kill or injure people walking or bicycling
- 6.6 Advocate increased gas taxes to pay for road maintenance and construction and to reduce automobile use
- 6.7 Advocate for carbon taxes to reduce greenhouse gas emissions.
- 6.8 Advocate for strengthened Smog Check and like programs to reduce emissions motorists force people walking and bicycling to breathe.

Business Leaders

- 6.9 Provide employee incentives to walk, bicycle or use transit, including the cessation of parking subsidies.
- 6.10 Support strengthened Smog Check program

Community Leaders

- 6.11 Support street re-striping or other traffic calming efforts to reduce speed of motor vehicles.
- 6.12 Support parking, gas tax and other pricing policies to reduce subsidies to motorists

RESOURCES

Contacts:

Ed Cox, City of Sacramento - (916) 808-8434, ecox@cityofsacramento.org
Justin Fanslau, California Bicycle Coalition Legislative Advocate-(916)455-5732, Justin@collectiveinfluence.com,
Sacramento 50+ Wellness Program – (916) 556-1593, kesposto@cityofsacramento.org
Dave Franke, County of Sacramento – (916) 874-6673, franked@saccounty.net
Anne Geraghty, WALKSacramento - (916) 444-WALK, ageraghty@walksacramento.org
Nancy Kays, Sacramento Area Council of Governments (SACOG) – (916) 340-6223, nkays@sacog.org
Walt Seifert, Sacramento Area Bicycle Advocates (SABA) - (916) 444-6600, saba@sacbike.org
Paul Zykofsky, Local Government Commission - (916) 448-1198 ext 317, pzykofsky@lgc.org

Key Information:

Planning & Design:

- Sacramento County Department of Transportation's Pedestrian Master Plan project
Contact: Dave Franke (916) 874-6673, franked@saccounty.net
- City of Sacramento's Pedestrian Master Plan project and Bicycle Master Plan project
Contact: Ed Cox - (916) 808-8434, ecox@cityofsacramento.org
- State and National Design Guidelines
- Local Government Commission "Ahwanee Principles" at www.lgc.org
- San Diego Association of Governments (SANDAG) *Planning and Designing for Pedestrians: Model Guidelines for the San Diego Region*, June 2002
Contact: Stephan Vance - (619) 699-1924, sva@sandag.org.

Sacramento Transportation and Air Quality Collaborative <http://www.sactaqc.org/agreements.htm>

- [Best Practices -- Universal Design](#)
- [Best Practices -- Bicycle Facility Planning and Design](#)
- [Best Practices -- Pedestrian Facility Planning and Design](#)
- [Best Practices -- Complete Streets](#)
- [Best Practices - Transit](#)

Physical Activity and Health:

- Surgeon General's Report on Physical Activity

Data & Analysis:

- Pedestrian & Bicycle Level of Service methodology: This model is available through Sprinkle Consulting (813) 949-7449.
- INDEX MODEL: Sacramento Metropolitan Air Quality Management District provides INDEX to local governments and community groups.
Contact: Ron Maertz – (916) 874-4882, rmaertz@airquality.org
- The U.S. Census provides information on the mode split of the commute trip. Information for 1990 and 2000 is now available by census tract, zip code and jurisdiction.
- SACOG is developing GIS mapping of many land use variables.
Contact: Joe Concannon - (916) 340-6234, jconcannon@sacog.org

Websites:

- www.sacbike.org -- Sacramento Area Bicycle Advocates
- www.walkinginfo.org -- Pedestrian and Bicycle Information Center
- www.calbike.org -- California Bicycle Coalition
- www.walksacramento.org -- WALKSacramento (includes walk/bike checklist)
- www.americawalks.org -- America Walks
- www.bikewalk.org -- National Center for Bicycling & Walking
- www.railtrails.org -- Rails-To-Trails
- baytrail.abag.ca.gov -- Bay Trail is an example of multi-jurisdiction cooperation
- www.pwsacramento.com/traffic/altmodes.html -- Sacramento's Alternative Modes program
- www.bicyclinginfo.org/cps/checklist.htm -- for a useful bikeability checklist
- www.odot.state.or.us/techserv/bikewalk/obpplanold.htm -- Oregon Bike/Ped Plan
- www.sacdot.com/projects/atp_pmp/ -- link to Sacramento County's Pedestrian Master Plan and ADA Transition Plan

STRATEGIES TO SUPPORT CLEAN-FUELED, TRANSIT FRIENDLY COMMUNITIES AND A REGIONAL TRANSIT NETWORK

CONTENTS

Recommended strategies and actions:

#7 – Secure funding for expanded transit infrastructure and operations that is clean-fueled.

#8 – Encourage and support staff at SACOG and Transit Agencies to develop and implement transit plans and service that is both cost and time competitive with travel by car.

#9 – Support the activities and goals of SACOG’s Transit Coordinating Committee to develop better linkages between the region’s transit systems and other transportation modes.

#10 – Support the concept of “Transit for Livable Communities” throughout the region to encourage transit supportive development and public outreach/education to support its usage.

TRANSIT RESOURCES LIST—(see last page of this section)

#7 – Secure funding for expanded transit infrastructure and operations that is clean-fueled.

MENU OF ACTIONS

Elected Officials

- 7.1 Cities, Counties, SACOG, Air Districts: Utilize transportation and air quality funds to expand transit through the purchase and operation of additional buses, neighborhood shuttles, school buses and bus rapid transit fueled with clean-fuels throughout the region.
- 7.2 Support the enactment and renewal of sales tax and/or measures to support transit operations.
- 7.3 Work to ensure that transit systems are a priority and part of the transportation network through support of additional funding mechanisms (sales taxes, assessments, etc.).

Business & Community Leaders

- 7.4 Actively participate in Sacramento Regional Transit's upcoming Transit Master Plan update process.
- 7.5 Recognizing that transit is an integral part of the region's transportation network, actively support the idea and implementation of "Complete Streets" (streets that are safe, accessible and convenient for ALL users), since all transit trips begin with walking or biking.
- 7.6 Support a dramatic increase in transit operations and infrastructure funding in our region to provide a viable alternative to driving.

#8 – Encourage and support staff at SACOG and Transit Agencies to develop and implement transit plans and service that is both cost and time competitive with travel by car.

MENU OF ACTIONS

Elected Officials

- 8.1 SACOG and Transit Agencies: Support a transit network that provides buses or light rail at 15-minute intervals or less to 80% of the region's population (those living within the urbanized areas) and 30-minute intervals between cities that adequately addresses constituent's service needs and increased bicycle capacity.
- 8.2 Cities and Counties: Direct staff to designate lands within one half mile of transit centers, transit stops and light and heavy rail stations to be developed and redeveloped to maximize bus and rail patronage, with lands within one quarter mile most intensively developed.
- 8.3 Cities, Counties and Transit Agencies: Direct staff to develop safe routes to transit for walkers and bicyclists through plans and facilities improvements.

Business Leaders

- 8.4 Support transit usage by locating businesses near transit and advertise this as a benefit.
- 8.5 Support transit by providing employees and patrons with free or subsidized transit passes and other incentives to use transit.
- 8.6 Use transit whenever possible. Provide transit access information on all meeting notices.

Community Leaders

- 8.7 Advocate for increased transit service along major arterials and support land use changes that build strong transit patronage.
- 8.8 Use transit whenever possible. Provide transit access information on all meeting notices.

#9 – Support the activities and goals of SACOG’s Transit Coordinating Committee to develop better linkages between the region’s transit systems and other transportation modes.

MENU OF ACTIONS

Elected Officials

- 9.1 Ask SACOG’s Transit Coordinating Committee to draft an analysis of options on how a formal intra-regional transit coordinating body would operate including staffing, funding and agency responsibilities for all participating transit agencies.
- 9.2 SACOG and Transit Agencies: Explore the possibility of a formal intra-regional transit coordinating body with specific mandates to improve access, availability and usage of regional transit service.
- 9.3 Ask SACOG’s Transit Coordinating Committee to develop a plan to create better linkages among the region’s transit systems.

Business & Community Leaders

- 9.4 Support a more coordinated intra-regional transit system to increase usage.
- 9.5 Communicate and participate with SACOG’s Transit Coordinating Committee on the importance of an accessible and user-friendly transit network for a healthy economy and physical well-being.

#10 – Support the concept of “Transit for Livable Communities” throughout the region to encourage transit supportive development and public outreach/education to support its usage.

MENU OF ACTIONS

Elected Officials

- 10.1 Cities, Counties, SACOG, and Transit Agencies: Direct staff to develop land use and transportation design criteria to maximize pedestrian and bicycle access to bus stops, transit centers and light rail stations through:
- *Enhancing direct and safe pedestrian and bicycle access to bus stops and stations including sidewalks and street crossing improvements.*
 - *Avoiding street closures that reduce pedestrian or bicyclist accessibility.*
 - *Giving priority to neighborhood pedestrian access when designing light rail stations.*
- 10.2 Cities and Counties: Direct staff to utilize models such as the “INDEX” or “PLACES” models to assess the level of transit access in all proposed projects located near light or heavy rail stations and along high-frequency transit routes. Require that comparisons be made among project alternatives in order to select the alternative that maximizes pedestrian, bicycle and transit access.
- 10.3 Support the continued use of SACOG’s Community Design funds to incentivize transit for Livable Communities.

Business Leaders

- 10.4 Support and invest in the creation of vital mixed-use developments primarily within one-quarter mile radius of transit routes and light rail stations, and secondarily within a one-half mile radius.
- 10.5 Site buildings in these zones to maximize pedestrian, transit and bicycle access by locating entrances close to the street or the transit station and with amenities to encourage commercial activity in the immediate vicinity of the building.

Community Leaders

- 10.6 Advocate in support of mixed-use, pedestrian friendly development projects within one-half mile of transit stops and stations, being the voice for health-based development and redevelopment rather than utilizing these sites for car-oriented uses.
- 10.7 Support outreach and personalized marketing research to enhance the utilization of existing and planned transit-oriented development.

TRANSIT RESOURCES

Contacts:

Terry Bassett, Yolo County Transportation District – (530) 661-0816, tbassett@yctd.org
Jim Brown, SACOG – (916) 340-6221, jbrown@sacog.org
Ken Hough, SACOG – (916) 340-6229, khough@sacog.org
Jim McDonald, City of Sacramento Planning Department
Sharon Sprowls, Odyssey – (916) 448-1687, sharon@odyssey.org
Terry Parker, CalTrans – (916) 657-4261 Terry_Parker@dot.ca.gov

Transit Providers:

See www.sacog.org for links to transit districts in this region including:

- Amtrak's Capitol Corridor – www.amtrakcapitols.com
- El Dorado County Transit – www.eldoradotransit.com
- Folsom Stage Line www.folsom.ca.us
- Paratransit – www.paratransit.org
- Placer County Transit Services – www.pctpa.org/transit.htm
- Roseville Transit – www.roseville.ca.us/transportation/roseville_transit/
- Sacramento Regional Transit District – www.sacrt.com
- South County Transit Link – www.sctlink.com
- Unitrans – www.unitrans.com
- Yolo County Transportation District (Yolobus) – www.yolobus.com
- Yuba-Sutter Transit – www.yubasuttertransit.com

Key Information:

-- RT Transit for Livable Communities Report, 2002.

-- “*Statewide Transit-Oriented Development Study: Factors for Success in California, Final Report.*” Primary authors: Terry Parker, Mike McKeever, GB Arrington, for the California Department of Transportation, September 2002.

-- SACOG’s Metropolitan Transportation Plan for 2025 “*A Bold First Step for Mobility in the Sacramento Region*”, adopted 2002.

-- Sacramento County Department of Transportation’s Mobility Strategies for County Corridors (on-going), Michael Penrose - (916) 874-8655, penrosem@saccounty.net

STRATEGIES TO SUPPORT TRANSPORTATION AND ENERGY EFFICIENT LAND USE

CONTENTS

Recommended strategies and actions:

#11 – Develop land use plans to minimize travel distances, encourage infill development, reduce car dependency, and provide transportation choice.

#12 – Encourage community design principles that support walkable, bikeable, transit oriented communities such as SACOG’s Blueprint principles.

#13 – Define/agree where growth will go. Develop a regional long-range plan with agreed upon boundaries.

#14 – Increase funding for open space by first agreeing where growth should occur and fund for the permanent protection of land where growth should not occur.

#15 – Support state legislation that incentivizes smart land use and Blueprint style principles.

#16 – Encourage jurisdictions to apply for SACOG’s over \$500 million for Community Design and implement these projects, and advocate for an increase in funding.

LAND USE RESOURCES LIST—(see last page of this section)

#11 – Develop land use plans to minimize travel distances, encourage infill development, reduce car dependency and provide transportation choice.

#12 – Encourage community design principles that support walkable, bikeable, transit oriented communities such as SACOG’s Blueprint principles.

MENU OF ACTIONS

Elected Officials

- 11.1 Cities and Counties: Direct staff to report to Council/Board on the inventory of land available for infill development and develop strategies to promote infill development.
- 11.2 Cities and Counties: Direct staff to develop design review procedures to encourage infill development.
- 11.3 Cities and Counties: Direct staff to incorporate smart growth community design principles into subdivision and zoning ordinances and general plan amendments.
- 11.4 Provide small grants to neighborhood associations to come up with plans to handle infill development in their neighborhoods.
- 11.5 Cities and Counties: Direct staff to develop smart growth and infill policies and incorporate into General Plan policies.
- 11.6 Direct City and County staff to utilize the latest technology (like PLACES3) to calculate the air quality and energy impacts of development projects.

Business Leaders

- 11.6 In partnership with community leaders, support and advocate for well-designed, mixed use, infill development projects.
- 11.7 Developers: Incorporate the latest design principles for energy efficient and bike, walk, and transit friendly land use and instruct a project’s design and engineering team to implement them.
- 11.8 Support infill residential projects near your business.
- 11.9 Support land use development that incorporates the latest computer and communication technologies to support telework and teleconferencing.

Community Leaders

- 11.10 In partnership with business leaders, support and advocate for well designed, mixed-use, infill development projects.
- 11.11 Speak out in support of proposed infill development projects.

#13 – Define/agree where growth will go. Develop a regional long-range plan with agreed upon boundaries.

MENU OF ACTIONS

Elected Officials

- 13.1 Support implementation of SACOG's Preferred Blueprint Scenario.
- 13.2 Cities and Counties: Direct staff to report to Council/Board the inventory of the lands available for infill development and the lands currently set aside for open space.
- 13.3 Develop incentives to increase mixed use, infill development in conjunction with transit.

Business & Community Leaders

- 13.4 Actively support changes to general plans, community plans, specific plans and zoning changes that implement Blueprint in the SACOG region.
- 13.5 Support Blueprint principles in immediate surrounding counties to the SACOG region, as their growth principles will affect the Sacramento area.
- 13.6 Participate in the open space process conducted by Valley Vision.

Individuals

- 13.7 Become involved and actively participate in your city or county's planning process.

#14 – Increase funding for open space by first agreeing where growth should occur and fund for the permanent protection of land where growth should not occur.

MENU OF ACTIONS

Elected Officials

- 14.1 Cities and Counties: Direct staff to present to Council/Board an inventory of lands needed for habitat protection.
- 14.2 Counties and SACOG: Direct staff to prepare analyses on benefits and options for regional habitat, buffers and open space planning.
- 14.3 Direct staff to aggressively pursue funding to purchase open space consistent with regional plans for protecting species.

Business & Community Leaders

- 14.4 Develop business and community partnerships to purchase habitat areas.
- 14.5 Support and/or participate in Valley Vision's open space process.
- 14.6 Encourage cities and counties to focus development efforts in existing areas and not into flood plains in order to effectively manage the current footprint for flood control.

Individuals

- 14.7 Speak out on behalf of open space and recreation areas currently utilized and that should be protected.
- 14.8 Go out and enjoy this region's open space amenities.

#15 – Support state legislation that incentivizes smart land use and Blueprint style principles.

MENU OF ACTIONS

Elected Officials

15.1 Consider support for the Urban Land Institute's 2002 recommended State actions for Smart Growth:

- *Create a "Community Dividend Program" to encourage and reward communities for integrating smart growth practices into the planning and development processes.*
- *Program (allocate) transportation funds to promote smart growth.*
- *Authorize tax-increment financing for transit-oriented development.*
- *Provide fiscal incentives for housing.*
- *Revise CEQA regulations to encourage infill and smart growth.*
- *Emphasize community building in school construction and remodeling programs.*
- *Eliminate barriers to the development of brownfields.*

Business & Community Leaders

15.2 Support growth management/smart growth land use legislation such as proposed by the Urban Land Institute.

15.3 Work with the Sacramento Metro Chamber of Commerce to develop a process and/or stamp of approval for development projects that consistently reflect Blueprint principles.

Individuals

15.4 Communicate to your elected officials at all levels of government the importance of smart growth for better air quality.

#16 – Encourage jurisdictions to apply for SACOG’s over \$500 million for Community Design and implement these projects, and advocate for an increase in funding.

MENU OF ACTIONS

Elected Officials

- 16.1 Cities and Counties: Direct staff to participate in the development of criteria for the selection of Community Design projects that support walkable, bikeable, and transit friendly environments.
- 16.2 Cities and Counties: Direct staff to define projects and apply for SACOG’s Community Design funds.

Business & Community Leaders

- 16.3 Develop recommendations for potential Community Design projects.
- 16.4 Communicate to elected officials that implementing Community Design projects is a priority once funding is obtained.

Individuals

- 16.5 Speak out on the air quality benefits of Community Design projects in your area.
- 16.6 Encourage your jurisdiction to apply for and implement Community Design projects.

LAND USE RESOURCES

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Paul Zykofsky, Local Government Commission - (916) 448-1198,
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Urban Land Institute, Sacramento – www.uli.org

Key Information:

-- *Ahwahnee Principles* (community design), Local Government Commission,
www.lgc.org

-- “*Statewide Transit-Oriented Development Study: Factors for Success in California, Final Report.*” Primary authors: Terry Parker, Mike McKeever, GB Arrington, for the California Department of Transportation, September 2002.

-- Urban Land Institute, *Putting the Pieces Together: State Actions to Encourage Smart Growth Practices in California*, the Urban Land Institute California Smart Growth Initiative. Available online at www.smartgrowthcalifornia.uli.org.
Gary Binger, ULI – (510) 985-1490, garybinger@yahoo.com

-- SACOG’s Metropolitan Transportation Plan for 2025 “*A Bold First Step for Mobility in the Sacramento Region*”, adopted 2002.
Available online at www.sacog.org

-- SACOG’s transportation funding sources for Community Design programs.

--Sacramento Metropolitan AQMD’s Recommended Guidance for Land Use Emission Reductions, www.airquality.org

--U.S. Green Building Council’s LEED (Leadership on Energy and Environmental Design) criteria, www.usgbc.org

--Sacramento Metro Chamber of Commerce, 2005 Housing Market Study

--SACOG’s Blueprint principles, www.sacog.org/regionalfunding/betterways.pdf

STRATEGIES TO SUPPORT COOL COMMUNITIES AND AIR QUALITY

The purpose of cool communities programs is to reduce the urban heat island effect through measures such as more trees, light colored roofing, and light colored pavements. Cool communities programs benefit air quality by:

1. Reducing ambient temperature that in turn reduces ozone production.
2. Reducing energy needs for buildings thereby reducing power plant emissions.
3. Providing shade that enables more people to walk and bike resulting in reduced motor vehicle emissions⁵.
4. Reducing evaporative emission from parked vehicles.

Scientists have determined that the Sacramento region has a high potential for positive results from reducing heat island emissions. Scientists studied three regions, Sacramento, Salt Lake City, and Baton Rouge, and found that Sacramento had the potential for the greatest results. Temperature is important in ozone formation. The scientists estimate that peak ozone can be reduced as much as 6+% with a 13% increase in cool surfaces and a 14% increase in tree canopy.

CONTENTS

Recommended strategies and actions:

#17 – Adopt “Cool Roofing” ordinances

#18 – Implement “Tree Cover” ordinances for streets and parking lots

#19 – Develop “Net Benefit Tree Analysis”

#20 – Resurface streets, parking lots and trails with lighter colored pavement materials

#21 – Quantify “Cool Communities” measures for SIP credit

COOL COMMUNITIES RESOURCES LIST—(see last page of this section)

⁵ Additionally, large trees act as nitrogen oxide and particulate filters removing some of these pollutants through the deposition on their leaves.

#17 – Adopt Cool Roofing ordinances.

MENU OF ACTIONS

Elected Officials

- 17.1 Direct staff to include cool roofs in all local government building and rehabilitation projects.
- 17.2 Direct staff to develop ordinances requiring cool roofing materials for large commercial flat and low-sloped roofs.
- 17.3 Direct staff to support the incorporation of cool roofing provisions into the Uniform Building Code.
- 17.4 Direct staff to develop guidance for builders and developers on how to meet the code provisions.
- 17.5 Direct staff to utilize cool roofing as an air quality mitigation measure under CEQA for new development.
- 17.6 Air Districts: Direct staff to estimate the air quality benefits resulting from the reduced heat.
- 17.7 Support the continuation of SMUD's Cool Roof Rebate Program.

Business Leaders

- 17.8 Support accelerated roof replacement utilizing the Cool Roof Rebate Program and other incentives. *(Note: SMUD has a cool roof rebate program.)*
- 17.9 Support business compliance with the cool roofing ordinances.

Community Leaders

- 17.10 Provide public information about the benefits of the cool roofs.

#18 – Implement Tree Cover ordinances for streets and parking lots.

MENU OF ACTIONS

Elected Officials

- 18.1 Direct staff to prepare for adoption an update of ordinances to require, maintain and replace shade tree cover for streets, sidewalks and parking lots.
- 18.2 Direct staff to work with the Tree Foundation to prepare guidance in how to establish and maintain trees on streets and in parking lots.
- 18.3 Direct staff to develop street tree maintenance and replacement programs where needed including pruning after the summer ozone season.

Business Leaders

- 18.4 Support compliance with the tree ordinances.
- 18.5 Provide incentives and public education. *(Note: The Sacramento Tree Foundation has programs such as **Community Shade**, which offers guidance and educational presentations.)*
- 18.6 Assist in overcoming commercial business visibility objections.

Community Leaders

- 18.7 Provide incentives and public education.
- 18.8 Establish local tree-support organizations.

#19 – Develop “Net Benefit Tree Analysis”

MENU OF ACTIONS

Elected Officials

- 19.1 Air Districts and Air Resources Board: Direct staff to prepare a “net-benefit” analysis of tree species for air pollution emissions and potential heat reduction to include:
- *Estimation of pollution reduced through leaf absorption, filtering and deposition.*
 - *Estimation of pollution emitted by various tree species.*
 - *Estimation of the heat reduction impact of tree coverage.*
 - *Estimation of the net air pollution benefit.*
- 19.2 Cities and Counties: Direct staff to compile and maintain an inventory of trees by species owned and managed by its jurisdiction.
- 19.3 Direct staff to make the inventory available to air quality management district officials.

Business Leaders

- 19.4 Support including effective tree coverage measures in the region’s State Implementation Plan (SIP) for Air Quality.

Community Leaders

- 19.5 Support community organizations’ request for net-benefit tree analysis.

#20 – Resurfacing streets and parking lots with lighter colored pavement materials.

MENU OF ACTIONS

Elected Officials

- 20.1 Air Districts and SACOG: Direct staff to bring together providers of street resurfacing materials and gain agreement to supply these materials for resurfacing work in this region.
- 20.2 Air Districts, Cities and Counties: Direct staff to develop measures (ordinances or air district regulations) to require using light-colored asphalt or concrete paving on streets and parking areas.
- 20.3 Direct staff to develop appropriate changes to their specifications for asphalt and concrete paving for use by contractors on ongoing street resurfacing projects.
- 20.4 Local and State governments: Direct staff to include light materials in resurfacing parking lots owned by your jurisdiction.
- 20.5 Consider measures to reduce the square feet devoted to asphalt through narrower roadways and limits on parking lot size (maximum parking spaces).

Business Leaders

- 20.6 Adopt a policy of resurfacing your facilities with light-colored materials.

Community Leaders

- 20.7 Advocate that local government initiate efforts to resurface with lighter colored pavement materials.

#21 – Quantify “Cool Communities” measures for SIP credit.

MENU OF ACTIONS

Elected Officials

- 21.1 Air Districts and Air Resources Board: Direct staff to quantify the air pollution reduction benefits from the various “Cool Communities” measures (light-colored commercial roofs, street and parking lot trees, and street and parking lot resurfacing).
- 21.2 Direct staff to work with the California Air Resources Board and the U.S. Environmental Protection Agency to gain their technical assistance and policy support for including these measures in the SIP.
- 21.4 Air Districts: Direct staff to project the benefit of these measures if fully implemented.
- 21.5 Air Districts, Cities and Counties: Adopt the measures as part of the region's State Implementation Plan (SIP) for Air Quality.

Business Leaders

- 21.6 Support and advocate the inclusion of these measures in the SIP in CAP to CAP meetings in Washington D.C.

Community Leaders

- 21.7 Support and advocate the implementation of these measures and their inclusion in the SIP.

COOL COMMUNITIES RESOURCES

Air quality contacts:

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Ash Lashgari, California Air Resources Board – (916) 323-1506, klashgar@arb.ca.gov

Eva Wong, U.S. Environmental Protection Agency – (202) 564-3528, Wong.Eva@epamail.epa.gov

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Energy contacts:

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Chris Tooker, California Energy Commission – (916) 653-1134

Darryl Miller, Energy Commission (Commercial Energy Efficiency) – (916) 654-5070

Bill Pennington, California Energy Commission (Building Standards) – (916) 654-5013, bpenning@energy.state.ca.us

Misha Sarkovich, SMUD – (916) 732-6484

Peter Turnbull, PG & E

Andy Youngs, California Cement Promotion Council – (916) 332-4841

Tree Foundations & Organizations:

Center for Urban Forest Research, Greg McPherson – (530) 752-7636, wcufre.ucdavis.edu

The Sacramento Tree Foundation, Ray Tretheway – (916) 924-8733, www.sactree.com

TREE Davis – (530) 758-7337, www.treedavis.org

Woodland Tree Commission – www.ci.woodland.ca.us/pubworks/tcreport.pdf

Roseville Shade Tree Program – www.rosevilleelectric.org
(under “Residents”-“Programs” tabs)

Key Information:

-- City of Sacramento's Parking Lot Shade Tree Ordinance requires new parking lots, or significantly altered existing parking lots, to plan enough trees to shade 50% of the lot area after 15 years of tree growth. A recent study of Sacramento parking lots found that on average, lots were only achieving 27% shading (McPherson 2001). Updates to the ordinance are being made to more accurately reflect tree cover after 15 years of growth, and to increase the size of tree wells to support healthier root systems, among other changes.

-- City of Orlando's parking lot shading provision requires interior parking lot areas to have tree coverage of 1 “tree point” per 100 square feet. In this classification system, a ten-foot tall tree is worth 1 tree point, and a 30-foot tree is worth 4 tree points.

Web-sites:

<http://www.hotcities.org>

<http://www.energy.ca.gov/coolcommunity/slides/index.htm>

<http://www.SMUD.org/coolroof>

STRATEGIES TO CREATE A FRAMEWORK OF OPEN SPACE IN THE REGION

CONTENTS

Recommended strategies and actions:

#22 – Change the pattern of urban development: Stop sprawl

#23 – Define criteria of open space to be protected including urban open space.

#24 – Develop a regional open space plan utilizing a multi-stakeholder process, and implement county by county.

#25 – Create a broad constituency for open space.

#26 – Increase awareness of an access to the region's open space resources.

#27 – Find the funds for both purchase and maintenance.

OPEN SPACE RESOURCES LIST—(see last page of this section)

#22 – Change the pattern of urban development: Stop sprawl.

MENU OF ACTIONS

Elected Officials

- 22.1 Support current city limits and the County's urban services boundary (USB) as the urban footprint upon which air quality, transportation, open space and habitat conservation planning is being done.
- 22.2 Cities and Counties: Direct staff to develop local policy ordinances in 2004 to require that all large development be linked to recreational open space information from SACOG's PLACES Model that will assess land use options and impacts.
- 22.3 Cities and Counties: Direct staff to develop ordinances and/or amendments to general and specific plans to require that developments be designed such that all residents have easy walking and bicycle access to parks and trails. Example: City of Sacramento's North Natomas Design Criteria that requires 80% of residences be a certain distance of parks.
- 22.4 Cities and Counties: Direct staff to work with staff of adjacent jurisdictions to develop greenbelts separating the two jurisdictions. Example: Davis and Woodland have such an agreement.

Business Leaders

- 22.5 Participate and organize community and region-wide forums to develop consensus on open space issues.

Community Leaders

- 22.6 Organize community and region-wide forums to develop consensus on urban growth and open space issues. Examples: Valley Vision, Green Valley Alliance, SACOG's Land Use Initiative.

#23 – Define criteria of open space to be protected including urban open space.

#24 – Develop a regional open space strategy developed through a multi-stakeholder process and implemented county by county.

MENU OF ACTIONS

Elected Officials

- 23.1 Participate in developing regional criteria on what is open space and needs either by voluntary regional summits or as part of a funded collaborative effort.
- 23.2 Support and fund a regional collaborative effort on open space similar to the Water Forum and support its outcomes.
- 23.3 SACOG, working with Cities and Counties: Direct staff to develop a regional map identifying all publicly owned lands or lands held in trust including local and regional parklands.

Business Leaders

- 23.4 Participate in collaborative efforts and annually use your communications to share the open space needs/map/education with your clients.

Community Leaders

- 23.5 Regularly advocate to elected leaders support for expanded and maintained open space.

#25 – Create a broad constituency for open space.

#26 – Increase awareness of and access to the Region’s open space resources.

MENU OF ACTIONS

Elected Officials

- 25.1 SACOG: Direct staff to provide a regional map of open space resources on a website enabling the public to see the status of protected (public) and unprotected (private) open space in their area.
- 25.2 Cities and Counties: Direct staff to provide annual reports to the public on open space issues including a map of open spaces and the ratio of open space to residents compared to other areas using regular mailing, publications, and website.
- 25.3 Support the development of a “Six Rivers Trail Plan” plan to provide a continuous system of trails within the region linking rivers, creeks, parks and open space and enabling the region’s residents to become aware, appreciate and utilize the open space resources of this region. *(Note: This recommendation is also under the Walkable-Bikeable Communities strategies.)*

Business and Community Leaders

- 25.4 Participate in collaborative efforts to support knowledge and access to regional open space resources.
- 25.5 Participate in collaboration efforts to develop a regional trails network (above).

#27 – Find the funds for purchase and maintenance.

MENU OF ACTIONS

Elected Officials

- 27.1 Support the establishment of a regional conservancy to secure grants to purchase open space including the purchase of conservation easements.
- 27.2 Support the establishment of a funding base for operations and maintenance.
- 27.3 Support a sales tax initiative or benefit assessment district for open space acquisition, operation and maintenance.

Business Leaders

- 27.4 Participate in fund development partnerships to purchase open space.

Community Leaders

- 27.5 Participate on regional and funding sources to purchase land and build the trails network.

OPEN SPACE RESOURCES

Contacts:

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Gail Ervin, Green Valley Alliance – (916) 989-0269

John Hopkins, Institute for Ecological Health – (530) 756-6455,
ieh@pa.mother.com

Chris Tooker, Sacramento Open Space – (916) 731-8798,
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Aimee Rutledge, Sacramento Valley Conservancy – (916) 442-9179,
info@sacramentovalleyconservancy.org

Key Information:

– “Open Space in the Sacramento Region: A Profile of the Organizations and Agencies Working to Preserve and Enhance Our Region’s Agricultural, Recreational, and Natural Lands”, Green Valley Alliance, 1999 edition.

-- The San Francisco Bay Trail Plan, adopted in 1989 by ABAG, is being implemented through many separate actions of cities, counties, and open space districts surrounding the Bay (see www.abag.org). A separate foundation, the San Francisco Bay Trail Project, was created in 1990 to provide funds for trail construction and public education.

Websites:

www.greeninfo.org -- GreenInfo Network – provides assistance at developing “point and click” regional maps.

www.greenvalleyalliance.org -- Green Valley Alliance

<http://www.instituteforecologicalhealth.org>-- Institute of Ecological Health

www.openspace.org -- Bay Area Mid-Peninsula Open Space District – some good examples of open space maps.

www.sacopenspace.org -- Sacramento Open Space

www.sacramentovalleyconservancy.org -- Sacramento Valley Conservancy

STRATEGIES TO ASSURE THE MAXIMUM AIR QUALITY BENEFIT FROM THESE STRATEGIES

CONTENTS

Recommended strategies and actions:

#28 – Support the quantification of potential air pollution impact from the reduction of automobile trips and increases to transit, walking and biking associated with alternative land use strategies.

#29 – Adopt transportation and land use measures into the State Implementation Plan (SIP).

#30 – Incorporate data on pedestrian, bicycle, and transit travel into local land use policy and regional level transportation models.

#31 – Support development of land use-transportation-air quality modeling.

AIR QUALITY RESOURCES LIST—(see last page of this section)

#28 – Support the quantification of potential air pollution impact from the reduction of automobile trips and increases to transit, walking and biking associated with alternative land use strategies.

MENU OF ACTIONS

Elected Officials

- 28.1 Air Districts and SACOG: Direct staff to quantify the potential emission reductions of decreasing automobile trips from a combination of the following:
- *Continuous network of bike lanes and bike paths connecting all major destinations in the urban areas.*
 - *Continuous network of safe, direct sidewalks and walkways and crossings to enable 80% of residents to walk ¼ mile or less to schools, shopping areas and transit.*
 - *Transit network that provides clean-fueled buses or light rail at 15-minute intervals to 80% of the region's population.*
- 28.2 Air Districts, Cities and Counties: Direct staff to work with SACOG to determine the emission reduction potential of alternative open space and land use patterns as part of SACOG's Blueprint Transportation and Land Use Study.
- 28.3 Cities and Counties: Direct staff to quantify projected emissions potential of updates of the General Plan, community plan or specific plans and in applications for state or federal transportation funding for local projects.
- 28.4 Air Districts: Direct staff to work with the staff of the California Air Resources Board and the United States Environmental Protection Agency to quantify the air pollution reduction benefits from reducing the region's urban heat island through implementation of "Cool Communities" measures:
- a) *Light-colored commercial roofs*
 - b) *Street and parking lot trees*
 - c) *Street and parking lot resurfacing*

Business & Community Leaders

- 28.5 Advocate to the California Air Resources Board and the U.S. Environmental Protection Agency on the importance of obtaining approved quantification methods to enable these measures to be included in the SIP.

#29 – Adopt transportation and land use measures into the State Implementation Plan (SIP).

MENU OF ACTIONS

Elected Officials

- 29.1 Air Districts and SACOG: Direct staff to develop an emissions reduction target to be achieved from transportation and land use strategies and then direct staff to develop a package of measures to achieve the target.
- 29.2 Air Districts and SACOG: Direct staff to work with local government planning and public works staff to develop transportation and land use measures to achieve the emissions reduction target to be included in the update of the State Implementation Plan (SIP).
- 29.3 Air Districts: Direct staff to work with the Air Resources Board and the U.S. Environmental Protection Agency to provide and approve the science needed to incorporate transportation and land use measures into the SIP.
- 29.4 Air Districts and SACOG: Direct staff to work in partnership with business and community leaders to craft both near and long-term measures.
- 29.5 Cities and Counties: Direct staff to bring resolutions of support and commitment to implement specific land use and transportation measures as part of the SIP.
- 29.6 Direct staff to develop an aggressive schedule for adoption and implementation of the measures.

Business Leaders

- 29.7 Participate in the development of effective transportation and land use measures both for growth areas (new development) and for older urbanized areas (infill and redevelopment).

Community Leaders

- 29.8 Support local jurisdictions' commitments to land use and transportation measures that result in quantifiable emission reduction benefits for the region's air quality and transportation plans.
- 29.9 Participate in the development of effective and supportable transportation and land use measures.

#30 – Incorporate data on pedestrian, bicycle, and transit travel into local land use policy and regional level transportation models.

MENU OF ACTIONS

Elected Officials

- 30.1 Air Districts and SACOG: Direct staff to work with local government staff to develop quantifiable pedestrian, bicycle and transit travel indicators by jurisdiction to monitor effectiveness of land use and transportation performance measures such as:
- *Miles and percentage of jurisdiction's arterials with on-street bike lanes on both sides.*
 - *Miles and percentage of jurisdiction arterials with sidewalks or walkways on both sides.*
 - *Percentage of population within ¼ mile walking distance to 15-minute transit or light-rail service.*
 - *Mode split by zip code and jurisdiction.*
 - *Vehicle miles traveled by zip code and jurisdiction.*
- 30.2 Air Districts and SACOG: Direct staff to work with local government staff to prepare annual reports for the public on these travel performance indicators.
- 30.3 Air Districts and SACOG: Direct staff to analyze the emissions impacts and incorporate the results into transportation models

Business Leaders

- 30.4 Request annual reports on the implementation of the land use and transportation measures.

Community Leaders

- 30.5 Review and comment on the progress of the implementation of the land use and transportation measures.

#31 – Support the development of land use-transportation modeling.

MENU OF ACTIONS

Elected Officials

- 31.1 Cities and Counties: Direct staff to provide data on pedestrian, bicycle and transit travel to air districts and SACOG planning and modeling efforts.
- 31.2 Cities and Counties: Direct staff to prepare a resolution supporting the development of regional land use/transportation modeling.
- 31.3 Cities and Counties: Direct staff to present proposed land use decisions in the regional context to better understand impacts of local decisions on the region.

Business Leaders

- 31.4 Support the development of regional land use/transportation models.

Community Leaders

- 31.5 Participate in outreach meetings on the development and interpretation of regional land use/transportation models.
- 31.6 Ask local governments to address the regional impacts of local transportation and land use decisions reflecting the analysis by local and regional land use and transportation models.

AIR QUALITY RESOURCES

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Key Information:

Air Resources Board, “*Methods to Find the Cost-Effectiveness of Funding Air Quality Projects: For evaluating Motor Vehicle Registration Fee Projects and Congestion Mitigation and Air Quality Improvement (CMAQ) Projects*”, 2001-2002 and 2002-2003 editions are available at: www.arb.ca.gov/planning/tsaq/eval/eval.htm.

This report includes quantitative assessment methods for vanpools and shuttles, signal coordination, bicycle, ridesharing and pedestrian facilities.

Air Resources Board, “*Land Use Linkage and Air Quality Linkage: How Land Use and Transportation Affect Air Quality*, 1997, available at:

<http://www.arb.ca.gov/ch/programs/link97.pdf>

Air Resources Board, “*Improving Air Quality Through Increased Bicycling: A Fact Sheet*” available at www.arb.ca.gov/planning/tsaq/bicycle/bicycle.htm

Websites:

www.arb.ca.gov -- California Air Resources Board

www.co.el-dorado.ca.us/emd/apcd/index.html -- El Dorado Air Pollution Control District

www.airquality.org -- Sacramento Metropolitan Air Quality Management District

www.placer.ca.gov/airpollution/airpolut.htm -- Placer County Air Pollution Control District

www.ysaqmd.org -- Yolo-Solano Air Quality Management District

STRATEGIES TO DEVELOP A SOLID FUNDING BASE AND FISCAL INCENTIVES

CONTENTS

Recommended strategies and actions:

#32 – Support a solid funding base for transit operations and infrastructure in this region.

#33 – Support funding for complete streets to ensure pedestrian, bicycle and transit infrastructure especially in areas where it doesn't exist.

#34 – Support legislation to provide incentives for smart growth.

#35 – Include smart growth incentives/requirements on all new spending bills and initiatives.

#36 – Support SACOG's Community Design program and continue its expansion.

#37 –Support federal, state and local legislation that sustains or increases funding for local air districts, Safe Routes to School programs, Complete Streets, transit, smart growth incentives, Moyer type programs and other legislative incentive programs .

FUNDING RESOURCES LIST—(see last page of this section)

#32 – Support a solid funding base for transit operations and infrastructure in this region.

#33 – Support funding for complete streets to ensure pedestrian, bicycle and transit infrastructure especially in areas where it doesn't exist

MENU OF ACTIONS

Elected Officials

- 32.1 Cities, Counties and SACOG: Support continued priority transportation funding for pedestrian, bicycle and transit facilities utilizing federal, state and local funds.
- 32.2 Cities, counties and SACOG: Request that staff provide transportation project budgets that include sufficient funds to provide for complete streets.
- 32.3 Cities, counties and SACOG: Support additional funds to retrofit facilities that do not have adequate or safe walking or bicycling facilities.
- 32.4 Support sales tax initiatives and/or other funding measures for transportation dollars with a specific allocation for transit, pedestrian and bicycle facilities.
- 32.5 Support allocation of transportation funds for Community Design projects that support infill development, smart growth and that maximize access by clean transportation modes.

Business Leaders

- 32.6 Support allocation of local and State transportation funds for complete streets, transit, pedestrian and bicycle facilities.

Community Leaders

- 32.7 Advocate for the integration of bicycle and pedestrian facilities into transportation project development.
- 32.8 Advocate for the increased funding for transit, bicycle and pedestrian facilities to create a network of complete streets (streets that are safe, convenient and accessible for ALL users) in our region.

#34 – Support legislation to provide incentives for smart growth.

#35 – Include smart growth incentives/requirements on all new spending bills and initiatives.

MENU OF ACTIONS

Elected Officials

- 34.1 Support application of Blueprint principles
- 34.2 Work to develop partnerships to support smart growth incentives including a mechanism to finance smart growth strategies.
- 34.3 Support the inclusion of smart growth incentives/requirements on all new infrastructure funding bills and bond issues.

Business Leaders

- 34.4 Support local Blueprint implementation.
- 34.5 Support the inclusion of smart growth incentives on all new infrastructure funding bills and bond issues.

Community Leaders

- 34.6 Look for opportunities in the State's fiscal transition period to develop new funding mechanisms to support smart growth and identify legislative champions.
- 34.7 Support workable approaches to funding smart growth initiatives including recommendations developed by the Urban Land Institute.
- 34.8 Support smart growth legislation/incentive funding and ballot measures that aim to reduce air pollution and vehicle miles traveled.

#36 – Support SACOG’s Community Design program and continue its expansion..

#37 – Support federal, state and local legislation that sustains or increases funding for local air districts, Safe Routes to School programs, complete streets, transit,smart growth incentives, Moyer type programs and other legislative incentive programs.

MENU OF ACTIONS

Elected Officials

- 36.1 Cities and Counties: Direct staff to develop applications for Community Design funds.
- 36.2 Cities and Counties: Support continued funding of SACOG’s Community Design Program.
- 36.3 Support goals and strategies identified by the Air Quality and Transportation teams at the Sacramento Metro Chamber’s annual CAP to CAP trip..

Business & Community Leaders:

- 36.4 Monitor SACOG’s Community Design program and recognize the communities and elected leaders that have created outstanding community design projects.
- 36.5 Support continued funding of the Community Design Program and encourage jurisdictions to apply for this funding.
- 36.6 Meet with Congressional, state and local representatives to carry and support legislation that addresses air quality improvement through smart growth incentives, adequate transit funding and pedestrian and bicycle infrastructure investments.

FUNDING RESOURCES

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Key Information:

- *Putting the Pieces Together: State Actions to Encourage Smart Growth Practices in California*, A report from the Urban Land Institute California Smart Growth Initiative's Statewide Coordinating Committee, 2002. Available online at www.smartgrowthcalifornia.uli.org.
- SACOG's Transportation funds for Community Design. Applications for funding are due April 16, 2004. See www.sacog.org.
- America Walk's Pedestrian Agenda for TEA-21 Reauthorization. See www.americawalks.org.
- The Surface Transportation Policy Project news and information on TEA-21 reauthorization. See www.stpp.org.