

Attachment B: State and Federal Planning Requirements and 2025 Blueprint Policy Development

When thinking about policies for a regional plan like the 2025 Blueprint, it's helpful to understand some of the high-level requirements that distinguish the plan from many of the planning documents created by local governments (e.g., general plans and specific plans). While these local planning documents have their own regulatory context, the descriptions below explain the primary set of requirements for the 2025 Blueprint.

Land Use Forecast: The land use forecast must include a reasonable economic growth forecast for employment, population, and housing. It must identify the general location of uses, residential densities, and building intensities, and areas within the region sufficient to house all the projected population of the region. However, the 2025 Blueprint does not supersede a city's or county's general plan or other planning policies or authorities. Nor must a local agency's planning policies be consistent with either strategy. Rather, these strategies provide a basis for determining eligibility of residential development or transportation projects for SB 375's CEQA streamlining incentives, if cities or counties choose to offer them.

Financial Constraint: The 2025 Blueprint is a financially constrained plan. The financial forecast for the plan is based on the latest trends and information about existing funding sources for transportation. New or innovative funding strategies are an important component of the forecast but must be backed up by policy commitments or reasonable evidence that support the assumptions included in the plan. In every plan update, there are more transportation investments needed and wanted than money available to pay for them. As a result, SACOG must work with local agencies to prioritize the most critical and cost-effective investment strategies.

Air Quality Conformity: SACOG must demonstrate that implementation of the 2025 Blueprint will help the region meet federal standards for healthy air. The federal Clean Air Act tasks SACOG with reducing pollutants created by transportation including ozone precursors and particulate matter; byproducts of combustion engines and road dust created by moving vehicles. The SACOG region does not currently have air quality that meets health standards. Thus, SACOG's conformity analysis must demonstrate improvements in air quality over time. Once healthy air is achieved, the region must maintain that standard over the long term.

SB375 Greenhouse Gas Reduction Target: The 2025 Blueprint must measure the reduction in greenhouse gas emissions by modeling the forecasted land use pattern and supporting transportation network designed to serve regional transportation needs. The greenhouse gas emissions reduction target for the 2025 plan is a 19 percent reduction of per capita emissions by 2035 compared to a 2005 base line. If SACOG is not able to create a plan that can demonstrate achievement of this target, the region stands to miss out on millions of state transportation funding.