



Transportation Committee

Meeting Date: June 6, 2024

Agenda Item No. 9

2025 Blueprint Land Use Assumptions

Information

Author: Zach Miller

Attachments: Yes

Referring Committee: Not Applicable

Issue:

A final set of land use assumptions for the 2025 Blueprint which will achieve the policy goals outlined in the board's Blueprint policy framework, including keeping the plan within striking distance of the regional greenhouse gas reduction target.

Request: Approve

Recommendation for Board:

The Land Use & Natural Resources Committee is being asked to recommend that the board take the action noted below.

Recommendation for Committee:

None; this is for information only. The Land Use & Natural Resources Committee is being asked to recommend that the SACOG Board of Directors adopt the land use assumptions of the Discussion Scenario to be part of the final preferred scenario for the 2025 Metropolitan Transportation Plan/Sustainable Communities Strategy, known as the 2025 Blueprint. Staff is also requesting that the Land Use & Natural Resources committee direct staff to continue to develop statements of commitment that define the relationship between the 2004 Regional Blueprint vision and the 2025 Blueprint plan and the challenges related to implementation for the board to adopt at its June meeting.

Background:

Following robust discussion at the [April board meeting](#) about the land use assumptions of the Discussion Scenario for the 2025 Blueprint, the SACOG board directed staff to develop and analyze an alternative land use strategy that consolidated growth in developing and potential developing communities (relative to the Discussion Scenario) into fewer of these areas to show more complete buildout of these community types. Further, the board directed staff to maintain the Discussion Scenario as an option in the event the alternative developed by staff was deemed by the board to be infeasible or incompatible with the Policy Framework of the 2025 Blueprint.

Staff presented an alternative scenario, Option 3: Complete Communities, to the board at the [May meeting](#). This option assumed more complete buildout of developing and potential developing communities but in

fewer places, meaning fewer new growth areas would be included in the final plan. Additionally, this option prioritized growth in those developing communities that have the strongest likelihood of lower vehicle miles traveled (VMT) based on factors including adjacency to existing development and jobs/housing balance. Following further discussion, the board did not express support for advancing Option 3 any further due to concerns over feasibility and inconsistency with local priorities.

Given the lack of board support for Option 3, staff is proposing to advance the Discussion Scenario as the preferred set of land use assumptions for the 2025 Blueprint. Since the board meeting in May, staff worked with local agencies to analyze potential changes to the Discussion Scenario that would include growth in additional developing communities. However, staff ultimately concluded that such modifications could not be justified given the sum total of the impacts, inconsistency with the prior methodology to develop the Discussion Scenario, and the potential for erosion in the performance of the entire plan.

As an alternative to continued modifications to the land use assumptions in the Discussion Scenario, and to address concerns from board members and members of the development community about the relationship between the growth strategy of the 2004 Regional Blueprint and the 2025 MTP/SCS, referred to as the 2025 Blueprint, staff is proposing to develop a series of statements that explicitly define the important roles these two documents play in guiding regional planning activities along with some of the key challenges related to implementation that the region faces. These statements would then be incorporated into the 2025 Blueprint plan to demonstrate SACOG's ongoing commitment to the original Blueprint vision and how that effort continues to inform the development of SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy.

The subsequent section discusses staff's recommendation to: (1) advance the Discussion Scenario as the preferred land use assumptions for the 2025 Blueprint; and (2) continue developing statements of commitment to the 2004 Blueprint and its implementation for consideration by the board as part of its June action.

Discussion/Analysis:

1) Advance the Discussion Scenario as the Preferred Land Use Assumptions for the 2025 Blueprint

Staff is recommending that the Land Use and Natural Resources committee recommend that the board adopt the Discussion Scenario land use assumptions as presented to the board in April. Based on staff's analysis, these land use assumptions strike a balance between remaining reasonable while pursuing ambitious growth and reinvestment priorities in existing communities, accommodating robust growth in new growth areas, responding to local priorities, and providing the best path for achieving the policy goals in the Blueprint and our GHG emissions target. The Discussion Scenario Assumptions are provided in detail in Attachment A and are summarized below.

The Discussion Scenario was formulated based on an ambitious regional growth projection of nearly 600,000 people, 263,000 jobs, and 278,000 homes between 2020 and 2050. The regional growth projection was formally adopted by the SACOG board in 2022. While the growth projection for this plan does represent a more conservative estimate than the current plan (the 2020 MTP/SCS), the region remains one of the fastest growing places in California and the projections assume this will remain the case over the coming decades. In fact, to achieve the growth assumptions of the 2025 Blueprint, the region would need to produce roughly 9,000 homes annually, which exceeds the region's annual housing growth for nine out of the last 10 years.

The Discussion Scenario includes a distribution of housing growth that is in line with recent permitting trends, and a distribution of employment growth that assumes robust job growth outside of the traditional job

centers of the region. See Table 1 for the jobs and housing distribution across community types for the Discussion Scenario.

Table 1: Housing and Employment Distribution (as a proportion of growth) in the Discussion Scenario

Community Type	2020-2035 Jobs (%)	2020-2035 Housing Units (%)	2020-2050 Jobs (%)	2020-2050 Housing Units (%)
Center and Corridor Communities	44%	41%	42%	40%
Established Communities	39%	29%	39%	28%
Rural Residential Communities	<1%	1%	<1%	1%
Developing and Potential Developing Communities	16%	30%	18%	32%

The Discussion Scenario assumes a housing product type split that continues a trend towards more attached and small lot single family housing types, with attached homes making up 36 percent of all homes in 2050 (see Table 2 below). This necessitates a higher proportion of new attached units than recent history in the SACOG region, but still less than the state average. The national trends towards more attached housing products, as reflected in the Discussion Scenario, were discussed in more detail at a presentation provided at the March Land Use and Natural Resources Committee meeting ([staff report here](#), consultant presentation [video link here](#).)

Table 2: Housing Product Type Split

	Rural Residential	Large Lot Single Family	Small Lot Single Family	Attached
Existing (2020)	8%	31%	29%	32%
Discussion Scenario 2050 End State	6%	29%	29%	36%

2) Develop Statements of Commitment to the Blueprint

Background on the 2004 Sacramento Region Blueprint and its relevance today

The Sacramento Region Blueprint is a smart growth vision for the region that was adopted by the SACOG Board of Directors in 2004 following two years of extensive outreach and engagement with elected officials, stakeholder groups, local jurisdictions, and residents. The vision of the Blueprint is to integrate land use and transportation planning to slow the loss of open space, farmland, and habitat to urbanization, and cut down on vehicle emissions and congestion, and improve the quality of life for residents of the region. It accomplishes this by implementing smart growth, a.k.a., Blueprint principles, that encourage a variety of housing options close to employment, shopping, entertainment hubs and daily needs, which reduces the distance people must travel and creates more options for people to walk, bike, or take public transportation in place of driving. These Blueprint principles apply equally to development within the existing regional footprint and to new greenfield developments around the urban edge.

The seven principles are:

- Housing Choice and Diversity;
- Provide Transportation Choices;
- Mixed Use Development;
- Compact Development;
- Design for Quality;
- Use existing assets; and
- Natural Resource Conservation.

Since the adoption of the Blueprint, SACOG has integrated these principles into each update of the region's long-range plan. And while it's been 20 years since the adoption of the Regional Blueprint, the principles remain relevant today. Attachment B provides a side-by-side comparison of the seven Blueprint principles alongside the themes that emerged from the public input gathered during the public outreach effort for the 2025 MTP/SCS update.

Overview of Statements of Commitment to the Blueprint

In addition to the housing and employment distribution described above, staff also seeks the committee's direction to develop a set of statements that describe the relationship between the [2004 Regional Blueprint](#) and the MTP/SCS. Prior to and at the April and May board and committee meetings there was confusion and concerns from board members, local jurisdictional staff, and stakeholders related to how the 2025 Blueprint relates to the 2004 Blueprint. Staff acknowledge that clear information about the role these two documents play in the region is important and worth incorporating into the MTP/SCS plan update.

Attachment C includes a set of draft statements that staff propose we continue to develop in advance of the June board meeting. These statements could be adopted as part of the land use assumptions and serve as a commitment of the board to incorporate the 2004 Blueprint vision into the 2025 Blueprint plan.

Summary of Recommendations

Staff is requesting that the committee:

- 1) recommend that the SACOG Board of Directors adopt the land use assumptions of the Discussion Scenario to be part of the final preferred scenario for the 2025 Blueprint; and
- 2) recommend that staff continue to develop statements of commitment to the Blueprint for the board to adopt at its June meeting.

Next Steps

The process timeline in Attachment D includes the schedule for the 2025 Blueprint, the next steps of which are:

- At the June board meeting the SACOG Board of Directors will be asked to adopt the land use assumptions of the Discussion Scenario to be part of the final scenario for the 2025 Blueprint.
- If the land use assumptions are adopted at the June board meeting, staff will continue to collaboratively develop and refine the transportation project list with transportation projects sponsors from throughout the region before the board reviews and decides on a final recommendation for what transportation investments to include in the plan in November of 2024.
- In August of 2024, staff plans to bring more information for board deliberation and direction regarding development of the transportation list, including initial nominations, engagement and coordination

with sponsors, selection methodology for transportation projects, fiscal constraint, the Draft Final Scenario project list, and performance.

In September, staff will bring a full draft of a preferred scenario for final board review and direction before returning in November for action on adoption of a final scenario.

Fiscal Impact/Grant Information:

The 2025 Blueprint is funded by a combination of sources including Federal Metropolitan Planning funds, state Sustainable Communities Formula Program Funds, and Transportation Development Act-Local Transportation Funds. The Placer County Transportation Planning Agency and El Dorado County Transportation Commission also provide some funding to SACOG to support development of the 2025 Blueprint to assist with the planning activities, data development, and analysis that is necessary to ensure coordination and consistency between the regional plan and the county-level Regional Transportation Plans.