

## **ATTACHMENT C: STATEMENTS OF COMMITMENT TO THE BLUEPRINT AND ITS IMPLEMENTATION**

The following draft statements outline the region's commitment to the 2004 Regional Blueprint and its relationship to the 2025 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), also known as the 2025 Blueprint. With board direction, SACOG will incorporate these statements into the narrative of the 2025 Blueprint policy documents.

1. The 2004 Blueprint continues to guide development in the Sacramento Region; it is not being replaced. SACOG remains committed to the 2004 Blueprint preferred scenario and the associated growth principles as a north star for the region's future development.
2. The 2025 MTP/SCS, known as the 2025 Blueprint, is the latest in a series of regional plans to help implement the 2004 Blueprint.
3. The land use forecast of the MTP/SCS is consistent with and developed from local city and county general plans and policies.
4. The MTP/SCS identifies one of many ways to phase the buildout of the 2004 Blueprint and achieve greenhouse gas emissions (GHG) reduction from passenger vehicles and light duty trucks, per Senate Bill (SB) 375. There are multiple ways this GHG reduction could be achieved through the strategic timing and location of development.
5. The MTP/SCS does not regulate local land use authority or preclude any local jurisdiction from planning and approving growth that is different in any way, including in terms of total units or geographic extent.
6. For the economic, environmental, and equity benefits of the Blueprint to be realized, the region—local governments, private, and nonprofit partners—must work in coordination and alignment to implement the Blueprint.
7. Developing Communities (also commonly referred to as greenfield development) can provide more housing options and, when planned using principles such as smart growth, new urbanism, or SACOG's 2004 Blueprint principles, can reduce the demand for driving and thus lower vehicle miles traveled and related greenhouse gas emissions compared to when they don't use those principles. The challenges of Developing Communities include the cost of backbone infrastructure, difficulties in making public transportation or shuttles an attractive alternative to driving, and the location of some developing community areas further from existing jobs and activity centers. A further challenge is the erosion of street and urban design standards, land use mix (e.g., jobs-housing balance), and principles around which such communities were originally designed as the project builds out over time.
8. Development in Centers and Corridors (also commonly referred to as infill development) can provide more housing options in areas that typically don't require residents to drive as much, upgrade or repair aging infrastructure, and help provide a critical boost for economic revitalization of the region's town centers, commercial corridors and older urban and suburban areas. The challenges of development in Centers and Corridors

include the cost of offsite infrastructure upgrades, local planning requirements, the disparate location and ownership of multiple sites, and the need to work collaboratively with existing residents to ensure local support and minimize displacement, particularly in disadvantaged communities.

**Disclosure:** The MTP/SCS does not necessarily reflect the full buildout of local land use plans because it is required to be fiscally constrained and based on most recent economic and demographic projections.

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