



2025 Blueprint Land Use Assumptions

Action

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Attachments: Yes

Referring Committee: Land Use & Natural Resources

Issue:

Following board direction from May, staff is requesting the board consider 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 and Natural Resources (LUNR) Committee recommended by majority vote (Hume opposed) 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.

Recommendation for Committee:

That the Land Use and Natural Resources Committee 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.

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.

The subsequent section discusses the LUNR Committee's recommendation to advance the Discussion Scenario as the preferred land use assumptions for the 2025 Blueprint.

Discussion/Analysis:

Discussion Scenario as the Preferred Land Use Assumptions for the 2025 Blueprint

The LUNR Committee recommends 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	43%	40%	41%	40%
Established Communities	38%	29%	39%	27%
Rural Residential Communities	<1%	1%	<1%	1%
Developing and Potential Developing Communities	18%	30%	20%	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 LUNR 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%

Input from Committees

SACOG staff delivered this presentation to the Policy and Innovation (P&I) Committee on June 3, 2024, and to the Transportation Committee and LUNR Committee on June 6, 2024. Following the presentation to the P&I and Transportation committees, members of these committees expressed support for the staff recommendation to advance the Discussion Scenario as the preferred land use assumptions for the 2025 Blueprint. Following the presentation to the LUNR Committee, the committee elected to advance the staff recommendation to adopt the Discussion Scenario land use assumptions included Attachment A. The committee elected to separate this action (i.e., advancing the Discussion Scenario land use assumptions) from discussion of how SACOG should develop Statements of Commitment that describe how the 2025 Blueprint relates to the 2004 Regional Blueprint. The discussion of the Statements of Commitment is included as a second item for board consideration this month.

Summary of Recommendations

The LUNR Committee is recommending that the SACOG Board of Directors adopt the land use assumptions of the Discussion Scenario to be part of the final scenario for the 2025 Blueprint.

Next Steps

The process timeline in Attachment B 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 2024.
- In August 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.