



## 2025 Blueprint Update

Receive and File

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**Attachments:** Yes

**Approved by:** James Corless

**Referring Committee:** Land Use & Natural Resources

### 1. Issue:

This receive and file item is for information purposes to keep the board apprised of the work ahead on the 2025 Blueprint

### 2. Recommendation:

That the board review the Policy Framework, timeline, and major milestones for the Blueprint to prepare for policy and priority discussions in the coming months.

### 3. Background/Analysis:

Twenty years ago, SACOG initiated the Sacramento Regional Blueprint Project, a historic undertaking and critical assessment of the relationship between transportation and land-use in the region. Two years later, the SACOG Board of Directors adopted the Sacramento Region Blueprint Preferred Scenario. That strategy and process set the precedent for how metropolitan planning organizations (MPO) in California undertake regional planning and coordination on land use and transportation. The understanding gained through the Regional Blueprint continues to influence SACOG's planning efforts today, including our flagship regional transportation plan, the Metropolitan Transportation Plan/Sustainable Communities Strategy, newly branded as the 2025 Blueprint.

### What is the 2025 Blueprint?

The 2025 Blueprint is a federal and state required policy document for long-range transportation and land use planning. The purpose of Blueprint is to identify policies, strategies, and investment priorities that support efficient development, operation, and management of the regional transportation system. Federal and state requirements dictate that the plan must cover a minimum of 20 years, identify transportation related programs and projects, be financially constrained, integrate with land use planning, and conform to specific air quality standards, among other requirements. In addition to regulatory requirements, the SACOG Board of Directors provides guidance and direction on the major policy initiatives and focus areas that are of local and regional importance and should be examined by the region's land use and transportation plan.

SACOG anticipates the Blueprint will be adopted in Fall 2025, which represents a longer timeline to adoption than the typical update process (more on the extended Blueprint schedule below). An overview of the workplan as well as regular updates for the Blueprint, including major board actions, points of local agency

and public engagement, and major staff work are summarized in the Process Overview available on the project webpage: <https://www.sacog.org/2025-blueprint-mtpscs>.

### **Why are we doing a Blueprint?**

The growth and mobility challenges facing our region are complex, made more so due to the ongoing impact of the recent global pandemic, record setting weather events from floods to California's ongoing drought, and the effects of a staggering statewide housing crisis. These challenges are daunting and are too often most acutely felt in historically disenfranchised communities, particularly among Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino and other communities of color. Through the Blueprint update, we are trying to identify a growth and investment path to 2050 that supports a thriving economy and healthy environment for all residents of the Sacramento region. Identifying that path requires a holistic examination of how public policy decisions on land use, infrastructure investments and programs, and prevailing market conditions, interact.

The Blueprint will ultimately lay out a set of strategies for an integrated, multimodal transportation system and regional development pattern that can create a more thriving region that works for all residents, including historically disenfranchised and excluded residents.

### **4. Discussion/Analysis:**

#### **Triple Bottom Line Policy Framework**

In early 2022, the SACOG Board of Directors adopted a Triple Bottom Line Framework to guide the creation of a regional plan that will advance three coequal goals for equity, economy, and environment:

**Equity:** A just and inclusive region where government makes investments for and with historically marginalized communities so race can no longer be used to predict health or economic outcomes, and outcomes for all groups are improved.

**Economy:** A diversified regional economy in which all people have access to resources that give them the opportunity to realize their full potential. This future economy will also capitalize on key economic clusters where the region can achieve a competitive edge over our peers across the country, including agriculture and food, health sciences, and innovative mobility.

**Environment:** A safe and resilient region for all residents, where natural resources and air quality are sustainably managed so people can thrive here for generations.

The Blueprint represents an opportunity for the board and the region to come together around a collective vision for advancing economic prosperity, supporting environmental health and resiliency, and promoting equity through reducing transportation and housing disparities by race, ethnicity, income, and ability. The triple bottom line concept was first introduced in the 1990s as a business strategy to incorporate environmental and social responsibility goals into a company's "bottom line" of their balance sheet. For SACOG, this concept means a continued emphasis on our agency goal of tying our infrastructure investments to economic prosperity, a continued emphasis on the environmental and climate resilience goals that our plan tries to achieve, and elevates equity—and the work of the board's Race, Equity and Inclusion working group and Racial Equity Action Plan—to a level of significance that is equal to the challenge that the region and the nation is facing. These goals, along with explanations about how these goals may affect the analysis and

outcomes of Blueprint, are described in Triple Bottom Line Framework in **Attachment A**.

### **Pathway Development**

Using the Triple Bottom Line framework, SACOG worked throughout 2022 to gather information and input from our member cities and counties, and other partner agencies, responsible for setting and implementing land use and housing policy, and delivering transportation projects and programs for residents in the region. This coordination included reviews of city and county development trends, local plan updates, and policy changes. SACOG also asked these sponsors to submit transportation projects and programs to be considered for inclusion in the Blueprint update. All of this input will be used to create three distinct regional growth scenarios, or Pathways, that are designed to examine the 30-year outcomes and tradeoffs of different types of growth policy and public investment decisions. **Attachment B** provides a summary of the development and investment focus of each of the Pathways. The Pathways will be models of different development patterns for the same amount of population, housing, and employment growth; for each pathway we will measure the effects on people's ability to travel to necessary destinations, congestion, air quality, public health, housing choice, natural resource consumption, and several other Triple Bottom Line indicators (**Attachment A**). The Pathways and input and feedback from a robust public and stakeholder engagement campaign, will provide the board with information in the first half of 2023, so that the board can ultimately decide which land use and transportation strategies to include in the Blueprint plan.

Beginning in March and through this summer, staff will present to the board strategies and indicators for the three 2050 Pathways. In March, we will start with a focused discussion on land use and housing. In April through June, staff will return with additional information to facilitate discussions on the transportation components of Pathways. Attachment B includes examples of some of the major performance indicators that staff will present as part of Pathway discussions. The performance indicators and discussions presented to the board are intended to illustrate how growth and investment decisions will affect the three goals outlined in the Triple Bottom Line Framework.

### **Blueprint Schedule**

In November 2022, the board authorized staff to pursue state legislation to extend the Blueprint schedule, which would move the plan adoption date from Spring 2024 to Fall 2025. Since then, staff has secured a sponsor, Assemblymember Aguiar-Curry, to carry a bill that will provide SACOG with the legislative relief needed to keep the current plan in compliance with state law for an additional two years. Staff has also had initial conversations with Caltrans, the Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, and California Air Resources Board to discuss a near-term minor update of the federal Metropolitan Transportation Plan and Air Quality Conformity Determination. This minor update of the federal pieces of the plan would ensure SACOG and our members remain eligible for state and federal funding while we work to update the Blueprint.

As part of its November action to extend the schedule for the Blueprint, the board also directed staff to return in early 2023 with an updated workplan, project schedule, and status of the legislation. **Attachment C** includes a combined work plan and schedule that describes major milestones of board discussion and decision, public and stakeholder input, and technical work.

### **5. Fiscal Impact/Grant Information:**

The 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 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.