



## 2025 Blueprint Pathways: Transportation Assumptions and Evaluation

Information

**Prepared by:** Clint Holtzen

**Attachments:** Yes

**Approved by:** James Corless

**Referring Committee:** Not Applicable

### 1. Issue:

The purpose of this item is to provide an overview of the 2025 Blueprint Pathways transportation assumptions and evaluate each pathway's performance in terms of regional access, mode choice, vehicle miles traveled, and congestion.

### 2. Recommendation:

That the board review the staff report and attachment as well as participate in the staff presentation with feedback and questions the board wants staff to consider as work on the 2025 Blueprint continues.

### 3. Background/Analysis:

SACOG is undertaking an update to the region's long-range transportation and land use plan, the 2025 Blueprint. For each Blueprint update, SACOG prepares a [forecast of regional growth](#) in population, employment, and households. The Blueprint must include a set of assumptions for the location and nature of that growth through 2050. The land use and transportation assumptions, policies, and investment priorities of the Blueprint work together to maximize benefits and minimize negative impacts across the Triple Bottom Line goals for equity, economy, and environment as outlined in the [Policy Framework](#) adopted by the board last year.

Before the board begins to narrow in on a final set of land use assumptions and transportation investments for the 2025 Blueprint, SACOG is undertaking a scenario planning effort, referred to as Pathways, to better understand how the land use and transportation decisions we make today may affect the future, and to help identify strategies that can remain durable across a range of futures despite changing and disruptive uncertainties. Pathways will provide the analysis and metrics that will serve as a learning tool for unpacking the many complex and intersecting issues facing the region over the next three decades around housing and land use, transportation management, regional growth, environmental resources, economic development, systemic racial disparities, and climate change and resilience.

In March and April, staff shared an evaluation of the land use and housing assumptions supporting the Pathways work including a review of the growth the region is expecting by 2050 and the location of employment and housing and housing product types across pathways. For an in-depth review of the land use assumptions and metrics, visit SACOG's website at: [2025 Blueprint Pathway Land Use Evaluation - Sacramento Area Council of Governments \(sacog.org\)](#)

#### 4. Discussion/Analysis:

The 2025 Blueprint Pathways outline diverging futures for the distribution and the type of growth the region could experience between now and 2050 and the transportation system needed to serve those futures. SACOG will ultimately use these pathways to inform a Final Preferred Pathway that will balance the region's mobility needs with the realities of limited future dollars. Each Pathway is described in more detail in Attachment A, but are summarized below:

- **Pathway 1: Outward Expansion and Limited Infill** explores a future where the majority of future housing growth occurs via expansion outward in greenfield developing communities. It will provide the most large-lot single-family and rural residential housing and the least amount of infill growth. To serve the development in new growth areas, this pathway expands the road and highway network to connect those homes to job centers and destinations in the region's current development footprint.
- **Pathway 2: Balanced Infill and Phased Expansion** explores a future where some growth is accommodated via outward expansion, but most growth will occur in infill areas through revitalization of existing communities. The spatial distribution and housing product types in this pathway most resemble the adopted 2020 MTP/SCS, updated per current conditions. The transportation system in Pathway 2 doesn't rely as much on an expanded road and highway network to serve growth on the outer edges of the region, but still includes some road and highway expansion paired with an expanded transit network and higher transit frequencies to meet residents' travel needs.
- **Pathway 3: Focused Infill and Limited Expansion** explores a future where the vast majority of growth occurs in infill areas with expansion only occurring in greenfield developing communities that were already under construction in 2022. Compared to the other two pathways, this pathway provides the most new small-lot and attached housing and the most amount of growth through infill and redevelopment. The transportation system in Pathway 3 prioritizes investment in an extensive transit network with high frequency bus, expanded light rail, and bus rapid transit to connect people to jobs and destinations. This Pathway still includes some road and highway expansion, but investments are largely limited to projects already underway today or that are tied to growth included in the pathway.

To identify specific transportation investments supporting each of the pathways, SACOG relied primarily on projects submitted by local and partner agencies. Over the summer of 2022, cities, counties, Caltrans, transit operators, and other agencies nominated projects to consider for the 2025 Blueprint. Over 2,000 projects were nominated and evaluated as part of this process. In addition to nominated projects, SACOG also collected additional project information from transit plans and the draft [Regional Transit Network](#) to identify locations and frequencies for local and commuter bus routes.

As part of this item, staff will present a summary of the transportation investment strategies across pathways, including an evaluation of a series of transportation related metrics: mode choices, accessibility, vehicle miles traveled, and congestion. Attachment A provides the full results of this evaluation.

Pathways represent a first step in examining the choices facing the region today and the start of a conversation about a collective vision for 2050. They provide a glimpse into the interactions between land use, transportation investments, and travel in the region and are intended to generate questions about how the region can plan for a future centered on a Triple Bottom Line Framework for equity, economy, and

environment. Based on input and questions received from the SACOG board as well as input received through the variety of public outreach efforts SACOG is undertaking as part of the Blueprint update, SACOG will build on the technical analysis presented above and dive deeper into the issues of greatest importance to the region. Upcoming topics related to the update of the 2025 Blueprint include examining the implications of various growth patterns and investments for public health and air quality, exploring the financial realities of paying for transportation, and the tolling and pricing can play in helping manage the transportation system.

#### **Reminder: June 16 Blueprint Workshop**

SACOG is hosting a Blueprint Workshop on June 16, at the Folsom Community Center. This event is a unique opportunity for community members, planners, and local leaders to collaborate on a shared vision for the region. Participants will have the opportunity to engage in interactive activities where input shared will directly influence the strategies that will be part of the 2025 Blueprint. The Blueprint Workshop promises an array of engaging and insightful sessions that delve into the critical issues shaping the built environment of our communities.

Registration for the Blueprint Workshop is open through Tuesday, June 13, at 5:00 p.m. Registration is free and available at the following link: <https://SACOGBlueprintWorkshop.eventbrite.com>

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

Pathways are one component of the 2025 Blueprint Plan Update. 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.