



Strategic Planning Committee

Meeting Date: August 7, 2023

Agenda Item No. 3

2025 Blueprint Development Update and Key Topic Area Discussion

Information

Prepared by: Kacey Lizon

Attachments: Yes

Approved by: James Corless

Referring Committee: Not Applicable

1. Issue:

To provide a status update on development of the 2025 Blueprint and get feedback from the committee on several key topic areas essential to the implementation and success of the Blueprint.

2. Recommendation:

None; this item is intended for information and discussion. Staff requests that the committee review the staff report and provide feedback on the key topic areas and related discussion prompts pertaining to engagement, equity, land use, pricing and tolling, revenue, and prioritization.

3. Background/Analysis:

SACOG is currently undertaking an update to the region's long-range transportation and land use plan, the 2025 Blueprint. The 2025 Blueprint is a comprehensive outreach and planning effort that aims to develop an integrated, multimodal transportation system paired with an efficient regional land use pattern. Ultimately, the plan must outline the transportation investment and land use strategies needed to achieve various federal, state, regional, and local policy objectives within real world constraints (e.g., financial, growth, regulatory). Last year the board adopted a Policy Framework (see Attachment A) focused on the Triple Bottom Line goals of equity, economy, and environment that is being used to shape the analysis, board discussions, and recommendations throughout the development of 2025 Blueprint.

On June 16, SACOG hosted a Blueprint workshop in Folsom, CA, which brought together nearly 300 elected officials, public agency staff, and community leaders from across the six-county Sacramento region. The goal of the workshop was to deepen participant understanding of how land use, housing, and transportation policies affect economic, environmental, and equity outcomes in the region, highlight how decisions made within jurisdictions impact in the region, and to have participants meaningfully participate and contribute to the 2025 Blueprint.

Before the board begins to narrow in on a final set of land use assumptions and transportation investments for the 2025 Blueprint, SACOG is conducting a scenario planning effort, referred to as Pathways. This effort is being conducted 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.

4. Discussion/Analysis:

As SACOG moves forward with development of the 2025 Blueprint, there are a number of key topic areas that the Board will be asked to provide input on over the coming year. These topic areas include engagement activities, equity, land use, pricing and tolling, revenue, and investment prioritization. The sections below include brief summaries and discussion questions on the topics on which SACOG would like to gather the committee's feedback.

Engagement: Per the board's direction for AB 350, SACOG is employing a number of methods to gain input from partners and leverage relationships with community-based organizations to ensure that all interested parties can be meaningfully involved in shaping this regional plan. In early 2024, outreach will be conducted to elected officials to provide them with more information on the Blueprint Pathways and their performance. The outreach to elected officials is envisioned to primarily consist of the distribution of written content and would be supplemented with an open offer to present to any board and council in the region. Subsequently, in the summer of 2024, SACOG will hold county level elected official meetings to dig deeper into the details of specific assumptions in their jurisdictions, and conduct coordination with partner agency staff to have similar conversations about the specific assumptions in their jurisdictions. **SACOG staff is working hard to meaningfully engage our traditional partners while expanding our reach to engage new stakeholders. Does the committee have feedback on our engagement efforts to date and those planned for the next 12 months?**

Equity: The development of the 2025 Blueprint is shaped by the Triple Bottom Line goals for equity, economy, and environment as outlined in the Policy Framework (see Attachment A) adopted by the Board last year. The equity component of the Triple Bottom Line strives to create 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. Efforts conducted to date related to ensuring equity is considered and integrated throughout the 2025 Blueprint include proactive engagement with historically underrepresented and underserved communities through SACOG's community-based organization partnership, and the analysis of the relationship between 2025 Blueprint land use and transportation decisions and key public health outcomes (e.g., physical activity, chronic disease prevalence, injuries and fatalities, pollution exposure, and healthcare costs), which can be used to inform more equitable decisions through reducing transportation and housing disparities by race, ethnicity, income, and ability. The 2025 Blueprint will also be evaluated on the extent to which the land use assumptions maximize access to opportunity for all residents and affirmatively furthers fair housing. This will primarily be accomplished through measuring the number of new attainable housing units (small lot and attached homes) that are located in high opportunity neighborhoods (i.e., areas with schools and amenities, strong access to economic opportunities, and low pollution burden). To meet the Blueprint's Triple Bottom Line goals, the plan will also include need to include policies and strategies that seek to decrease racial and economic disparities. **Does the committee have input for how equity can be adequately and appropriately incorporated into the 2025 Blueprint, particularly given the SACOG board's recent adoption of its Racial Equity statement and the Racial Equity Action Plan?**

Land Use: 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. From this work, we know that we have

orders of magnitude more allowed growth across the region than what we expect to occur by 2050, especially in the region's many developing communities that will expand the region's existing footprint outward. In these greenfield areas, the planned growth is largely low density, auto-dependent, and has historically seen limited employment growth in the initial phases of construction. **To what extent should the region facilitate small amounts of dispersed growth across many developing communities or strategically facilitate growth in a more targeted number of developing communities as a means of being more efficient with infrastructure expansion costs and accelerating the build out of more complete communities first?**

Pricing and Tolling: The 2020 Blueprint included roadway pricing mechanisms (express lanes and mileage-based user fees), which served as critical components in achieving federal and state requirements and targets. As staff works to complete their analysis of the Pathways and subsequently work towards the development of a final set of land use assumptions and transportation investments for the 2025 Blueprint, the inclusion of tolling and pricing mechanisms are integral levers to funding our transportation infrastructure, providing mobility benefits to residents, managing traffic, and helping to achieve the region's SB 375 greenhouse gas reduction target. The Board will be asked to renew its commitment to express lane tolling and mileage-based user fees in the upcoming plan. **What information would be most helpful for the board to better understand roadway pricing mechanisms and their importance to managing the region's future transportation network?**

Revenue: As identified in the 2020 MTP/SCS, two local sales tax measures, one in Placer County and one in Sacramento County, were identified as potential long-term funding strategies to help make up much of the gap between our region's needs and current sources of revenue. These sales tax measures are currently being revisited in both counties, and data related to their viability will likely be available over the course of the next year. SACOG will continue to work with the Placer County Transportation Planning Agency and Sacramento Transportation Authority to consider how these or alternative sources of revenue should be considered in the long-term plan. **What information or discussions would be most helpful for the board in considering how these or other critical sources of local revenue advance both local and regional goals and accelerate the implementation of the MTP/SCS?**

Prioritization: The 2025 Blueprint will be the first MTP/SCS developed for the region that will include the prioritization of transportation projects within the plan. SACOG is developing a process for analyzing transportation projects that takes into consideration the Triple Bottom Line goals and that could be used to inform how transportation projects will be prioritized within the 2025 Blueprint. Additionally, SACOG will be conducting coordination and holding meetings with elected officials and partner agency staff to dig deeper into the details of specific transportation project assumptions in their jurisdictions, which will then be used to inform project prioritization. Working collaboratively with partner agencies to implement a project prioritization process will help ensure more successful outcomes in state and federal grant rounds and delivering the projects most critical to implementation of the 2025 Blueprint. Following the Blueprint Pathways effort, staff will begin working with the Board to develop a prioritized set of transportation investments for the 2025 Blueprint. **What questions and concerns should be considered as staff plans engagement of the board, local governments, and key stakeholders on project prioritization?**

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.