



Land Use & Natural Resources Committee

Meeting Date: November 2, 2023

Agenda Item No. 4

2025 Blueprint: Discussion of Land Use and Transportation Strategies for Greenhouse Gas Reduction and Advancing the Triple Bottom Line

Information

Prepared by: Zachary Miller

Attachments: Yes

Approved by: Clint Holtzen

Referring Committee: Not Applicable

1. Issue:

There are many strategies that can help the region achieve our regional greenhouse gas (GHG) reduction target. However, it's important to keep in mind that these strategies are not solely aimed at reducing GHG emissions. In fact, GHG reduction can often be a co-benefit of a strategy to reduce congestion, save on long-term operations and maintenance costs, address housing affordability, and improve quality of life.

The purpose of this item is to: (1) summarize land use and transportation strategies available to help reduce GHG emissions in the region; (2) provide details on how these GHG reduction strategies align with the Triple Bottom Line goals of equity, economy, and environment; and (3) review the overarching themes from the extensive outreach and engagement conducted to date for the 2025 Blueprint as they relate to available GHG reduction strategies.

2. Recommendation:

None; this item is for information only. Staff requests that the committee review the staff report and attachment, as well as participate in the presentation with feedback and questions that staff should consider as work on the 2025 Blueprint continues.

3. Background/Analysis:

SACOG is currently undertaking an update to the region's long-range transportation and land use plan, the 2025 Blueprint. 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.

There are many requirements and regional goals that the 2025 Blueprint (MTP/SCS) needs consider as part of centering the plan update on the Triple Bottom Line goals of advancing equity, economy, and the environment. Among these are achieving health standards for clean air under the federal Clean Air Act; identifying strategies for addressing ongoing shortages in the production of affordable or attainable housing, addressing statewide climate goals; keeping transportation infrastructure in a state of good repair; and quantifying, monitoring, and working to improve congestion and travel time reliability. Like meeting Clean Air

Act requirements, the GHG reduction targets associated with statewide climate goals that MPOs like SACOG are responsible for addressing are unique in that they are specific and quantitative targets. However, many of the strategies to reduce vehicle miles traveled and associated greenhouse gas emissions have co-benefits such as reinvesting in existing communities, reducing the time people must spend traveling between destinations, lowering congestion, and preserving much of the region's agricultural or working lands and open space.

In October, SACOG presented to the Transportation and Land Use and Natural Resources Committee on what the SCS is, defined the GHG emissions reduction target for the region, and discussed the implications for the region if this target is not met. As part of the committee presentation, staff received feedback from directors on topics of interest to incorporate into future discussions including:

- Zero-emission and electric vehicle deployment in the state and their impact on the regional greenhouse gas target.
- Slower growth projections for population, housing, and employment relative to previous plan updates and how they might affect the strategies SACOG explores as part of the Blueprint update including those related to land use, employment, and housing.
- The role telework may play in changing travel behavior in the future and what is the latest data telling us about how telework is playing out post-pandemic.

In the coming months, the board will need to consider policies and strategies to advance the triple bottom line goals described in Attachment A.

4. Discussion/Analysis:

At the committee meeting, staff will provide an overview of land use and transportation strategies the region can collectively consider to reduce GHG emissions; provide details on how these GHG reduction strategies align with the Triple Bottom Line goals of equity, economy, and environment; and summarize relevant public input we've received to date as it relates to these strategies. This information, and in particular the input and questions received from the committee, is an essential component of identifying the major investment priorities, strategies, and broader policies that will form the foundation of this regional plan.

A major board responsibility in the development of the Blueprint is considering what policy or strategy levers the region has available to reduce per-capita greenhouse gas emissions from passenger vehicles while also improving access to opportunity for all residents and investing in the region's future economic success. These strategies are not things SACOG or any one jurisdiction can tackle alone. Rather, the Blueprint will need to identify both overarching strategies as well as identify what actions it would take to implement them and who would be responsible for taking those actions. To begin this conversation, Attachment B is a table developed by the California Association of Councils of Governments (CALCOG) which includes a general overview of strategy areas and potential actions that MPO's in California have incorporated into their long-range plans. As mentioned above, many of these strategies have co-benefits that tie back to the Triple Bottom Line the board endorsed as an overarching policy framework to guide work on the Blueprint.

In the coming months and into next year the board will direct staff work that incorporates input received from the Blueprint's robust public outreach and engagement campaign, technical work, and the triple bottom line policy framework to develop principles and identify strategic priorities around which the Blueprint will be based.

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 the 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.