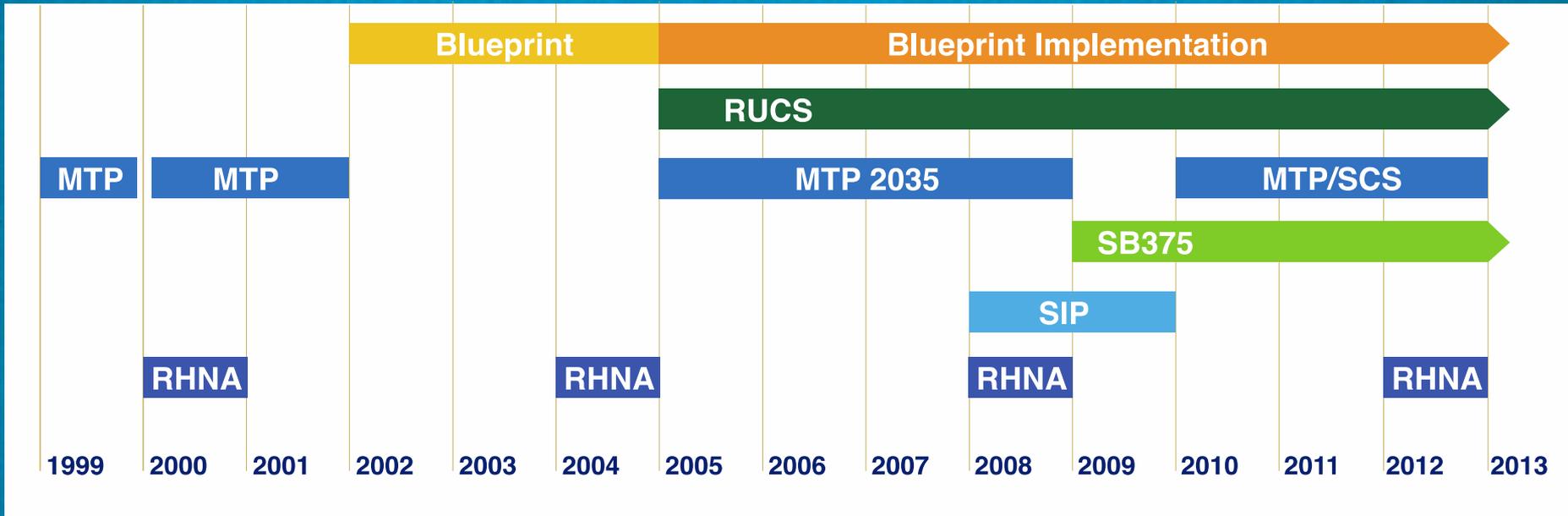


A BRIEF HISTORY OF SACOG'S BLUEPRINT PLANNING PROGRAM



SACOG Major Planning Initiatives



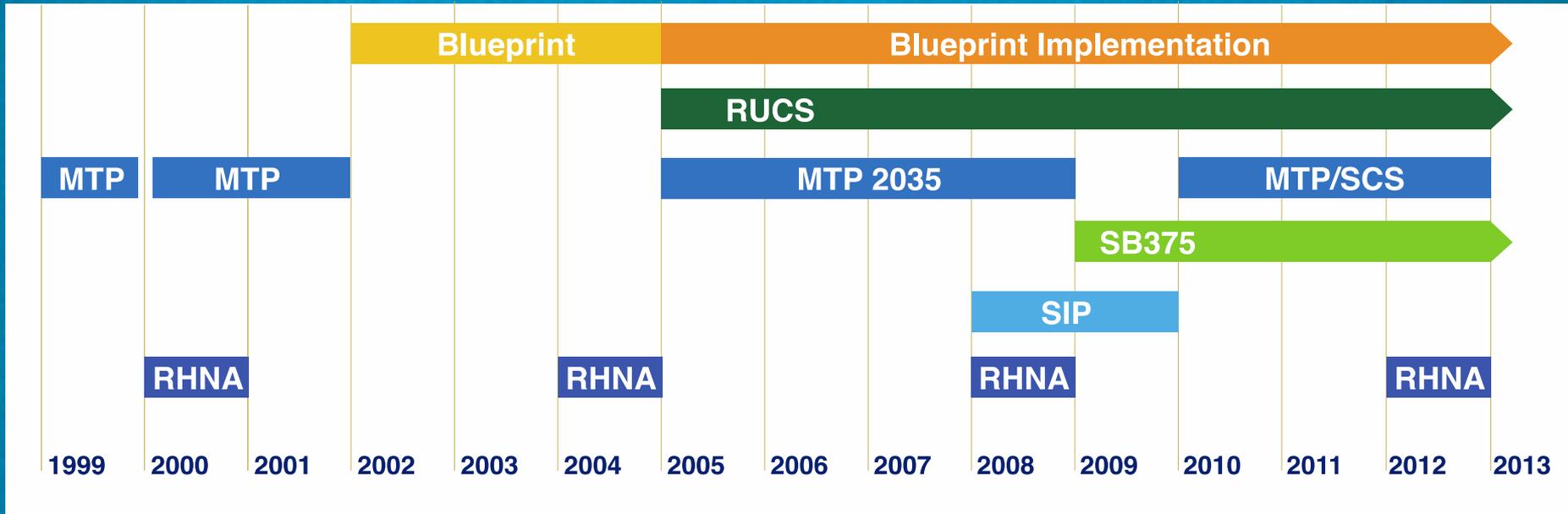
The Sacramento Bee

- *Citing Smog And Sprawl, Groups To Sue Over Road Projects*
September 10, 1999
- *Pending Suit Stirs Warning of Project Snarls*
November 7, 1999

“The threat of a lawsuit against the Sacramento Area Council of Governments by environmental groups over the regional Metropolitan Transportation Plan could have long-lasting regional and local impacts on the region”

— Bob Holderness

SACOG Major Planning Initiatives



Transportation-Land Use Study: Better Data for Local Decision Making

Key Land-Use Elements in the Principles to Guide the Study:

- The purposes of the study are to enhance SACOG's capacity to estimate the effects of land use and transportation systems on each other and to provide good quality information to assist local governments in making land use decisions.
- This information will be used by SACOG to more accurately predict the future land use patterns in the region that will result from current policies, codes, and market trends, and to develop a land use alternative for consideration in the next MTP.
- The study will be conducted in a manner that recognizes and values the uniqueness of each of the communities and job/population centers that comprise SACOG. There is no intention to pursue "one size fits all" strategies.

Blueprint Process: Key Elements

- Focus on implementation/action
- Information-based planning: use state-of-the-art data, forecasts and models
- Citizen democracy: educate, involve and listen to broad range of citizens and stakeholders

3-Year Planning Process Basic Steps

1. Growth Forecast
2. Regional Base Case Projection
3. Neighborhood scale workshops
4. County scale workshops
5. Regional scale forum – alternatives to Base Case
6. Regional Elected Officials Forum
7. Individual briefings with all city councils, county boards on draft preferred alternative
8. Unanimous SACOG adoption of Blueprint and implementation strategy

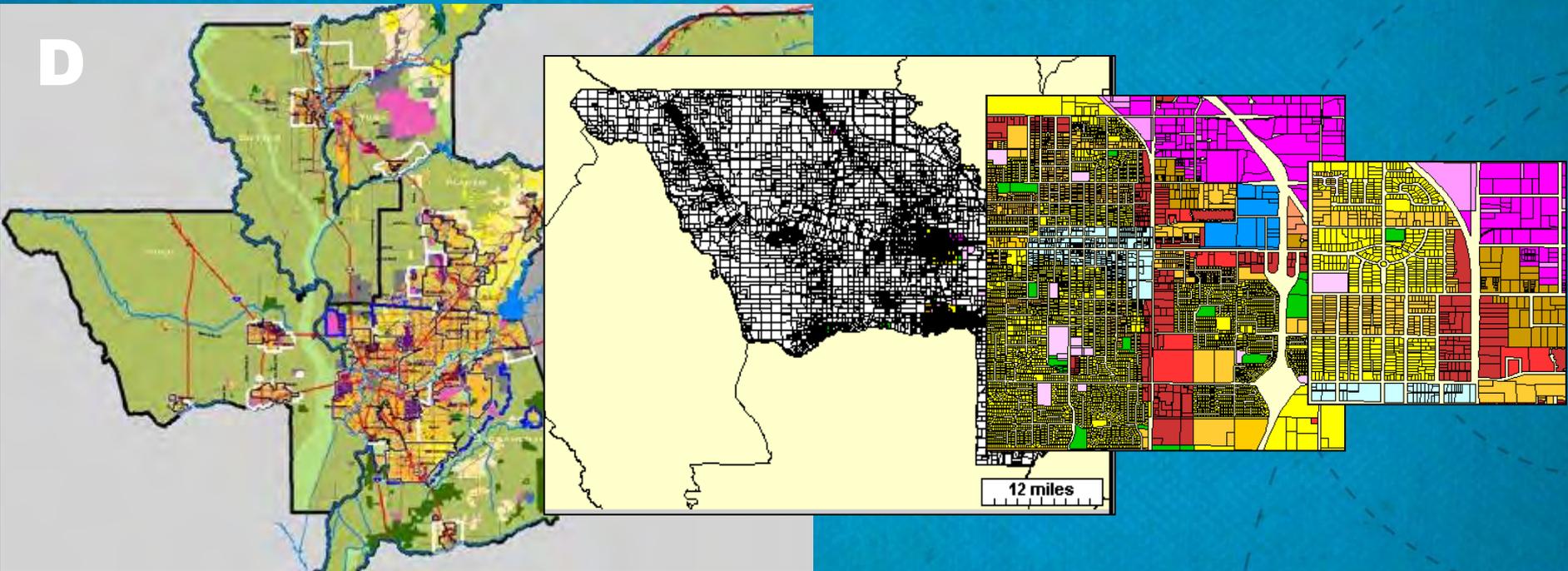
Dynamics of Regional Growth

- Driven by employment
 - Sacramento competes with State and State competes with Nation for market share
 - Population and housing growth rates respond to employment growth
 - Demographics (age, ethnicity, etc) drive types of housing needed to shelter workers and retirees

Blueprint and growth

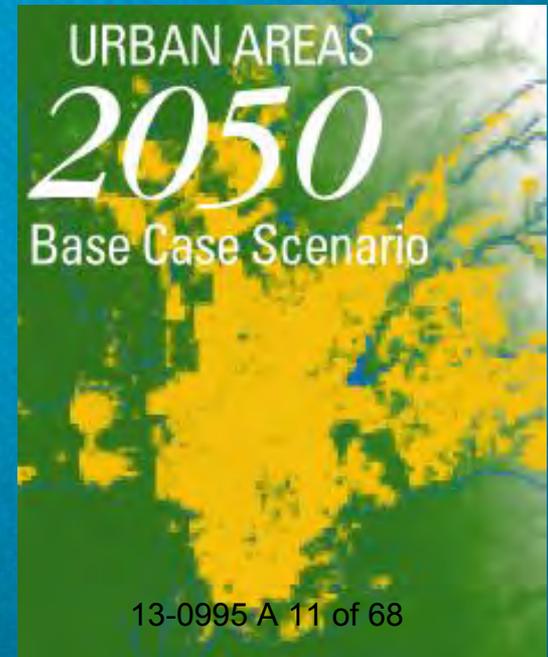
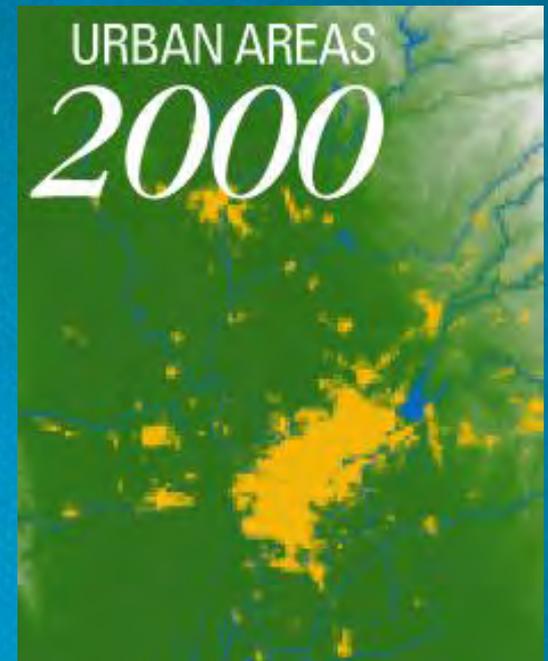
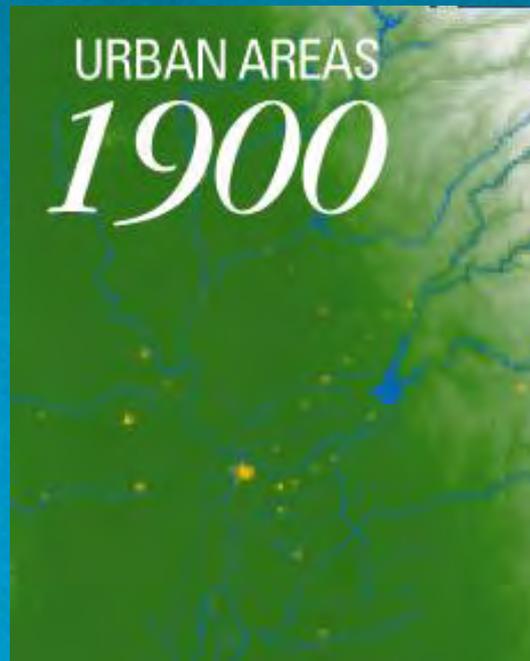
- Blueprint about best way to accommodate growth
- Test drive smart growth principles
- Not a debate about merits of fast or slow growth
- (Important caveat: SACOG projections for MTP/SCS and RHNA impacted by DOF)
- Blueprint forecast and current DOF forecast for 2050 virtually identical

Blueprint: Information-based planning



Regional —→ **Jurisdiction** —→ **Neighborhood**

Urbanization: 1900–2050?



Base Case Problems

- Big increases in congestion and emissions
- Limited housing choices
- Limit transportation choices
- Lots of land needed for development
 - Loss of farmland
 - Loss of open space and natural resources

Is there better future than Base Case? Workshops “test drive”...

- Housing Choices
- Transportation Choices
- Compact Development
- Use Existing Assets
- Mix Land Uses
- Protect Natural Resources
- High Quality Design

Broad Public Outreach

- 8,000 Participants &
- Broad Representation
- Across the Region
- Diverse Interest Groups
- Neighborhood, County and Regional Scale Workshops



Regional Forum 2004 — 1400 people



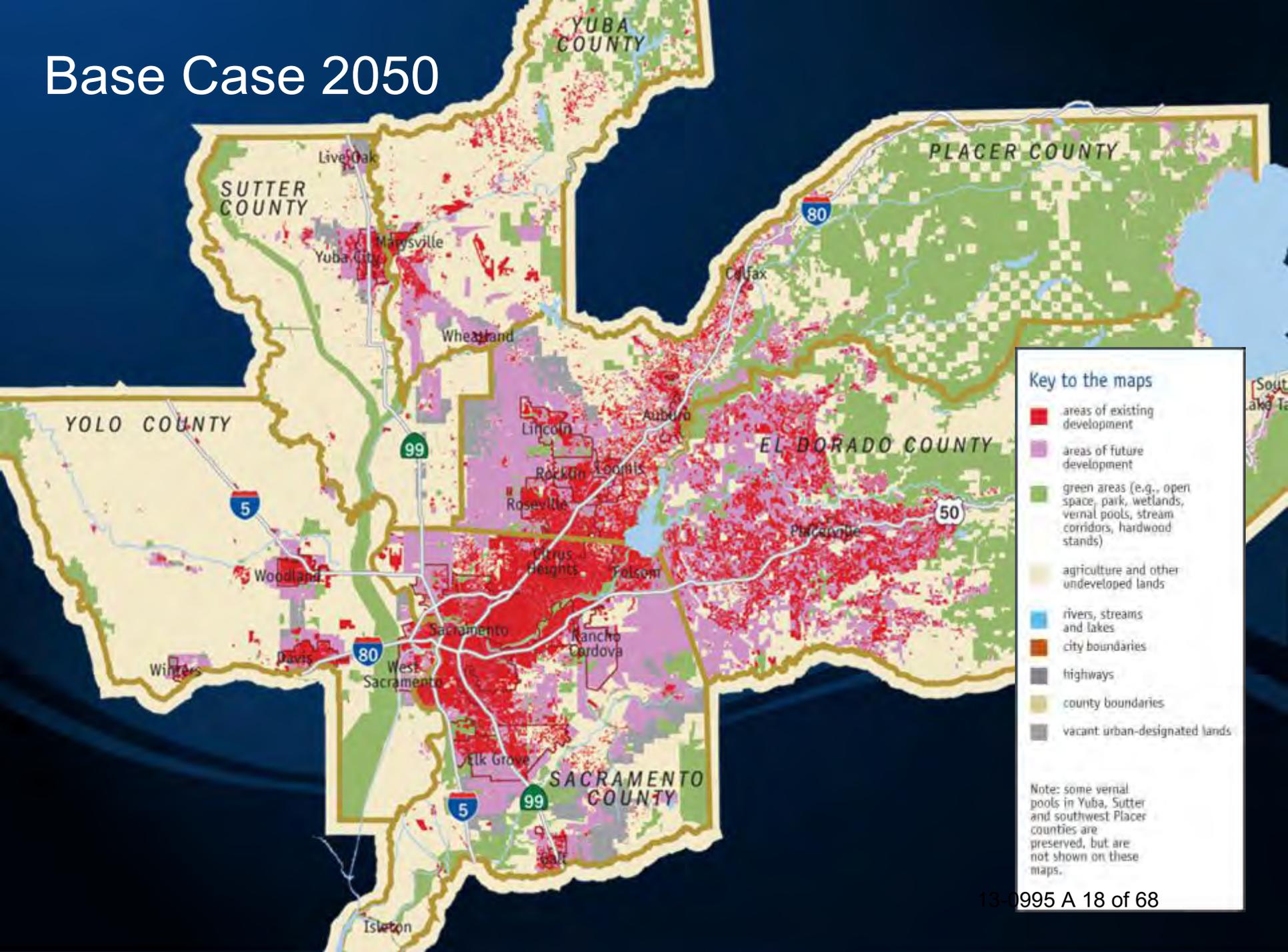
Elected Officials Summit — Oct. 2004



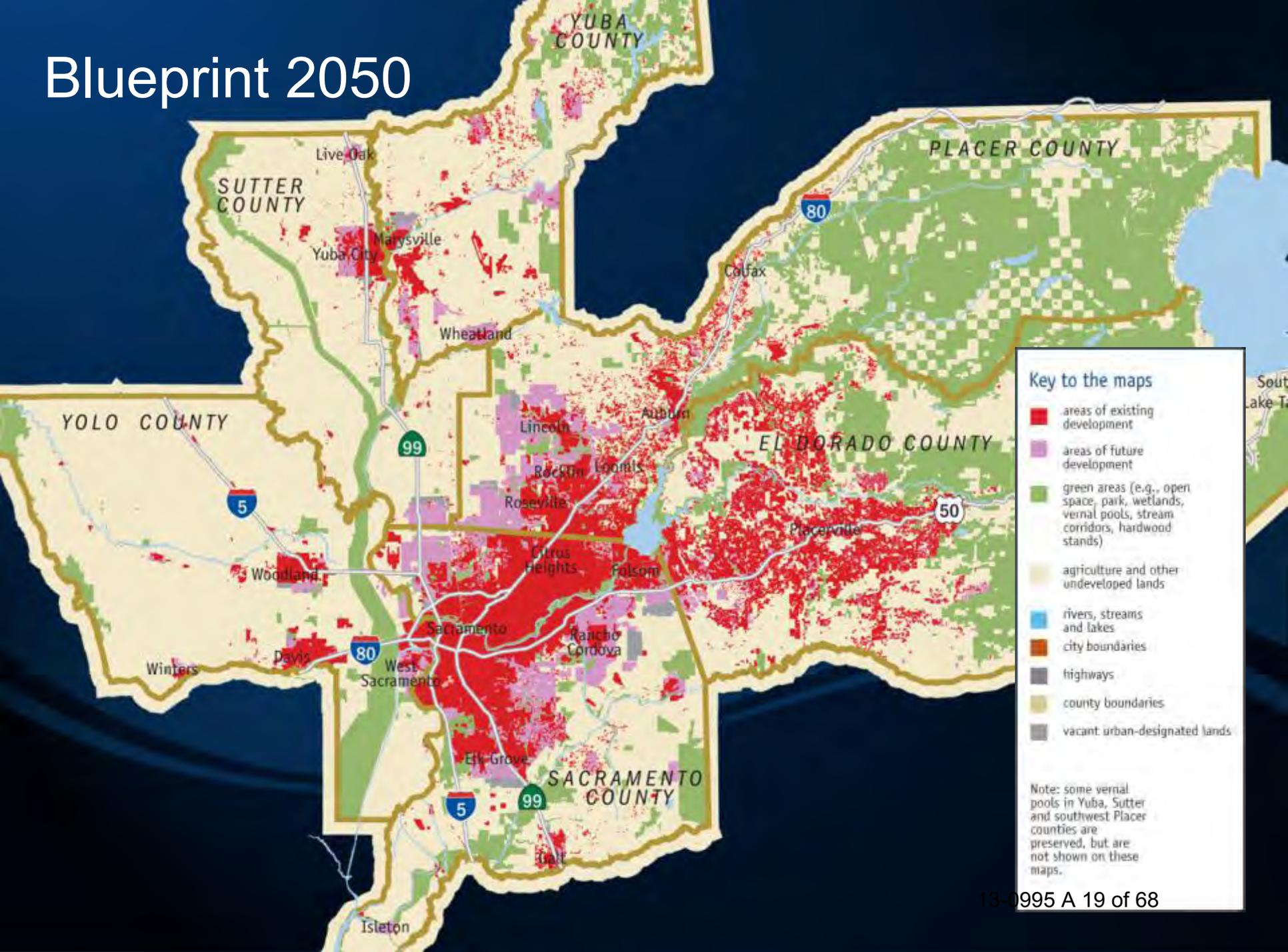
El Dorado County and Blueprint

- Active participation at SACOG Board level but no county scenario planning workshops due to pending lawsuits
- Blueprint map today represents El Dorado County's adopted General Plan

Base Case 2050



Blueprint 2050

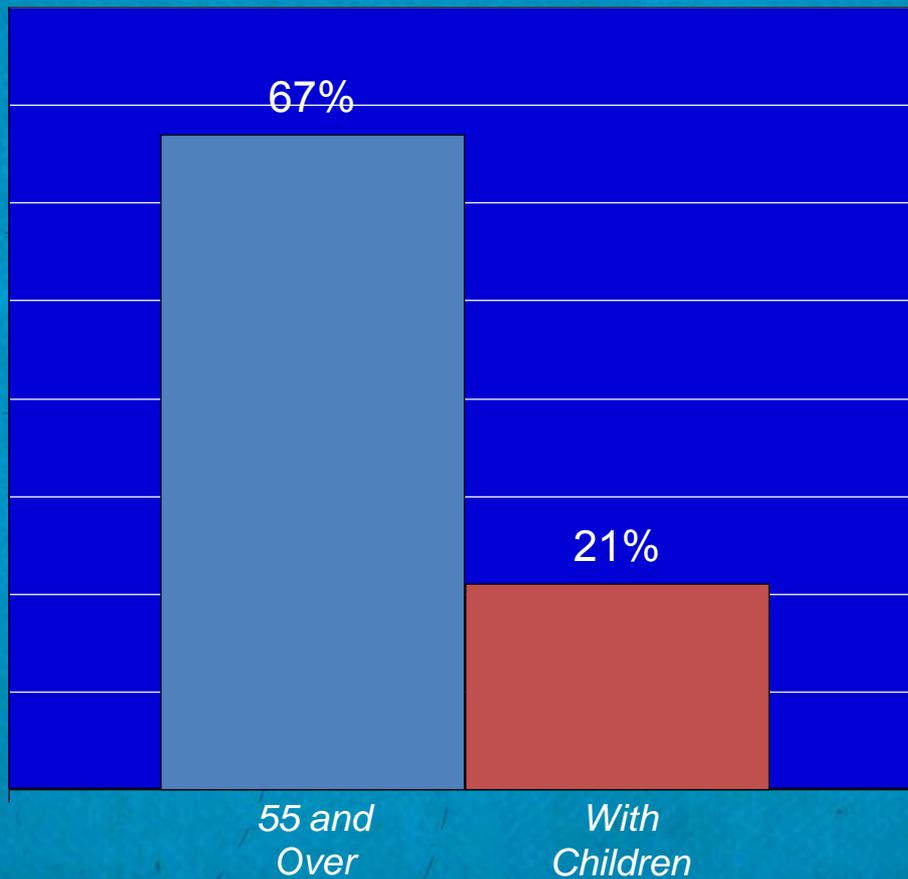


Key to the maps

- areas of existing development
- areas of future development
- green areas (e.g., open space, park, wetlands, vernal pools, stream corridors, hardwood stands)
- agriculture and other undeveloped lands
- rivers, streams and lakes
- city boundaries
- highways
- county boundaries
- vacant urban-designated lands

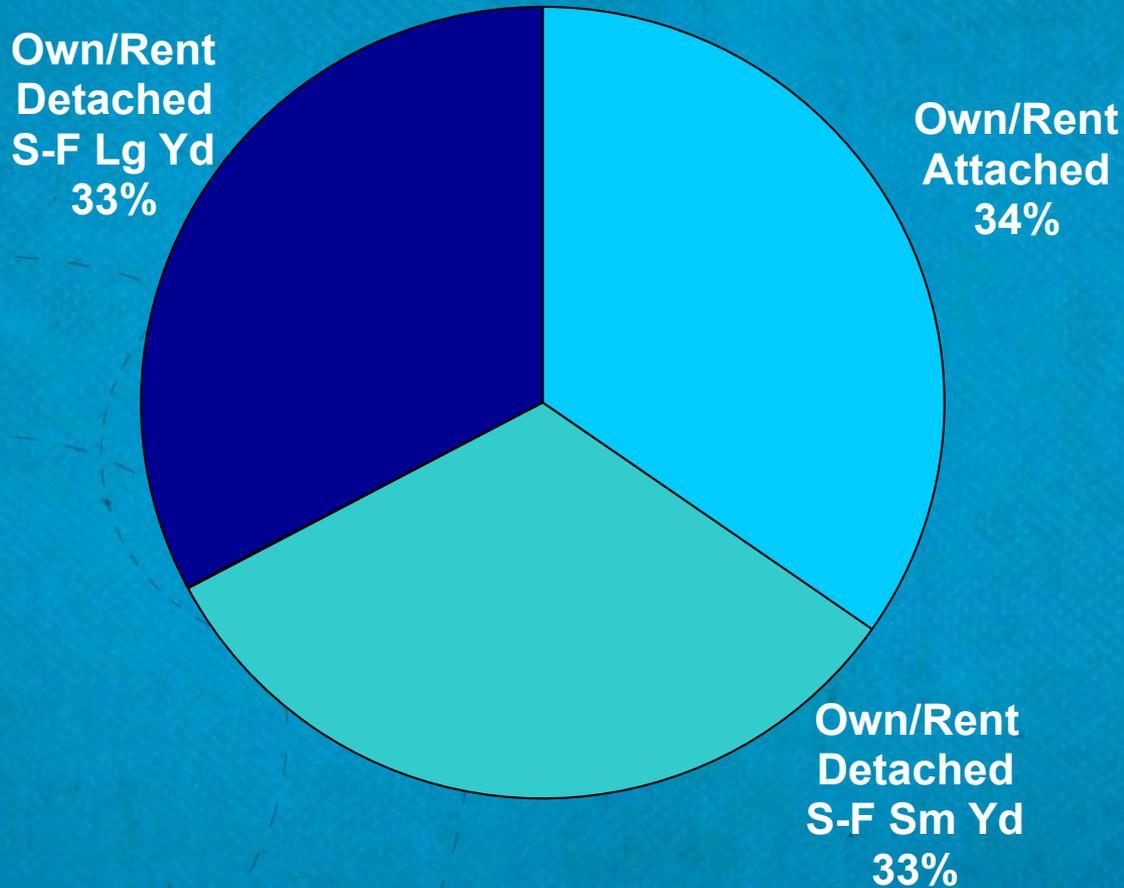
Note: some vernal pools in Yuba, Sutter and southwest Placer counties are preserved, but are not shown on these maps.

An Aging Population: Growth in Households 2002 to 2050



Housing Preferences:

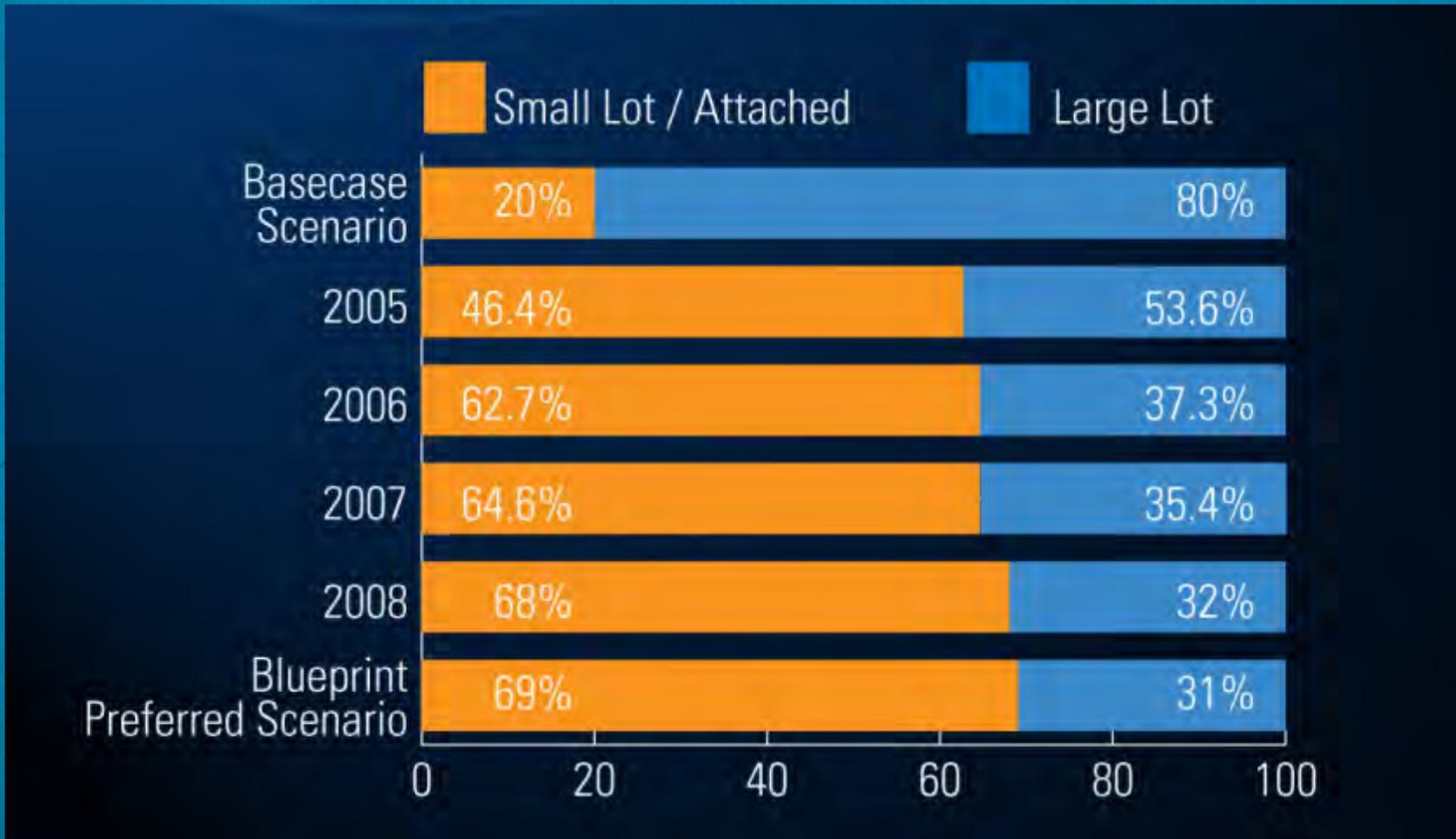
Percent of Households 55 and Over Who Say They Will Move in 1 to 5+ Years



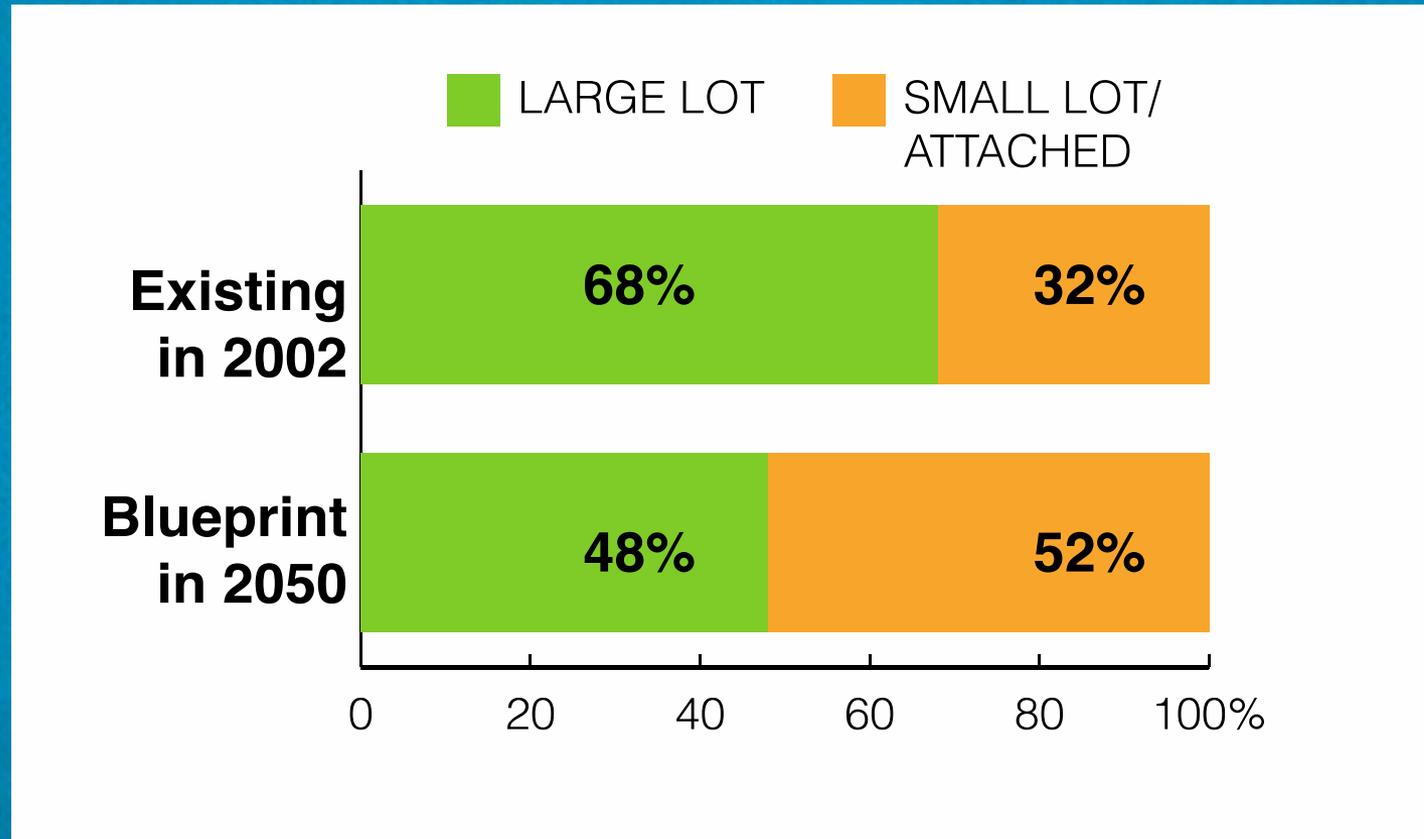
Recent Housing Demand Research

- 2010 California Census: people aged 55 and over, and younger people, are more likely to prioritize public transportation, walking, access to shops and services, and multifamily housing than other households
- Trends and many projections show increase in rental demand
- Recent ULI study projected SACOG and all other major regions in state already have sufficient supply of large lot single family dwellings to meet future demand

Housing Choice—New Housing Stock

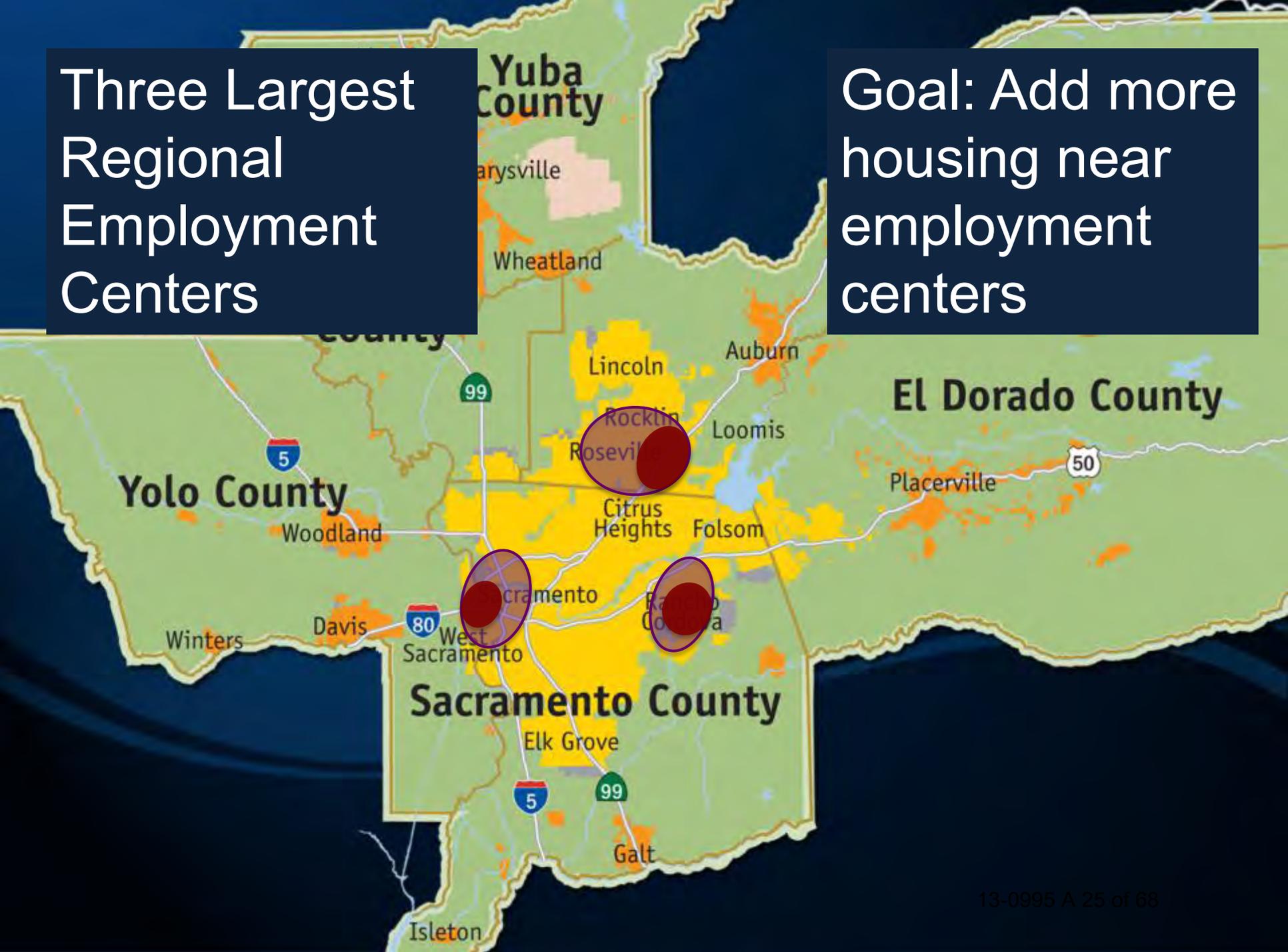


Housing Choice



Three Largest
Regional
Employment
Centers

Goal: Add more
housing near
employment
centers



Improving Balance of Jobs and Housing

- Job growth key goal of El Dorado County General Plan
- Existing (2008) – 0.7 jobs per household
- Project Growth (2008-2035) – 1.5 jobs per household
- Regional average – 1.1 jobs per household

Housing and Horizontal Mixed-Use—Roseville



Mixed-Use Housing & Retail— Midtown Sacramento



Suburban Mixed-Use— Capital Village, Rancho Cordova



Projected Housing Growth

El Dorado County - 12,822 new housing units by 2035 (average of ~500/year)

Housing Mix, 2008-2035		
	New Detached Homes (92% in 2008)	New Attached Homes (8% in 2008)
El Dorado County	84%	16%
SACOG Region	57%	43%

Projected Housing Growth

El Dorado County - 12,822 new housing units by 2035 (average of ~500/year)

Distribution of housing growth by Community Type

	Rural Residential	Established	Developing	Centers/Corridors
El Dorado County	3%	60%	28%	0.1%
SACOG Region	2%	26%	42%	30%

Public Opinion Toward Growth Conducted by Dr. Richard B. Wirthlin 2004



Overall, Current Feeling About Growth Is Negative

Based on what you know, would you say this growth will be generally a good thing or a bad thing for quality of life in this area?



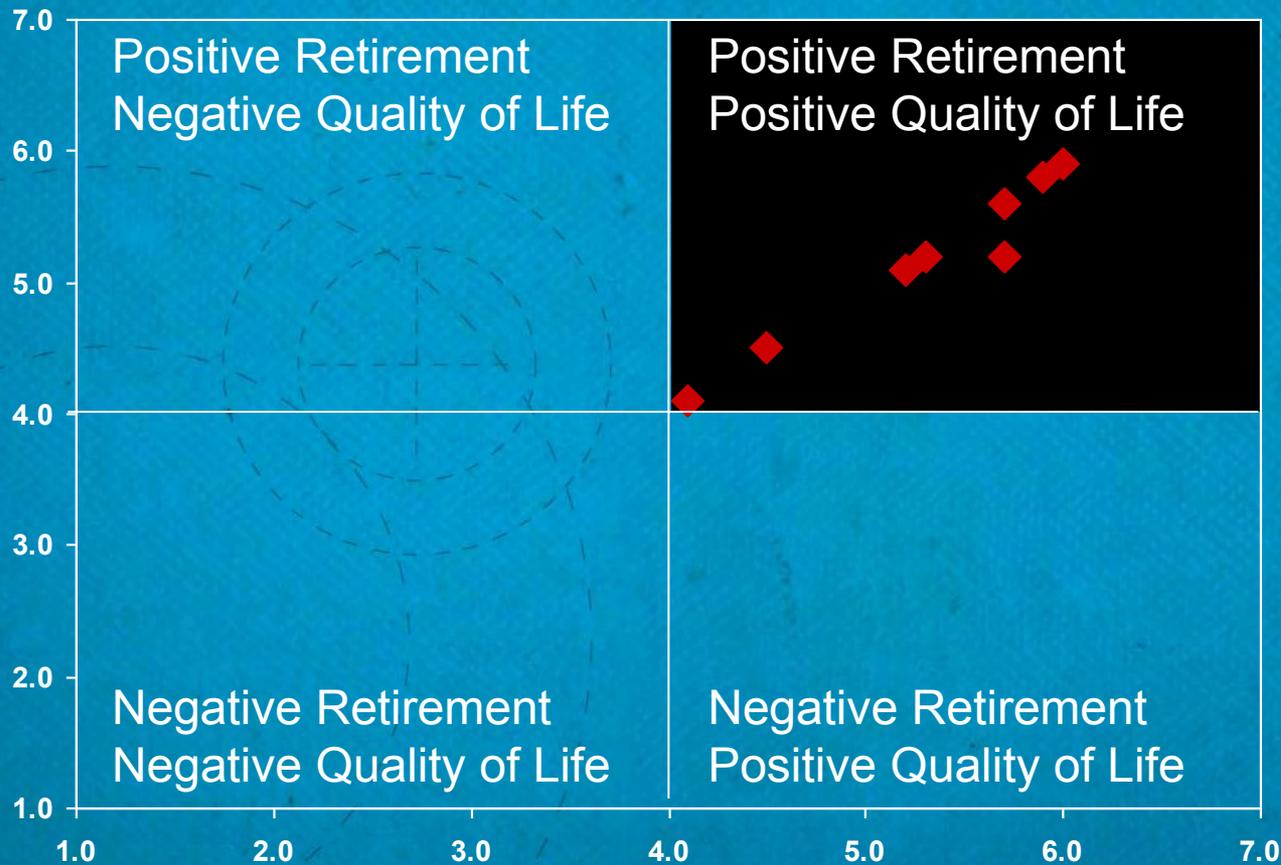
Growth Principles Tested

Positive or negative impact on quality of life?

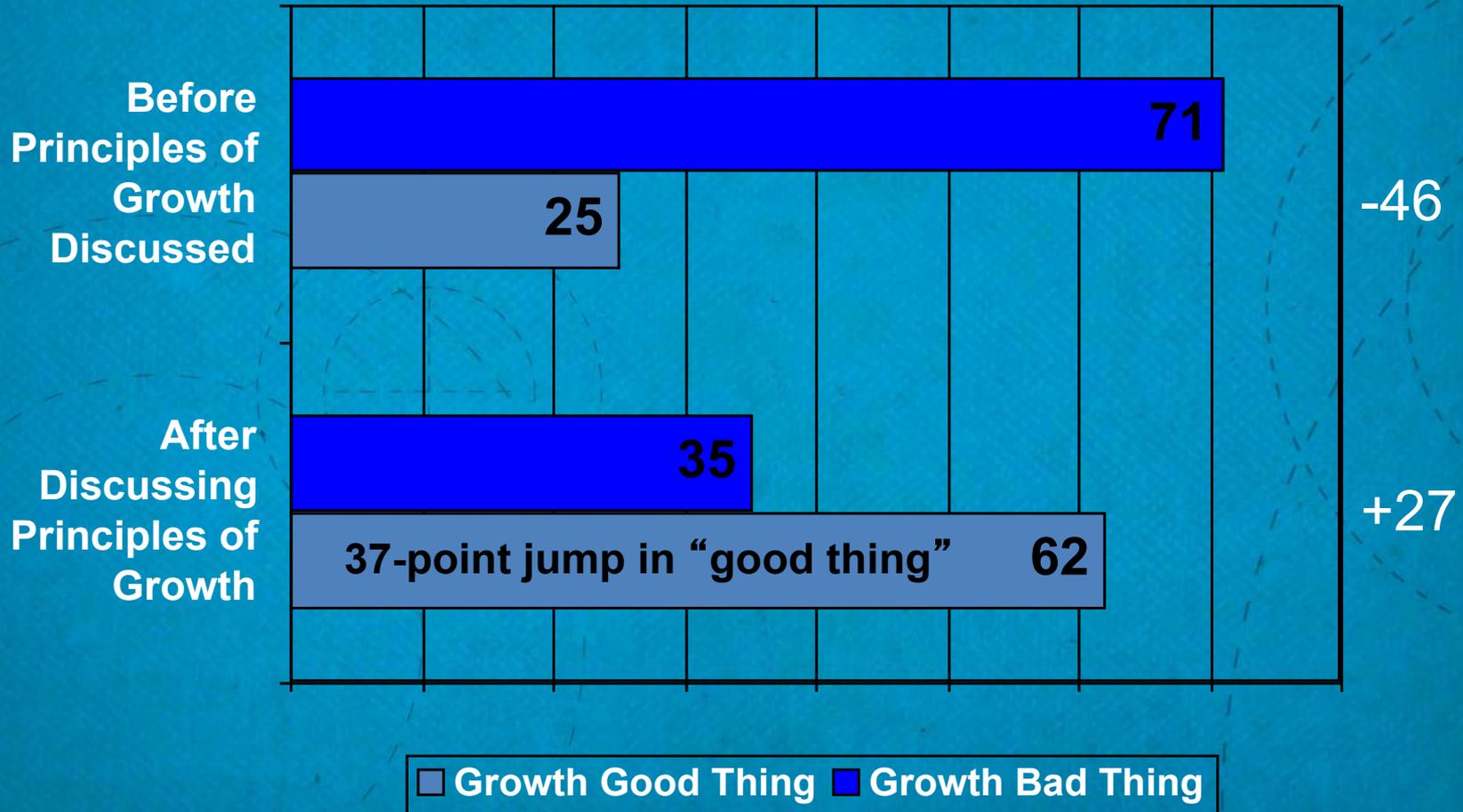
Positive or negative impact on your retirement years?

- Distinctive, quality design
- Manage real growth boundaries
- Encourage compact development
- Mixed land uses
- Preserve open space
- Transportation choices
- Use existing assets
- Jobs closer to where people live
- Offer housing choices

All Principles Seen As Having Positive Impact



Principles Drive Huge Positives for Growth



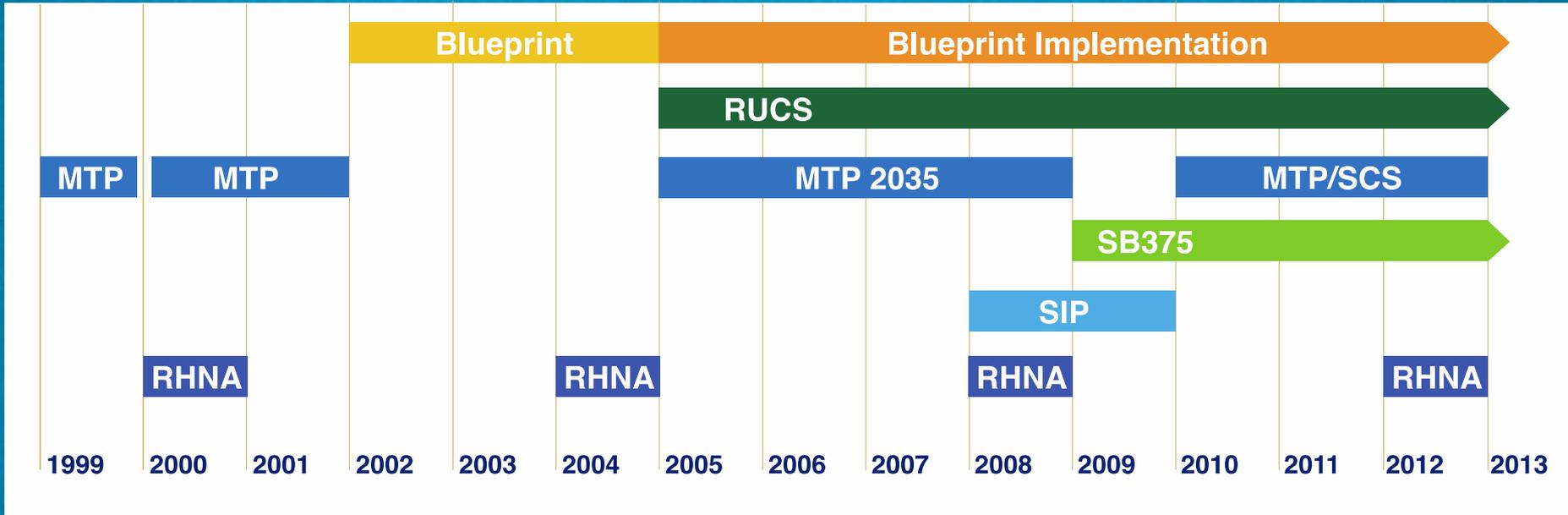
Organizations that supported the Blueprint planning process



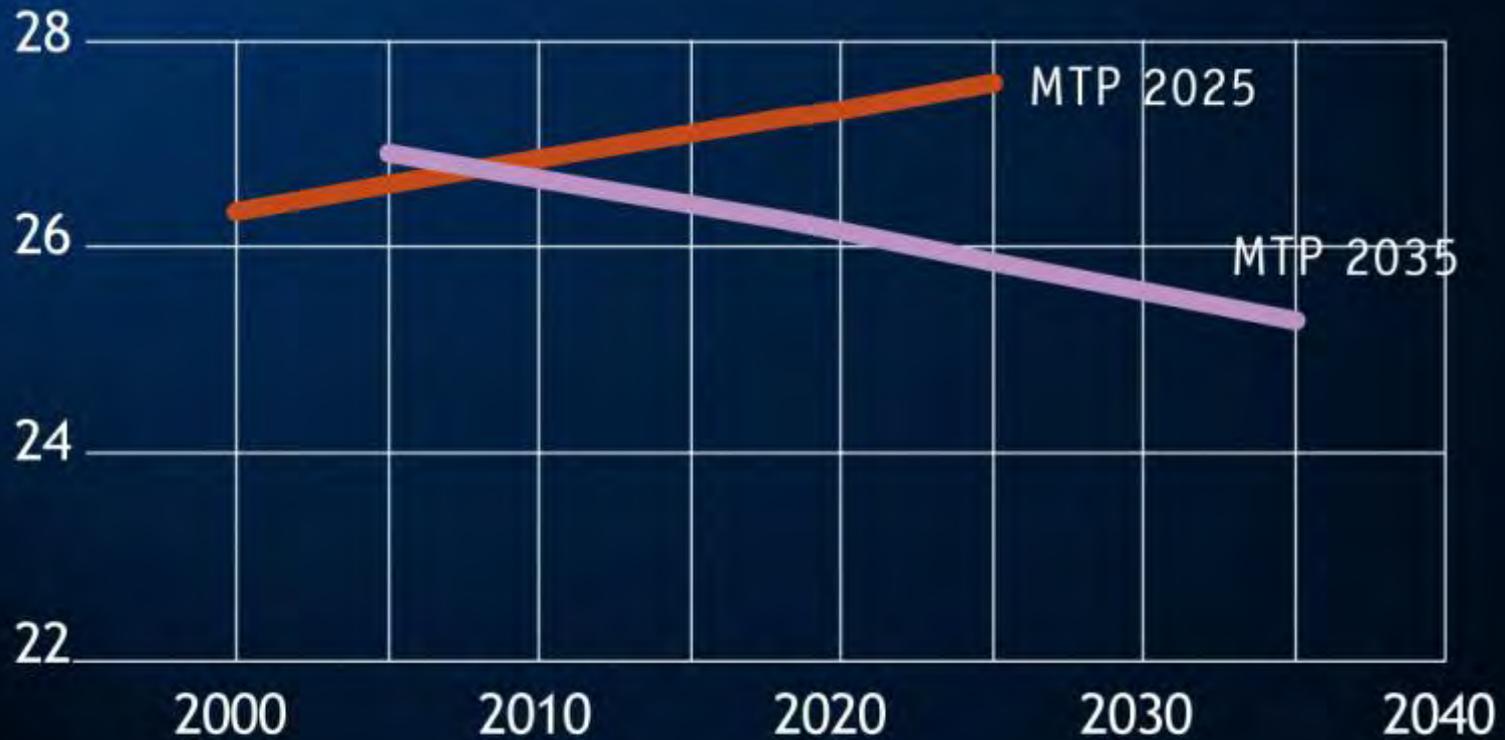
The Sacramento region's Blueprint has received praise from throughout the state and nation:

- One of the “Top 50” programs in Harvard University’s “Innovations in American Government” Competition, Kennedy School of Government (2003)
- The Governor’s Award for Environmental and Economic Leadership (2003)
- The Federal Highway Administration/Federal Transit Administration Transportation Planning Excellence Award (2004)
- The American Institute of Architects California Chapter Presidential Citation (2004)
- The Environmental Council of Sacramento (ECOS) Environmental Leadership Award (2004)
- U.S. Environmental Protection Agency—National Award for Smart Growth Achievement (2004)
- American Leadership Forum Mountain Valley Chapter—Thanks to You Award (2004)
- Association of Metropolitan Planning Organizations—National Award for Outstanding Achievement (2004)
- Sacramento Mutual Housing Association—Community Development Award (2005)
- American Lung Association Sacramento Emigrant Trails—Regional Clean Air Award (2005)
- *Sacramento Business Journal*—Real Estate Deal of the Year (2005)
- *Wall Street Journal*—With Gas Over \$4, Cities Explore Whether It’s Smart to be Dense (2008)
- *Sacramento Business Journal*—Top 25 Stories of 25 Years (2010)

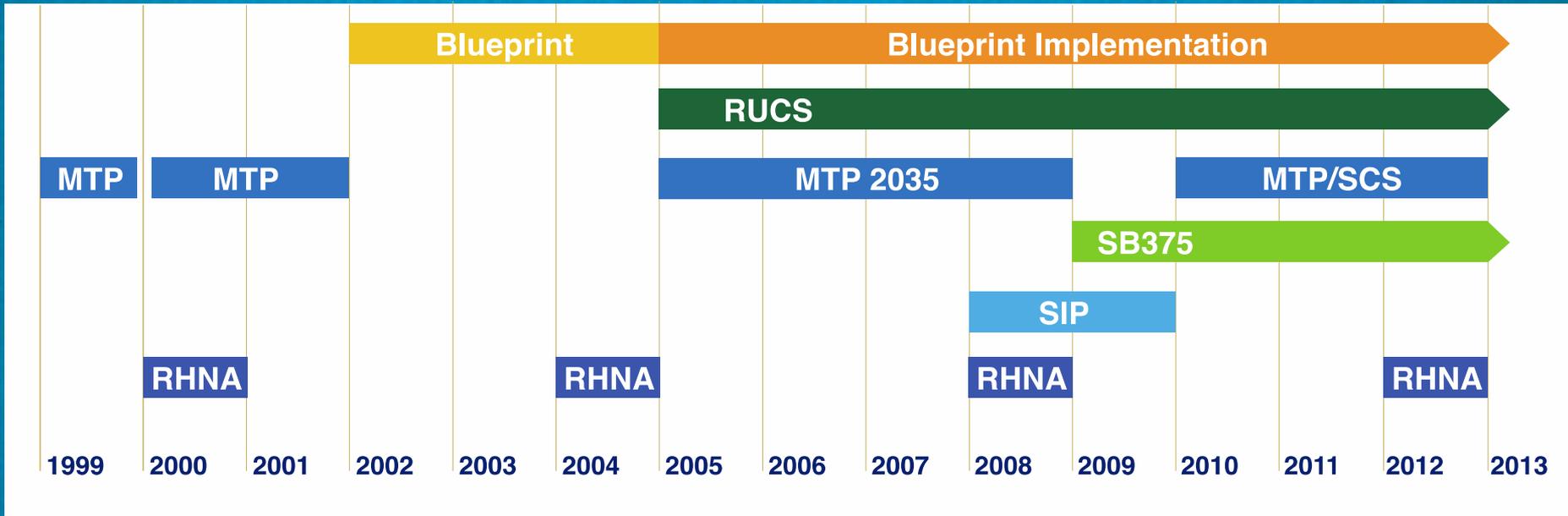
SACOG Major Planning Initiatives



Total Weekday Vehicle Miles Traveled Per Capita



SACOG Major Planning Initiatives



SB375 Key Components

- CARB sets GHG targets for each region for 2020 and 2035 (passenger vehicles)
- Regions required to meet “if feasible”. (Alternative Planning Strategy if not)
- MTP must include Sustainable Communities Strategy (more emphasis on land use)
- Transportation investments must be consistent with projected land use pattern
- CEQA streamlining to incentivize SCS land use
- RHNA (state housing law) must be consistent with SCS

SB375 Does not Regulate Land Use

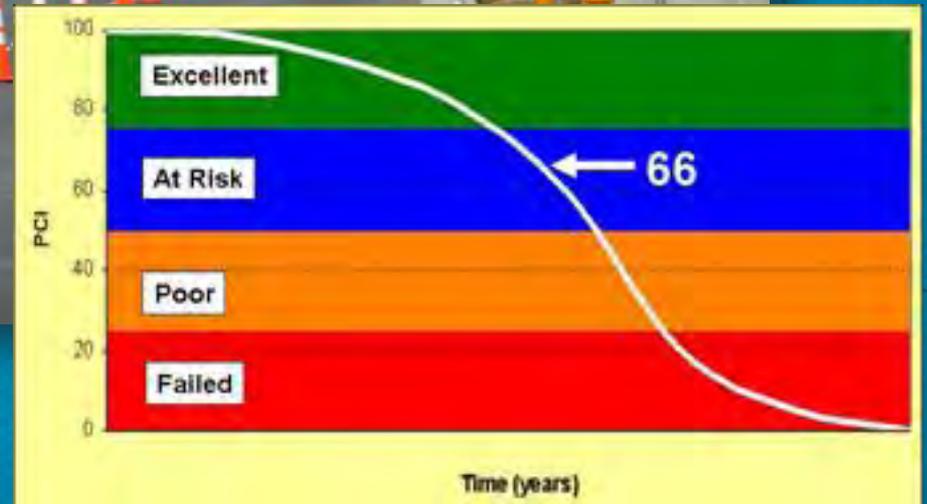
- Neither a sustainable communities strategy nor an alternative planning strategy regulates the use of land ... Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region.

From SACOG's MTP/SCS

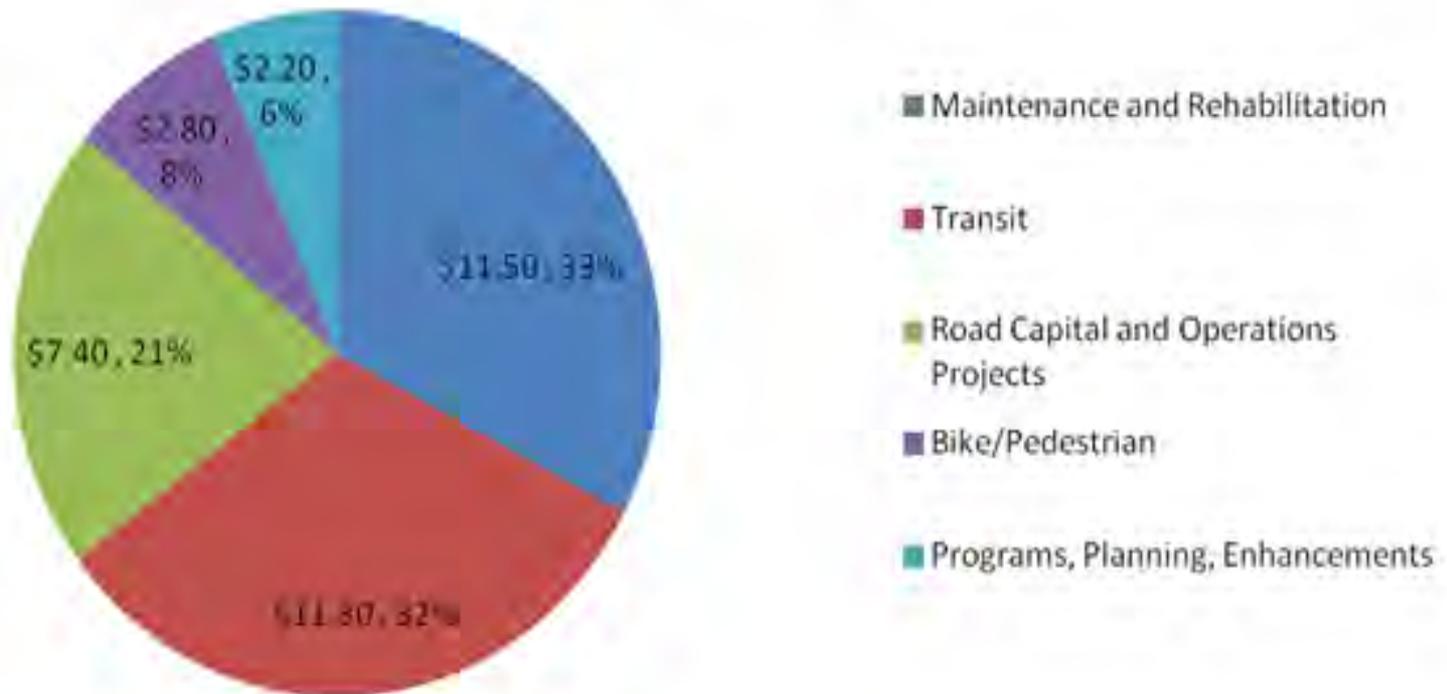
- The MTP/SCS does not regulate local land use authority or preclude a local jurisdiction from planning and approving growth that is different in terms of total units or geographic extent.

Current MTP/SCS Approach to Transportation Investments: How to accomplish more with less?

MTP/SCS: Fix it First



SACOG MTP/SCS Transportation Budget, 2011 to 2035 (in billions)



Community Types Framework

SACOG created a framework for describing the MTP/SCS that is made up of Community Types. Local land use plans were divided into one of five Community Types.



Center and Corridor Communities

Center and Corridor Communities are typically higher density and more mixed than other areas.



Established Communities

Established Communities are typically made up of existing low- to medium- density residential neighborhoods, office and industrial parks, or commercial strip centers.



Developing Communities

Developing Communities are typically, though not always, situated on vacant land at the edge of existing urban or suburban development; they are the next increment of urban expansion.



Rural Residential Communities

Rural Residential Communities are typically located outside of urbanized areas and are predominately residential, with some small-scale hobby or commercial farming.



Lands Not Identified for Development in the MTP/SCS Planning Period

These areas of the region are not expected to develop to urban levels during the MTP/SCS planning period.

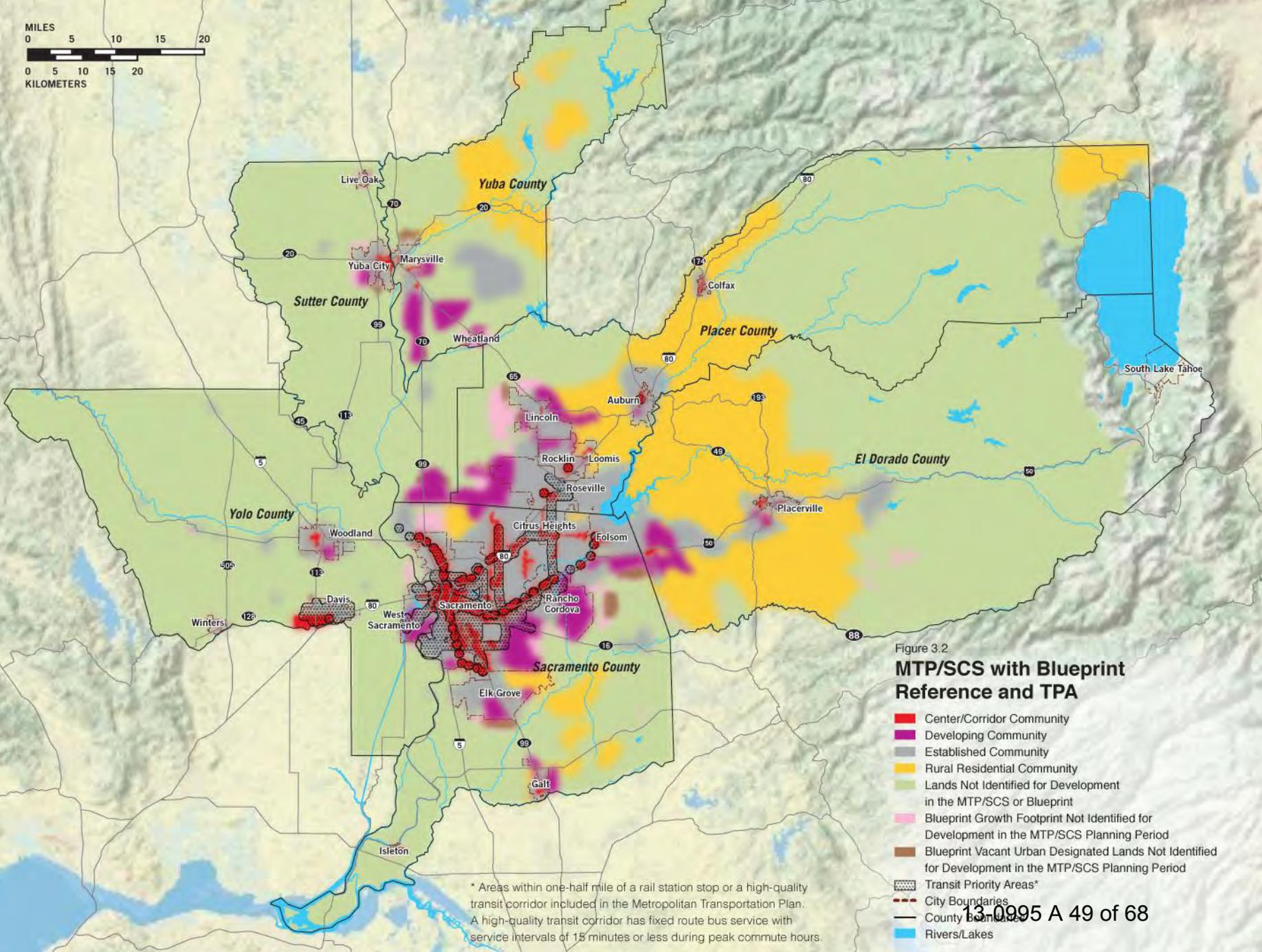
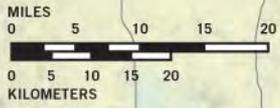
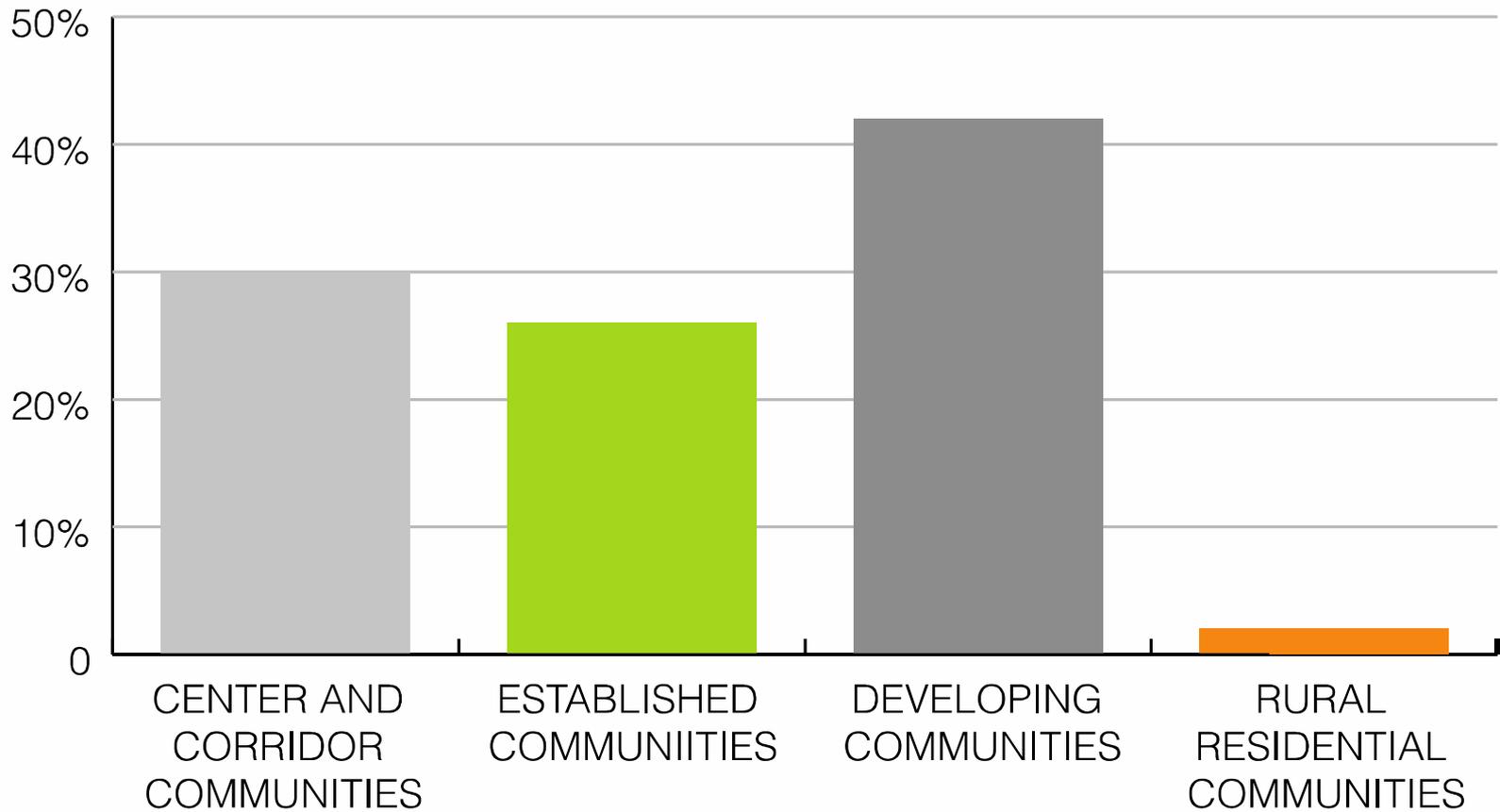


Figure 3.2
**MTP/SCS with Blueprint
 Reference and TPA**

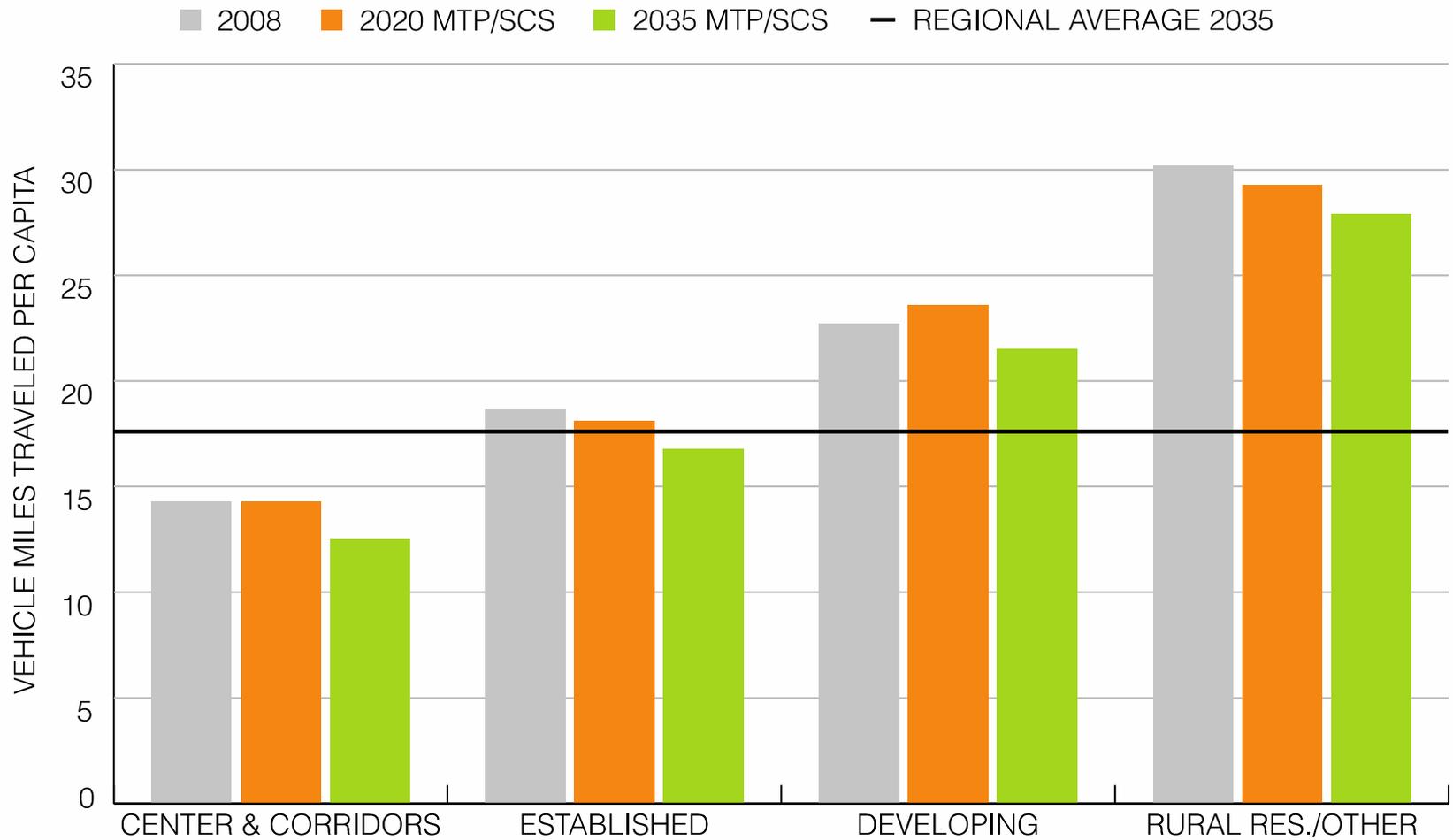
- Center/Corridor Community
- Developing Community
- Established Community
- Rural Residential Community
- Lands Not Identified for Development in the MTP/SCS or Blueprint
- Blueprint Growth Footprint Not Identified for Development in the MTP/SCS Planning Period
- Blueprint Vacant Urban Designated Lands Not Identified for Development in the MTP/SCS Planning Period
- Transit Priority Areas*
- City Boundaries
- County Boundaries
- Rivers/Lakes

* Areas within one-half mile of a rail station stop or a high-quality transit corridor included in the Metropolitan Transportation Plan. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours.

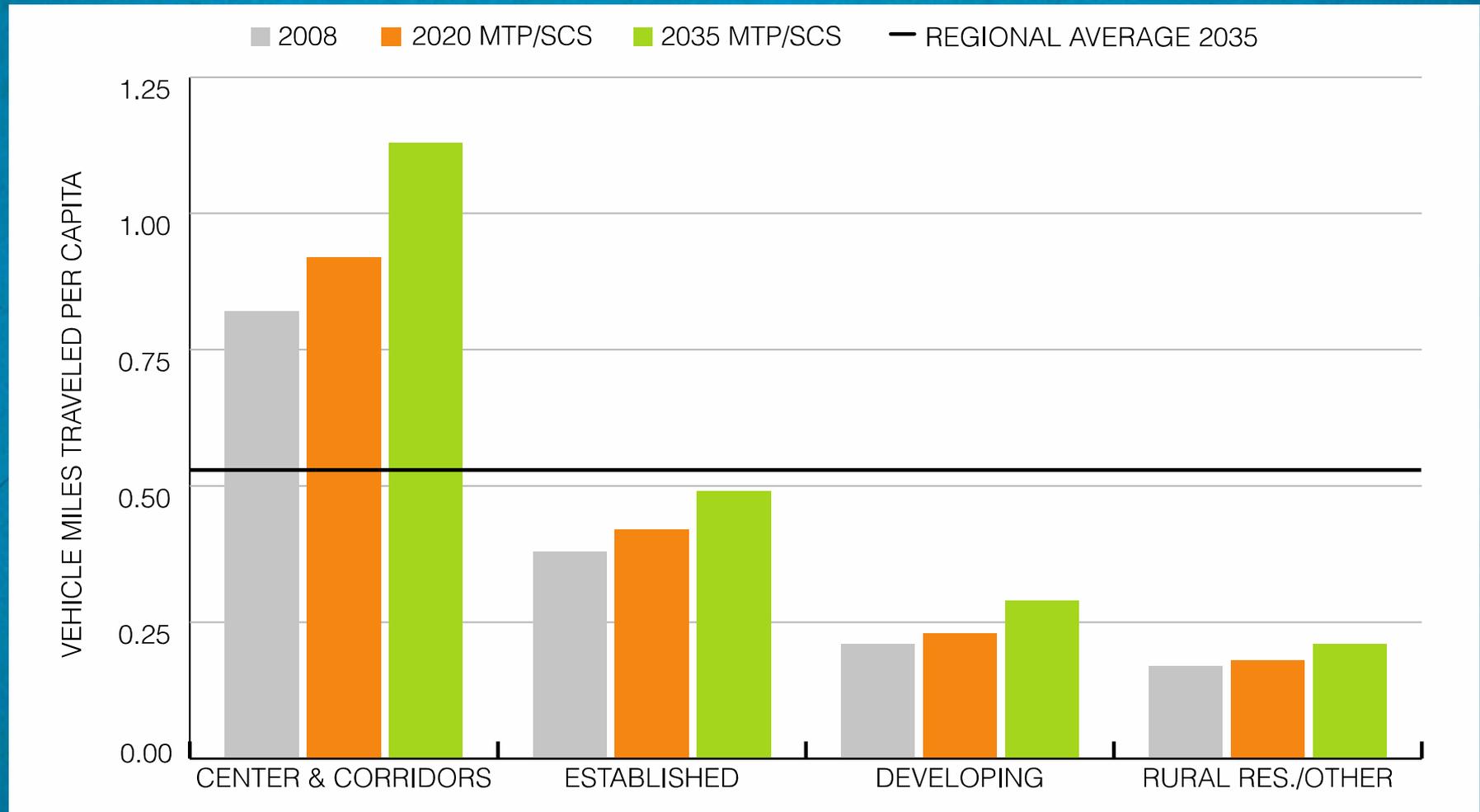
Growth in Housing by Community Type 2008–2035



Weekday Household Vehicle Miles Traveled per Capita by Community Type in the SACOG Region



Transit, Bike and Walk Trips Per Capita by Community Type in the SACOG Region



Reduced impacts on farmland. For every 1,000 new residents:

1988–2005

333

acres

2005–2035

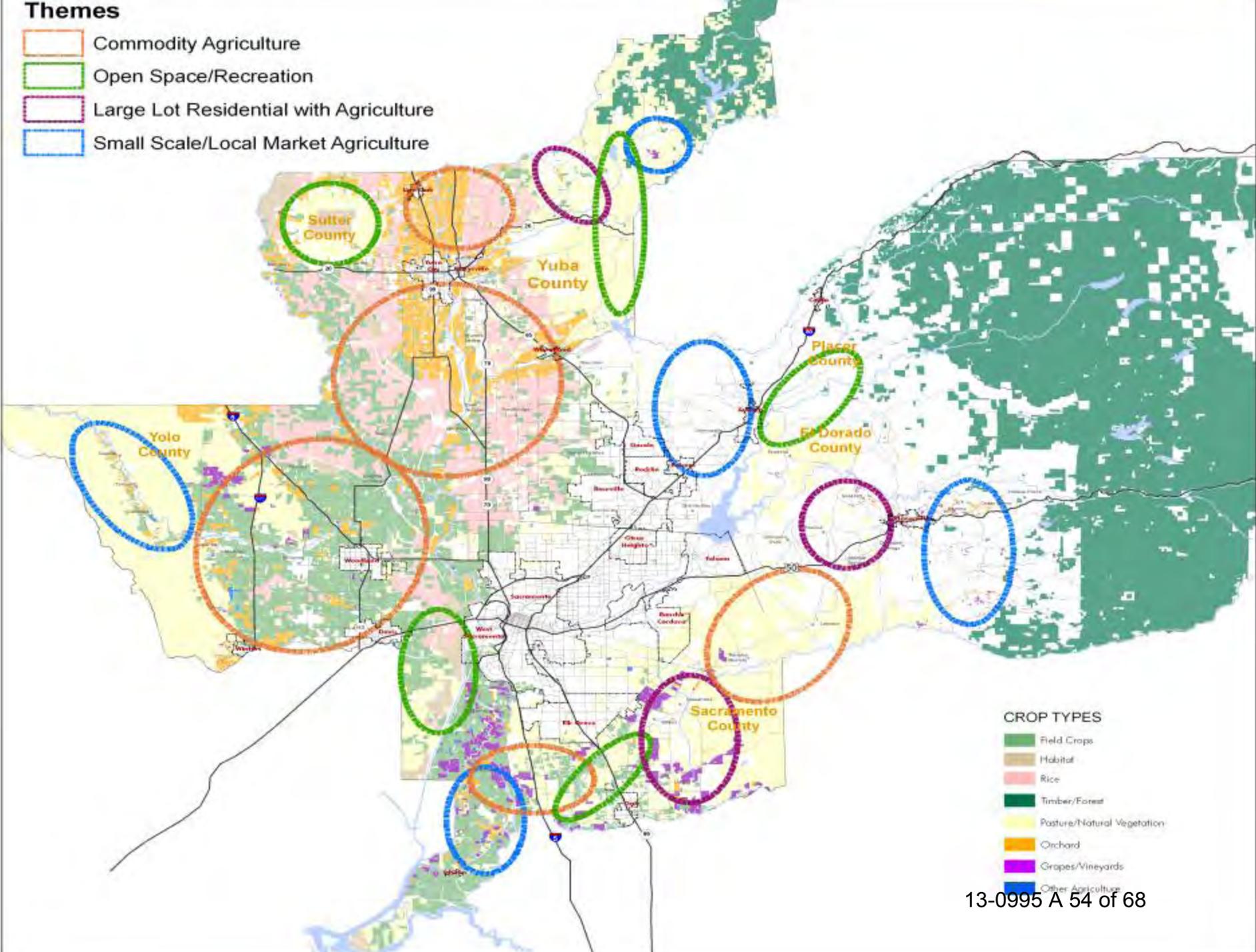
42

acres



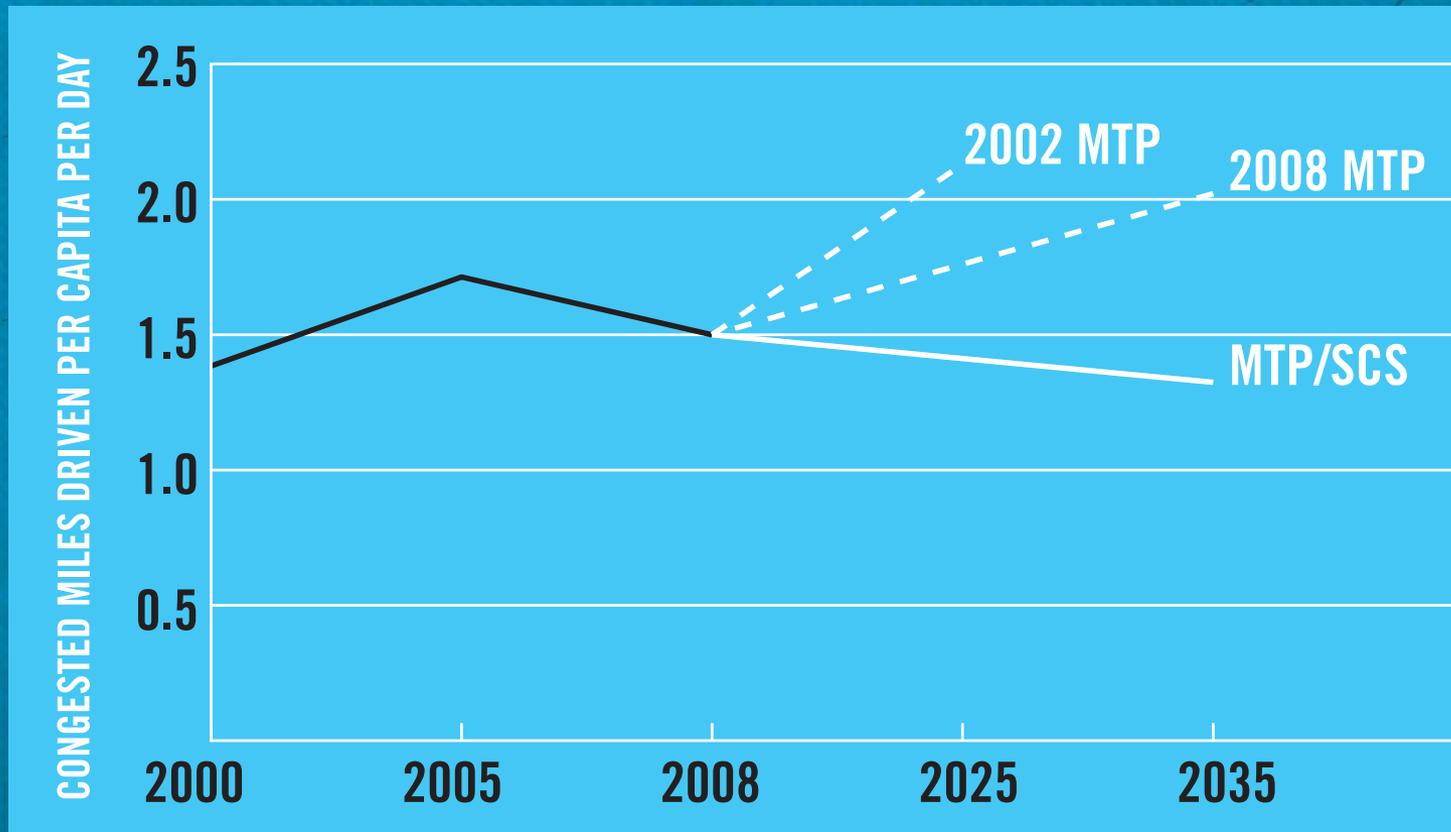
Themes

- Commodity Agriculture
- Open Space/Recreation
- Large Lot Residential with Agriculture
- Small Scale/Local Market Agriculture

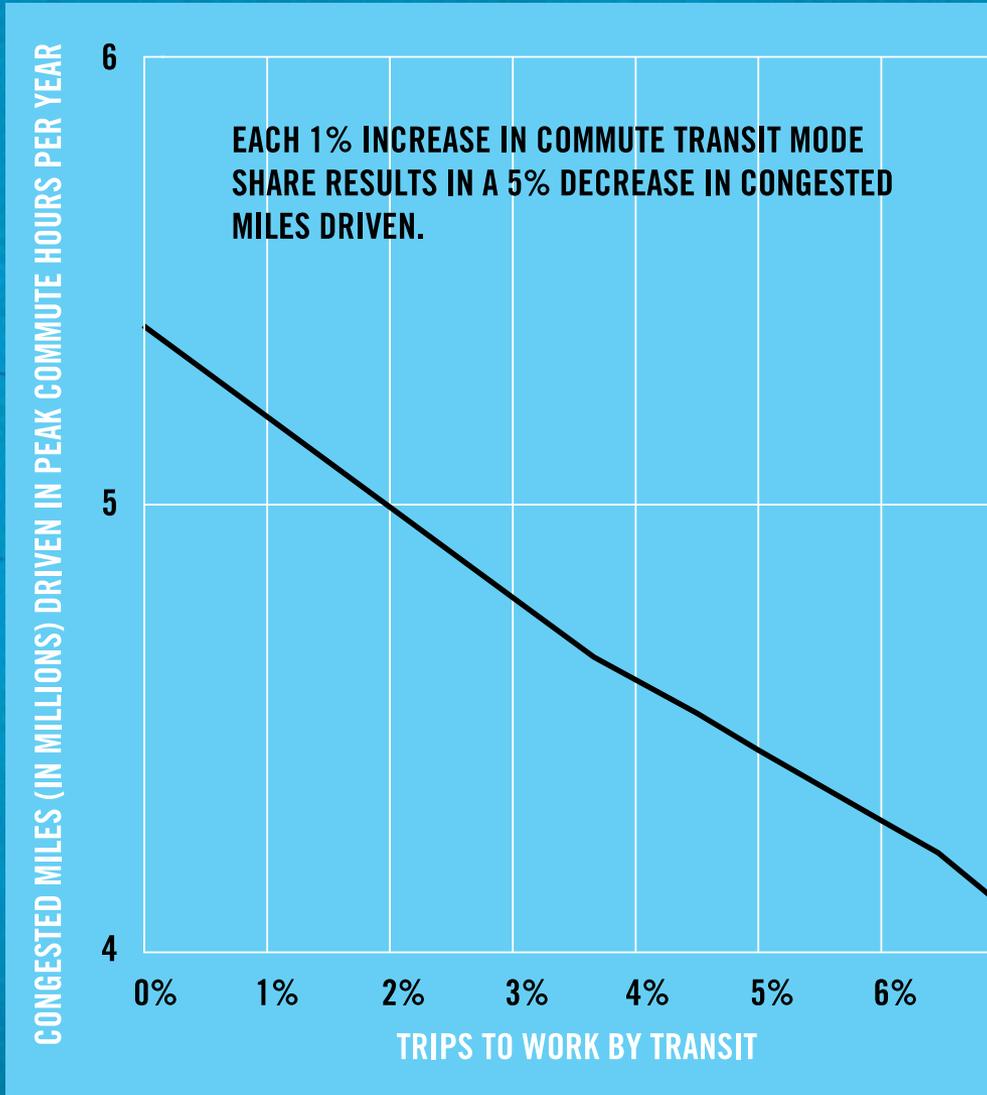


- ### CROP TYPES
- Field Crops
 - Habitat
 - Rice
 - Timber/Forest
 - Pasture/Natural Vegetation
 - Orchard
 - Grapes/Vineyards
 - Other Agriculture

An absolute reduction in the amount of heavy congestion typical residents will experience in their daily lives.



Small increases in transit use help reduce congestion



Passenger Vehicle Greenhouse Gas Emissions

- - 9% per capita in 2020 (CARB target = -7%)
- -16% per capita in 2035 (CARB target = -16%)
- On trajectory to meet Governor's Executive Orders for 2050 greenhouse gas emissions

Benefits

- Achieve benefits people in region have consistently said they want
- Regulatory
 - Protection against new regulations
 - Delta Protection Act land use exemption
 - Advocacy for flexibility in existing regulations
 - Natural resource agencies
 - FEMA/CEQ
 - CEQA streamlining

Benefits

- Funding
 - SB1 would reestablish TIF for SCS projects projects Congested VMT/HH reduced
 - Cap and Trade legislation
 - Federal performance and sustainable communities priorities
- More efficient infrastructure
 - Higher transit fare box recovery
 - \$15 Billion in reduced infrastructure costs
 - 33% reduction in urban water demand

An Overview of Blueprint Implementation



The Basics

Aligning transportation funds to
Blueprint principles

Members incorporate Blueprint principles

Development applications

Encouraging supportive federal and state actions

Blueprint Implementation 2004–2013

Aligning Transportation Funds to Synergize with Blueprint Principles



Assisting Members Incorporating Blueprint Principles into General Plans, Codes, etc.

- Technical analysis
- Data
- Planning Tools & Assistance
- Grant funding & support

Blueprint Tracking Program



Individual Development Applications

- Mediation and/or problem solving
- Technical analysis letters, briefings and testimonies
 - 33 since 2004

Encouraging Supportive Federal and State Actions

- Legislation
- Work with federal and state agencies

An Overview of Blueprint Implementation

