

SACOG PLANNING AND CLIMATE CHANGE

SACRAMENTO REGION

Blueprint
TRANSPORTATION / LAND USE STUDY

Changing Land Use to Mitigate Climate Change

Dubrovnik, Croatia

Mike McKeever, SACOG Executive Director



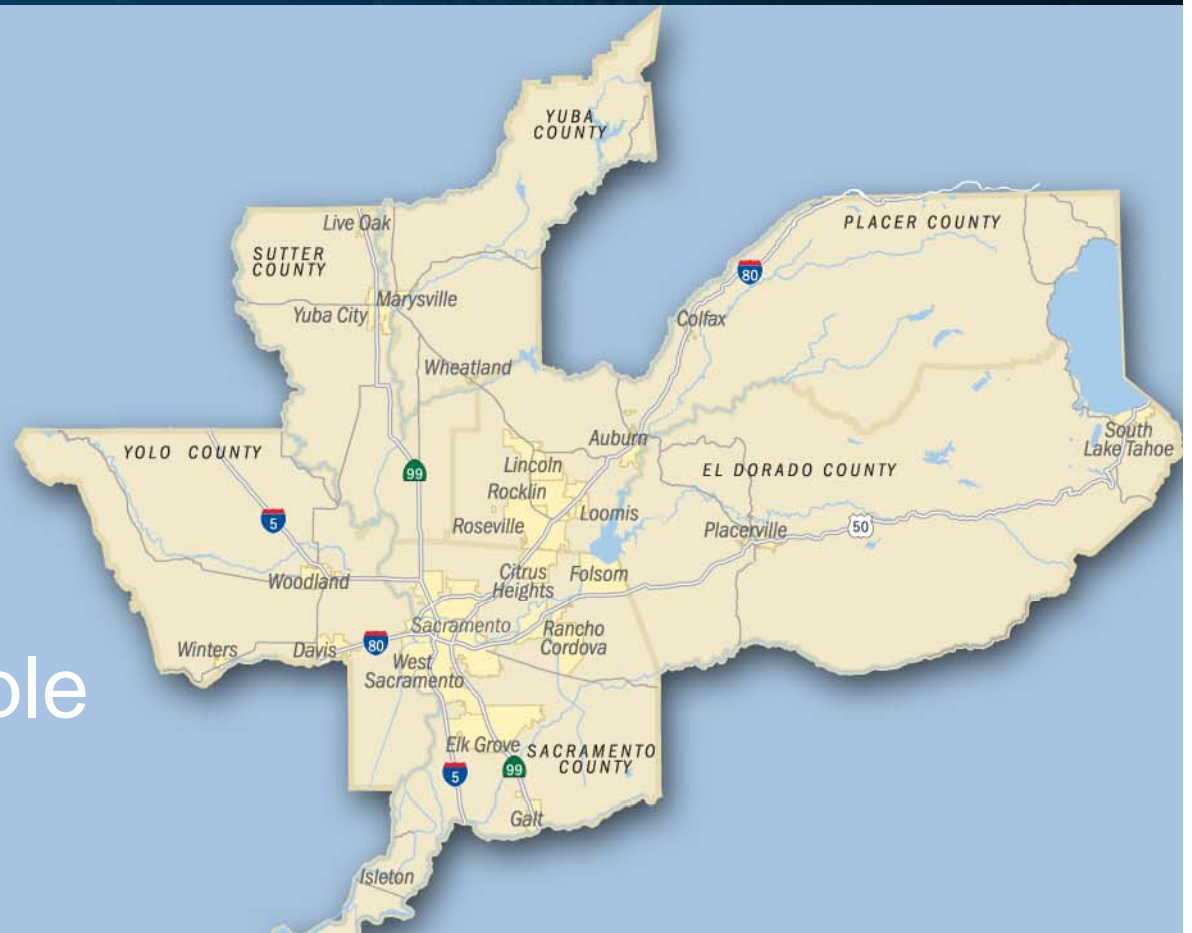
Sacramento Area Council of Governments

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6 counties

22 cities

2.2 million people

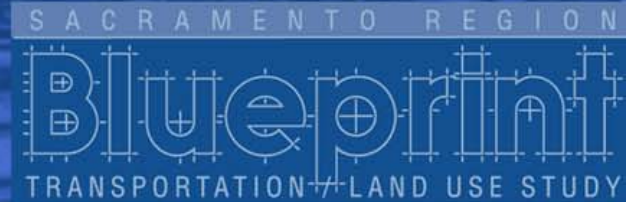


SACOG Roles: Regional Transportation Plan



- Federal law requires regional transportation plans
- RTP is for 25 years+
- \$40 Billion+ in expenditures – variety of sources
- California only state to devolve much decision-making on transportation funds to regions (from state)
- Updated 4 year cycles
- Must comply with Cal. Env. Quality Act (covers GHG)
- Must meet Federal Clean Air Act (does not yet cover GHG)
- In future must meet new state law linking climate change, transportation, land use and housing planning (SB375)

SACOG Roles: Regional Housing Plan



- State requires regions to distribute responsibility to zone for 8 years housing demand to local governments
- Until SB375 only limited connections between Reg Transportation and Housing Plans

SACOG Roles: Land Use Scenario Planning

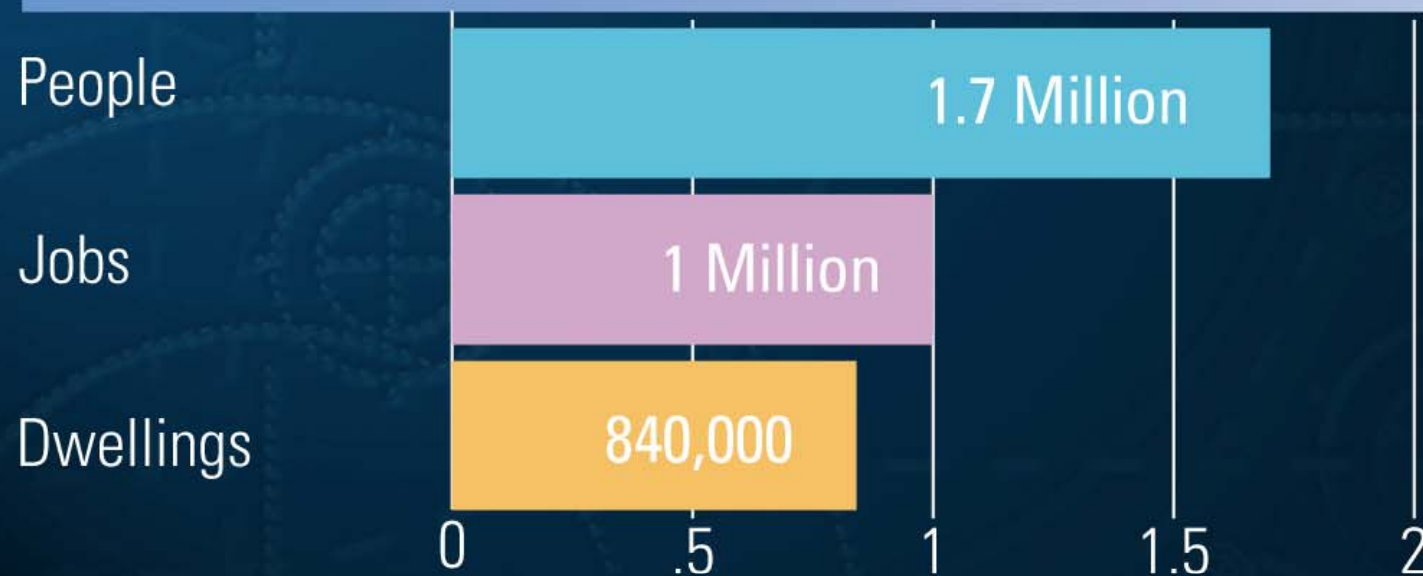


- Cities/counties = final authority; however,
- Five years ago SACOG adopted 50 year regional growth vision (Blueprint)
- Most cities/counties actively implementing Blueprint
- Regional scenario planning
 - Portland, OR first in mid-1990's
 - California now most aggressive statewide

Blueprint: How to Best Manage Growth?

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AMOUNT OF GROWTH Through 2050



An Aging Population

GROWTH IN HOUSEHOLDS Through 2050



*Data from Center for the Continuing Study
of the California Economy*

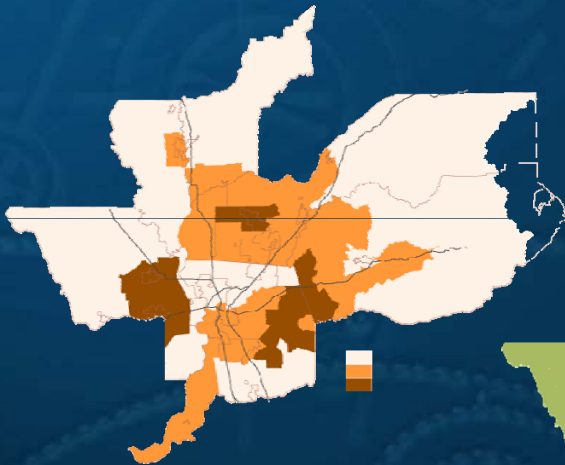
Smart Growth Principles

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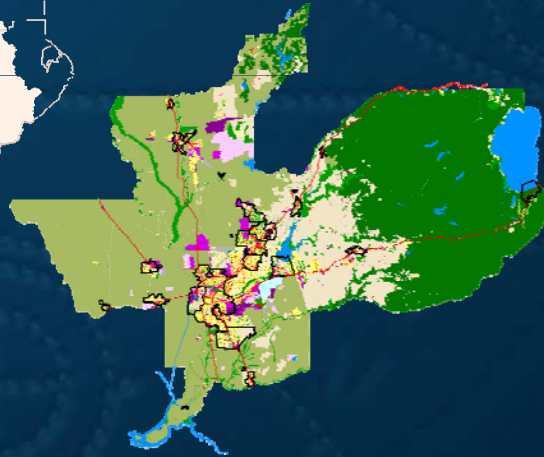
- Housing Choice
- Transportation Choice
- Compact Development
- Use Existing Assets
- Mix Uses
- High Quality Design
- Protect Natural Resources

Information-driven planning

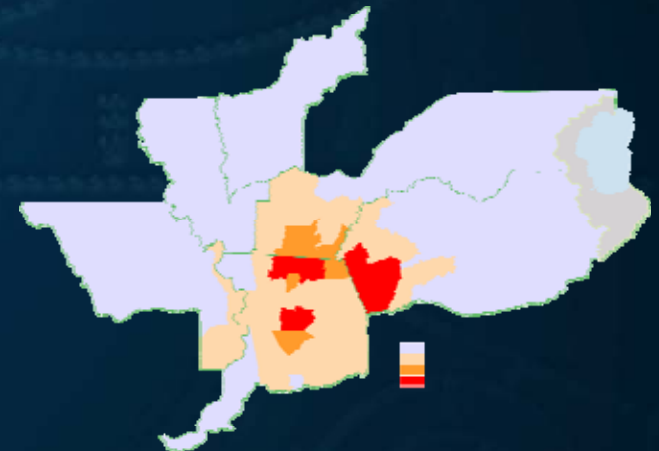
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**Base Case Scenario:
(MEPLAN
Land
Economics)**



**Alternative Scenarios:
(PLACE³S -
Relative impacts)**



**Regional Transport:
(SACMET/4Ds), now
activity-based model**

Citizen Input — Thousands involved, use interactive I-PLACE3S software

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Regional Forum 2004 – 1400 people

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Elected Officials Summit – Oct. '04

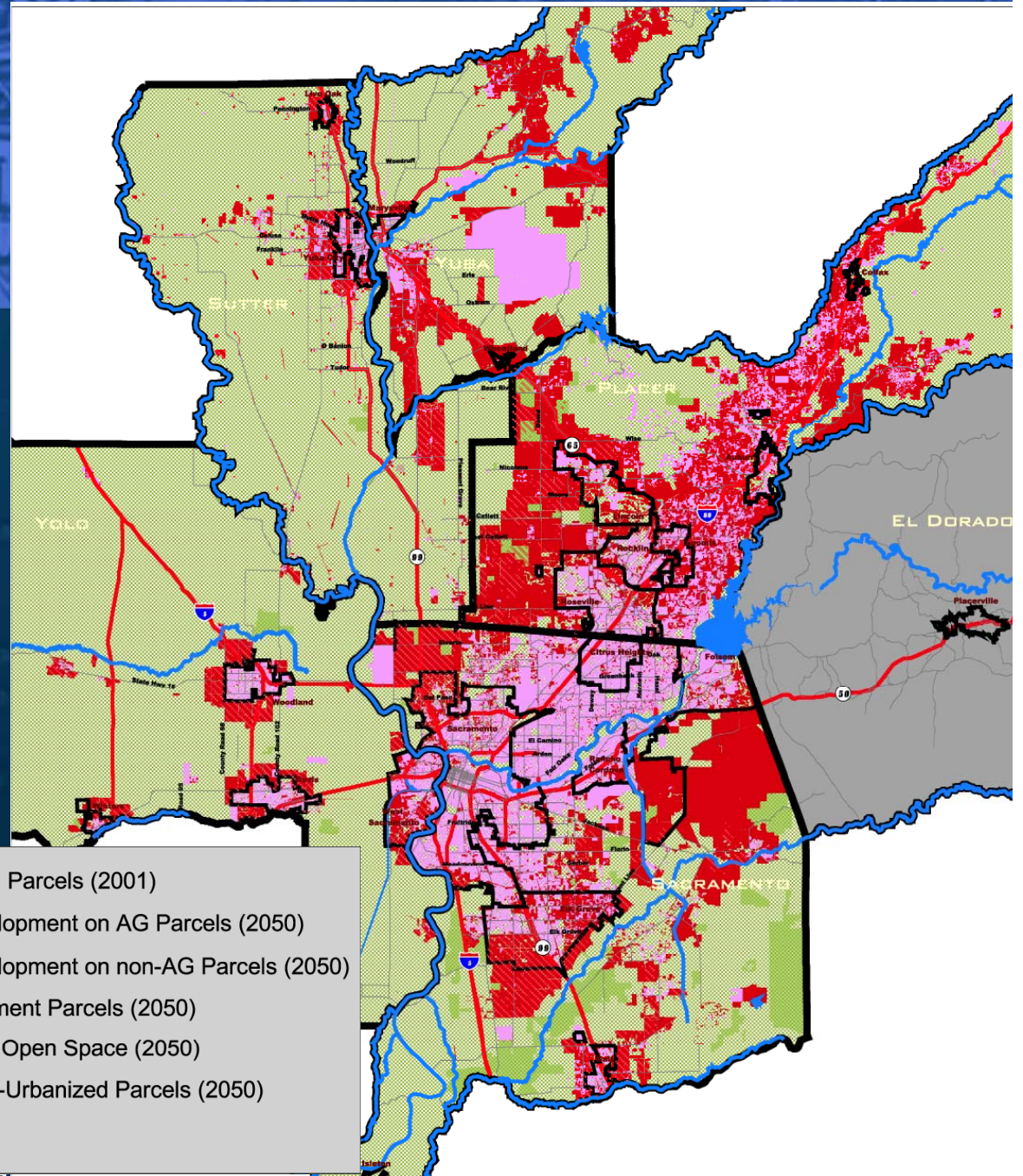
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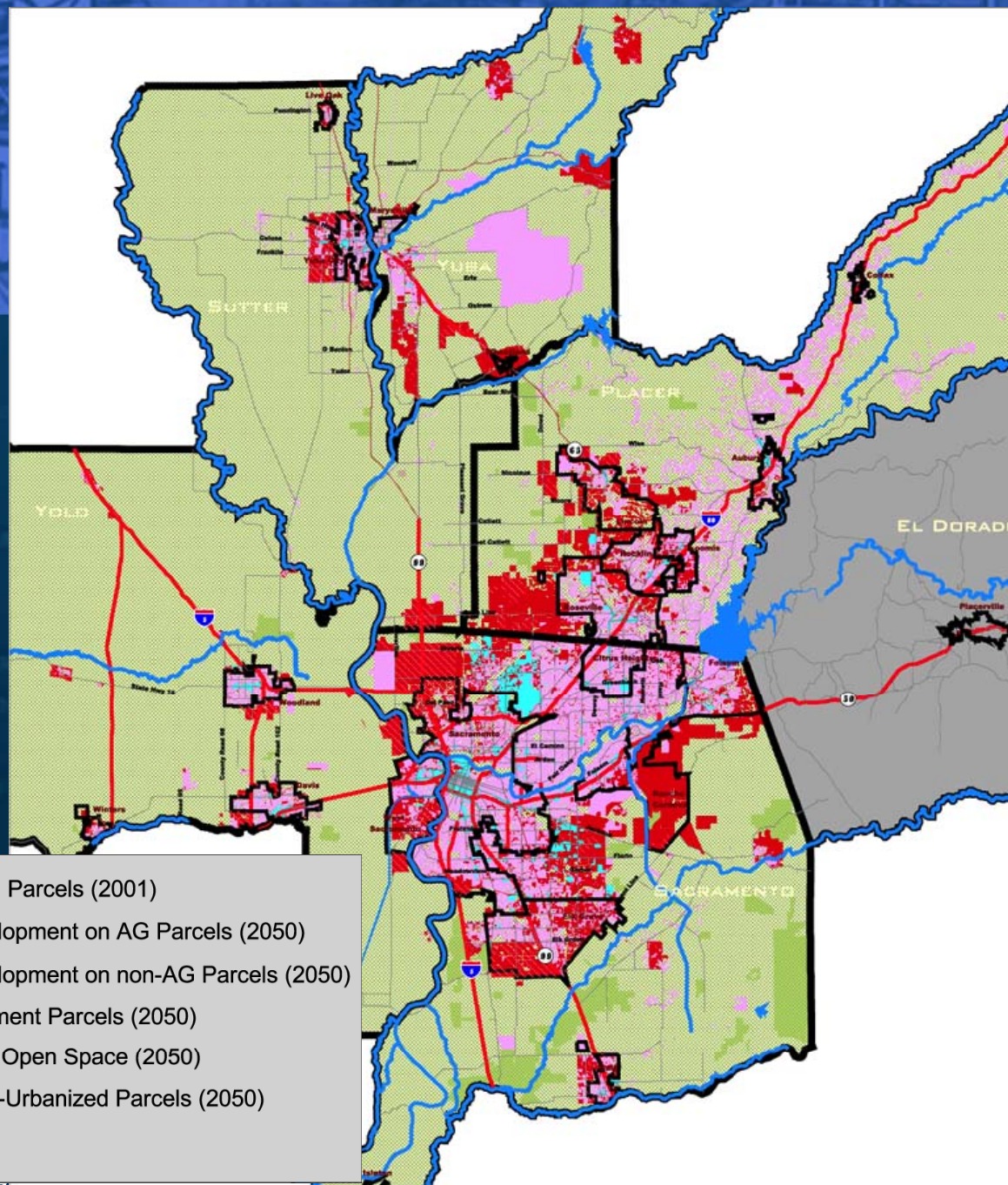
Base
Case

Urban Footprint — 2050



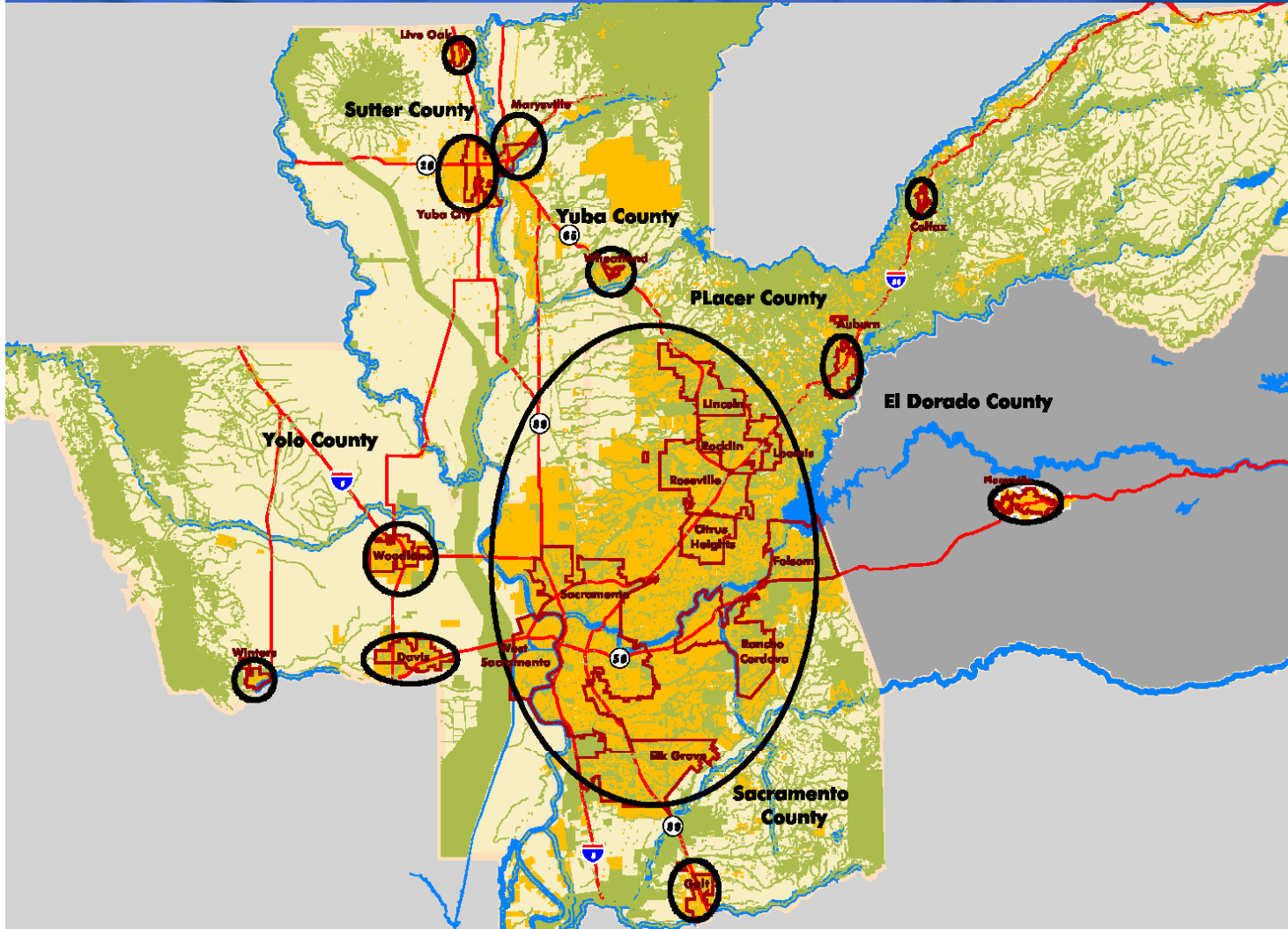
Preferred Scenario

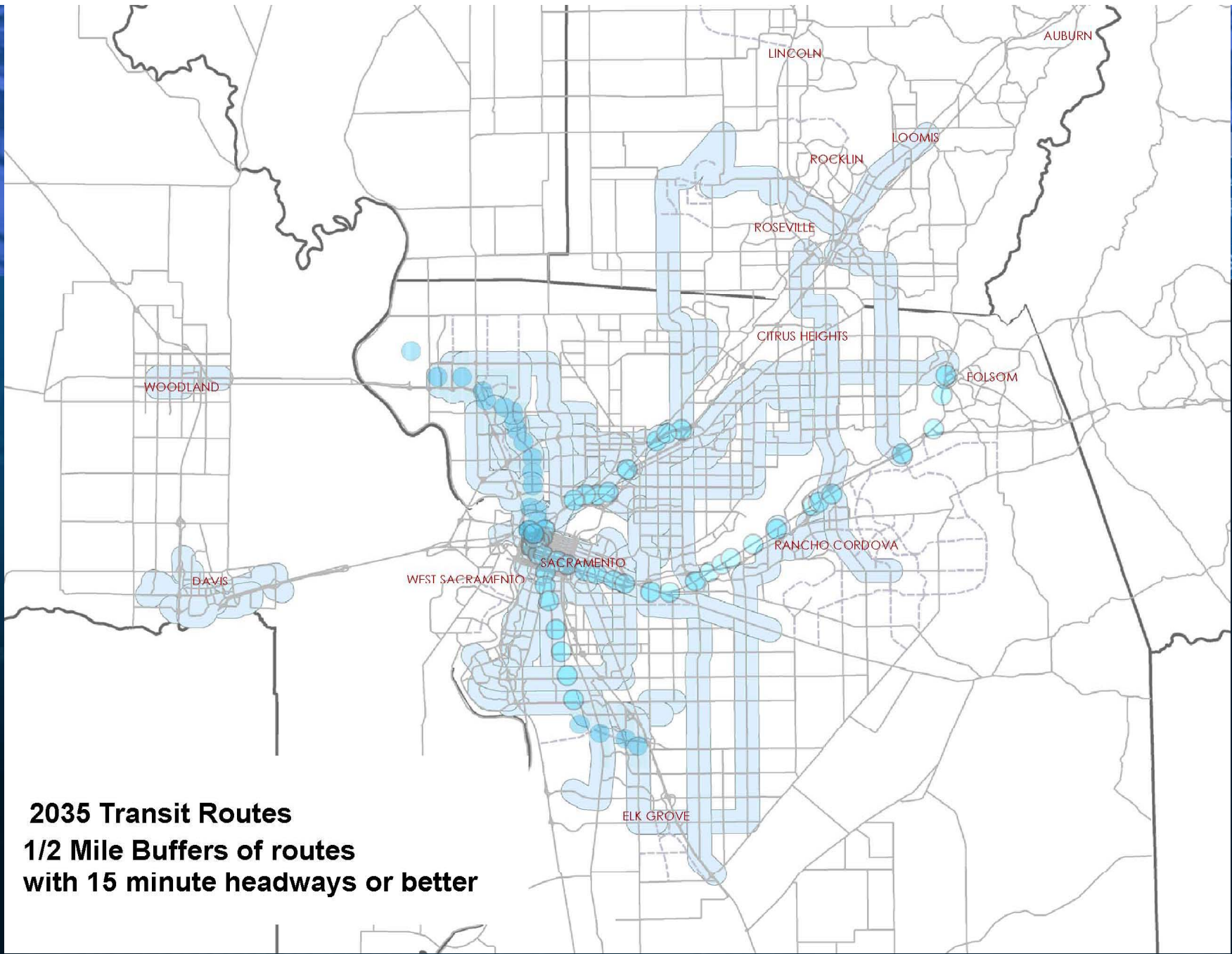
Urban Footprint — 2050



Expanding urban core plus small satellite cities

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2035 Transit Routes
1/2 Mile Buffers of routes
with 15 minute headways or better

Blueprint & Transportation Options

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Example of a corridor before investment

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The corridor begins to transform with new investment

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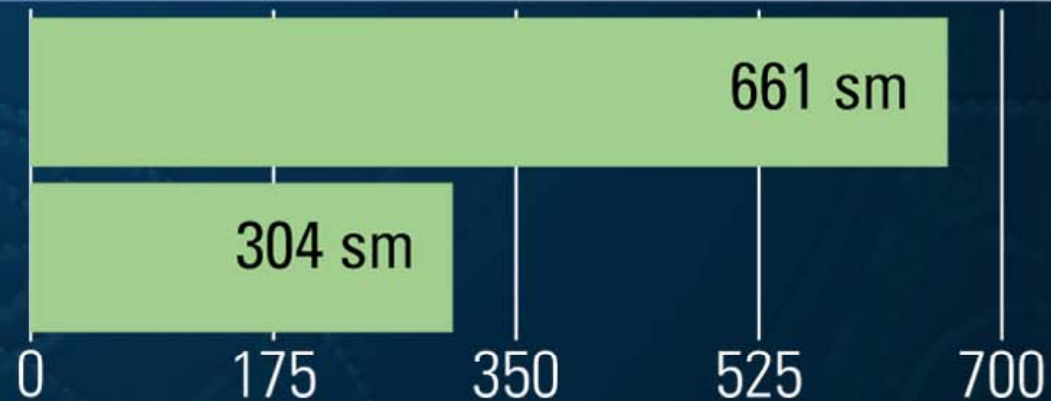


A thriving multi-modal corridor emerges

Less Urban Land

ADDITIONAL URBANIZED LAND Through 2050 *(in square miles)*

Base Case
Scenario
Preferred
Blueprint
Scenario



HOUSING CHOICE

(in percent)

New Housing Stock in:

2050 Basecase



2050 Preferred Scenario



2035 MTP Projections



2004-06 Built Units



2007 Units for Sale/
Under Constructions

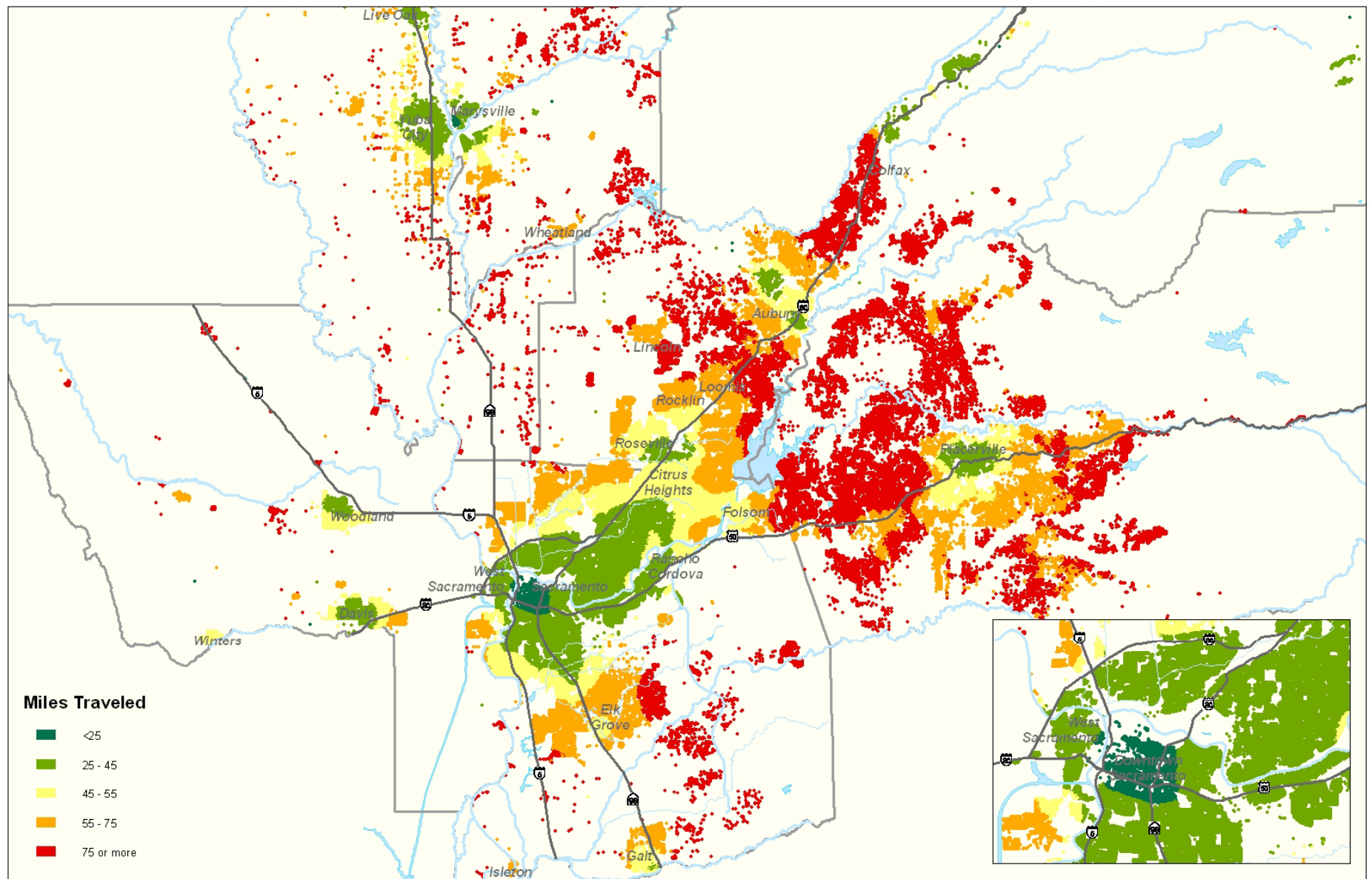


0 10 20 30 40 50 60 70 80 90 100

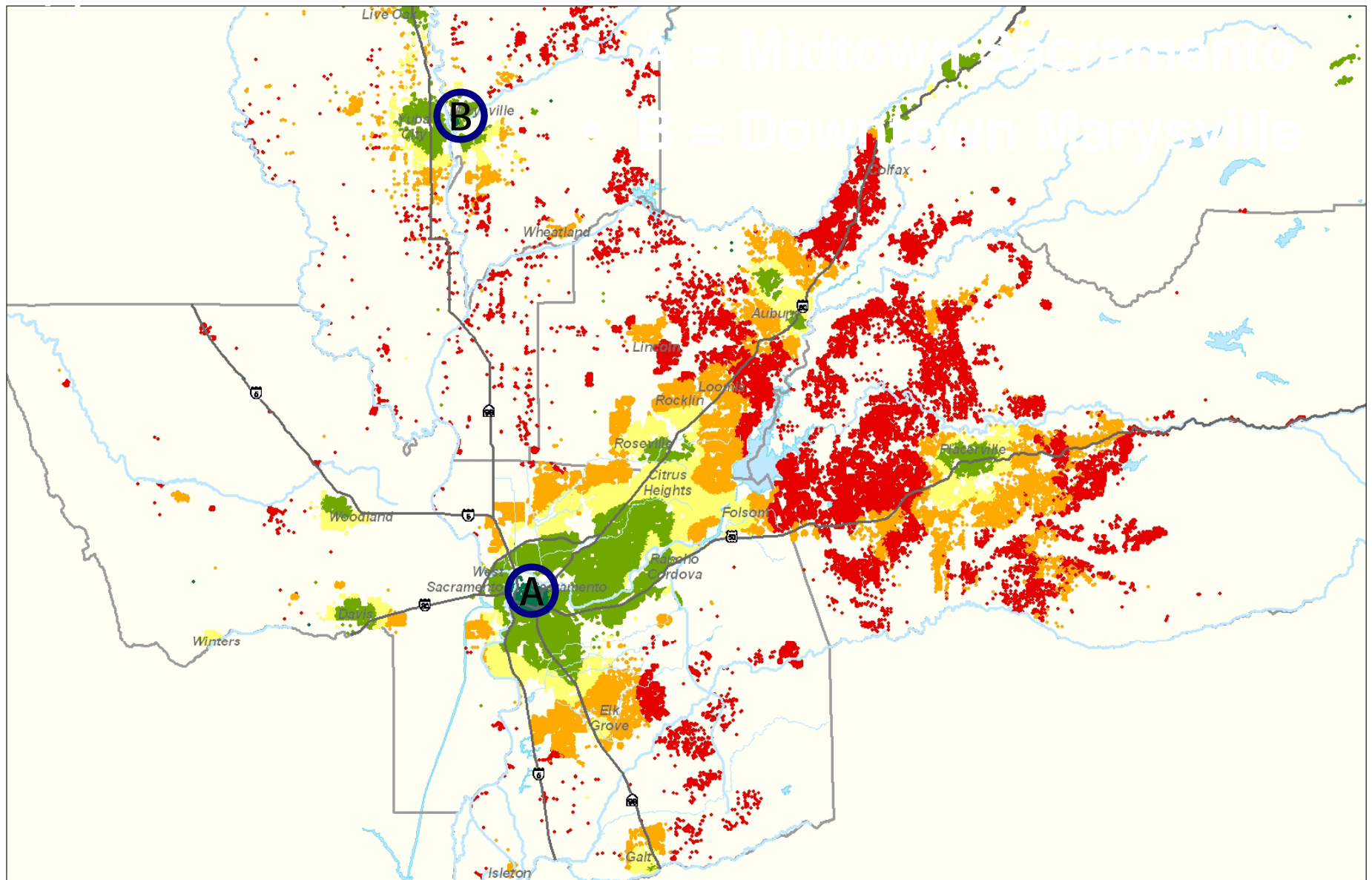
Small Lot / Attached

Large Lot

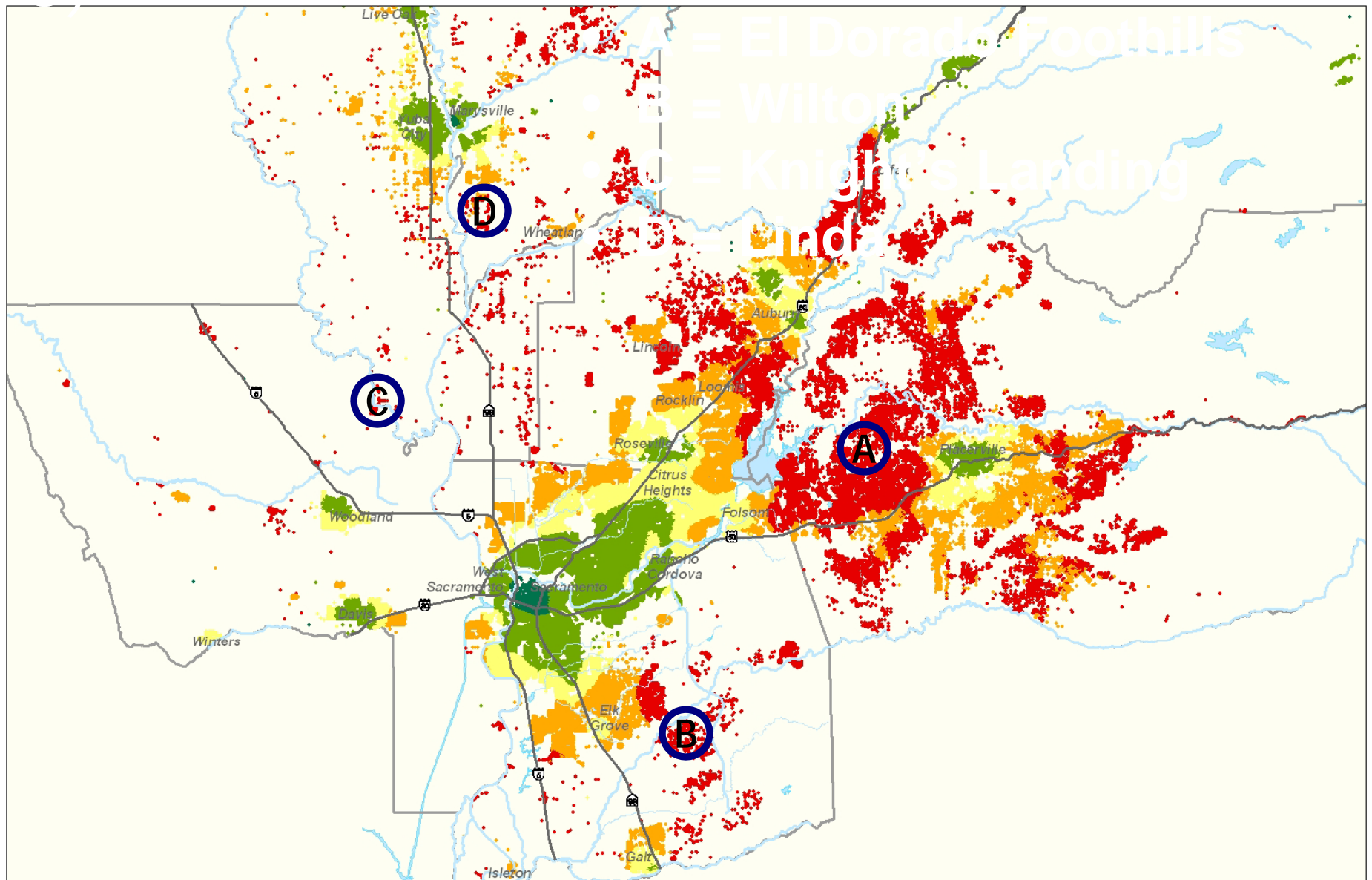
2005 VMT Per Household



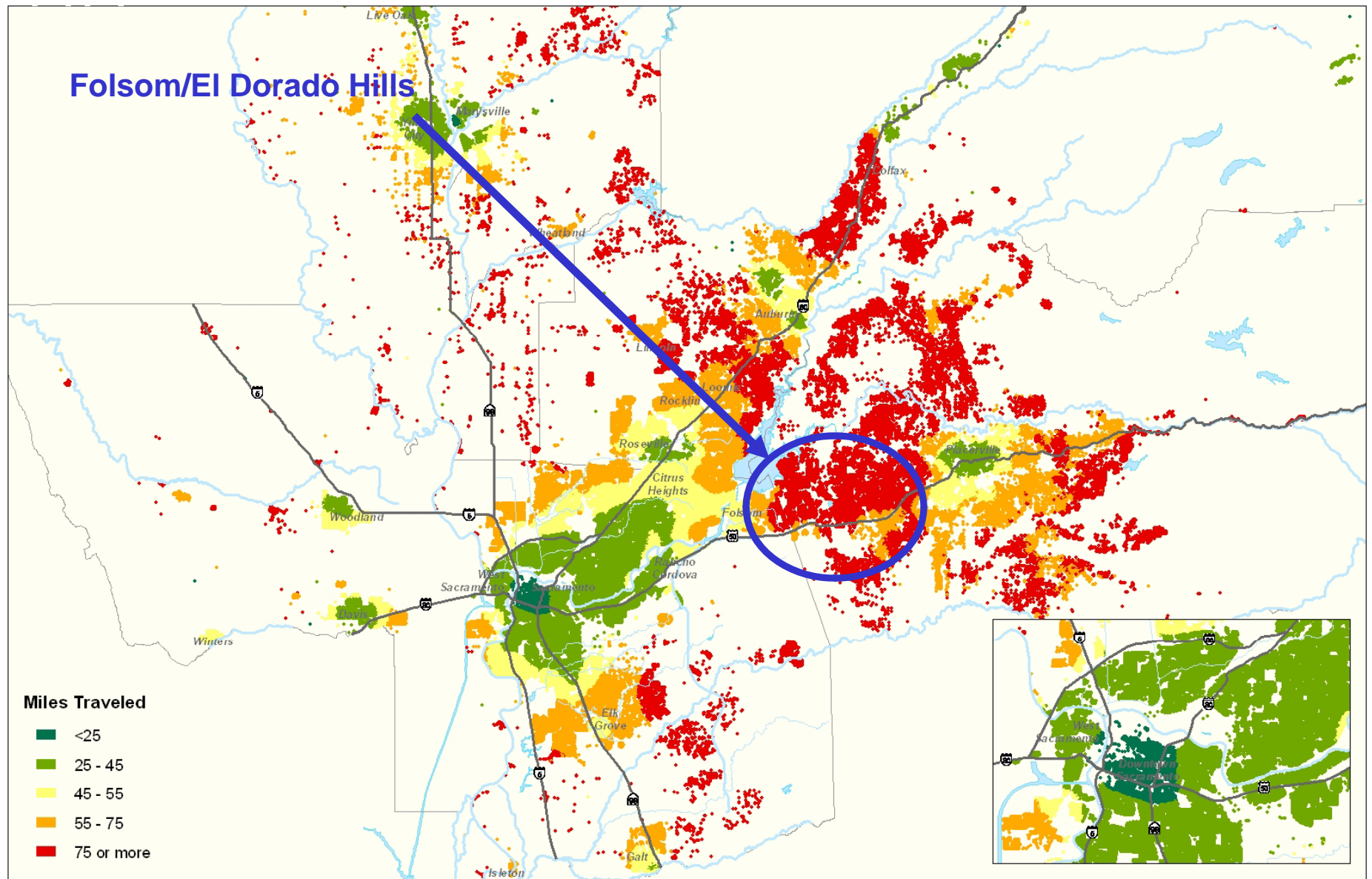
Very Low VMT Prototypes (Group 1)



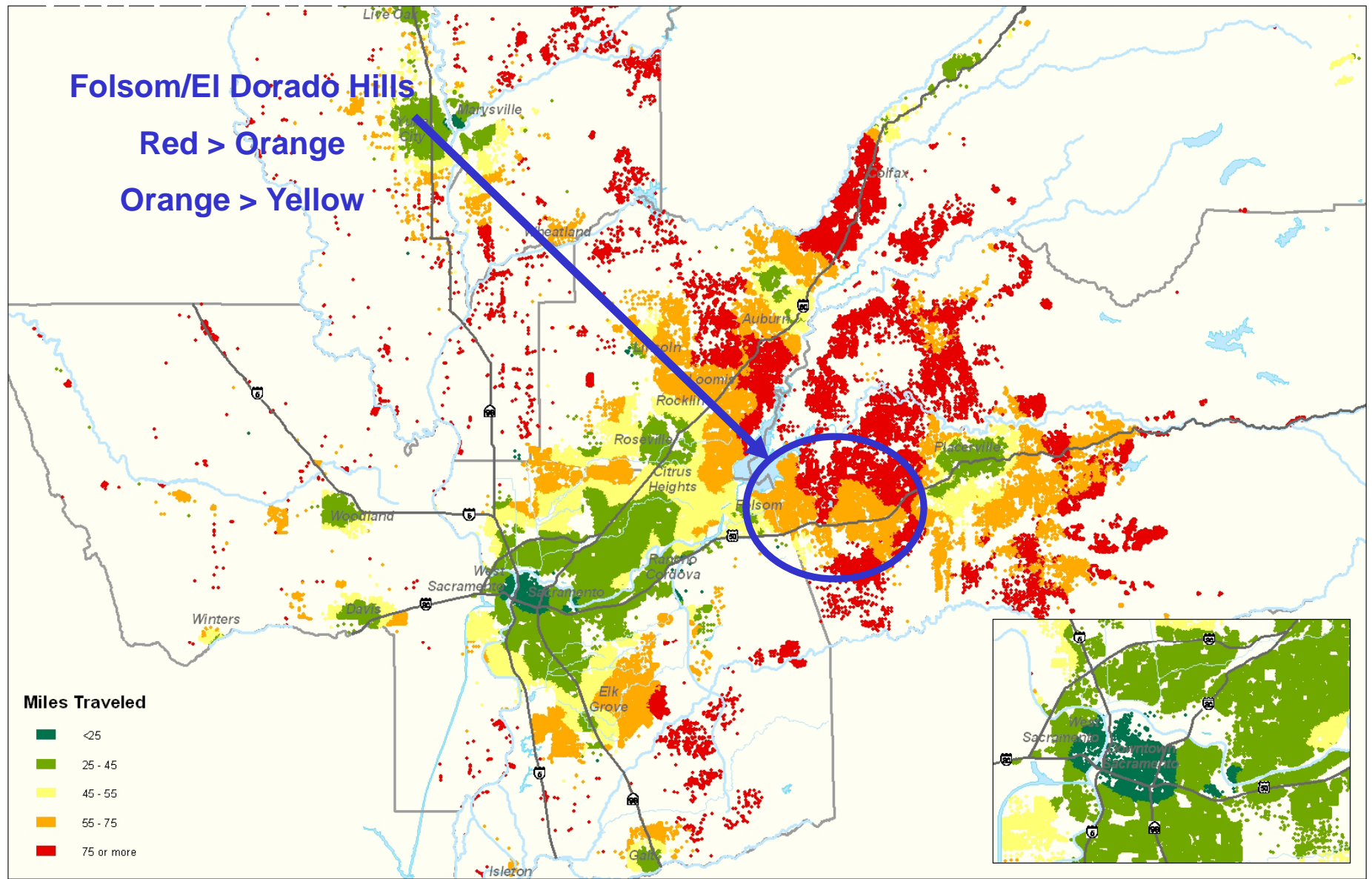
Very High VMT Prototypes (Group 5)



Areas of Improvement: 2005 VMT / HH



Areas of Improvement: 2035 MTP VMT / HH



Regionwide VMT and GHG benefits



- New growth 10% to 30% lower VMT/capita
- New growth 15% to 40% lower GHG/capita
- Range of benefit most sensitive to:
 - Aggressive smart growth land use
 - Amount of transit investment
 - Price of gas

Co-Benefits

- Lower cost of infrastructure (\$16 billion)
- 1/3 reduction in water demand
- Energy savings
- Lower traffic congestion
- Less time devoted to daily travel
- Personal health

California Senate Bill 375 (Steinberg)



- Passed in 2008
- Integrates global warming, transportation, land use and housing planning
- Focused on regions
- California Air Resources Board to provide greenhouse gas emission targets for Regional Transportation Plans

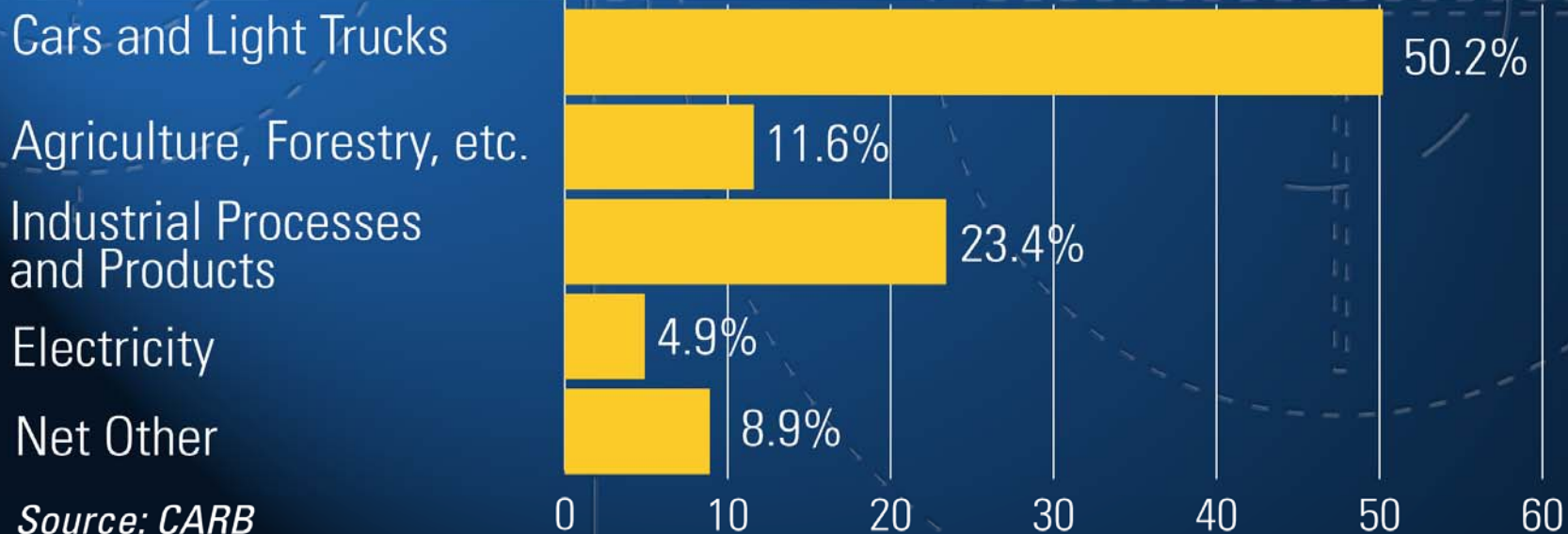
SB 375 Does 4 Things



- Adds new Sustainable Communities Strategy to the Regional Transportation Plan – leveraging existing transportation funding incentives to support growth in good locations.
- Adds new CEQA provisions to incentivize land use decisions that implement the Sustainable Communities Strategy.
- Adds new modeling provisions to accurately account for the transportation and global warming impacts of land use decisions.
- Adds a new provision for determining the regional need for housing so that it will be consistent with the Sustainable Communities Strategy.

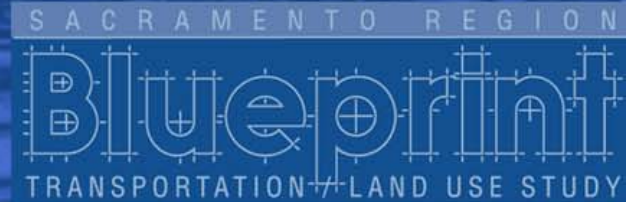
SB375 focused on cars and light trucks

PERCENTAGE GROWTH GREENHOUSE GASES 1990-2004



Source: CARB
GHG Inventory 2007

Better land use patterns can have a dramatic effect, but they take time.



- The state is growing at 1.8% per year. We can only affect the location of the new development.
- In order to meet the AB 32 goal for 2020, we will need several years of better development patterns.
- Improved growth can make a difference over time. 52% of the buildings in 2030 are yet to be constructed.

BLUEPRINT PHASE II: RURAL-URBAN CONNECTIONS STRATEGY

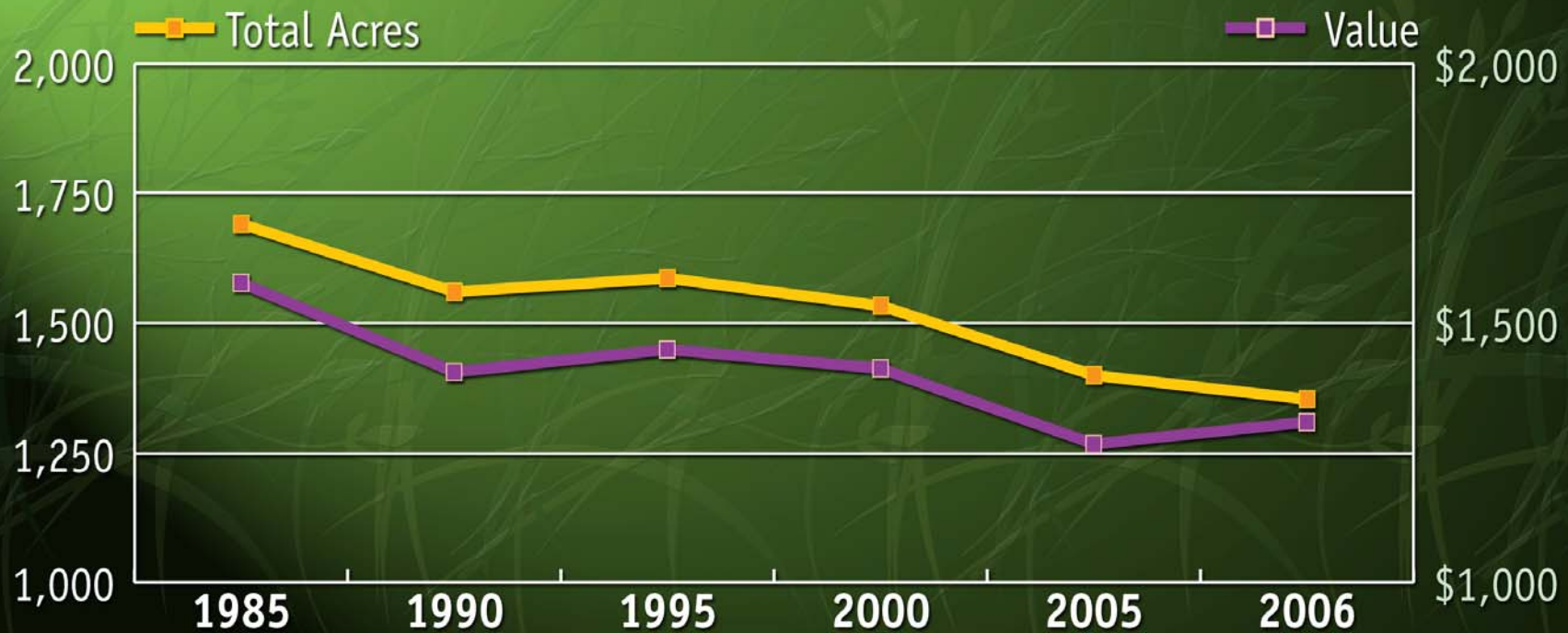
What is the formula for economic success for the farm and small town economies?



Agricultural Commodities

Total Acreage
in thousands

Agricultural Commodities
Value in millions of dollars



Board of Directors Rural Lands Tours

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ROADS:

Urban, rural residential and recreational uses increasingly conflict with the movement of farm equipment and access to markets.



PROCESSING FACILITIES:

Local closures affect which crops are grown, eliminate rural jobs, and increase transport distance, emissions and cost for local products.



LOCAL MARKETS:

Local sales to restaurants, farmers markets and households improve profits and reduce the distance our food travels.



**ENERGY
PRODUCTION:**
Forest and farm
byproducts can
become biomass to
generate energy.



CARBON SEQUESTRA- TION:

Fast growing forests
and low impact farm-
ing practices take
carbon out of the
atmosphere.



SMALL COMMUNITIES:

Infrastructure needs and demand for municipal and commercial services can increase pressure for higher levels of growth sometimes resulting in more housing that is not balanced with local jobs.