

# NATIONAL ASSOCIATION OF CLEAN AIR AGENCIES

S A C R A M E N T O R E G I O N

Blueprint  
TRANSPORTATION / LAND USE STUDY

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VALLEY VISION



*Connecting Citizens  
Shaping Solutions*

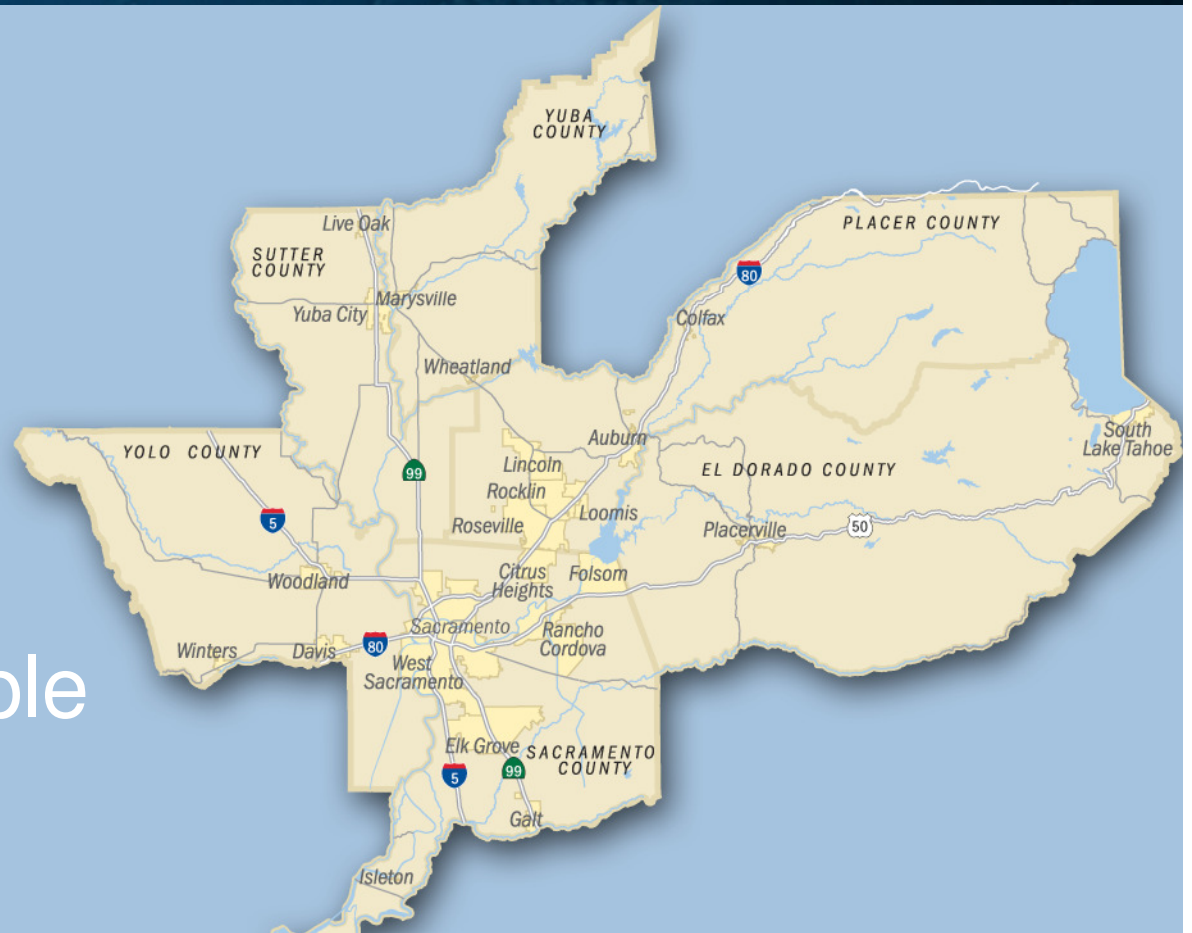
# Sacramento Area Council of Governments

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6 counties

22 cities

2.2 million people



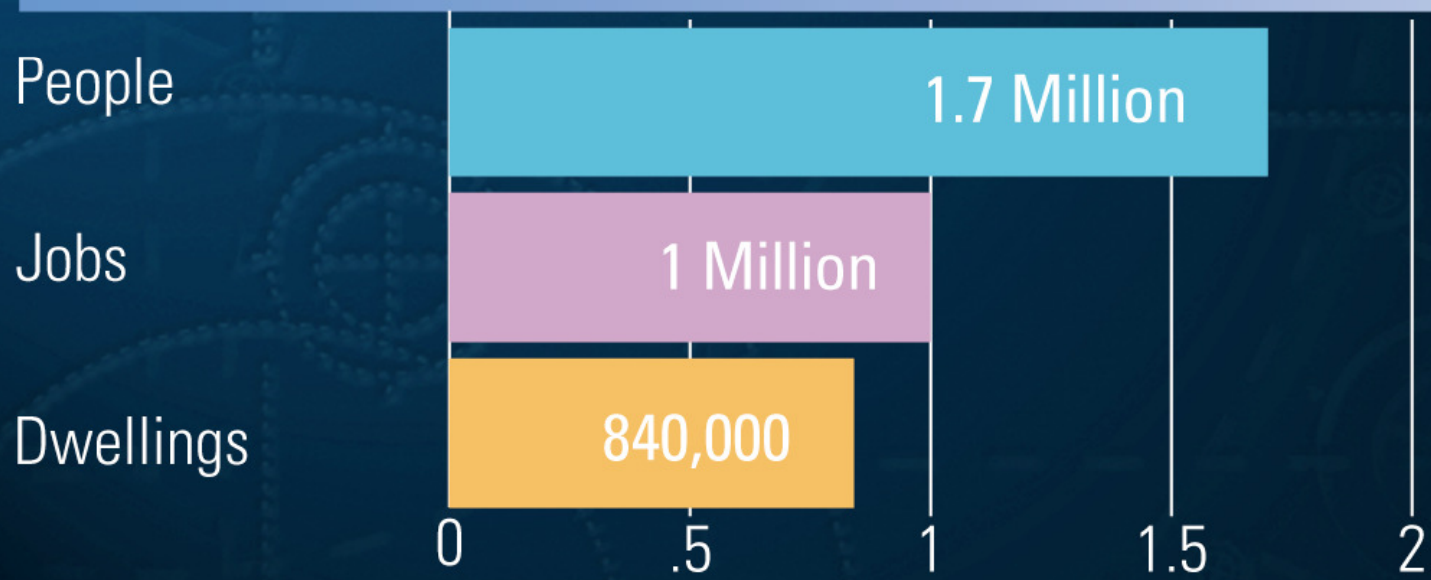
# Evolution of Planning



- Metropolitan Transportation Plan (MTP) adopted in 2002 – disappointing performance
- Blueprint growth strategy adopted 2004
- New MTP adopted 2008 – better performance
  - Fewer vehicle miles traveled
  - Higher non-auto mode shares
  - Reduced carbon emissions per capita

# How to Best Manage Growth?

## AMOUNT OF GROWTH Through 2050



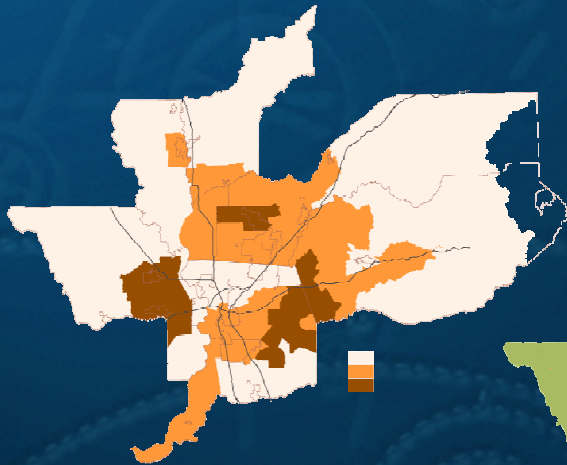
# Smart Growth Principles

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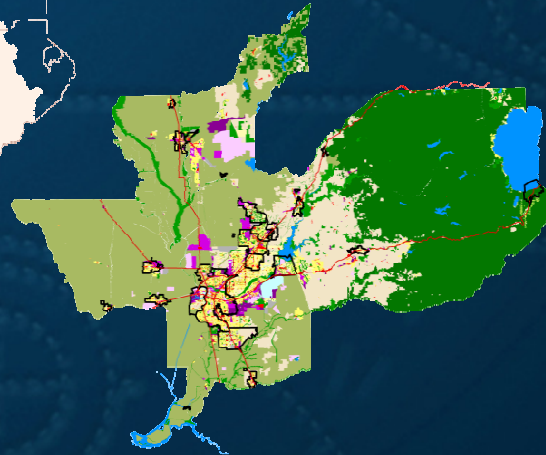
- Housing Choices
- Transportation Choices
- Compact Development
- Use Existing Assets
- Mix Land Uses
- Protect Natural Resources
- High Quality Design

# Information-driven planning

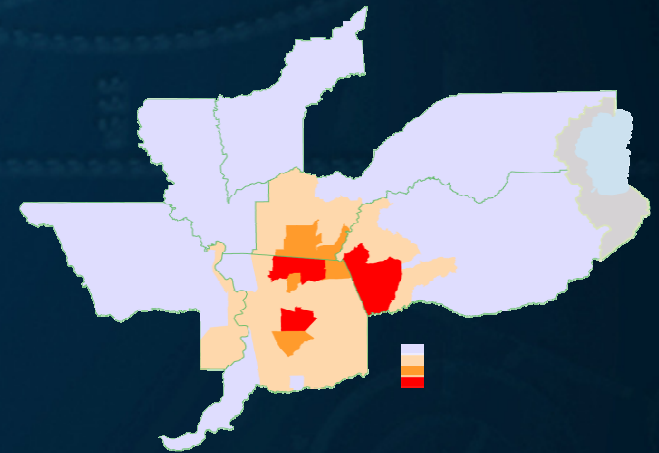
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**Base Case Scenario:  
(MEPLAN  
Land  
Economics)**



**Alternative Scenarios:  
(PLACE<sup>3</sup>S -  
Relative impacts)**



**Regional Transportation:  
(SACMET/4Ds)**

# Citizen Input — Over 5,000 participants at workshops and forums (PLACE<sup>3</sup>S modeling)

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# Regional Forum 2004 – 1400 people

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# Elected Officials Summit – Oct. 2004

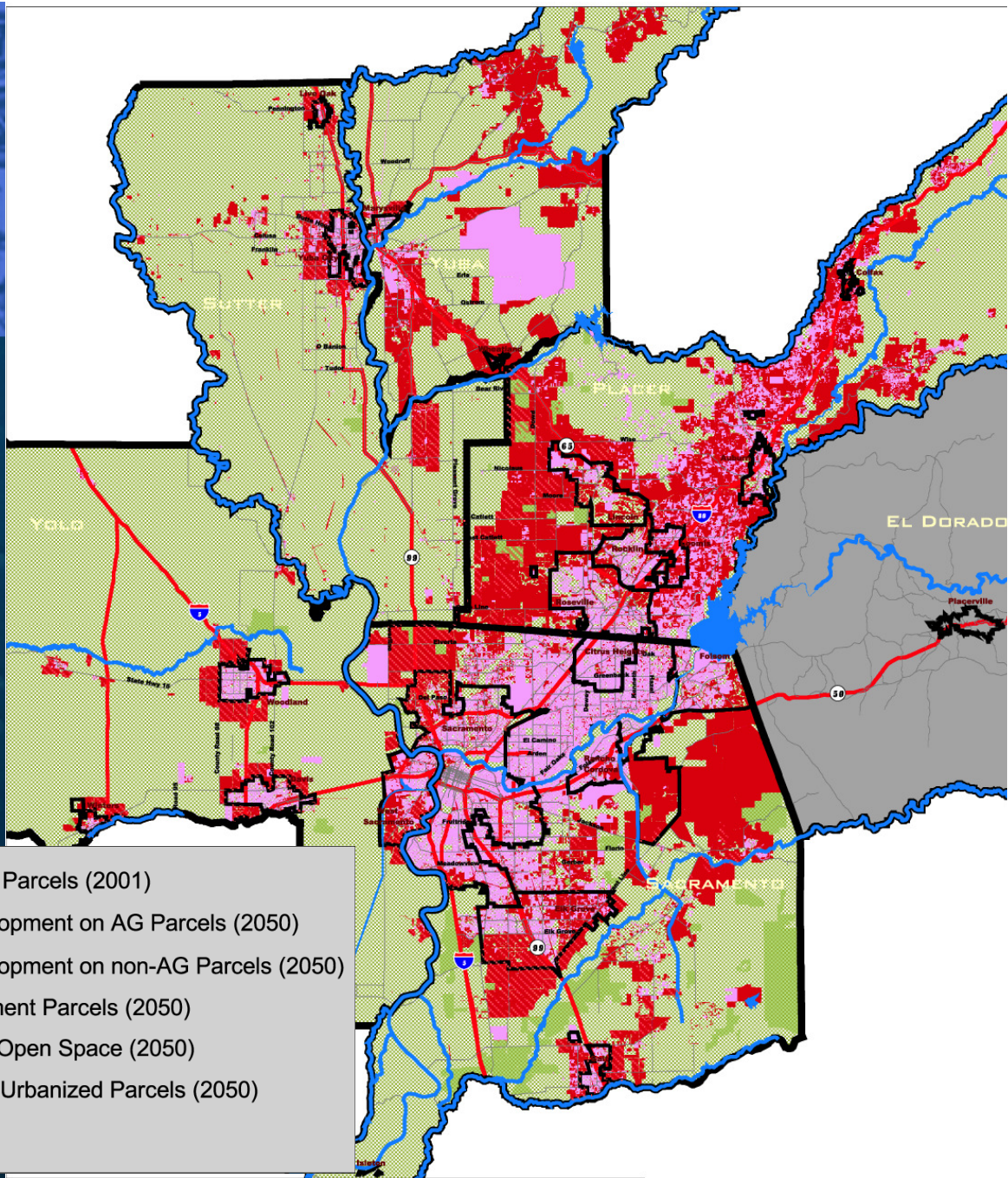
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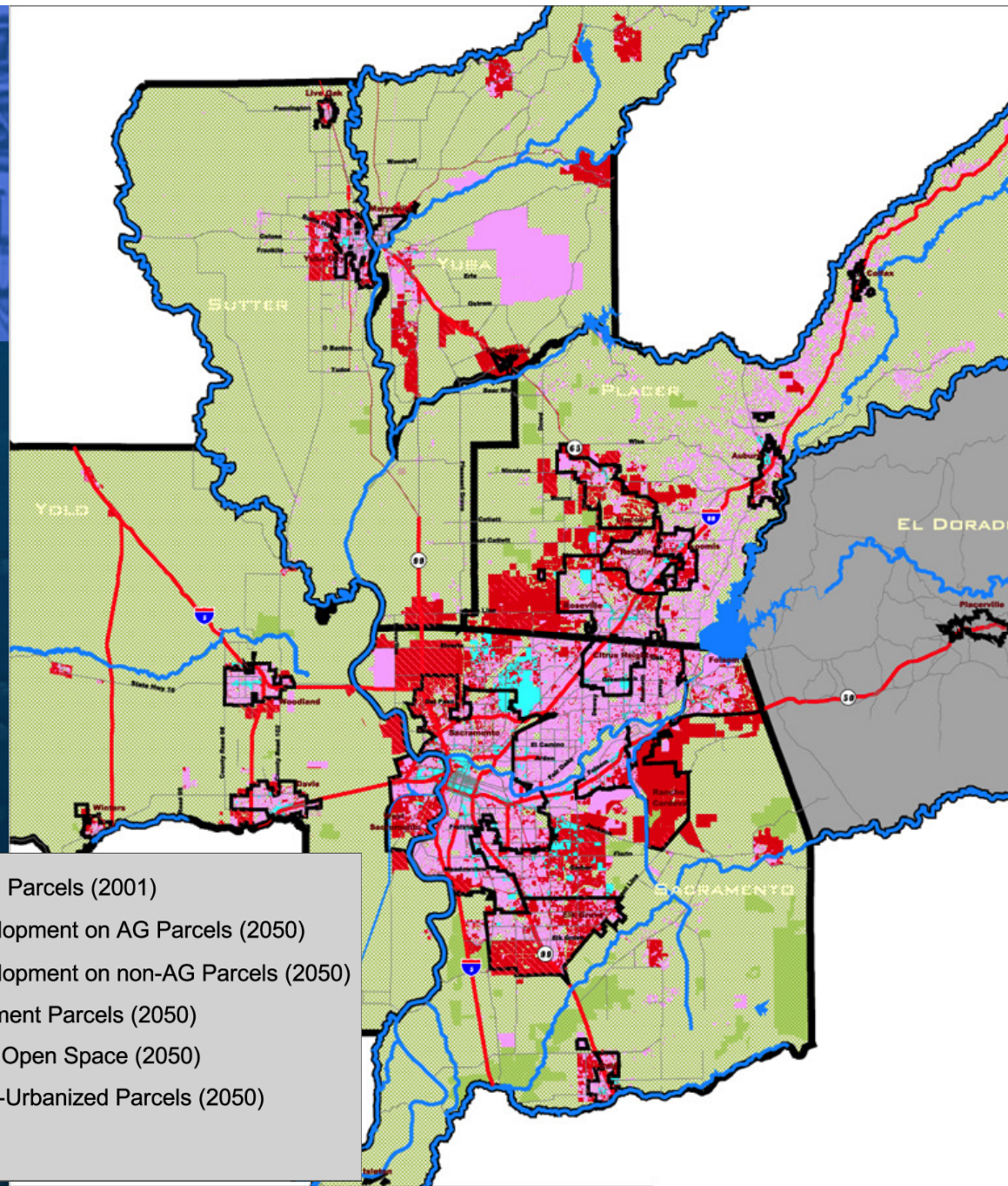
# Base Case

# Urban Footprint — 2050



# Preferred Scenario

# Urban Footprint — 2050



# Less Urban Land

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



# 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

# MTP 2008: Next Step in Blueprint

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**A Corridor at the Start of the  
MTP Planning Process...**  
*Hurley & Fulton, Sacramento County*

# MTP 2008: Next Step in Blueprint

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Blueprint



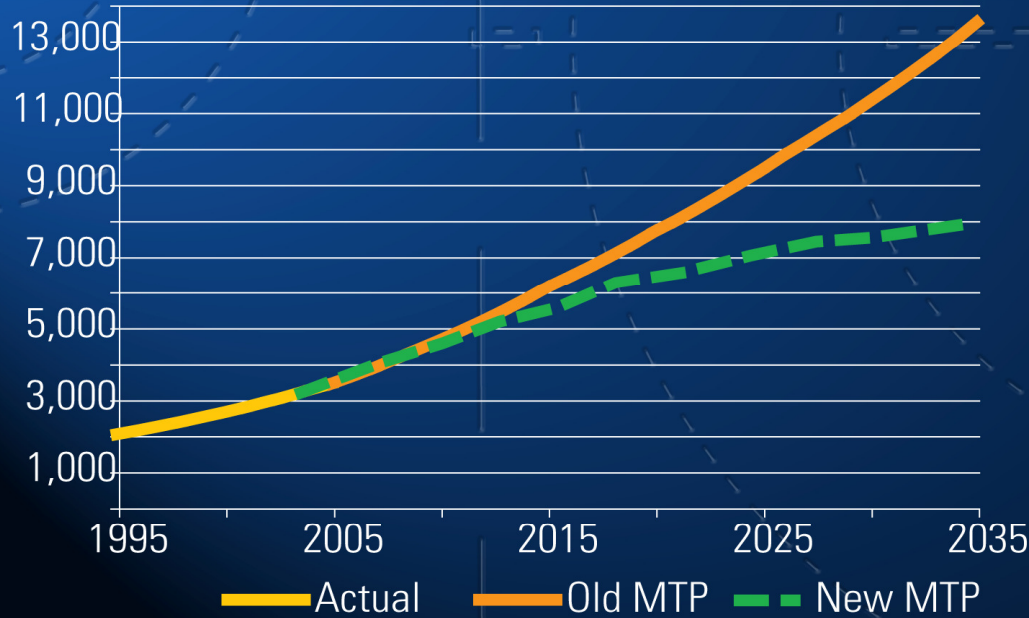
**Future Potential of the Corridor**  
*Hurley & Fulton, Sacramento County*

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# Cost-Effective Solutions with Good Performance Benefit

## DAILY CONGESTED VEHICLE MILES TRAVELED

*In SACOG Region Forecasted to 2035  
Person Trips per Day*



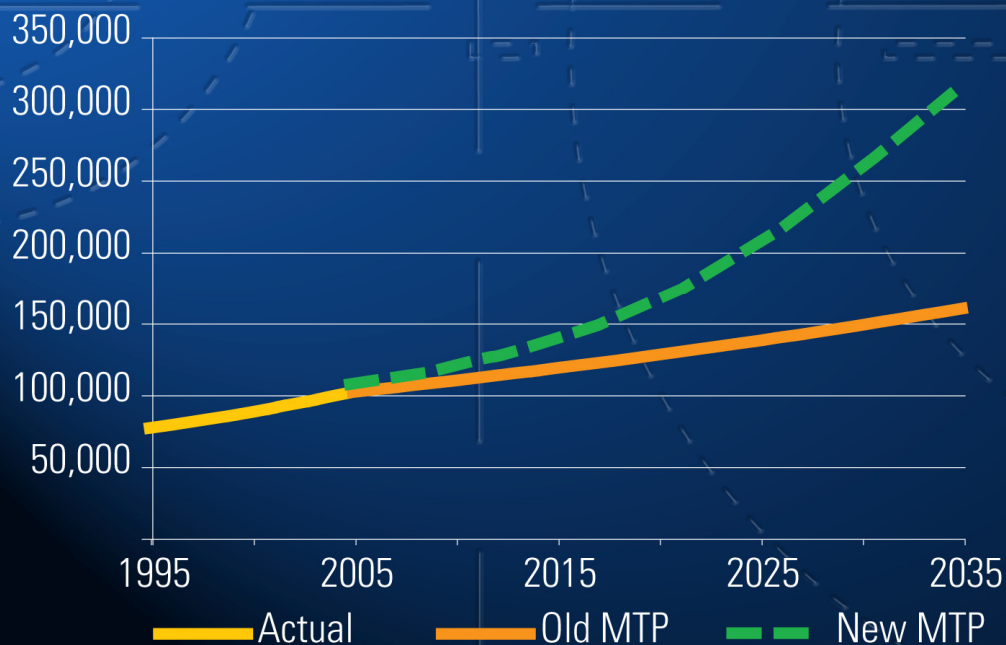


# Quality Transit For All

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## DAILY TRANSIT PERSON TRIPS

*In SACOG Region Forecasted to 2035*  
*Person Trips per Day*



# 12% per household CO<sub>2</sub> reduction by 2035

## WEEKDAY TRAVEL, ENERGY AND CARBON DIOXIDE IMPACTS IN 2035

Alternative	Weekday VMT (000)	Daily Gas +Diesel (Gal)	Daily CO <sub>2</sub> (tons)
MTP	84,879	5,053,000	50,200
No Project	90,664	5,564,000	55,280
<hr/> <hr/>			
Savings	5,785	511,000	5,080

*Source: SACOG, October 2007.*

# Senate Bill 375 (Steinberg)

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The goal of SB 375 is to reduce GHG emissions from cars and light trucks through incentives for better development patterns so people can choose to drive less.

# 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 assist land use decisions that implement the Sustainable Communities Strategy.
- Adds new modeling provisions to accurately account for the transportation 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.

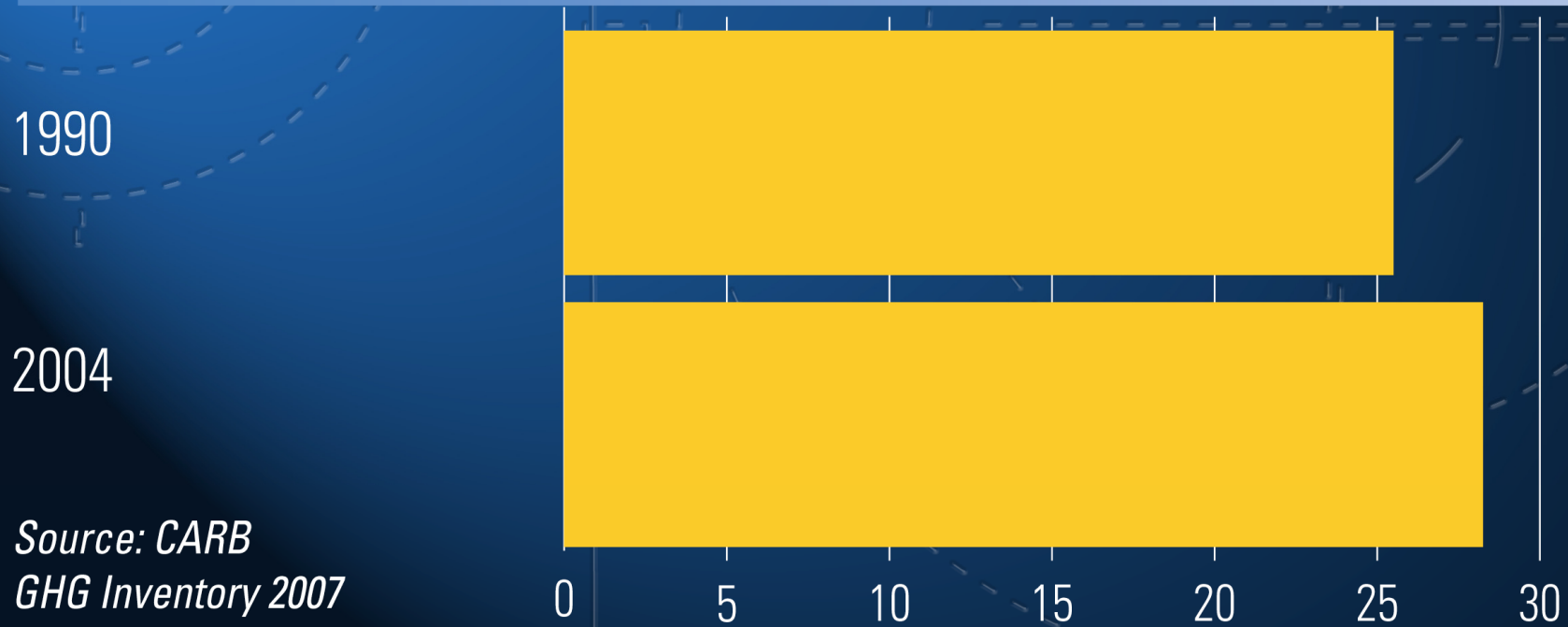
# GHG EMISSIONS

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## GHG EMISSIONS

*Cars and Light Trucks*

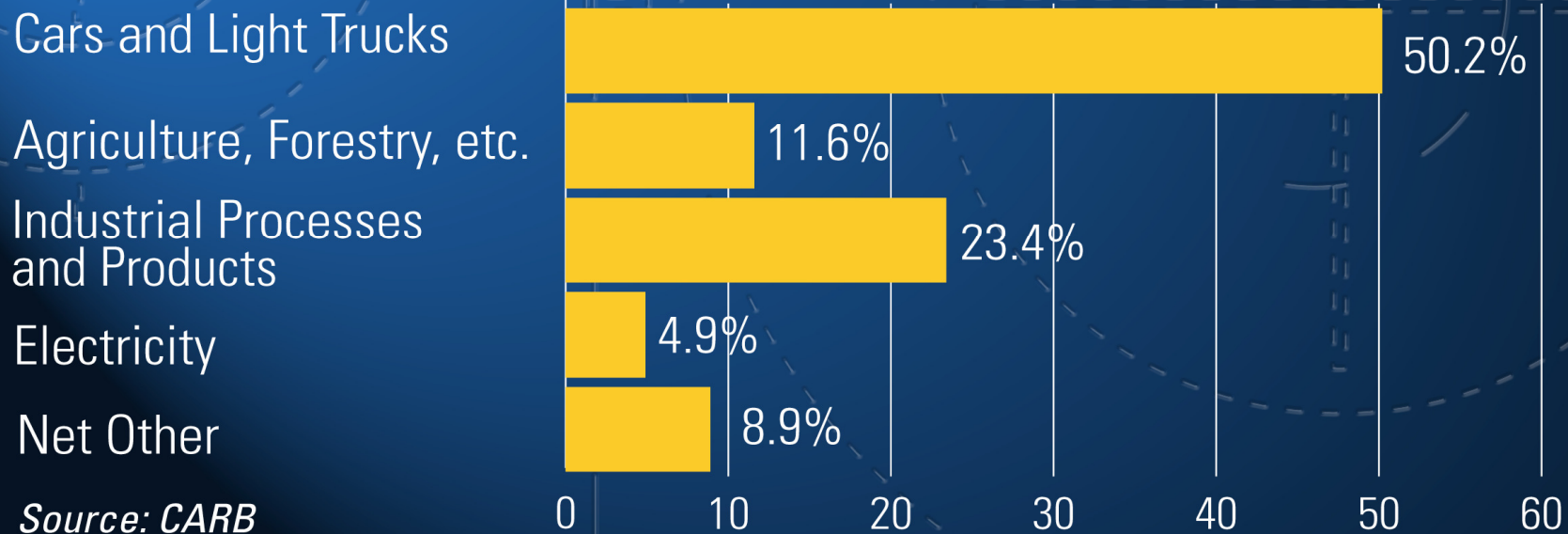
*Percent of Total California GHG Inventory*



Source: CARB  
GHG Inventory 2007

# Percentage Growth Greenhouse Gases 1990-2004

## PERCENTAGE GROWTH GREENHOUSE GASES 1990-2004



Source: CARB  
GHG Inventory 2007

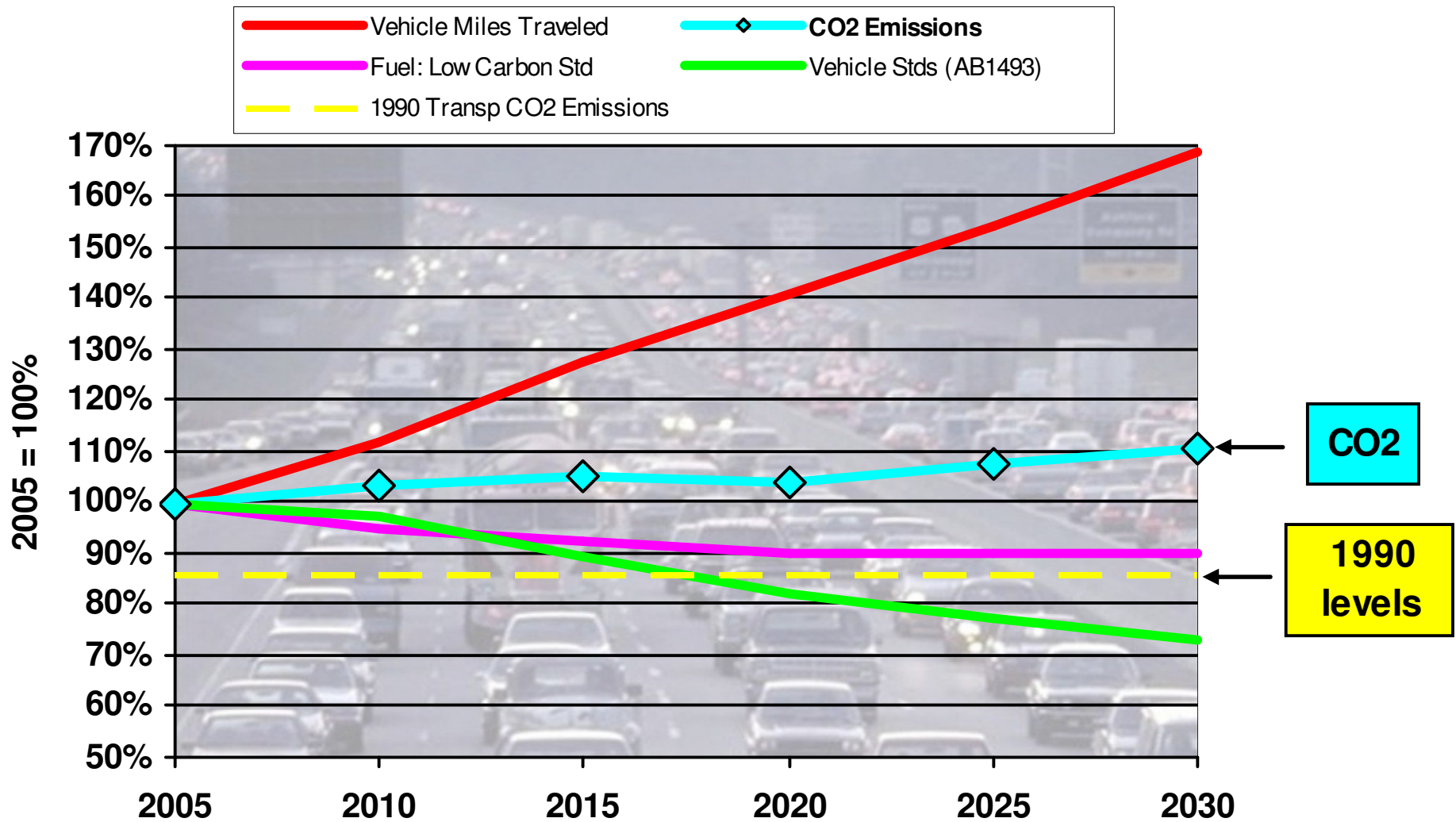
# Unless the growth in VMT is constrained, California will not achieve its AB 32 goals



Even with [the California Air Resources Board's (ARB)] greenhouse gas regulations and implementation of the Low Carbon Fuel Standard (LCFS), the increase in GHG emissions from the increased travel will outweigh the policies' combined benefits. The state, along with regional planning organizations and local government, must address vehicle miles traveled (VMT) growth, and the most effective way to do so is through better land use planning and development.

*The Role of Land Use in Meeting California's Energy and Climate Change Goals*, Final California Energy Commission Staff Report, August 2007 CEC-600-2007-008-SF (Page 9)

# Growth in VMT will overwhelm savings from LCFS and AB 1493



Based on CEC, CARB and CALTRANS data



# How will SB 375 Accomplish Its Goal?

## Regional Transportation Planning:

- Existing law requires regional transportation plans to include a development pattern for the region.
- SB 375 provides that the development pattern should be designed to achieve regional GHG reduction targets set by ARB.

# How does a regional development pattern achieve GHG reductions?



- Greater housing choices: housing located closer to employment and commercial centers.
- Greater transportation choices: housing located closer to a variety of transportation options.
- Impact: Research shows that with these policies people will choose to drive 20-40% less, reducing congestion as well as emissions.

# **SB 375 would achieve a better development patterns only through incentives.**



- Future transportation funding would be directed to projects that implement the regional transportation plan.
- New provisions of CEQA would be available to local governments with local plans consistent with the regional plan.

# SB 375 will reduce congestion and save transportation money.



- Better development patterns in the Sacramento region achieve congestion relief that would otherwise cost \$16 billion.
- Better development patterns in the L.A. region achieve congestion relief that would otherwise cost \$50 billion.

# 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.

# Contact Information



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