



## Sacramento Area Council of Governments (SACOG) Sacramento Region Blueprint: Transportation/Land Use Study Fiscal Year 2010 Transportation and Treasury Appropriations

### Requested Action:

The Sacramento Area Council of Governments (SACOG) requests a \$1,000,000 earmark in the FY 2010 Transportation and Treasury Appropriations Bill to continue to implement the Sacramento Blueprint: Transportation/Land Use Study.

### Background:

The Sacramento Blueprint is an unprecedented effort providing an in-depth analysis of the region's land use and transportation development patterns to address vehicle miles traveled and air quality emissions in the six-county region. In 2005, the SACOG Board, representing 28 local governments, unanimously approved the Blueprint preferred growth scenario for the region. Congress awarded Blueprint a total of \$775,000 in FY 2004-2005. In 2006, Congress awarded \$875,000 (SAFETEA-LU allocation) in funding to be used for Blueprint implementation including (1) upgrading modeling methods, integration of a travel module in the PLACE<sup>3</sup>S software used during the first planning phases of the Blueprint project and (2) community outreach for the update of the Metropolitan Transportation Plan for 2035 (MTP2035), which incorporated Blueprint strategies into the region's transportation plan to effectively leverage federal transportation funds for maximum benefit to the region. SACOG has used these past awards to provide direct grants and regional services through its Civic Engagement Program to cities and counties, to develop educational videos, educational PowerPoint presentations, photo-simulations, and a 1,500-image database of smart-growth examples available through the SACOG website. SACOG, local governments and consultant are also developing a 3-D urban design computer-simulation model for 56 square miles of urban infill areas.

In March 2008, the SACOG Board adopted a \$42 billion MTP2035 reflecting the Blueprint preferred growth scenario and principles. The MTP2035 represents investments in a transportation system that leads to reductions in the growth increment for vehicle miles traveled (VMT) per household by bringing jobs and housing closer together in a more compact land use pattern, with transportation mode-balanced investments to improve efficiency in our existing transportation system. The transportation investments in the MTP2035, combined with Blueprint land uses, result in greenhouse gas emissions reductions, lowering CO<sub>2</sub> by 1 million metric tons annually by 2020.

### Project Overview

SACOG will continue to award grants to jurisdictions that need enhanced public involvement assistance for Blueprint-supportive projects. In addition, SACOG will continue upgrading computer simulation capacity of the region and make the applications available for all local governments to use for educational and planning purposes.

These FY 2010 requests are high priorities at SACOG, all being greenhouse gas mitigation measures in the MTP2035 Environmental Impact Report and potential Transportation Control Measures for the State Implementation Plan.

### Fiscal Year 2010 Request

To continue its effort toward Blueprint implementation, the SACOG region seeks a \$1,000,000 appropriation in fiscal support for: a Rural-Urban Connections Strategy (education and outreach, technical tool, visioning project); I-PLACE<sup>3</sup>S programming to integrate SACOG's activity-based travel model outputs with I-PLACE<sup>3</sup>S, to measure infrastructure and fiscal impacts costs to local governments, and to measure public health and air emissions impacts of urban form (technical tools and services); a Blueprint 5-year

Auburn  
Citrus Heights  
Colfax  
Davis  
El Dorado County  
Elk Grove  
Folsom  
Galt  
Isleton  
Lincoln  
Live Oak  
Loomis  
Marysville  
Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Winters  
Woodland  
Yolo County  
Yuba City  
Yuba County

anniversary conference (education and outreach, visioning project); and a “Complete Streets” Technical Assistance Program (technical tool and service).

<b>Program</b>	<b>Funds Requested</b>
Rural-Urban Connections Strategy – I-PLACE <sup>3</sup> S augmentation for rural land use scenarios	\$300,000
I-PLACE <sup>3</sup> S Software Enhancements	\$320,000
SACSIM tour-based travel model integration with I-PLACE <sup>3</sup> S (\$130,000)	
Infrastructure Costs and Fiscal Impacts Models (\$110,000)	
Sacramento Region Application of I-PLACE <sup>3</sup> S Public Health and Greenhouse Gas Emissions Model (\$30,000)	
Affordable Housing Model (\$50,000)	
Blueprint implementation	\$130,000
Blueprint 5-year anniversary conference (\$100,000)	
Enhance SACOG’s 3-D Visualization Tool (\$30,000)	
Complete Streets Technical Assistance Program	\$250,000
<b>Total Cost</b>	<b>\$1,000,000</b>

Rural-Urban Connections Strategy is a complementary effort to the Blueprint, developing policy recommendations and technical tools to meet local and regional objectives for enhancing agriculture, rural economies and resource conservation including curbing greenhouse gas emissions and sequestering carbon. SACOG is seeking continued assistance to develop economic strategies and data and modeling capacity through a collaborative working group process involving stakeholders and experts from academia, public agencies, and the private sector in Phase I of the RUCS project. To this end, SACOG and its partners have:

- assembled economic and spatial data on crops and other aspects of rural areas;
- drafted reports on land use, transportation and local agricultural markets;
- initiated reports on habitat and resource conservation and water issues;
- engaged stakeholders in workshops and other meetings; and
- conducted agriculture tours for elected officials and their staff.

This work is building a body of information and data with which SACOG intends to build modeling capacity for rural areas in I-PLACE<sup>3</sup>S. The data and modeling will help elected officials and others better understand the unique challenges and opportunities in rural areas and how planning decisions affect rural resources and rural economies.

I-PLACE<sup>3</sup>S Software Enhancements will strengthen SACOG’s modeling capabilities in the areas of land use and transportation integration, public infrastructure cost and fiscal impacts of new development, public health and the built environment, and housing affordability. I-PLACE<sup>3</sup>S is technically powerful yet simple and fast public domain software, currently being used in other California regions and gaining interest from regions around the country. SACOG uses it in public workshops in real time, enabling citizens to see the modeling results of their small table planning work. The current I-PLACE<sup>3</sup>S model estimates a variety of impacts on land uses and travel behavior. I-PLACE<sup>3</sup>S land use measures are currently fed into SACSIM, a tour-based travel model, to generate travel measures. SACOG seeks funding to integrate these two powerful models to provide a seamless data loop between transportation and land use modeling to have more detailed interactive analysis of planning scenarios and policy issues.

SACOG also seeks funding to support a Sacramento application of the I-PLACE<sup>3</sup>S Public Health (estimates body mass index and minutes of physical activity) and greenhouse gas

emissions model, which was first developed for King County, Washington. SACOG collaborated in the development of this model and would like now to re-estimate it for application in the Sacramento region.

SACOG seeks funding to develop a housing affordability model is in I-PLACE<sup>3</sup>S, which will evaluate the likely salary of jobs compared to likely cost of housing in a given area. This will build on the land economics database SACOG developed during the Blueprint process with income data to better model the impacts of demographics on jobs-housing location and balance.

Blueprint implementation continues, with a 5-year anniversary conference planned and enhancements to a 3-D visualization tool. The 5-year Anniversary Conference will update local elected officials and the public on the progress of Blueprint over the past five years and mark the introduction of the RUCS project to the broader public. The conference will include a review of Blueprint principles, milestones in local jurisdictions, and highlight Blueprint friendly development projects around the region. The program will include a review of infrastructure cost savings from more compact land use, identify resource conservation efforts including habitat conservation plans around the region, and afford time for a brief discussion of water, energy and air quality benefits of the Blueprint.

SACOG currently provides a 3-D visualization service to its member agencies for use in infill and redevelopment planning. SACOG is going to upgrade the tool, allowing for more development, and sharing the tool with more local governments.

The Complete Streets Technical Assistance Program will help communities in the region build complete streets that are accessible and convenient for all modes of transportation. The Technical Assistance Program presents an opportunity to shift regional focus to projects and programs that consider a mix of modes that enhance regional mobility while lessening the effect of the region's transportation system on the environment and quality of life. The Technical Assistance Program will allow SACOG to partner with advocacy groups, community stakeholders, and member agencies to provide mapping and analysis services, grant support, focused seminars or workshops, and educational/outreach materials to local agency staff throughout the region. The Accessibility Index, a component of the Assistance Program, will objectively measure the potential of the bicycle and pedestrian environment within close proximity to various destinations in the region. Combined, the Complete Streets Technical Assistance Program and the Accessibility Index provide a useful framework for defining how transportation projects can facilitate and encourage implementation of Blueprint Planning Principles and the goals outlined in the MTP2035.