



SACOG Board of Directors

Item #05-12-21
Receive/File

December 8, 2005

2030 Blueprint Growth Allocation

Issue: Status report on preparation of the 2030 growth map for the next Metropolitan Transportation Plan.

Recommendation: None, this item is for you to receive and file only.

Discussion: The Housing & Land Use Committee reviewed the methodology described here and did not ask staff to make any alterations at this time. The Committee understands that final action is not necessary until 2006. If Board members have any questions or concerns, please either contact staff directly or, through the Chair, raise them at the Board meeting. By fall of 2006, the SACOG Board will need to adopt a map projecting growth in the region by 2030. The map will provide one of the foundations for the updated MTP, to be adopted by the Board in mid-2007. The growth map must represent the Board's best estimate of where growth will actually occur in the region over that timeframe. The Board, in its Blueprint adoption action in December 2004, asked all local governments to develop implementation plans for growth in their jurisdiction through 2030, including identifying the extent to which they intend to grow in a manner consistent with the Blueprint growth principles and conceptual map.

By the end of this year, we expect to have a fairly clear idea from all local governments about their expected rate and location of growth. Each government is preparing this information in its own manner. Some are working with us at the staff levels, others are taking actions to their elected bodies. By next year at this time, we will need actions from all of the elected bodies.

Our compilation of the information provided to us by the local governments to date indicates that most of the expected growth is within the urban footprint of the Blueprint conceptual 2050 map. It also indicates that the composite map created by simply summing the expectations of the individual SACOG members will result in a growth rate in expected dwelling units and jobs that is greater than the Board's growth forecast, adopted this September.

Over the next few months we will be conducting analysis on this information to help the Board determine what subset of the composite map to adopt as the region's 2030 land use pattern to be used in the MTP. We will consider the obstacles in the path of accomplishing each major element of a jurisdiction's projected growth pattern (e.g.: Are General Plan and code changes needed? Is annexation required? Are there significant resource issues involved? Will flood concerns shift growth out of floodplains? (See attachment). If it is a greenfield site, how far along in the entitlement process is it?). We will also examine the impacts on the transportation system and air quality of the different options for achieving the growth forecast.

While final action on this critical issue is not necessary until fall 2006, staff will need to make draft assumptions about the 2030 land use pattern starting early in 2006 in order to create the maps that underpin the technical (travel modeling) and citizen engagement activities that occur in the first half of 2006.

Approved by:

Mike McKeever
Executive Director

MM:KL:ts
Attachment

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Flood Protection Considerations for the 2030 Blueprint Growth Allocation

November 28, 2005

The Sacramento region has a number of deep flood basins and is considered the most at-risk region in the United States. The current levee system is, at best, rated at 100-year level of protection. Two policy directions to deal with flood risk are possible:

- Stop further development in the flood basins, thereby shifting up to 315,000 new dwelling units and 350,000 new employees to higher ground over the next 45 years.
- Continue growing in the floodplains, but to have planning and funding mechanisms and programs in place that will increase the level of protection to an acceptable risk.

No matter which direction we go, the flood workshop at the November SACOG Board meeting made clear that a comprehensive regional strategy is needed to deal with the flood risks facing approximately 80,000 acres of existing development (287,000 dwelling units and 492,000 employees) and any future growth within the floodplains.

At that November meeting, discussions indicated that the latter policy direction seems the most likely, considering that we will already have to protect existing urbanization in flood-prone areas. Given this policy direction, the Blueprint shows yet another benefit beyond improved transportation system performance:

- In the Base Case, 75,000 acres of new urbanization on greenfield lands are potentially flooded, while in Blueprint, only 38,000 acres of such lands are affected, a 37,000 acre decrease.
- Blueprint's emphasis on infill and redevelopment (within the 500-year floodplain: 198,000 dwellings and 262,000 employees in Blueprint v. 59,000 dwellings and 262,000 employees in the Base Case) would help leverage the levee investments that will be needed even if no new greenfield lands were converted to urban uses.
- This reinvestment strategy along with smart greenfield development could help generate local revenue to augment federal and state funding to improve both urban and agriculture levees and secure additional lands where flood waters can be discharged (similar to the function of the Sutter and Yolo bypasses).

Staff intends to complete the first draft of the 2030 land use base for the MTP in January 2006 and have it be as consistent as possible with Blueprint. However, there will be time to amend that map through December 2006. Staff additionally needs to make two interim year maps for 2013 and 2018 to meet federal Clean Air Act requirements. Also during this time, the state legislature may reconsider or approve bills that would curb development in floodplains until flood management plans are in place, potentially affecting the 2030 map. Consequently, map updates are possible and there will be many opportunities throughout the next 12 months for flood-related considerations to shape the final land use map used for the next MTP.