



**Item #06-4-20**  
**Receive/File**

## **SACOG Board of Directors**

April 13, 2006

### **Blueprint Growth Issues and Infrastructure Bond Update**

**Issue:** Status report on smart growth issues in the infrastructure bond.

**Recommendation:** Receive and file only.

**Committee Action/Discussion:** The Land Use & Housing Committee received and filed this item. In the final days and hours before the first state attempt to agree on an infrastructure bond two key things related to the smart growth agenda happened:

- attempts to negotiate a CEQA reform package did not reach the finish line; and
- the Senate package included approximately \$1 billion to help with infill infrastructure and housing to support the types of growth patterns envisioned by Blueprint.

In the process it appeared that the California Building Industry Association's initial objections to this \$1 billion were addressed and that the Governor would support it. Some Assembly Republicans were concerned that it would direct too much revenue to inner cities instead of suburban and rural areas. We think this concern can be addressed, given the way our Blueprint is constructed. The Assembly Republicans were also concerned that there was no CEQA reform in the package and that the overall size of the bond measure was too large.

The informal working group convened by the League of Cities in which we are participating continues to work. I am attaching the latest draft document that group is working on for the Board's information. It is not clear whether this is going anywhere, but the latest rumors are that the Governor and Legislature are going to attempt to reach agreement in April, so the group continues to work. This latest draft attempts to revive the notion of providing some kind of CEQA reform within the context of voluntarily adopted and implemented regional Blueprints like ours. It also would be the mechanism to determine where and how to spend any smart growth funds included in an infrastructure bond package.

Approved by:

Mike McKeever  
Executive Director

MM:ts  
Attachment

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**DRAFT LEGISLATION DEFINING REGIONAL BLUEPRINTS AND REVISING CEQA  
AND STATE GRANTS TO SUPPORT THEIR IMPLEMENTATION**

Section 65005 is added to the Government Code to read:

(a) A “regional blueprint” sets forth a preferred growth scenario that would reduce annual vehicle miles traveled per household and avoid valuable habitat and the most important farmland in identifying the land needed to meet projected growth including housing to accommodate at least a 20 year supply of housing for the projected growth in households.

(b) A “regional blueprint” classifies all land within the region as follows:

- 1) land suitable for intensive urban development including housing at a density at or higher than the minimum set forth in Section 65583.2. and other land required for urban development in order to accommodate a 20 year supply of housing for the projected growth in households and land for projected growth in employment and other non residential urban purposes.
- 2) Resource protection lands .
- 3) Other land not proposed for resource protection and not required for urban development

(c) A regional blueprint does not regulate the use of land, nor shall it be subject to any state review or approval. Nothing in a regional blueprint shall be interpreted as superseding, or interfering with the exercise of the land use authority of cities and counties within the region .

(d) A regional blueprint is adopted by a metropolitan planning organization or, in the case of the San Francisco Bay Area, by both the metropolitan planning organization and the council of governments, in consultation with local planning agencies, congestion management agencies and regional and state resources agencies.

(e) Counties where there is no metropolitan planning organization shall be referred to as rural areas. In those areas a Council of Government (COG) or where there is no COG a county and its cities may adopt a countywide plan setting forth planning principles to encourage development which is within areas already having urban services, increasing the efficiency of new development in other areas and preserving the most important resource lands. Where there is no COG a majority of the board of supervisors and a majority of the cities representing a majority of the incorporated population may determine the authority that would undertake this effort and develop a plan that shall entitle such counties to the same fund allocation authority set forth in subdivision (h) as areas with metropolitan planning organizations have with adoption of a regional blueprint.

(f) A regional blueprint shall establish performance objectives that at least meet the following standards:

- 1) vehicle miles traveled per household would be reduced by at least 10% below projected levels from current trends and where feasible below current levels..
- 2) The land proposed for resource protection includes all lands identified within adopted habitat conservation plans, natural community conservation plans and other open space plans and ordinances adopted by a city or county and farmland classified as prime unique or of statewide importance which is outside of all spheres of influence.

(g) In areas where a regional blueprint or rural plan has been adopted pursuant to this section, any funds that are provided to state agencies for competitive grants to be awarded after the effective date of this section for local or regional projects for multifamily housing, parks, urban greening projects, local infrastructure, or planning, the portion of the funds reflecting that region or county area's per capita share of the funds shall be allocated to that agency that has adopted the blueprint for selection of projects which implement the regional blueprint and for which the applicable state agency approves the selected projects as being consistent with the applicable criteria for the funds being awarded. The department of transportation shall establish and maintain a list of areas which have adopted regional blueprints or rural plans in accordance with this section.

Section 21158.6 is added to the Public Resources Code to read:

21158 If a programmatic or master environmental impact report is prepared pursuant to this part for a regional transportation plan and a regional blueprint adopted in accordance with Government Code Section 65005 includes a finding that development in accordance with the blueprint will reduce vehicle miles traveled per household and accommodate projected regional population growth with less overall traffic congestion and air pollution as compared to continued development pursuant to pre-existing trends in locations and densities, subsequent projects within the region shall be evaluated pursuant to this Division as follows:

- (a) A project within the areas designated for intense urban development for residential, office, or neighborhood retail use which is consistent with the blueprint shall not require an environmental impact report based upon potentially significant impacts on the environment due to growth, traffic congestion or air quality noise or other impacts based upon additional growth or traffic.
- (b) A project within the areas not designated for urban development which is not consistent with the blueprint shall be considered to have a potentially significant adverse impact on the environment and shall require an environmental impact report which may be a focused environmental impact report or a mitigated negative declaration in accordance with this chapter.