



Regional Report



Sacramento Area Council of Governments

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FIVE AREAS SELECTED FOR TRANSIT-ORIENTED PLANNING

Five communities are one step closer to having new housing, jobs, and shops easily accessible by transit: Mather/Mills light rail station in Rancho Cordova; Washington Specific Plan in West Sacramento; Watt/Manlove light rail station in Sacramento County; R Street corridor in Sacramento; and Stockton Boulevard and Fruitridge Road in the city and county of Sacramento. Later this year and into 2012, each community will receive assistance from SACOG in working with neighbors and businesses to study the areas in detail and develop an action plan for how to implement their ideas.

SACOG selected the areas from a pool of 11 submissions around planned or existing high-frequency transit. The final areas were selected after a screening process informed by and developed with residents, community leaders, city and county staff, and others. Over 400 individuals participated in the Regional Consortium for Sustainable Communities and working groups with expertise in equity, housing and health; infrastructure; natural resources; and economic development. Each of the areas has unique opportunities and challenges that can be used as a case study for other communities across the region. The project is funded by the U.S. Department of Housing and Urban Development.

TPA CONTINUED ON PAGE 4

Housing Allocation Process Underway

The Regional Housing Needs Allocation (RHNA) process is a state law that requires SACOG to distribute to the cities and counties in the six-county Sacramento region the allocation of housing units they must zone for. The state of California allocates a regional number to SACOG, and it must adopt a methodology or formula to determine how many units each of the 28 cities and counties plus the Tahoe Basin in El Dorado and Placer counties would receive.

The state identified a minimum of 105,000 housing units during the planning period from January 1, 2013 to October 31, 2021.

SACOG has been working with the cities and counties in estimating growth projections for the Metropolitan Transportation Plan (MTP) based on their general plans and other plans. This is the basis for how the allocations will be determined. Once a jurisdiction receives

RHNA CONTINUED ON PAGE 6



Evolutionary Improvement

MIKE MCKEEVER, SACOG CEO

A community leader recently observed that the draft land use and transportation components of the update to the Metropolitan Transportation Plan (MTP) seemed like an evolution along the path the region chose when it adopted the Blueprint (2004) and the existing MTP (2008). The assessment is accurate, and it's reassuring, because it validates the choices our region's citizens and leaders made to chart a fundamentally different course for the region.

When the SACOG board launched the Blueprint growth strategy in 2001, it was in response to the concern that we were on the wrong path. Congestion and air pollution were worsening. Economic activity was passing over existing downtowns, corridors and neighborhoods to areas farther and farther away. Eighty percent of our new housing was on larger lots, while two-thirds of our population growth would be in households 55 years and older, most who said they preferred housing on smaller lots or attached.

The Blueprint called for reversing that trend: 70 percent of new housing should be on small lots or attached—a paradigm shift. As cities and counties began amending their general plans and zoning to provide for this change in housing needs, the demographic changes foreseen by the Blueprint, together with rising housing prices, combined to create a very quick market shift. By 2008, over 60 percent of new housing was either on small lots or attached.

While it's impossible to draw any conclusions from the deep recession, I believe when the housing market returns that the housing preferences we saw in recent years will be sustained. Some may be even stronger. Demographics, combined with tightening home lending practices, have led many housing experts to predict an increase in demand for rental housing. To be sure, the majority of people will still prefer to own a home, but

noticeably higher percentages—by choice or necessity—are going to need rental housing. Higher gas prices will have an effect as well.

Continuing the theme of evolutionary change, the draft MTP shows 71 percent of new housing as attached or on small lots. Many of these homes will be within walking distance of high-frequency bus, light rail, or streetcar lines. The draft MTP emphasizes complete streets (designed for people and cars), repairing existing streets, and transit, pedestrian and bicycle infrastructure. Targeted road capacity investments are still a key part of a balanced system for longer-distance trips, but there is more emphasis on investments that enable shorter distance and non-auto trips, such as two new bridges over the Sacramento River and an expanded streetcar network.

The evolution of the land use patterns and transportation priorities is expected to deliver meaningful additional benefits to people using the transportation system. The average person will need to drive less than they do today, with corresponding time savings. The percentage of trips taken by transit, walking or bicycling will all grow faster. The productivity of the transit system will improve, with higher percentages of total costs coming from rider fares. And, for the first time in at least the last four plans, we finally will be adopting a plan that estimates that in the future the amount of time people will have to spend in heavy congestion will decline from today.

None of this means that we are declaring victory. Improvement should not be confused with perfection. The funding need for transit and road maintenance, targeted road capacity enhancements, and bicycle and walking connections still exceeds the funding available. Still, it's nice to feel that the course charted several years ago by the region's local elected officials and a broad range of citizens was sound.

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Rick West, City of Wheatland

Jody Jones (Ex-Officio Member)
Caltrans District 3



Placer County Clean-Air Efforts Receives EPA Recognition

The U.S. Environmental Protection Agency awarded Placer County the Clean Air Excellence Award for the county’s air pollution control district’s work in diverting Lake Tahoe forest debris from burn piles. Removal of the debris greatly reduces the risk of wildfires. “By transporting this forest residue out, instead of burning it in burn piles, we are reducing pollution put into the atmosphere,” said Supervisor Jim Holmes. The award program, which is currently in its 12th year, honors innovations that have made communities cleaner, healthier, and more prosperous.



RUCS Receives National Innovation Award

SACOG received the 2011 Innovation Award from the National Association of Development Organizations (NADO) Research Foundation for the Rural-Urban Connections Strategy (RUCS). NADO, which is based in Washington, DC, promotes programs and policies that strengthen local governments, communities and economies through regional frameworks. “Creative projects like the Rural-Urban Connections Strategy advance the economic growth and sustainability of our nation’s regions and communities,” said NADO President Tim Ware.



Air Districts Invest in Local Projects

Local air districts have teamed up to invest in local projects through the Infill Streamlining Program. This spring, a suburban shopping center retrofit in Citrus Heights; an alley activation project behind the Palms Playhouse in Winters; and a mixed-use transit hub in Galt were the first grant recipients. These projects were selected for their ability to reduce vehicle miles traveled. The Infill Streamlining Program is a joint effort of the Sacramento, Yolo-Solano, Placer, El Dorado and Feather River air districts, and SACOG, funded by air quality funds.



Paratransit Driver Earns First Place at National Competition

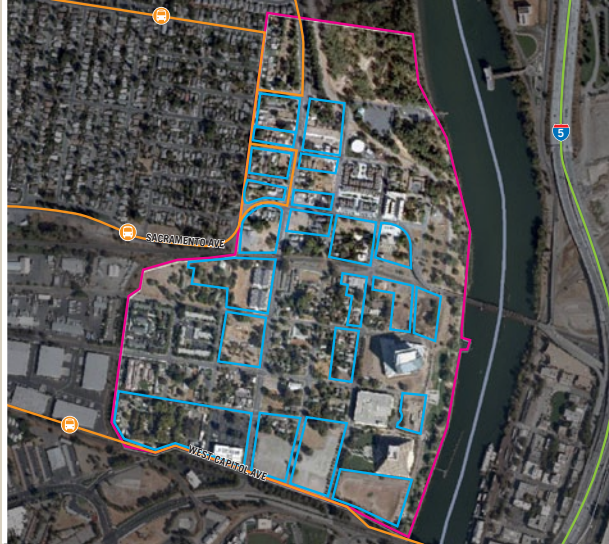
Sisto Garcia, a Paratransit, Inc. driver, placed first in the body on chassis competition at the 2011 CTAA National Bus Roadeo competition. Drivers from all around the nation participate at the Roadeo, which challenges drivers in their skills and abilities in driving and paratransit service. He was also recognized as the National Driver of the Year by Q’Straint/Surelock. Paratransit, Inc. is a private non-profit corporation that provides transportation services to the elderly and individuals with disabilities in the Sacramento area.



JURISDICTION:
City of West Sacramento

TRANSIT PRIORITY
PLANNING AREA:
Washington Specific Plan

Seeking to create a residential and commercial mixed-use district and destination area within West Sacramento.



JURISDICTION:
City of Sacramento and Sacramento County

TRANSIT PRIORITY
PLANNING AREA:
Fruitridge Road and Stockton Boulevard

Seeking to help improve the Stockton Boulevard corridor through residential and mixed-use development.







TPA UPDATE

CONTINUED FROM PAGE 1

Each of the case study areas has unique needs to spur complete community projects and economic development in the planning areas. SACOG is currently working with local jurisdiction staff and community leaders to identify what work has been started or completed, what is needed, and what gaps may exist that SACOG can facilitate through action plans informed by community workshops and small group meetings. Urban Land Institute is leading the action plan process, with support from public, private and nonprofit organizations and many volunteers with expertise in urban and suburban land use considerations and transit-oriented development.

Interested in the Regional Consortium, but haven't been able to attend a meeting? All previous meeting materials and video are available online. You can also view a more detailed map of each area and provide input at www.sacog.org/sustainable. For more information on the work, contact Monica Hernández at 916.340.6237 or mhernandez@sacog.org.

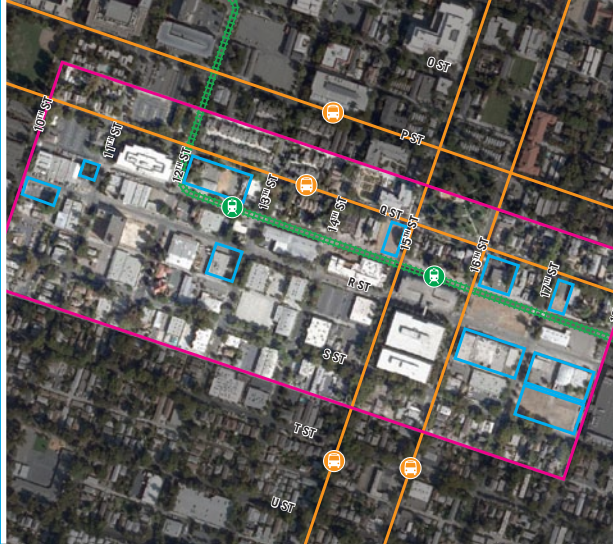
MAP LEGEND

-  TRANSIT PRIORITY PLANNING AREA
-  TRANSIT PRIORITY PROJECTS
-  BUS LINE
-  LIGHT RAIL LINE

JURISDICTION:
City of Sacramento/Capitol Area Development Agency (CADA)

TRANSIT PRIORITY PLANNING AREA:
R Street Corridor

Seeking to transition the R Street Corridor area from a warehouse district to a transit-oriented mixed-use neighborhood.



JURISDICTION:
Sacramento County

TRANSIT PRIORITY PLANNING AREA:
Watt/Manlove Light Rail Station

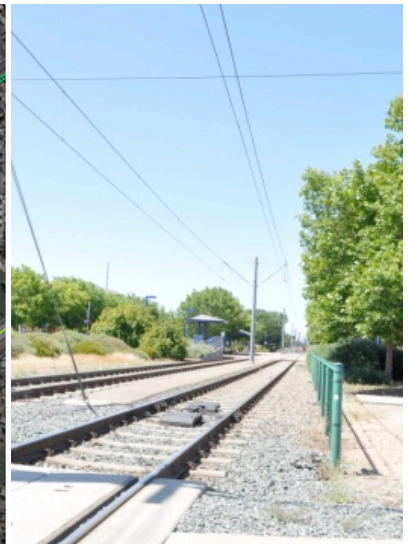
Seeking to add housing and commercial uses to the light rail station area.



JURISDICTION:
City of Rancho Cordova

TRANSIT PRIORITY PLANNING AREA:
Mather/Mills Light Rail Station

Seeking to add mixed-use residential, employment, and retail uses and a Los Rios Community College satellite campus near light rail.





METROPOLITAN TRANSPORTATION PLAN UPDATE

In June, the SACOG Board of Directors endorsed the Preliminary Draft Preferred Scenario, which consists of a draft transportation project list, budget, and land use forecast, for use in the next stages in the development of a draft Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report (DEIR).

Staff has been working with input from the public workshops held in 2010, advisory committees, local government staff, SACOG board committees, and technical analysis to inform the Draft Preferred Scenario that integrates land use and transportation plans through 2035.

Through the summer, staff will work toward creating a Draft MTP/SCS to be released for public comment in November. The Draft MTP/SCS will include recommendations consisting of policies, narrative, maps, and financial figures informed by agency partners, the SACOG Board of Directors, and local government staff. Also scheduled for release for public comment in November will be the accompanying (DEIR). Exact public comment period release dates were not available at the time of printing of this report.

FALL 2011

Draft MTP/SCS, Air Quality Conformity, DEIR released for public comment

WINTER 2011–2012

Staff holds six information meetings with local elected officials to hear comment on Draft MTP/SCS

SACOG analysis/incorporation of Board direction and 45-day public comment

SACOG holds three public hearings on the Draft MTP/SCS

SPRING 2012

Staff presents Final Draft MTP/SCS and Air Quality Conformity, and EIR for Board approval

To stay informed of key dates for public comment periods for both the Draft MTP/SCS and the DEIR sign up at www.sacog.org/update or contact Kacey Lizon at klizon@sacog.org or 916.340.6265.

RHNA PROCESS UNDERWAY

CONTINUED FROM PAGE 1

an allocation in four different income categories, it must show the state how it plans to zone enough land to provide that many number of units within the planning timeframe. The lower two income categories, Very-Low and Low- or those households with incomes less than 80 percent of the median family income for their county, require either higher density zoned land or deed-restricted properties that keep the units affordable.

In July, SACOG developed a draft methodology for discussion by the jurisdictions, advisory committees, and interested parties.

By September, the SACOG Board must publicly release one methodology or more for public review. In December, the board would then adopt one methodology that was publicly reviewed.

The RHNA process will conclude with action by the SACOG Board of Directors in 2012 to allocate units for jurisdictional zoning accommodation requirements. For more information regarding the RHNA process, contact Greg Chew at gchew@sacog.org or 916.340.6227.

Kirk Trost Joins SACOG as General Counsel and Chief Operating Officer



After five years as contract general counsel, Kirk Trost joined SACOG as in-house general counsel and assumed new responsibilities as chief operating officer. Most recently, Trost was a shareholder and chief financial officer with Miller, Owen & Trost, a leading Sacramento law firm specializing in public agency representation.

Over his 25-year legal career, Trost has handled complex litigation matters and transactions for a variety of public entities, including a number of other regional and statewide joint powers authorities which he helped form. He has particular expertise in working with local governments on innovative multi-jurisdictional projects. For example, as general counsel to SACOG he facilitated the creation of the Capital Southeast Connector Authority, mediated disputes between regional transit providers, negotiated the settlement of litigation relating to the Highway 50 HOV lane project, and facilitated the resolution of disputes over regional housing allocations. Trost also has been a key member of SACOG's legislative team; he was instrumental in the development of SB 375, the Sustainable Communities and Climate Protection Act.

“KIRK HAS BEEN A CRITICAL PART OF MUCH OF SACOG’S INNOVATIVE PLANNING OVER THE LAST FIVE YEARS. IT IS A TESTAMENT TO HIS STRONG COMMITMENT TO SACOG’S MISSION THAT HE HAS AGREED TO JOIN US FULL-TIME. THIS PROVIDES THE FOUNDATION FOR US TO TAKE IT TO THE NEXT LEVEL IN PROVIDING NEEDED SERVICES TO OUR MEMBERS.”

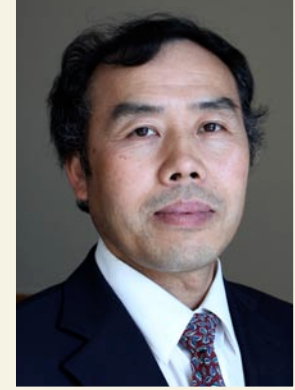
MIKE MCKEEVER

Trost said, “I am thrilled and honored to be joining SACOG. The move will give me the opportunity to devote all of my time to the important work of SACOG, including the development of the region’s first Sustainable Communities Strategy—a plan to integrate transportation and land use planning in order to increase the overall quality of life for the communities, businesses, and people of the Sacramento region. I am also looking forward to working day to day with the dedicated and distinguished board and staff at SACOG.”

In addition to his law practice, Trost has served as an adjunct professor of law at the University of the Pacific, McGeorge School of Law, teaching local government law, and as a mediator for the federal district court in Sacramento.

A graduate of the UC Davis School of Law, he also holds a Master’s degree in Comparative Politics from the University of Kent at Canterbury, England, and a Bachelor of Arts degree in Government from Saint Mary’s College of California.

He can be reached at ktrost@sacog.org or 916.340.6210.



Shengyi Gao

Associate Research Analyst

Shengyi Gao recently joined SACOG as an Associate Research Analyst. Previously Gao was an Assistant Project Scientist at the UC Davis Urban Land Use and Transportation Center. As part of that work he developed or calibrated land use models for several California metropolitan planning organizations as well as multiple land use and transportation demand modeling projects across the state.

Gao holds a Doctor of Philosophy in Transportation Technology and Policy from University of California Davis, a Master of Science in Ecology from Yunman University China, and a Bachelor of Science in Biology from Hubei University China.

He will have a critical role in maintaining and expanding SACOG’s land use and transportation demand modeling capabilities. He can be reached at sgao@sacog.org or 916.340.6239.



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For more information, please visit:

www.sacog.org/regrpt



SACOG SALUTES! CALL FOR NOMINATIONS

Nominate outstanding projects, programs, organizations and individuals in the region for a SACOG *Salutes!* award.

Since 1999, SACOG has recognized outstanding and innovative land-use, transportation and air quality planning, programs, organizations and individuals through its SACOG *Salutes!* award program. Online nominations will open on September 1 and close on October 21.

The awards include, Agency of the Year, Project of the Year, Blueprint Excellence, Citizen of the Year, Employee of the Year, Business of the Year, Bill Hughes Elected Official of the Year, and Mary Brill Youth Excellence.

Online nominations will be accepted at www.sacog.org. For questions, please contact Monica Hernández at 916.340.6237 or mhernandez@sacog.org.

SAVE THE DATE

**11TH ANNUAL NEW PARTNERS
FOR SMART GROWTH CONFERENCE:
Building Safe, Healthy and Livable
Communities Conference**

February 2–4, 2012—San Diego, CA

The program will include a dynamic mix of plenaries, implementation workshops, specialized and trainings. Tours of local model projects from San Diego and surrounding cities. Learn from hundreds of speakers who cross disciplines to share insights, and valuable tools and strategies for making smart growth a success in your community.

Visit www.NewPartners.org to get more details.