



Transportation Committee

September 25, 2014

2016 MTP/SCS Update: Land Use Forecast Methodology

Issue: How is the land use forecast methodology applied in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) Update?

Recommendation: None. This item will be presented to all three Board committees for information and discussion.

Discussion: A major component of the MTP/SCS is a forecasted land use pattern based on a regional projection of population, employment and housing growth. This is not only a statutory requirement for the plan, but also an important step in developing the revenue-constrained transportation plan. In order to allocate the transportation budget effectively, it is important to know where housing and employment growth is most likely to occur during the planning period.

In support of the SACOG Board's policy discussions on the update of the plan, and in response to its requests for more transparency in the land use forecast of the MTP/SCS, staff brought a series of land use-related items to the Board committees through the spring and summer. An inventory was discussed of all adopted and proposed local land use plans that comprise the universe of potential development opportunities during the planning period, 2012-2036. Briefings were provided on factors that influence the timing, location, or shape of development: the status of federal entitlements and habitat conservation planning efforts, levee and flood plain mapping status, water infrastructure, airport land use compatibility constraints, and trends in demographics and housing demand.

This item is a follow-up on the question of how all of these and other factors may be applied in an update of the land use forecast of the MTP/SCS. Attachment A describes the factors and range of conditions staff has observed around the region in updating the inventory of local plans. This table was presented to the cross-stakeholder sounding board, Regional Planning Partnership, and Planners Committee for information and discussion. Staff asked for input on the usefulness and clarity of the table and received generally positive and appreciative feedback on it.

SACOG considers these factors about each potential growth area in relative terms; that is, for any given development factor, all projects and growth areas, whether infill or greenfield, are evaluated relative to each other. The regulatory, policy and market factors noted in Attachment A will be used to identify what adjustments might be made to the land use forecast to reflect the continuation of demographic and economic trends at play four years ago while addressing the passage of time and available new information.

Staff seeks committee members' questions and comments on Attachment A. This is being brought to the committees for information in advance of a Preferred Scenario Framework, which will include recommendations on how the land use forecast of the current MTP/SCS should be updated.

Approved by:

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Chief Executive Officer

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Attachment

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DISCUSSION DRAFT

Attachment A: Factors Considered in Updating the MTP/SCS Land Use Forecast

	Regulatory/Policy and Market Factors	Description of projects assumed to have the highest likelihood to build within 20 years	Middle range of conditions	Description of projects assumed to have the lowest likelihood to build within 20 years
REGULATORY	Local Entitlements	Specific Plan approved, Annexation complete (if required), Tentative Map(s) in process	Range of conditions includes: projects that are approved but still need annexation; projects approved but no tentative maps submitted; projects approved but have unsettled lawsuit; projects currently in process; projects in pre-application	No current entitlement activity; identified by general plan or SOI as future growth area
	State/Federal Entitlements	Approved	Range of conditions includes: projects that are not yet approved but in process; projects participating in an HCP or NCCP; projects with no significant resource issues	Significant, unresolved resource issues
POLICY	Air Quality	In SCS with lower VMT than average for Developing Communities	Range of conditions includes: projects that are in the SCS with average VMT; projects in the SCS with higher than average VMT; projects not in the SCS with lower than average VMT; projects not in the SCS with average VMT	Not in SCS with above average VMT for Developing Communities
	Regional Plans and Policies	Consistent with 2012 MTP/SCS and Blueprint	Range of conditions includes: projects in MTP/SCS and partially consistent with Blueprint; projects in MTP/SCS and not consistent with Blueprint; projects consistent with Blueprint and not MTP/SCS; projects partially consistent with Blueprint and not in MTP/SCS	Not consistent with 2012 MTP/SCS or Blueprint
MARKET	Proximity to Job Centers	Close proximity to a regional jobs center	Range of conditions includes: projects partially within 4 miles of a regional job center; projects within 4 miles of a secondary job center; partially within 4 miles of a secondary job center	Significant distance from any job center(s)
	Housing Mix	Mix of housing types including mostly small-lot and attached	Range of conditions includes: projects that have a mix of housing types including small-lot and attached housing at varying amounts; projects that are primarily large-lot residential because they are in more rural areas	All large-lot single-family where higher densities could be supported (i.e more urban or suburban locations)
	Market Area Saturation	Historically high market demand and limited number of approved or pending projects in market area	Range of conditions includes: projects in areas with high market demand and high number of approved or pending projects in market area; projects in areas with average market demand and a high number of approved or pending projects in market area; projects in area with lower market demand and a high number of approved or pending projects in market area, but have a unique factor that could significantly change the market demand for the area	Historically low market demand and a high number of approved or pending projects in market area
	Adjacency	Adjacent to existing urban development or has significant borders with a city boundary or areas designated for future urban development	Range of conditions includes: projects that are adjacent to existing development at varying rates	Less than 10% adjacent with existing urban development, a city boundary or areas designated for future urban development
	Developer Activity	Very active, single ownership or experienced ownership partnerships, multiple completed projects in region	Range of conditions includes: very active to active, single or multiple ownerships with no development history; single or multiple ownerships with varying levels of activity and some projects completed in the region; single or multiple ownerships with varying levels of activity and no history of completed projects in or outside the region	Not active, single or multiple ownership, no completed projects in the region
	Transportation Infrastructure	No major or regional infrastructure needed or infrastructure is fully funded	Range of conditions includes: projects that have some infrastructure, but need more; projects that can build some before significant infrastructure investment is needed; projects that need significant infrastructure and have funding	Significant infrastructure needed and not funded or not yet defined
	Other Infrastructure (sewer, water, flood control, etc)	No major or regional infrastructure needed or infrastructure is fully funded	Range of conditions includes: projects that have some infrastructure, but need more; projects that can build some before significant infrastructure investment is needed; projects that need significant infrastructure and have funding	Significant infrastructure needed and not funded or not yet defined