



Item #17-8-8

## Land Use & Natural Resources Committee Receive & File

July 27, 2017

### Blueprint Implementation Activities

**Issue:** Update on SACOG's Blueprint Implementation land use activities.

**Recommendation:** None. This item is for information and discussion only.

**Discussion:** The purpose of this item is to regularly inform the Committee of SACOG land use related activities in support of local implementation of the Blueprint principles. SACOG conducts the following Blueprint Implementation Land Use Activities in response to requests from member agencies and/or developers or non-governmental organizations: 1) provision of data and/or technical support to member agencies implementing the Blueprint; 2) review and comment on development proposals regarding their consistency with the Blueprint principles or the MTP/SCS; and 3) educational presentations on the Blueprint.

In June and July, SACOG staff conducted the following Blueprint Implementation Land Use Activities:

- Responded to a Notice of Preparation of a draft environmental impact report for the West Jackson Master Plan in Sacramento County (letter attached).
- At the request of the City of Davis, provided a letter of SCS consistency and a letter of Blueprint consistency for the proposed Traskside Center project (letters attached).
- With funding from a third round Strategic Growth Council grant, continued work with the City of Placerville on their tax base sharing analysis, administered a consultant contract on behalf of the City of Isleton for long range planning services, and hosted workshop for local governments on SB 743 technical guidance and policy direction.
- Continued tracking and agency coordination on the Affordable Housing and Sustainable Communities (AHSC) cycle 3.
- Partnered with Transportation for America's Arts and Culture team to host a free workshop at SACOG on Creative Placemaking and a stakeholder workshop for invited stakeholders on Franklin Boulevard in the City of Sacramento. This activity follows years of technical assistance on community development and engagement strategies for the corridor that will complement the planning and engineering grant the City of Sacramento received from SACOG's Community Design Program for this corridor.

Per Board policy, this list of activities will also be reported in the CEO report that goes to the SACOG Board.

Approved by:

James Corless  
Chief Executive Officer

JC:JH:ck

Attachment

Key Staff:     Kirk E. Trost, Chief Operating Officer/General Counsel, (916) 340-6210  
                  Kacey Lizon, Planning Manager, (916) 340-6265  
                  Jennifer Hargrove, Senior Analyst, (916) 340-6216



July 7, 2017

Mr. Rob Hofmann, Planning Commission Chair  
City of Davis Planning Commission  
Community Chambers  
23 Russell Boulevard  
Davis, CA 95616

Re: Comments on the Trackside Center project

Dear Mr. Hofmann:

This letter is in response to the City's request for review of the proposed Trackside Center project in Davis. Thank you for inviting SACOG to comment on this project as it relates to the Preferred Blueprint Scenario map and principles. SACOG previously submitted a letter dated June 2, 2017, concurring with the City that the proposed Trackside Center project is consistent with the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The proposed project, which includes 27 housing units and approximately 8,950 square feet of commercial use, was compared to the Preferred Blueprint Scenario. The Preferred Blueprint Scenario is a conceptual map based on smart growth principles. Although not intended to prescribe the specific manner of development at a parcel level, the Preferred Scenario is intended to provide direction on how the region needs to develop to reap the benefits of the Preferred Scenario, including preservation of resources, reduced congestion, improved air quality, and reduced greenhouse gas emissions. In this case, we have determined that the proposed project is consistent with the MTP/SCS and the Preferred Blueprint Scenario.

### **Findings and Evaluation**

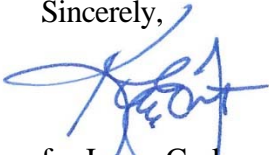
- Mixed-use development is a Blueprint principle used to describe the importance of area-wide balancing of housing and employment. The Blueprint study identifies the need to aggressively utilize existing infill and/or redevelopment opportunities to add more housing in the City of Davis to help balance the jobs in the City as well as those at U.C. Davis. Adding more housing in Davis will allow more people to live closer to work, thereby reducing the demand on the regional transportation system by encouraging shorter trips and alternative-modes, such as walking, biking, and transit. At the neighborhood scale, a mixed-use development in a downtown setting, such as the proposed project, adds amenities not only for the building's residents but for all downtown residents and patrons. These types of projects function as local activity centers and contribute to the sense of community, where people walk or bike to destinations and interact more.

Auburn  
Citrus Heights  
Colfax  
Davis  
El Dorado County  
Elk Grove  
Folsom  
Galt  
Isleton  
Live Oak  
Lincoln  
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

- Infill development and redevelopment is essential to the success of the Blueprint and the MTP/SCS. The Blueprint assumes that 20 percent of all new homes in Davis will be in the downtown area on under-utilized land. The Blueprint and the MTP/SCS achieve transportation, air quality, and other quality of life benefits by relying on infill and redevelopment projects such as this one.
- The project supports transportation choice. The project location is a high-quality transit corridor and is close to the Amtrak station, which provides transit access in and out of the region. The project also provides access to a comprehensive, connected bicycle and pedestrian network. The proposed project thus supports travel by transit, walking, and biking.
- Compact development and housing options are critical Blueprint planning principles. In particular, both the Blueprint and the MTP/SCS identify the critical need for more attached housing in the region to meet the needs of current and future residents. The proposed project supports both principles by locating attached housing near existing jobs and services. The Blueprint assumes that approximately two-thirds of the housing growth in Davis will be attached, including apartments, townhomes, condominiums, and mixed-use projects such as Trackside Center.
- Quality design is a Blueprint principle that is particularly important when larger scale buildings are added to existing neighborhoods. It is clear that the City's design review process is working to ensure that this project integrates well with the surrounding area.

In summary, the proposed mixed-use Trackside Center project exemplifies all of the Blueprint principles and helps implement the Blueprint and the MTP/SCS. Again, thank you for inviting SACOG's input on this project.

Sincerely,



for James Corless  
Chief Executive Officer

cc: Lucas Frerichs, City Council  
Dirk Brazil, City Manager  
Mike Webb, Assistant City Manager  
Ashley Feeney, Assistant Director Community Development & Sustainability



June 2, 2017

Eric Lee  
Department of Community Development & Sustainability  
City of Davis  
23 Russell Blvd.  
Davis, CA 95616

Re: Trackside Center project consistency with the 2016 Metropolitan  
Transportation Plan/Sustainable Communities Strategy

Dear Mr. Lee:

Thank you for your letter and for providing updated project information on the Trackside Center project. You requested SACOG's confirmation that the proposed Trackside Center project, as modified, is consistent with the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy. The updated project information consists of only building square footage refinements and a correction to the consistency worksheet. With those refinements, the project remains consistent with the MTP/SCS. Additionally, the project still meets the density and residential use requirements of a Transit Priority Project. The gross residential density of the project is 39 dwelling units per acre and approximately 81 percent of the total building square footage consists of residential use (39,033 residential square feet ÷ 47,983 total building square feet).

SACOG provides a consistency determination at the request of the lead agency as it is the responsibility of the lead agency to make the final determination on a project's consistency with the MTP/SCS. This letter concurs with the City's determination that the Trackside Center project is consistent with the MTP/SCS.

Thank you for inviting SACOG's input as to the consistency of the Trackside Center project with the 2016 MTP/SCS. If you have further questions or need further assistance, please don't hesitate to me at [klizon@sacog.org](mailto:klizon@sacog.org) or (916) 340-6265.

Sincerely,

Kacey Lizon  
Planning Manager

KL:JH:pm

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Citrus Heights  
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Elk Grove  
Folsom  
Galt  
Isleton  
Live Oak  
Lincoln  
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

COMMUNITY DEVELOPMENT AND SUSTAINABILITY DEPARTMENT

23 Russell Boulevard, Suite 2 – Davis, California 95616  
530/757-5610 – FAX: 530/757-5660 – TDD: 530/757-5666



**May 24, 2017**

Jennifer Hargrove  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

**Subject: Project Data Correction related to MTP/SCS Consistency Determination for the Trackside Center Project located at 901-919 Third Street, Davis**

Dear Ms. Hargrove,

This is to inform you of an update and correction in the building square footage regarding the abovementioned project for which SACOG provided a consistency determination letter, dated October 20, 2016. SACOG's determination confirmed that the proposed Trackside Center project was consistent with the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). See attached determination letter.

The correction regards the square footage of the gross building area and the gross residential area of the 4-story mixed use project. The project information provided to you and referenced in your determination cites 47,786 square feet of residential use out of a total building area of 56,881 square feet. The remaining building square footage was for a commercial retail use. It was determined that the residential square footage of the proposal met the requirement for a Transportation Priority Project of providing at least 50% of the total building square footage for residential use.

Following your determination letter, the City received clarifications about the project data. For example, the covered parking area (5,475 sq. ft.) was initially included in the above square footage for the gross building area and gross residential area, among other clarifications. See attached Updated Project Site Plan. The updated square footage information is as follows:

- Gross Building Area: 47,983 sq. ft.
- Gross Residential Area: 39,033 sq. ft.
- Gross Retail Area: 8,950 sq. ft.

The project continues to meet the criteria for at least 50% residential use and the City believes that your earlier determination on the project consistency with the MTP/SCS still applies. However, we would appreciate your confirmation and concurrence.

If you have any questions, please feel free to contact me at (530) 757-5610 ext. 7237; or by email at: [elee@cityofdavis.org](mailto:elee@cityofdavis.org).

May 24, 2017  
*Traskside Center MTP/SCS Consistency Clarification*

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Sincerely,



Eric Lee  
Planner

Attachments: Updated Project Site Plan and Project Data  
October 20, 2016 SACOG Consistency Determination.

**DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET**  
**For Qualifying Transit Priority Projects and Residential/Mixed-Use**  
**Residential Projects**  
*As of July 31, 2012<sup>i</sup>*

**Background:** Pursuant to SB 375, streamlined CEQA review and analysis is available to Transit Priority Projects (TPPs) and residential or mixed-use residential projects that are consistent with the SCS. The SCS was adopted by the Sacramento Area Council of Governments (SACOG) Board as part of the Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 on April 19, 2012. The California Air Resources Board issued an Acceptance of GHG Quantification Determination for the SACOG SCS on June 12, 2012.

Streamlined CEQA review available to TPPs consists of one of the following: 1) a Sustainable Communities Environmental Assessment (SCEA) pursuant to Public Resources Code (PRC) § 21155.2(b) or 2) an EIR pursuant to PRC § 21155.2(c).<sup>ii</sup>

Streamlined CEQA review available to residential or mixed-use residential projects consists of an EIR pursuant to PRC § 21159.28(a).

**Purpose:** The purpose of this worksheet is to provide lead agencies with assistance on three issues:

1. Whether a proposed project qualifies as a TPP;
2. Whether a proposed project qualifies as a residential or mixed-use residential project (at least 75 percent of the total building square footage is residential);
3. Whether the TPP or residential/mixed-use residential project is consistent with the general land use designation, density, intensity and applicable policies of the MTP/SCS for 2035 adopted by the Sacramento Area Council of Governments (SACOG).

**The lead agency has responsibility to make the final determination on these matters and to determine the applicable and appropriate CEQA streamlining, if any.**

**Directions:** This worksheet should be completed by the lead agency, relying on the project description of the proposed project, MTP/SCS Chapters 3 and 4, and MTP/SCS Appendix E-3. Regardless of whether this worksheet is used, pursuant to PRC § 21155(a) and PRC § 21159.28(a), a project can only be consistent with the MTP/SCS if it is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the adopted SCS. This worksheet only applies to the MTP/SCS for 2035 (adopted April 19, 2012); subsequent MTP/SCS adoptions may require updates to this form.

Lead agencies are welcome to contact SACOG for assistance in completing this worksheet. For assistance, contact Kacey Lizon at [klizon@sacog.org](mailto:klizon@sacog.org) or 916-340-6265.

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**Project Title:** \_\_\_\_\_ Trackside Center Mixed-Use Project \_\_\_\_\_

**Proposed project is located in (city/county name):** \_\_\_\_\_ Davis, Yolo County \_\_\_\_\_



# DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of July 31, 2012

## 1. Transit Priority Project Designation (PRC § 21155(b))

A project must meet the requirements of items **1.A**, **1.B**, **1.C**, and **1.D**, below, to qualify as a Transit Priority Project. For items **1.C** and **1.D**, the definition of an MTP/SCS Transit Priority Area is: the area within one-half mile of a rail station stop or a high-quality transit corridor included in the MTP/SCS. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours. See MTP/SCS Chapter 3 for the map of Transit Priority Areas.

- 1.A.**  The Project has a minimum net density<sup>iii</sup> of 20 dwelling units per acre.

Calculation:

$$\begin{aligned} &\text{Total housing units proposed in Project } 27 \div \text{Total Project parcel area (in net}^{\text{ii}} \text{ acres)} 0.69 \\ &= 39 \text{ (Should be } \geq 20 \text{ du/ac)} \end{aligned}$$

(The 0.69 acres includes 0.525 acres of the subject property and 0.167 of railroad lease area which is part of the project area. Without the lease area, project density would be greater and still exceed 20 du/ac.)

- 1.B.**  At least 50 percent of the Project's total building square footage is in residential use, **AND**,  
 The total building square footage of the Project has 25 percent or less non-residential use, or, if it has between 26 and 50 percent in non-residential use, has a minimum FAR of 0.75.

Calculations:

$$\begin{aligned} &\text{Total Project residential square footage } 39,033 \div \text{Total Project building square footage } 47,983 \\ &= 81\% \text{ (Should be } \geq 50\%) \end{aligned}$$

$$\begin{aligned} &\text{Total Project building square footage } 47,983 \div \text{Total Project parcel(s) area square footage } 30,183 \\ &= 1.59 \text{ (Should be } \geq 0.75) \end{aligned}$$

(These square footage calculations do not include 5,475 sf of covered parking area or balconies.)

- 1.C.**  The Project is located within an MTP/SCS Transit Priority Area and the qualifying transit service is *(transit route name/applicable street name/number or light rail stop name as identified in the adopted MTP/SCS)*: Regional Rail; Parcel 0.1 miles from Amtrak Station DAV at 840 2nd St.

- 1.D.**  No more than 25 percent of the area of the Project parcels are farther than one-half mile from the TPA transit stop/corridor and no more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the TPA transit stop/corridor.

# DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of July 31, 2012

Calculations:

$$\text{Project area outside of } \frac{1}{2} \text{ mile TPA } \frac{0 \text{ SF}}{\text{_____}} \div \text{Total Project area } \frac{30,183 \text{ SF}}{\text{_____}}$$

= 0% (Should be  $\leq 25\%$ )

$$\text{Project residential units outside of } \frac{1}{2} \text{ mile TPA } \frac{0}{\text{_____}} \div \text{Total Project units } \frac{27}{\text{_____}}$$

= 0% (Should be  $\leq 10\%$  or less than 100 units)

## SECTION 1 CONCLUSION:

- The proposed project meets the requirements of 1.A, 1.B, 1.C, and 1.D and therefore qualifies as a Transit Priority Project.
- The proposed project does not meet all the requirements of 1.A, 1.B, 1.C, and 1.D and therefore does not qualify as a Transit Priority Project.

## 2. Residential or Mixed-Use Residential Project Designation for Projects Located Outside of an MTP/SCS TPA 21159.28(a)

A residential or mixed-use residential project using the streamlined CEQA review to complete an EIR pursuant to PRC § 21159.28(a) must meet the following requirement:

- 2.A.  At least 75 percent of the total building square footage of the project consists of residential use.

Calculation:

$$\text{Total Project residential square footage } \frac{39,033}{\text{_____}} \div \text{Total Project building square footage } \frac{47,983}{\text{_____}}$$

= 81% (Should be  $\geq 75\%$ )

## SECTION 2 CONCLUSION:

- The proposed project meets the requirements of 2.A and therefore qualifies as a residential or mixed-use residential project.
- The proposed project does not meet the requirements of 2.A and therefore does not qualify as a residential or mixed-use residential project.

**IF A PROJECT DOES NOT QUALIFY AS EITHER A TRANSIT PRIORITY PROJECT (UNDER SECTION 1) OR A RESIDENTIAL OR MIXED-USE RESIDENTIAL PROJECT (UNDER SECTION**

# DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of July 31, 2012

**2), THE PROJECT DOES NOT QUALIFY FOR SB 375 CEQA STREAMLINING. DO NOT PROCEED TO SECTION 3.**

### **3. Required Consistency with the SCS: General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies (PRC § 21155(a) and PRC § 21159.28(a))**

**3.A. Applicable MTP/SCS Policies.** For the purposes of determining SCS consistency, the policies of the MTP/SCS are embedded in the metrics and growth forecast assumptions of the MTP/SCS. Projects consistent with the growth forecast assumptions of the MTP/SCS, as determined by application of items 3.B. and 3.C, are consistent with the MTP/SCS and its policies.

**3.B. Applicable Community Type.** The MTP/SCS land use forecast is illustrated using Community Types. In order to determine the general use designation, density and intensity of the Project area within the MTP/SCS, the Project must be located within a Community Type designated in the MTP/SCS. The MTP/SCS defines density/building intensity in terms of the amount of growth (residential and non-residential) forecasted and the amount of build out potential within each Community Type area. SACOG monitors development activity on an annual basis to check that the amount of development is consistent with the growth forecast of the MTP/SCS.

For the purposes of the lead agency's determination of SCS consistency, use MTP/SCS Appendix E-3 to identify the Community Type for the Project and fill in the applicable information, below for 3.B.1 and 3.B.2.

#### **3.B.1. The Project is located in the following Community Type:**

- Center and Corridor Community
- Established Community
- Developing Community (*list the specific name of the Developing Community as identified in the jurisdiction narrative in Appendix E-3*): \_\_\_\_\_
- Rural Residential Community

**3.B.2**  Development from the project when added to other entitled projects will not exceed the MTP/SCS build out assumptions for the area within this Community Type, which is 1,016 new housing units and 2,067 new employees<sup>iv</sup>.

# DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

*As of July 31, 2012*

**3.C. General Use Designation, Density and Building Intensity.** The foundation of the land use designations for the MTP/SCS is adopted and proposed local general plans, community plans, specific plans and other local policies and regulations. A project is consistent with the MTP/SCS if its uses are identified in the applicable MTP/SCS Community Type **and** its uses meet the general density and building intensity assumptions for the Community Type. The proposed project does not have to include all allowed uses in the MTP/SCS.

**3.C.1. Determine consistency of the Project using one of the methods below:**

**Option A:**

The Project is located in a **Center and Corridor Community or an Established Community** and the Project uses are consistent with the allowed uses of the applicable adopted local land use plan as it existed in 2012 and are at least 80 percent of the allowed density or intensity of the allowed uses. Therefore, the Project is consistent with the MTP/SCS.<sup>v</sup>

**OR**

**Option B:**

The Project is located in a **Center and Corridor Community or an Established Community** and the Project uses have been reviewed in the context of, and are found to be consistent with, the general land use, density, and intensity information provided for this Community Type in Appendix E-3 of the MTP/SCS. Therefore, the Project is consistent with the MTP/SCS.

**OR**

**Option C:**

The Project is located in a **Rural Residential Community** and the Project residential density does not exceed the maximum density of one unit per acre as specified in the MTP/SCS, and employment development in the Project is at least 80 percent of the allowed intensity of the land use designations of the adopted general plan. Therefore, the Project is consistent with the MTP/SCS.

**OR**

**Option D:**

The Project is located in a **Developing Community** and the Project's average net density meets or exceed the average net density described for this specific Developing Community (as referenced by name of applicable specific plan,

# DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

As of July 31, 2012

master plan, or special plan in MTP/SCS Appendix E-3) and employment development in the Project is consistent with the general employment land uses described for this specific Developing Community.<sup>vi</sup> Therefore, the Project is consistent with the MTP/SCS.

## SECTION 3 CONCLUSION:

The proposed project is consistent with the General Use Designation, Density and Intensity, and Applicable MTP/SCS Policies for the following reasons (*summarize findings on use designation, density and intensity for the Project evaluation completed in Section 3*):

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Trackside Center is located at 901-919 3rd Street in Davis, CA. This project will redevelop the existing 0.69 acre site, currently containing a low-density office/retail park, into an 47,983 SF mixed-use building consisting of 27 new residential units and 8,950 SF of retail space with approximately 30 employees (approximately 15 net new). It meets the required consistency criteria. It is located within a Center and Corridor Community (CCC) Type as identified on MTP/SCS Figure 3.2. It does not result in development that exceeds the 1,016 total new units or the 2,067 total new employees estimated for the area in SACOG's most recent MTP/SCS adopted on February 18, 2016 and which contemplates development in the CCC over the next 20 years. Specific information for this community type in the City of Davis is provided in SCS Appendix E-3 (page 147).

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It does not include specific policies related to the project site, but the project would be consistent with the infill focus of the SCS. The goal of the SCS is to increase residential density in Center and Corridors Communities to about 15 units per acre by 2036 (SCS Table 5A.3). The Trackside Center project proposes 39 units per acre which is well above the goal.

Based on the project location, number of units proposed, and project density, the project would be consistent with the general use designation, density and intensity and applicable MTP/SCS policies.

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<sup>i</sup> This document may be updated as users provide feedback on its utility.

<sup>ii</sup> If a TPP complies with an additional series of requirements set forth in PRC § 21155.1, it qualifies as a Sustainable Communities Project and becomes eligible for a complete exemption from CEQA. This worksheet does not address Sustainable Communities Projects.

<sup>iii</sup> *Net density* is not defined in PRC §2115(b). In the MTP/SCS, net density is defined as follows: Housing units divided by the acres on which housing is built, exclusive of public rights-of-ways, parks, schools and public areas (MTP/SCS Appendix E-3, pg. 34).

<sup>iv</sup> The MTP/SCS build out for each Community Type assumes development that is entitled as of January 1, 2008. SACOG monitors housing permits on an annual basis and will ensure that housing and employment projects relying on the SB 375 CEQA benefits will not exceed the capacity assumed in the MTP/SCS.

<sup>v</sup> The MTP/SCS general land use, density and intensity in Center and Corridor Communities and Established Communities is based on 80 percent of the allowed density or intensity of the land use designations in adopted general plans as they existed in 2012, unless otherwise noted in Appendix E-3.

# DETERMINATION OF MTP/SCS CONSISTENCY WORKSHEET

*As of July 31, 2012*

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<sup>vi</sup> The MTP/SCS land use forecast in Developing Communities was modeled according to adopted and proposed specific plans, master plans, and special plans as they existed in 2012, and is based on the housing and employment totals and the average net density of these plans, as outlined in Appendix E-3.

May 23, 2017

Ms. Catherine Hack, Environmental Coordinator  
Department of Community Development  
Planning and Environmental Review Division  
827 7th Street, Room 225  
Sacramento, CA 95814

Re: Notice of Preparation of a Draft Environmental Impact Report for West Jackson Highway Master Plan (Control Number: PLNP2008-GPB-CZB-ZOB-00240)

Dear Ms. Hack:

Thank you for inviting SACOG's comments on the Notice of Preparation of a Draft Environmental Impact Report for the West Jackson Highway Master Plan (PLNP2008-GPB-CZB-ZOB-00240). The West Jackson Highway Master Plan area is part of SACOG's 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (2016 MTP/SCS) and longer-term Blueprint Vision. The 2016 MTP/SCS projects 4,996 new homes and 1,859 new jobs by 2036 for the West Jackson area. Next year SACOG will begin its quadrennial update of the plan (scheduled adoption in 2020) and will be working with Sacramento County to determine if there is a need to update the projections for this area for the next MTP/SCS.

The 2016 MTP/SCS includes funding for a number of roadway improvements in the area of the West Jackson Highway Master Plan; however, there are a number of differences between what is included in the MTP/SCS by 2036 and what is shown on the Proposed Transportation Diagram included in the NOP. The Proposed Transportation Diagram includes several new arterials "Pre-2030" that are not included in the MTP/SCS. The road projects not included in the MTP/SCS include the proposed north-south arterial running through the center of the project, the proposed north-south arterial that is in between Bradshaw Road and Excelsior Road, and the extension of Kiefer Boulevard. Additionally, the Proposed Transportation Diagram includes a number of transit projects that are not included in the MTP/SCS. The MTP/SCS does not include the BRT along South Watt Avenue or Jackson Highway or any of the BRT/HI BUS routes shown on the Proposed Transportation Diagram.

In general, when planning for a new development area such as the proposed master plan, it is likely that the proposed plan will include transportation projects that are different from the MTP/SCS. While a master plan envisions the ultimate development of an area, the MTP/SCS is a financially constrained plan for a

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Marysville  
Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Winters  
Woodland  
Yolo County  
Yuba City  
Yuba County

particular period of time (20 or more years) that is subject to a transportation conformity requirement under the federal Clean Air Act. Therefore, it is important to note that new transportation projects that are regionally significant, such as new arterials, cannot be built if they are not in the MTP/SCS and the inclusion of new transportation projects in a master plan is not a guarantee that those transportation projects will be included in the MTP/SCS.

As noted earlier, SACOG will begin the update process of the MTP/SCS next year. With limited transportation funds available and the potential for stricter regional greenhouse gas emission targets, we are encouraging all of our member jurisdictions to identify their high priority areas for growth and transportation funding. We look forward to further discussions with the County as the MTP/SCS update process moves forward next year. For information on the full, current MTIP and MTP/SCS project list, contact Clint Holtzen at (916) 340-6246 or [choltzen@sacog.org](mailto:choltzen@sacog.org).

If you have additional questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Lizon', with a long, sweeping underline.

Kacey Lizon  
Planning Manager