



REGIONAL BLUEPRINTS – Status of plans and state support

Presentation

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CURRENT VISION PLANS

- Sacramento Area (SACOG) Blueprint
- Bay Area (ABAG/MTC) Livability Footprint
- Southern California (SCAG) Compass Project/2% Strategy
- San Diego (SANDAG) Regional Comprehensive Plan
- Merced Cog (Partnership for Integrated Planning)

FUTURE GROWTH SCENARIOS.

- Current land use patterns use up precious land, increase congestion and lack of housing
- Alternative plan is needed to:
- Provide more housing and jobs along transit corridors
- Protect lands for resource protection

Regional Mapping

- Map alternative growth vision
- Priority areas for intensive development – hubs of transit investment (Green light for development)
- Priority resource protection areas (Red light)
- Most land is undesignated (yellow light) – preserving local control



San Diego Regional Comprehensive Plan

- land use and transportation plans guide decisions regarding environmental and public facility investments; and
- Focusing on collaboration and incentives to achieve regional goals and objectives.
- Integrated Regional Infrastructure Strategy (IRIS) – transportation, water supply and quality, energy, schools, parks and open space, solid waste, storm water, waste water



State funds for plans

- \$5 million in 05-06 state budget for Metropolitan Planning Organizations (MPO), 50,000 + metro area
- 15 of 17 regions apply
- Joint application by San Joaquin Valley
- Funds for development of existing plans
- \$5 million for 06-07 – all expect funding



CALCOG Growth Policy

- Regional blueprints identify priority lands for increased urban development (Green light) and priority lands for resource protection (Red Light for development)
- State funding and approval decisions follow the regional blueprints
- Expand upon transportation planning and programming



SB 1689 Perata - \$2.9 Billion Housing Bond

- \$850 million for infill local infrastructure and parks and \$200 million for urban rural and suburban regional parks – subject to 2007 legislation establishing process
- \$300 million – transit oriented development – State Dept of Housing and Community Development – Competitive Grants – funds loans or infrastructure – bonus points for



Water, Parks and Conservation - \$5.8 Billion Initiative Bond

- Signatures about to be submitted
- \$580 million for sustainable communities – \$90 million for local and regional planning, \$400 million for parks, \$90 million for urban greening projects – all can be targeted to support blueprint priority growth areas



Legislation to guide investments

- Negotiations among stakeholders
- Need for common understandings of terms used in blueprints
- Comparative Performance Measures
- Consistent assumptions and methods in projecting benefits



Regional Blueprint Performance Measures

- Reduction in Vehicle Miles Traveled
- Reduction in acres required to accommodate new growth
- Increase Transit Oriented Development
- Increase affordable housing supply



CALCOG Policy

- Regions instead of state should select most projects
- Formula allocation to regions –
- Plans consistent with any applicable state plan and statutory requirements and performance outcomes – but no state approval
- State can offer additional incentive funds based upon performance
- All infrastructure should be consistent with AB 857 and blueprints



Housing Component

- Regional Blueprints must each designate enough lands to provide a 20 year supply of land to meet housing needs



Local Government Challenges

- Housing goal is not feasible without:
- Funding for Services, Infrastructure and neighborhood improvements, AND
- CEQA Improvements, AND
- Accountable to regions –not the state
- Regions accountable to the state



CEQA Improvement

- Use regional transportation plans (already required to be updated every three years) for CEQA analysis of cumulative impacts of growth
- No analysis of regional traffic/air/growth issues for projects in priority growth in conforming general plans
- Limited CEQA for conforming housing in **green light priority development areas**



Mutual Achievement of Goals

- More certainty for lands designated for development and resource protection **creates support for**
- **Funding Infrastructure and Services** needs **which creates opportunities for**
- Funding more affordable housing and more resources protection **implementing**
- Regional plans to limit congestion and sprawl



Statewide Consensus Elusive

- Within regions strong support
- State level groups not trusting of each other
- Environmental groups want very specific requirements for blueprints and promise CEQA relief if agreed to
- Local governments want more general terms and wait and see on CEQA



Blueprints Proceeding

- Regardless of criteria for state funds or CEQA – all regions developing plans
- Bay Area and San Diego conditioning transit funding on station area land use density and housing
- LA (SCAG) needs it to meet air quality standards
- All regions need land use changes to achieve mobility as no amount of transportation funding will be enough with current levels of vehicle trips