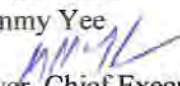


January 22, 2012

To: Supervisor Phil Serna and
Supervisor Roberta MacGlashan
Supervisor Don Nottoli
Supervisor Susan Peters
Supervisor Jimmy Yee

From: Mike McKeever, Chief Executive Officer
Subject: Response to Cordova Hills Questions

Thank you for your communication of November 29, 2012 (attachment A) requesting information about how the proposed Cordova Hills project, if it is not able to construct a University along with the other proposed development on the site, may affect future Metropolitan Transportation Plans/Sustainability Communities Strategies (MTP/SCS). You specifically referenced air quality, greenhouse gas and vehicle miles traveled impacts but also requested that we interpret your questions broadly if necessary in order to address other related potential effects on the MTP/SCS. Our response is divided into two sections:

- How does SACOG decide whether to include any development in the land use component of an MTP/SCS, and how does this apply to Cordova Hills? and
- If Cordova Hills is included in a future MTP/SCS how might its transportation related air emissions impact the ability of the region to meet requirements of SB375?

In order to answer your questions, we must address each of these two questions for “with University” and “without University” scenarios. To the greatest extent possible we have relied on existing information, some conducted for the County’s General Plan and the Cordova Hills EIR, and some in SACOG’s adopted MTP/SCS. We have only created new information when we concluded important components of your questions could not be sufficiently answered with existing information.

Summary of Findings:

- Cordova Hills will face challenges being included in the next MTP/SCS (to be adopted spring, 2016) largely based on market feasibility considerations, with or without a University. Those challenges are greatest if it is not clear when the University is likely to be built.
- On a per capita basis (the relevant performance metric for SB375) Cordova Hills will create higher transportation greenhouse gas emissions relative to other development opportunities in the region, with or without a University. Per capita emissions will be significantly greater without a University than with a University.

- It is possible that if it is decided to include the project in the next MTP/SCS that changes to the land use pattern and/or transportation system from SACOG's current MTP/SCS would be necessary in order to reduce emissions elsewhere in the region enough to make up for the higher emissions from Cordova Hills. The region barely meets the California Air Resources Board's target of -16% per capita reduction by 2035 (the adopted plan reduces greenhouse emissions by -15.53%) and any new projects in the plan whose emissions exceed the regional average would have a similar impact on the rest of the region. We do not believe there would be a similar problem for 2020, partly because the MTP/SCS exceeds the 2020 target by a wider margin (-9% with a target of -7%) and partly because we would not anticipate significant construction on the site by that time.

An explanation of these findings follows.

1. **How does SACOG decide whether to include a development in the land use component of an MTP/SCS and how does this apply to Cordova Hills?**

The key concept is very straightforward: "SACOG must allocate the growth forecast to project the land use pattern that is most likely to occur over the planning horizon of the plan."¹ The growth forecast is the total projected growth in regional housing (303,000 units), employment (361,000 employees) and population (871,000 people) by 2035. The "allocation", or land use component, is where throughout the region SACOG projects that growth to occur. It is created "by examining a wide range of factors in two basic areas: market forces and policy/regulatory influences. The location, nature and pace of growth are the confluence of market forces and public policies. They shape each other. Neither happens in isolation.... the land use component of the plan is influenced by the planning principles of many public policies, but this occurs within the context of the best available information regarding current and future market demand, economics and development trends."²

In addition to the General Plan action other "policy/regulatory influences" that would need to be addressed for Cordova Hills are timing and likelihood of needed:

- LAFCO actions; and
- Permits from Federal and state natural resource agencies.

In analyzing the "market forces" the essential planning principle is that for any given planning horizon year (2035 in the current MTP/SCS) there is a finite amount of growth that SACOG has to allocate. Once the regional growth forecast has been adopted the question is restricted to where it is most likely to be located. So the market demand question is whether there is likely to be sufficient market demand to build any or all of the significant development components of the plan, including:

- Housing (not associated with University);
- Commercial; and
- The University and associated housing.

¹ SACOG, *Metropolitan Transportation Plan/Sustainable Communities Strategy 2035*, (2012) 29.

² *MTP/SCS 2035*, 29.

Housing

Each of these three sectors has a unique set of market influences. Much of the non-University housing planned for Cordova Hills will have to compete with other housing options, many of which are relatively near the site, and some of which are elsewhere in the region. While the MTP/SCS projects 303,000 new housing units will be constructed by 2035, this housing is projected to occur within developments that have the capacity to construct 505,000 new housing units. In other words, there is already expected to be more than 202,000 units of housing supply within lands included in the current MTP/SCS than there will be market demand to construct by 2035. The majority, 114,000 units, of that extra housing supply is in similar types of large-scale new master planned communities (called "Developing Communities" in the MTP/SCS), and 21,000 of those housing units are in developments within a five-mile radius of Cordova Hills. These are the developments most likely to be in direct competition for market share with Cordova Hills, though there is also expected to be some market effects with other master planned communities throughout the region as well as with infill projects in what the MTP/SCS titles "Established Neighborhoods", and "Centers and Corridors". In other words, if market demand flows to Cordova Hills it will reduce the market demand for development in at least some of these other areas.

The housing demand question is, of course, affected by the University component. Obviously the 1,010 on-site student housing units (at 4 students per unit, enough housing for about two-thirds of the projected 6,000 student population) would not be built unless and until a University is built. But within the development there are other housing units likely to be occupied by faculty, staff and students. There are 2,036 employees projected for the University.

Commercial

The project has 1,349,416 square feet of planned commercial development. 734,300 square feet fronts on Grant Line Road and is expected to draw from a market area outside of the project area as well as within. 615,116 square feet is within the project area and expected to serve the local population. The shopping center on Grant Line Road will be in market competition with other retail in the vicinity. Region wide the MTP/SCS projects 92 million square feet of new commercial construction by 2035 within development areas with approved capacity for 272 million square feet of commercial, a very substantial excess supply of 180 million square feet. In developments within 5 miles of Cordova Hills the MTP/SCS projects 4 million square feet of new commercial construction by 2035 in development projects with 12 million square feet of commercial capacity, an excess of 7 million square feet, meaning there is sufficient capacity for more than twice the expected demand.

SACOG would need to conclude that the commercial fronting on Grant Line would out compete some of the other retail in the current MTP/SCS to project it for construction in the next MTP/SCS. For the smaller-scale, locally serving commercial within the development SACOG would need to conclude that significant amounts of the housing would likely be constructed in order to include the locally serving commercial in the plan. The clear pattern in the marketplace is that such retail is constructed after the housing and associated purchasing power already exists.

University

This market analysis would be unique, with not nearly the amount of statistical market data to draw upon to inform a decision on whether the University is likely to be built during the timeframe of the MTP. Only one private undergraduate higher education facility has been constructed in the region, the 1,016 student William Jessup College in Rocklin that began as a creative reuse of existing industrial buildings. Drexel University has a 300 student graduate program that leases space in an existing office building in downtown Sacramento and hopes to have an undergraduate program and build its own facility in downtown Sacramento at some point in the future. Within the last year Drexel has decided not to pursue development of a campus on 357 acres of land available to it at no cost and with a substantial subsidy from projected development revenues in an approved 1,158 acre development in unincorporated Placer County. Other land available for private higher education facilities is potentially available at a South Mather development site owned by Sacramento County (a preliminary site plan supplied by Sacramento County described in the MTP/SCS dedicates over 100 acres to a University or other major employer). Given the limited prior construction of this type of project in the Sacramento region and the availability of alternative sites for higher education facilities it would be difficult for SACOG to conclude that, in general, there is likely to be a greater demand than land supply for universities in this region by 2035. Without a firm commitment and feasible financial plan to construct the project University at the Cordova Hills site it would be difficult for SACOG to include the University and housing and other ancillary development associated with it in the next MTP/SCS.

Financial Feasibility of Infrastructure

Beyond the market demand questions will be the question of whether the funding to install the necessary infrastructure is available, and when. Those costs undoubtedly run to a few hundred million dollars. The strength of actual market demand obviously affects the practicality of raising the infrastructure financing, but even if strong demand is assumed there would be reason to seek assurances that the infrastructure funding is in place or reasonably obtainable before including Cordova Hills development in a future MTP/SCS.

2. **If Cordova Hills is included in a future MTP/SCS how might its transportation-related air emissions impact the ability of the region to meet SB375 greenhouse gas reduction targets?**

Background

Some existing information from the County's General Plan and the EIR for the project, and SACOG's MTP/SCS, relates directly to your questions. We relied on existing information as much as possible, supplementing it only when necessary to make the existing information more understandable or relevant. We also performed two new model runs using regional data and modeling approved by the California Air Resources Board (CARB) for SB375 compliance purposes. The new analyses yielded similar conclusions.

The starting point for the new analyses is the SB375 GHG reduction target. The target metric is not an absolute reduction (i.e., it is not a specific reduction of tons of GHG), but is a relative reduction: the percentage reduction in per-capita GHG from passenger

vehicles for the target years (2020 and 2035), compared to the per-capita GHG in 2005. The reduction targets for the SACOG region for years 2020 and 2035 are 7 percent and 16 percent, respectively. In April 2012, the SACOG Board adopted the first MTP/SCS for the region, which meets those targets. Table 1 presents the reduction calculation for this first MTP/SCS, which was technically reviewed and accepted by CARB prior to its adoption. A couple of points are worth noting in this calculation: the Plan's 2020 performance was well above the target (9 percent rounded, or 2 percent above the target); while the 2035 reduction barely met the target (by 3 one hundredths of a percent). It was so close that CARB's allowed rounding procedure had to be used in order to comply. Both of these points relate to your questions. First, because of the margin of passage of the 2020 target, and the size and scale of the portion of the Cordova Hills project which is likely to be completed by 2020, it is unlikely that either the "with university" or "without university" scenarios would in any material way affect the region's ability to meet the 2020 target in our next MTP/SCS. Second, the Cordova Hills project could make it challenging to meet the 2035 target, especially the "without university" scenario.

Sacramento County General Plan Update

The SCGPU Transportation and Circulation Element included an analysis of travel behavior of different planning areas in the GP, such as "Commercial Corridors," "Planned Communities," and "New Growth Areas." The purpose of this analysis in the SCGPU was to compare the travel differences between the various subareas of the GP. Figure 1 and Table 2 present the results published in the SCGPU. The Cordova Hills project is included in the Grant Line East area, although it is only a portion of this area—the area included lands north and south of the Cordova Hills project area, and assumed nearly 23,000 new households and nearly 21,000 new jobs in the larger area, including Cordova Hills. Households in the Grant Line East area were forecasted to generate nearly 50 VMT per day, 16 percent higher than the regional average, and 26 percent higher than the Jackson Highway Corridor. In terms of non-auto trip-making (combining the percent share of transit, bike and walk trips), households in the Grant Line East area generate one-third less non-auto trips than the regional average (8 percent, compared to 11.8 percent). While these results do not speak to the difference between a university and no-university project in the Grant Line East area, it does provide evidence of the locational differences among the SCGPU areas. The existing and new work that we analyzed suggest that Cordova Hills' "smart growth" plan features reduced, but did not eliminate, the performance gap shown by the County's General Plan analysis for the larger subarea east of Grant Line.

Cordova Hills Specific Plan and Environmental Analysis

The CHSP and project DEIR, including some of the key supporting documents like the "Operational Air Quality Mitigation Plan" (AQMP), provide an array of information about the project's transportation and GHG characteristics, but little information related to the question of the effect of a potential university on VMT or transportation GHG. However, Sacramento County staff prepared an analysis of a "no university" project scenario as an adjunct to the TGHG analysis of the project. The results of this analysis and data files were provided by DERA staff to SACOG for use in answering these questions.³ Three regional scenarios were modeled using the SCGPU version of the

³ "Information for Submittal to SACOG Pursuant to Board of Supervisors Request Control Number PLNP2008-00142", County of Sacramento Inter-Department Correspondence, 12/19/2012.

SACMET travel demand model: no Cordova Hills project; project with university; and project without university. The project impact analysis was performed as a “delta” analysis, comparing the “with university” and “without university” scenarios for each project year. The delta analysis utilizes the loaded or assigned roadway network files produced by the travel model, and subtracts the roadway volumes of the two project scenarios from the “no project” scenario. Because this analysis approach uses assigned roadway volumes, it is limited to VMT comparisons, but accounts for the effects of the university on trip generation, distribution, mode choice and route choice. Table 3 presents the results of this analysis using the 2035 “no project,” “with university,” and “without university.” Compared to the “no project” scenario, the “with university” project added 623 thousand total VMT, 569 thousand of which were passenger vehicle VMT. Based on average EMFAC (CARB’s air quality model) rates, this would generate approximately 529 thousand pounds of CO₂. Since “with university” project would add population of 25,500, the project effectively adds 22.3 passenger vehicle VMT per capita, and 20.7 pounds of CO₂ per capita. The per capita rates shown in Table 3 show a range, built around the assumed transportation GHG reduction of 15.9 percent estimated in the AQMP, with the high end of the range being the modeled values and the low end the low end the modeled value minus 15.9 percent from assumed mitigations not captured in the model.

The “without university” scenario is significantly higher than the “with university” in both passenger vehicle VMT and CO₂ per capita: 26.4 VMT per capita (compared to 22.3), and 24.6 pounds of CO₂ per capita (compared to 20.7). The “without” university rates are 18 to 19 percent higher than the “with university” rates.

New Analysis by SACOG

There are several limitations of the delta analysis shown on Table 3 for SB375 purposes. First, the per capita rates for the region are not calculable from the data available, since the regional population for the scenarios was not known. Second, the regional, cumulative scenarios were not based on the current MTP/SCS, but on the growth allocations in the prior MTP adopted in 2008. Finally, the older, SACMET travel demand model was utilized, while the MTP/SCS and GHG reductions were based on the current model, called SACSIM. SACSIM is a more advanced model, and has been rigorously tested for sensitivity to land use / transportation factors such as density, mix of use, street pattern, transit accessibility, etc. SACSIM is also the model accepted by CARB for use in SB375 transportation GHG reduction calculations. Therefore, SACOG staff created two new 2035 land use scenarios based on the CHSP and project DEIR: the MTP/SCS plus build out of the Cordova Hills project, and MTP/SCS plus the project without university. The scenarios were carefully crafted to match as closely as possible the project description shown in the CHSP and DEIR documents. Using these new model runs, a similar delta analysis was performed and is shown in Table 4.

The results are similar in many ways to the analysis shown on Table 3: the “with university” scenario added 609 thousand passenger vehicle VMT, or 23.9 miles per capita, and 540 thousand pounds of passenger vehicle CO₂, or 20.65 pounds per capita. The “without university” scenario is higher than the “with university” scenario by 7 to 9 percent on per capita rates for VMT and CO₂.

The SACOG analysis (Table 4) allows for comparisons of the project scenario per capita rates with regional averages. The “with university” scenario passenger vehicle CO₂ is higher than the regional average, and the “without university” scenario is higher still.

Although the delta analysis is a way to evaluate the effects of one specific project area, and is a more rigorous way of estimating project effects on total VMT, the SACSIM travel model allows extraction of “household-generated” travel metrics⁴ from multiple areas from the same run, similar to the SCGPU analysis shown above in Table 2 and Figure 1, or from the same area for different runs. Table 5 presents a comparative analysis of the Cordova Hills project area for the “with university” and “without university” scenarios, and for several other areas from the MTP/SCS model run. The results of this analysis confirm some of the basic findings of the delta analysis described above:

- For household-generated VMT, the Cordova Hills project with the university (21.8 miles per day) is 13 percent higher than the average for all “developing areas”⁵ in the unincorporated and incorporated areas of Sacramento County (19.3 miles) included in the MTP/SCS, and 24 percent higher than the regional average for all development in the MTP/SCS (17.6 miles).
- The “without university” scenario is significantly higher than the “with university” scenario on household-generated VMT—24.8 miles per capita, compared to 21.8 miles per capita. These figures are 28 percent higher than the average for all “developing areas” in Sacramento County and 41 percent higher than all new development in the current MTP/SCS.

CONCLUSION

In terms of the effects of both the “with university” and “without university” scenarios, the information presented here should be viewed as suggestive, not definitive. Many elements of the next MTP/SCS remain to be set, including the growth forecast, the horizon year, the development pattern and transportation system in the balance of the region, and even the greenhouse gas targets (though we do not believe those are likely to change). Nevertheless, some findings from this review seem solid. All three data sets point to the locational challenges of this project for transportation, with or without a university. It is likely to rely on auto trips heavily and those trips are likely to be, on average, longer than the regional average. The data sets that analyzed the “with” and “without” university scenarios clearly show higher per capita transportation and air quality impacts from the “without” university scenario.

As explained in the first part of this letter, absent much greater certainty about the likelihood of university construction than appears to exist today, if the project is added to the next MTP/SCS it most likely would not include the University component. Even if a university was included, it may require some additional efficiencies elsewhere in the region’s land use and transportation system beyond those included in the current MTP/SCS in order to meet CARB’s 2035

⁴ Household-generated travel metrics include all trips made by residents of a given area, regardless of where they go, and credits the place of residence with all of the travel. This is a more complete accounting of travel, which is possible with the SACSIM model, but not with older models like SACMET.

⁵ “Developing areas” refers to community type framework used in the MTP/SCS. “Developing areas” are typically situated on vacant land at the edge of existing urban or suburban development.

performance target for the region. If a university is not included, it will almost certainly require significant additional efficiencies elsewhere in the region in order to maintain compliance with the CARB 2035 target.

I hope this information has been responsive to your questions and will be helpful to the Board as it makes its decisions regarding the Cordova Hills project. We have greatly appreciated the County's on-going partnership with SACOG, most recently through the multi-year General Plan update process. Hopefully it goes without saying, but a land use decision such as this is entirely the County's choice to make. Our role is to supply information on potential impacts on others in the region and to express appreciation that you will consider that information in your deliberations. I will attend your January 29 hearing to briefly summarize our findings and to be available to respond to any questions you may have.

Table 1. SACOG SB375 GHG Reduction Calculation

Factor	2005	2020	2035
CO2[PV] (tons per day) ¹	23,690	26,960	31,080
Thru Trip Adjustment Adjustment ²	0.979	0.975	0.975
CO2[PV] Net ³	23,193	26,286	30,303
Population ⁴	2,057,200	2,519,900	3,086,200
GHG[PV] per Capita (lbs per person per day)	22.55	20.86	19.64
Modeled Reduction from '05		-7.47%	-12.91%
Off Model Adjustments ⁵		-1.42%	-2.62%
Total % Reduction from '05 ⁶		-8.89%	-15.53%
GHG Reduction Target		-7%	-16%

Source: SACOG, July 2012.

¹ From EMFAC2007 outputs, including the "Passenger Vehicle" [PV] portions only.

² Reduces total CO2 to exclude CO2 from through-traveling passenger vehicles; factor based on SACSIM model outputs.

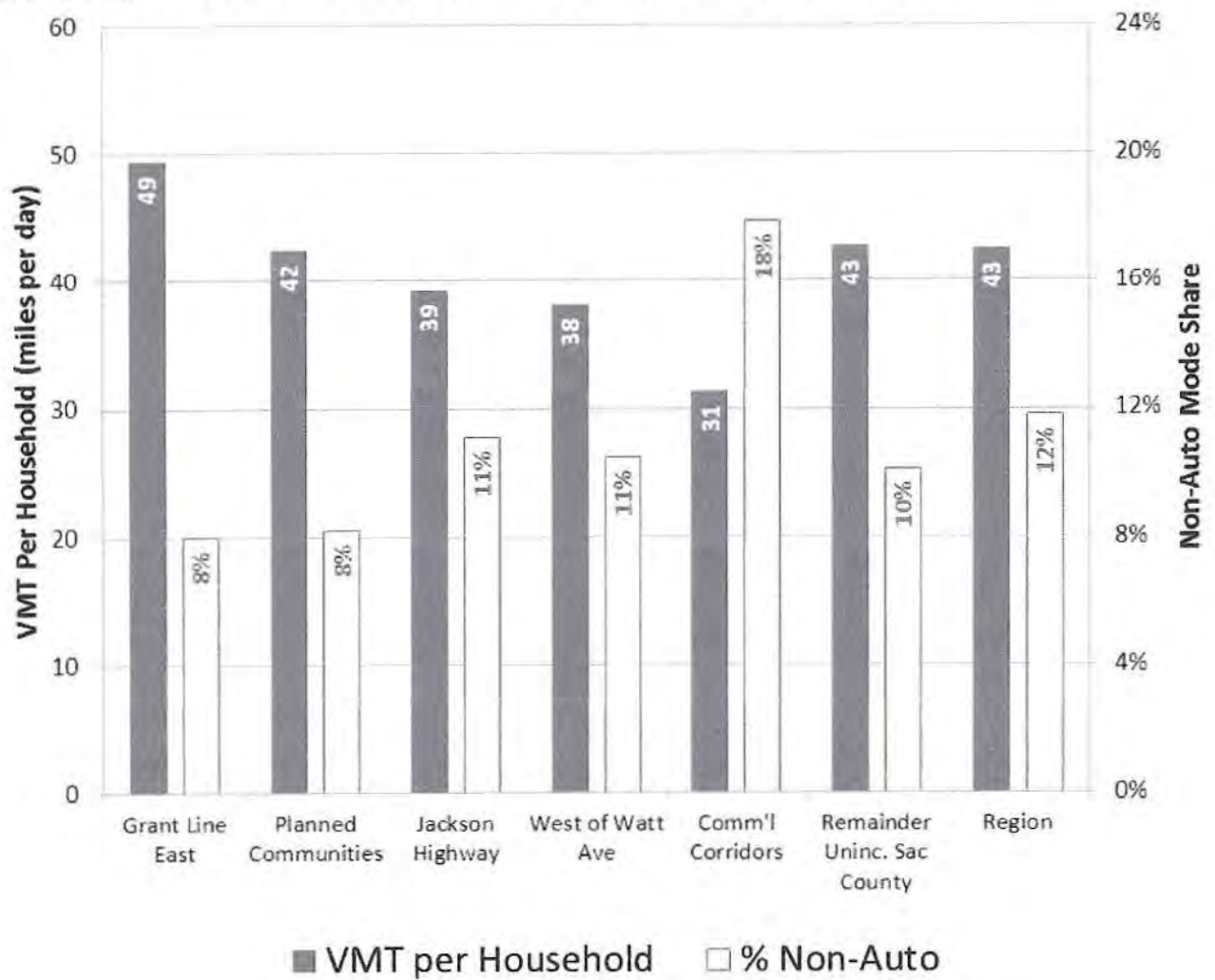
³ Equals total CO2 times thru trip adjustment.

⁴ From SACOG estimates of household population in the SACOG region.

⁵ Per CARB review. Includes adjustments for ITS and TDM projects in MTP/SCS but not captured by regional travel demand model.

⁶ CARB allows rounding to the nearest whole percent for purposes of the reduction calculation.

Figure 1. Key Travel Metrics for Sacramento County General Plan Areas



Source: SACOG, January 2013.

Based on data in the "Sacramento County General Plan Update" Transportation and Circulation element, Plate TC-27 and TC28.

Table 2. Key Travel Metrics for Sacramento County General Plan Areas

Sacramento County General Plan Areas¹					
Metric	Grant Line East	Planned Communities	Jackson Highway	West of Watt Ave	Comm'l Corridors
Weekday VMT per Household (miles) ²	49.4	42.4	39.2	38.1	31.3
<i>Difference from Reg. Avg.</i>	<i>+16%</i>	<i>-0%</i>	<i>-8%</i>	<i>-10%</i>	<i>-26%</i>
% Non-Auto Mode Share ³	8.0%	8.2%	11.1%	10.5%	17.9%
<i>Difference from Reg. Avg.</i>	<i>-32%</i>	<i>-31%</i>	<i>-6%</i>	<i>-11%</i>	<i>+52%</i>

Source: SACOG, January 2013.

Based on "Sacramento County General Plan Update" Transportation and Circulation element, Plate TC-27 and TC28.

¹ "Planned Communities" include Elverta, East Antelope, Florin Vineyard "Gap," North Vineyard Station, and Vineyard Springs, shown in Figure 5 of the SCGPU Land Use Element. Grant Line East, Jackson Highway, and West of Watt Avenue are shown in Figure 7 ("New Growth Areas") of the SCGPU Land Use Element. "Commercial Corridors" are shown in Figure 6 of the SCGPU Land Use Element.

² Includes only internal-to-region portion of household-generated vehicle miles traveled, and excludes both commercial vehicle and external travel. Estimated by DKS associates using the SACSIM regional travel demand model. Reported in this table is an average of all residents of households in each SCGPU areas.

³ Includes transit, bicycle and walk person trips as a percent of all person trips generated, as a percentage of all person trips.

**Table 3. VMT Delta Calculations of VMT and CO2:
Cordova Hills With and Without University (based on Sacramento County Modeling)**

Scenario	Weekday VMT and CO2			Per Capita Rate Calculations, V		
	Total VMT (miles, in 000's) ¹	Pass. Veh. VMT (miles, in 000's) ²	Pass. Veh. CO2 (pounds, in 000's) ³	Popul- ation ⁴	Total VMT per Capita (miles) ⁵	Pass. Veh. VMT per Capita (miles) ⁵
Regional--No Project	84,240	76,912	71,579			
Region + Cord.Hills w/ Univ.	84,862	77,481	72,109			
<i>Difference from Reg. No Proj</i>	+623	+569	+529	+25,519	20.5 - 24.4	18.8 - 22.3
Region + Cord.Hills (w/out Univ.)	84,858	77,476	72,104			
<i>Difference from Reg. No Proj</i>	+618	+564	+525	+21,379	24.3 - 28.9	22.2 - 26.4
<i>Difference from Region w/Univ.</i>	-5	-4	-4	-4,140		

Source: SACOG, January 2013, based on data provided by Sacramento County staff.

¹Total VMT includes all sources: household-generated, commercial vehicle, and external travel. VMT estimates from modeling by DKS Associates using a modified version of the SACMET regional travel demand model and 2008 MTP regional growth control totals.

²Passenger vehicle VMT estimates by SACOG, applying the EMFAC2007 ratio of passenger vehicle-to-total-VMT for Sacramento County (0.91) to total VMT estimates provided by Sacramento County staff.

³Passenger vehicle CO2 estimates by SACOG, applying the EMFAC2007 ratio of pounds of CO2-to-passenger vehicle VMT for Sacramento County (0.93).

⁴No regional total population estimates were available for this analysis.

⁵Ranges based on 15.9% off-model reduction to account for land use and trip reduction factors, per project air quality management plan. For each variable, the high end of the range is the modeled value, and the low end the modeled value minus 15.9% from assumed mitigations not captured in the model.

Table 4. VMT Delta Calculations of VMT and CO2

Cordova Hills With and Without University (based on SACOG Modeling)

Scenario	Weekday VMT and CO2			Per Capita Rate Calculations, V		
	Total VMT (miles, in 000's) ¹	Pass. Veh. VMT (miles, in 000's) ²	Pass. Veh. CO2 (pounds, in 000's)	Population	Total VMT per Capita (miles) ³	Pass. Veh. VMT per Capita (miles) ³
MTP/SCS	74,167	66,928	62,160	3,086,205	24.03	21.69
MTP/SCS + Cord.Hills w/ Univ	74,839	67,537	62,700	3,111,702	24.07	21.70
<i>Difference from MTPSCS A1</i>	+672	+609	+540	+25,497	26.2	23.9
MTP/SCS + Cord.Hills (no Univ)	74,774	67,480	62,640	3,107,433	24.08	21.72
<i>Difference fr MTP/SCS A1</i>	+607	+552	+480	+21,228	28.6	26.0
<i>Difference fr CH w/ Univ</i>	-65	-57	-60	-4,269		

Source: SACOG, January 2013. Modeled using SACSIM, the regional travel demand simulation model currently used for regional travel forecasting by SACOG. Regional growth totals and land use pattern from the 2012 MTP/SCS.

¹Total VMT includes all sources: household-generated, commercial vehicle, and external travel.

²Passenger vehicle VMT and CO2 estimates using EMFAC2007. Passenger vehicle VMT includes most household-generated VMT, and a portion of commercial vehicle VMT made using lighter duty vehicles.

³MTP/SCS population from the 2012 MTP/SCS documents. Cordova Hills population estimates set to match those provided in the project description and DEIR.

Table 5. Travel Characteristics of Cordova Hills and Other Areas for Comparison

Area	Household Generated VMT ¹ (miles per weekday)	Mode Shares ²			Jobs/Housing	
		Auto	Transit	Bike or Walk	Retail Jobs per Household	Total Jobs per Household
Residents of Cordova Hills Project Area						
Project Buildout w/ Univ.	21.8	83.8%	3.5 %	11.5 %	0.26	0.74
Project Buildout (no Univ.)	24.8	90.1%	1.2%	7.4%	0.27	0.58
Points of Comparison						
Sacramento County Developing Areas ³	19.3	90.5%	1.6%	6.2%	0.19	0.47
Sacramento County Centers and Corridor Areas ³	12.4	70.3%	9.3%	16.0%	0.60	1.94
Regional Average ³	17.6	84.9%	3.2%	10.3%	0.29	1.19

Source: SACOG, January 2013. Modeled using SACSIM, the regional travel demand simulation model currently used for regional travel forecasting by SACOG Using 2035 regional growth totals and land use pattern from the 2012 MTP/SCS.

¹Household-generated VMT includes all VMT generated by residents of a given area, tallied back to the place of residence. It excludes commercial vehicle VMT and VMT generated by through travel.

²Mode shares for household-generated travel. Not reported are “other” mode trips, such as school bus.

³Averages for travel characteristics of total (existing plus growth) development for the areas shown. “Developing Areas” and “Centers and Corridor Areas” are two of the four community types in the MTP/SCS. “Developing Areas” are typically located on vacant land at the edge of existing urban or suburban development. “Centers and Corridor Areas” are areas with higher density and more mixing of uses than the surrounding areas. Regional average is for all of Sacramento, Yolo, Yuba and Sutter counties, plus the non-Tahoe Basin portion of El Dorado and Placer counties.

Attachment

cc: Bradley Hudson, Sacramento County Executive Officer
Lori Moss, Director of Community Development

Email communication – November 29, 2012

Mike,

As you're aware, the Sacramento County Board of Supervisors will soon consider the Cordova Hills project. Because you and your staff have intimate knowledge of the project, especially as it concerns transportation and air quality impacts, as well as the project's context relative to the MTP/SCS and GHG legislation, I'd like your assistance to best understand the current proposal assuming a university operator does not locate within the project.

1. Is it reasonable to assume that because a significant amount of project housing is planned to accommodate a university workforce, that without a university, the transportation/air quality benefits associated with this internal jobs-housing balance would be lost? In particular, what does this mean relative to projected VMT and GHG emissions? What are the implications relative to meeting SB 375 goals?
2. My understanding of the project's housing estimates/assumptions, is that they account for dormitory-type densities; i.e., on-campus student housing. Without these densities, what are the implications relative to VMT, GHG emissions and SB 375 goal attainment?
3. If the project is approved without a willing university operator committed to developing a campus in the foreseeable future, what does/could this mean for future Metropolitan Transportation Plans and SCS implementation?

As you can see from the nature of my questions, I'm interested in the general impact implications associated with a "no university" scenario for Cordova Hills. If there's something you think I should understand in this regard, but that I haven't adequately articulated in my questions, please let me know.

I feel strongly that the Board of Supervisors is obligated to exercise well informed decision-making. This is especially critical since the project's centerpiece (the university) is now much less certain.

Thanks in advance for your help.

- Phil