# BLUEPRINT

# DRAFT

## Metropolitan Transportation Plan/ Sustainable Communities Strategy

**2020-2050**

Released June 2025

Sacramento Area Council of Governments

SACOG

## Contents

# List of Figures



# List of Tables

## List of Appendices

A. Transportation Project List

B. Revenue Forecast

C. Land Use Forecast

D. Land Use Forecast Documentation

E. Plan Performance and Equity Analysis

F. Outreach and Communication

G. Air Quality Conformity Analysis

H. Public Participation Plan

I. Aviation

# Chapter 1:
# What Is the MTP/SCS?

## A Transportation and Land Use Strategy to Support an Economically Prosperous Region

A prosperous, vibrant, and inclusive region doesn't happen by accident. It takes planning to create a place that has access to jobs and economic opportunities, broad transportation options, and affordable housing for all. We can have air that is clean to breathe and open space that we can all enjoy with careful planning about where and how we build homes, businesses, roads, and transit. That kind of planning is the essence of the 2025 Blueprint. Its formal name is a mouthful: the Metropolitan Transportation Plan/Sustainable Communities Strategy, or MTP/SCS. But its goals are simple to understand: The Blueprint seeks to guide the Sacramento region's development toward a sustainable and equitable future where jobs are plentiful, housing is affordable, our environment is clean, and we can all move quickly and safely on roads and transit or on foot or bicycles.

Two decades ago, in 2004, the region embarked on a first of its kind effort to engage citizens in proactively linking land use and transportation in a visioning process referred to as the Sacramento Region Blueprint. That Blueprint remains the North Star for the region's future development. It was the first truly comprehensive vision for the Sacramento region, integrating land use and transportation planning to curb sprawl, reduce traffic congestion, and limit vehicle emissions in order to improve the quality of life for residents. It set out to accomplish this by implementing smart growth principles that encouraged a variety of housing options closer to employment, shopping, and entertainment hubs, giving people options to walk, bike, or take public transportation to work and play. Key elements of that Blueprint were eventually incorporated into state law in Senate Bill 375. SACOG still strives to be a leader in the kind of scenario forecasting and modeling that form the basis for transportation investment decisions serving the future needs of the region.

The 2025 Blueprint is the latest in a series of regional plans to help implement the 2004 Blueprint. It is built on the 2004 Blueprint's principles and the three goals of equity, economy, and environment, or the Triple Bottom Line Framework.

An **equitable plan** will help create a just and inclusive region where historically marginalized communities have a voice in government investments that will impact their lives. The goal is to improve life for all groups, so that a person's station at birth no longer predicts their health and economic outcomes.

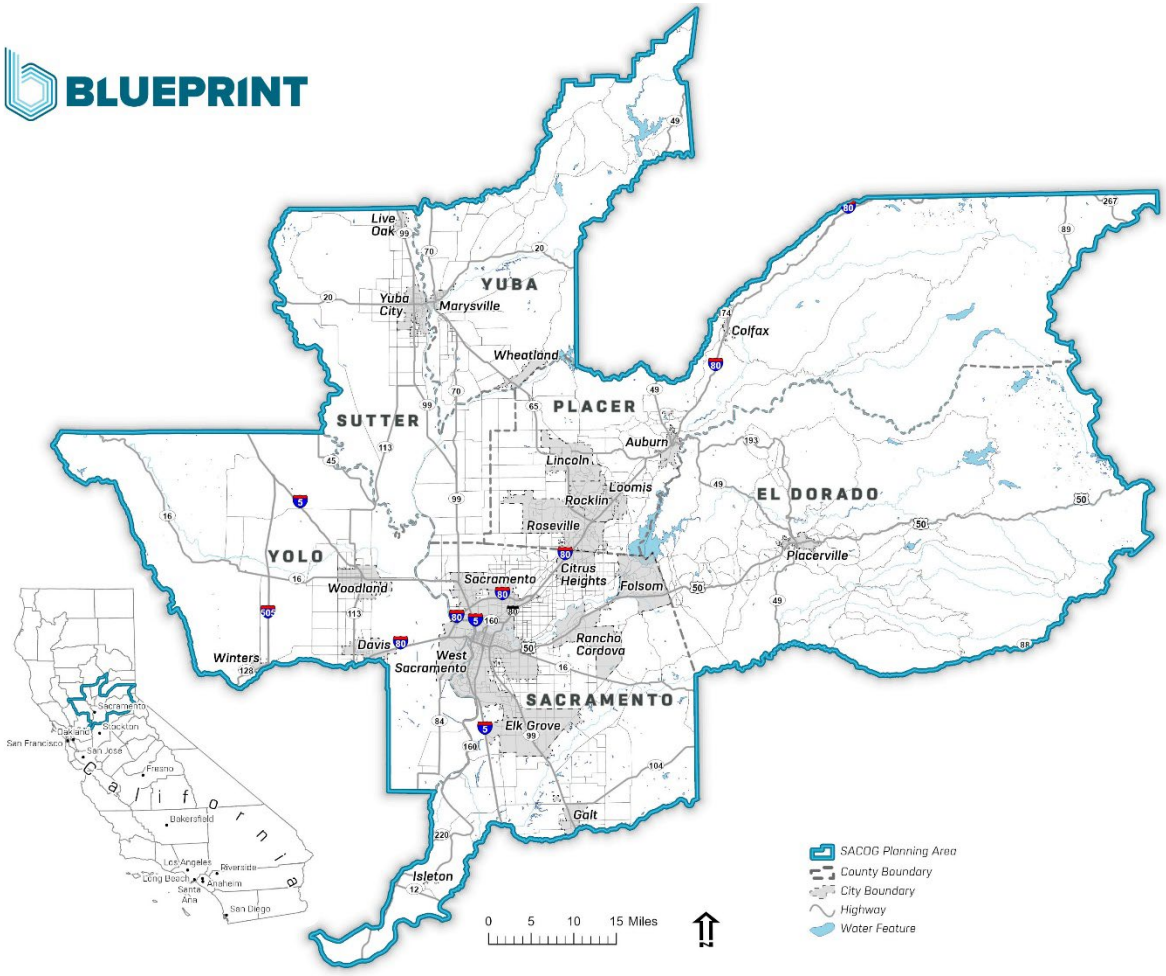
A focus on **economic opportunity** means the region will be a place where all people have access to opportunities that allow them to reach their full potential. The Blueprint envisions a future economy built on key clusters where the region is already poised to excel, including precision manufacturing, working lands, business services, and research and development.

To help foster a **safe and resilient environment** for all residents, the plan lays out strategies to sustainably accommodate growth so that agriculture and natural resources stay vital and so that people can thrive in this region for generations to come. That means cleaning our air, promoting working landscapes, decreasing our carbon emissions, and supporting policies that allow us to adapt to climate change.

## Who Is SACOG?

The Sacramento Area Council of Governments (SACOG) is the agency the federal government designated to be the Metropolitan Planning Organization (MPO) for the Sacramento region, which requires SACOG to maintain a regional transportation plan that must be updated every four years in coordination with each city and county. SACOG is also where the Sacramento region's governments come together to advance their shared goals of economic prosperity, connected communities, and vibrant places by creating long-range land use and transportation plans and then implementing them through outreach, funding, and advocacy. Through SACOG, 28 local governments collaborate to tackle challenges that are too big for any one jurisdiction to solve on its own. The agency is governed by a board of elected officials from each city and county in the region and guides a staff of roughly 60 public servants. SACOG also plays a key role in helping the region plan land use, which is the critical element connecting housing, jobs, and transportation. Efficient land use planning entails strategically positioning residential, commercial, retail, and recreational facilities to minimize commuting distances. This approach reduces traffic congestion and emissions, thereby enhancing the quality of life for residents in the Sacramento area. Figure 1.1 is a map showing the SACOG planning area.

FIGURE 1.1 SACOG PLANNING AREA




## The 2025 Blueprint Addresses State and Federal Requirements

The 2025 Blueprint is required to be a 20-year transportation plan that addresses all modes of transportation and is financially feasible, achieves health standards for clean air, and meets statewide climate goals.

The plan exists within real-world financial constraints that limit the money the region has to make investments in transportation infrastructure. Unfortunately, the region cannot afford to build and maintain all of the transportation infrastructure and services we may want and need. That means we must be strategic in the choices we make, expanding our network of roads, highways, and transit in ways that do not saddle future generations with even larger funding shortfalls than we face today. The revenues assumed in this plan are a reasonable estimate of what the region is likely to capture from existing federal, state, and local sources of transportation funding over the life of the plan. Any new sources of funding assumed in the plan are supported by near-term strategies aimed at making this new money a reality.

## Specific Requirements

Provides a general idea of future land use patterns. How and where this region's growth occurs over the next two decades is critical to the success of our economy and quality of life and to the preservation of our environment. The 2025 Blueprint's development pattern identifies the general location of different types of land uses, residential densities, employment intensities, and natural resource areas. Knowing what shape our future land use pattern will take is the foundation of the region's planning for future transportation needs, improving our air quality, and meeting our climate goals. The ultimate size and location of these developments will be determined by local governments. [See appendices C. Land Use Forecast, and D. Land Use Forecast Documentation]

Meets air quality health standards. Today's air quality in the Sacramento region does not meet federal health standards for harmful elements associated with increased risks of asthma and other health conditions. Much of this problem is related to emissions generated by cars, trucks, and freight vehicles. Working to make our transportation system operate smoothly is important for reducing harmful air emissions, while people spending less time in congestion is also good news for the economy and families. Under the federal Clean Air Act, our region must demonstrate a steady improvement in air quality to continue to receive transportation funding from the federal government.

Considers SACOG's Congestion Management Process. The Congestion Management Process (CMP) is a set of objectives, performance metrics, and strategies the Sacramento region uses to monitor and manage traffic congestion on the regional transportation system. The Federal Highway Administration (FHWA) requires all metro regions with a population of more than 200,000 to maintain a CMP. SACOG's CMP forms part of its MTP and brings several benefits, including providing a system to monitor the region's progress toward Blueprint goals, identifying and prioritizing cost-effective, multimodal strategies to address congestion, and aligning congestion management strategies with plan policies.

Reduces greenhouse gas emissions from passenger vehicles. Passenger vehicles account for roughly 30 percent of greenhouse gas emissions in California. Under a state law, Senate Bill 375 (SB 375), Metropolitan Planning Organizations like SACOG are responsible for guiding land use and transportation planning in a way that reduces greenhouse gas emissions from cars and light duty trucks. Under SB 375, the California Air Resources Board (CARB) issues greenhouse gas targets for MPOs to reduce vehicle emissions, consistent with state climate goals. For the 2025 Blueprint, CARB assigned SACOG a target of reducing per capita greenhouse gas emissions by 19 percent compared to a 2005 baseline.

Is shaped by the public and stakeholders. SACOG has emphasized public input in the development of the 2025 Blueprint plan to ensure that the 2025 Blueprint reflects the region's vision for the future. Long-range planning at a regional scale allows residents to think beyond their current situation and reflect on what's important to them for their future and that of future generations. Those values and priorities have been incorporated into the plan's policies and programs and will help ensure that the SACOG Board of Directors adopts a cohesive regional vision for the future that incorporates that public input.

Is consistent with other long-range transportation plans. The MTP/SCS maintains consistency with other planning documents such as the long-range plans for the Northern California Megaregion—the San Francisco Bay Area and San Joaquin County—plus the Tahoe Basin and counties to the north, local transit plans, air quality plans, airport plans, and Caltrans' California Transportation Plan. Placer and El Dorado counties are members of SACOG but each also has its own state designation as Regional Transportation Planning Agencies (RTPAs) that are responsible for developing their own transportation plans. SACOG, El Dorado County Transportation Commission (EDCTC), and Placer County Transportation Planning

Agency (PCTPA) coordinate planning between our agencies to make sure our plans maintain consistent assumptions and forecasts. Consistency with these plans is important to avoid conflicting policies or investments and ensure a common understanding of future priorities.

**Achieves state housing goals.** The 2025 Blueprint plans for enough housing to meet the needs of the region over the 25 years the plan covers. Additionally, state law requires that we consider state housing goals and identify areas within the region sufficient to meet the Regional Housing Needs Allocation (RHNA) for the next eight years. The RHNA is the state-mandated process to identify the total number of housing units (by affordability level) that every city and county must accommodate in Housing Elements.

**Includes input from other agencies.** While SACOG is responsible for developing and maintaining the MTP/SCS, transportation planning must be a collaborative process, as many different entities have responsibility for providing for the mobility needs of our region's residents. SACOG developed this plan in consultation with federal, state, and local agencies, transportation providers throughout the region, facility operators such as airports, transit operators, Native American tribal governments, environmental resource agencies, air districts, pedestrian and bicycle representatives, and other MPOs. The Sacramento region also contains a significant portion of the Sacramento–San Joaquin River Delta. The delta is a critical resource for both water supply and wildlife. To ensure the long-term health of the delta ecosystem, under the Delta Reform Act, SACOG coordinates with the Delta Stewardship Council to consider and avoid negative impacts to the delta that would jeopardize this valuable resource.

**Building Block: The MTP/SCS and the California Transportation Plan**

Caltrans' state-level transportation blueprint, the California Transportation Plan (CTP), articulates the state's vision for an integrated, multimodal transportation system that complements regional transportation plans and land use visions. This plan helps guide the planning and implementation of a low-carbon transportation system that fosters economic vitality, protects the environment and natural resources, and promotes health and well-being equitably for all Californians. The CTP and our regional MTP/SCS both focus on meeting current and emerging trends and challenges affecting transportation, including economic and job growth, air quality and climate impacts, aging infrastructure, new technologies, freight movement, transportation funding, and public health. Caltrans and our region share many of the same goals and have a consistent vision for the future. Working together with local, regional, state, and federal partners will be critical for achieving these shared goals.

# Chapter 2:
# How the Public Shaped This Blueprint

SACOG and the region have a long history of engaging residents in conversations about the vision for the future of their communities. The original Sacramento Region Blueprint involved more than 5,000 residents across six counties to develop and assess guiding principles for long-term growth. The findings from this visioning process were used by SACOG, cities and counties, and developers to inform choices about land use and transportation investments over the past two decades.

Much like the Sacramento Region Blueprint of the early 2000s, the 2025 Blueprint was built from the ground up, reflecting the housing, land use, and transportation plans of the 22 cities and six counties in the Sacramento region. Perhaps more importantly, a robust outreach program involving diverse interest groups and individuals shaped this Blueprint's strategy for how those local plans should play out across the region over the next 25 years. Community members, advocacy groups, tribal governments, transit agencies, plus local, state, and federal agencies all weighed in. This outreach ultimately solicited the views of more than 6,000 people.

Those public conversations didn't just gather feedback on a plan in progress. Early and extensive outreach provided crucial guidance for SACOG's staff and board of directors to ensure that the values and priorities of the region's residents were embedded into the plan from the start. That outreach produced seven Outreach Themes that are reflected throughout the plan. Those themes are:

- Ensure Access and Opportunity for All Residents
- Provide Housing Options for All Incomes and Life Stages
- Invest in Existing Communities
- Create Complete Communities
- Support Safe and Convenient Transportation Options
- Prepare for Natural Disasters to Protect People and Property
- Protect and Conserve Open Space and Agriculture

The outreach program that produced these seven themes included the following elements:

## Focus Groups Go Deep in All Six Counties

In March 2023, SACOG hosted eight Focus Groups with 69 residents representing each of the six counties. The groups included individuals from a range of demographics (age, gender, ethnicity, household income), work status/professions, housing status (own, rent, living with others/relatives), years of living in the region, and levels of awareness and interest in their neighborhood, government, and community development. The research topics were divided into four areas: Housing, Transportation Pricing, Perceptions of Safety, and Public Health. Four Focus Groups were conducted in English and four Focus Groups were conducted in Spanish, with each topic covered in both languages.

## Built Environment Poll Gathers Diverse Opinions

To gather input from a diverse and representative subset of the public, Valley Vision and SACOG, in collaboration with the Institute for Social Research at Sacramento State, spearheaded the Built Environment Poll. This poll provided a comprehensive overview of the public's priorities regarding their built environment in areas such as transportation, housing, telework, safety perceptions, and public health. The poll was scientifically administered and demographically representative of regional residents. About 3,000 people from the six-county region took the poll, and the results were weighted so that each survey achieves a statistically valid margin of error of no more than +/– 3 percent.

## Blueprint Survey Reaches Broad Cross Section

The 2025 Blueprint Survey collected input and gave community members an opportunity to help shape the long-range plan. The survey covered topics related to transportation, community growth, equity, and housing to ensure that this plan combined both technical data and community priorities. SACOG distributed the survey through various means, including online outreach, SACOG participation in community events, and direct outreach by local Community-Based Organizations (CBOs). The survey was available in an online version accessible by QR codes and on SACOG's website and in a printed paper form that could be filled out on the spot or that community members could take home and return directly to SACOG using a pre-stamped and ready-to-mail envelope.

## Pop-Up Workshops Engage Residents at Local Events

From March to August 2023, SACOG embarked on a community engagement initiative by attending events in nearly all the counties and cities in the region. Participation in these events allowed SACOG to provide information to community members about the long-range plan and distribute the 2025 Blueprint Survey to them. SACOG set up an approachable table at each pop-up workshop, engaging with the community for three to five hours during each event. Participating in these events allowed SACOG an opportunity to connect with and get feedback from residents who might not typically participate in more formal public participation offerings such as town halls or community meetings. The events were located at transit hubs, libraries, farmers markets, holiday celebrations, local festivals, concerts, and transportation- and environmental-related community events. More than 1,500 surveys were completed during the pop-up events.

## Community-Based Organizations Facilitate Outreach

To support the gathering of survey responses, SACOG introduced the Public Outreach and Engagement Grant Program to partner with CBOs within the six-county region to facilitate outreach and engagement initiatives for the 2025 Blueprint. The goal of the program was to encourage survey participation from a diverse set of community members and to provide tailored engagement methods to communities that have been historically underrepresented in past outreach efforts. Just over $50,000 was allocated to 12 CBOs from across the region to support outreach and engagement initiatives. More than half of all Blueprint survey responses were collected through CBO partner efforts.

## Regional Workshop Deepens Understanding

SACOG hosted the 2025 Blueprint Regional Workshop in Folsom, California, on June 16, 2023. Nearly 300 people attended, including many elected officials, public agency staff, and community members from across

the region. The workshop aimed to deepen understanding of how land use, housing, and transportation policies affect economic, environmental, and equitable outcomes in the region; highlight how jurisdiction-level decisions can impact the region; and provide an additional opportunity for attendees to meaningfully participate and contribute to the 2025 Blueprint. To ensure a diversity of perspectives, each table had at least one elected official from the region, along with a mix of local jurisdiction or agency staff, representatives of CBOs, and members of the public. Participants engaged in activities that guided them to share their visions for the region's future and work together to consider the needs of the region's diverse residents while planning for that future. All feedback shared during the workshop was documented in the published 2025 Blueprint Regional Workshop Report.

### Direct Outreach to All Local Boards and Councils

Beginning in July 2022, SACOG leadership began visiting every city council and board of supervisors in the region to engage local officials on the regional initiatives and the 2025 Blueprint development. The meetings provided an overview of regional initiatives and how they relate to the Blueprint plan, including a discussion around future pathways, local transportation priorities, and regional investments. This effort took approximately six months to complete. SACOG staff also hosted several webinars for local jurisdiction staff to discuss key aspects of the planning process, held one-on-one meetings with local jurisdiction staff to dive into local needs and answer questions, and provided updates at Regional Planning Partnership meetings.

## Outreach Will Also Shape Implementation

Extensive details from the results of the outreach program are evident in every section of the chapters that follow, and a full report on the public's input is in Appendix F. But the outreach that shaped the 2025 Blueprint won't end with its publication. This is the region's plan, and the community engagement that shaped the Blueprint will continue in the years ahead as the public plays an integral role in its implementation.

In fact, some of that engagement is already happening. In November 2024 the SACOG Board of Directors approved $3.8 million in funding for 11 projects across the region as part of the agency's Engage, Empower, Implement (EEI) program. This is the first time SACOG has implemented a funding program that encourages partnerships between cities, counties, and local Community-Based Organizations (CBOs) to plan more equitable projects together.

EEI will incorporate community-led planning and design principles to identify communities' priorities and develop projects that meet their needs. Through this collaborative planning process with member jurisdictions and CBOs, the region will be able to identify and create community-driven and equitable projects ready for federal, state, and local funding opportunities.

The Mobility Zones program is another example of this kind of community engagement. The program focuses on 10 neighborhood-sized zones with high transportation and equity needs. SACOG has partnered with Civic Thread to lead community engagement for Mobility Zones. Civic Thread is a nonprofit organization that empowers residents in institutionally underserved communities to achieve healthy built environments.

# Chapter 3:
# Housing, Jobs, and Land Use

## The Region in 2050

### We will build vibrant places for residents of today and tomorrow

The Sacramento region continues to grow faster than almost any other place in California. But exactly how the region develops and what kind of quality of life its residents enjoy is up to us.

Over the next 25 years, the area's population is expected to soar by approximately 580,000 people. That's more than the current population of the City of Sacramento or roughly equivalent to the populations of El Dorado, Yolo, Yuba, and Sutter counties combined. We will see the construction of 278,000 new homes and benefit from the creation of about 263,000 jobs. The question is where those people will live, what kind of homes they will be able to buy, and what kind of jobs will be available to them. Without thoughtful planning, we will continue to face a lack of housing that is affordable to our growing population, and we will struggle with longer commutes as the distance between new housing and new jobs increases. Our region's precious farmland and natural landscapes could be diminished. And all of this could worsen air quality, health outcomes, and economic opportunity.

Yet that bleak scenario need not be our future. This 2025 Blueprint lays out another path. It is a vision based on extensive outreach to local governments and conversations with community leaders, business owners, and the region's residents. It is built on the principles endorsed by the SACOG board and goals intended to ensure an equitable community, a growing economy, and a thriving environment.

This Housing, Jobs, and Land Use section of the plan seeks to create economic opportunities for all residents; provide housing options for all incomes and life stages; create investment in existing communities; build complete communities; support safe and convenient transportation options; prepare for natural disasters to protect people and property; and preserve farmland and open space.

It proposes to accomplish these goals by revitalizing existing commercial corridors and main streets; bringing jobs closer to housing and housing closer to quality jobs, schools, and outdoor space; building more types of housing to meet the needs of our changing households; and creating opportunities through growth in industries like business services, research and development, precision manufacturing, and industries reliant on working landscapes, such as agriculture or mineral and timber extraction.

Approximately two-thirds of the 278,000 new homes we're anticipating can be accommodated in existing centers, corridors, and established communities throughout the region.

Our region is competing with similar mid-size regions across the United States and globe to attract and retain talent, residents, businesses, and investment. Businesses look for communities where workers want to live, and workers are looking for a wider range of housing options, easier travel choices to get to work, more

convenient trips to the facilities and services they use, and access to nature and other recreational destinations.

The 2025 Blueprint plans for robust housing and employment growth in the region. The plan's development pattern would lead to the construction of, on average, 9,300 new homes annually—roughly 1,000 more than the average over the last 20 years. As housing production increases, it will be critical to balance infill with growth in currently undeveloped areas over time to avoid the kind of uncoordinated development pattern that can lead to worsening regional congestion and air quality.

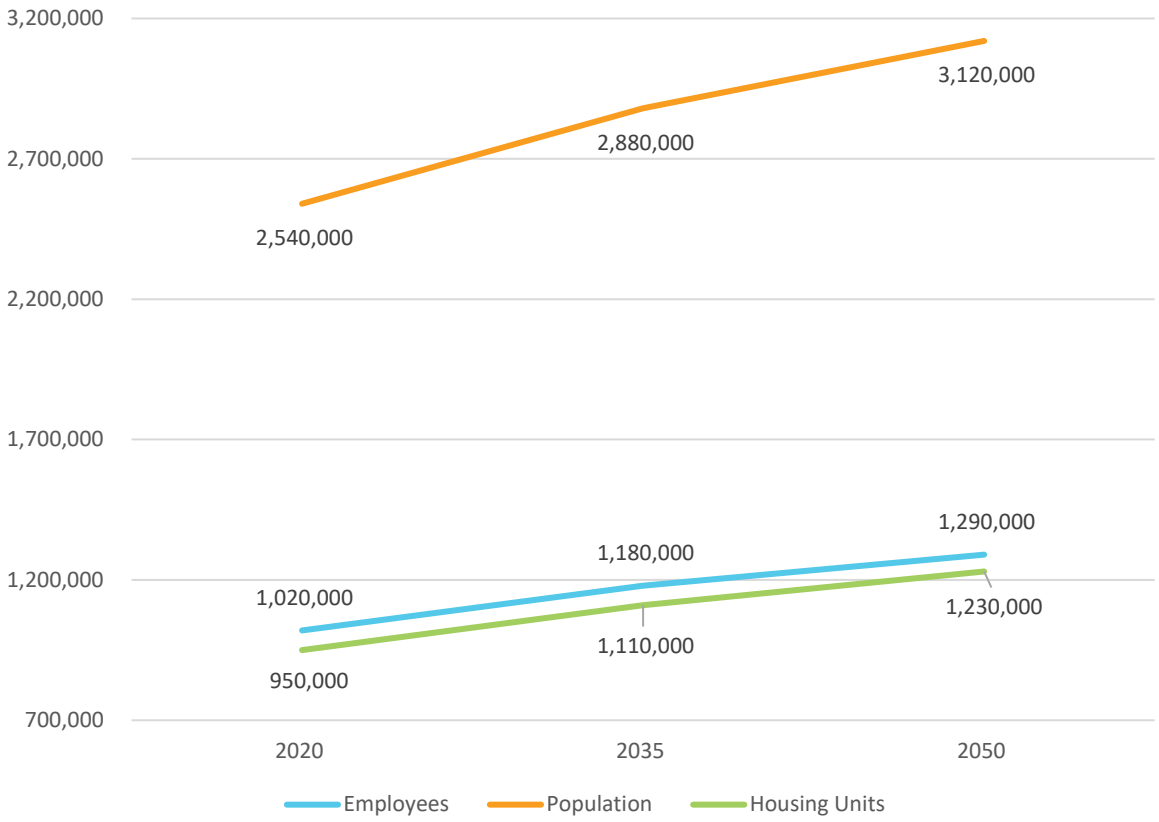
The growth strategy of the 2025 Blueprint is built from local plans. Approximately two-thirds of the 278,000 new homes we're anticipating can be accommodated in existing centers, corridors, and established communities throughout the region (e.g., existing suburbs, downtowns, corridors, and the buildout of today's newer suburbs). We anticipate the remaining third of new homes to be built in more than two dozen new developing communities. The plan's growth strategy also assumes a shift from historic building trends in that three-quarters of new homes in the future are likely to be built as either attached homes or single-family homes on smaller lots. This mix of new housing products is critical for housing choice, affordability, walkability, transportation options, and preserving open space and agricultural land.

The 2025 Blueprint relies on and supports a concerted effort on the part of cities and counties to foster a balance of jobs and housing. Understanding that not all residents will choose to live in the same community in which they work, more housing near job centers, and more jobs near major residential areas, will provide choice and reduce the growth rate of vehicle miles traveled. The plan's land use strategy assumes that housing-rich jurisdictions will invest in, attract, and encourage job growth and that today's jobs-rich jurisdictions will invest in, attract, and encourage compact residential development.

## The Sacramento region will continue to grow faster than most other regions in the state

Underpinning the Blueprint land use forecast is a regional growth projection for the total number of homes, jobs, and people that the region can expect to add between 2020 and 2050. The plan estimates that the region will add an additional 580,000 people, 263,000 jobs, and 278,000 new homes (see Figure 3.1). This growth will come on top of what has been strong growth for the past 20 years, exceeding the rate of both California and the rest of the nation. While representing a slower growth rate than was estimated in the 2020 MTP/SCS, this projection reflects the latest birth, mortality, and immigration data available. The regional growth projection, which was developed by SACOG with support from the Center for Continuing Study of the California Economy and a panel of statewide experts, asserts that the region will remain among the fastest growing parts of California. Our region also has above-average worker productivity and higher middle-class earnings than other large metropolitan regions in the nation, which has helped fuel pronounced development over the past few decades.

## FIGURE 3.1 PEOPLE, JOBS, AND HOUSING: TOTALS AND GROWTH




The region's projected housing and employment growth reflects changes in the economy and *how* we grow. Our region is expected to continue to grow jobs and housing at a faster rate than the state and national averages. However, in the last 10–15 years of the projection period, growth will begin to slow down in response to demographic trends.

To achieve the housing projections of the 2025 Blueprint, Table 3.1 shows that the region would need to produce more than 9,000 homes a year between 2020 and 2050, which exceeds the region's annual housing growth for much of the last 10 years as illustrated in Figure 3.2. Annual housing production is even higher in the first half of the plan topping 10,000 homes a year between 2020 and 2035. Some of this more rapid early growth reflects recent upticks in regional housing starts but is unlikely to be sustained in the long term given regional, state, and national demographic trends. Both 2022 and 2023 completed housing permit totals exceed the 2020–2035 average and four out of the last five years exceed the 2020–2050 average. Jobs are even more volatile than housing and, as shown by Figure 3.3, the region experienced significant job losses after the financial crisis of 2008 and then in 2020 during the pandemic. To achieve the job projections of the 2025 Blueprint, the region would need to produce 10,000 jobs a year between 2020 and 2035, which is largely in line with the past 20-year average of 11,700 (see Table 3.1).

## TABLE 3.1 COMPARISON OF ANNUAL AVERAGE HOUSING UNITS AND JOBS CREATED VS. PROJECTED

| | Past Trends | Projection | | |
|---|---|---|---|---|
| | 20-Year Average | 2020–2035 | 2035–2050 | 2020–2050 |
| Jobs | 11,700 | 10,400 | 7,100 | 8,800 |
| Housing Units | 8,400 | 10,400 | 8,100 | 9,300 |

*Source: SACOG Analysis of HCD [California Department of Housing and Community Development] Permit Data, BLS [Bureau of Labor Statistics] State and Area Employment, Hours, and Earnings Survey [Current Employment Statistics Survey], SACOG Regional Growth Projections*

## FIGURE 3.2 AVERAGE ANNUAL HOUSING GROWTH, SACOG REGION

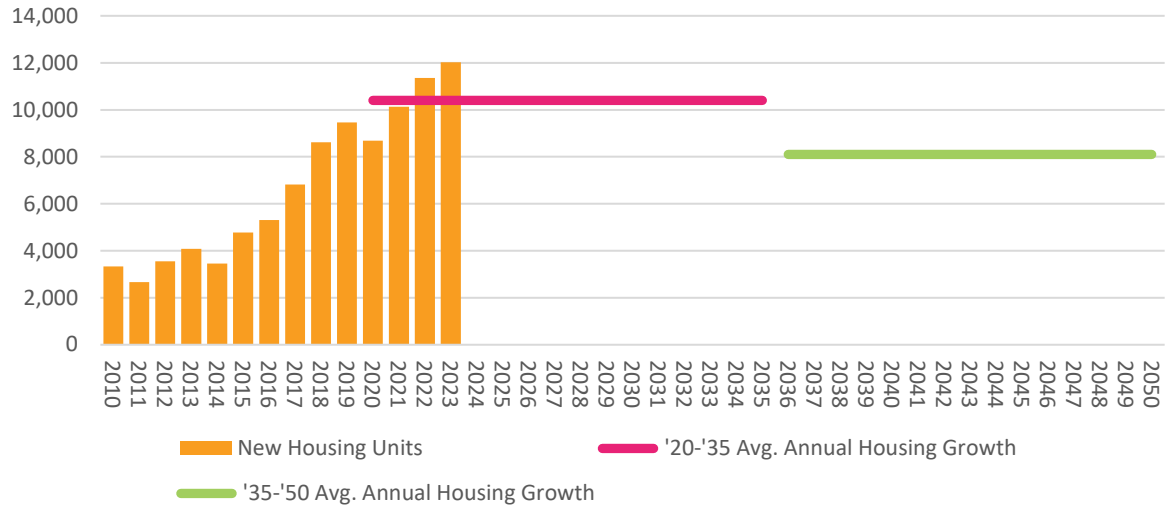
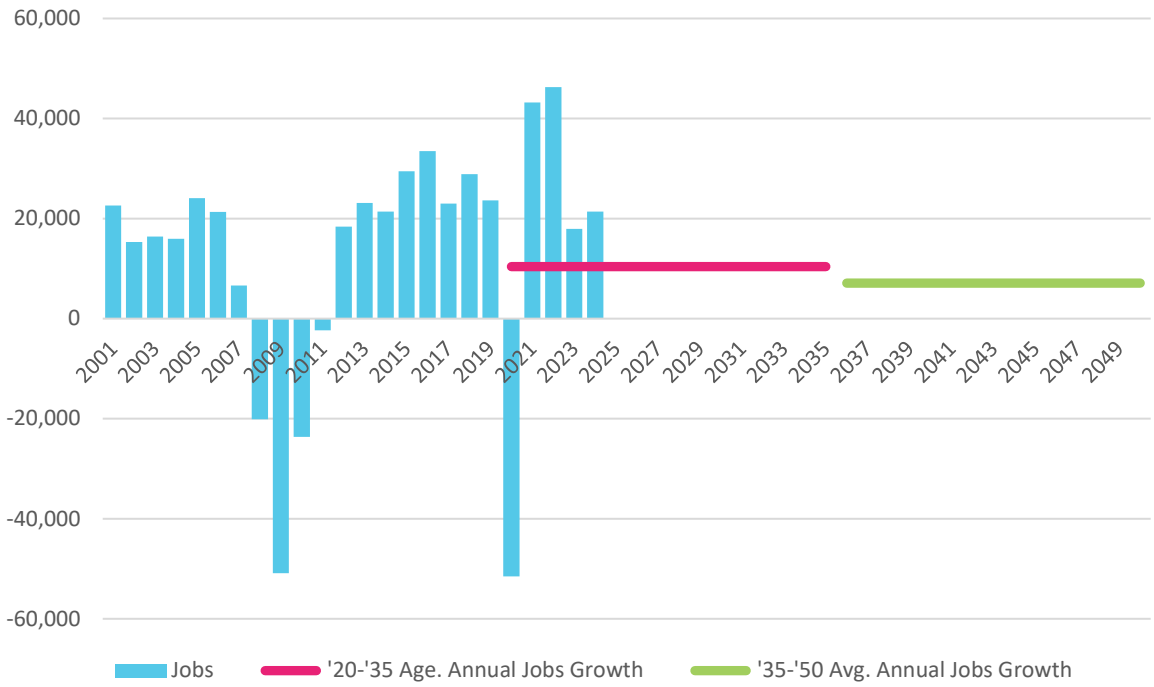


FIGURE 3.3 HISTORIC ANNUAL JOB GROWTH, SACOG REGION




## Our Households Will Be Smaller and Our Population Will Be Older and More Diverse

Our region's population is getting older, along with the rest of the nation. By 2050, 19 percent of the region's population will be over 65, compared to 16 percent today. The aging of our population has implications for demands for transportation, housing, community amenities, as well as the region's economic prosperity. Generally, most seniors are working longer and want to age in place in their own homes and communities.

Our region is also one of the most diverse in the nation. In 2000, 64 percent of all residents in the region were non-Hispanic white. In recent years this has shrunk so that the region is now majority people of color. Hispanic and Asian populations continue to grow steadily while the region's Black population has remained around 6.5 percent of the population. The region's share of people of color will continue to increase through 2050.

At the same time we're experiencing these demographic shifts, the Sacramento region is echoing national trends that show household sizes shrinking. Nationally, one-person households have increased from 13 percent in 1960 to over 30 percent today. In the SACOG region, the most common household type in 1960 was the nuclear family with parents living in the home with one or more children. Since then, those groups have flipped, with nuclear families now making up 24 percent of households and adults living alone or with roommates making up 37 percent.

In our outreach to residents for this plan, most people continue to express a desire to live in single-family neighborhoods, but there continued to be recognition that housing needs and preferences evolve over time and with one's economic circumstances. Residents expressed interest in seeing more complete communities and housing options for all incomes and life stages. Renters in particular were interested in seeing more housing built and more housing diversity in the types of products offered. Public surveys also indicate an increasing desire to prioritize affordability and neighborhood amenities in addition to having enough space to raise a family.

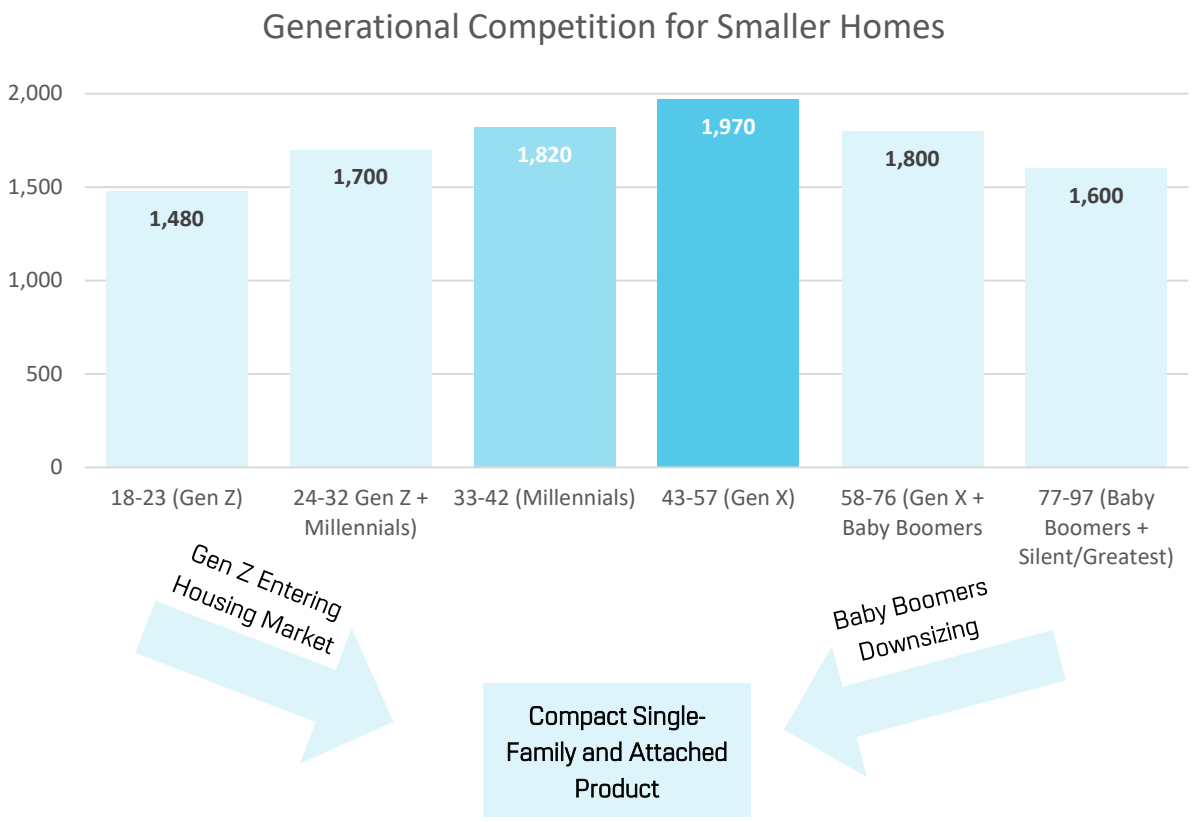
Changing demographics will mean a wider range of housing needs and desires than today's population. These demographic shifts can have a tremendous impact on the types of housing that the region's residents need, want, and critically, can afford. This can also create a mismatch between the type of homes households demand and the available housing stock, which is much slower to change since homes often remain part of the housing stock for more than a century.

A significant proportion of our region's current housing is made up of single-family, large-lot homes (detached homes on lots larger than 5,500 square feet). While the majority of homes in the region will continue to be single family in 2050, the plan forecasts an increasing demand for single-family homes on smaller lots and attached housing like duplexes, townhomes, accessory dwelling units (ADUs), and apartments. Household sizes are also shrinking over time.

The combined impact of demographic shifts and likely preference changes that are already unfolding on the national stage means that providing an increased number of smaller homes as a complement to the existing supply of large homes will improve the region's ability to house more of its new residents and attract members of a highly skilled workforce, many of whom are looking for vibrant walkable communities where they can live, work, and play.

Over the next 10 to 20 years, Baby Boomers will be looking to downsize while Gen Z is coming into its prime "household formation" years. These two groups will thus be competing for the same limited housing stock (see Figure 3.4). Baby Boomers, typically with more resources, will likely outcompete younger generations for these smaller homes. This competition, shrinking household sizes, and the increasing challenge of affordability will all increase the demand for small-lot single-family and attached housing through 2050.

FIGURE 3.4 MEDIAN SIZE OF HOME (SQ FT) BY AGE BRACKET




*Source: NAR Home Buyers and Sellers Generational Trends Report 2023*

## The region will have more jobs, more economic diversity, and less reliance on the government sector

This plan projects 263,000 new jobs by 2050. The 2023 *Capital Region Economic Assessment* notes that strategies and policies that support innovation, and workforce and job growth in tradable sectors (jobs that sell products or services outside the region and thus bring new wealth into the region), could strengthen our economy and add quality jobs that pay above-average wages. The Sacramento region's economy historically has been dominated by a few sectors—local, state, and federal government employment has accounted for roughly a quarter of the region's jobs, with education, health, and professional services also serving as major employment sectors. The government sector will remain the main employer, but its share of jobs will decline.

Following the key action areas of the We Prosper Together Regional Plan, the region will create high-quality jobs in key tradable sectors like precision manufacturing, working lands, business services, and research and development. These four priority sectors already make up one out of every eight jobs in the region and nearly 50 percent of employment in the region's tradable sectors. In addition, they offer a high share of jobs with above-average earnings and opportunities for economic advancement. Furthermore, *how* and *where* we

grow—the location and shape of employment centers, housing, neighborhoods, and transportation infrastructure—plays an integral role in achieving a prosperous economy.

We Prosper Together

The Capital Region—composed of Colusa, El Dorado, Nevada, Placer, Sacramento, Sutter, Yolo, and Yuba counties—is the beating heart of California. From the majestic Sierra Nevadas to the fertile soil of America's farm-to-fork capital, the Capital Region has been a source of economic opportunity since the state's inception. Yet, with 38 percent of the region's residents belonging to families whose income does not meet basic needs, significant effort and collaboration are required to close these gaps.

The We Prosper Together Regional Plan, developed by Valley Vision in partnership with SACOG and more than 140 other organizations representing residents, businesses, local governments, and community organizations, provides a clear and cohesive framework for building a more resilient, sustainable, and equitable economy.

As part of We Prosper Together, the team surfaced five priority economic mobility strategies for the region:

1. Workforce Development: Closing skills gaps and connecting disinvested communities to job opportunities by ensuring they possess the skills and resources needed to qualify for and access high-quality jobs.

2. Outreach and Awareness: Increasing outreach and awareness of training programs, high-quality jobs, and support systems to address the disconnect that can prevent people from accessing critical opportunities.

3. Transportation: Enhancing transportation to improve connectivity across the region and facilitate access to job opportunities.

4. Childcare: Removing barriers to affordable and accessible childcare, expanding our region's workforce through increasing the number of available workers.

5. Housing: Tackling the lack of affordable housing to reduce the burden of housing costs on families, shorten costly commutes, and open up access to employment opportunities.

# How Do We Get There?

The land use forecast is a response to a changing landscape—changing demographics, a changing economy, changing housing needs, changing market conditions, and changing feedback from the community. The previous section described some of these key shifts, trends, needs, and attitudes, all of which help to inform the ambitious and achievable vision set forth in this plan. The local governments of the region are poised to realize this vision individually, with their current and proposed policies and projects, and collectively, with the policies and implementation actions described in Chapter 6. While the land use forecast is achievable, it requires intention. The following key strategies describe how the forecast delivers on the performance of the plan across the triple bottom line.

## Most growth will be in existing cities, suburbs, and small towns

The location of those 278,000 new housing units and 263,000 new jobs is a critical variable in the ability of the region to achieve the triple bottom line and be responsive to the themes expressed in outreach. The land use forecast is driven by and implements local general plans. However, not all locally planned growth across the region will occur by 2050—local plans typically have a much longer horizon than 20–25 years. The land use forecast is a regional phasing strategy for how, when, and where that locally planned growth could occur as a means of accomplishing regional goals. To that end, the land use forecast focuses growth in existing cities, suburbs, and small towns. As a means of describing that growth, the 2025 Blueprint uses a framework

called “community types” to help illustrate the distribution of growth and the various development contexts across the region. Local land use plans such as general plans, specific plans, master plans, corridor plans, and more were categorized into one of five community types based on characteristics of the existing or planned form of the community. These community types will be used throughout this chapter to describe the land use forecast. Figure 3.5 illustrates these community types, which are also briefly defined in the box below.

SACOG Community Types

Center and Corridor Communities

Land uses in Center and Corridor Communities are typically higher density and more mixed than surrounding land uses. Centers and Corridors are identified in local plans as historic downtowns, main streets, suburban or urban commercial corridors, rail station areas, central business districts, or town centers. They typically have more compact development patterns, a greater mix of uses, and a wider variety of transportation infrastructure compared to the communities surrounding them.

Established Communities

Established Communities are typically the areas adjacent to, or surrounding, Center and Corridor Communities. Many are characterized as “first tier,” “inner ring,” or mature suburban communities. Local land use plans aim to maintain the existing character and land use pattern in these areas. Land uses in Established Communities are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. Depending on the density of existing land uses, some Established Communities have bus service; others may have commuter bus service or very little service.

Developing Communities

Developing Communities are typically, though not always, situated on vacant land at the edge of existing urban or suburban development; they typically expand the region's development footprint outward. Developing Communities are identified in local plans as special plan areas, specific plans, or master plans and may be residential-only, employment-only, or a mix of residential and employment uses.

Rural Residential Communities

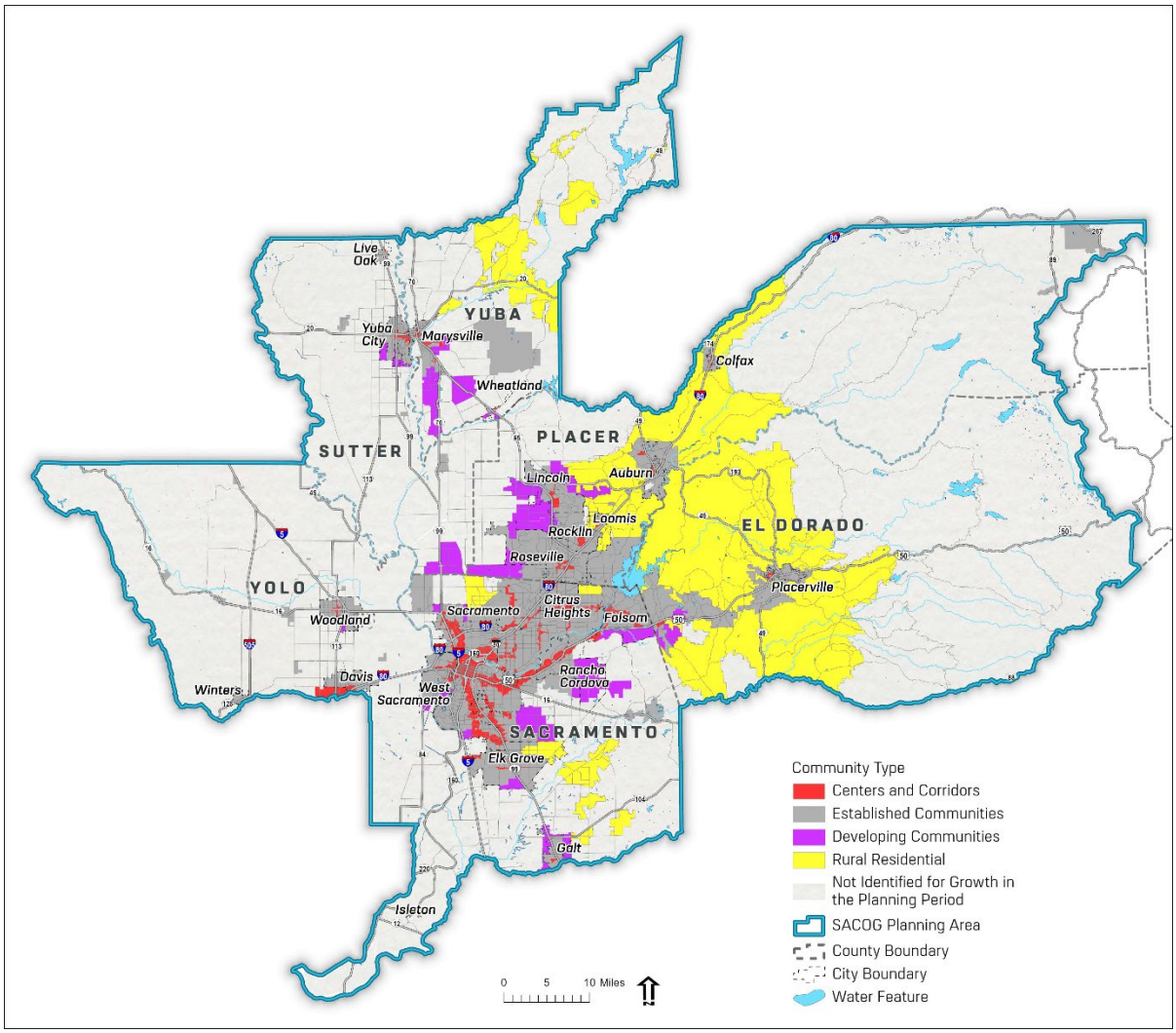
Rural Residential Communities are typically located outside of urbanized areas and designated in local land use plans for rural residential development. Rural Residential Communities are predominantly residential with some small-scale hobby or commercial farming.

Lands Not Identified for Development in the MTP/SCS Planning Period

These areas of the region are not expected to develop to urban levels during the MTP/SCS planning period. Today, these areas are dominated by commercial agriculture, forestry, resource conservation, mining, flood protection, or a combination of these uses. Some of these areas have long-term plans and policies to preserve or maintain the existing "non-urban" uses; however, some are covered under adopted or proposed plans that allow urban development and/or are included in the 2004 Blueprint vision for future growth. When it was adopted by the SACOG board in 2004, the regional Blueprint was projected to meet growth needs through 2050. Under today's slower regional growth rate projections, there is likely capacity in the Blueprint beyond 2050. As noted above, this MTP/SCS cannot predict market and regulatory conditions with certainty and it is possible, if not likely, that some housing and employment growth may occur in these areas.

Though the MTP/SCS does not assume any development in these areas by 2050, it is likely that some housing and employment growth associated with agriculture, forestry, mining, and other rural uses will occur in these areas within that timeframe. This is particularly true in the areas that have long-term plans and policies to sustain the current rural uses. It is especially difficult to estimate the precise location of this growth because employment in these areas is often seasonal and is dispersed over a large geography, and because residential uses are often a secondary or an accessory use to agriculture and/or the other rural uses listed above.

FIGURE 3.5 COMMUNITY TYPES




## The 2004 Blueprint remains the North Star

As introduced in Chapter 1 in 2004 the original Sacramento Region Blueprint project brought together residents from across the region to imagine a healthy and vibrant future for the Sacramento region. Twenty years later, the learnings from that first Blueprint effort paired with the outreach guiding the 2025 Blueprint continue to reinforce the idea that to reach our regional goals, we will need more efficient land use patterns to shrink the distances that people need to travel between destinations. Doing so requires implementing the

original Blueprint principles of compact development, mixed uses, housing choice, and natural conservation. Through several updates to the MTP/SCS and robust outreach, we have learned that these principles are still relevant and important to the region's residents. These priorities were reiterated through public outreach and are reflected in the outreach themes of "Invest in Existing Communities," "Create Complete Communities," and "Protect and Conserve Open Space and Agriculture."

### BUILDING BLOCK: THE SACRAMENTO REGION BLUEPRINT

Many of the region's Developing Communities were planned for in the late 1990s and early 2000s. At that time, the region was experiencing unprecedented housing growth. However, a lack of coordination and phasing between the region's cities and counties led to significantly worsening traffic and air quality. This led the cities and counties of the region to voluntarily and collaboratively prepare a plan for how best to plan for and manage future growth. Developed in 2002–2004, the Regional Blueprint outlined a growth vision for the region based on seven smart growth principles:

- Use existing assets
- Compact development
- Mix uses
- Transportation choice
- Housing choice
- Preserve natural resources
- Quality design

Using these principles, the 2004 Blueprint envisioned a development footprint that provided plenty of capacity for a growing region while conserving farmland and natural resources, improving air quality, and raising the overall quality of life. While the Blueprint was a 50-year vision looking out to 2050, the Great Recession and resulting changes to the development and building industry have slowed the growth trajectory the region was on 20 years ago. The growth projections and land use forecast of the Blueprint are likely to take a much longer time to achieve; however, it still provides an important framework for the region's long-term growth. Appendix D: Land Use Forecast Documentation includes more information on the 2004 Sacramento Region Blueprint, including a map of the Blueprint growth footprint.

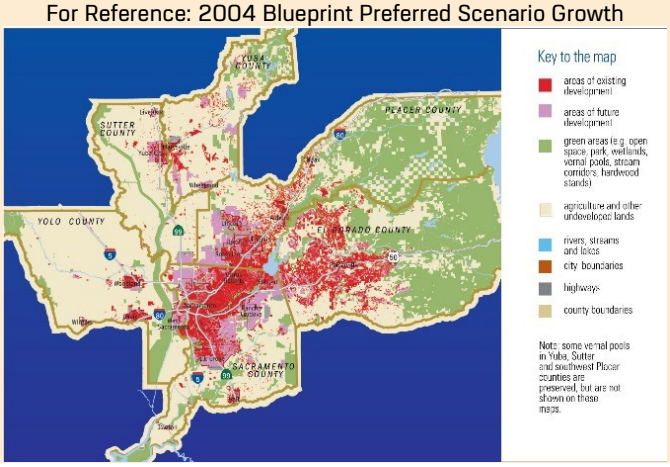
Twenty years after its adoption, the original 2004 Blueprint continues to guide development in the Sacramento region. As part of the development of the 2025 Blueprint, the SACOG board adopted the following statements:

1. The 2004 Blueprint continues to guide development in the Sacramento Region; it is not being replaced. SACOG remains committed to the 2004 Blueprint vision as a north star for the region's future development.
2. The 2025 MTP/SCS, known as the 2025 Blueprint, is the latest in a series of regional plans to help implement the 2004 Blueprint.
3. The land use forecast for the 2025 MTP/SCS is consistent with and developed from adopted and pending local city and county general plans and policies in place at the time of plan development (June 2024).
4. The MTP/SCS identifies one of many ways to phase the buildout of the 2004 Blueprint and achieve greenhouse gas emissions (GHG) reduction from passenger vehicles and light duty trucks, per Senate Bill (SB) 375. There are multiple ways this GHG reduction could be achieved through the strategic timing and location of development.
5. The MTP/SCS does not regulate local land use authority or preclude any local jurisdiction from planning and approving growth that is different in any way, including in terms of total units or geographic extent.
6. For the economic, environmental, and equity benefits of the Blueprint to be realized, the region—local governments, private, and nonprofit partners—must work in coordination and alignment to implement the Blueprint.
7. Developing Communities (also commonly referred to as greenfield development) can provide more housing options and, when planned using principles such as smart growth, new urbanism, or SACOG's 2004 Blueprint principles, can reduce the demand for driving and thus lower vehicle miles traveled and

related greenhouse gas emissions compared to when they don't use those principles. The challenges of Developing Communities include the cost of backbone infrastructure, difficulties in making public transportation or shuttles an attractive alternative to driving, and the location of some developing community areas further from existing jobs and activity centers. A further challenge is the erosion of street and urban design standards, land use mix (e.g., jobs-housing balance), and principles around which such communities were originally designed as the project builds out over time.

8. SACOG shall seek input during the preparation of the next comprehensive MTP/SCS update to determine which Developing Communities can most effectively assist the region in achieving its GHG and VMT reduction goals and prioritize such areas when preparing the land use scenario. SACOG will work with its partner agencies prior to the next update cycle to determine how GHG/VMT reductions in Developing Communities will be analyzed for purposes of this prioritization.
9. Development in Centers and Corridors (also commonly referred to as infill development) can provide more housing options in areas that typically don't require residents to drive as much, upgrade or repair aging infrastructure, and help provide a critical boost for economic revitalization of the region's town centers, commercial corridors and older urban and suburban areas. The challenges of development in Centers and Corridors include the cost of offsite infrastructure upgrades, local planning requirements, the disparate location and ownership of multiple sites, and the need to work collaboratively with existing residents to ensure local support and minimize displacement, particularly in disadvantaged communities.

For Reference: 2004 Blueprint Preferred Scenario Growth




The distribution of new growth is a driver of many of the performance metrics across all three legs of the triple bottom line. Simply put, if the region is going to accomplish its goals, we must be strategic about how and where we grow. Of particular importance is how much of the growth in the region is occurring through development that is on the periphery of the existing urban footprint and is expanding that footprint outward. This is sometimes referred to as greenfield development or, in SACOG's community types, Developing Communities. Uncoordinated growth in these parts of the region can result in longer trips because homes are located farther from common destinations like employment centers, restaurants, or grocery stores. This puts a strain on the transportation network, increases air pollution and greenhouse gas emissions, adds to public health costs, reduces safety, and reduces economic productivity as households spend more time in their vehicles.

## The land use forecast is based on local plans, and prioritizes locally planned growth in existing cities, suburbs, and small towns.

As part of the 2025 Blueprint, SACOG totaled the theoretical buildout of all the locally planned, approved, or proposed growth across the region. This work is discussed in more detail in Appendix D. Through that work,

SACOG found that at the regional level, there is seven times more allowed capacity for housing in local plans than we project the region to grow between 2020 and 2050. While it's unlikely that Centers and Corridors or Established communities will achieve the theoretical capacities allowed in general plans, Developing Communities typically develop in accordance with specific or master plans that have more prescriptive land use estimates. When you add up all the proposed housing in the Developing Communities of the region, there is the potential for nearly 400,000 new housing units. That's about 110,000 units more than the projection of what will be needed to accommodate the entire region's population growth. The land use forecast, therefore, attempts to balance market-based trends, readiness factors, and policy objectives to help achieve our triple bottom line goals and make the most of regional infrastructure investments.

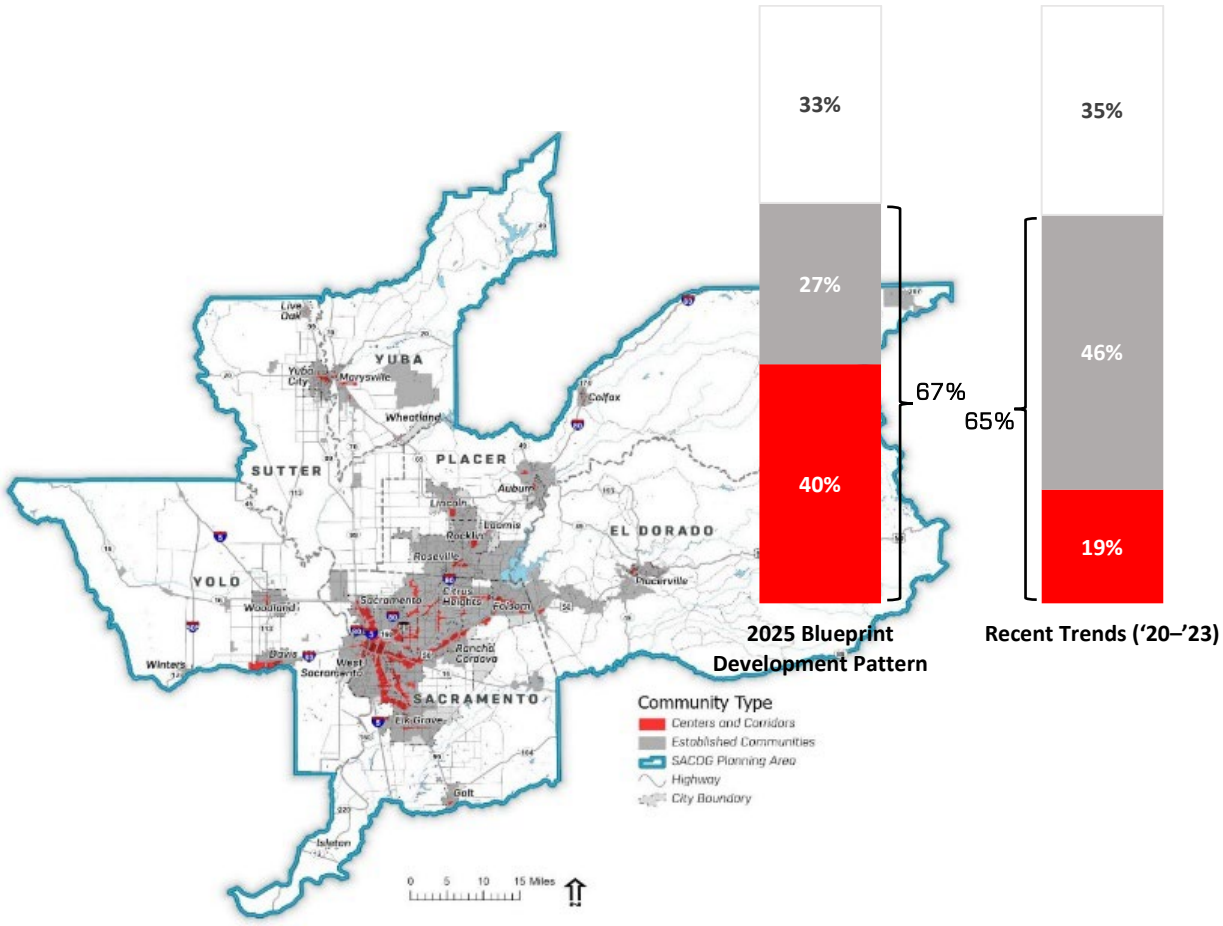
The land use forecast is based on local plans, and prioritizes locally planned growth in existing cities, suburbs, and small towns. A summary of the growth in each community type can be found in Table 3.2. A detailed spreadsheet and maps can be found in Appendix D. In each case, the land use forecast is consistent with the general location, density, and intensity of use in existing general plans or other local adopted plans but does not utilize all available capacity in those plans by 2050. Approximately 67 percent of new homes are projected to be in the combined areas of Centers and Corridors and Established communities, otherwise known as infill or existing communities, and approximately 32 percent of new homes are projected in Developing Communities.

### TABLE 3.2 2025 BLUEPRINT GROWTH BY COMMUNITY TYPE

| | 2020 Base Year | | Proportion of 2020–2050 Growth | |
|---|---|---|---|---|
| **Community Type** | **Jobs** | **Housing Units** | **Jobs** | **Housing Units** |
| Center and Corridor Communities | 44% | 13% | 41% | 40% |
| Established Communities | 52% | 76% | 39% | 27% |
| Developing Communities | 1% | 2% | 20% | 32% |
| Rural Residential Communities | 2% | 7% | 0% | 1% |
| Agricultural and Natural Lands | 1% | 1% | 0% | 0% |

As illustrated in the map in Figure 3.6, while the 67 percent of new homes occurring in Centers and Corridors and Established communities is a similar share of growth that we have seen in these areas over the last five to 10 years, maintaining this share as the region continues to grow and regional housing production scales up will take intentional action, particularly in the region's Centers and Corridors where housing growth has been slower to take off.

FIGURE 3.6 LAND USE FORECAST RELATIVE TO RECENT TRENDS




Below are some examples of local plans designed to make it easier to build housing in Center and Corridor and Established communities:

The City of Folsom's 2035 General Plan and Folsom Plan Area Specific Plan Amendments increased housing capacity for up to 6,046 new multifamily and mixed-use housing units near light rail, along the primary commercial corridor of Bidwell, and in the Folsom Plan Area.

The City of Roseville's commercial corridors project created three new specific plans to allow for significant new multifamily housing along Douglas-Harding, Douglas-Sunrise, and Atlantic Streets. As a part of this effort, new projects would be allowed by right, there are reduced parking standards, and there is added flexibility in design standards.

The City of Davis' Downtown Davis Specific Plan created a true form-based code for the 32-block area that has resulted in more than 1,000 new proposed mixed-use and multifamily units in the two years since adoption.

Sacramento County implemented by-right development of housing and infill projects to the highest extent practicable, particularly along commercial and mixed-use corridors, and updated development and design standards to facilitate and maximize housing and infill development.

## Revitalize Commercial Corridors, Rural Main Streets, and Green Zones

Changes in the retail sector of the economy, consumer housing preferences, and the nature of work have created opportunities to re-envision and reinvent auto-oriented commercial corridors, rural main streets, and other priority development areas called Green Zones into vibrant places where people live, work, and play. These places, particularly locally designated Green Zones representing places with vast infill capacity yet currently facing market or other barriers to development, are ripe for new commercial and employment opportunities and for new housing that's needed by current and future residents. This change in how we use the land is also a chance to rethink how people travel to, from, and within these areas.

Green Zones and Green Means Go

Green Means Go is a multi-year pilot that aims to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development and electrifying vehicle trips. It allocates state funding to projects that create more infill housing, increase mobility, and reduce vehicle emissions. Approximately $60 million of Green Means Go funding has been directed to the locally nominated Green Zones shown in Figure 3.7. Green Zones are areas that cities and counties have identified for infill development where future residents are likely to take fewer and shorter car trips than people in the surrounding community and the region. Frequently, they have ample capacity for infill growth but face market or other barriers that have prevented development from occurring. All 28 local jurisdictions support this program and 26 have already adopted Green Zones.

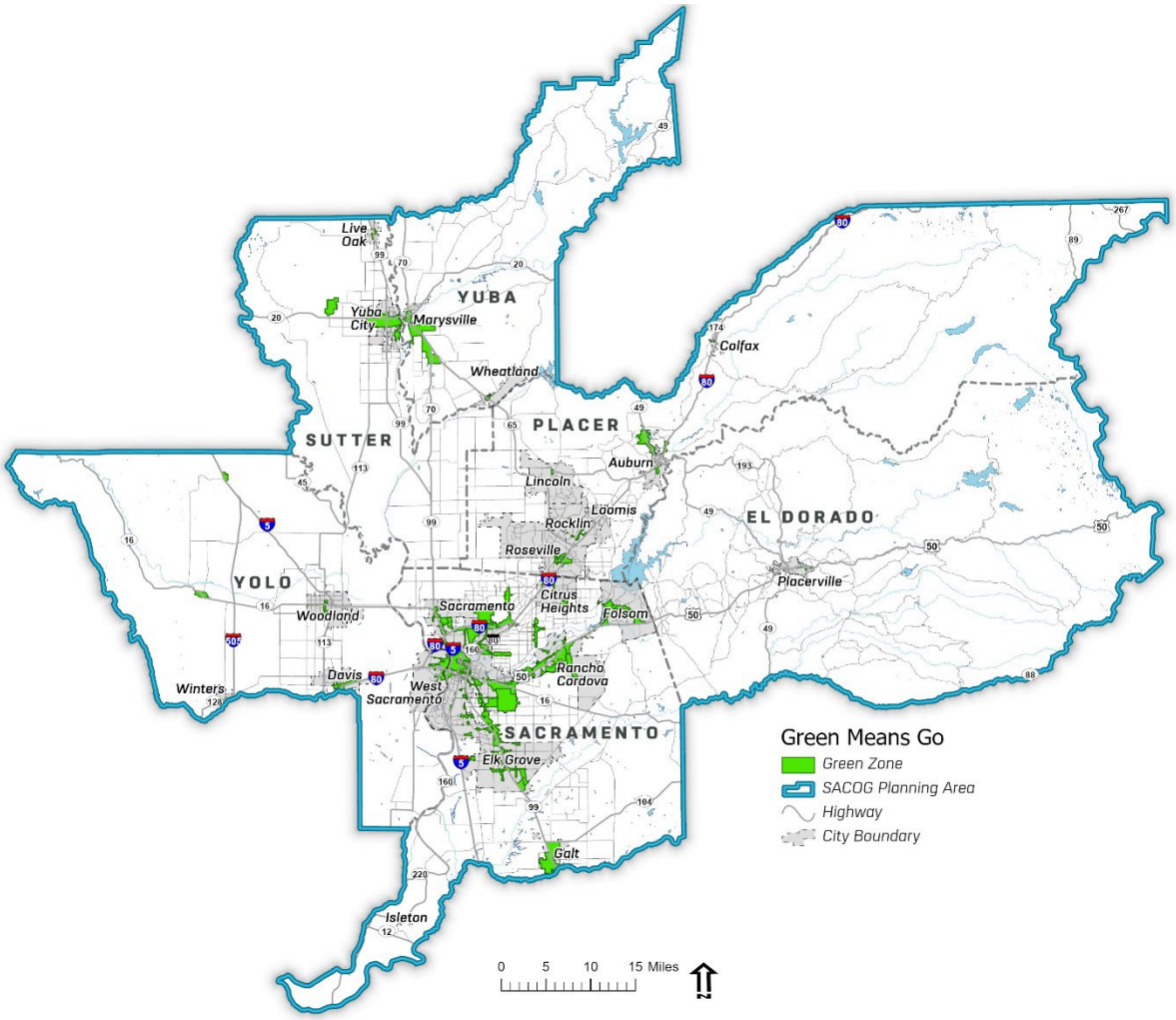
Through the Green Zone designation, local jurisdictions and other partners will promote infill, continue to reduce regulatory and economic barriers to infill, and support new transportation options. In addition to the two requirements below, Green Zones are typically places with lower-than-average VMT, with access to transit and/or other transportation choices, that have strong access to jobs, education, or services, and that support the economic prosperity goals of the region. Location within the region is very likely the most important variable in determining how much time people spend in their vehicles. Places like Green Zones, with a mix and density of uses, tend to produce less VMT per new resident than places that are farther away and spread out. These "lower VMT" areas also tend to have the density and mix of uses to support better transit service and are friendlier to biking and walking for some trips.

There are two primary requirements for nominated Green Zones:

Green Zones must be within infill areas, defined as either Center and Corridor Communities or Established Communities.

Green Zones must be planned for growth and supported by local policies and actions that support increased development or redevelopment in the area. Examples of these policies and actions could include: a specific plan, higher-density zoning, public investment, nexus studies to facilitate fee reductions, economic development studies or plans, and willingness to implement fee reductions and/or process streamlining for the area upon receiving funding for infrastructure improvements.

## FIGURE 3.7 GREEN ZONES




Green Zones are growth engines for the region in the Blueprint land use forecast. Table 3.3 shows the proportion of the region's growth occurring in adopted Green Zones. As of 2020, 10 percent of the existing housing and 44 percent of the existing jobs are located within the adopted Green Zones. With an emphasis on encouraging more efficient development patterns and infill, the plan envisions 37 percent of the new housing will be in Green Zones, while keeping the proportion of jobs relatively constant.

Input from the Built Environment Poll emphasizes revitalizing existing communities by using what's already available. A resounding 88 percent of respondents indicated a preference for prioritizing the reuse and revitalization of existing assets, such as old buildings or vacant lots, rather than new construction. The insights from the Focus Groups also supported revitalizing existing communities by making smart use of available resources. Participants highlighted ongoing projects like the planned revitalization of Sunrise Mall in Citrus Heights as positive investments.

TABLE 3.3 JOBS AND HOUSING GROWTH IN GREEN ZONES

| | 2020 Base Year | | 2020–2050 Growth | |
|---|---|---|---|---|
| | Jobs | Housing Units | Jobs | Housing Units |
| Growth in Green Zones | 44% | 10% | 41% | 37% |

Mills Crossing in Rancho Cordova is an example of Green Means Go at work. The SACOG-funded project's scope includes housing- and corridor-related infrastructure for the Mills Crossing infill and transit-oriented development (TOD) project. The project is a $140 million mixed-use, mixed-income community on 10 acres featuring more than 100 multifamily and townhouse units covering about half of the site. The project also includes site infrastructure improvements, including two-plus acres of open space, and community facilities (community wellness facilities, workforce training, etc.). The Folsom Blvd. Green Zone is an underdeveloped commercial corridor with adjacent high-quality transit serving Rancho Cordova's lower-income neighborhoods and featuring the greatest opportunities for infill housing and transit-oriented development in the city.

Jurisdiction Highlight: Auburn Domes Master Plan

The City of Auburn is preparing a master plan for the revitalization of the Placer County–owned Domes site into higher-density housing options with direct access to the city's multimodal transit hub (including rail) located right next to the site. Since it is located close to a major transit stop, future projects on the site will qualify for streamlining under state law. The site is also located within walking distance of Auburn's central commercial core area, has easy transit access to the Auburn Municipal Airport, and is close to regional job centers. Community members are excited about the project, especially with its unique location, meaning existing views of the foothills won't be impacted even with going vertical on the site. Community members are also keen on having the site include affordable housing so that residents have options that meet a diverse range of needs.

## Create Complete Communities by Encouraging Job Growth Outside of Existing Job Centers

While most growth over the next 25 years will occur in the existing cities, suburbs, and small towns, near existing jobs and services, approximately one-third of new housing will likely be in Developing Communities that expand the region's footprint outward. These places, as well as parts of the region's existing suburbs and small towns, have historically lacked a critical mass of jobs, services, and destinations, requiring residents to drive for longer commutes and contributing to worsening air quality and congestion. This is particularly of interest to the region's renters, who, in the Built Environment Poll, were more likely to want neighborhoods with homes and amenities within walking distance or accessible via public transportation.

Jurisdiction Highlight: Project Elevate

Located on 20 acres at the corner of Elk Grove Boulevard and Big Horn Boulevard, Project Elevate includes plans for retail spaces, restaurants, entertainment venues, offices, housing, and a hotel. With modern architecture, pedestrian-friendly design, and public gathering spaces, the project will promote a walkable and lively community along Elk Grove's future high-capacity transit corridor. The city is also studying a near- and long-term vision for transit along Big Horn Boulevard, bringing together the planned land use strategies and transportation needs.

A key component of this strategy to create complete communities is to support robust job growth outside of the traditional job centers of the region. Jobs are a proxy for destinations. They are workplaces, but they are

also services, restaurants, hospitals, nightlife, and shopping. When there is a balance between homes and destinations in a community, people do not have to travel as far to get to where they need to go, which helps achieve several regional goals. Historically, Established Communities have had a balance of jobs and homes, while Developing Communities have a disproportionate amount of housing relative to jobs. This has been the case either because the community is planned largely as a residential area or, for those Developing Communities that plan for robust jobs, because employers will wait until the later phases of buildout when there is a proximate job and customer base to build. Job growth typically occurs in centrally located parts of the region to maximize access to the regional labor market. As such, the vast majority of job growth usually occurs in Centers and Corridors and Established Communities. In the 2016 to 2020 period, only 11 percent of new jobs were created outside of infill areas in Developing Communities or Rural Residential Communities. The Blueprint land use forecast includes a more robust 19 percent of new jobs in these areas.

**Jurisdiction Highlight: Sutter and Yuba Counties Workforce Development Strategy**

**Sutter County has partnered with the Yuba-Sutter Economic Development Corporation to develop a Yuba/Sutter Industry Assessment & Workforce Development Strategy. The project will evaluate tradable industries and related job opportunities and skills, identify workforce development and training programs and gaps, and map out training pathways and strategies for residents across Sutter and Yuba counties. Understanding what jobs the county is likely to attract into the future is critical to implementing complementary investment and development strategies to create more housing close to high-quality jobs.**

The land use forecast reflects the economic pull of existing communities, while also embracing job growth outside of traditional job centers in the Developing Communities. Supporting job growth in these key suburban locations allows for more complete communities with a mix of homes, jobs, and services. This means shorter commutes, plenty of transportation choices, and a strong sense of community where people can connect and enjoy their surroundings without spending long periods of time traveling. More than half of respondents in the community survey said they would prefer to live in houses that have small yards and allow them to walk, bike, and take transit to meet their daily needs. This sentiment is creating more demand for this kind of housing to supplement traditional suburban development and is consistent with the original Blueprint principles of compact development and mixed uses.

The places below are examples of where the Blueprint land use forecast relies on job growth as a means of ensuring that the outward expansion of the region creates complete communities rather than bedroom communities.

- The medical campus in Folsom, where Sutter Health, Dignity Health, UC Davis, and Kaiser Permanente all have active new construction, is clustered around Highway 50 and East Bidwell in one of the fastest growing Developing Communities of the region.
- The Woodland Research and Technology Park, which was approved in 2024, will include a 2.2 million square foot research park to support ag-tech, food technology, and other potential office and lab space along with 1,600 homes.
- The Livable Employment Area in Elk Grove is a plan in the southern end of Elk Grove aimed at creating "a physical environment that supports the growth of 21st century employment opportunities" and "walkable communities with amenities that attract and retain businesses and residents."
- The Placer One developing community in unincorporated Placer County is being built around new Sacramento State University and Sierra College campuses, which will provide educational and employment opportunities in one of the fastest growing parts of the region.

## Create Opportunities through Growth in Tradable Industries like Business Services, Working Lands, Precision Manufacturing, and Research and Development

The region is home to a diverse range of industries, from natural resources to biotechnology and manufacturing, that have the potential to drive job growth and create a resilient local economy that generates wealth through tradable industries in addition to the important population-serving, government, and other jobs that already have a strong presence in the region. By leveraging existing strengths, the region can boost business growth, generate more high-quality jobs, and increase access to these jobs. Diversifying the region's economic base across a larger set of industries and occupations will be key for the region to realize the broad-based projected economic growth. Strategies and policies that support innovation, and workforce and job growth in tradable sectors (jobs that sell products or services outside the region and thus bring new wealth into the region), could strengthen our economy and add additional high-quality jobs that pay above-average wages.

The 2025 Blueprint draws on the goals, analysis, and strategies of the recent We Prosper Together regional initiative. First, We Prosper Together's economic development approach identified four high-potential tradable sectors that, due to existing assets like talent, innovation, and infrastructure, offer distinct opportunities for the regional economy. We Prosper Together prioritized these sectors based on extensive community input and factors, including job quality and access, job growth potential, talent demand, and sustainability.

1. Research and Development Sector: spanning fields such as physical sciences, biotechnology, and social sciences, this sector capitalizes on the region's strength in research, particularly in agricultural and biological sciences, to drive economic growth.
2. Precision Manufacturing Sector: production of components for industries such as medical devices, machinery, aerospace, and transportation.
3. Working Lands Sector: industries that leverage the region's natural resources and encompass activities like agriculture, forestry, mining, and related manufacturing.
4. Business Services Sector: professional services such as technical support, legal and management consulting, advertising, and more.

Despite these goals, growth in the region's tradable sectors has been uneven, with local-serving industries proving more resilient. Unfortunately, these local-serving industries tend to have lower wages. Approximately 38 percent of residents in the region have an income that does not meet basic needs. Turning these trends around will require a concerted effort to build upon the tradable sectors above, which already make up nearly 50 percent of the region's tradable sector jobs today.

We Prosper Together surfaced five primary economic mobility strategies for the region to support these clusters. The 2025 Blueprint has a direct implementation role in two of those strategies:

1. Transportation: Enhancing transportation to improve connectivity across the region and facilitate access to job opportunities.
2. Housing: Tackling the lack of affordable housing to reduce the burden of housing costs on families, shorten costly commutes, and open up access to employment opportunities.

Consistent with the We Prosper Together plan, the 2025 Blueprint forecast supports clusters of tradable job sectors by pairing transportation improvements with more housing options and employment-oriented land use. In tandem with actions by other regional partners, these strategies will build on existing momentum in the four prioritized tradable sectors. Examples of the 2025 Blueprint supporting priority clusters include:

- Research and Development investments in health and bio science at Aggie Square, which is a planned innovation district on UC Davis' Sacramento campus that will include research programs, private industry partners, classrooms, housing, and public-facing programs. The first phase of construction began in 2022 and includes 1.2 million square feet of space available as a biotechnology hub with a 50,000-square-foot lab space. The 2025 Blueprint envisions dedicated bus rapid transit on the corridor serving Aggie Square, which is also an adopted Green Zone through the Blueprint implementation program Green Means Go. Similarly transformational investments have been announced in West Sacramento with the Bio Space project, which includes a 1.4 million square foot Class A Life Science Campus within the Bridge District; and The Port, a planned advanced manufacturing hub that will include 1 million square feet of office and manufacturing space across 60 acres on the Deep Water Ship Channel. The 2025 Blueprint lays out a strategy for complete communities around these transformational life sciences investments, with a combination of housing and transportation choice to respond to the preferences of an in-demand workforce.
- Game-changing investments in Precision Manufacturing across suburban markets in Roseville, Rancho Cordova, Folsom, and El Dorado Hills. These investments are headlined by the $225 million in federal CHIPS and Science Act funding to Bosch to support the company's $1.9 billion investment to retrofit and expand its semiconductor production facility in Roseville for the automotive industry. The investment is expected to create 700 manufacturing, engineering, and research and development roles, as well as countless spillover effects in precision manufacturing across the region. The 2025 Blueprint's forecast reflects significant job growth in this cluster and provides more housing choice near its emerging job centers. Such strategies will both shorten commutes and allow more types of workers to participate in this new economic activity.
- Continued support for Working Lands. Since the launch of the Rural-Urban Connections Strategy (RUCS) more than a decade ago, multiple predecessor plans to the 2025 Blueprint have elevated the role of working lands such as agricultural and forestry, including quantifying the impact of the regional food system as well as employing strategies to protect valuable farmland and other open space. RUCS is also reflected in SACOG's regional discretionary transportation programs, providing funding for projects such as Yuba County's Feather River Boulevard that tie transportation improvements to acres of farmland production and food processing jobs. SACOG has worked with partners like the Sacramento Valley Conservancy and Sutter Buttes Regional Land Trust to secure state grants to help protect valuable agricultural and open lands through purchasing easements. The 2025 Blueprint continues this focus on leveraging the region's impressive natural resources, as discussed in a following section, Create a Resilient Region and Protect Agricultural and Natural Lands.

**Jurisdiction Highlight: Conserving Natural Spaces in Placer County**

**Balancing development with environmental preservation is a challenge and an opportunity that Placer County takes seriously. The county is home to several natural areas, including the Sierra Nevada and parts of Lake Tahoe. Accommodating growth while protecting these areas from overdevelopment and preserving natural resources is vital to maintaining the county's character and economy. Placer County's conservation priorities emphasize the importance of maintaining agricultural viability with policies that support small businesses and sustainable practices. While new homes are being developed, the county is committed to mitigating impacts and preserving natural habitats, including wetlands and areas vital for wildlife.**

- Activating broad-based growth in professional and Business Services. The largest regional jobs gains in the 2025 Blueprint forecast come from professional, business, and informational services. Almost all of this growth will come in high-tech services. The 2025 Blueprint land use forecast aims to

activate tradable sectors with professional/business services such as the scientific R&D services discussed above as well as in tradable components of the healthcare sector. Other components of professional/business services (such as in computer, advertising, consultant, and management services) are more economy-wide, but benefit from the same predominant Blueprint strategy of pairing housing and transportation choice.

Jurisdiction Highlight: Balancing Agricultural Needs and Commuter Safety

County Road 102 extends north from Davis through Woodland, connecting to the I-5 interchange, and continues for approximately nine miles north to Knights Landing. This road serves as a vital route for agricultural equipment like tractors, all while being a key corridor for commuters traveling between Davis and Woodland.

County Road 102 is frequently used by shoppers traveling to major retail centers such as Costco and Target. However, its dual role as an agricultural route and commuter road presents notable safety challenges. To enhance safety for all road users and to provide additional space between vehicles and cyclists, over time Yolo County has been working to add wider shoulders to the road. To complete these improvements between the Woodland and Davis segment, the county plans to finish widening the remaining 1-mile section of County Road 102 between County Road 29 and the Davis city limit to provide 6-foot-wide paved shoulders. This initiative aims to create a safer environment for all road users.

While growing tradable cluster jobs is a priority, the region also has broad-based economic mobility strategies across sectors aiming to lead to more high-quality jobs and real income growth. The region will also need to expand employment opportunities in major employment sectors to realize the job growth we expect. The We Prosper Together Regional Plan provides more detailed strategies and prioritizes near-term implementation actions to support the tradable and inclusive economic opportunities in our region.

## Building More Types of Housing from Missing Middle Homes to Larger Apartments

In addition to understanding where growth will occur, another critical component of the land use forecast is what that growth will look like and how it improves access to opportunity. Job growth can take many forms across several sectors. The types of housing, meanwhile, range from rural residential homes to large-lot single-family homes to small-lot single-family homes to attached products like fourplexes and larger apartment buildings (see SACOG's product type categories in Figure 3.8).

FIGURE 3.8 HOUSING PRODUCT TYPE


Due to the changing household composition and the relative affordability of different housing products, it's critical to ensure the region has a variety of housing options in all communities. Housing options for all incomes and life stages emerged as one of the key themes in SACOG's outreach as part of the 2025 Blueprint, as it was highlighted in the Blueprint Survey, Focus Groups, the Built Environment Poll, and the 2025 Blueprint Regional Workshop.

Jurisdiction Highlight: Yuba City's Harter Parkway Project

Yuba City's Harter Specific Plan will make housing on one of the city's biggest open infill sites feasible. The Harter Parkway Corridor Improvement Project includes construction of a sanitary sewer trunk main, along with related roadway restoration improvements, all critical to enabling future single- and multifamily development in this area. Complementing this effort is the Butte House Road Widening project to support connectivity and reduce congestion. The combined investments will bring more housing options closer to jobs and services and help create a vibrant, well-connected community.

One of the key features of the land use forecast is to support the construction of more small-lot and attached housing to deliver more housing options for all incomes and to reduce the burden of the cost of housing on families and workers. Creating a more efficient and compact land use pattern comes with a shift in the types of housing we build. Specifically, this means building more attached housing of all varieties (from duplexes up to apartment buildings) and single-family housing on smaller lots. The land use forecast includes a mix of housing types that continues an existing trend toward more attached and small-lot single-family housing, which results in attached homes making up 33 percent of all homes in 2050 (see Table 3.4). To achieve this will mean that in the long term, more than half of new housing units built in the region between 2020 and 2050 would be attached.

Jurisdiction Highlight: Lincoln's Downtown Master Plan

The Downtown Master Plan aims to transform downtown Lincoln into an attractive and thriving destination with a strong civic identity. In order to achieve this vitality, the primary goal of the plan is to increase the amount of housing options in the downtown. Local businesses and transit will be better supported through this increase in the downtown population. Mixed-use buildings with ground floor retail will further activate the streetscape. Respecting and enhancing diverse assets such as the Gladding McBean company and its namesake park will generate artistic and economic benefits as well as civic identity. The Downtown Master Plan will utilize a form-based code to allow for more bespoke building forms and a variety of pedestrian-oriented uses that will welcome residents and visitors into the city's historic core.

### TABLE 3.4 LAND USE FORECAST HOUSING PRODUCT TYPES

| Product Type Split | 2020 | 2020–2050 (Net New) | 2050 |
|---|---|---|---|
| Rural Residential | 8% | 1% | 6% |
| Large-Lot Single Family | 31% | 21% | 29% |
| Small-Lot Single Family | 34% | 23% | 32% |
| Attached | 27% | 55% | 33% |

While the housing in the Blueprint land use forecast represents a shift toward more compact housing types, the plan is in line with the trajectory of recent building trends, longstanding demographic shifts, affordability concerns, and shifts in housing preferences in the region. In the last decade, the region has seen a consistent trend toward a balance of all housing types, including small-lot single family, ADUs, and different kinds of attached housing. In 2014 large-lot homes represented more than double the proportion of new units as attached products. In 2023, both proportions were 30 percent. In fact, in terms of absolute completed attached units, 2023 had the highest number of attached housing units constructed since 2004 and the third highest since the 1980s.

### TABLE 3.5 HISTORIC PROPORTION OF COMPLETED PERMITS BY PRODUCT TYPE

| Product Type Split | 2001–2007 | 2008–2015 | 2016–2019 | 2020–2023 |
|---|---|---|---|---|
| Rural Residential | 6% | 7% | 6% | 5% |
| Large-Lot Single Family | 61% | 45% | 42% | 37% |
| Small-Lot Single Family | 16% | 24% | 35% | 33% |
| Attached | 18% | 24% | 17% | 25% |

Accessory dwelling units (ADUs) are a newer form of small-lot or attached housing that has increased in construction. Since being legalized in 2017, more ADUs have been built every year, going from 0 in 2017 to

649 in 2023 (see Table 3.6). These products represented over 5 percent of all regional housing permits in 2023.

### TABLE 3.6 ADU COMPLETED PERMIT TRENDS

| Year | ADUs | % of ADU of the total permits |
|---|---|---|
| 2017 | 0 | 0% |
| 2018 | 56 | 1% |
| 2019 | 102 | 1% |
| 2020 | 219 | 3% |
| 2021 | 330 | 3% |
| 2022 | 428 | 4% |
| 2023 | 649 | 5% |

These construction trends reflect shrinking household sizes, affordability concerns, and tradeoffs between spatial efficiency and home size/type. This housing market dynamic is discussed in more detail in Appendix D as part of SACOG's Housing Product Type Preference and Demand Analysis.

While these housing construction trends have been facilitated by market and demographic shifts, the region's local governments will still need to take collective action and make bold policy changes to allow for more housing variety going forward. This kind of change is exemplified by the City of Sacramento's 2040 General Plan, adopted in February 2024. The plan removes density-based maximums citywide, instead regulating all new development based on floor area ratio (FAR). This change allows a FAR of 1.0 across the city and upped the FAR to 2.0 within a half-mile of transit. This effectively allows the by-right construction of attached housing projects of six to 12 units on existing single-family lots across the city and even more types of attached housing in Centers and Corridors. The city continues to allow all housing ministerially and does not require project-level environmental review for projects consistent with the general plan.

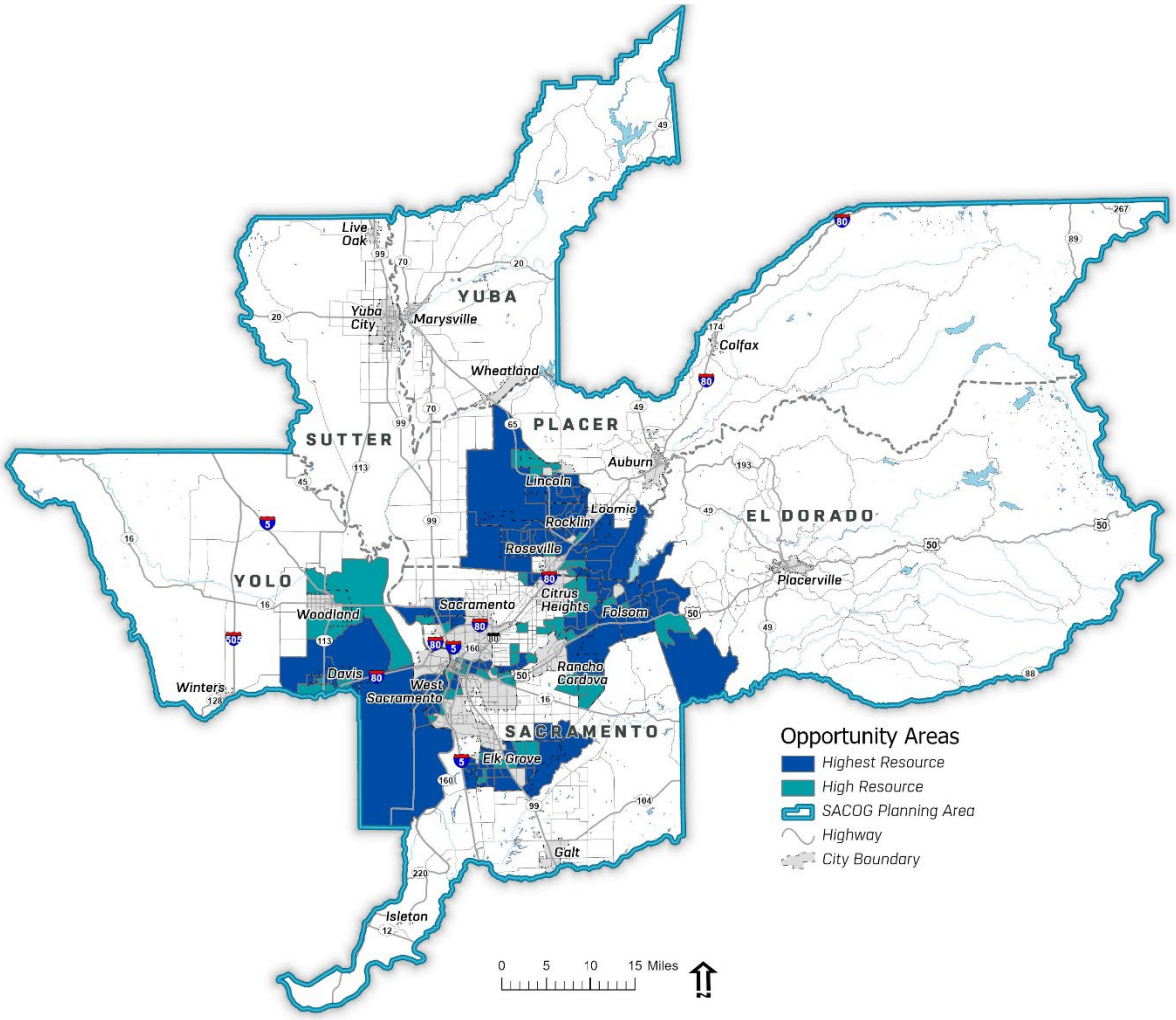
Beyond increasing housing options, access to opportunity has emerged as one of the key planning objectives of the 2025 Blueprint. The Blueprint's Policy Framework calls for strategies to address housing affordability by increasing the diversity of housing options available in areas with access to high-quality jobs, good schools, outdoor space, and with lower exposure to harmful pollutants. Public input in several of the Blueprint outreach efforts supported a similar concept of ensuring access and opportunity for all residents.

One of the key ways the Blueprint land use forecast fosters access and opportunity is through the relationship between growth and high opportunity areas. High opportunity areas can be thought of as neighborhoods that maximize the chances of life success if you grow up in them. They have great schools, a low pollution burden, and ample access to jobs and services. The California Tax Credit Allocation Committee (TCAC) in conjunction with the State Department of Housing and Community Development (HCD) produces statewide opportunity maps every year that categorize the state's census tracts by their level of opportunity based on educational, economic, and environmental metrics (see Figure 3.9). The high opportunity census tracts in the SACOG region are overwhelmingly made up of single-family neighborhoods. In fact, 75 percent of existing units, 90 percent of residential land, and 97 percent of residential parcels in SACOG's high opportunity census tracts are single-family detached homes. This has the effect of restricting access to opportunity for households who

cannot afford a single-family home and indirectly reinforces disparities due to the wealth gap between different demographic groups. The results of the Built Environment Poll highlighted strong support for providing affordable housing options for younger adults, seniors, and workers in healthcare and service industries.

Increasing access to opportunity for all economic segments is, in part, contingent on increasing the number of attainable housing types created in these areas. Small-lot single-family and attached housing tends to be more affordable due to lower per-unit construction and land costs as well as smaller unit sizes.

### FIGURE 3.9 2025 HIGH OPPORTUNITY AREAS




As of 2020, about 40 percent of the existing small-lot and attached units were located within the 2025 TCAC/HCD high opportunity areas. Over 50 percent of the new small-lot and attached housing in the Blueprint land use forecast are within high opportunity areas. This increase provides more affordable housing options for households who previously could not afford housing in areas that maximize economic mobility. As

a result, there is a 46 percent increase forecast in the number of small-lot and attached units in high opportunity areas by 2050.

## Create a Resilient Region and Protect Agricultural and Natural Lands

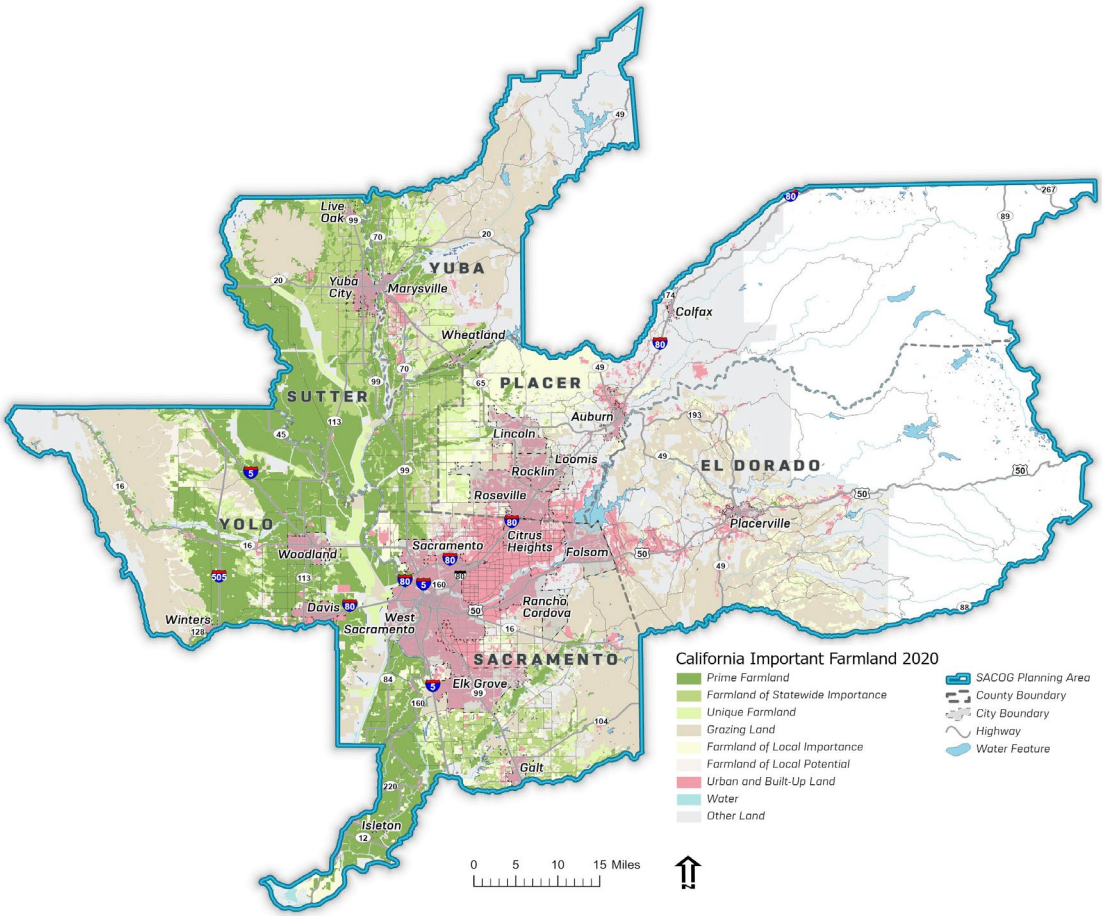
Even as our region adds 580,000 more people, it will still be a largely rural place: less than 1 percent of the region's nearly two million acres of agricultural land is impacted by the land use forecast. Seventy-five percent of the fresh water that flows into the Sacramento–San Joaquin Delta originates in the snow-capped peaks of the Sierra Nevada and flows downhill to irrigate croplands and serve a thirsty urban population. This rural land base is vital to the region's agricultural economy, health, and quality of life. The land not only contributes directly to the region's economy—agriculture is one of the region's key tradable industries—it also enhances water supply and flood protection, recreation and tourism, and habitat conservation, and provides aggregate and timber for development.

While some of the region's undeveloped rural lands are identified in local plans for urban development at some point in the future, the vast majority of our rural lands are not, and play an important role in the economy. The unique agricultural assets our region possesses are available in few areas globally. The region's Mediterranean climate, water availability, fertile soils, skilled producers, supportive infrastructure, and other assets result in a rich diversity of high-quality crops and products. This leads to a competitive advantage, reflected in the growing value of products as they leave the farm. The food and agricultural economy of the SACOG region is valued at $12 billion. More than 7,200 farms produce a total annual output valued at $2.2 billion. Expanding the urban footprint into these areas poses risks to this economic activity. Every farm job in this region has a job multiplier of 0.82, which means that for every job lost in the agricultural economy, industries that support agriculture would lose jobs on almost a 1:1 basis. The agricultural sector could generate more money in the local economy with value-added processing—off-farm processing and manufacturing of food and fiber products. This plan aims to support the rural economy by strategically investing in infrastructure to serve the farm-to-market activity of the natural resource economy. Furthermore, most of those jobs will be located in cities and areas with urban infrastructure.

The importance of agriculture and conservation was a key theme in the Blueprint outreach. In the Blueprint Survey, when asked about the most important issues as the region grows, 31 percent of survey respondents said preserving open space, forests, and farmland was vital. This was almost as important to them as providing housing that is easier for people to afford. Additionally, in the Built Environment Poll**,** 41 percent of people said they are worried about losing open space as the region continues to develop.

The consumption of non-urban land for urban uses is inextricably linked to the areas of new growth. The expansion of the existing urban footprint has tradeoffs, as some of that land may have climate resiliency risks or may be engaged in something else like farming. The land use forecast does include outward expansion of the urban footprint into farmland but does so sparingly. This outward expansion anticipates the conversion of 10,365 acres of Prime farmland, farmland of statewide importance, or farmland of local importance based on the map of important farmland in Figure 3.10. This equates to roughly 18 acres of farmland developed for every 1,000 new residents, compared to historic conversion rates of 242 acres for every 1,000 new residents. Despite this anticipated slowing in the development of farmland, however, far more of what remains will at some point be at risk. The number of acres currently contemplated for eventual development in local plans is four times higher—at 43,439 acres—than the Blueprint anticipates will be developed by 2050.

## FIGURE 3.10 IMPORTANT FARMLAND IN THE SACOG REGION

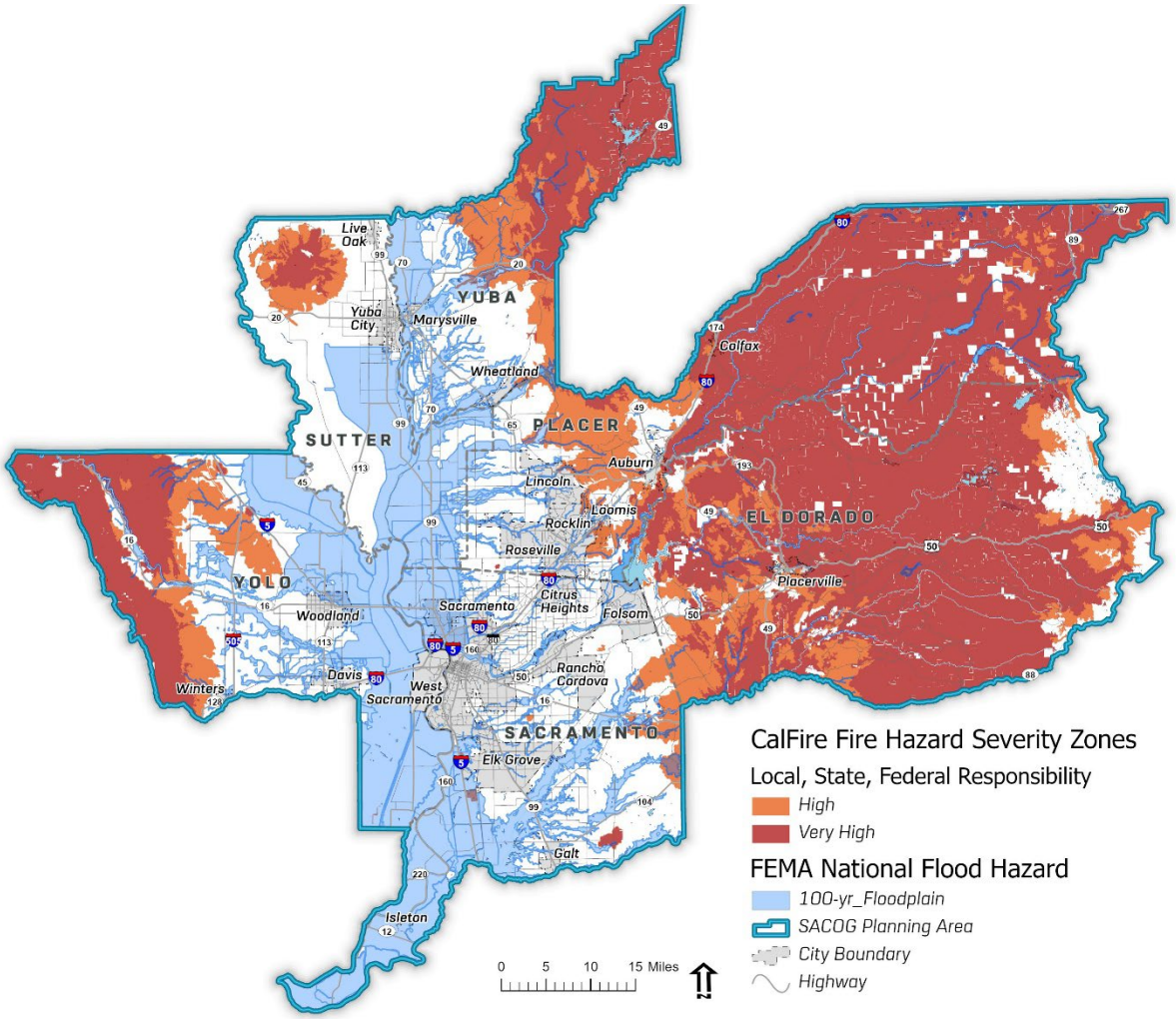



*Source:* Farmland Mapping and Monitoring Program

As the region adapts to climate risks, we must be strategic about the extent to which development occurs in high fire and flood risk areas. In the Blueprint Survey, especially among rural communities like those in El Dorado County, floods, drought, and wildfires were identified as top challenges. The public outreach findings show that residents are concerned about the risks posed by natural disasters and support proactive measures and resilient infrastructure. Recognizing the many challenges to development in high-risk parts of the region, the land use forecast minimizes the extent to which land is consumed for development in these areas. For example, the Developing Communities and Rural Residential Communities in the Blueprint land use forecast will consume only an additional 8,259 acres over 30 years in high or very high fire risk zones based on the Fire Hazard Severity Zone (FHSZ) maps published by CalFire. But like the projection for how much farmland will be developed, the potential for development in areas at high risk of fire is far greater than the Blueprint's projection for what actually will be developed in these areas by 2050. If all local growth plans eventually come to fruition, an additional 166,462 acres, over 80 percent of which would be rural residential development, would be in high fire risk areas. The region also has significant flood risk that growth will have to account for. One way the region mitigates this risk is through SB 5 (2007), which requires an urban level of

flood protection, or 200-year flood protection, before development in floodplains can proceed (see Figure 3.11).

## FIGURE 3.11 FIRE AND FLOOD RISK



# Chapter 4: Transportation Vision

## Planning with Ambitious Goals and Limited Resources

A transportation network is more than just a way to get around. It is the central nervous system for our region. How we build, operate, and maintain our roads, transit, and non-motorized pathways shapes our communities and business climate and is crucial to economic opportunity, health, and happiness.

As the Sacramento region adds approximately 580,000 people by 2050, traveling on our roads and highways could become increasingly difficult. Anyone who has driven in California's largest metropolitan areas knows how frustrating, time-consuming, and dangerous that can be. But with smart and early planning, transportation does not have to be that way. This Blueprint, which is a combined effort of local governments, community-based organizations, business groups, and residents, charts a different path.

The transportation chapter of this plan envisions a region where instead of gridlock, we have movement. We reach that goal in many ways. One is by changing the way we grow. We can build more homes closer to where the jobs are while attracting more jobs to where the homes are or soon will be. We can strategically expand our roadway and transit networks. We can make our roads more efficient by improving their design and creating incentives for motorists to change the way they use our highways. This would reduce traffic congestion by reducing the number of miles the average motorist needs to drive. It would also make roads safer, preventing injuries and deaths from accidents. It would create less air pollution and reduce emissions of greenhouse gases that put our climate at risk, a danger that is especially relevant in a region like ours that is prone to floods and wildfires.

Improving our transportation system could even lessen economic inequality by better connecting the region's workforce, including lower-income residents, to jobs. In general, low-income households in the Sacramento region are about twice as likely to walk, bike, or take transit to work compared to high-income households. Supporting the transportation needs of these existing communities can improve their ability to get to jobs, schools, and other amenities while improving their health and quality of life. We address these issues when we adopt policies that pay heed to equity, which is one part of the Triple Bottom Line.

The funding available for new roads, highways, transit, and trails will likely fall short of everything we need between now and 2050. That's why this plan promotes a "Fix-it-First" approach that prioritizes investment in and repair of existing assets and services before investments that expand the system. The region can't and won't stop building new ways for people to move around. But by doing more to take care of the infrastructure we already have, our existing roads, trails, and transit will be more efficient, be more cost-effective, and last longer.

Taken together, all of these things meet the objectives of the themes that emerged from our outreach program: Ensure Access and Opportunity for All Residents; Invest in Existing Communities; Create Complete Communities; Support Safe and Convenient Transportation Options; Prepare for Natural Disasters to Protect People and Property; and Protect and Conserve Open Space and Agriculture.

## Measuring Progress Since 2020

Measuring our progress since the adoption of the 2020 plan is difficult because the COVID pandemic severely disrupted work and social patterns, which affected how people use the transportation system. Many of the changes in travel patterns caused by the pandemic are still present, and it is not clear the extent to which old patterns will re-emerge over time. The pandemic, for example, caused a huge drop in traffic congestion. Congestion is still lower than it was in 2019. But attributing that drop to policy change would be premature, and in fact, congestion is increasing steadily again. The same is true for traffic fatalities. Meanwhile, the region's long-term progress in reducing vehicle miles traveled per capita has reached a plateau. This is important not just because congestion is inconvenient and unsafe for commuters but also because the region's We Prosper Together Regional Plan highlights the importance of agriculture, manufacturing, and retail commerce, all of which rely heavily on efficient freight truck movement. We have much work still to do.

That work will involve making it easier, safer, and cleaner for everyone to move through the region, especially low-income and historically marginalized communities. While transportation options in the region have expanded in recent years, most people still have to drive alone to their destinations. By implementing innovative mobility projects with transit providers and private companies, investing in high-capacity corridors and high-frequency bus service, and improving the responsiveness of our transportation system, we can create more options for all residents to move about the region to meet their daily needs.

After a discussion below on the most recent trends in mode shift, vehicle miles traveled, traffic congestion, and accidents, injuries, and deaths, the rest of this chapter will describe a detailed roadmap for helping the region get where it wants to go on all these benchmarks and more.

### Mode Split and Transit Ridership

While the vast majority of trips in the region are taken by residents driving alone in a personal vehicle, even small increases in walking, biking, and transit trips can have a big impact on congestion and air quality. Mode split is the measure of how many trips are taken on different types of transportation systems. Mode shift measures the region's progress on increasing the number of trips taken by carpool, transit, biking, and walking. Compared to 18 other peer regions of similar population, the Sacramento region has the fifth-highest share of non-driving work trips, with 22.7 percent of commuters traveling without a car (see Figure 4.1). While the majority of those trips are work-from-home (17.9 percent of commute trips), the Sacramento region ranks second among its peers in commute trips by bicycle (behind only the Portland region). Figure 4.2 shows a history of mode splits in the SACOG region from 2009 to 2023. Between 2009 and 2019, the share of trips by car stayed relatively constant, between 75 percent and 77 percent of commute trips. Since 2019, that number has steadily fallen to 68.3 percent, with most of those commute trips shifting to work from home. Carpooling rates are also dropping, from 15 percent of commute trips in 2000 to just 9 percent today.

FIGURE 4.1 NON-DRIVE COMMUTE MODES IN SACRAMENTO AND SIMILARLY SIZED PEER REGIONS

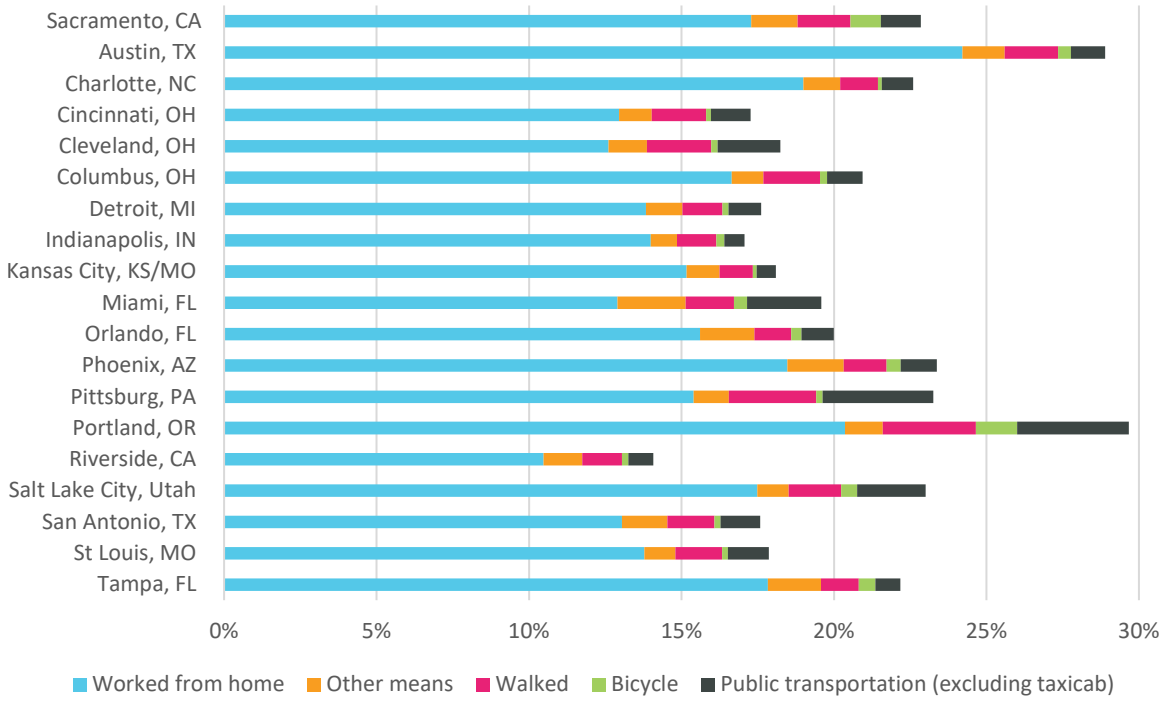
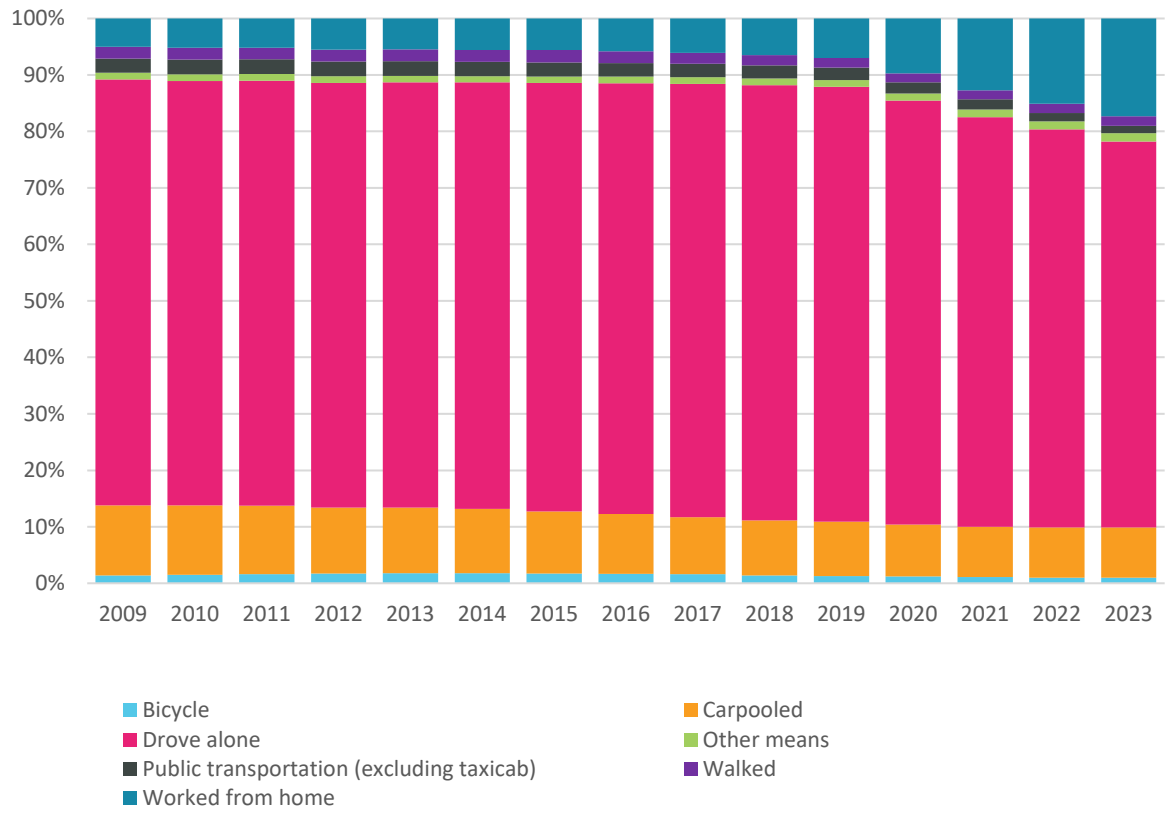


FIGURE 4.2 USUAL COMMUTING MODE HISTORIC TREND, 5-YEAR ROLLING AVERAGE

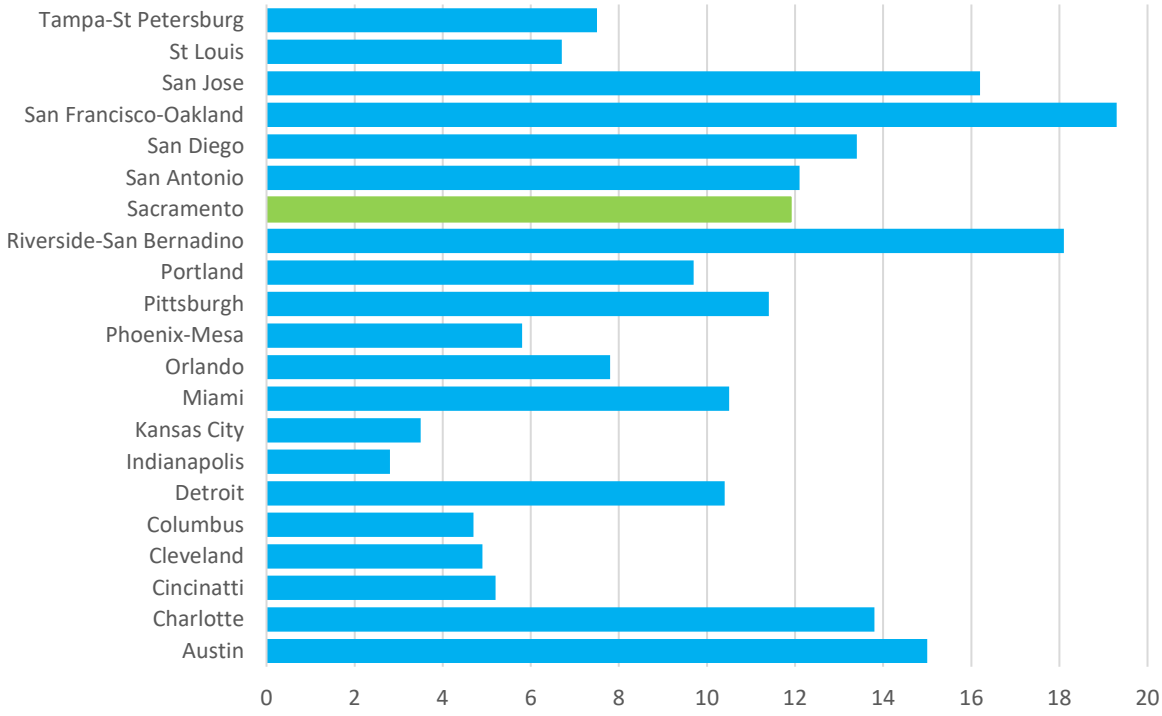



Although a small portion of total trips, transit ridership has changed dramatically since the plan was last updated in 2020. Today, there are 5.8 annual transit boardings per capita. While this is a significant increase over the COVID pandemic's low of 3.8 boardings per capita, it is less than a quarter of the region's high of 19.6 during the Great Recession. The upward trend since 2021 is promising and this plan outlines critical operations and capital investments to continue to recover, and ultimately grow, transit ridership in the region.

## Highway Congestion

While Sacramento's traffic congestion is not as bad as in other regions in California, it is worse than some similarly sized regions in other states as illustrated in Figure 4.3. Severe delays, poor travel-time reliability, and limited truck parking reduce the region's economic competitiveness, depress job growth, and stall progress on our We Prosper Together Regional Plan. The average person in the Sacramento region deals with more than 12 hours per year of excessive delay sitting in traffic congestion.

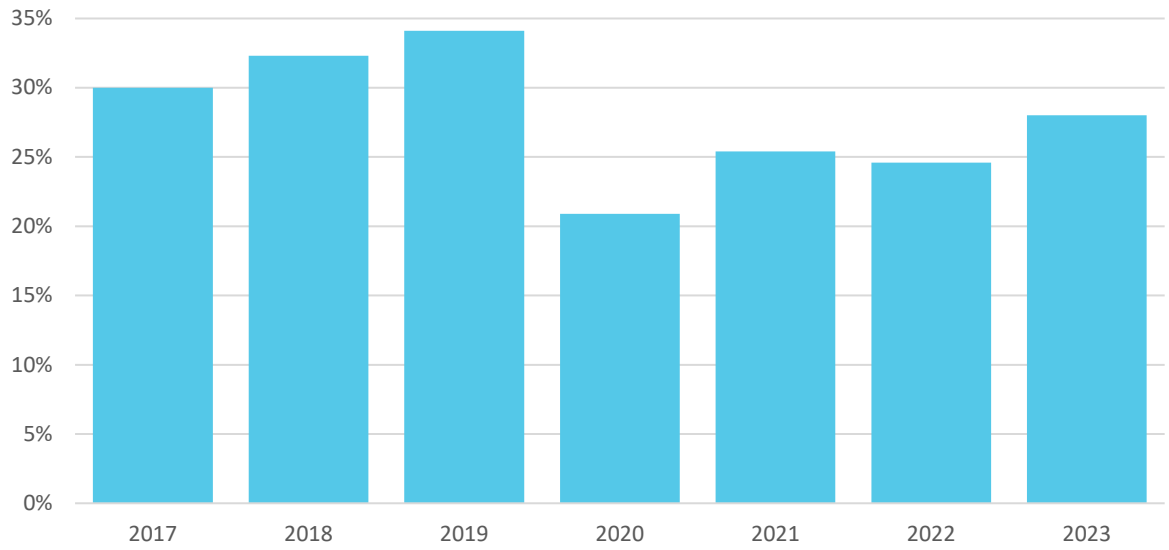
## FIGURE 4.3 2023 TRAFFIC CONGESTION (ANNUAL PER CAPITA PERSON HOURS OF EXCESSIVE DELAY)




*Source: National Performance Management Research Data Set*

As shown in Figure 4.4 about one-quarter of the Sacramento region's highways are congested. That's lower than it was before the pandemic hit in 2020, but congestion is rising again and may soon approach the share of congested highways at its peak in 2019 if we don't act to improve conditions.

FIGURE 4.4 PERCENT OF HIGHWAYS EXPERIENCING TRAFFIC CONGESTION (2017–2023)




## Traffic-Related Deaths and Injuries

The community outreach that helped shape this plan found that residents want the region's transportation network to be easy and diverse—a system where people can choose different travel methods, like walking, biking, or taking public transit, while keeping everyone safe. When asked in Focus Groups about their perceptions of safety, respondents expressed concerns about all modes of transportation. Among the key issues that emerged were traffic congestion, poorly maintained roads, and distracted or speeding drivers.

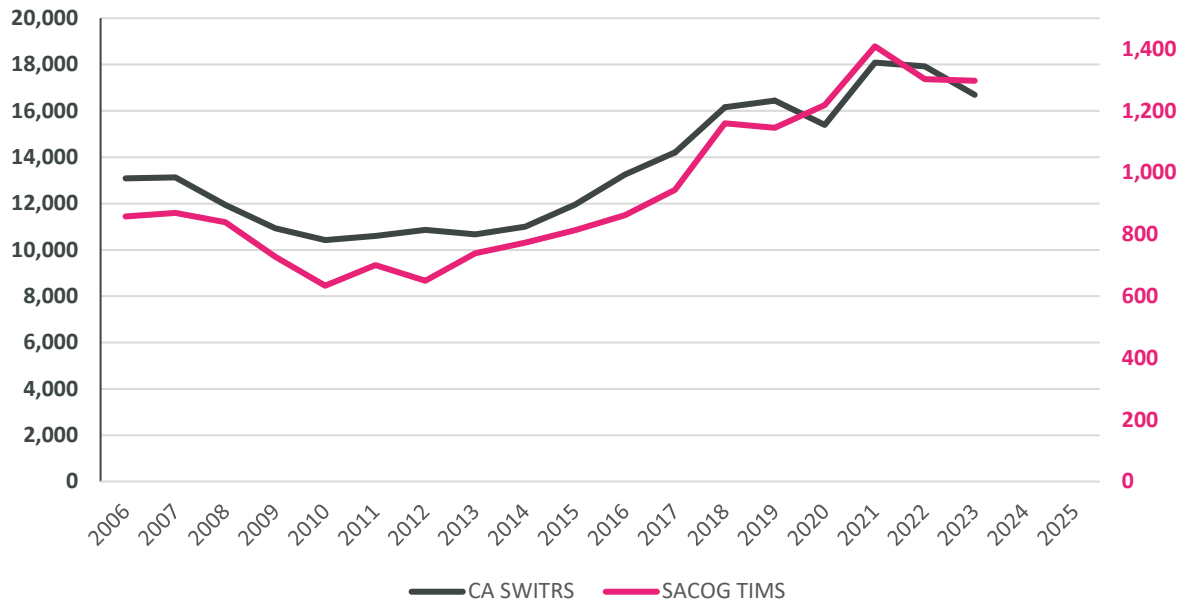
Unfortunately, across both California and the Sacramento region, the rate of traffic fatalities and serious injuries has increased since around 2010 as shown in Figures 4.5 and 4.6. The rate of serious collisions has increased more quickly in the Sacramento region, which now exceeds the state average by nearly 25 percent. These collisions occur disproportionately in communities with higher percentages of low-income residents, people of color, and older people. Since 2012, about half of all non-freeway collisions have occurred within these areas, even though those areas only make up 38 percent of our region's trips and 36 percent of our region's population.

The 2025 Blueprint includes a commitment to examine the frequency and severity of automobile-related crashes and identify disparities based on a broad range of demographic characteristics. We can address these disparities through targeted investments that improve safety in communities that have been overlooked for meaningful investment in the past. The plan also seeks to ensure access to transit to allow residents of all communities to reach essential destinations such as hospitals, schools, and job centers.

More than $4 billion in projects in this plan include elements specifically designed to make our streets, roads, highways, and transit services safer. Safety is also part of planning, building, and maintaining any transportation investment. Details on these projects are included below in this chapter of the plan and in Appendix A.

FIGURE 4.5 2006–2023 FATAL COLLISIONS: STATE VS. SACRAMENTO REGION


FIGURE 4.6 2006–2023 SERIOUS INJURY COLLISIONS: STATE VS. SACRAMENTO REGION



# Building and maintaining a safe, equitable, and resilient multimodal transportation system

## Doing More with Less

While the 2025 Blueprint forecasts roughly $41 billion (in today's dollars) of investment in the transportation system over the next 25 years, not all of this funding is guaranteed, nor is it sufficient to meet the region's needs for building new roads, maintaining existing roads, and acquiring new buses, trains, and transit facilities. During the call for projects for the plan, public agencies from across all six counties nominated nearly $14 billion for projects to expand road and highway capacity, while the region anticipates funding for roughly half that amount. Meanwhile, we are already falling short of meeting our road and highway maintenance needs by several hundred million dollars each year. Transit agencies also face rising costs for new zero-emission trains and buses and the need for new facilities, even as they try to recover from the loss of ridership and revenue that occurred during the pandemic. Given these realities, the region has no choice but to do more with less.

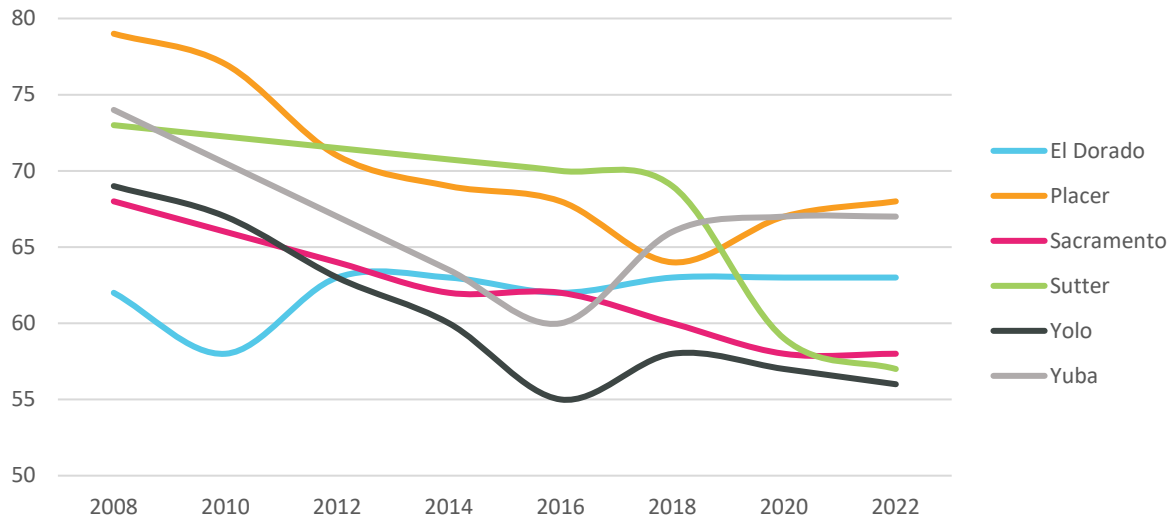
## Shrinking the Road Repair Backlog

Cities and counties in our region are struggling to keep our local roads in a state of good repair and falling behind by between $400 million to $500 million per year in funding for maintenance and rehabilitation of the road and highway system. Since 2008, average pavement condition has dropped 14 percent despite an influx of new gas tax funding for road repairs. Figure 4.7 shows this trend across the six counties in the SACOG region. In 2017, California raised the state excise tax on gasoline for the first time since 1994 through the passage of Senate Bill 1 (SB 1), also known as the Road Repair and Accountability Act of 2017. While SB 1 provided much-needed relief for some of the worst roads in the state, the increase was still not capable of keeping up with the gains in vehicle fuel efficiency and alternative fuels that allow drivers to opt out of contributing to the fuel-based system that funds most of our transportation investments in California.

Today the region's roadways are in fair condition on average, as measured in the Pavement Condition Index (PCI) as shown in Figure 4.8. In addition, many places are beginning to slide into poor and very poor conditions. Bridges in the region are also in need of repair. Roughly 60 percent of the Sacramento region's bridge deck area (by square feet) is in poor or fair condition and in need of repairs. An analysis of bridges conducted by SACOG in 2022 estimates that if the region fails to invest in its bridges, the cost to improve fair and poor bridges over the next 10 years will increase from about $270 million to $341 million, with more than 80 percent of bridge decks falling into the poor or fair condition.

It is important to address these conditions soon to avoid bigger impacts down the line. The rate at which pavements deteriorate accelerates significantly once conditions decline into fair condition. That means that if we don't do something very soon, in the next 5–10 years we will likely see pavements moving rapidly toward failing conditions. The typical cost to repair a road with a PCI better than 70 is less than $10/square yard; once you hit the fair category, costs rise to $20–$30/square yard; and in the failed category we're looking at $60–$100/square yard.

## FIGURE 4.7 LOCAL STREET AND ROAD PAVEMENT CONDITION BY COUNTY HISTORICAL TREND




## FIGURE 4.8 PAVEMENT CONDITION INDEX

| Pavement Condition Index | |
|---|---|
| 86–100 | Good |
| 71–85 | Satisfactory |
| 56–70 | Fair |
| 41–55 | Poor |
| 26–40 | Very Poor |
| 11–25 | Serious |
| 0–10 | Failed |

SACOG Regional Average: 61


The plan works to reverse this trend in two ways: by dedicating significant funding to maintenance and by being strategic about the expansion of new road capacity that we'll ultimately need to maintain. This plan includes $13 billion for maintenance alone. While the plan does include new and widened roads, the increase in lane miles (14 percent) is only a little more than half the population increase (23 percent). By being conservative with how and where we expand roadway capacity (e.g., prioritizing the worst bottlenecks), the plan helps reduce the region's future maintenance needs and makes it easier to keep our roads in a state of good repair. Improving the condition of our roads will also address cost of living issues for the region's residents. Potholes increase wear and tear on vehicles, which translates to higher maintenance costs for drivers. According to a 2024 study by the national transportation research non-profit TRIP, deteriorated roads cost the average California driver $830 a year in additional vehicle repairs.

SACOG, in partnership with our local and regional agencies, has also streamlined the way we fund maintenance projects. SACOG now has a dedicated maintenance program in our regional funding round, so simple but essential maintenance projects can better compete for funding. While our region's maintenance needs are still far greater than what we oversee in our funding round, by dedicating regionally controlled funding to maintenance, SACOG is an active partner in making progress on closing our maintenance gap.

## Rejuvenating Transit

The region's vision for a Next Generation Transit Network focuses on making service reliable, affordable, and interconnected, while prioritizing vulnerable populations. This is consistent with the Blueprint Survey's response showing strong support for reducing mobility disparities in low-income communities. Residents favored prioritizing a transportation system that supports economic mobility and inclusivity by connecting lower-wage workers, people with physical limitations, and young people to job opportunities. The Built Environment Poll highlighted similar priorities and concerns. The data showed that a significant portion of residents rely on personal vehicles, partly due to the perceived inconvenience and inaccessibility of public transit. More than half of respondents said that driving was their only viable option. Of those who now drive, 38 percent would be more likely to use transit if stops were closer to their homes or destinations, 26 percent said they would be more likely to ride if it took less time, and 21 percent wanted longer operating hours and more frequent trips. While these percentages may seem small, this plan's goals can be achieved with a "some trips, sometimes" approach. A relatively small share of residents switching a relatively small number of their trips from driving to transit can have a large impact on tailpipe emissions and congestion.

The strategy envisions a transit system that:

- offers frequencies, speed, and service spans that make transit more competitive with driving;
- addresses mobility disparities for disadvantaged, low-income, and transit-dependent populations;
- attracts sufficient passengers to enable the sustainable and efficient land uses envisioned in the Blueprint; and
- leverages emerging technology to enable a seamless travel experience across urban, rural, and suburban places and be tailored to customer need.

During the pandemic, ridership on all our transit systems dropped. As in transit systems around the country, the region's transit operators kept service levels high enough during this ridership drop to make sure essential workers could get to work. But with less fare revenue coming in and operating costs increasing due to inflation, transit now has a systemic operating deficit. Closing this operating deficit and getting our transit operators in good fiscal health is an essential first step before implementing many of the transit expansions proposed in this plan.

In partnership with the transit operators, SACOG is working to develop long-term financial plans for transit that will close this deficit. Furthermore, the Blueprint forecasts a significant shift in transportation revenue that brings more funding for transit to our region to support a successful post-COVID rebound and steady growth in transit service. These possible revenue sources include local transportation sales taxes and a transition at the state level from fuel tax to road usage charge.

This Blueprint assumes an over 200 percent increase in transit service by 2050 to support the region's growing population and reduce the number of vehicle miles traveled on our highways. These investments are structured strategically to deliver the most "bang for our buck."

But without well-maintained infrastructure, transit can't do its part to help residents get around, keep the air clean, and meet the region's climate goals.

Like our highway system, transit requires constant maintenance to remain viable, and this plan includes several key transit maintenance projects. Chief among them is modernization of the light rail system, which was first installed 40 years ago and needs much of its original infrastructure replaced due to age.

The plan also includes the replacement of hundreds of buses across all six counties, most switching from combustion engines to Zero-Emission Vehicles.

By making strategic investments in transit maintenance and capital costs, the plan gives operators the tools to serve increasing ridership.

### Upgrade Transit Frequency Along Regional Corridors

The Regional Transit Network, developed by SACOG and the transit and planning agencies in the six-county region, calls for focusing resources to provide more frequent transit service in the most competitive corridors. The network will consist of high-capacity transit corridors, which have a high density of residents and jobs; many destinations within walkable distance of each other; sidewalks and paths for safe and comfortable walking, biking, and rolling; and streets with sufficient rights-of-way to prioritize transit vehicles.

High-capacity transit makes fewer stops, travels at higher speeds, has more frequent service, and carries more people than local service. Frequencies of 15 minutes or better are typical, although in some cases service may be less frequent. This type of transit may include light rail, bus transit, and commuter rail.

These changes support the Blueprint Outreach Themes of creating complete communities and supporting safe and convenient transportation options.

In the near term, these transit upgrades will rely heavily on companion roadway Intelligent Transportation Systems (ITS) investments like tolling on highways and Transit Signal Priority (TSP), where buses and light rail have priority at intersections. The longer-term goals would be achieved by capital improvements.

Five of the corridors in the plan would enhance short-distance trips of five miles or less in areas with existing local routes and/or surrounding land uses with existing or potential high transit ridership. These improvements would be especially valuable serving Established Communities that today have limited transit service but destinations that could be conveniently served by transit.

The expansion of high-capacity transit is designed to:

- increase the competitiveness of transit with driving;
- reduce disparities in travel time and access for historically disadvantaged communities;
- leverage existing service to provide seamless travel for all users to top regional destinations;
- put public funds to the best use by minimizing costs while maintaining or increasing ridership; and
- meet or exceed targets for reduced emissions and vehicle miles traveled.

## Making Existing Roadways More Effective and Efficient

### Accelerate Construction of Tolling and Managed Lanes

With limited financial resources to build new roads and maintain them, the Blueprint envisions alternatives to contain congestion or reduce it even as the region adds hundreds of thousands of new residents.

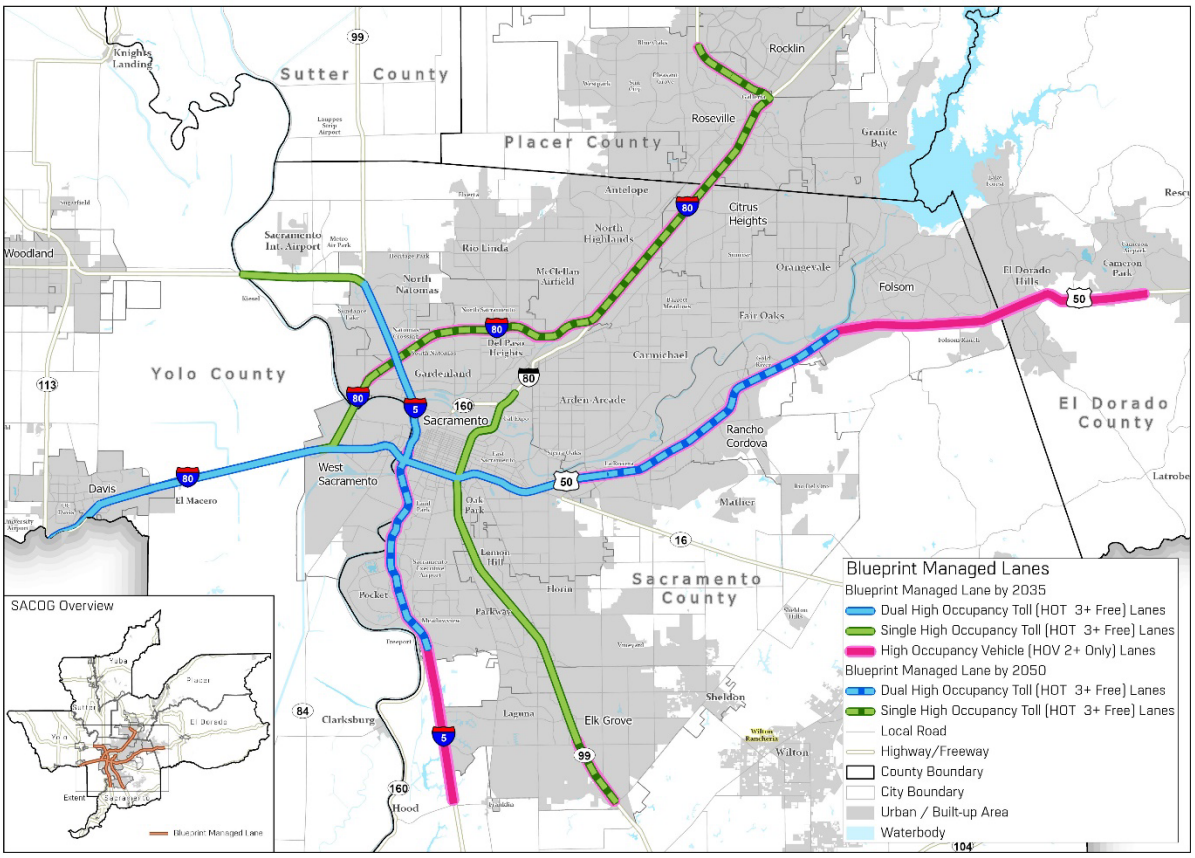
The plan includes nearly 200 miles of toll lanes across most major highways in the urban parts of our region (see Figure 4.9). Pricing lanes makes it possible to reduce congestion even in the heaviest traffic periods. By 2050, vehicles in the toll lanes, including carpoolers and bus transit riders, are expected to save an average of 12 minutes on each trip. By keeping buses on schedule, the toll lanes will also make transit more efficient. Building toll lanes can also reduce congestion across the highway by moving vehicles out of the existing

lanes and making travel times more reliable. This helps quicken trips even for those who cannot afford to pay tolls or choose not to.

Without the toll network, the Sacramento region in 2050 would have more congestion and excessive delays over the entire roadway network, highlighting how highway congestion can spill over onto our local streets. The reliability the plan's toll lanes could provide is essential to connecting the region's workforce to its job centers, which often requires workers to cross county lines.

This initiative is consistent with the Blueprint Focus Groups' findings that residents consider tolls a reasonable approach for funding new roads, highways, and bridges, especially in areas experiencing growth and transformation.

### FIGURE 4.7 MANAGED LANE NETWORK




Reliability

One of the ways to track the health of a roadway is to assess its reliability. Reliability measures the consistency and predictability of travel time and is an important part of the region's nearly $200 billion economy. Although related, reliability isn't a measure only of congestion. If a road were consistently congested at the same times every day, causing the same amount of slowdown, it would be considered reliable. When travel times are predictable, businesses can maximize efficiency in their supply chains, thus reducing costs. Unpredictable travel times do the opposite, creating inefficiency and increasing costs. Travel time reliability is most critical in tradable industries such as agriculture (that rely on freshness in reaching

markets) or precision manufacturing (which serve as inputs into multinational supply chains). Supporting these export-oriented clusters is a vital part of the region's economic development strategy.

Yolo 80 and CARTA

While the Sacramento region currently has no toll facilities, our first toll lane is under construction on Interstate 80 in Yolo County and will stretch from near downtown Sacramento to west of Davis. The toll lanes will not reduce the capacity of the freeway's current lanes, and the project will include other improvements to entrances and exits and the existing bike route adjacent to the highway.

SACOG, in partnership with YoloTD, Caltrans, PCTPA, STA, and EDCTC, created a new government agency to manage the operations of the Yolo 80 toll lane and future toll lanes in the region. This new agency, called the Capital Area Regional Tolling Authority (CARTA), is managed by locally elected officials and focused on ensuring the region's toll system serves our communities, is fiscally responsible, and provides great customer service to all highway users. The Yolo 80 project is expecting to begin collecting tolls in 2028.

Both the Yolo 80 project and the next tolling project in the pipeline, on Interstate 5 in Sacramento County, are Megaregional Dozen priorities. The "Megaregion Dozen" is a list of 12 transportation projects that the SACOG, San Francisco Bay Area, and San Joaquin County regions have identified as critical to the health of our shared transportation system and economy.

## Making Transportation Systems Intelligent

Existing roadways and transit can become more efficient—moving people more safely and quickly through the region—by using new technology to give people real-time traffic and transit information that will help them make better-informed travel decisions. Intelligent Transportation Systems (ITS) can accomplish this. They include smart signals, ramp meters, closed-circuit cameras, and real-time conditions monitoring. On roadways, ITS can reduce the amount of stop-and-go traffic, which will not only increase mobility, but also reduce vehicle emissions. The technology's application in transit can improve timeliness and facilitate transfers. With ITS in place, residents of the Sacramento region will enjoy a more efficient transportation system, which will improve mobility without relying solely on additional pavement.

## Explore changes that reduce congestion by shifting demand

Another way to reduce congestion without road-widening projects or toll lanes is to use financial incentives that encourage people to shift their travel to times when roads are less busy or to avoid driving alone when that is possible. Carpooling, traveling at non-peak times, and using non-driving modes for some trips help all travelers get where they need to go faster and increase the impact of infrastructure investments. This effort delivers on the "environment" goal of the plan's Triple Bottom Line framework by investing in transportation options that can reduce or mitigate tailpipe emissions and other automobile pollutants that cause illness, such as asthma, heart disease, and lung disease.

Among the kind of incentives that can help manage demand for our roadways would be the adoption of a mileage-based user fee to replace fuel tax revenue that is shrinking as more people drive electric vehicles rather than ones powered by internal combustion engines. While much work needs to be done before such a fee could be implemented, without it congestion would be worse by 2050.

This plan also envisions changes to provide motorists with better information about travel options. Drivers who understand how they could take reliable and convenient transit or carpool to their destination are more likely to choose those options.

During the road-pricing Focus Group that was part of the outreach for this plan, respondents felt that fuel taxes and sales taxes should continue to be used to maintain existing infrastructure and build new infrastructure. However, respondents did express concerns that fuel taxes may not be sufficient with the rising adoption of electric vehicles, which cause wear and tear on the roads even though their drivers don't pay the fuel taxes. Some participants said user fees were inequitable because such charges would affect rural residents more, since they must drive longer distances to meet their daily needs. In the short term, SACOG's work to develop these strategies will focus on testing which incentives are most effective and accepted by the community. By developing a regional incentive pilot, we can test how to address the community's concerns within the pricing structure and better understand if, as shown in other road-pricing pilots, actually experiencing a pilot resolves most community concerns.

## Increase the availability and quality of non-driving options

Our region cannot sustain a transportation system that requires everyone to own a private vehicle. What's more, many residents do not own a vehicle or are otherwise unable or unwilling to drive for their needed trips due to age, disability, or other personal reasons. The Blueprint Survey found that a top concern among respondents was the lack of transportation choices, and many of those surveyed called for reducing mobility disparities in low-income communities. Reflecting these concerns, SACOG's Strategic Plan calls for making it easier, safer, and cleaner for everyone to move through the region, especially low-income and historically marginalized communities. By implementing innovative mobility projects with transit providers and private companies, investing in high-capacity corridors and high-frequency bus service, and improving the responsiveness of our transportation system, we can create more options for all residents to move through the region to meet their daily needs.

The region can do this by:

- providing grant funding and technical assistance to member agencies and partners to improve mobility, address barriers to transportation access, and facilitate mode shift;
- procuring and developing regional data and information services to build a foundation for the next generation of mobility services and tools;
- sharing information about evolving data, digital policy, and Intelligent Transportation Systems to support improved mobility; and
- convening discussions with member agencies and local partners to strategically plan for shared mobility services and flexible fleets.

**Jurisdiction Highlight: Yolo County's BeeLine Service**

**The Yolo Transportation District's BeeLine service, an on-demand transit program that offers affordable transportation within the county, is designed to meet the needs of residents who require transportation to cities like Davis and Woodland. This service operates much like a typical rideshare app, allowing passengers to schedule pickups, set drop-off locations, and pay for their rides through the app. What sets BeeLine apart is its affordability and its focus on serving the residents of Yolo County, providing a practical and cost-effective option for those in need of reliable transportation.**

The plan envisions a network of mobility hubs that will allow people to switch between transportation options to reach their destinations. These hubs will seamlessly connect two or more modes of transportation: transit, bike, pedestrian, shared mobility services, carpooling/vanpooling, and on-demand services.

**NorCal GO**

In 2025, SACOG launched a new trip-planning tool to make it easier for residents to access their daily needs without a personal vehicle. The website and mobile phone app, called NorCal GO, provides resources on travel options like carpool, vanpool, transit, and more throughout the Northern California region. Users can input their origin and destination and find out what bus routes or vanpools they can use to get there. Getting travelers accurate and accessible information helps them make the most of their travel options, and helps our region make the most of its transportation system.

## Connect regional destinations with trails to support non-vehicle travel

The outreach that helped shape this plan showed that Sacramento region residents want more alternatives to driving to get where they need to go. In the Built Environment Poll, about one-third of respondents said they would be more likely to bike if there were more well-maintained bike lanes, and 25 percent said they would do so if there were more amenities within biking distance. There were similar results about walking, with 48 percent wanting more amenities within walking distance and 38 percent citing the need for well-maintained sidewalks and crosswalks. The Blueprint Survey, meanwhile, showed strong support for reducing mobility disparities in low-income communities. Respondents overwhelmingly agreed on increasing access to walking, biking, and other mobility options to essential destinations.

Jurisdiction Highlight: Yolo Active Transportation Corridors Plan

YoloTD and Yolo County are partnering on the Yolo Active Transportation Corridors Plan, a network of multiuse trails across the county. Based on community feedback, the network will expand mobility options for everyone—including residents who are low-income or people of color—by offering safe and accessible ways to walk, bike, or roll to meet their daily needs. In turn, the trails can boost the local economy by increasing foot traffic to local businesses and promoting agritourism.

The Sacramento Regional Trail Network will help address these concerns by supporting a new wave of walking, biking, and rolling to daily destinations throughout the region. The network of more than 1,000 miles of trails will make it easy for families to ride to their favorite park, provide a safe route for children to get to school, and offer a simple way for residents to explore new corners of their neighborhoods and cities.

The network envisions reliable routes to the best places around the region for all ages and abilities.

The Trail Network is a plan to connect existing trails throughout the region to make it easier for community members and visitors to explore cities and counties without a car. The network crosses city and county lines to create a truly interconnected system.

The network was developed in partnership with 28 cities, six counties, numerous special districts, and state and local agencies throughout the region. Development consisted of careful review of 80 local, state, and regional plans that address trails and active transportation, and a survey of more than 3,000 community members. The resulting network focuses on filling gaps, increasing access in disadvantaged areas of the region, and creating a cohesive network that leads to civic amenities such as parks, schools, restaurants, and other businesses.

Dry Creek Greenway

Weaving through the heart of the City of Roseville, the Dry Creek Greenway East trail crosses creeks, spans neighborhoods, and will connect residents to Maidu Park and its community centers, and students to surrounding schools once it's completed. It is part of a vision to create a 70-mile trail system that would connect Sacramento and Placer counties. In addition, this system will eventually join the envisioned 1,000-mile Sacramento Regional Trail Network, providing safe and comfortable walking, cycling, and rolling options to residents and visitor

## Improve Public Health by Reducing Vehicle Emissions

### Investing in a Zero-Emission Transit Fleet

State law and regulations require transit operators to use 100 percent Zero-Emission Vehicle (ZEV) fleets by 2040. At this point, less than 10 percent of transit vehicles in the Sacramento region are zero emission, mostly battery-electric with some hydrogen systems. To date, transit operators have focused on converting vehicles for the shortest and flattest routes, where it is easiest to manage battery life and recharging. As the transition expands to the foothills and longer commuter routes, battery life and charging will become more of a challenge.

The Blueprint includes replacing the entire region's transit fleet and through locally initiated programs facilitating deployment of charging stations and accelerating and increasing market penetration of electric vehicles in the region. The plan's local initiatives are essential to ensuring ZEV stations are deployed in places where the private-sector market won't penetrate, including rural communities, multifamily housing, and single-family areas with a large share of renters.

To support this transition, the California Energy Power Innovation Collaborative (Cal EPIC), formerly the California Mobility Center, supports the development of a workforce that supports the clean mobility industry by creating a labor pool of skilled workers to ensure that companies can hire the talent they need to help them grow. They seek to increase the workforce of the growing green energy industry by reducing barriers to entry. The center's Career Pathways program establishes regional supply chains for technical labor, provides start-up companies with access to student interns and skilled labor, and expands access to training and employment opportunities.

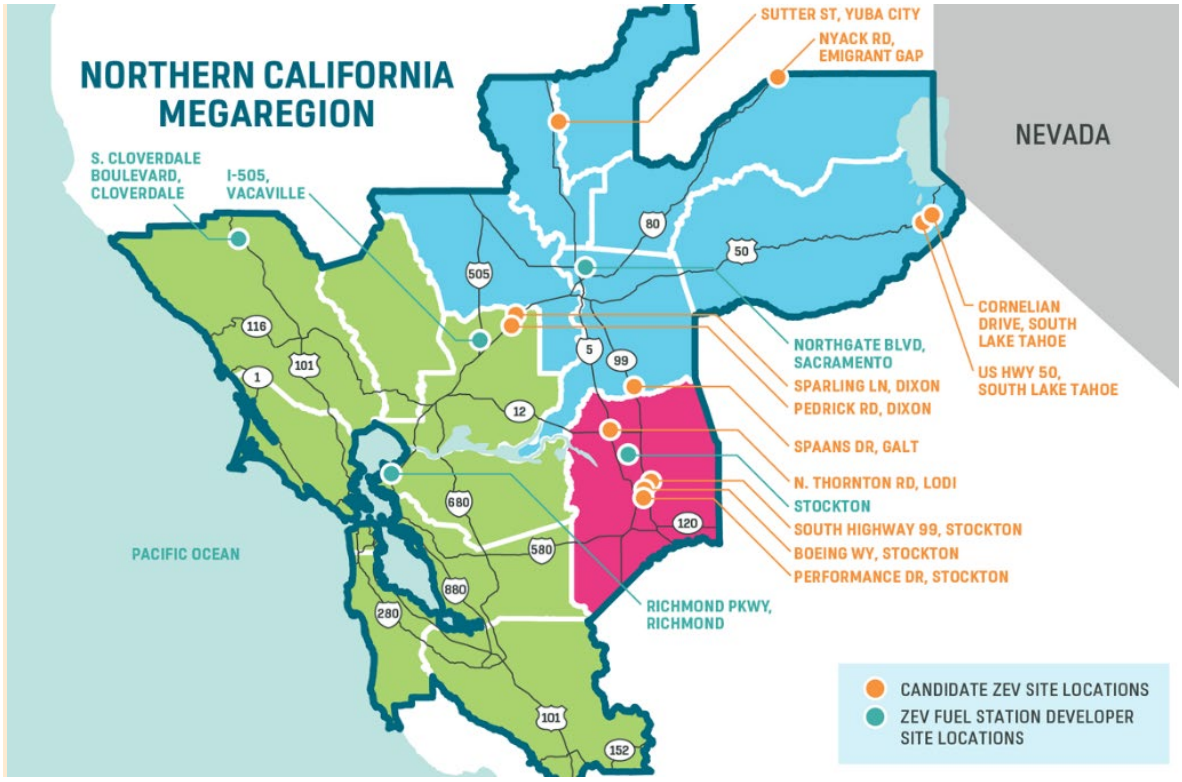
### Making Goods Movement Emissions-Free Throughout the Megaregion

While medium-duty and heavy-duty vehicles make up only 6 percent of the vehicles registered with the California DMV, they account for over 20 percent of the greenhouse gas (GHG) emissions and almost 50 percent of emissions from nitrogen oxides ($NO_x$). As the freight industry transitions to lower- or zero-emission technologies, reliable and convenient freight ZEV charging and fueling stations will be essential to ensure the region's freight-dependent industries like agriculture and logistics can survive and flourish.

In addition to focusing on zero-emission freight movement within our region, SACOG is a member of the Megaregion Working Group, comprising elected officials who represent the Metropolitan Transportation Commission (MTC), the San Joaquin Council of Governments (SJCOG), and SACOG.

This group is tackling how people and goods move throughout the 16-county Northern California Megaregion. As part of this work, SACOG led the Megaregion Zero Emission Medium and Heavy-Duty Vehicle Study, which uses data, input, best practices, and real-world experience to identify locations for Direct Current Fast Charging (DCFC) and hydrogen fueling stations to enable zero-emission freight, goods movement, and transit. Through the study, the Megaregion partners identified 17 sites where ZEV stations are needed to continue goods movement across the regions as freight fleets transition away from combustion engines (see Figure 4.10). The study's methodology was so successful that six of the 17 sites have already received private investment to develop them into a ZEV site. In addition to suggesting sites, the plan identifies policy improvements that can further facilitate freight ZEV station deployment, including streamlined zoning/land use/development requirements and consolidated utility coordination.

FIGURE 4.8 NORTHERN CALIFORNIA MEGAREGION ZEV SITE LOCATIONS




## Building Resilience for a Changing Climate

Sitting at the base of the Sierra Nevada and within it, the greater Sacramento region is at high risk of flooding both from infrastructure failure and from localized flooding due to river inundation. The region also includes some of the areas of the state at the highest risk of wildfires, particularly in Placer and El Dorado counties. Much of our critical road, transit, and rail infrastructure is in these flood or fire risk areas (see Figure 4.11). The Blueprint addresses several aspects of this problem.

Making our infrastructure resilient to these events will happen as roads, bridges, and other facilities are upgraded. This work will prioritize investment in our 3,400 miles of roadway infrastructure located in flood or fire risk areas, and development that supports a more resilient region in the face of climate change, and will ensure that vulnerable and marginalized communities don't endure the worst of climate-induced natural disasters. It is also consistent with the Outreach Theme of safeguarding lives and property by ensuring communities can minimize and respond to natural disasters. We can do this by ensuring communities are prepared and adaptable.

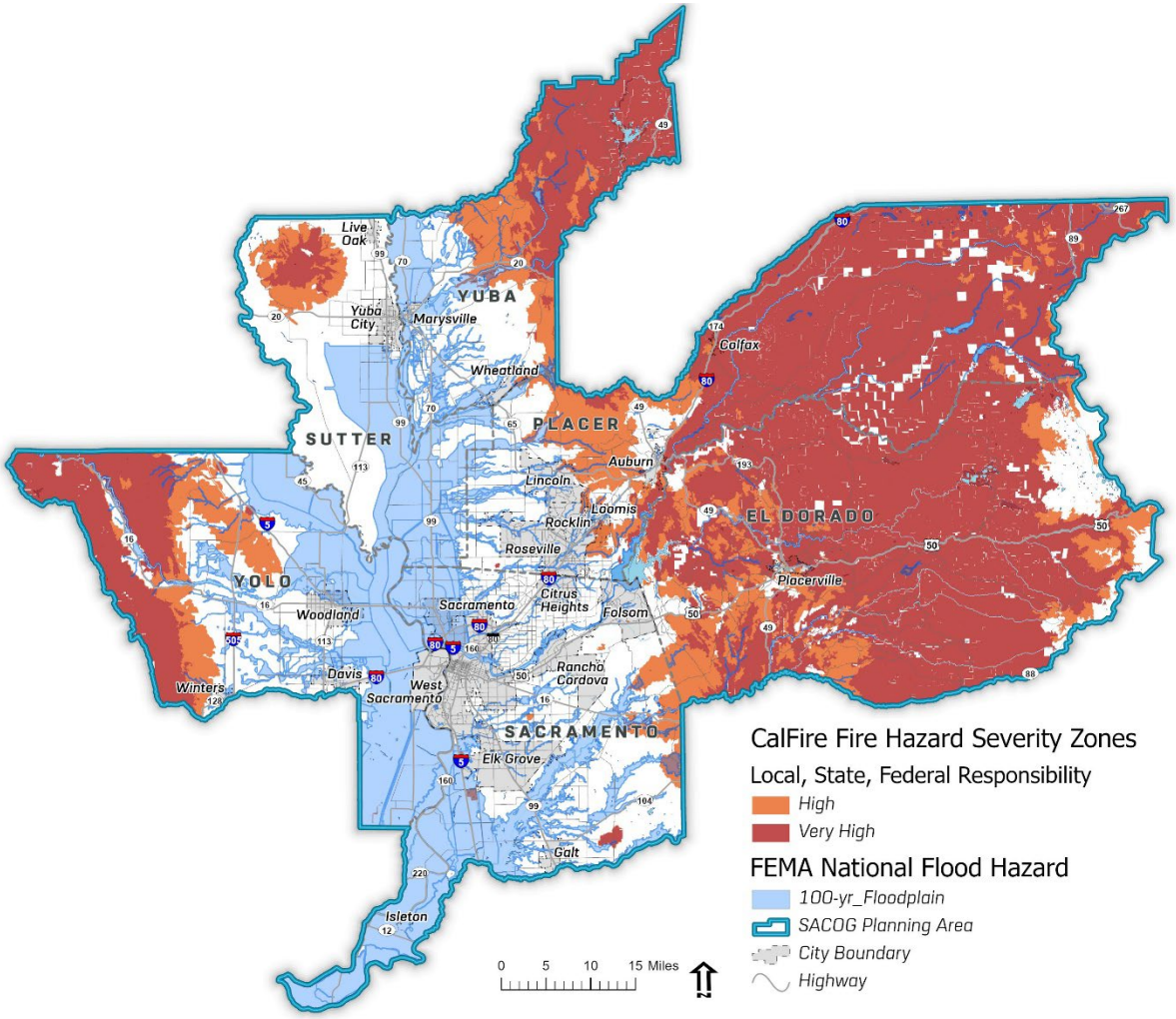
Evacuations during disasters are a crucial requirement of our regional transportation network. The California Office of Emergency Services develops and maintains state-level emergency plans that are supported by county- and community-level plans. In 2023, SACOG completed a Regional Emergency Preparedness Strategy to develop a clear vision for how transit assets and operators are deployed in evacuation situations in the Sacramento region. During an emergency, such as flood or fire, transit vehicles can be deployed to evacuate residents who may not have a private vehicle, including people in medical facilities and assisted living centers. This strategy lays out steps for SACOG and its transit and emergency services partners to take

so that when an emergency hits part of our region, all of our resources can be efficiently deployed. The strategy's recommendations include developing plans for transit agencies to operate and maintain each other's fleets if one facility is shut down; using uniform, accessible, and transparent communication during emergencies; and investing in resilient energy storage systems to maintain Zero-Emission Vehicles involved in transit operations during an emergency.

**Leveraging ITS for Resilience**

The Trip to Green project in El Dorado County is a prime example of how climate resilience can be built into a project without driving up project costs. As US 50 passes through Placerville it has several stoplights to allow local traffic to cross the highway. During peak travel season, these stoplights cause significant backups and during wildfire evacuation, those backups can be deadly. While there have been proposals to spend hundreds of millions of dollars building flyovers to bypass the intersections, El Dorado County Transportation Commission led a leaner approach. The project, called Trip to Green, sets the signals to stay green for traffic on US 50 just during peak travel times, and routes local traffic away from the intersections. Trip to Green was an immediate success, keeping traffic flowing even during evacuations for the 2021 Caldor Fire. For a fraction of the price, Trip to Green achieves the same results as an expensive heavy infrastructure project.

## FIGURE 4.9 FLOOD AND FIRE RISK



## Capitalize on aviation assets to support economic development

The Sacramento region's three major public use airports support the movement of goods to the region, which is a crucial component of economic growth. Using airports for goods movement can also relieve traffic congestion and harmful emissions caused by heavy trucks that would otherwise be needed to move goods from outlying areas into the region.

McClellan Airport is an 1,100-acre former military base that has transformed into a privately run business park home to several aviation-related businesses, the US Coast Guard Air Station, and 220,000 square feet of hangar space. The McClellan Business Park also has entitlements for up to five million square feet of development on and around the airport property. The park is also open for business incentives such as the Target Area Contract Preference Act, Sacramento Municipal Utility District (SMUD) incentives, and the California Competes Tax Credit, which is an income tax credit available to businesses that want to come to California or stay and grow in California.

Sacramento International Airport (SMF) is a 5,900-acre airport that has 93,000 commercial flights annually, has 13.7 million passenger trips, and moves more than 113 million pounds of cargo. Next to Sacramento International, Metro Air Park consists of 1,900 total acres, with 1,320 acres of entitled and ready to develop land. This master planned business park is zoned for industrial, manufacturing, distribution, and high-tech commercial use. Small and large lots are available, ranging from three to 166 acres for modern distribution facilities or corporate campuses.

Mather Airport, a former Air Force base, is 2,875 acres and is centrally located in Sacramento County within the Highway 50 corridor. The County of Sacramento initiated long-term development of Mather that includes more than $150 million of public investment and more than $400 million of private investment of infrastructure and commercial office buildings. The airport's 305-acre Mather Commerce Center is located on the north side of the airport with approximately 60 private and public businesses and more than two million square feet of commercial office space. Mather handled 96 million pounds of cargo in fiscal year 2024–25.

SMForward

SMForward represents the largest construction program in Sacramento International Airport's history, creating jobs and economic opportunities for local businesses and serving as a catalyst for further development in the region. A complete transformation of the airport experience, the project is designed to make Sacramento more competitive as a destination, attract more visitors and businesses, and ultimately contribute to the growth of the region. SMForward will include expansions to Terminal A and Concourse B, which will add gates and new amenities; a new parking garage; and a consolidated ground transportation center that will centralize taxi, rideshare, and off-site shuttle providers into a single area that is walkable from both terminals. SMForward is expected to conclude with the completion of a new consolidated rental car facility, allowing passengers access to the airport's rental car providers without the need to ride a shuttle bus.

## Foster passenger rail links to the Megaregional and statewide economy

The Sacramento region is a dynamic place with 22 cities and six counties. But its economy does not stand alone. It is part of the 16-county Northern California Megaregion that is home to 11 million people and 5.5 million jobs, with a gross regional product of nearly $1 trillion. If the Megaregion were a country, its unified economy would be among the 20 largest in the world. The residents, workers, freight, and business that flow back and forth across this region depend on connections to help move them across the area. Passenger rail is an important one of those links.

The Blueprint envisions improvements to two major rail lines that will strengthen connections between the Sacramento region and the Megaregion, including the San Francisco Bay Area.

The Capitol Corridor passenger rail service started as an intercity passenger rail service in 1991, giving residents and visitors a new way to travel between Sacramento and Oakland. The route has since expanded to San Jose. Over the years, the Capitol Corridor has become one of the busiest state-supported routes in the nation, covering more than 170 miles of track. In 1998 the corridor served 463,000 passengers; by 2019 that had grown to 1.7 million passengers per year. This increase was due in part to population growth in the Sacramento region.

Currently, the Capitol Corridor has one daily round trip train between Auburn and Sacramento, with a connecting bus service between Auburn-Sacramento and Roseville-Sacramento. The Sacramento to Roseville Third Track project, scheduled to be completed by 2029, will increase rail service from just one daily trip to 10 trips while preserving current Union Pacific Railroad freight operations and goods movement through the region. Other project benefits include 17.8 miles of new track, 11 new railroad bridges and overcrossings, new signals, retaining walls, and an enhanced Roseville station with a new platform and station track. Additionally, a new layover facility in Roseville will be constructed to support the increased service.

Valley Rail, a Megaregion Dozen project, is a joint program that includes improvements and expansions of both the Altamont Corridor Express and Amtrak San Joaquins between Sacramento and the San Joaquin Valley. Valley Rail implements two new daily round trips for the Amtrak San Joaquins service to better connect San Joaquin Valley travelers with the Sacramento area and extends Altamont Corridor Express (ACE) service between Sacramento and Merced. In addition, Valley Rail will convert the entire fleet, including the thruway bus network, to renewable diesel fuel, reducing greenhouse gas emissions across the entire existing and expanded routes. The project segments include: Lathrop to Ceres Extension, Sacramento Extension, Ceres-Merced Extension, Stockton Diamond Grade Separation, Madera Station Relocation, and the Oakley Station Project. In all there will be 16 new stations, including six between Stockton and Natomas, which will have a shuttle link to the airport.

# Chapter 5:
# Land Use and Transportation Integration

The 2025 Blueprint lays out a series of specific strategies for the future of land use and transportation in the Sacramento region. But simply changing how we develop our land or how we build and use our transportation systems in isolation will not lead to a region where housing is more affordable, moving around is easier, the air is cleaner, and the economy is stronger with opportunity for all. It is the integration of land use and transportation that ultimately drives solutions to the toughest challenges facing the region and achieves the triple bottom line of equity, economy, and environment. This chapter discusses the key regional outcomes the region will achieve by 2050 through the combination of regional land use and transportation strategies, investments, and policies in the Blueprint.

Thus far, we've described many ways in which this plan lays out a path to a future with greater access to the places people travel to daily while simultaneously reducing the distances and time they take to travel to these places. Table 5.1 provides an overview of the accessibility metrics of the Blueprint, followed by discussion on how the land use and transportation strategies work together to reduce driving and therefore reduce emissions and achieve the plan's greenhouse gas reduction target.

### TABLE 5.1 TRANSPORTATION PERFORMANCE INDICATORS

| | Metric | 2020 | By 2035 | % Change | By 2050 | % Change |
|---|---|---|---|---|---|---|
| **Transit Access** | Homes within half mile of high-frequency transit in region | 112,700 | 523,700 | 365% | 592,700 | 426% |
| **Access to Employment** | Jobs within 30-minute drive of workers' homes | 419,100 | 478,300 | 14% | 509,000 | 21% |
| | Jobs within 30-minute transit ride of workers' homes | 6,700 | 26,800 | 300% | 29,500 | 340% |

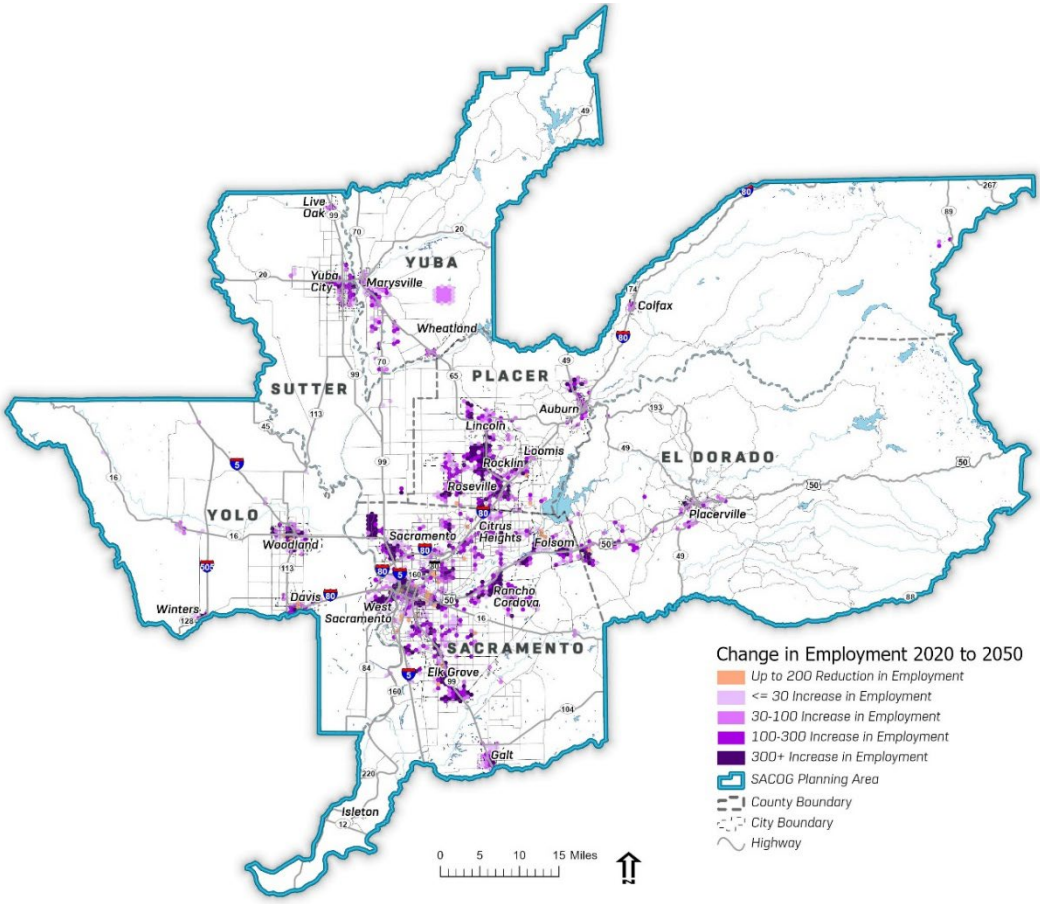
| | | | | | | |
|---|---|---|---|---|---|---|
| VMT | Household VMT per capita | 17.1 | 15.89 | –7% | 15.8 | –8% |
| | Share of congested roadway VMT over total roadway VMT | 5.2% | 5.7% | 10% | 6.9% | 32% |

## People will have better access to jobs, make shorter trips, and have more options to avoid heavy congestion.

Adding 580,000 new people to the region will increase overall VMT as new residents commute to their jobs, drop their children off at school, head to the grocery store, or make any other number of daily trips. However, an important goal of this plan is to reduce the rate of VMT growth. This rate, measured as VMT per capita, is a critical indicator of the plan's success. One outcome of this plan is an 8 percent reduction in VMT per capita in the year 2050 compared to 2020. This means that a resident, who today drives an average of 20 miles on a given weekday for work, trips to the store, or other errands, might need to travel one to two fewer miles in the future for those same trips. While this may seem like a modest change, it has huge implications when multiplied across the 3.1 million people who will live, work, and play in our region 25 years from now.

An increased emphasis on compact development and better coordination of that development with transportation projects will create significant benefits for travel around the region in 2050. Figure 5.1 shows where job growth is expected to occur throughout the region. An extra 86,000 jobs—an increase of 20 percent—are forecast to be within a 30-minute drive of people's homes. Strategies focused on creating complete communities will mean that this increase of jobs within 30 minutes will be consistent across all community types, with Center and Corridor, Established, Developing, and Rural Residential communities all increasing by more than 19 percent above 2020 levels. These complete communities strategies will also put an additional 20,000 jobs within a 30-minute transit trip from people's homes, which is an increase of more than 350 percent over 2020. All together, these improvements help to lower the miles the average person will drive daily from 17.1 in 2020 to 15.8 in 2050.

FIGURE 5.1 CHANGE IN EMPLOYMENT 2020–2050

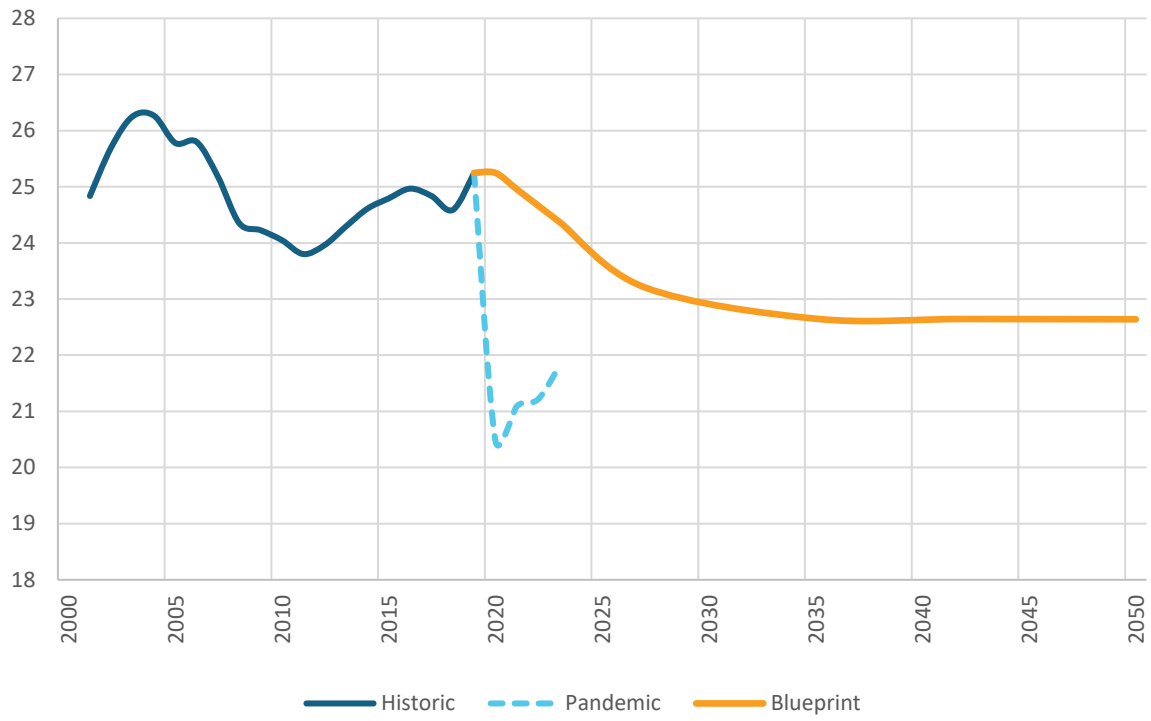



That reduction may not sound significant, but the roughly 8 percent reduction in miles driven per person makes a real difference in people's lives. It means better access to jobs and services, less time spent on the road, and more time with friends, family, and loved ones. And any reduction in the average miles driven per person is significant when you consider that we expect 580,000 more people—and a total of 3.1 million—in the region by 2050.

> Better access to jobs and services, less time spent on the road, and more time with friends, family, and loved ones.

Achieving even this 8 percent reduction in VMT per capita cannot be taken for granted and will require a concerted effort by public and private sectors in the region. When VMT growth outpaces population growth, congestion tends to increase, air quality gets poorer, and our transportation system becomes less reliable for all roadway users. The outcomes of this plan depend on avoiding this trend over the next 25 years. As Figure 5.2 shows, for many years the region was able to hold the number of vehicle miles driven per person fairly steady and even slightly reduce it. The pandemic led to a large but unsustainable reduction in average miles driven that has since begun to rebound.

FIGURE 5.2 TOTAL VEHICLE MILES TRAVELED PER CAPITA HISTORICAL TRENDS AND FORECASTS




The plan also forecasts that congestion, as a share of total driving, will grow more slowly than population between 2020 and 2050. This change is notable, not only because of the slight reduction in the congestion drivers experience on an average day, but because that minor reduction is happening at the same time the region is growing by approximately 580,000 people. Reducing overall congestion may not be feasible as the population and economy continue to grow. However, this plan demonstrates we can meet the needs of a population nearly 23 percent larger than we have today without significantly increasing the amount of congestion on our roadways, which is an important indicator of the region's success. Even while the region grows its population by roughly a quarter, the share of total travel, measured as VMT, that takes place in congested conditions increases from about five miles out of every 100 miles of travel to seven miles out of every 100 miles of travel.

It is also worth noting that any one driver's experience of congestion is just that, a moment in time in one location. So if, for example, somebody chooses to live in El Dorado Hills and work in downtown Sacramento starting at 9 a.m., they may not find much comfort in knowing that regionwide, congestion will no longer be growing faster than the region's population. However, the growth planned for in employment centers outside of downtown Sacramento, the increase in infill housing, and the additional transportation options will mean many more opportunities in the future for people to live closer to where they want to work and play, making travel quicker and easier.

BUILDING BLOCK: What is VMT and why does it matter?

A vehicle mile traveled, or VMT, represents one vehicle traveling on a roadway for one mile. Regardless of how many people are traveling in the vehicle, each vehicle traveling on a roadway generates one VMT for each mile it travels.

VMT is a primary (though not perfect) indicator used by policymakers and transportation professionals when looking at the performance of our transportation system. In general, the prevalence of this measure is due to six factors:

1) VMT is relatively straightforward to measure by counting traffic on roadways at different locations. As a result, it is one of the few measures of transportation performance that is consistently documented over time using traffic counts and monitoring programs.

2) VMT has a direct relationship with vehicle emissions. More VMT generally equates to more vehicle emissions. This relationship gets more complex as we start forecasting VMT into the future where we must account for an increasing prevalence of electric, hybrid, and other vehicle technologies that will change this relationship.

3) VMT also has a strong correlation with traffic congestion. The more miles people drive in their vehicles, the more vehicles there are on the road at any given time. Higher numbers of vehicles eventually result in congestion.

4) VMT correlates with frequency of traffic collisions. Although vehicle design and safety features, roadway facility design, and traveler behavior affect the frequency and severity of accidents, a major factor in determining the number of accidents that occur on our roadways is the amount of travel. Safety analysts and researchers rely on measures of VMT to track and understand trends in traffic collisions.

5) VMT can be influenced by policy in several different ways. By providing attractive alternatives to driving alone, we can reduce VMT by shifting from vehicle to non-vehicle modes (e.g., from a car trip to a bike or walk trip), or from low-occupancy to higher-occupancy vehicles (e.g., from a single-occupant vehicle trip to a carpool or transit trip).

6) VMT can be influenced by land use patterns. A mix of residential, employment, education, and services in an area can allow people to accomplish their daily activities with less driving and, consequently, less VMT. A more compact land use pattern and providing alternatives to driving alone are critical strategies for reducing the amount of driving we do in our daily lives. Location within the region is very likely the most important variable in determining how much time people spend in their vehicles. Communities within existing urban areas, and with a mix and density of uses, tend to produce less VMT per resident than places that are farther away and spread out. These "lower VMT" areas also tend to have the density and mix of uses to support better transit service and are more convenient for biking and walking for some trips. Figures 5.3 and 5.4 show the distribution of VMT generation in the region based on our land use pattern in 2020 and forecasted in 2050 with blue and green areas representing areas that tend to generate relatively low daily VMT per person and red and pink areas showing places that tend to rely more on driving for daily activities. For a closer look at the benefits and challenges of VMT as a transportation metric and a description of other metrics and indicators that inform the MTP/SCS, see Appendix E: Plan Performance.

## FIGURE 5.3 2020 VEHICLE MILES TRAVELED PER CAPITA IN THE SACOG REGION

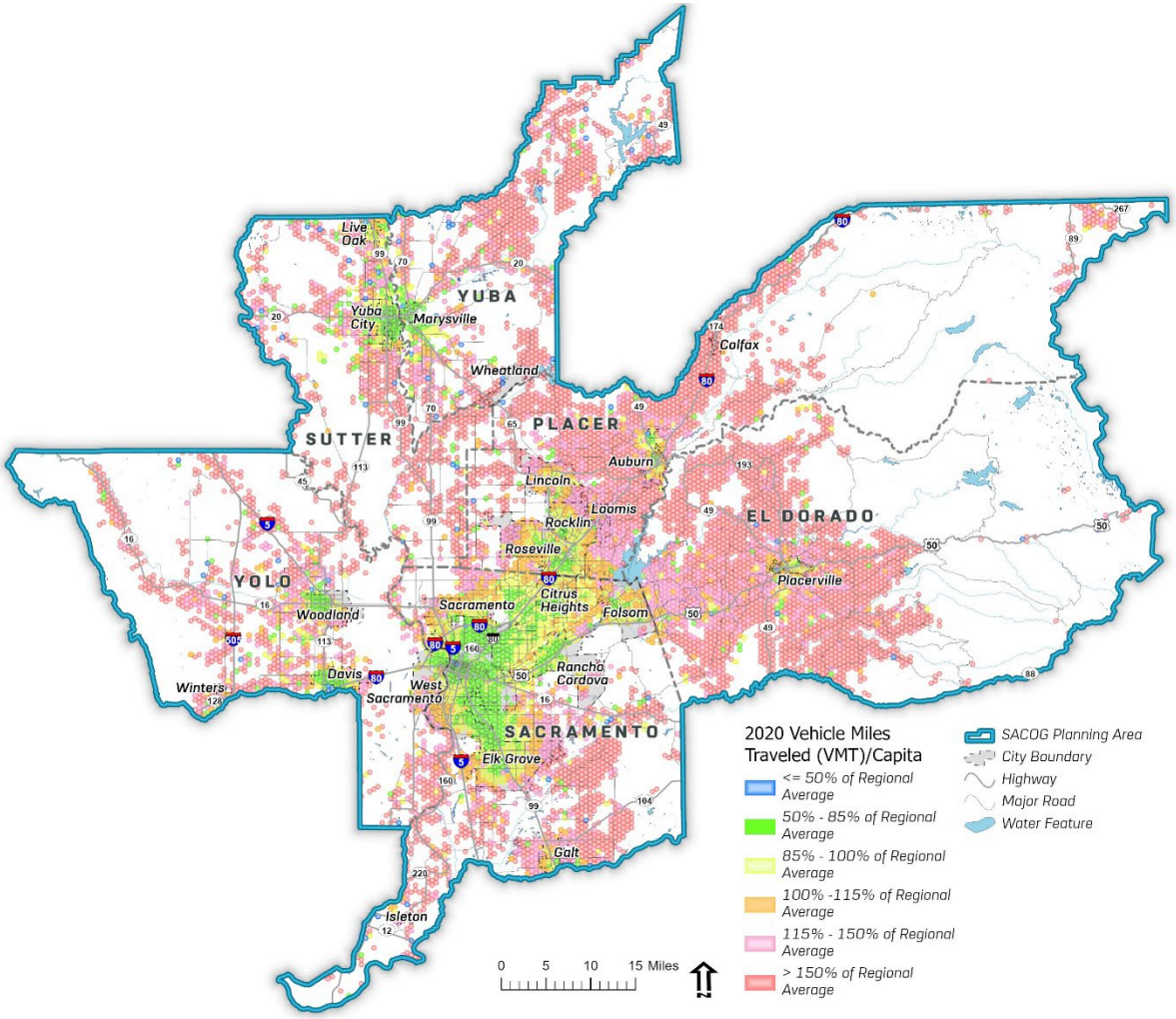
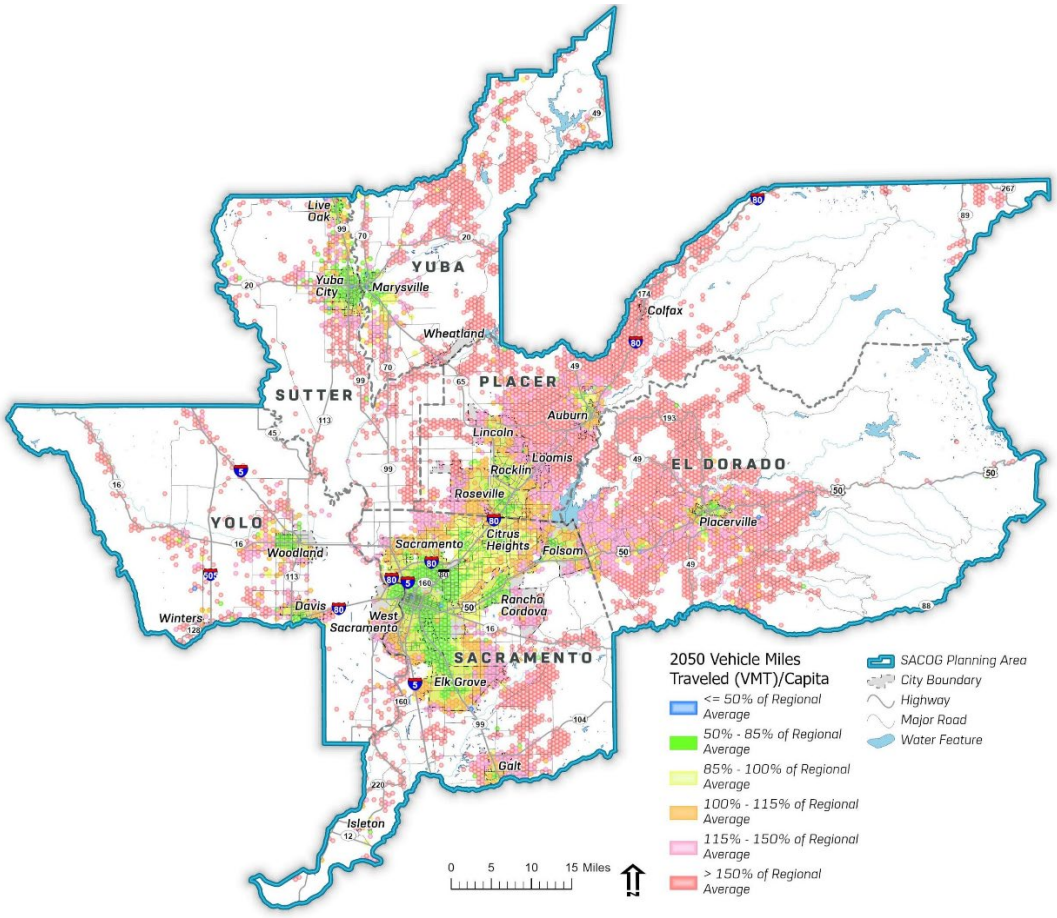


FIGURE 5.4 2050 VEHICLE MILES TRAVELED PER CAPITA IN THE SACOG REGION




## The Region Will Have Cleaner Air and Residents Will Be Healthier

By 2050, cleaner vehicles, a productive transit system, less reliance on single-occupancy vehicles, and more opportunities to walk and bike, in combination with improvements in industry and manufacturing, will have greatly reduced the number of "Spare the Air" days, declared when air quality is so bad that residents are encouraged to stay indoors.

The more compact land use pattern and transportation investments included in this plan play an important role in achieving this outcome. On-road emissions (from cars, trucks, buses, and motorcycles) account for a significant portion of harmful emissions that pollute our air. Today, our air quality violates federal health standards under the Clean Air Act for several pollutants for which the federal government has found direct links to health problems. Vehicle emissions also make up almost 30 percent of the greenhouse gas emissions associated with climate change.

By 2050, through the integrated land use and transportation components of the 2025 Blueprint, tailpipe emissions of air pollutants that contribute to elevated amounts of ground-level ozone will shrink by slightly more than 70 percent to 13 tons per day. This is important because ozone is a pollutant that can trigger a

variety of health problems, particularly for children, the elderly, and people who have lung diseases such as asthma. For more information on the Clean Air Act and our region's plan to tackle our air quality challenges, see Appendix G. Air Quality Conformity Analysis.

Today, thanks largely to improvements in vehicle technology, we are starting to see improvements in air quality. In 2018, after 20 years of monitoring, our region demonstrated continued attainment of federal health standards for carbon monoxide, a pollutant that can affect the body's ability to transport oxygen to the heart and brain and can be particularly concerning for people with certain types of heart disease.

## The Region Will Achieve Its Climate Goals and Remain Eligible for State Transportation Funding

The reductions in vehicle miles traveled are the primary mechanism by which the region will reduce per capita greenhouse gases emitted by weekday drivers by 19 percent below 2005 levels by 2035. That 19 percent reduction comes about because of the policies outlined in this plan; if we were to proceed on our past trajectory, we would not meet that state-mandated goal.

**What Is SB 375?**

Senate Bill 375 (Chapter 728, Statutes of 2008) is a California law aimed at reducing greenhouse gases from passenger vehicles. This law was significantly influenced by the Sacramento Region Blueprint and other smart-growth scenario planning initiatives in San Diego, the San Francisco Bay Area, and Los Angeles. The law requires Metropolitan Planning Organizations (MPOs) to integrate regional land use, housing, transportation, and climate change planning in long-range transportation plans like the MTP/SCS.

Under the law, the California Air Resources Board (CARB) is responsible for setting performance targets for passenger vehicle emissions for each of the state's 18 MPOs. MPOs are responsible for demonstrating how these targets can be met through the incorporation of a Sustainable Communities Strategy into long-range transportation plans. SB 375 also amends the California Environmental Quality Act (CEQA) to provide incentives for residential and residential mixed-use projects that will help implement an MTP/SCS that meets the CARB targets.

SB 375 focuses on integrated planning processes and incentives rather than a traditional regulatory approach. MPOs are not required to meet the greenhouse gas emission targets established by CARB if they conclude it is not feasible to do so, but then they must prepare an Alternative Planning Scenario to demonstrate what further land use and/or transportation actions would be required to meet the targets.

While the MTP/SCS is required to integrate land use and transportation planning, the plan recognizes and protects local land use authority. Under SB 375 and the MTP/SCS, the region's cities and counties retain local land use authority over where future development occurs. The MTP/SCS development pattern and transportation investments are built using local plans and in close coordination with planning and transportation staff around the region. The plan does not mandate any changes to local zoning rules, general plans, or processes for reviewing projects; nor can the plan act as a cap on development in any given jurisdiction.

### Meeting Our Greenhouse Gas Reduction Target

For the 2025 Blueprint, the California Air Resources Board (CARB) assigned SACOG a 19 percent greenhouse gas emissions reduction target. Specifically, this target is the percent reduction in passenger-vehicle greenhouse gas emissions per capita compared to what it was in 2005. In actual emissions, this change represents a reduction from just over 23 pounds per capita on a given weekday in 2005 to just under 19 pounds by 2035.

There are many factors that influence the amount people drive and the emissions their vehicles generate. These factors can be consolidated into three broader categories: better integration of transportation and land use, strategic Blueprint policies and programs, and external factors impacting how people travel. The individual factors, organized by these broader GHG-reducing categories, are described in detail below and connected to the land use and transportation strategies in Table 5.2. Figure 5.5 at the end of this chapter quantifies how these strategies add up to the 19 percent greenhouse gas emissions reduction achieved in this plan.

## Integrated Land Use and Transportation Planning

*Shortened Vehicle Trips and Carpooling*

Integrated land use and transportation planning reduces the average length of the vehicle trips that residents take daily. This is accomplished largely through a more compact development pattern with greater density of homes and a mix of jobs and housing. Prioritizing new growth in existing areas and revitalizing commercial areas such as Green Zones help shorten vehicle trips by shortening the length of trips needed to reach daily destinations. Programs encouraging car sharing help reduce congestion, and the higher idling vehicle emissions that come with it, as well as the overall number of vehicles on the roadways.

*Increased Transit, Bike, and Walk Trips*

Integrated land use and transportation planning also results in shifting trips from vehicle travel (which generates passenger-vehicle greenhouse gases) to non-vehicle modes such as transit, biking, and walking. Rejuvenating transit through financial support and improving bus frequencies to support infill housing provide more choices in how the region's residents choose to travel. Investing in a regionally connected trail network allows people to stay connected and healthy and provides the option to bike and walk more for daily travel needs. Investing in programs such as mobility hubs and micro mobility gives people more ways to commute to work, access a grocery store, or simply enjoy dinner out with friends.

## Managing Demand to Reduce Greenhouse Gases

*Transportation Pricing*

While transportation pricing systems do not directly reduce greenhouse gas emissions on their own, balanced and thoughtful ways of pricing roadways can provide signals that impact how people will travel. Transitioning away from the California fuel tax, which is shrinking on a per-mile-traveled basis as vehicle technology progresses, to a mileage-based fee structure will help generate revenue to build and maintain the system. Additionally, the ability to vary roadway pricing strategies by time of day or location (prices could vary between high-volume freeways and lightly traveled rural roads, for instance) can help to better manage travel demand.

*Intelligent Transportation Systems (ITS) and Transportation System Management (TSM)*

Implementing intelligent transportation systems and transportation system management will smooth traffic flows, make the system more reliable, make better use of existing travel lanes, and reduce emissions from vehicles.

*Local Electric Vehicles Incentives*

Locally funded and implemented programs will incentivize the use of electric vehicles. These programs, which include local rebate or buy-back programs as well as investments in additional charging infrastructure, can accelerate the penetration of electric vehicles into the regional market and reduce greenhouse gas emissions from more traditional vehicles with internal-combustion engines.

## External Factors That Impact Travel

*Telework*

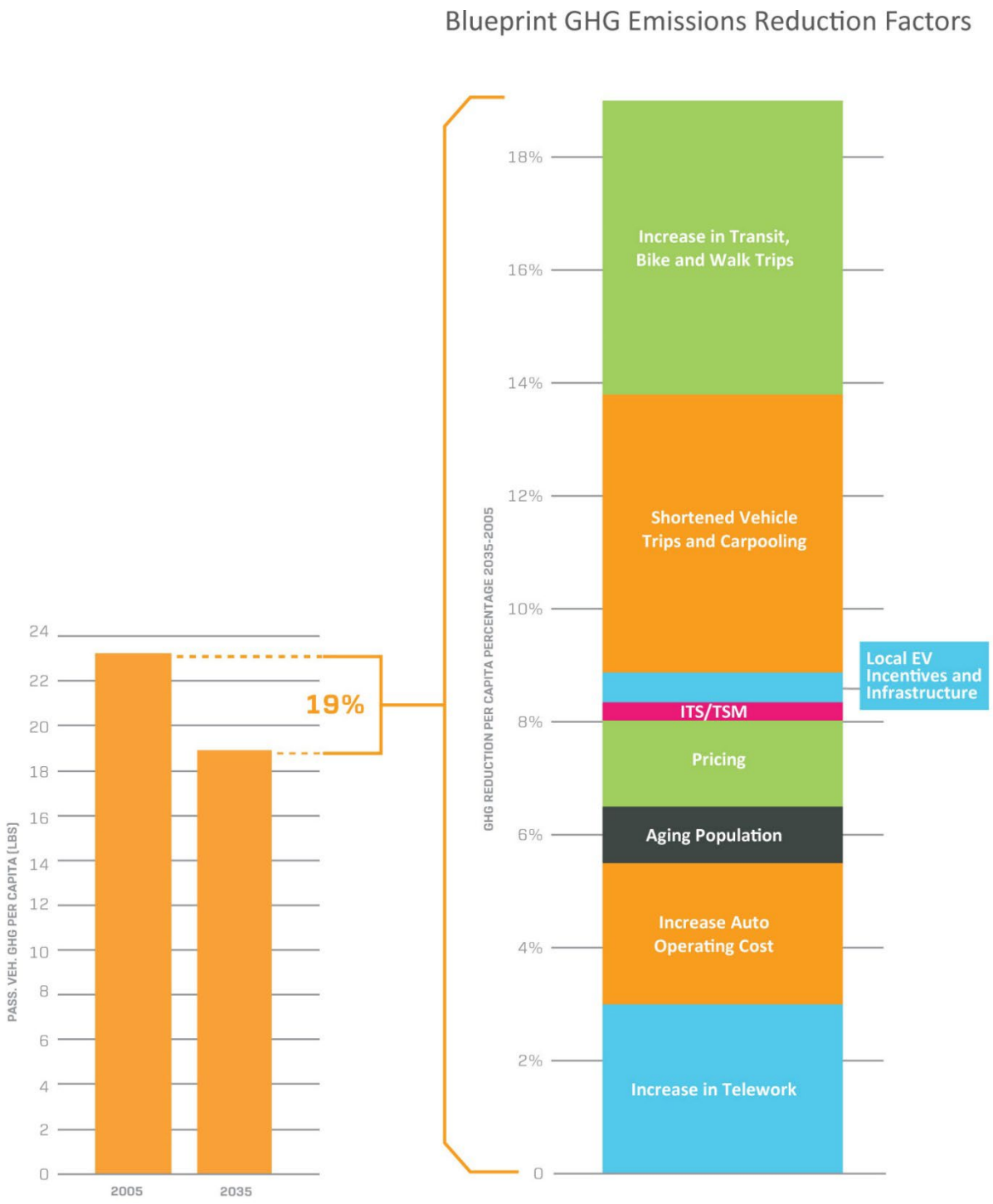
During the peak of the COVID pandemic, many industries adopted telework schedules, which significantly impacted how and when workers traveled around the region. Over the past few years, many employers have adopted new telework policies and hybrid work schedules. The number of teleworkers has largely stabilized both locally and nationally over the last few years and has remained at much higher levels than pre-pandemic. While some hybrid teleworkers actually travel more, overall, we have seen a decrease in peak travel congestion and commute travel as a result of telework becoming more integrated into daily routines and travel patterns.

### TABLE 5.2 BLUEPRINT STRATEGIES WITH CORRESPONDING GHG-REDUCING FACTORS

| Blueprint Land Use and Transportation Strategies | GHG-Reducing Factors | Strategic Plan Priorities |
|---|---|---|
| Prioritize New Growth in Existing Cities, Suburbs, and Small Towns | Increased Transit, Bike, Walk Trips<br>Shortened Vehicle Trips | Build Vibrant Places for Today's and Tomorrow's Residents |
| Revitalize Commercial Corridors, Rural Main Streets, and Green Zones | Increased Transit, Bike, Walk Trips<br>Shortened Vehicle Trips | Build Vibrant Places for Today's and Tomorrow's Residents |
| Create Complete Communities by Encouraging Job Growth Outside of Existing Job Centers | Increased Transit, Bike, Walk Trips<br>Shortened Vehicle Trips | Build Vibrant Places for Today's and Tomorrow's Residents |
| Create Opportunities through Growth in Tradable Industries like Business Services, Working Lands, Precision Manufacturing, and Research and Development | Shortened Vehicle Trips | Build Vibrant Places for Today's and Tomorrow's Residents |
| Build More Types of Housing for Today's and Tomorrow's Households, From Missing Middle to Larger Apartments | Increased Transit, Bike, Walk Trips<br>Shortened Vehicle Trips | Build Vibrant Places for Today's and Tomorrow's Residents |
| Create a Resilient Region and Protect Agricultural and Natural Lands | Shortened Vehicle Trips | Build Vibrant Places for Today's and Tomorrow's Residents |
| Rejuvenate Transit Fiscal Health | Increased Transit, Bike, Walk Trips | Build and Maintain a Safe, Equitable, and Resilient Transportation System |
| Optimize Existing Roadways | Intelligent Transportation Systems, Transportation System Management (ITS/TSM) | Build and Maintain a Safe, Equitable, and Resilient Transportation System |
| Modernize Transportation Funding to Raise Revenue and Manage Demand | Transportation Pricing | Modernize the Way We Pay for Transportation Infrastructure |
| Explore Incentives for Mobility Options That Reduce Passenger-Vehicle Carbon Emissions | Local Electric Vehicles Incentives | Foster the Next Generation of Mobility Solutions |
| Leverage ITS to Maximize Our Existing Roadway Capacity | Intelligent Transportation Systems, Transportation System Management (ITS/TSM) | Build and Maintain a Safe, Equitable, and Resilient Transportation System |

| | | |
|---|---|---|
| Invest in an Equitable Passenger and Freight ZEV Transition | Local Electric Vehicles Incentives | Foster the Next Generation of Mobility Solutions |
| Focus on Investments That Drive Economic Opportunity | Increased Transit, Bike, Walk Trips<br>Shortened Vehicle Trips | Build vibrant places for today's and tomorrow's residents |
| Upgrade Bus Frequency to Support Infill Housing | Increased Transit, Bike, Walk Trips<br>Shortened Vehicle Trips | Build and maintain a safe, equitable, and resilient transportation system |
| Connect Regional Attractions with Trails to Support Hospitality | Increased Transit, Bike, Walk Trips | Build and maintain a safe, equitable, and resilient transportation system |
| Foster Passenger Rail Links to the Megaregional and Statewide Economy | Increased Transit, Bike, Walk Trips | Build and maintain a safe, equitable, and resilient transportation system |

FIGURE 5.5 MEETING THE REGIONAL GREENHOUSE GAS EMISSIONS TARGET



## What's Next

The expansive suite of land use and transportation strategies detailed in this chapter can have profound impacts, creating a healthier, more vibrant, and more equitable region. But none of that will happen without the adoption of policies and actions that effectively implement these strategies. Those policies and actions are described in the following chapter.

# Chapter 6:
# Policies and Implementation Actions

## Ensuring a Prosperous Future With Clean Air, Housing Choice, Transportation Options, and Access to Opportunity Begins With Actions That We Can Take Today

The 2025 Blueprint is a 25-year plan for growth and transportation investment aimed at improving the economy, protecting the environment, and creating more equity—the triple bottom line goals. The plan envisions a future with vibrant, healthy communities where residents can have affordable homes, good jobs, clean air, and ready access to the places and destinations that are part of everyday life. The positive future outlined in this plan is dependent on forward-looking policies to support the strategies outlined in the prior chapters. This chapter answers the question "What do we need to do today to realize our vision for 2050?" To achieve the region's collective vision for the future will require a concerted effort by many agencies and partners working together to address obstacles and seize opportunities. The policies and actions in this plan are focused on those key steps that our region needs to take to support four strategic priorities that build on the commitments of the region's prior plan:

1. Build vibrant places for today's and tomorrow's residents
2. Foster the next generation of mobility solutions
3. Modernize the way we pay for transportation infrastructure
4. Build and maintain a safe, equitable, and resilient multimodal transportation system

## The 2025 Blueprint policies are a resource for promoting consistent and supportive actions among many actors.

As a plan mandated by the state and federal governments, the Blueprint is required to include policies that outline the various steps needed to drive its implementation. Simply, the plan's policies are a resource for promoting consistent and supportive actions among state, regional, and local agencies. While SACOG develops and implements programs and actions that support the policies outlined in this chapter, the collective efforts of cities, counties, transit operators, special districts, Caltrans, and others will ultimately determine the efficacy of the plan's policies. Local governments can use these 2025 Blueprint policies to show their policies are aligned with the regional vision when they request money from state, federal, or regional programs. Alignment with the regional plan is a requirement for some programs, but more broadly can provide a strong signal to state and federal leaders that the region is coordinated, in line with federal and state priorities, and ready for investment.

While the Blueprint is a plan for the region, it also recognizes that no single solution works everywhere, and implementation of the plan's policies will look different in different places. That said, examples of Blueprint

implementation exist in every jurisdiction, and the policies in this plan are designed to encourage and bolster those efforts. These efforts take numerous forms and many are highlighted throughout this plan.

Below is a discussion of the Blueprint's policies and actions and how they connect to each of the four strategic priorities adopted by SACOG's Board of Directors.

## Build vibrant places for today's and tomorrow's residents

*We will help create opportunities for more residents to live and work in equitable, environmentally healthy, and economically vibrant communities while seeking to reduce the significant housing disparities that exist by race and income. We will work with our local cities and counties to ensure that more residents have options to live in walkable places that are affordable, have access to economic opportunity, and allow people to spend less time driving.*

"Vibrant places" might sound like a fancy phrase, but it really means communities where people have access to opportunities and can easily get around. Each community will look different, and it's important that they have choices and solutions that work for them.

Creating vibrant places is not just a side note; it's essential for our region. We are competing with other mid-size regions to attract and keep talented people, residents, businesses, and investments. Businesses want to be where workers prefer to live, and workers want more housing options, easy ways to travel to work, and access to services and nature.

Jurisdiction Highlight: Sunrise Tomorrow Specific Plan

Built in 1972, Sunrise Mall was once the heart of Citrus Heights but has declined due to online shopping, competition from other shopping centers, and changing consumer preferences. To revitalize the area, the Sunrise Tomorrow Specific Plan aims to create a "21st Century Main Street" with economic engines, livable neighborhoods, people-friendly streets, connected green spaces, and a community destination.

The plan will transform parking lots into residential options, entertainment venues, and triple the site's development, attracting industries like medical and tech. It aligns with the community's vision by offering mixed-use spaces, 25 acres of greenery, diverse housing within walking distance, and a new bus stop connecting to neighboring cities and job hubs. The revitalization of Sunrise Mall reflects the community's desire for the area to thrive again.

The 2025 Blueprint predicts strong growth in housing and jobs. It estimates that we'll build around 9,300 new homes each year, which is about 10 percent more per year than we have built in the past 20 years. Balancing infill and new development is crucial to avoid the issues of the early 2000s that led to traffic congestion and poor air quality.

The growth strategy relies on local plans. About two-thirds of the 278,000 new homes will be built in existing areas like suburbs, downtowns, and corridors. The remaining homes will be in new developing areas. We'll also see a shift toward more attached homes and single-family homes on smaller lots, which will offer better housing choices, affordability, walkability, and transportation options while preserving open spaces and farmland.

While building new homes and improving infrastructure like lighting, sidewalks, and transit services are positive steps, they can also have negative effects. One example is displacement, where rising housing costs push out existing residents. This can make a community less fair and limit access to opportunities and amenities for lower-income residents.

Local anti-displacement strategies, such as involving residents in planning and helping them build social networks, are key to creating vibrant communities. Solutions to displacement will vary, and each area will need to find policies and programs that suit their needs.

The 2025 Blueprint aims to balance jobs and housing across cities and counties to reduce vehicle miles traveled. Housing-rich areas will focus on attracting jobs, while job-rich areas will encourage compact residential growth. This balance will provide more choices for residents and help reduce travel time and distance.

| 2025 Blueprint Policies | Implementation Actions |
|---|---|
| **Vibrant-1:** Provide incentives, information, tools, technical assistance, and encouragement for legislative and regulatory reform and investment in Center & Corridor and Established Communities that increase housing options, jobs and services, and access to amenities. | Continue to provide technical assistance to support urban, suburban, and rural community revitalization without displacement. Examples include Green Means Go, Coordinated Rural Opportunities Plan, and data and tools for implementing state legislation.<br><br>Engage and help shape new state legislation that reduces regulatory barriers to infill housing and streamlines the development process, recognizing the unique challenges in the SACOG region relative to the rest of California. |
| **Vibrant-2:** Identify and secure stable sources of funding and financing to continue the momentum of Green Means Go and accelerate the construction of a range of housing options that are affordable in low vehicle miles traveled (VMT) areas of the region. | With member and partner organizations, continue education and outreach about the challenges to infill development, the successes and benefits of Green Means Go, and the funding and financing solutions that would accelerate more infill development. |
| **Vibrant-3:** Encourage local policy reforms that facilitate missing middle housing, strategically allow for higher-density housing, transition from discretionary to by-right development review, reduce government-mandated parking requirements, incentivize accessory dwelling units, and reduce displacement by protecting tenants and funding subsidized affordable housing. | Provide tools and project support for local governments to enact "Mind the Gap" policy moves described in Vibrant-3 through technical assistance and existing and future planning grants.<br><br>Develop a Regional Housing Needs Plan that is consistent with the 2025 Blueprint and supportive of local agency priorities and plans. |
| **Vibrant-4:** Evaluate and monitor progress toward both enacting the local housing policy reforms described in Vibrant-3 as well as housing construction relative to 2025 Blueprint outcomes. | Conduct a regional evaluation of local housing policy progress toward SACOG's "Mind the Gap" policy moves (listed in Vibrant-3) and explore targeted technical assistance where appropriate, recognizing that the impact and scale of these policy moves is highly dependent on demand and context.<br><br>Continue to build out the Regional Indicators Dashboard metrics related to housing as a means of measuring regional progress on housing construction overall, as well as by housing product type and location. |

| 2025 Blueprint Policies | Implementation Actions |
|---|---|
| | Convene member and partner organizations to review evaluations and develop solutions or course corrections to help the region stay on track toward regional housing goals. |
| **Vibrant-5:** Explore prioritizing infrastructure investments and transportation funding decisions where there is existing or demonstrated progress toward policy reforms referenced in Vibrant-3. | Examine whether and how funding priorities, for SACOG's funding and grant technical assistance programs, can be coordinated to support investments that support the goals of Green Means Go. |
| **Vibrant-6**: Coordinate strategically phased growth in Developing Communities that expands the region's footprint in ways that create complete communities with jobs, housing choices, connected streets, and convenient access to public transportation. | Coordinate with the Local Agency Formation Commissions across the region to set up a working group, better understand respective statutory requirements and considerations, and explore creating a process to help with interpretation and review of SACOG's 2025 Blueprint to the extent consideration is required.<br><br>Provide data, research, analysis, incentives, and other support to housing-rich communities actively trying to promote walkable, higher-density job centers and complete communities. |
| **Vibrant-7:** Support the implementation of SACOG's Regional Housing Needs Plan by affirmatively furthering fair housing, taking proactive steps to overcome patterns of residential segregation, clearing barriers to housing in high opportunity areas, and supporting other activities identified by local governments in adopted housing elements. | Develop a Regional Housing Needs Plan with action steps and incentives that put member agencies in a better position to accelerate infill and affordable housing production in high opportunity areas. |
| **Vibrant-8:** Encourage growth in industries that will grow the region's economy, such as business services, agriculture, manufacturing, and research, by supporting economic development efforts and strategies that boost economic mobility. | Continue to partner with Valley Vision and others to implement the regional Comprehensive Economic Development Strategy, We Prosper Together, aimed at building an economy that represents and meets our communities' needs. |
| **Vibrant-9:** Protect and enhance important tribal cultural resources in the SACOG region by partnering with cities, counties, state agencies, tribal governments, and community leaders to build a practice of early communication, collaboration, and consultation with tribal governments in local and regional transportation and land use planning processes. | Coordinate with Caltrans District 3 Native American Liaison and other local planning partners to identify opportunities for regular interagency communication and collaboration on tribal engagement.<br><br>Continue to partner with EDCTC and PCTPA on outreach to tribal governments in addition to and outside of formal consultation periods.<br><br>In collaboration with tribes, review current regional planning data sources and identify gaps and potential ways to improve data sources to ensure tribal needs are well represented in SACOG planning data. |

| 2025 Blueprint Policies | Implementation Actions |
|---|---|
| **Vibrant-10:** Prioritize and incentivize meaningful public engagement by actively involving all communities, including historically underrepresented groups, in the development and implementation of SACOG programs. | Continue implementation of the Engage, Empower, Implement Regional Funding Program and Sacramento Region Mobility Zones Project and work with community organizations and local governments to improve the public engagement of the rest of SACOG's programs. |

## Foster the next generation of mobility solutions

*We will help make it easier, safer, and cleaner for everyone to move through the region, especially low-income and historically marginalized communities. While transportation options in the region have expanded in recent years, most people still choose to or must drive alone to their destinations. By implementing innovative mobility projects with transit providers, public agencies, and private companies, investing in high-capacity corridors and high-frequency bus service, and improving the responsiveness of our transportation system, we seek to create more options for all residents to move about the region to meet their daily needs*.

New transportation technologies and options have changed how people think about getting around. Bike and scooter sharing, ride-hailing services, and on-demand microtransit have created both opportunities and challenges for the 2025 Blueprint. How do these new options work with or compete against public transit? While they're showing up in urban areas, how should we use these technologies in suburban and rural areas over the next few decades? Also, how do we make sure low-income communities have access when the market doesn't naturally serve them?

Better travel times, less traffic, improved air quality, and reduced greenhouse gas emissions all depend on having various transportation options available to everyone. These options could include bike or car sharing, ride-hailing services like Uber, vanpools, microtransit, transportation demand management, or traditional bus and light rail services. A modern public transit system with reliable bus and rail service is the backbone of our transportation plan. Good bus and light rail services, connected with new mobility options, can give residents more choices for getting around.

**Jurisdiction Highlight: Stockton Boulevard Corridor**

**Stockton Boulevard is another key arterial running through both Sacramento County and the City of Sacramento. While the corridor is frequently used by pedestrians, cyclists, and transit riders, its design has long prioritized drivers, leading to a high number of accidents and fatalities.**

**In response, the county, along with SacRT and the City of Sacramento, is launching improvements to enhance safety and mobility along the corridor. These plans include repaving the road, adding bike lanes, updating curb ramps for ADA compliance, and improving traffic signals. One of the major projects proposes introducing bus only lanes and other transit improvements along Route 51, which has the highest ridership among SacRT's services. This will make the corridor safer and more efficient for all users, particularly for those commuting between residential areas and key employment centers.**

Our transit strategy focuses on increasing the frequency of bus and rail services on busy routes while using lower-cost microtransit or demand-sensitive options where there aren't enough riders for regular, fixed routes. This depends on having the right infrastructure and land use, supported by new mobility options that make it easier for people to use transit for part of their daily travel. By 2040, the number of homes and jobs near high-frequency transit service (with buses or trains coming every 15 minutes or more often) will more than

double. This frequent service, strategically serving high-density areas, is a key part of increasing access to jobs via transit by more than 300 percent by 2040.

**Jurisdiction Highlight: US 50: Trip to Green**

US 50 sees nearly 50,000 vehicles daily through El Dorado County and the historic city of Placerville. When traffic backs up at the three signals on US 50, local streets in Placerville get congested. To address this, El Dorado County Transportation Commission, City of Placerville, El Dorado County, and Caltrans introduced the "Trip to Green" project which will hold the traffic lights at the three key intersections on US 50 in Placerville in a solid green phase temporarily during peak congestion periods. The program will reduce congestion and improve traffic flow and wildfire resiliency in and around downtown Placerville with this innovative, low-cost solution that benefits both locals and visitors.

| 2025 Blueprint Policies | Implementation Actions |
|---|---|
| NextGen-1: Encourage context-responsive shared mobility programs (car share, bike share, scooter share, and microtransit) to increase mobility options for residents and bridge the first-mile/last-mile gap to fixed-route bus and rail. | Continue working with communities through SACOG's Mobility Zones, Sustainable Mobility, and funding programs to identify first-mile/last-mile solutions. |
| NextGen-2: Cultivate regional understanding and support for alternatives to driving alone by improving regional travel planning tools, expanding transportation demand management programs, and facilitating pilots and demonstration projects. | Continue the development of the NorCal GO application and promotional toolkit.<br><br>Continue implementing SACOG's Sustainable Mobility program and use feedback from participants and data collection to continuously improve the program. |
| NextGen-3: Support a transition to zero-emission passenger, freight, and transit vehicles that is equitable and considers the diversity of regional needs and contexts, including rural, urban, and suburban communities as well as historically underrepresented communities. | Continue partnership with the Sacramento Metropolitan Air Quality Management District, Sacramento Municipal Utility District, Sacramento Regional Transit District, and others to build on the region's Zero Emission Vehicle Deployment Strategy. |
| NextGen-4: Support the long-term fiscal health of transit by collaborating with transit providers to identify productivity and cost-effectiveness measures for transit. | Build on SACOG's partnerships with transit agencies to develop a long-term financial sustainability plan for transit, share information on best practices and lessons learned from transit service innovations, and incorporate learnings into transit planning and coordination. |
| NextGen-5: Advance Intelligent Transportation Systems (ITS) to reduce congestion and improve multimodal reliability. | Continue SACOG's ongoing partnerships with cities, counties, transit operators, emergency service providers, and others to pursue funding to implement the Regional |

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| | Technology and Mobility Master Plan, Smart Region Sacramento. |

## Modernize the way we pay for transportation infrastructure

*We will help find new ways to pay for transportation infrastructure and help make travel more predictable for all drivers. The gas tax is currently the main way to pay for transportation infrastructure, but it is declining as cars become hybrid and electric powered. At the same time, the region suffers from an overburdened road network that is both inefficiently used and in poor condition. Travel times can be unpredictable and auto maintenance costs are high from roadway damage. For the region, this exacerbates air pollution, greenhouse gas emissions, and the deterioration of our region's infrastructure. By establishing tolling, pay-as-you-go fees, and travel incentives that are equitable for low-income and rural travelers, the region can shift to a more sustainable source of transportation funding and make the best use of our roads.*

Current funding sources for transportation infrastructure are not enough to cover all the projects our region wants to undertake. The gas tax, which is the main way we pay for transportation, won't work in the future as more vehicles become electric and hybrid. Our region needs to lead the state in finding new ways to fund transportation both now and in the future.

To meet this challenge, the 2025 Blueprint considers two types of roadway pricing: facility-based tolling (such as managed or express lanes) and a road usage charge (RUC) based on miles driven, as a replacement for the fuel tax.

These roadway pricing strategies are crucial for raising enough revenue to fund transportation infrastructure, enhancing mobility for residents, managing traffic, and meeting the region's greenhouse gas emissions reduction targets set by SB 375.

| 2025 Blueprint Policies | Implementation Actions |
|---|---|
| Invest-1: Engage in the state's effort to replace the statewide fuel tax with a modern funding mechanism, such as a road usage charge, that can adapt to and keep up with changing needs and conditions. | Continue participation in the California Road Charge discussions, including working groups and technical advisory committees, to ensure that plans for a transition away from fuel taxes are equitable and fully consider urban, suburban, and rural needs and impacts. |
| Invest-2: Find and pursue reliable funding strategies to meet the maintenance needs of roads that support rural economies, natural resource–based industries, agriculture, farm-to-market routes, and freight corridors. | |
| Invest-3: Partner with the Capital Area Regional Tolling Authority (CARTA), local agencies, and Caltrans to develop and operate a regional network of toll facilities to improve traffic management, transit reliability, and operations on the regional highway system. | Continue active participation as a CARTA member in the development of the regional toll network.<br>Support the analysis of corridor- and system-wide performance of managed lanes and how they contribute to achieving regional goals. |

| 2025 Blueprint Policies | Implementation Actions |
|---|---|
| Invest-4: Identify and support funding strategies that are sensitive to changes in roadway demand during different parts of the day (peak/off-peak) and across different facility types with the objective of managing demand and providing travel choice. | Make certain that policy discussions at the state and regional level for transportation pricing strategies, including road usage charges and/or tolling, consider the system management potential of any new user-pays funding mechanism for transportation. |
| Invest-5: Encourage revenues generated from tolling to first be used to build and maintain the regional network of toll facilities and, where surplus revenue is available, on strategic transit services (e.g., express buses) or other mobility solutions that can reduce vehicle miles traveled, manage congestion, and provide multiple travel options along tolled corridors. | Continue active participation as a CARTA member in the development of the regional toll network. |
| Invest-6: Prioritize using new taxes and fees, including road usage charges, on state of good repair of the region's transportation system. | Continue to work with partners like CARTA, Sacramento Transportation Authority, municipalities, and the state that are responsible for establishing and implementing new sources of revenue for transportation to ensure they are sufficient to meet needs and consistent with the regional plan. |
| Invest-7: Coordinate with the state, local governments, CARTA, and the public to ensure new sources of revenue avoid negatively impacting lower-income and rural households. Where the collection of these revenues requires information about travel behavior or usage of roadways, ensure collection methods are sensitive to privacy concerns. | Continue active participation in the California Road Charge discussions and CARTA to ensure that plans for a transition away from fuel taxes are equitable and fully consider urban, suburban, and rural needs and impacts. |
| Invest-8: Support local efforts to raise funding for priority investments that are consistent with the goals, strategies, and investments included in the regional Metropolitan Transportation Plan/Sustainable Communities Strategy (2025 Blueprint). | Work in partnership with cities, counties, and transportation agencies, including Sacramento Transportation Authority, to advance funding measures that support local and regional priorities that are consistent with the 2025 Blueprint. |
| Invest-9: Encourage public agencies to coordinate with SACOG when applying for federal and state grants and prioritize technical support for investments that are local and regional priorities and aligned with the 2025 Blueprint, megaregion priorities, and funding program–specific goals and requirements. | Continue development and improvement of tools and data to support project prioritization efforts, such as the Regional Project Prioritization Program. |

# Build and maintain a safe, equitable, and resilient multimodal transportation system

*We will help maintain the transportation system we have while simultaneously redesigning and reinvesting in the system to better meet the needs of underserved communities and the region's needs of the future. Currently, our transportation infrastructure is unsafe, is in disrepair, and doesn't meet the needs of all residents. We will work with all of the region's communities and interest groups, centering communities of color, low-income residents, and historically disinvested communities, to re-envision and revitalize existing infrastructure in a way that addresses safety, improves access, supports our economy, reduces our impact on the environment, and is resilient to natural disasters.*

The 2025 Blueprint is a plan to spend about $41 billion over the next 20 years on the region's transportation system to maintain and improve the current infrastructure. More than half of the funds, around $25 billion, will go toward keeping roads, highways, and transit services in good condition. This breaks down to $13 billion for road and highway maintenance, and $12 billion for transit operations, vehicles, and critical facility improvements such as maintenance depots or equipment updates.

About $11 billion of the budget will be used to expand the transportation system. Most of this, $7.6 billion, will go to expanding roads and highways, including safety and multimodal improvements. This will mainly address current traffic congestion and future growth areas. More than $3 billion will pay for major transit capital projects, like extending light rail to Natomas, improving the Sacramento Valley Station, and investing in heavy rail services into Placer County, along with upgrades for advanced bus services like dedicated bus lanes.

To create a transportation system that is safe and efficient for everyone, $5.5 billion will be spent on pedestrian and bicycle infrastructure, safety programs, operational improvements, and planning and initiatives to support residents with transportation options.

**Jurisdiction Highlight: El Dorado Trail Extension – Halcon to US 50**

**The El Dorado Trail, cherished by both locals and visitors, is on the verge of an exciting expansion. The County is working to extend the trail from its current end at Halcon Road to a recently completed underpass at US 50 and Pondorado Road in Camino. This extension will create a seamless, nearly 14-mile-long path from the community of El Dorado to the agritourism area of Camino, offering a safer and more scenic route for those traveling on foot, by bike, or on horseback. The extended trail will improve connectivity to important destinations such as downtown Placerville, local schools and the El Dorado Western Railroad Depot. It will also improve connectivity for residents of the Shingle Springs Rancheria, from nearby adjacent streets**

Despite new funding sources, the plan can't cover all needs. The region must prioritize investments, align regional and local funding programs, and actively seek state and federal grants. These efforts will be guided by performance metrics, data analysis, and strong partnerships among public and private entities. Appendix A, the Transportation Project List, includes all the near- and long-term transportation programs and infrastructure improvements.

| 2025 Blueprint Policies | Implementation Actions |
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| Build-1: Prioritize maintenance of existing transportation infrastructure to manage or reduce the growing maintenance funding gap by focusing flexible revenues, including SACOG's Regional Funding Round, on state of | Implement the board's direction to focus the 2025 Four-County State Funding Program on fix-it-first projects that also provide additional performance outcomes and/or |

| 2025 Blueprint Policies | Implementation Actions |
|---|---|
| good repair improvements that support a safe, equitable, and resilient transportation system. | modernize roadways, in alignment with state policy goals for state of good repair, modal choice, climate, and equity.<br><br>Support and coordinate with members and partners to standardize and implement pavement analyses, such as the Sacramento Transportation Authority's 2024 study, which ran several funding scenarios to assist with the development of future sales tax measure expenditure plans.<br><br>Use member and partner feedback, and pavement condition data, to continuously improve SACOG's federal and state funding programs to prioritize fix-it-first projects. |
| Build-2: Strengthen the long-term fiscal health of transit by supporting transit providers in improving the productivity and cost-effectiveness of transit service and supporting efforts for new sustainable sources of dedicated transit funding. | Work with transit agencies to develop a long-term financial sustainability plan for transit, share information on best practices and lessons learned from transit service innovations, and incorporate learnings into transit planning and coordination. |
| Build-3: Focus roadway expansion grant funding on major bottlenecks that exist today and/or on expansion projects that incentivize development opportunities within Established and Center & Corridor communities. | Work with member and partner agencies on federal and state grant funding requests that prioritize cost-effective measures to help manage congestion on the system within the existing regional footprint. |
| Build-4: Support and help accelerate implementation of high-capacity transit and the Regional Transit Network to deliver responsive, fast, and reliable transit services cost-effectively, prioritizing communities with supportive land use policies. | Continue the collaborative efforts between SACOG, transit operators, and planning agencies to improve the region's public transportation services identified in the Regional Transit Network Study. |
| Build-5: Advance cost-effective safety improvements in high-crash locations to help the region make greater progress toward eliminating fatal transportation-related crashes. | Using feedback from member and partner agencies, continuously improve SACOG's funding programs to increase eligibility for cost-effective safety improvements and quick-build type projects. |
| Build-6: Increase the resiliency of the multimodal transportation network and the emergency preparedness of the transportation sector to reduce the impacts of extreme weather and natural disasters. | Work with partners throughout the region to identify and support grant applications for measures to improve resiliency and disaster response through coordinated efforts like the Regional Emergency Preparedness Strategy. |

| 2025 Blueprint Policies | Implementation Actions |
|---|---|
| Build-7: Support investment in bicycle and pedestrian infrastructure that provides safe access to schools, jobs, recreational opportunities, social gathering centers, and transit, and implements the Regional Trail Network. | Work with members and partners to support state and federal grant applications and provide direct funding through the regional Active Transportation Program for investments that attract active transportation users and provide facilities for walking and biking in urban, suburban, and rural portions of the region and provide connections between them.<br><br>Continue technical assistance to, and coordination with, agencies and organizations building out the Regional Trails Network. |
| Build-8: Develop multimodal corridors that improve access to major economic assets and job centers and facilitate the reliable movement of freight. | Continue working with member and partner agencies to identify, develop, and implement multimodal corridor plans, like the US 50 Comprehensive Multimodal Corridor Plan (CMCP). |