



BLUEPRINT

DRAFT

**Metropolitan Transportation Plan/
Sustainable Communities Strategy**

2020-2050

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Sacramento Area
Council of
Governments



SACOG

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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.

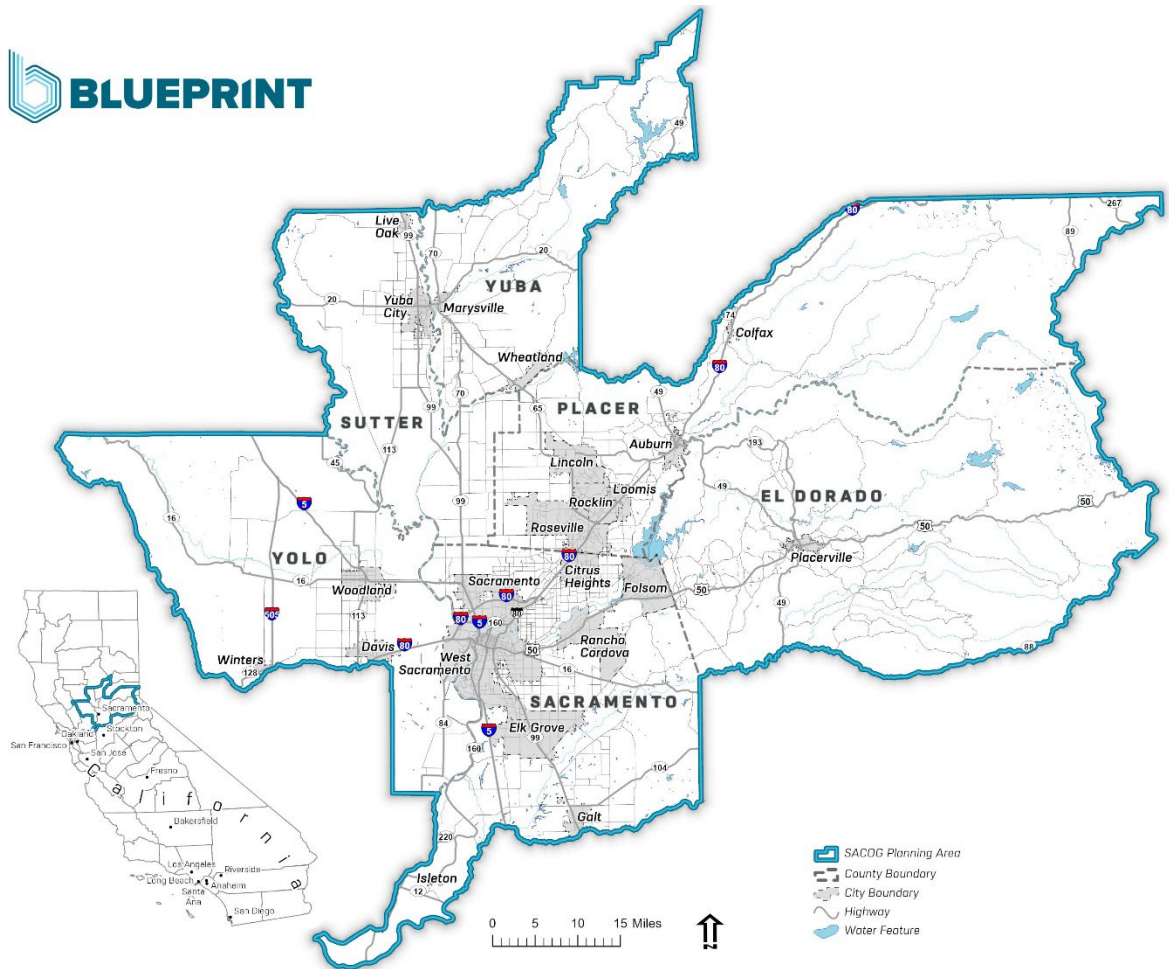
A focus on **economic opportunity** means the region will be a place where all people have access to opportunities that allow them to reach their full potential. The Blueprint envisions a future economy built on key clusters where the region is already poised to excel, including precision manufacturing, 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 ~~a staff of~~ roughly 60 ~~public servants~~staff. 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 ([Appendix B](#)). 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.

Streamlines environmental analysis. The regional policies and implementation strategies in the 2025 Blueprint support sustainable development and improve environmental outcomes for air quality and GHG emissions. An EIR for the 2025 Blueprint analyzes the environmental effects of the 2025 Blueprint and provides local decision makers and the public with an objective analysis of the potential environmental consequences of its implementation. Feasible mitigation measures are identified to avoid, minimize, rectify, reduce, or compensate for significant or potentially significant impacts, in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.4. Agencies with jurisdiction to adopt these measures can and should do so (PRC Section 21081). In order to rely on the EIR to streamline environmental

review for an individual project, the lead agency must require the applicable mitigation measures, or other comparable measures, as a part of the project-level environmental review. The project sponsor or lead agency would be responsible for ensuring adherence to the mitigation measures during construction and operation of the project. The analysis in the EIR does not evaluate the project-specific impacts of individual projects and does not relieve local jurisdictions of responsibility for determining whether project-specific impacts require additional CEQA analysis.

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.

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 [surpassed SACOG's Public Participation Plan \(Appendix I\) and](#) 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 [GF](#). 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.

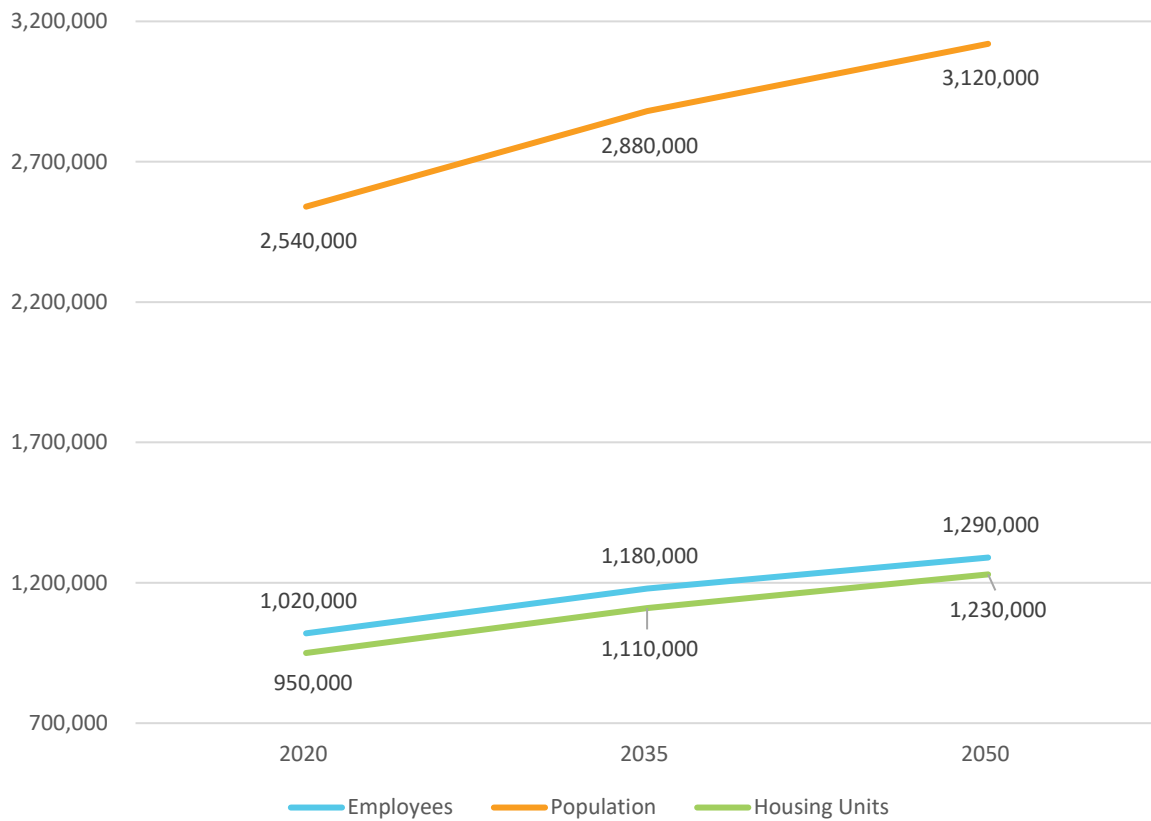
The 2025 Blueprint relies on and supports a concerted effort on the part of cities and counties to foster a balance of jobs and housing. Understanding that not all residents will choose to live in the same community in which they work, more housing near job centers, and more jobs near major residential 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 JOBS (EMPLOYEES), PEOPLE (POPULATION), JOBS, AND HOUSING (HOUSING UNITS): 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

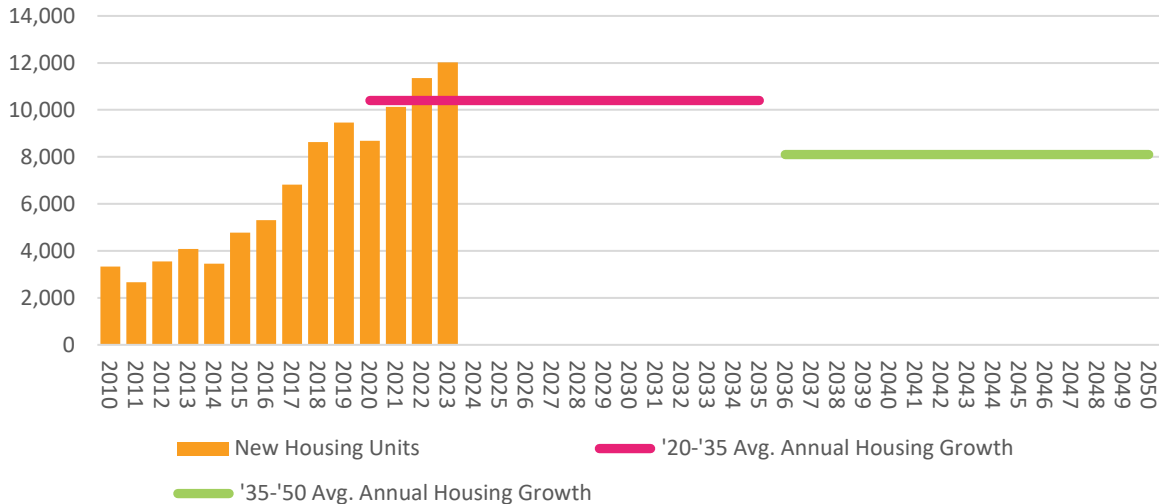
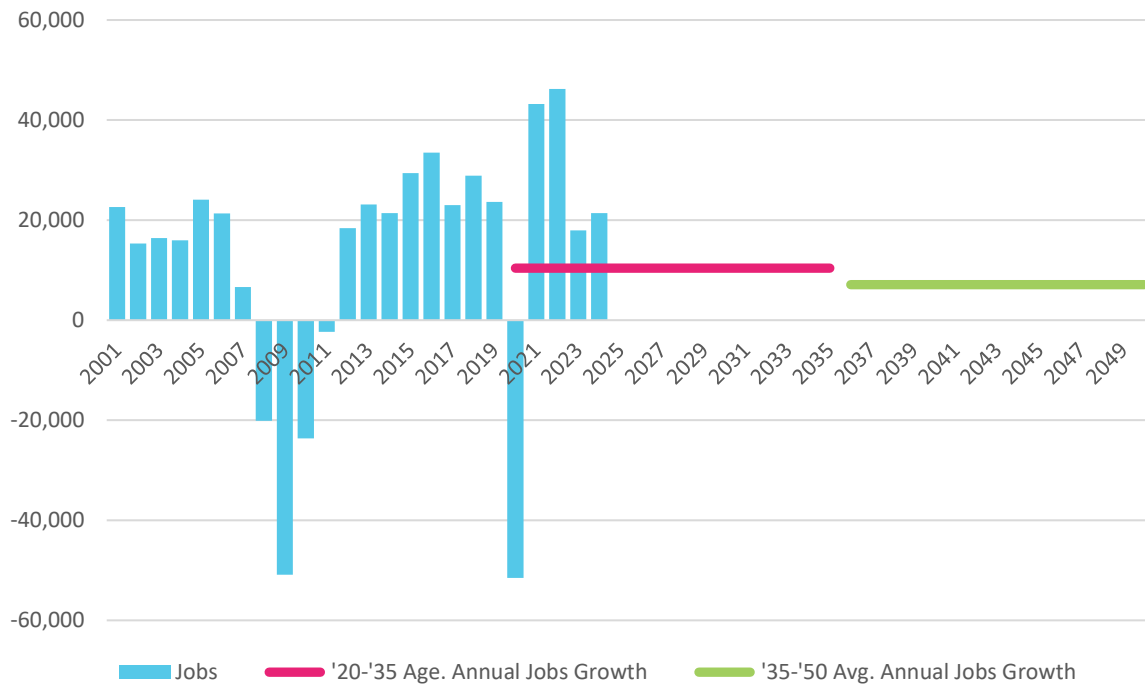


FIGURE 3.3 HISTORIC ANNUAL JOB GROWTH, SACOG REGION



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.

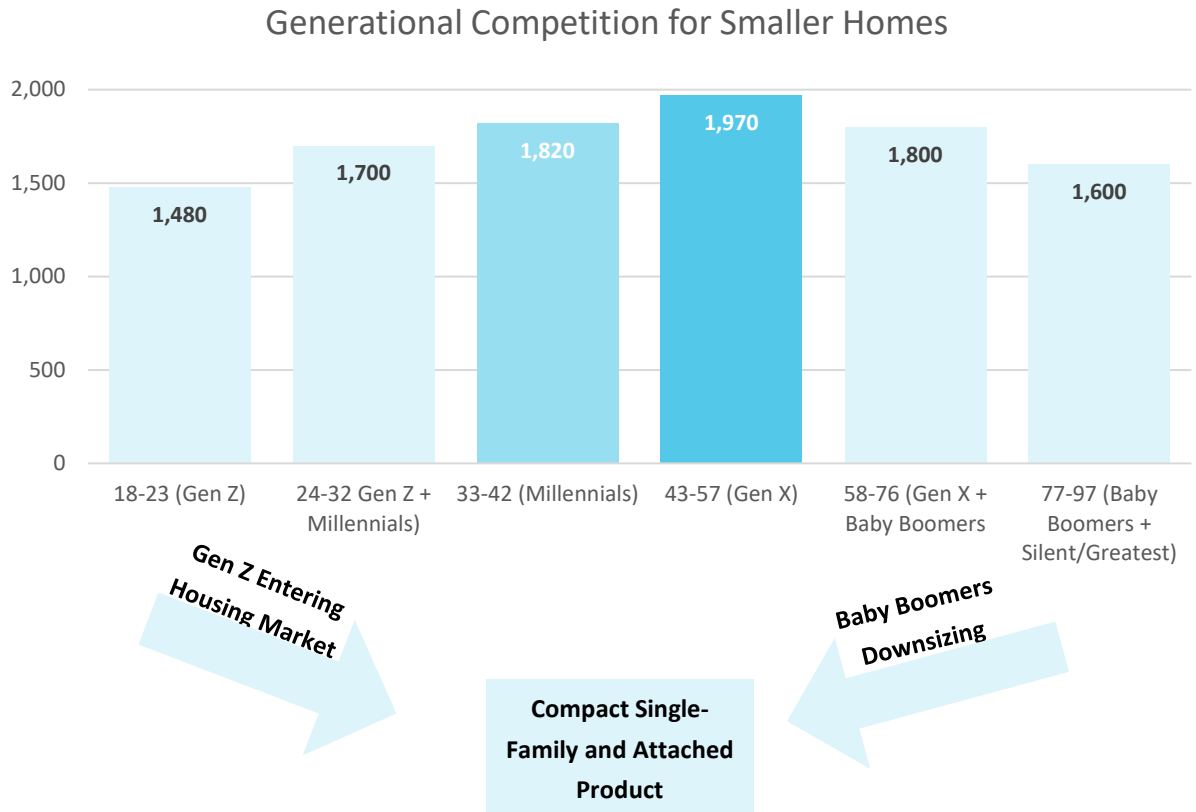
Changing demographics will mean a wider range of housing needs and desires than today's population. These demographic shifts can have a tremendous impact on the types of housing that the region's residents need, want, and critically, can afford. This can also create a mismatch between the type of homes 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 Nevada 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

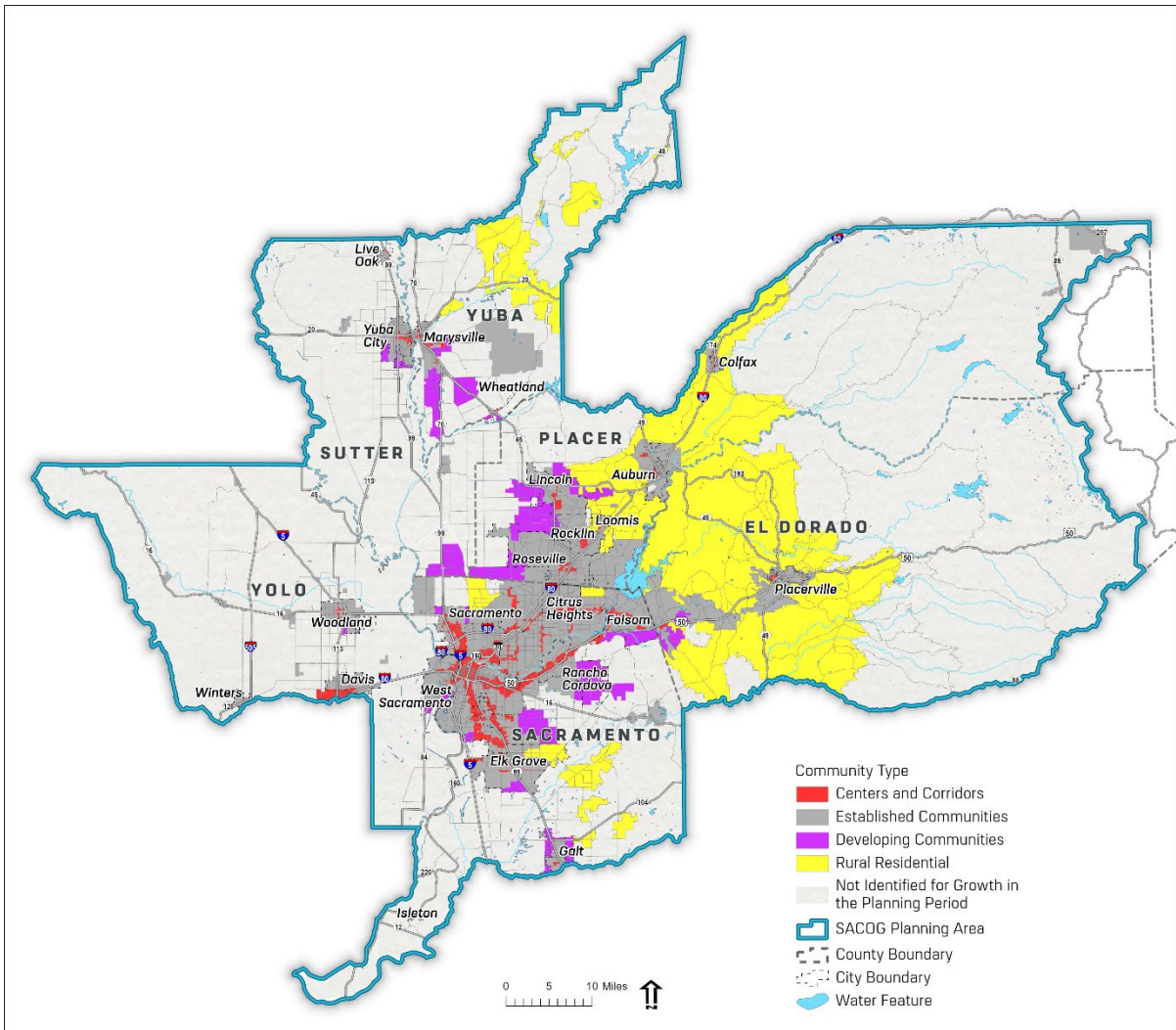


These areas of the region are not expected to develop to urban levels during the MTP/SCS planning period. Today, these areas are dominated by commercial agriculture, forestry, resource conservation, mining, flood

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

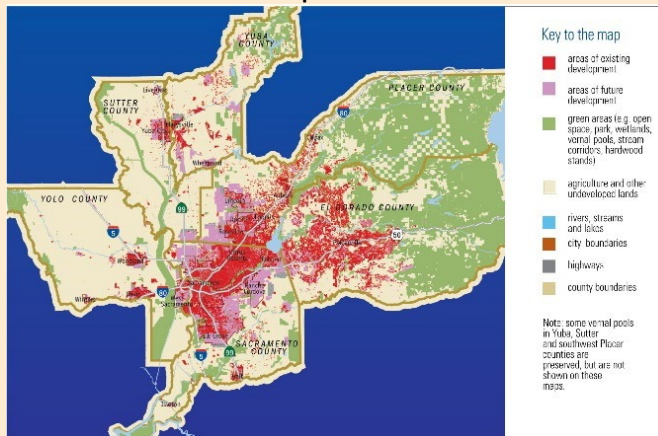
Using these principles, the 2004 Blueprint envisioned a development footprint that provided plenty of capacity for a growing region while conserving farmland and natural resources, improving air quality, and raising the overall quality of life. While the Blueprint was a 50-year vision looking out to 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.

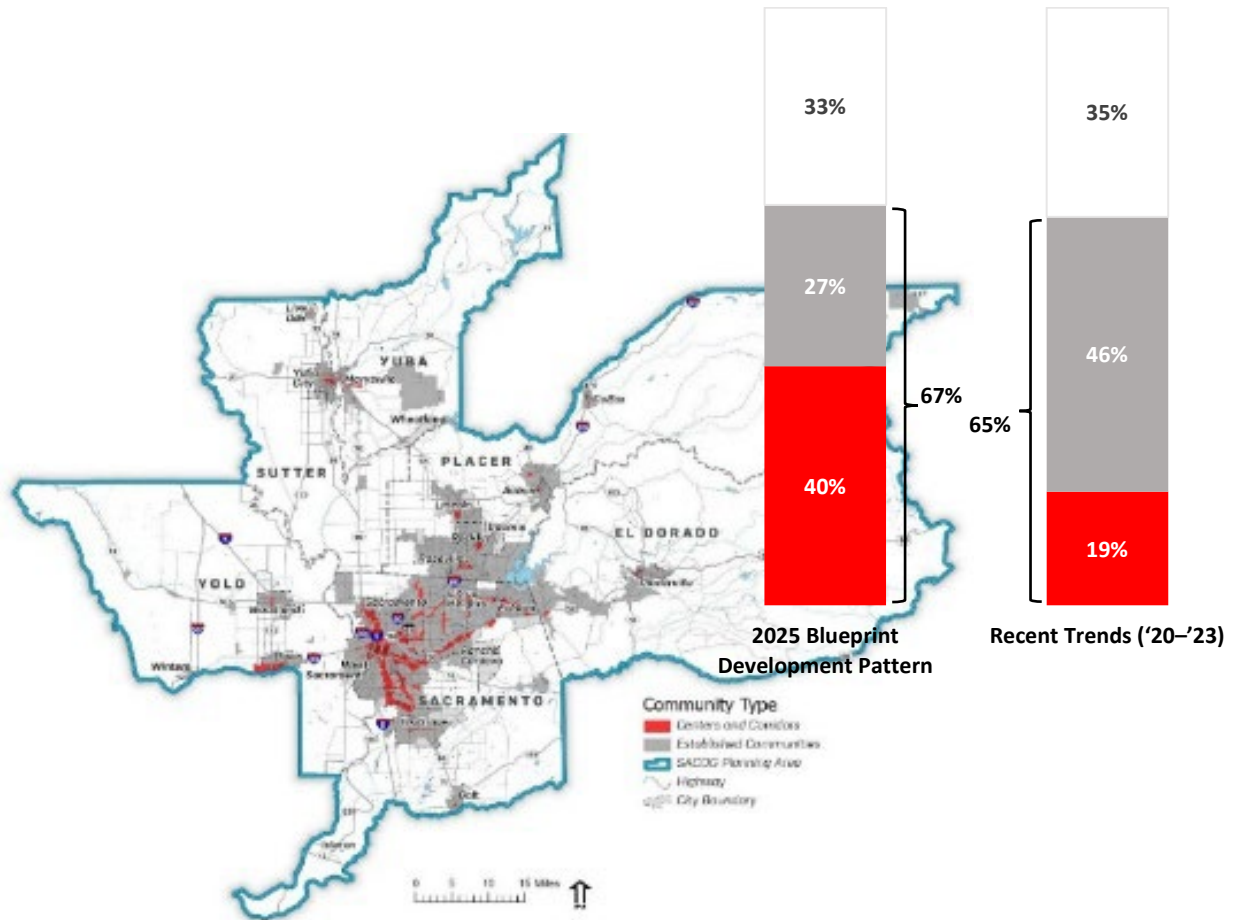
The land use forecast is based on local plans, and prioritizes locally planned growth in existing cities, suburbs, and small towns. A summary of the growth in each community type can be found in Table 3.2. A detailed spreadsheet and maps can be found in Appendix D. In each case, the land use forecast 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

Community Type	2020 Base Year		Proportion of 2020–2050 Growth	
	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.

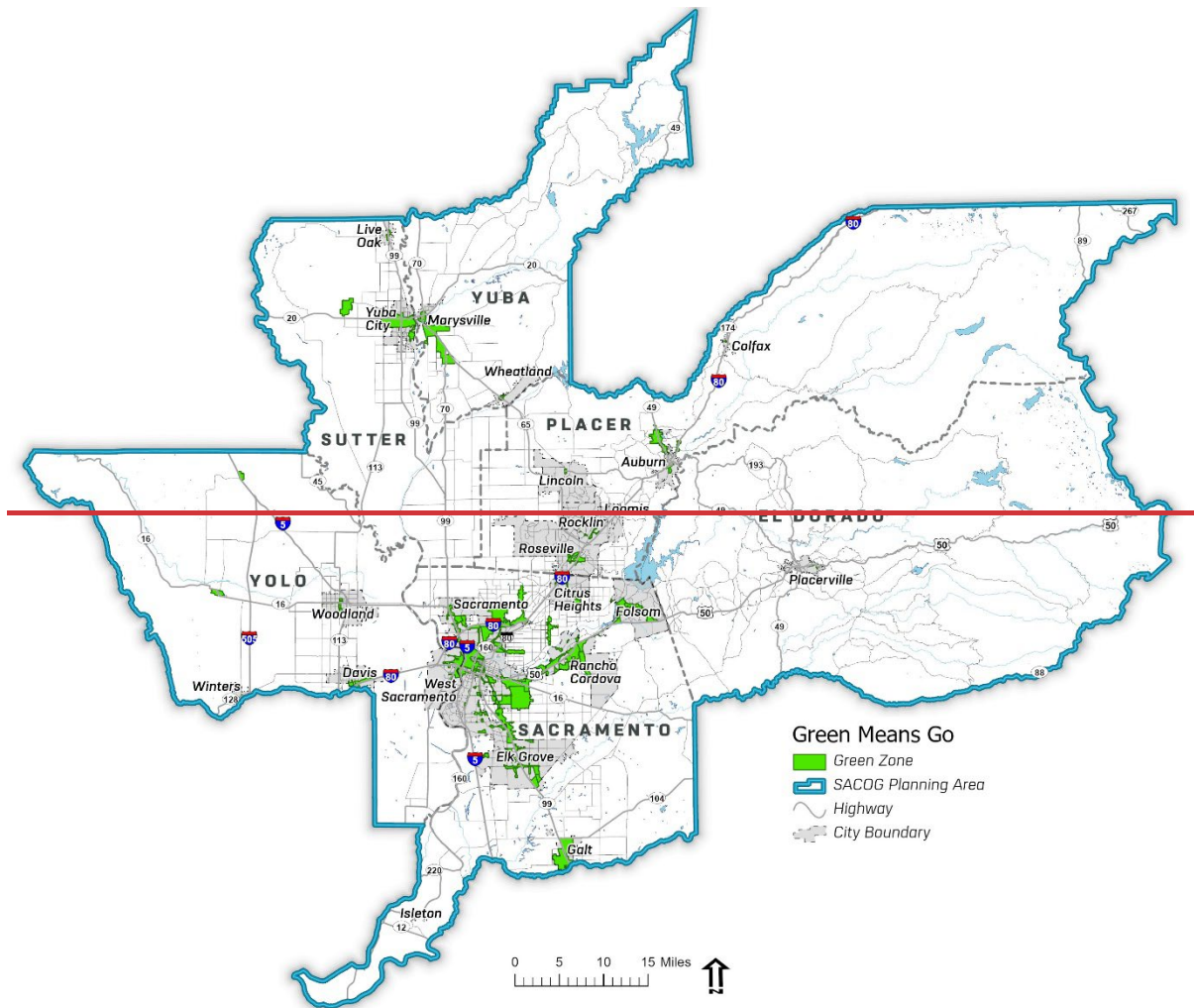
Green Zones and Green Means Go

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 and offer greater access to daily needs 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.



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

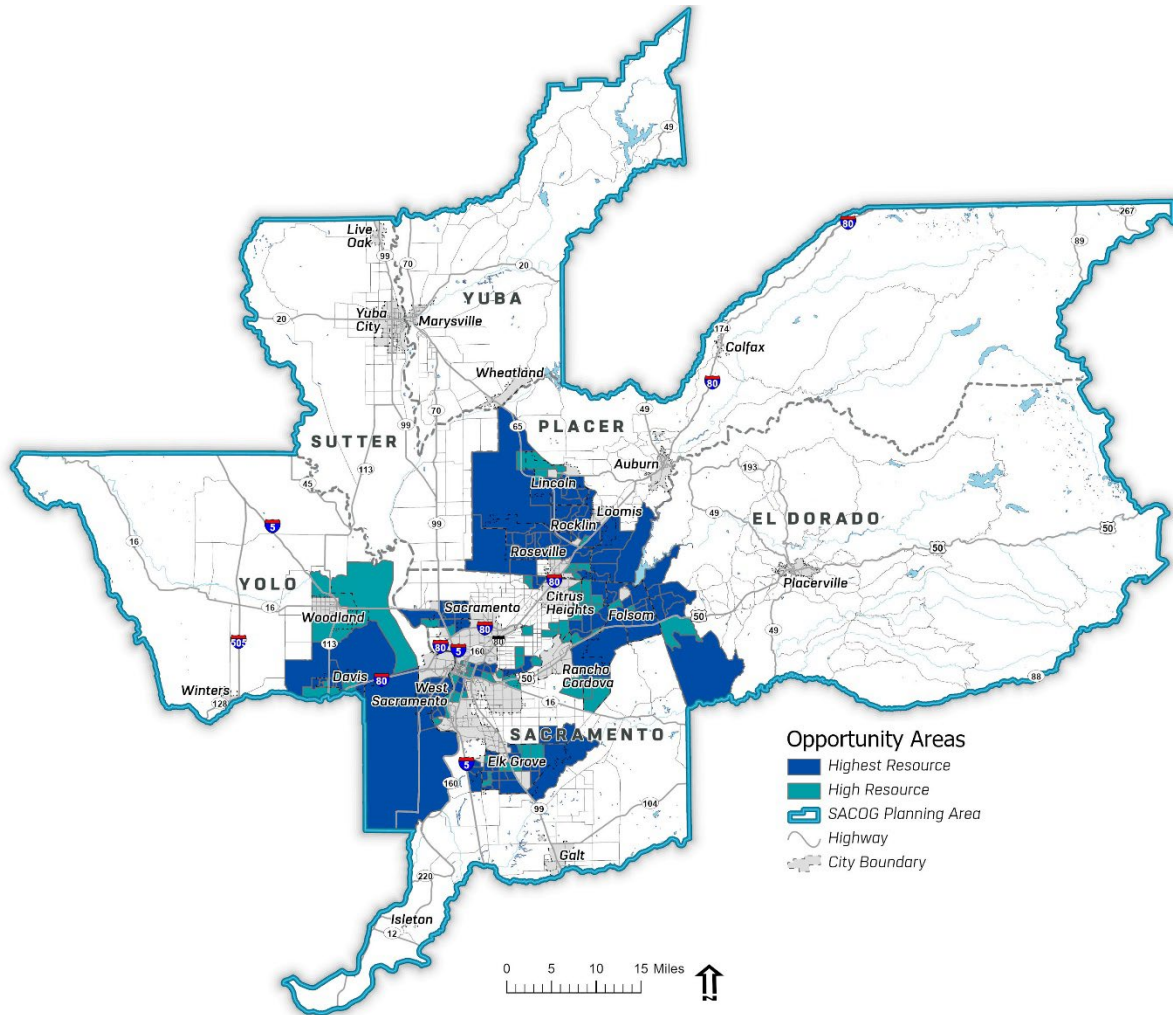
attached housing in Centers and Corridors. The city continues to allow all housing ministerially and does not require project-level environmental review for projects consistent with the general plan.

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

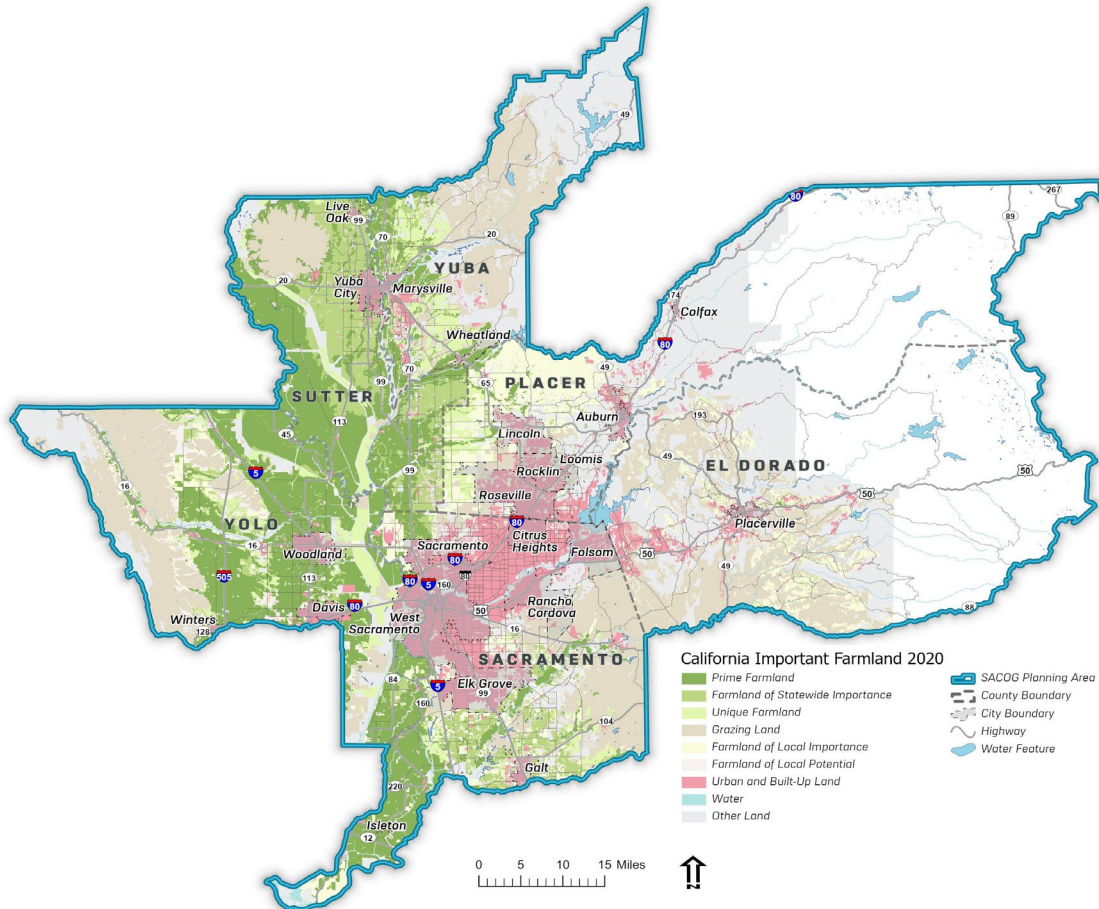
the Sierra Nevada and flows downhill to irrigate croplands and serve a thirsty urban population. This rural land base is vital to the region's agricultural economy, health, and quality of life. The land not only contributes directly to the region's economy—agriculture is one of the region's key tradable 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

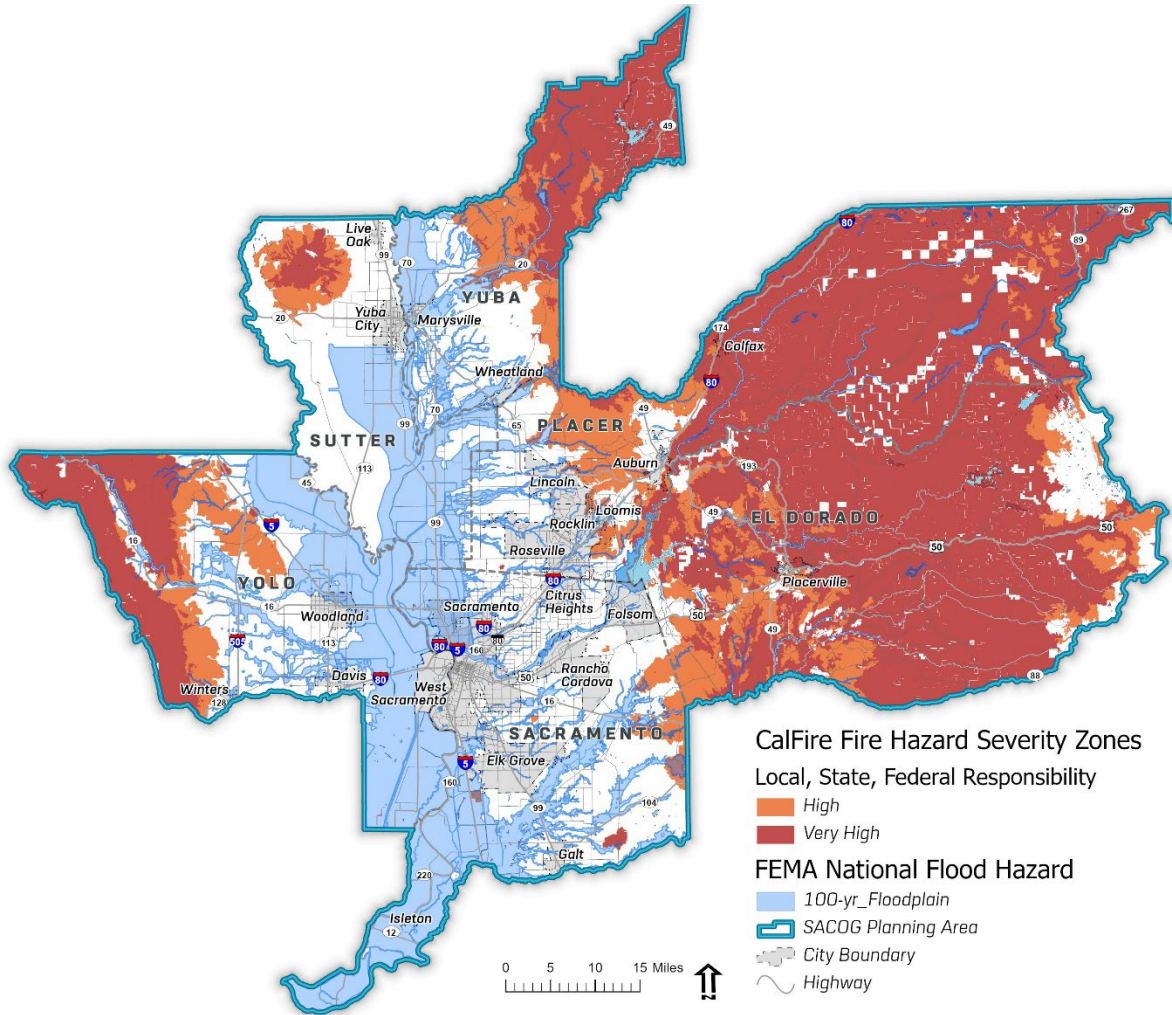


Source: [Farmland Mapping and Monitoring Program](#)

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 [Senate Bill 5 \(SB 5\)](#) (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.

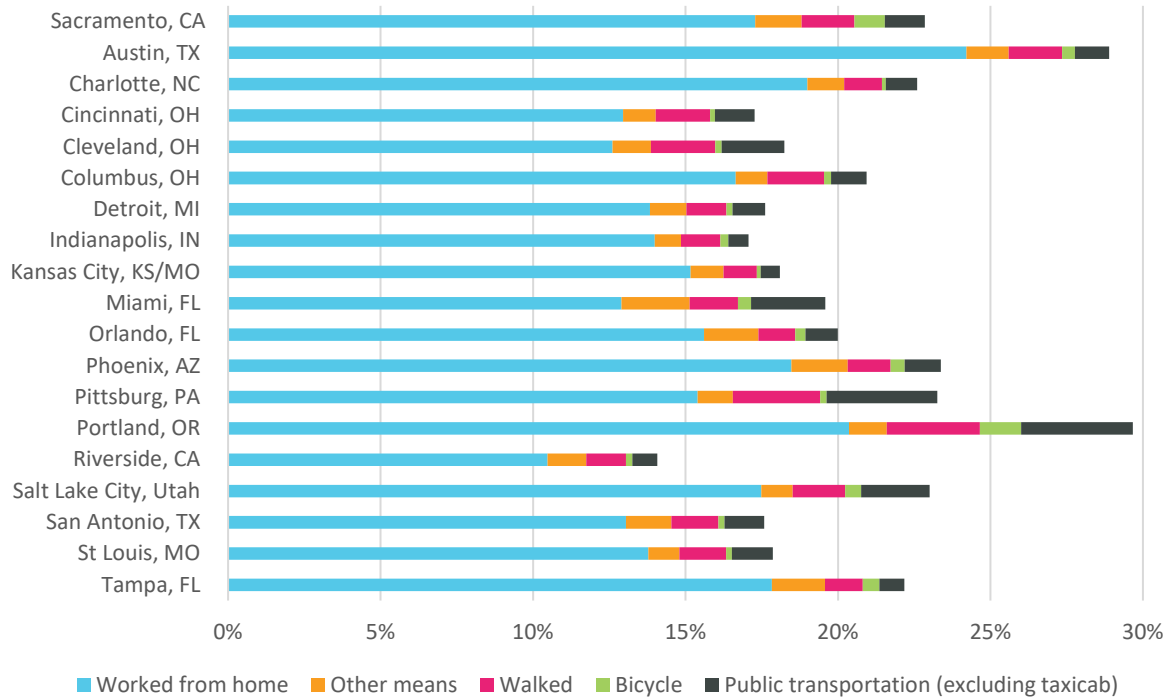
After a discussion below on the most recent trends in mode shift, vehicle miles traveled, traffic congestion, and accidents, injuries, and deaths, the rest of this chapter will describe a detailed roadmap for helping the region get where it wants to go on all these benchmarks and more.

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 [approximately 23.2-87](#) percent of commuters traveling without a car (see Figure 4.1). While the majority of those trips are work-from-home (17.39 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

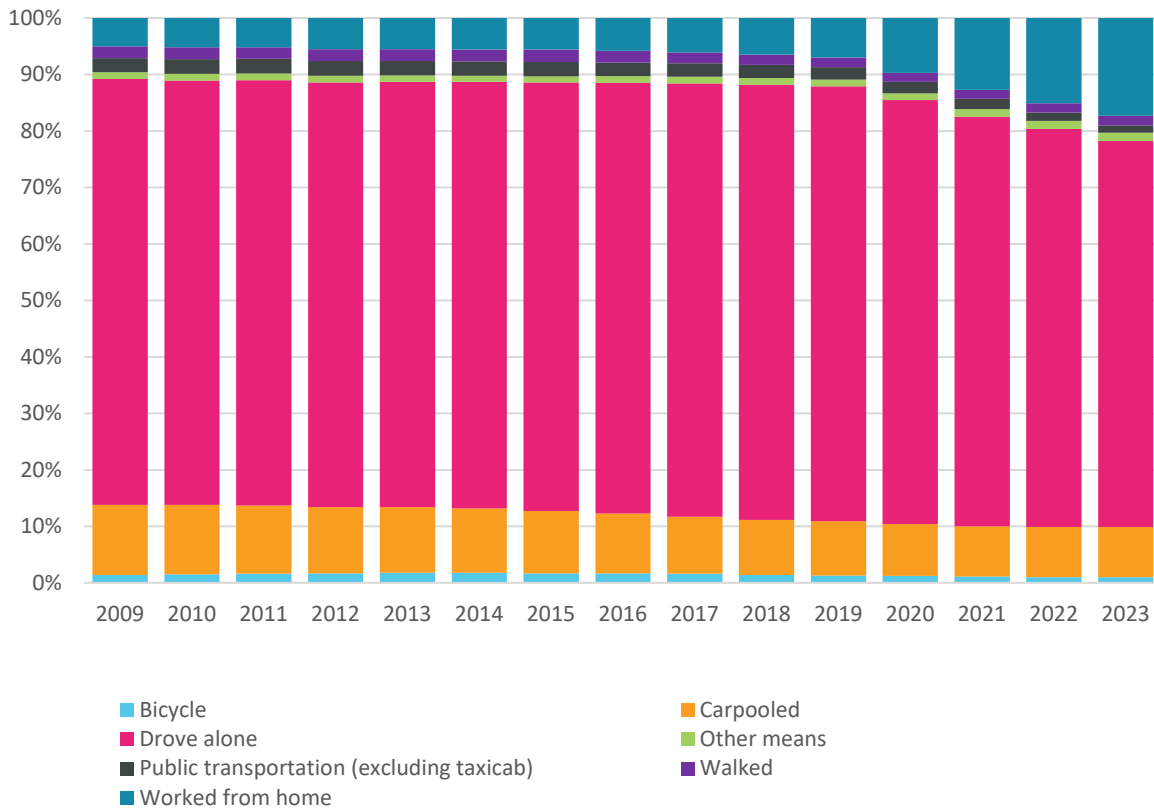
work from home. Carpooling rates are also dropping, from 15 percent of commute trips in 2000 to just 9 percent today.

FIGURE 4.1 NON-DRIVE COMMUTE MODES IN SACRAMENTO AND SIMILARLY SIZED PEER REGIONS (2019-2023 FIVE-YEAR ROLLING AVERAGE)



Source: U.S. Census Bureau, "American Community Survey 5-Year Estimates: Comparison Profiles 5-Year," 2023.

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

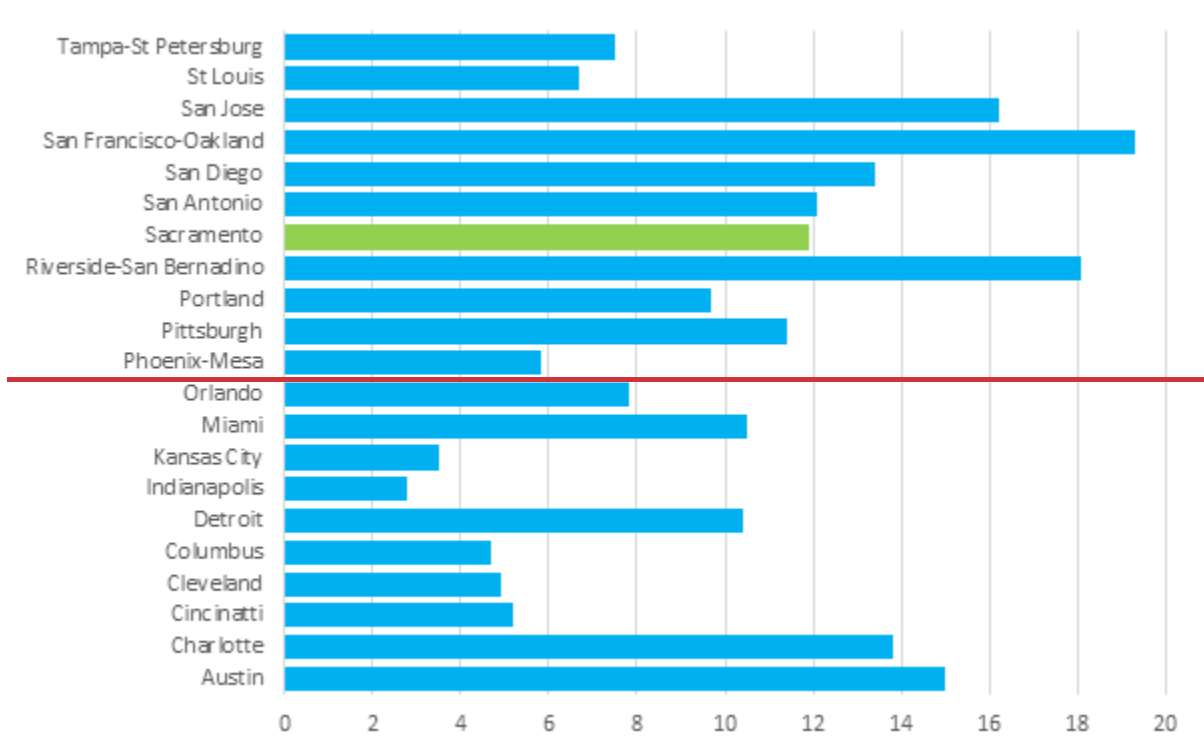
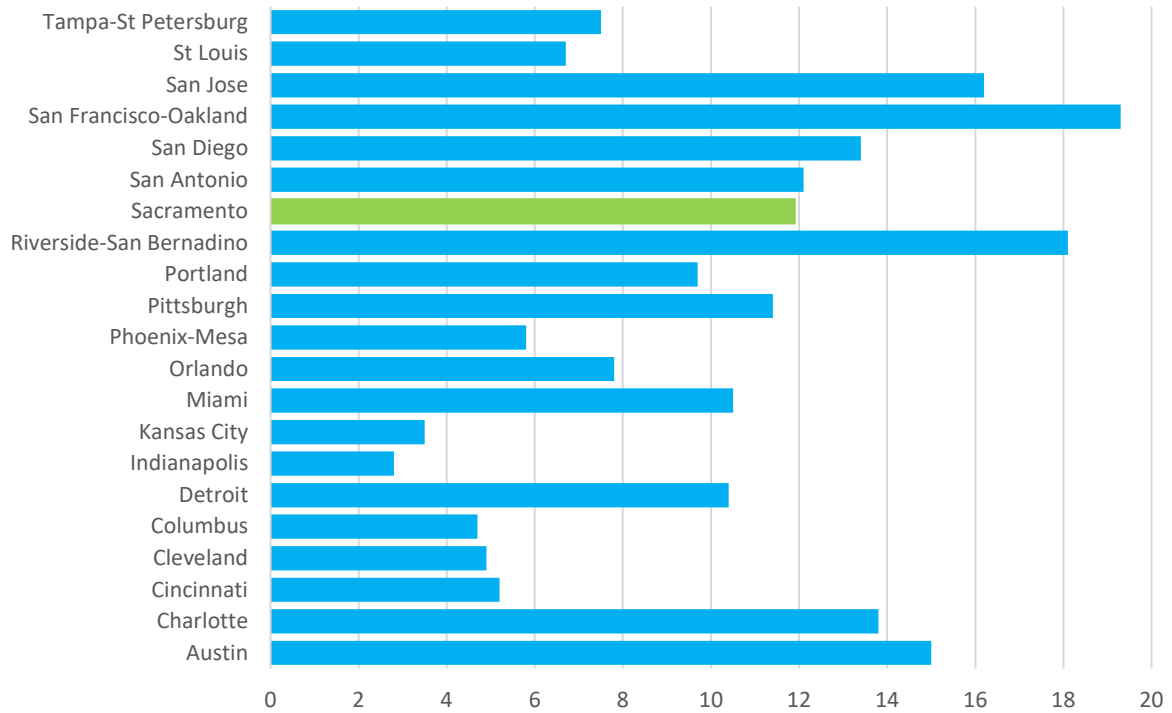


Although a small portion of total trips, transit ridership has changed dramatically since the plan was last updated in 2020. ~~Today,~~In 2022 there ~~were~~ are approximately 65.8 annual transit boardings per capita. While this is a significant increase over the COVID pandemic’s low of less than 43.8 boardings per capita, it is less than a quarter of the region’s high of just under 2019.6 boardings per capita during the Great Recession. ~~But the region has seen an~~The upward trend in transit ridership 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 comparing congestion levels from 2023 across peer regions in the United States. 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.

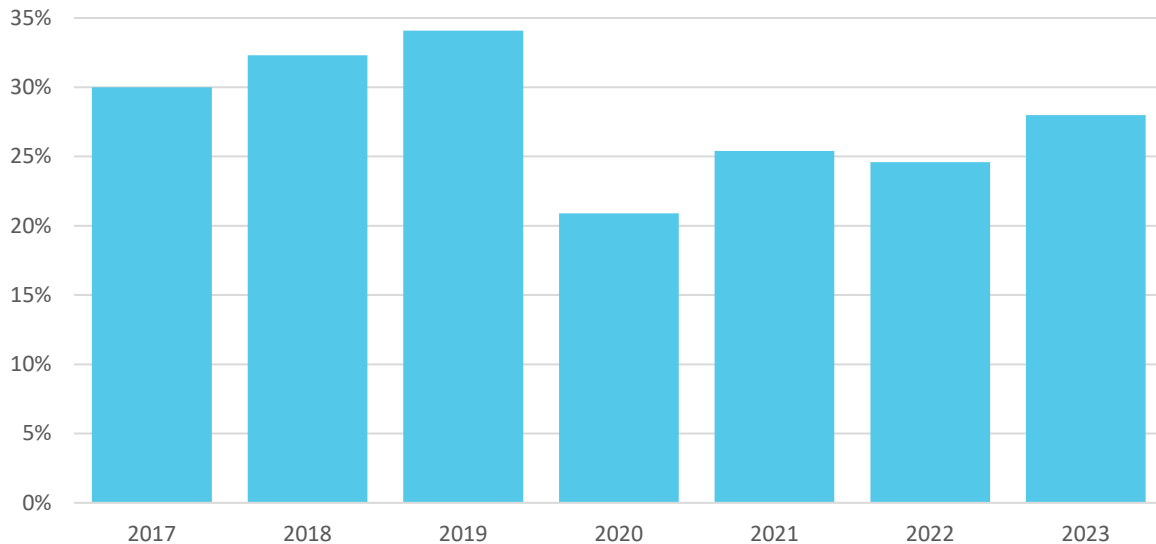
FIGURE 4.3 2023 TRAFFIC CONGESTION (ANNUAL PER CAPITA PERSON HOURS OF EXCESSIVE DELAY)



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. Based on trends through 2023, while there was a slight decrease in traffic-related deaths and injuries in recent years, attention to the safety of all users is needed when constructing and improving freeways in the region.

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.

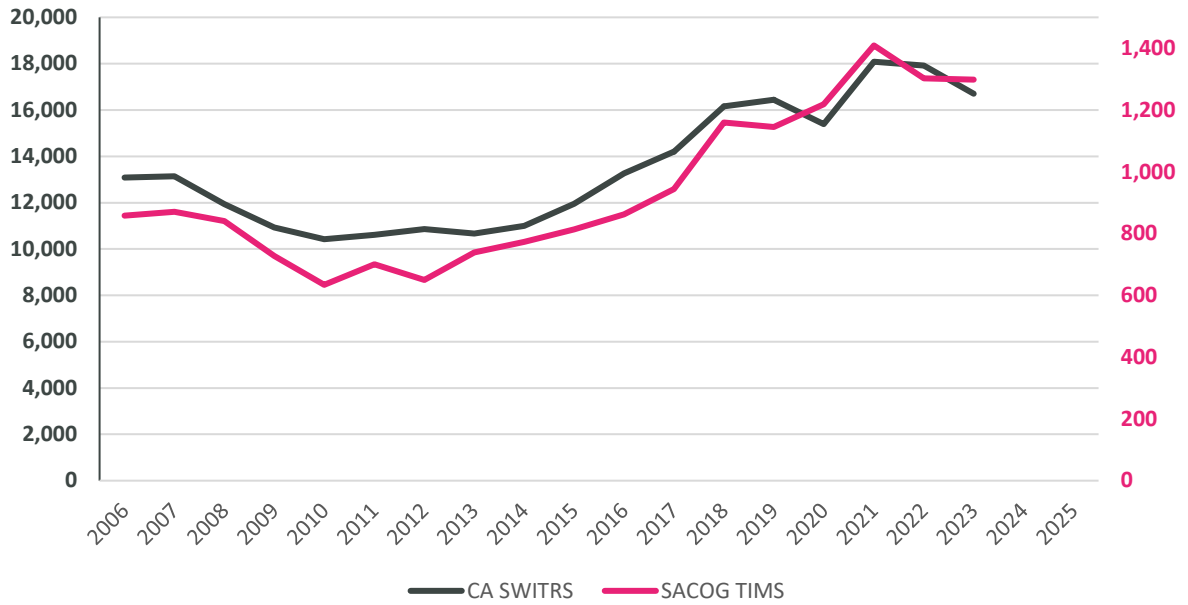
More than \$4 billion in projects in this plan include elements specifically designed to make our streets, roads, highways, and transit services safer. Safety is also part of planning, building, and maintaining any

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

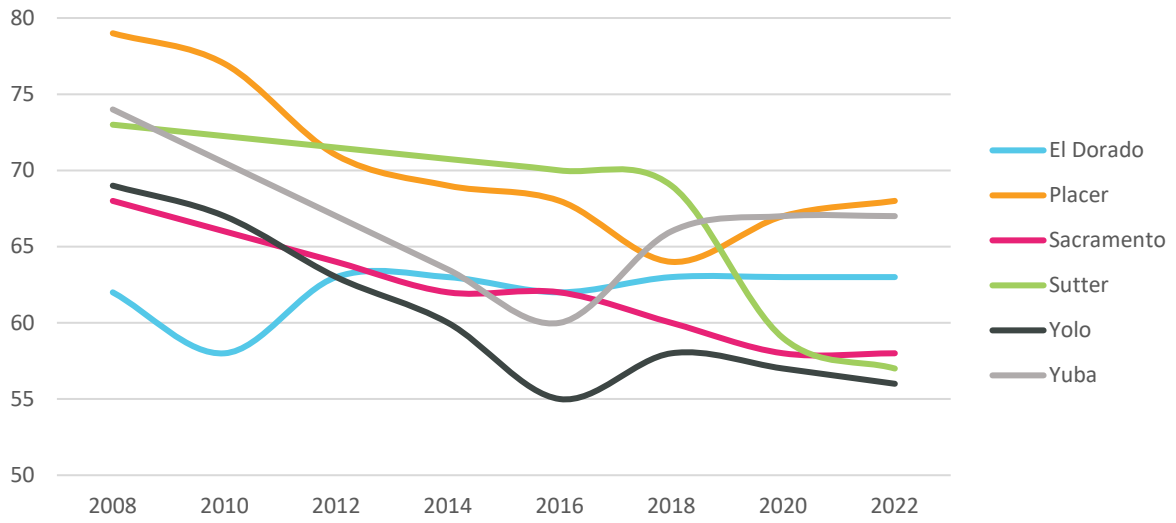


FIGURE 4.8 PAVEMENT CONDITION INDEX





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~~ developed alongside sustainable and efficient land uses envisioned in the Blueprint to attract sufficient passengers; 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

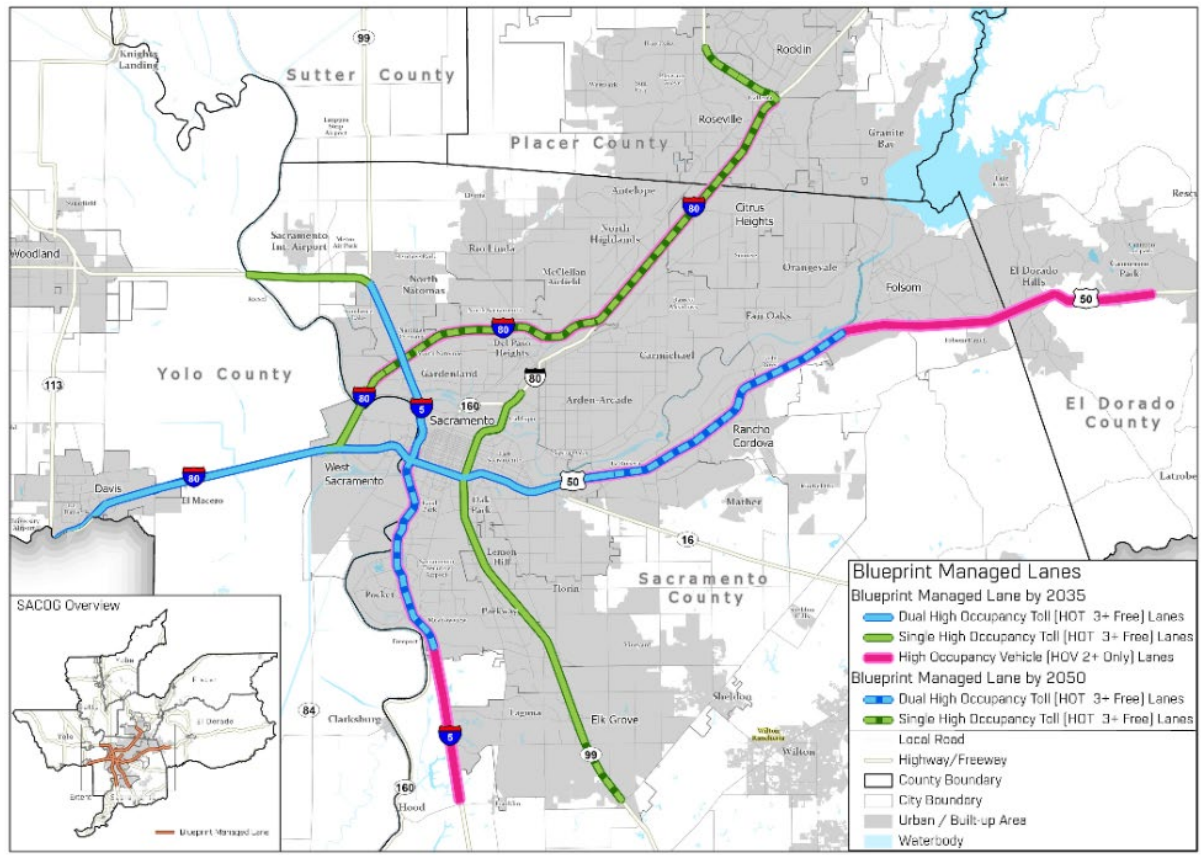
With limited financial resources to build new roads and maintain them, the Blueprint envisions alternatives to contain congestion or reduce it even as the region adds hundreds of thousands of new residents.

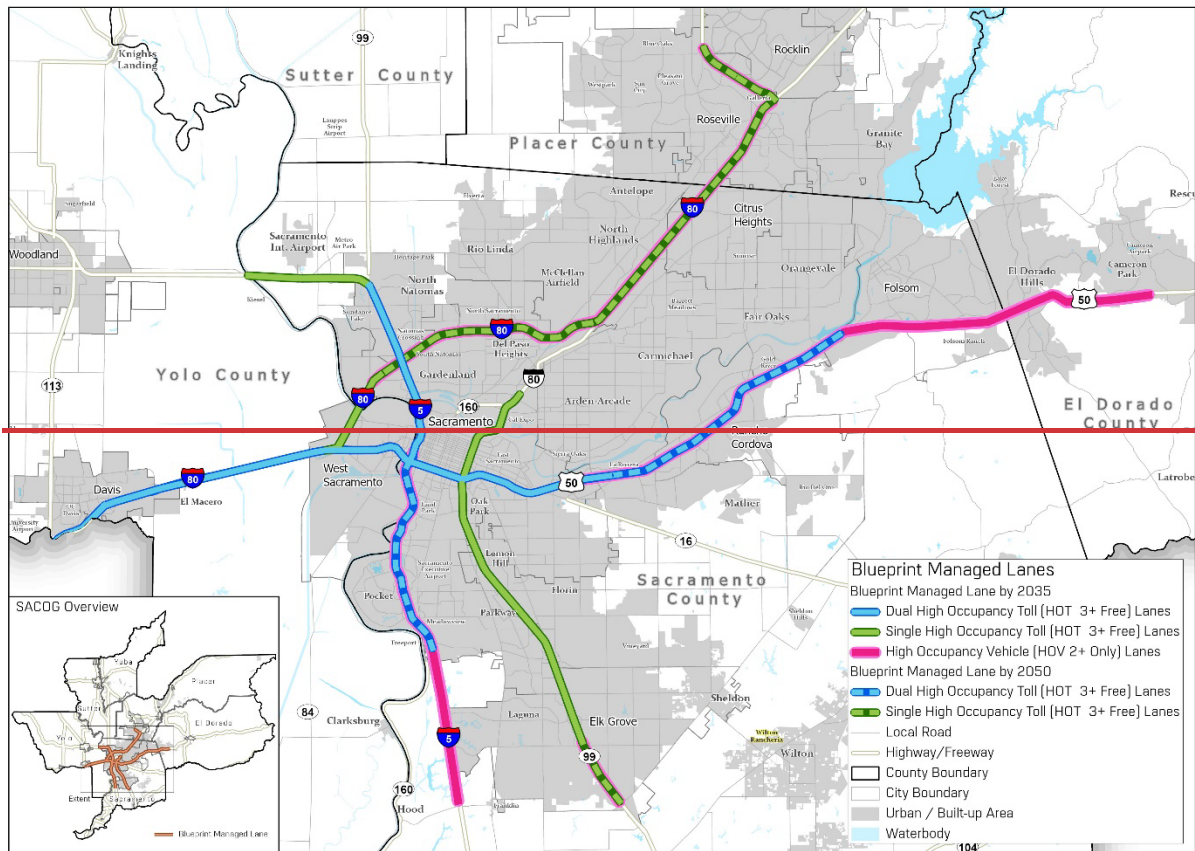
The [planned network](#) includes nearly 200 miles of toll lanes across most major highways in the urban parts of our region (see Figure 4.9). Pricing lanes makes it possible to reduce congestion even in the heaviest traffic periods. By 2050, vehicles in the toll lanes, including carpoolers and bus transit 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 4.9 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 [Yolo 80 Managed Lanes project](#) ~~will add one toll lane in each direction~~ ~~not reduce the capacity of the freeway’s current lanes,~~ and ~~the project will include other~~ improvements to entrances and exits, and [invest in](#) 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

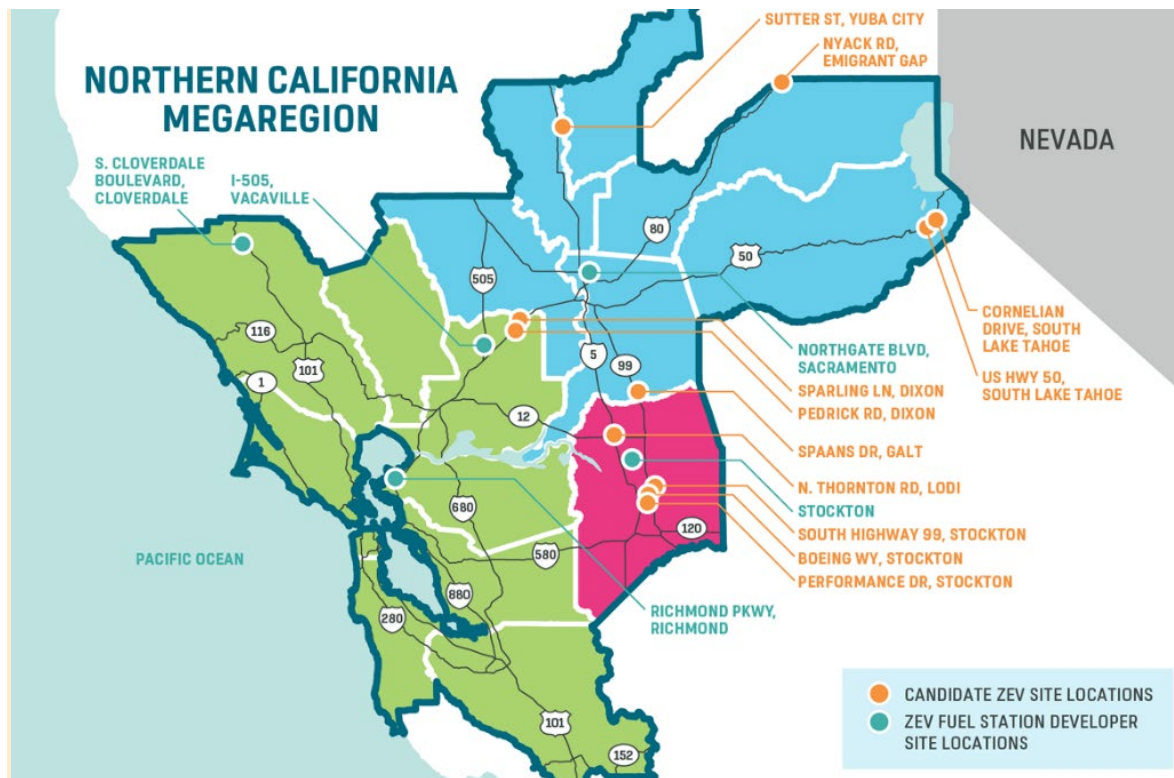
While medium-duty and heavy-duty vehicles make up only 6 percent of the vehicles registered with the California DMV, they account for over 20 percent of the greenhouse gas (GHG) emissions and almost 50 percent of emissions from nitrogen oxides (NO_x). As the freight industry transitions to lower- or 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 (SJCOC), 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 4.108 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

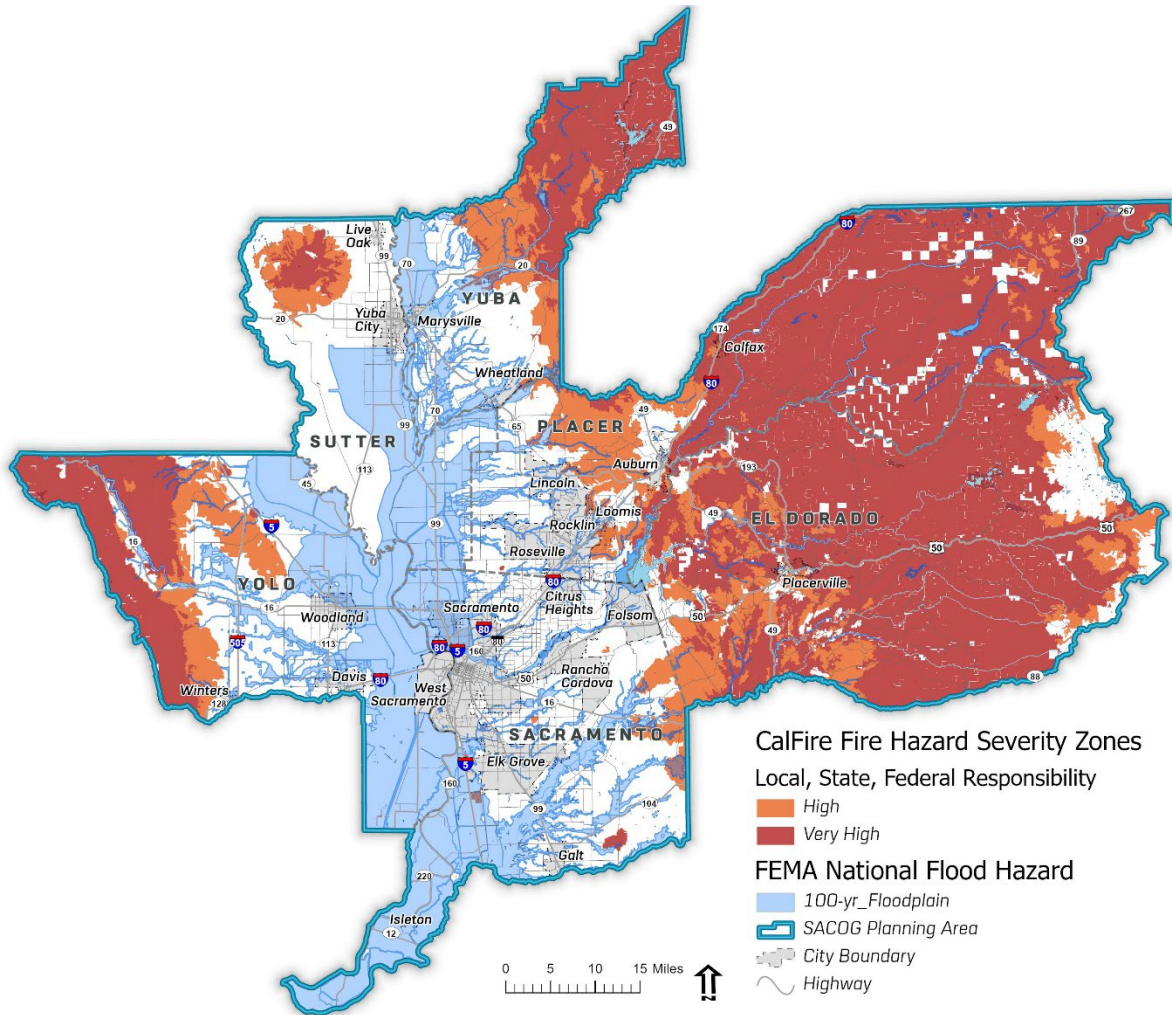
disasters. It is also consistent with the Outreach Theme of safeguarding lives and property by ensuring communities can minimize and respond to natural disasters. We can do this by ensuring communities are prepared and adaptable.

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 [and the historic city of Placerville](#) 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 4.119 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, ~~currently under development~~~~scheduled to be completed by 2029~~, will increase rail service from just one daily trip ~~between Roseville and the Bay Area~~ to ~~three~~10 daily round 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 <u>near</u> (within half mile) of high-frequency transit in region	112,700	523, 8 700	365%	592, 8 700	426%
Access to Employment	Jobs within 30-minute drive of workers’ homes	419,100	496,300 478,300	18 14%	526,800 509,000	26 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	15.989	-7%	15.98	-7.58%
	Share of congested roadway VMT over total roadway VMT	5.2%	6.25-7%	+10%	6.19%	+132%

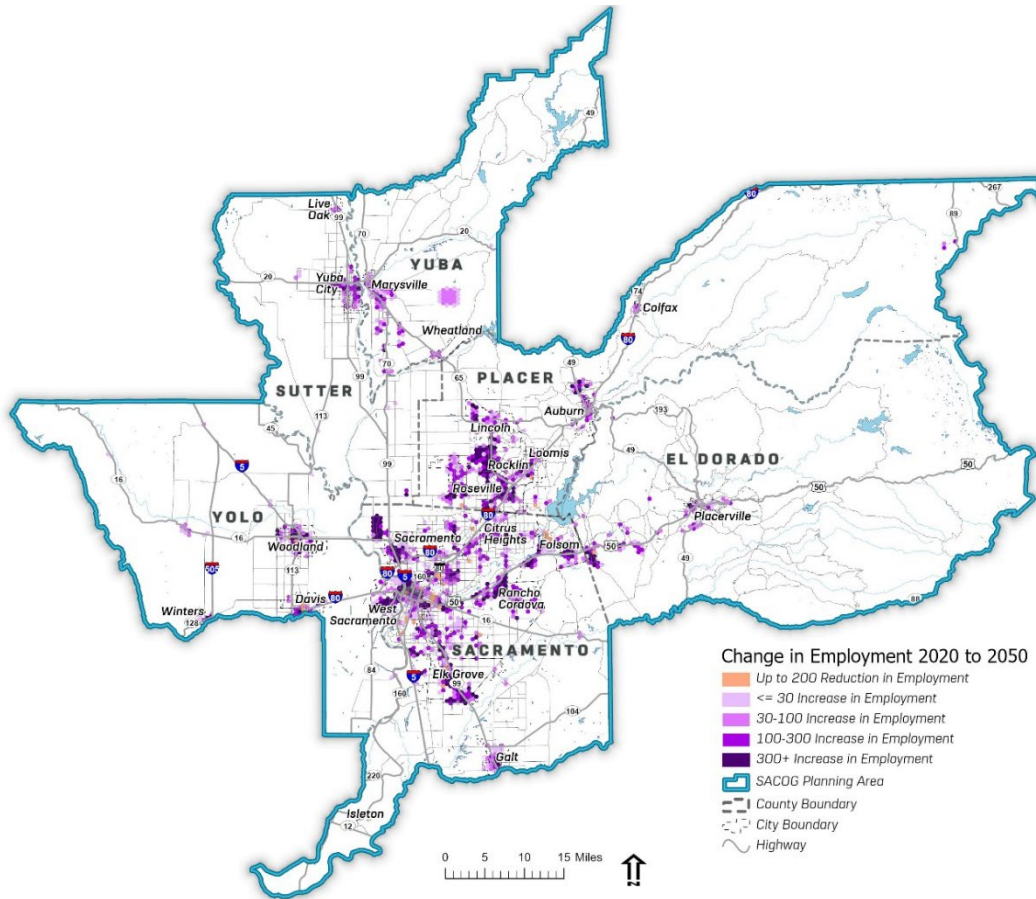
¹ For VMT per capita, the percent change is presented as absolute change.

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 87.5 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 107,000 jobs—an increase of more than 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 202,000 jobs within a 30-minute transit trip from people's homes, which is an increase of more than 305 percent over 2020. All together, these improvements help to lower the miles the average person will drive daily from 17.13 in 2020 to 15.985 in 2050.

FIGURE 5.1 CHANGE IN EMPLOYMENT (JOBS) 2020–2050



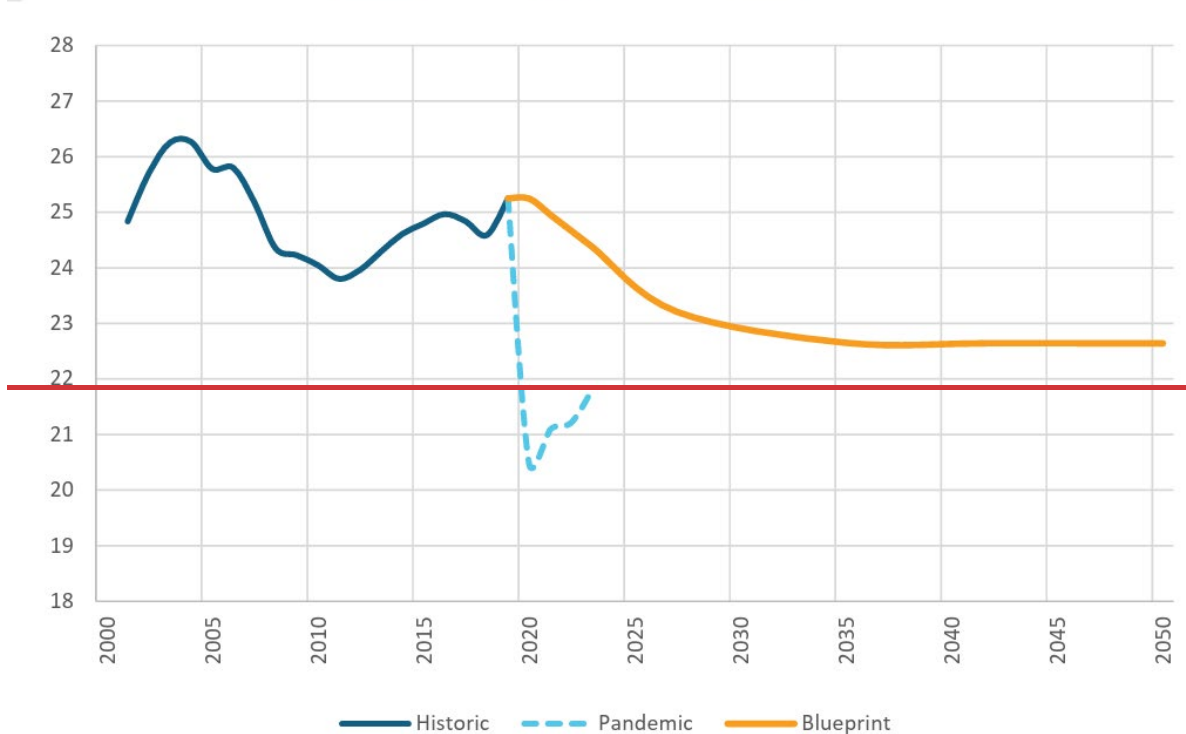
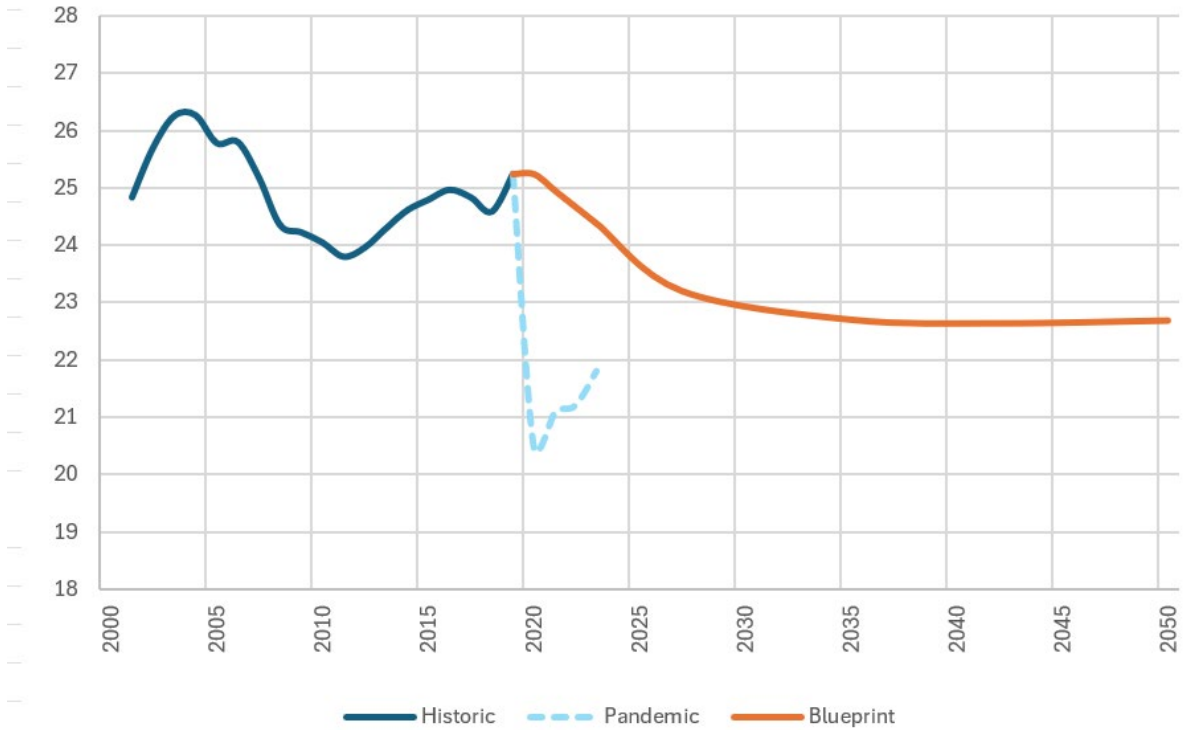
That reduction may not sound significant, but the roughly 8 percent reduction in miles driven per person makes a real difference in people’s lives. It means better access to jobs and services, less time spent on the road, and more time with friends, family, and loved ones. And any reduction in the average 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/SCS2025 Blueprint](#), see Appendix E: Plan Performance. [For more information on how VMT and other performance metrics are forecasted see Appendix F: User Guide and Model Documentation.](#)

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

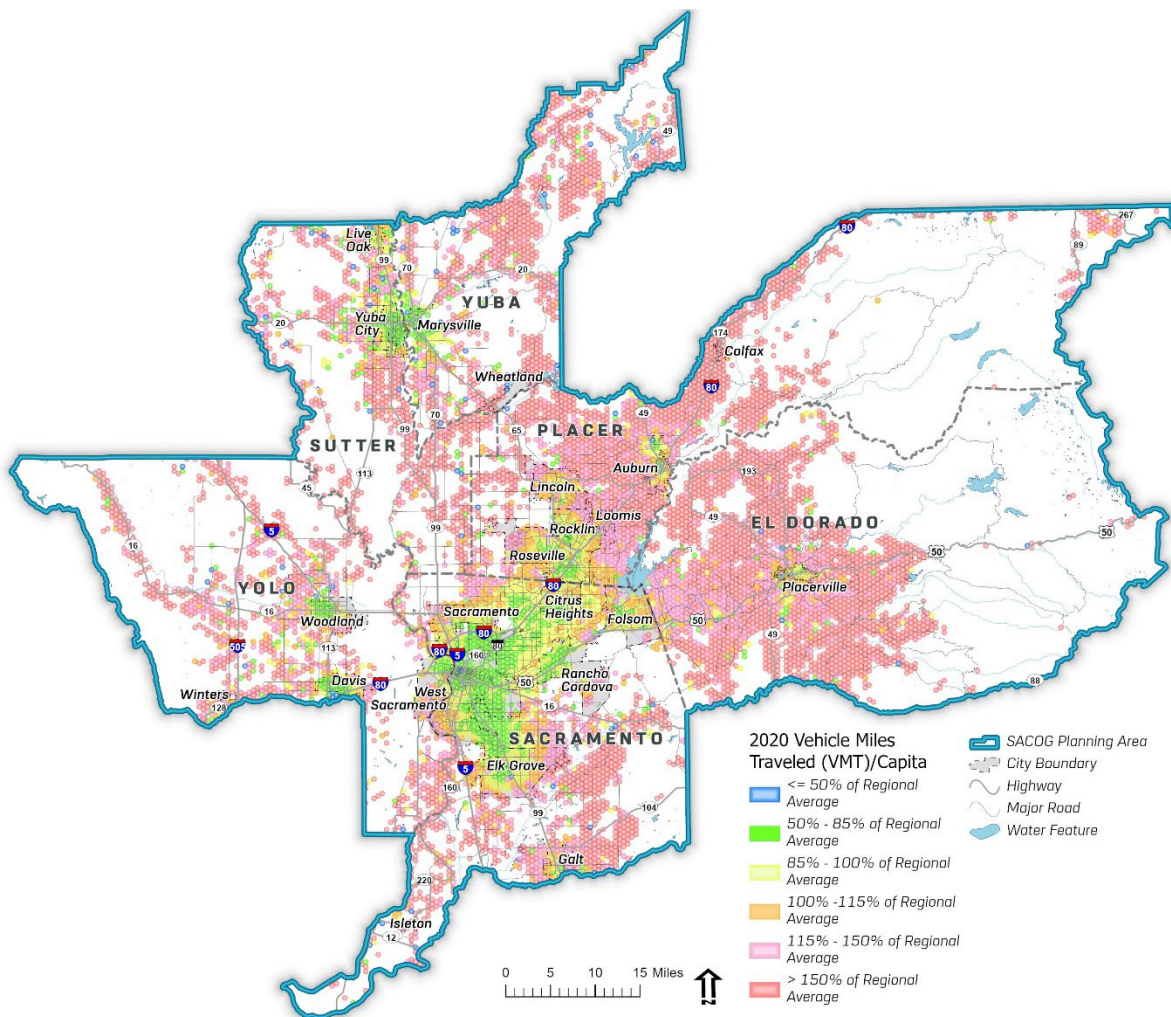
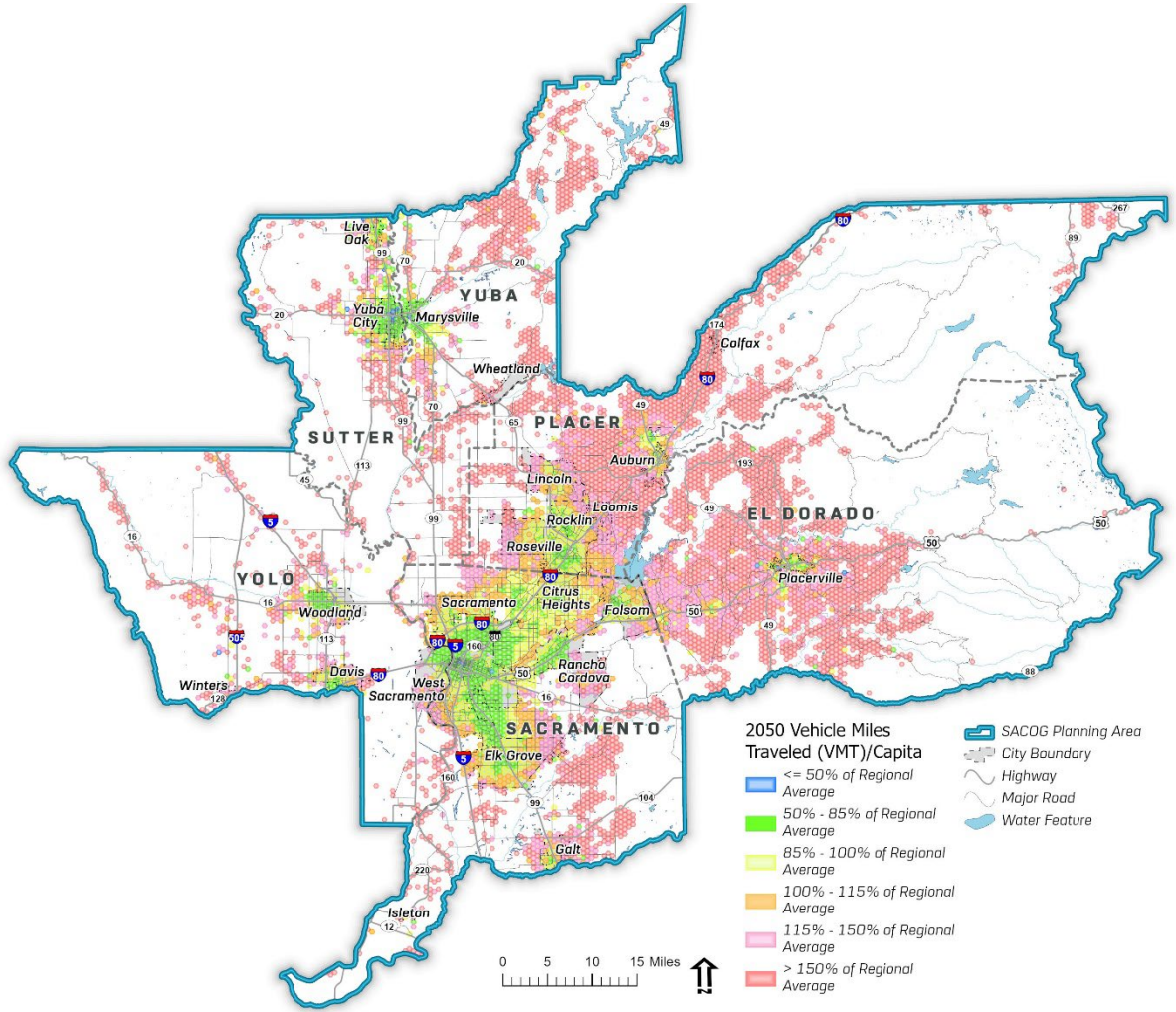
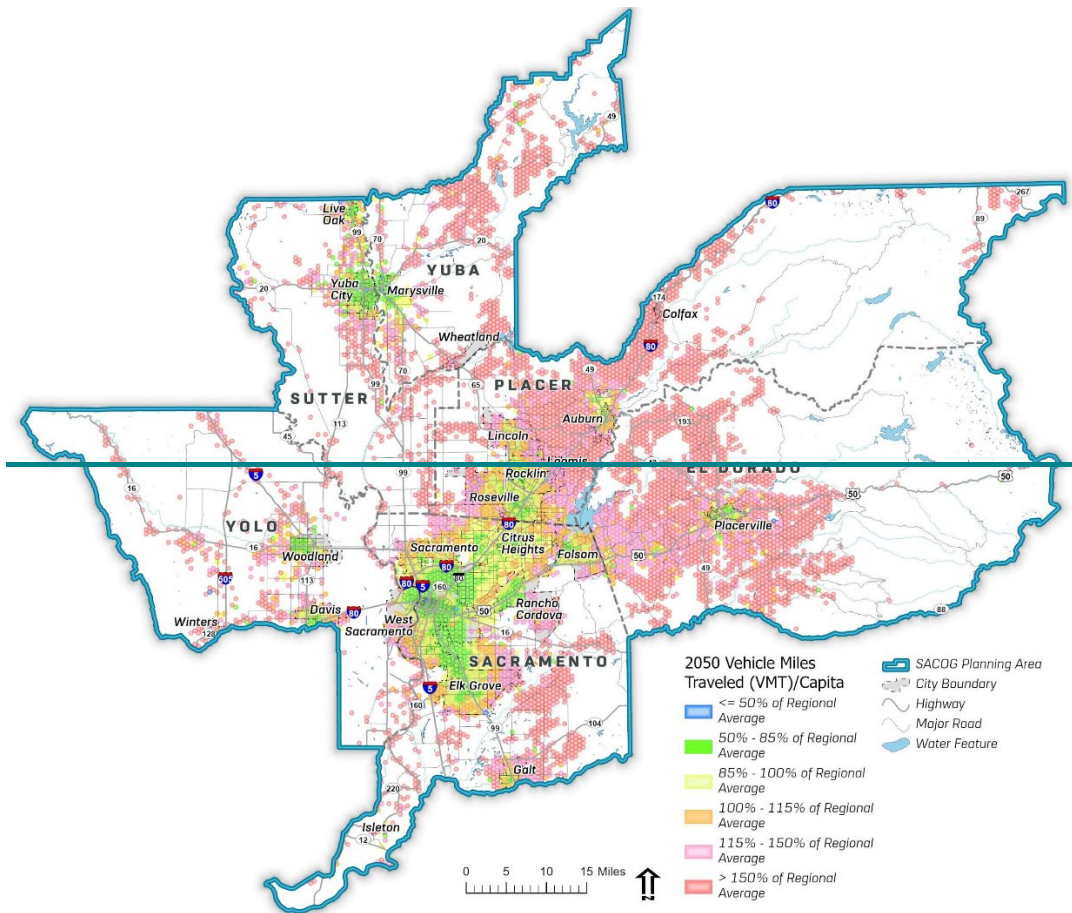


FIGURE 5.4 2050 VEHICLE MILES TRAVELED PER CAPITA IN THE SACOG REGION





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 [HG. 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.

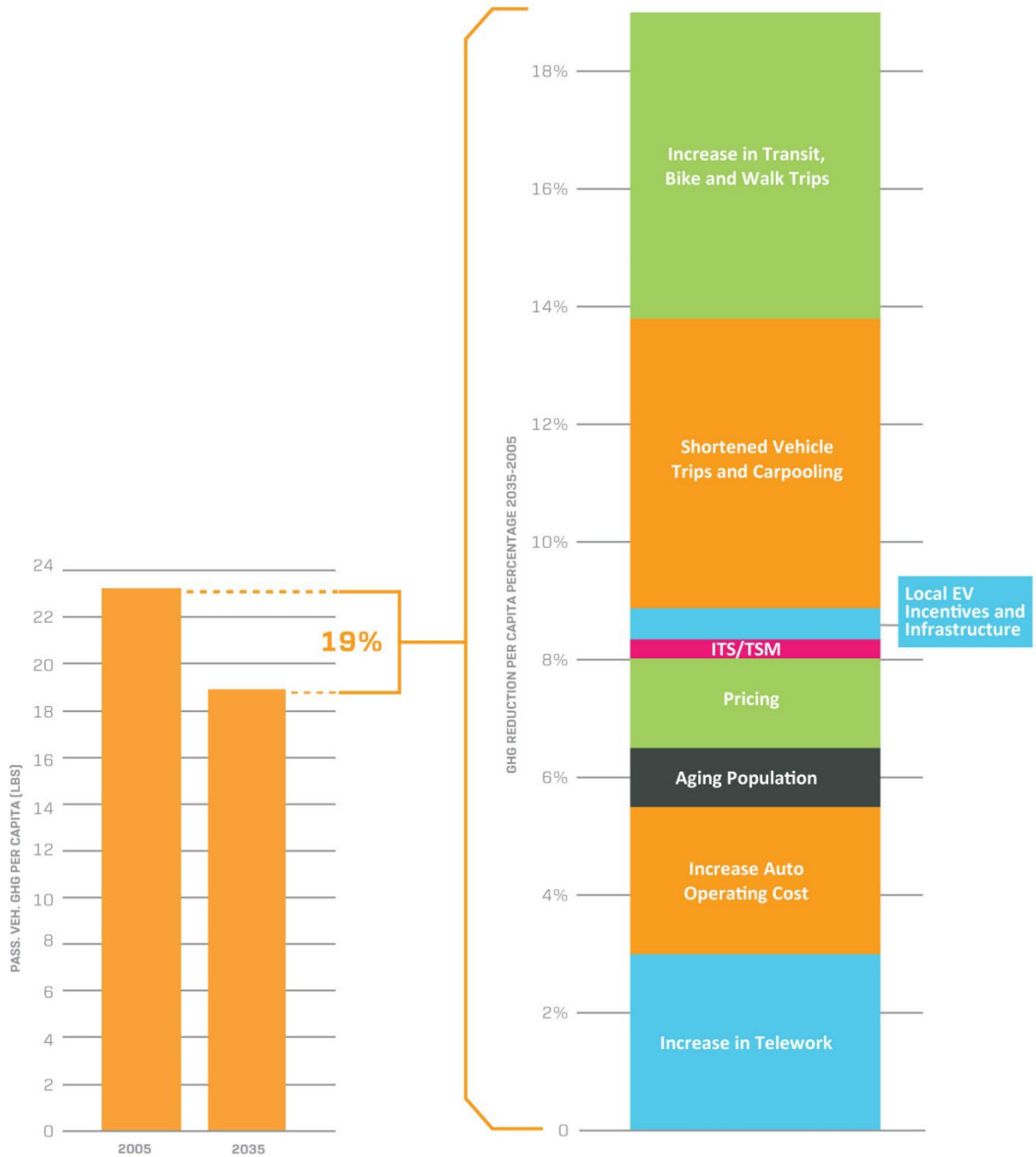
TABLE 5.2 BLUEPRINT STRATEGIES WITH CORRESPONDING GHG-REDUCING FACTORS

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 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 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 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 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 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 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

Blueprint GHG Emissions Reduction Factors



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

[This region, which is home to 2.5 million people and expected to grow to over 3 million, includes residents of all ages, backgrounds, and abilities—from young people and students to older adults. It is a place with rich racial, linguistic, and cultural diversity, attracting people from across the country and around the world who are seeking opportunities. The area’s varied ecosystems, from floodplains to foothills, support both natural beauty and productive lands. Our diversity—social, cultural, ecological, and economic—is a powerful resource that encourages innovation and helps communities stay strong in the face of change. Because of this diversity, there’s no single way to achieve our shared vision. We need flexible approaches that reflect the unique needs and strengths of different communities.](#)

[The 2025 Blueprint is a 25-year plan designed to guide growth and investment in transportation, with the goal of economic prosperity and a healthy environment for all residents. It lays out a vision for the future where communities are healthy and vibrant, and people have access to affordable housing, good jobs, clean air, and the places they need in daily life. To make this vision a reality by 2050, we need to act now and work together, with agencies and partners joining forces to tackle challenges and take advantage of 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 existing plan:](#)

- [Build vibrant places for today's and tomorrow's residents](#)
- [Foster the next generation of mobility solutions](#)
- [Modernize the way we pay for transportation infrastructure](#)
- [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. [Policies guide the long term or sustained efforts the region will use to implement the 2025 Blueprint. The accompanying Implementation Actions represent the near-term strategies in which these policies will be carried out. The Implementation Actions provided in this chapter serve as examples for how the policies are carried out. Recognizing that the policies are long-term and intended to apply to a diverse region, the Implementation Actions are not intended to exclude other supporting activities, programs, and strategies that implement the 2025 Blueprint.](#)

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.

[Throughout the region, member jurisdictions and agency partners are also implementing the 2025 Blueprint through their efforts to revitalize, invest in, protect, and build the communities they serve. In recognition of those ongoing efforts and to call attention to what a range of implementation approaches look like, SACOG collaborated with local land use and transportation staff to create jurisdiction-level profiles for the 2025 Plan. These show up throughout the 2025 Blueprint as Jurisdiction Highlights, showcasing regional alignment and demonstrating how local projects and plans contribute to regional goals. The full story of each jurisdiction is included as a special addendum at the end of the plan and can also be read on SACOG's website: \[sacog.org/blueprint\]\(http://sacog.org/blueprint\). This collaborative approach has fostered stronger staff-to-staff relationships and elevated SACOG's understanding of local perspectives and priorities and how they contribute to long range plan implementation.](#)

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, [and more housing of all sizes for all life stages](#), affordability [for all income levels](#), 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
<p>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.</p>	<p>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.</p> <p>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.</p> <p>Continue to build out the Regional Indicators Dashboard metrics for regional progress on housing that is affordable to all income categories and housing cost burden.</p>
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p> <p>Develop a Regional Housing Needs Plan that is consistent with the 2025 Blueprint and supportive of local agency priorities and plans.</p>

2025 Blueprint Policies	Implementation Actions
<p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p>
<p>Vibrant-5: Explore prioritizing infrastructure investments and transportation funding decisions where there is existing or demonstrated progress toward policy reforms referenced in Vibrant-3.</p>	<p>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.</p>
<p>Vibrant-6: Coordinate strategically phased growth in Developing Communities that expands the region’s footprint in ways that minimize impacts on working lands and habitat and create complete communities with jobs, housing choices, connected streets, and convenient access to public transportation.</p>	<p>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.</p> <p>Provide data, research, analysis, incentives, and other support to housing-rich communities actively trying to promote walkable, higher-density job centers and complete communities.</p> <p>Work with member agencies as part of the 2031 MTP/SCS to explore and evaluate the VMT performance of developing communities across the region at full buildout as a means of understanding the potential for more strategic phasing strategies and improved performance over longer timeframes.</p>
<p>Vibrant-7: Support the implementation of SACOG’s Regional Housing Needs Plan by affirmatively furthering fair housing, taking proactive steps to overcome patterns of</p>	<p>Develop a Regional Housing Needs Plan with action steps and incentives that put member agencies in a better</p>

2025 Blueprint Policies	Implementation Actions
residential segregation, clearing barriers to housing in high opportunity areas, and supporting other activities identified by local governments in adopted housing elements.	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, federal and 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.	<p>Coordinate with Caltrans District 3 Native American Liaison and other federal, state, and local planning partners to identify opportunities for early consultation and regular interagency communication and collaboration on tribal engagement.</p> <p>Continue to partner with EDCTC and PCTPA on outreach to tribal governments in addition to and outside of formal consultation periods.</p> <p>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.</p>
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
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<p>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.</p>	<p>Continue working with communities through SACOG’s Mobility Zones, Sustainable Mobility, and funding programs to identify first-mile/last-mile solutions.</p>
<p>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.</p>	<p>Continue the development of the NorCal GO application and promotional toolkit.</p> <p>Continue implementing SACOG’s Sustainable Mobility program and use feedback from participants and data collection to continuously improve the program.</p>
<p>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.</p>	<p>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.</p>
<p>NextGen-4: Support the long-term fiscal health of transit by collaborating with transit providers to identify productivity and cost-effectiveness measures for transit.</p>	<p>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.</p>
<p>NextGen-5: Advance Intelligent Transportation Systems (ITS) to reduce congestion and improve multimodal reliability.</p>	<p>Continue SACOG’s ongoing partnerships with cities, counties, transit operators, emergency service providers, and others to pursue funding to implement the Regional Technology and Mobility Master Plan, Smart Region Sacramento.</p>

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, evacuation 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. Support the analysis of corridor- and system-wide performance of managed lanes and how they contribute to achieving regional goals.
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.

2025 Blueprint Policies	Implementation Actions
<p>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.</p>	<p>Continue active participation as a CARTA member in the development of the regional toll network.</p>
<p>Invest-6: Prioritize using new taxes and fees, including road usage charges, on state of good repair of the region’s transportation system <u>and strategic system expansions that are aligned with the Blueprint’s adopted land use.</u></p>	<p>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.</p>
<p>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.</p>	<p>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.</p>
<p>Invest-8: Support <u>locally-led</u> 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).</p>	<p>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.</p>
<p>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.</p>	<p>Continue development and improvement of tools and data to support project prioritization efforts, such as the Regional Project Prioritization Program.</p>

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 Pondorodo 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
<p>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 good repair improvements that support a safe, equitable, and resilient transportation system.</p>	<p>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 modernize roadways, in alignment with state policy goals for state of good repair, modal choice, climate, and equity.</p> <p>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.</p> <p>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.</p>
<p>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.</p>	<p>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.</p>
<p>Build-3: Focus <u>new</u> roadway <u>capacity expansion grant funding</u> on major bottlenecks that exist today and/or on expansion projects that incentivize <u>compact</u> development opportunities within Established and Center & Corridor communities.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>

2025 Blueprint Policies	Implementation Actions
<p>Build-5: Advance cost-effective safety improvements in high-crash locations to help the region make greater progress toward eliminating fatal transportation-related crashes.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>
<p>Build-7: Support investments in bicycle and pedestrian infrastructure that provides safe access to schools, jobs, recreational opportunities, social gathering centers, and transit, and/or implements the Regional Trail Network.</p>	<p>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.</p> <p>Continue technical assistance to, and coordination with, agencies and organizations building out the Regional Trails Network.</p>
<p>Build-8: Develop multimodal corridors that improve access to major economic assets and job centers and facilitate the reliable movement of freight.</p>	<p>Continue working with member and partner agencies to identify, develop, and implement multimodal corridor plans, like the US 50 Comprehensive Multimodal Corridor Plan (CMCP).</p>

Jurisdiction Highlights



Auburn

Nestled in the Sierra foothills, Auburn is a historic city focused on modernizing and adapting in ways to preserve what matters to the community and meet the needs of the future. Surrounded by a state recreation area and county development, Auburn has little undeveloped land to accommodate population growth. That makes strategic investment in infill development and redevelopment a core strategy to sustain the city's local economy and continue to enhance quality of life for residents.

General Plan Update

Auburn is currently updating its General Plan, Envision Auburn 2045, to ensure it reflects the realities of today's world and the growth pressures and challenges the city will face in the future. The updated plan will address new topics such as sustainability and wildfire hazards, express the community's vision for Auburn's future, and seek to provide a balance between growth and conservation that meets community needs and protects Auburn's quality of life. Other long-term planning efforts include major revisioning and initiatives for core commercial areas and transportation networks, like updating the zoning code and creating a comprehensive safety action plan, as well shorter-term, tactical fixes like improving signage for people to get around and enjoy the city. The city is leveraging its beloved natural and historical assets to sustain an active, attractive, and enjoyable place to live, work, and play.

Form-Based Code Ordinance

The city is advancing an updated vision for Auburn, particularly in its core economic districts of Old Town and Downtown. The city's zoning code was established in the 1970's and is now outdated and identified as an impediment to development in the community. A form-based code will streamline the development process and remove barriers. The code would make many uses, including residential, subject to a by-right process. It would also allow for higher density, taller buildings and mixed uses, all designed to enhance and complement existing community assets like its walkability, proximity to outdoor recreation space, and local businesses like breweries and coffee shops.

Auburn Domes Master Plan

The city 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.

Wayfinding Master Plan

With nearly 1 million visitors a year to this area and over 100 miles of recreational trails, Auburn is a key recreation destination for the region. Auburn's Downtown area contains the town square with outdoor art, furniture and streetside café dining, and other points of interest, like the historic State Theater. Given this level of tourism, the city identified the need to develop a strategy to capture the attention of the traveling public and manage traffic and parking issues. The city is developing a circulation and wayfinding master plan that entices and motivates local highway traffic off the area highway systems and into the Downtown and Old Town area. The plan will provide

street design standards that maximize on-street parking, despite the narrow streets, and provides a circulation pattern that guides or requires traffic to go past shops and businesses to find parking. It will also guide visitors walking the district on foot to points of interest. The goal is that improved signage and education for visitors and locals alike will help alleviate perceived parking challenges, encourage more exploration and commercial activity, and build a better sense of place.

Active Transportation Plan

Auburn is working on updating its bicycle and pedestrian master plan through the creation of an active transportation plan and a comprehensive safety action plan. Together, these plans will clearly articulate the city's vision for a network of trails, bike lanes, sidewalks, and other elements that connect people to where they need to go, no matter how they get there. The plan will also identify how to reduce and eliminate serious injury and fatal crashes for all roadway users. The plan complements Auburn's on-demand transit system, which connects with other on-demand services throughout Placer County. In providing for active modes of transportation, the city will improve health, reduce air pollution, and help people save money on gas and car maintenance.

Citrus Heights

The City of Citrus Heights is located at the heart of the Sacramento region and is surrounded by existing infrastructure, cities and counties limiting any outward growth. While residents have lived in the area for nearly 100 years, the city is relatively young, incorporating in 1997. Residents fondly remember the vibrancy when it had the best mall around, but now two out of three cars traveling down Greenback Lane drive right through without stopping. Citrus Heights is meeting its unique challenges and opportunities by creatively using its space to enhance the quality of life for current and future residents. Those enhanced spaces will also attract more visitors and businesses, which will generate additional sales tax revenue that is essential for funding community needs.

Sunrise Tomorrow Specific Plan

When the Sunrise Mall was first built in 1972, it was the place to be in Citrus Heights and served as a regional hotspot and the heartbeat of the city. However, the mall faces growing challenges from the rise of online shopping, competition from other shopping centers, and changing consumer preferences, leading to its decline.

To breathe new life into this area, the city and property owners developed the Sunrise Tomorrow Specific Plan. The plan envisions creating a “21st Century Main Street” guided by five big ideas: to create an economic engine, livable neighborhoods, streets for people, and connected green spaces, and to make the site a “community and regional destination.”

Sunrise Tomorrow will introduce a variety of residential options, entertainment venues, and more by converting the existing sea of parking lots and ultimately triple the development allowed on the site. This will create opportunities to diversify the local economy and attract quality industries like medical and tech.

Importantly, this redevelopment aligns with the community’s vision by creating mixed-use spaces, 25 acres of greenery and open space, and diverse housing options within walking distance. A new bus stop will connect to neighboring cities and major job hubs, expanding the neighborhood’s transportation options.

Complete Streets – Auburn Boulevard and San Juan Avenue

The city has been right-sizing roads in town to better serve residents and create more vibrant neighborhoods. These improvements enhance safety for drivers, people on bikes, and walkers, and can attract more housing, jobs, and services to the area, ultimately boosting residents’ quality of life.

On Auburn Boulevard, the city is transforming a mid-century, car-centric corridor into a safer, more inviting space for everyone. By moving utility lines underground, adding bike lanes, widening sidewalks, upgrading traffic signals, adding decorative street lighting, and enhancing transit stops, the project will work better for more residents. These public improvements have spurred significant private investment, reinforcing the project’s positive impact on economic development.

Similarly, San Juan Avenue focuses on safety enhancements for all travelers. By providing safe and efficient multi-modal transportation options to this corridor, the project brings housing, jobs, and services closer together, making it a desirable destination for residents.

Trails - Gateway Activation Plan

By building on the success of the Arcade-Cripple Creek Trail, which has received overwhelmingly positive feedback, the Gateway Activation Plan fosters regional connections and provides a place for community members to use and enjoy.

The Gateway Activation Plan seeks to improve the area around Old Auburn Road and Wachtel Way by connecting regional and local multi-use trails. This project extends cyclist and pedestrian transportation options from the end of the Arcade-Cripple Creek Trail to key intersections, with the possibility of adding roundabouts or traffic signals.

Colfax

Nestled at an elevation of 2,425 feet in the Sierra Foothills near Interstate 80, the city of Colfax serves as a gateway to the mountains and Lake Tahoe area. With a rich history dating back to the Gold Rush era, Colfax is known for its restored Southern Pacific Railroad Depot, vibrant downtown shops, and outdoor recreational opportunities. A small community of about 1,200 people, Colfax residents have great pride in the city's historic assets and surrounding natural beauty. However, being so small creates a challenge in attracting investment and businesses to the area, meaning that residents often must drive out of town for shopping and other needs. The entire city is also within a high severity fire zone, which requires any substantial new development (ten units or more) to have at least two exit routes for safety and evacuation planning. This can make economic development and housing projects too costly in some areas. Not quite close enough to Tahoe for travelers to want to stay overnight, Colfax hopes to invest in amenities and attractions that will appeal to locals and tourists alike. Recent projects like the roundabout at the South Auburn Street /Interstate 80 Interchange have improved traffic flow and safety, making it easier for locals and tourists to get around, and made economic investment off I-80 more attractive. Several efforts are planned to spur economic development, provide more amenities and housing options to residents, and continue to develop the city's trail network.

Colfax Historic Hotel

As part of implementing the Downtown Connectivity and Main Street Improvement Plan, Colfax is exploring projects that enhance walking and biking downtown and supporting commercial and housing opportunities, including the Colfax Historic Hotel. Originally built in the late 19th century, the hotel has long been a significant landmark in Colfax's downtown area. Located next to Main Street and steps away from the Amtrak station, the hotel is a prime location for new uses but has been largely vacant since the 1970s. The city is considering options for restoration and renovation, including short and long-term housing, restaurant and retail space, and community spaces. Through transforming an existing historic asset into a hub for tourism and community engagement, the project can contribute to the economic and cultural vitality of the downtown area.

Colfax Maidu Village

The Colfax Maidu Village Commercial Center is an 8.4-acre development located on South Auburn Street, near the westbound on-ramp to Interstate 80. With limited options for financially viable commercial development and a need for more local jobs and services, the city wants to leverage existing highway traffic and recent infrastructure investments along I-80. The project will enhance the local economy and provide a variety of amenities for residents and visitors, including restaurants, a motel, housing, and a gas station/convenience store. The site also provides an opportunity to further develop and connect the local trail network along Bunch Creek. Given the site's history as a Maidu village, the city is working with tribes in the area to address concerns about the protection and preservation of tribal cultural resources.

Davis

The City of Davis, home to a University of California campus, has successfully preserved open space and agricultural lands by keeping its city footprint well contained within its urban growth boundary while at the same time growing the active transportation infrastructure for which the city is known. Now Davis is exploring new ways of planning and growing to meet the evolving housing needs of its current and future residents while maintaining a balance of jobs and housing. Unlike other suburban or “bedroom” communities who have the challenge of finding or creating a downtown, Davis has an existing robust downtown. Through the Downtown Specific Plan and adoption of a Form-Based Code, the city will further amplify existing assets to realize a vision for a downtown rooted in sustainability, with compact, mixed-use development that supports a walkable environment and an active lifestyle.

General Plan Update

The city is initiating a General Plan update to tackle issues head on and find a balanced approach to guide the future success of the city. The city continues to roll out resources for residents to build Accessory Dwelling Units (ADUs), whose numbers have doubled in recent years, but alone are not enough to erase the housing shortage. The city is working to promote a culture of intentional growth that aligns with the city’s values of inclusion, sustainability, and providing a high quality of life. Davis has made progress reducing regulatory barriers to housing, but constraints remain, including high construction costs and aspects of the building code. Aging water and sewer systems are further creating constraints for development in the city. While the 2025 Blueprint accommodates future growth in Davis within the existing city limits, the high demand for new housing presents a strain on affordability, talent retention, and vehicle miles traveled as surrounding communities see spillover housing

construction. To tackle these challenges, the city may explore strategic expansions of the city that still support the land use strategies of creating complete communities and promoting more types of housing, from missing middle to larger apartments.

The Lumberyard Project

Named for the Hibbart Lumber Company started in the 1940s, The Lumberyard is the city’s largest downtown reuse project, activating an underutilized site into a vibrant mixed-use space. Located within walking distance of downtown services, entertainment venues, and the train depot, the Lumberyard is also the first project to be approved without onsite parking. The five story, 227 unit, project helps the city meet its housing goals as well as reduce greenhouse gas emissions by encouraging a car-free lifestyle for downtown residents and workers. In line with the city’s inclusionary housing policy, a portion of residential units are dedicated to very-low-income households, alleviating pressure on a tight housing market. Included in Davis’s Downtown Specific Plan completed in 2022 and designed to fit into the surrounding environment while adding density, the project will include apartments, ground floor retail, a fitness venue, and a co-working space.

The Promenade

Previously known as Nishi Student Apartments, The Promenade was approved by the voters and the City of Davis in 2018. Creatively making use of an oddly shaped parcel and tricky infill location that limits access, the project provides much needed, convenient, housing for UC Davis students and campus staff while reducing commute times and traffic challenges along Interstate 80. Critical to the project’s overall success is the creation of a multi-modal crossing over the railroad tracks connecting the project directly to the UC Davis campus. Funding this necessary and expensive transportation infrastructure will require effective collaboration and sustained commitment from project partners.

El Dorado County

El Dorado County, the heart of the historic Gold Rush, is a place where breathtaking landscapes blend with vibrant rural communities. The beauty of the foothills draws tourists year-round, attracted by the County's agritourism, outdoor activities, and numerous vacation opportunities. While important to the County's economy, tourism contributes to persistent traffic on US 50 and nearby roads. The County is addressing these challenges by improving its transportation network, fostering diverse housing options for both an aging population and younger residents, and continuously enhancing wildfire and natural disaster mitigation efforts.

US 50: Trip to Green Project

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, traffic spills onto and creates congestion on local streets in Placerville. To address this, the 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 a solid green phase temporarily during peak congestion periods. This innovative, low-cost solution will reduce congestion and improve traffic flow and wildfire resiliency in and around downtown Placerville, benefiting locals and visitors alike.

El Dorado County Housing Taskforce

El Dorado County, like many areas in California, is experiencing a housing shortage, making it difficult for some residents to afford to live there. To tackle this, the County Board of Supervisors has established an Affordable Housing Task Force to craft policies and solutions aimed at increasing the availability of housing that is affordable to residents.

The task force is partnering with the El Dorado Community Foundation to more meaningfully engage with the community and gather valuable input. Together, they are developing a comprehensive plan to expand affordable options like townhomes, duplexes, and bungalows. Their collective efforts will provide a stable and sustainable living environment for all residents of El Dorado County.

El Dorado Trail Extension – Halcon to US 50

The El Dorado Trail is on the verge of an exciting extension that 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 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. The extension will improve connectivity to eastward to the Camino Agritourism Region and through local streets to the Community of Pollock Pines. The extension will provide a nearly seamless connection between the communities of El Dorado and Diamond Springs and the nearby Shingle Springs Rancheria to the west, with the City of Placerville, Smith Flat, Camino and beyond.

US 50 Interchange Improvements

Many of the interchanges along US 50 between El Dorado Hills and Placerville were built decades ago and no longer serve the current residents' needs. Safety, traffic flow and bike-ped improvements proposed on several of them would better serve the County's current residents' and visitors' needs.

These improvements will make traffic flow better, reduce congestion, and provide better options for people walking, biking, or using public transportation. By focusing improvements on hubs with schools, jobs, and access to transit, the County will create a safer and more efficient transportation network for everyone.

Elk Grove

Elk Grove turned 25 years old in 2025, celebrating a quarter-century of cityhood. While on the young side, Elk Grove's historic core dates back much further. It is the second largest city in the region and sits at the region's edge. With a lot of growth having occurred in the past four decades, Elk Grove is hoping to build upon its current financial position and lay a fiscally sustainable groundwork to stay ahead of infrastructure needs, which can become challenging as developments and roads age. With new investments in mixed-use developments and trails, preservation and enhancement of historic areas, and zoning approaches that support future fixed transit routes, Elk Grove is actively engaged in trying to balance housing with jobs and creating a more efficient and multimodal transportation system. The city is also leaning into sustaining a high quality of life for residents, focusing on arts and the creative economy, continuing to spur economic development and civic amenities.

Investing in Historic Main Street – Housing and A New Library

Located just east of Hwy 99, Historic Main Street stretches one mile long and is centered on Elk Grove Boulevard. The historic amenities, coupled with streetscape improvements, enhance the retail environment in Old Town and create a safer and more pleasant pedestrian scene. Old Town Plaza is an important civic gathering place for events and activities in the community and is critical to enhancing the vibrancy of the area and supporting the success of businesses on Historic Main Street. Just a few blocks east of Old Town Plaza is the new location of the Elk Grove Public Library, which has outgrown its current location at the other end of Historic Main Street. The new building will be all electric and offer charging stations for electric vehicles. The city is also pursuing an update to the

Old Town Elk Grove Special Planning Area zoning regulations and policies to respond to changing retail trends and ensure the continued success of the area. Finally, more housing is also coming to Historic Main Street. The Old Town Senior Housing Project, an affordable housing project for seniors, is planned for an empty city-owned parcel a half block from the new library. The three-story building's design will be in line with the Old Town aesthetic and historical character. The site is close to transit and shopping, allowing seniors to live actively and age in place.

Trails Wayfinding Program

The Trails Wayfinding Program is part of the city's broader Bicycle, Pedestrian, and Trails Master Plan. This program aims to improve navigation and accessibility for trail users by implementing clear and consistent signage throughout the trail network. Trail users have been asking for updates, and with the very popular e-bike lending library project in full swing, the city will be revamping the routes map. The wayfinding signs will help users find directions to key destinations and points of interest, making it easier for residents and visitors to use the trails for transportation and not just recreation.

Project Elevate

Located at the southeast corner of Elk Grove Boulevard and Big Horn Boulevard, Project Elevate spans 20 acres and includes opportunities for retail spaces, restaurants, entertainment venues, office spaces, housing, and a hotel. The project's vision is to create a vibrant, mixed-use neighborhood that seamlessly integrates with the rest of Elk Grove. The density and style of the design would be more urban than elsewhere in the city. With a focus on modern architecture, pedestrian-friendly design, and public gathering spaces, Elk Grove seeks to make the area more desirable for both residents and businesses. The project is located along Elk Grove's future light rail extension. The city is currently updating the corridor master plan, bringing together the planned land use strategies and transportation needs.

Grant Line Southeast Industrial Area

In 2014, the City acquired an approximately 100-acre property along the south side of Grant Line Road near Waterman Road for the possible development of a multi-sport park complex. However, after extensive review, the area was redesignated for industrial development. The city is planning to advance the next round of infrastructure development needed for the area with a new sewer transmission line. With one anchor tenant, a Japanese tractor manufacturing company, already open and operating, the city is optimistic about securing another flagship user, continuing to bring high quality jobs to the city and region.

Laguna Creek Inter Regional Trail Crossing at SR 99

The City of Elk Grove is working on several projects along the Laguna Creek Inter-Regional Trail, one of the highest priorities for the city's Trails Committee. The trail area traverses a variety of major destinations, providing residents with bicycle and pedestrian access to schools, public transit, retail and entertainment, employment centers, medical services, and recreational amenities. Beginning in the rural area of Elk Grove, then following the creek across town, the trail connects users to the City of Sacramento, light rail and a future passenger rail station. Trail projects are in various stages of planning and design and will improve bicycle and pedestrian facilities along the corridor. One important gap that will be filled in the next five years is the bridge overcrossing at State Route 99. This overcrossing is key since there are few places for people walking or biking to safely cross the highway.

Folsom

Located at the junction of three counties and next to one of the region’s most popular recreational destinations, Folsom Lake, the City of Folsom has authentic historic charm along with the modern challenges of being both an attractive destination and a pass-through city for drivers traveling across the region.

A good amount of regional traffic flows through Folsom, spurring the city to develop proactive policies to address congestion. Folsom’s recently updated General Plan has a “roundabout first” approach to prioritize the safety of people walking, biking, and driving, and to improve traffic flow. The city is working to adopt roundabout design standards and a city-wide analysis to identify which intersections are best suited to getting an upgrade. Hand in hand with policies to improve transportation, the updated General Plan increases housing in commercial areas, allowing for more housing options closer to jobs and shopping. To support high quality housing design and ensure new developments fit well with existing buildings, the city is developing objective design and development standards for mixed-use and multi-family housing. The design standards will include safe and desirable features for pedestrians, promote walkability, and identify how new buildings should integrate into the surrounding landscape.

Central Business District Vision Plan

Located just east of the Historic District along East Bidwell Street and Riley Street, the Central Business District became a commercial hub when Folsom began expanding rapidly from a small town in the 1980s. The area now includes key city attractions such as an aquatic center, city park, and several shopping centers. The area provides vital commercial services, but walkability is hampered by narrow or missing sidewalks, lack of shade in some areas, and inconsistent lighting and landscaping. Limitations with water, sewer, and storm drain services also need to be addressed. Now the Central Business District is undergoing a revitalization effort to enhance the area’s appeal, foster economic growth, and create a vibrant community hub. The goal is to transform the area into a thriving, sustainable, and connected neighborhood, where current and future residents can easily live, work, and shop in one place. One land use strategy that has been identified is the creation of a paseo, or pedestrian promenade that would be located between East Bidwell Street and Riley Street, extending southward from the middle school. Adding a mix of businesses, multifamily and other types of housing, upgrading lighting and landscaping, and improving vehicle, pedestrian, and bicycle safety are all part of the vision to make the corridor a lively environment that residents, business owners, and visitors can enjoy.

Empire Ranch Interchange

Since the city is split by Highway 50, safe overcrossing for all modes of transportation and interchanges that address traffic flows are key to the future success of the city as a whole. The future Empire Ranch Interchange will include an overpass for Iron Point/Empire Ranch Road, ramps for westbound and eastbound Highway 50, bicycle and pedestrian facilities, and roundabout intersection controls. The project will address local and regional transportation needs, connecting Folsom communities on either side of Highway 50, as well as residents in El Dorado County needing to travel along Highway 50.

Transit-Oriented Development

With an updated General Plan in place that emphasizes housing where there are jobs, services, and transit, Folsom is focused on capturing and maximizing the benefits of existing transit infrastructure. The city has identified areas around light rail stations, such as Glenn Station and Iron Point Station, that are ripe for redevelopment, including transforming underutilized office space and industrial areas to include more housing and amenities. Other transit opportunities include potential partnerships with medical providers to create a fixed-route transit service. This dedicated transit service would connect SacRT's Gold Line light rail service to the growing concentration of health care centers along East Bidwell Street, allowing both employees and patients to get there by light rail.

Folsom Placerville Rail Trail Gap Closure

Renowned for its extensive biking and walking trails, Folsom is continuing to invest in the trail system by closing a gap along the Folsom Placerville Rail Trail. This trail will provide an off-street bike path along an old rail line and will connect to existing trails, providing safe access across one of the city's biggest physical barriers, Highway 50. Other future trail system improvements include a pedestrian and bicycle overcrossing over Folsom Boulevard near Parkshore Drive, providing a gap closure to the American River Bike Trail.

Galt

The City of Galt stands out as the only full-service city in Sacramento County, with its own water and wastewater services and parks department. These services are supported by a one-cent sales tax, which has allowed the city to develop recreational facilities and community amenities. It is this combination of services and facilities that makes Galt a desirable place to live, fostering a strong sense of community.

The appeal of Galt is found in its small-town atmosphere, which is highly valued by residents, especially those who were born and raised in the community. But many are also eager to see an expansion of amenities. Currently, Galt remains a true bedroom community, and its residents are eager for more dining and shopping options to enhance their quality of life. The city's commitment to being a great place to live and raise a family continues to drive these efforts toward growth and improvement.

Connecting Old Town for All Modes

The C Street Complete Streets Project, after years of planning and community engagement, is turning C Street into a welcoming gateway for both residents and visitors. The project, which connects C Street to Old Town, will revitalize this vital thoroughfare and enhance its connectivity to the rest of the city. The project includes landscaping to provide more shade, improved street lighting, and safer crosswalks for people walking or biking.

More Local Commercial Options

The city is also taking steps to address a gap in retail services with the Galt Ranch Commercial Project. Currently, Galt has only a handful of full-service restaurants and limited soft goods retail options, with only Walmart as a major player. Residents often leave town to access a broader variety of goods, resulting in significant loss in sales tax revenue and longer car trips.

The Galt Ranch Commercial Project will bring new retail options to a 42-acre site off Highway 99. This project is strategically located to attract major retailers and will be supported by a nearby subdivision currently under construction. This will provide Galt residents with more shopping and dining options and create new jobs and services closer to home, reducing the need for residents to travel long distances for everyday needs. In turn, the city will recapture lost sales tax revenue and further boost its local economy.

The Galt Market

Another prominent attraction of the city is the Galt Market, one of the region's best known outdoor markets. Previously the location of the Sacramento County fairgrounds, the Galt Market is now a bustling 10-acre open-air mall. Today, it features 400 vendors offering a wide variety of goods, from fresh produce to unique merchandise, drawing more than half a million visitors annually.

The market has become an integral part of the community, and the city is currently evaluating redevelopment options for the entire 45-acre Galt Market grounds to further enhance its value and appeal. The Galt Market Community Master Plan's objectives include providing additional housing options for young families and seniors and increasing the variety of commercial opportunities, such as retail, dining, and services. It also aims to implement improvements to ensure the market remains sustainable and vibrant in the future.

Isleton

Tucked into the Sacramento Delta, the City of Isleton is a community shaped by its geography, history, and enduring cultural legacy. Located within a designated flood plain, Isleton faces unique development challenges. Despite these obstacles, the community remains resilient and committed to laying the groundwork for thoughtful revitalization.

Reinvesting in Isleton's Main Street

The city is updating its infrastructure design to breathe new life into Isleton's downtown. In 2020, the City of Isleton worked with SACOG, its consultants and a fourth-year architecture class from the University of San Francisco to reimagine the Main Street corridor. A Design Advisory Committee of local community members provided guidance and feedback throughout the planning process.

The redesign plan focuses on creating a more accessible, welcoming, and pedestrian-friendly environment. Key improvements include reconfiguring parking to increase capacity, installing curb bulb-outs at intersections to enhance safety for both drivers and pedestrians, planting shade trees to mitigate summer heat, and exploring the addition of parklets, which are small outdoor seating areas that encourage social interaction and community gathering.

These enhancements can improve the streetscape and stimulate local economic activity. With many storefronts currently vacant and some buildings occupied in violation of residential use codes, revitalization of Main Street is essential. By enforcing parking regulations and investing in public infrastructure, Isleton will increase foot traffic, attract new businesses, and support long-term commercial growth.

Asian American Heritage Park: Honoring Cultural Legacy

A major step in Isleton's efforts to preserve and celebrate its history is the development of the Asian American Heritage Park. Located at 27 Main Street adjacent to the historic Bing Kong Tong building, which serves as the Isleton Museum, the park will serve as an educational and commemorative space, highlighting the experiences and contributions of Chinese and Japanese Americans in Isleton and across the United States.

The park's entrance will feature an interpretive exhibit wall detailing the settlement history of Chinese and Japanese communities in the region. A central element of the park is the Kansho-do, a meditation structure designed to serve as a space for quiet reflection and remembrance. The Kansho-do serves as a symbolic reminder of the church that once stood on F Street, a spiritual and communal center for Isleton's Japanese families prior to World War II internment.

The park will also feature exhibits and educational materials addressing significant historical events such as the Chinese Exclusion Act of 1882 and the story of the 442nd Regimental Combat Team, a highly decorated Japanese American unit during World War II. In addition, the park will highlight the legacy of regional Asian American business owners and community leaders, encouraging reflection on themes of sacrifice, perseverance, and social justice.

Lincoln

Lincoln is a rapidly growing city in Placer County. Known for its small-town charm and strong craft and community spirit, Lincoln has become a popular destination for families and retirees alike. In its early days, Lincoln was a stop along the Central Pacific Railroad, and industry flourished while the area still maintained many open natural spaces. With ongoing residential and commercial developments, Lincoln is continuing to grow into a diverse, economically thriving, and connected community.

Downtown Master Plan

The Downtown Master Plan (DMP) + Objective Design and Development Standards (ODDS) project will transform Downtown Lincoln into an attractive and thriving destination with a strong civic identity. The primary goal of the DMP is to increase the amount of housing options in the Downtown, which will support local businesses and transit. 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 DMP will use 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.

Nature and Trails

The City of Lincoln is well known for its proximity to open space. Located at the base of the Sierra Nevada foothills, Lincoln celebrates its natural greenbelt with notable recreational spaces such as the Auburn Ravine Park, a 10-acre park with fitness kiosks along its multi-use trail system. The ongoing active transportation improvements will help residents across the region have better access to these natural wonders.

Lincoln Boulevard Corridor Improvements

To improve access to all that the city has to offer, Lincoln received a California Transportation Commission's Solutions for Congested Corridors grant to build 1.35 miles of new Class II bike lanes and sidewalks along Lincoln Boulevard to close a gap in the active transportation network. This project is part of a regionwide effort called the Placer-Sacramento Gateway, a package of transit and active transportation improvements linking Placer and Sacramento Counties along Interstate 80.

Live Oak

The City of Live Oak, the second largest city in Sutter County, is strategically located along the Highway 99 corridor between Yuba City and Chico. The city is a small, diverse, rural community surrounded by a robust agricultural economy with a relatively low cost of living. The Feather River, hiking trails and local parks offer residents and visitors abundant recreation opportunities. As the city looks to its future, it is committed to improving public infrastructure and completing key plans and studies to guide and encourage private investment. The recently completed Live Oak Streetscape, Safety & Roadway Improvement Project demonstrates this commitment to catalyze future investment in the core of the city. The project made substantial improvements to the main roadway, drainage systems and streetscape, enhanced safety at intersections, and improved traffic flow through town. The new streetscape significantly enhances the city’s “Main Street” environment, and pedestrians and students enjoy safer routes to their destinations.

General Plan Update

The city’s General Plan update in the 2000s laid a solid foundation for the past two decades of development. Much of that plan remains to be realized and needs an update to identify strategies that will accelerate implementation. The city faces many known challenges, such as balancing employment and housing opportunities, matching the supply and demand for housing, enhancing the affordability of housing for all segments of the population, ensuring that adequate water and public services are available, and conserving the natural resources that distinguish Live Oak. To meet the known and unknown challenges it will surely continue to face, the city hopes to move from a more generic approach as outlined in the current plan to more specific strategies and to increase and incorporate city staff and community member input.

Investing in Community Amenities

Being a small rural community means that many residents commute out of Live Oak for work, services, or errands. However, community members are interested in increasing access to more amenities locally, like restaurants, grocery stores, and other shopping needs. The city wants to continue to attract impactful businesses along the recently updated main street and other easily accessible areas within walking distance of the surrounding residential homes. There is an existing community kitchen that could be activated for local business creation, and there is interest in reviving the local farmer’s market. Creativity and education will be key to continuing to nurture the local business and developer environment, as well as updating local ordinances and the municipal code for clarity, flexibility, and new uses for the future.

Safe Roads, Safe Routes

With Highway 99 being an active truck corridor, the city of Live Oak must at times contend with land uses and transportation needs that are sometimes at odds with one another, not just along the highway but along side streets as well. Given that one of the main routes to the local high school where kids are walking and riding bikes is also a truck route, the city plans to improve key intersections and to clarify truck parking codes and requirements for safety. Additionally, the city would like to upgrade aging farm roads to incentivize commercial use in areas that are less likely to conflict with pedestrians and bicyclists. The city is also working to balance commercial development projects, like truck parking, with a vision of the community where bicycling and walking serve some of the transportation needs of residents and visitors, as outlined in the Live Oak Bicycle, Pedestrian & Trails Plan.

Loomis

The Placer County Town of Loomis combines its rich agricultural heritage with a growing suburban presence. As the only town in the region, Loomis envisions a future with a bustling downtown that welcomes residents and visitors alike.

The town is situated just off Interstate 80, providing easy access to a vibrant business corridor along Taylor Road that celebrates the town's fruit packing roots. The town's family-friendly atmosphere, excellent schools, and numerous parks and recreational opportunities make it an attractive destination for those seeking a balance of tranquility and convenience.

Loomis Town Center Streetscape Implementation

Taylor Road is the town's main street and acts as a vital link to neighboring cities. Previously, the roadway lacked connectivity with the historic area and, without sidewalks in many places, offered limited access to most businesses. Recently, the town invested in this area to increase connectivity with improved roadway infrastructure, safer paths for walking and biking, and new beautification elements to the streetscape like landscaping and streetlighting. The Town was able to preserve the historic charm of the area while adding more connected sidewalks and bike lanes which create possibilities for businesses and give residents and visitors a reason to stop, stay, and enjoy.

Taylor Road Corridor Study and Funding Hopes

To reinvigorate Loomis' economic center, the Town is advancing the Taylor Road Complete Street and Corridor Revitalization Plan, a corridor study focused on the downtown stretch of Taylor Road and surrounding connections along the old highway. This initiative aims to enhance safety for people walking and biking, improve vehicle circulation, and address decades of fragmented growth and shifting demographics that have led to stagnation in community investment. With worsening congestion, limited multimodal infrastructure, and diminished corridor vibrancy, residents increasingly seek services elsewhere. Through this study, the Town will engage stakeholders in envisioning a safer, more connected, and economically dynamic corridor—positioning Loomis to pursue competitive grant funding and advocate more effectively for its long-term infrastructure and quality-of-life needs.

I-80 and Horseshoe Bar Road Interchange Improvement Project

Horseshoe Bar Road is the Town of Loomis's only connection to Interstate 80 and serves as a key access point to the town center. The corridor, which extends from Doc Barnes Drive to Evans Drive, is a critical route for residents, businesses, and regional traffic. The Town has initiated a planning study in response to growing congestion, outdated roadway geometry, and safety concerns—particularly at the eastbound I-80 off-ramp, which has the highest collision rate in Loomis.

Currently, the corridor lacks adequate multimodal infrastructure, including continuous sidewalks and safe crossings. The absence of intersection control and left-turn pockets has contributed to frequent conflicts between vehicles, pedestrians, and cyclists. The study will evaluate improvements such as modern roundabouts, Complete Streets elements, and improved traffic circulation to reduce collisions, improve mobility, and support regional connectivity.

Marysville

Marysville is a historic city located in the heart of the northern Sacramento Valley, in Yuba County. Founded in the mid-19th century, it played a pivotal role in California’s Gold Rush era, serving as a commercial hub for gold miners, merchants, and transportation. That history is still visible today in Marysville’s walkable downtown, where significant architectural corridors house a mix of small businesses, cultural landmarks, and civic spaces. Marysville is experiencing renewed momentum as it blends its small-town charm with emerging modern amenities. Attractions include an expanding network of parks and trails, the Mary Aaron Museum, The Yuba-Sutter Arts Council, and the scenic Ellis Lake. The city hosts frequent community events such as the Bok Kai Festival, Peach Festival, and various parades, contributing to a strong sense of place and civic pride.

General Plan Update

Marysville is actively working on its 2050 General Plan update, the city’s first comprehensive update since 1985. Due to limited annexation opportunities, future growth must be accommodated within existing city limits, which presents both a challenge and a significant opportunity. The city is prioritizing infill development that is vibrant, compact, multi-story, and mixed-use with a strong emphasis on walkability and complete neighborhoods. The city’s plan encourages a livable community and economic development through public, private, and nonprofit partnerships. The plan aims to increase safe and affordable housing opportunities for workers, increase access to parks and recreation areas like Ellis Lake, and enhance connectivity and mobility for all modes of travel. Providing safe and affordable housing for residents who would like to live and work within city limits will help improve walkability, encourage investment in existing properties, and add neighborhood-serving uses.

Safer streets and Sustainable Mobility

Marysville lies at the intersection of Highways 20 and 70, making it a heavily trafficked corridor for regional pass-through traffic. Residents have increasingly expressed concerns about speeding, congestion, and safety. In response, the city is implementing innovative traffic calming measures that prioritize safety and multi-modal access.

A recent example includes the installation of an affordable, quick-build roundabout at 14th Street, which significantly slowed traffic and created a new visual landmark. These efforts reflect Marysville’s commitment to Vision Zero principles and a more pedestrian and bike friendly built environment.

Looking ahead, Marysville is a future stop on the North Valley Rail line, which will enhance regional connectivity and provide commuters with a safe, sustainable alternative to driving. The city continues to prioritize active transportation improvements, including sidewalks, bike lanes, and safe routes to schools.

Chinatown Blueprint

Marysville’s historic Chinatown district is one of the few remaining Gold Rush-era Chinatowns in California. Home to the Bok Kai Temple, one of the oldest continuously operating Chinese temples in North America, Marysville holds a unique and deeply rooted Chinese American heritage.

The city is working in partnership with community-based organizations and members of the local Chinese community to support efforts to define and preserve Chinatown. This effort includes identifying Chinatown’s physical boundaries, developing a community-informed land use and design blueprint while identifying public and private investment funding for infrastructure, beautification, small business support, and other opportunities that will honor the community’s history in the city. This initiative is a model for equitable heritage-based development, allowing residents to control the narrative of their community and ensuring that cultural identity remains a cornerstone of Marysville’s future.

Placer County

Placer County is a diverse region known for its stunning landscapes, rich history, and vibrant communities. The County is home to a mix of suburban, rural, and mountain environments, offering residents and visitors a range of outdoor recreational opportunities with its natural features and numerous parks. Placer County's economy is driven by a blend of agriculture and tourism, with the historic town of Auburn serving as the county seat.

Placer County's General Plan was last comprehensively updated in 1994. Since then, many of the visions outlined in that plan have been realized or are currently underway. However, with the ongoing pressure of new developments and growth, the County recognizes the need to look further into the future and update the plan accordingly. The update will address several key areas, including determining optimal locations for housing and businesses to ensure balanced growth, enhancing transportation to improve connectivity and reduce congestion, safeguarding the natural environment to preserve the county's beauty and resources, and expanding parks and community services to meet the needs of a growing population.

Growth with Community in Mind

In recent years, Placer County, like much of the region, has experienced significant growth. This growth has led to issues with housing availability and affordability, challenges in maintaining infrastructure, and the desire to ensure new developments align with the community's character and needs. As more people move to Placer County, traffic congestion, especially along major highways like Interstate 80, has become a significant issue. While the county has made efforts to improve transportation infrastructure, continued growth exacerbates this problem. One way to address this concern is planning where growth should happen.

Determining the best paths for growth must address the strains on underground infrastructure and sewer capacity. The County has identified the Auburn Bowman Community as a priority area for infrastructure upgrades. Placer County secured a grant to update the plan and develop the Bowman Area Master Plan. These updates emphasize enhancing infrastructure, increasing housing availability, and removing obstacles to housing construction. The infrastructure improvements will pave the way for new development while increasing options without compromising the existing community. These capacity improvement projects will serve as a model for other similarly restricted communities throughout the county.

Conserving natural spaces

Balancing development with environmental preservation is a challenge and opportunity that Placer County takes seriously. The County is home to several natural areas, including the Sierra Nevada and parts of Lake Tahoe. Protecting these areas from overdevelopment and preserving natural resources while accommodating growth 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. The plan prioritizes forestry management, particularly wildfire prevention, and addresses flood resilience to adapt to changing environmental conditions. While new homes are being developed, the county is committed to mitigating impacts and preserving natural habitats, including wetlands and areas vital for wildlife. This balanced approach ensures that growth and development are managed responsibly, benefiting both the community and the environment.

Placerville

Nestled in the Sierra Nevada foothills, Placerville is the county seat of El Dorado County. In recent years the historic city has undertaken significant initiatives to preserve its character while still advancing toward modernization. Originally a bustling mining town during the Gold Rush, Placerville has evolved into a hub for tourism, recreation and local government. It serves as a gateway to Lake Tahoe, The Apple Hill™ Agritourism Region, and award-winning vineyards.

Affordable Housing

Placerville has made notable progress in tackling housing affordability, a problem that was worsened by the pandemic and the limited availability of developable flat land. The city has approved three affordable housing projects: Mallard Apartments, Middletown Apartments, and Clementine Apartments. Once built, this will provide 237 homes for the city's residents.

These projects are the result of deliberate city efforts, including the introduction of a Housing Opportunity Overlay, an exhaustive land inventory review, and a comprehensive environmental review process. A pivotal partnership with the State of California enabled a 55-year lease to Jamboree Housing Corporation, facilitating the transformation of the state-owned Armory site into affordable housing. This initiative underscores Placerville's commitment to creating accessible living options for its residents.

US 50: Trip to Green

US 50, a vital corridor serving nearly 50,000 vehicles daily, often experiences severe congestion in Placerville, particularly at the three signalized intersections. To alleviate this, the "Trip to Green" project was launched. This innovative program temporarily holds traffic lights in a solid green phase during peak congestion, reducing delays on

both the highway and local streets. Spearheaded by a coalition of the El Dorado County Transportation Commission, the City of Placerville, El Dorado County, and Caltrans, the project improves traffic flow and wildfire resilience, benefiting both locals and visitors.

Placerville Drive Multi Modal Corridor Study and Development and Implementation Plan

The Placerville Drive Development and Implementation Plan and Multi-Modal Corridor Studies were completed in partnership with local business owners and the broader community. The studies outlined a future vision for the Placerville Drive Corridor. Placerville Drive is an east to west roadway that connects to the city's downtown with commercial areas along Placerville Drive. The plans seek to transform the Placerville Drive area into a distinct destination that supports multi modal transportation options and has the vibrant feel of a "complete street."

The plans considered a variety of land use options to attract more businesses and visitors to the area, including opportunities for retail shops, restaurants, professional offices and services, as well as lodging and entertainment options, aiming to revitalize the corridor. The plan also included concepts for improved lane configurations for Placerville Drive, and sidewalks and bike lanes.

The roadway improvements described in these plans will become a reality as the City completes major transportation infrastructure projects. The Placerville Drive Bicycle and Pedestrian Facilities Project, the Placerville Drive Bridge Replacement Project, and Placerville Drive Pedestrian Connectivity Project are all intended to enhance pedestrian and bicyclist safety in the Placerville Drive corridor while improving traffic flow.

Rancho Cordova

Rancho Cordova is a dynamic and rapidly developing city that was officially incorporated in 2003. The city's status as one of the primary job centers in the region sets it apart. But the city's vision extends beyond just being a place to work. It is focused on fostering a vibrant community where residents can live, work, and play. To realize this vision, city leaders are reimagining the auto-oriented built environment they inherited while seeking to revitalize commercial corridors, repurpose underutilized spaces, and create new possibilities for mixed-use developments and community hubs.

Folsom Boulevard Specific Plan

Over the past two decades, Rancho Cordova has focused on improving Folsom Boulevard along a four mile stretch of road that runs between Bradshaw Road and Sunrise Boulevard. First established in 2006, the Folsom Boulevard Specific Plan guides the city's long-term vision for the corridor: transforming it into a vibrant urban area filled with activity and community spaces.

Folsom Boulevard's prime location, running parallel to Highway 50 and Regional Transit's Gold Line, puts it in a good position for growth. Served by both light rail and bus service, the area is an ideal place for development. The Folsom Boulevard Specific Plan introduces housing to an area that was historically a state highway, makes better use of vacant or underutilized spaces, and promotes bicycle and pedestrian connections over car-centric uses. These improvements will support businesses, enhance public safety, and improve the overall appearance of the corridor. Ultimately, these improvements will make Folsom Boulevard a unique community destination for the city.

To make these changes happen, the city has invested heavily in infrastructure over the past two decades, spending \$44 million, including Maintenance and Modernization funds awarded by SACOG, to improve sidewalks, add decorative

streetlights, plant trees, and modernize public spaces. A new bicycle and pedestrian crossing over Highway 50 will further reduce barriers to mobility and create an iconic structure in the heart of the city. This work is intended to make the area more pedestrian-friendly and prepare it for future development, while also encouraging private businesses to invest along the Boulevard.

Mills Crossing

An essential project contributing to the implementation of the Folsom Boulevard Specific Plan is Mills Crossing. This currently vacant 10-acre site along the corridor will bring in a mix of housing, commercial, and community spaces, all designed to provide new gathering places for residents. Its numerous transit connections and strategic location near key city hubs, including Folsom Lake College and the Mills Station Arts & Culture Center (The MACC), makes it a critical crossroad to revitalize the boulevard.

Once completed, the city envisions using the indoor and outdoor community spaces to host activities like concerts, farmers markets, movie nights, and more. Mills Crossing will act as a catalyst for the corridor, creating a destination supported by housing and jobs. By improving the streetscape to make the area safer and more pedestrian-friendly, the city is positioned to attract more interest from private developers.

Rocklin

Rocklin is a thriving foothill community in Placer County known for its excellent schools, family-friendly atmosphere, and scenic surroundings. The City's roots go back to the 1800s, when it was a center for granite quarrying, and its rich history is still reflected in local landmarks and historical sites. Today, Rocklin offers a blend of suburban living and easy access to urban amenities. With its well-maintained parks, a growing business sector, and proximity to outdoor activities like hiking, biking, and lake recreation, Rocklin has a reputation as a welcoming and dynamic place to call home. The City's continued growth, combined with a strong sense of community, its dedication to conservation, attainable housing and access to quality K-12 and higher education, makes it an exciting part of the greater Sacramento region.

College Park

Rocklin is surrounded by other jurisdictions, so growth and new housing must be developed within existing communities. The City remains committed to working with residents to identify opportunities for new attainable housing that promotes Rocklin's character. Two large undeveloped properties lie across from Sierra Community College, which is an economic and education driver for the city. The plan for these sites – the North Village and South Village – calls for new residential units and other retail and mixed-use developments complemented by parks, open space, and trails. The College Park project area is designated as a future infill development but will maintain the charm of Rocklin by staying true to the City's land use goals in the general plan update, including: To create unique pedestrian-oriented areas that successfully integrate employment, shopping, housing, social and cultural activities.

Rocklin Road Sierra College Corridor Multimodal Enhancements

Accompanying the development of College Park, Rocklin is studying the feasibility of reconstructing the Interstate 80 (I-80) and Rocklin Road Interchange between Sierra Community College, eastern Rocklin and downtown Rocklin. The plan will close the gap between communities caused by I-80 and will provide safer bike and pedestrian paths across currently deficient crossings. Community outreach revealed that crossing I-80 was a top concern for residents and students, especially with new developments on the other side of the highway. The City is proposing to reconfigure the interchange and create a dedicated bicycle and pedestrian crossing of I-80 to encourage better, safer connections. This separated bike and pedestrian crossing will enhance regional connectivity between the communities on either side of I-80 in Rocklin while relieving traffic on Rocklin Road to lower greenhouse gas emissions in the area.

Downtown Rocklin and the Quarry District

Rocklin's history as a quarry provides a unique and colorful story but has also hindered the development of a thriving downtown center. In the 1990s, the City developed a Downtown Plan that allowed mixed use, active streets, and multimodal transportation options, but many existing commercial developments centered on the automobile do not support street uses or diverse economic activity. The Quarry District currently serves as a pseudo-downtown, with plans laid out for its potential development to a thriving center for the community and visitors alike. Several ongoing projects aim to unlock development through multifamily housing and the establishment of small businesses in the unique and historic buildings that line the district. Despite amenities attracting visitors, more can be done, and is planned to be done, to enhance the area.

Roseville

The City of Roseville is a fast-growing community that prioritizes connectivity, sustainability, and the well-being of its residents. Using strong partnerships with local agencies, Roseville has adopted a relationship-driven approach to urban planning, ensuring that all developments are consistent with the city's long-term vision.

Roseville has a history of long-range transportation planning, comprehensive community engagement, strategic municipal funding, and regional collaboration to create and execute its vision. Through these strategies, the city has been able to tackle issues most important to community members.

Building the Vision

One of the most significant aspects of Roseville's growth while maintaining its jobs-housing balance is its strategic approach to infill development. The Downtown Specific Plan, encompassing 176 acres including Historic Old Town, the Vernon Street District, and Royer and Saugstad Parks, promotes mixed-use and residential development to create vibrant, walkable neighborhoods that respect the city's heritage while addressing current needs. Once implemented, this plan will offer 900,000 square feet of retail space and 1,020 new homes. The city is already starting to see the effects of this plan, including more housing options, improved walkways, bike lanes, and cross walks, and more amenities like retail, entertainment and dining options.

Building on the success of this initiative, the city has adopted the Commercial Corridors project, which developed three additional specific plans for the Douglas-Harding, Douglas-Sunrise, and Atlantic Street corridors.

Investments have also been made to address traffic and road safety concerns through the established city construction standards and traffic monitoring programs. By leveraging technology, prioritizing mixed-use developments, and investing in vibrant public spaces, these corridors are well-positioned to support future businesses and residents alike.

Increasing Train Services to Roseville and Beyond

Transportation is an important focus for Roseville, with the Capitol Corridor passenger rail service contributing to regional mobility. The Third Track project aims to enhance rail service by increasing the number of passenger trips from one per day to 10 while maintaining freight operations. The project includes constructing 18 miles of new track, 11 railroad bridges, and new signals while upgrading the Roseville station with a new platform. The project is expected to be completed by 2029 and will provide additional mobility options, reduce traffic congestion, improve air quality, and enhance access to jobs and tourism.

Expanding Connectivity through Trails

Roseville is committed to improving its environmental and recreational infrastructure. The city currently features 55 miles of trails and over 100 miles of on-street bike lanes. The Dry Creek Greenway East trail, which runs through the city, is a key element of the city's broader vision for a 70-mile trail system connecting Sacramento and Placer counties. Once this trail is built, more community members will be able to access the trails and have more options to connect to schools in the area. Additionally, this network will eventually integrate into the 1,000-mile Sacramento Regional Trail Network, offering residents and visitors safe and convenient options for walking, biking, and rolling.

Updating Transit Service to Meet Community Needs

In addition to infrastructure improvements, Roseville is working on enhancing its public transit system. Over the past year, the city has gathered public input to help update its transit master plan, called Transportation 360. The plan aims to improve connectivity from transit stops to bike lanes and trails, increase ridership by better meeting passenger needs, and connect to more key locations.

Additionally, Roseville is transitioning its bus fleet to all-electric vehicles and launching a new regional service called the Rapid Link, which will feature 30-minute headways to improve travel speed and reliability within the region. The new service will be facilitated by two on-route bus chargers at the Westfield Galleria mall, a key transfer point for Roseville Transit and Placer County Transit. This step will enable the new electric Roseville Transit buses to maintain service throughout the day. Once implemented, this plan is intended to enhance mobility, reduce traffic congestion, and improve air quality.

Sacramento

The City of Sacramento is known for its rich history, diverse culture, and vibrant community. As the city plans for the future, the recently adopted 2040 General Plan will guide its growth and development to create a more sustainable and livable environment. By promoting mixed-use developments and transit-oriented neighborhoods, the plan encourages the addition of housing closer to job centers, reducing commute times and enhancing accessibility. The General Plan also focuses on improving the transportation network through infrastructure upgrades and increased public transit options, fostering a more efficient and connected city. With a comprehensive General Plan in place that is closely aligned with the 2025 Blueprint, the city is well positioned to continue to advance policy and projects that implement local and regional priorities alike.

Missing Middle Housing

Sacramento's Missing Middle Housing initiative will provide a greater array of housing options by updating the city's Planning and Development Code to allow for a range of neighborhood scale multi-unit housing types, such as duplexes and triplexes, within traditionally single-family neighborhoods. This approach is designed to promote revitalization in existing city corridors and create lower cost housing options suitable for all ages. The initiative focuses on areas within a half mile of high-frequency transit, promoting walkability and reducing commute times. Overall, the initiative will create more inclusive, sustainable, and connected communities in Sacramento.

Vision Zero Action Plan

Sacramento's Vision Zero Action Plan is a comprehensive transportation safety initiative that seeks to eliminate traffic fatalities and serious injuries by 2027. In 2018, City Council adopted the Vision Zero Action Plan and identified streets with the highest number of severe injuries and fatalities as the "high injury network." The plan outlines strategies to implement infrastructure improvements to enhance street safety and raise public awareness about transportation safety. The City of Sacramento has already reduced school zone speed limits to 15 mph on 225 streets, updated its Pedestrian Crossing Guidelines, adopted a Complete Streets Policy and implemented many quick builds on streets near schools and senior housing. To help realize the goal for safety more quickly and efficiently, the city has established a two-tier quick-build safety program that will quickly implement the plans identified in the Vision Zero top 10 corridors and will also establish a new Transportation Safety Team focusing on rapid-response lower-cost spot safety improvements.

Stockton Boulevard Corridor Improvements

The city is taking the lead in a multi-jurisdictional partnership with Sacramento County and Sacramento Regional Transit District (SacRT) to evaluate multimodal and safety improvements along Stockton Boulevard, addressing two of the Vision Zero top 5 corridors. The Stockton Boulevard Multimodal Partnership and Bus Rapid Transit (BRT) Corridor Project aims to transform Stockton Boulevard from an auto-oriented thoroughfare into a high-capacity transit and multimodal corridor. A key component of the project is the implementation of a BRT system, which will involve dedicated bus lanes and improved bus stops to ensure faster and more reliable transit service, especially between South Sacramento neighborhoods and the downtown Sacramento Valley Station. The project addresses community transportation needs and strengthens safety and mobility for all

users, particularly those who are not in a car. The partnership also complements the city's land use strategies along the corridor to bring additional housing and infill development.

Sacramento RiverArc

The Sacramento River Arc project is a cross jurisdictional, multi-benefit water supply initiative designed to enhance water reliability and resilience on a regional scale. The City of Sacramento is working in partnership with California American Water, Placer County Water Agency, and Sacramento County Water Agency to increase the sustainability of regional groundwater supplies and provide additional environmental protection in the American River watershed. The project will convey Sacramento River water, which has surplus water more frequently than the American River, inland through a new pipeline that will carry the water to a new water treatment plant to be treated for residential and commercial use. Shifting these water sources reduces the challenge of competing needs for water, thus enhancing supply for both residents and the environment and improving the state's water delivery system overall. Diversifying and securing the region's water supply will allow for projected regional growth to occur in a more sustainable way, with less pressure on existing and future resources.

Sacramento County

Sacramento County, the eighth most populous county in California, is a diverse mix of urban and rural areas. The County faces unique challenges due to its size, population, and economic variety. With numerous job hubs and a growing population, the County is working to balance housing and infrastructure needs with long-term sustainability.

The County has long-recognized the need to strike a balance between infill development and the urbanization of developing communities to accommodate the County's housing and employment demands. While the County, in partnership with the development community, has made significant strides in several developing communities, particularly in Florin Vineyard and Easton Place, the highlighted projects below demonstrate a commitment to addressing and removing barriers to infill development.

North Watt Avenue Corridor

North Watt Avenue is a major corridor in Sacramento County connecting various residential and commercial areas. Because of its prime location centrally bisecting the North Highlands community in the northwest portion of the County, this corridor is vital to the quality of life in the community and region. Frequently expressed concerns include inconsistent roadway design, safety issues, and lack of pedestrian, cyclist, and transit infrastructure. In addition, revitalization envisioned for the corridor has not materialized due to development barriers, including land use controls and critical gaps in utility capacity and infrastructure.

To address the safety and mobility concerns, the County initiated the “Re-Imagine North Watt” plan to transform North Watt Avenue into a safer multimodal corridor. This mobility plan focuses on expanding transit services, improving bike and pedestrian facilities, and adding beautification

elements to make the area more inviting and accessible. The future of North Watt Avenue will be a space where residents can easily access jobs, schools, retail, and open spaces, whether by walking, biking, or using transit.

In tandem with revamping circulation along the corridor, the County is also updating the land use plan to catalyze infill development by addressing the barriers to development and streamlining the development review process. These changes are expected to support and encourage development, including infill housing. The County has planned for 7,200 residential units along the corridor, and through the land use plan update, aims to provide a range of housing types at densities that support transit through the redevelopment of vacant and underutilized sites along the corridor. This effort will ensure that all future residents will benefit from the infrastructure and transit enhancements and bolster existing businesses.

Stockton Boulevard Corridor

Stockton Boulevard is another key corridor, crossing through Sacramento County and the City of Sacramento in the South Sacramento community. While the corridor is frequently used by pedestrians, cyclists, and transit riders, its design has historically prioritized drivers. The corridor has experienced a high number of collisions and fatalities.

In response to circulation concerns, 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 protected 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.

Beyond transportation improvements, the County is also working on updating the land use plan for Stockton Boulevard with the goal of creating a vibrant urban corridor with consistent land uses and densities across jurisdictional boundaries. This effort will include increasing density; implementing measures to intensify land use patterns in strategic locations near transit, jobs, and other amenities; and facilitating objective design standards that will incentivize housing for all populations and revitalize the surrounding areas to boost commercial growth. The land use plan update envisions enhancing the area's identity, making Stockton Boulevard a more vibrant and community-friendly place.

This work is already coming to fruition with the construction of 113 affordable apartments on the site of the former San Juan Motel on Stockton Boulevard. Sacramento County and the City of Sacramento collaborated with Mutual Housing, a local non-profit developer, to construct these units.

Sutter County

Historically a predominantly agricultural community, with vast areas used for growing crops like rice, walnuts, and peaches, Sutter County faces the dual challenges of preserving its rural character while accommodating growth and development. The county's General Plan has emphasized the conservation of agricultural lands and the management of growth to maintain its rural character. Bordered by the Sacramento River on the west and the Feather River on the east, Sutter County also faces flood risks that constrain where it can grow. The county's extensive levee and bypass infrastructure play a crucial role in local and regional flood protection, particularly given that a significant portion of the county is within a floodplain. Unincorporated areas continue to need improved services and infrastructure, especially for water and sewer capacity. The county is working on a realistic and measured approach to addressing infrastructure needs, maintenance, and growth opportunities as it seeks to add more housing close to jobs and services and develop an efficient transportation network.

Workforce Development

The county has partnered with the Yuba-Sutter Economic Development Corporation to develop a Yuba/Sutter Industry Assessment & Workforce Development Strategy. The project will evaluate traded industries and related job opportunities and skills necessary for these programs, identify workforce development and training programs and gaps, and map out training pathways and strategies for residents across Sutter and Yuba counties. Understanding the kind of jobs the county is likely to attract in the future is critical to implementing complementary investment and development strategies to better balance the overall housing to jobs ratio in the county as well as create more housing close to high quality jobs.

Sutter Pointe Specific Plan

Focused on the southern end of Sutter County, the Sutter Pointe Specific Plan envisions what that part of the county will look like in the future and leverages the area's proximity to Sacramento County and the Sacramento International Airport. The project proposes a diverse mix of land uses over the next several decades, including employment centers, a variety of housing types for all ages, retail shopping villages, recreational amenities, schools, and community services. The first phase of the project focuses on housing for active adult residents aged 55 and older. Other amenities include a lake, bike and pedestrian paths, parks and a community center.

Agritourism and Trails

Inspired by successful models in the region and beyond, the county is looking into promoting ag-based tourism and developing a better farmer's market to showcase local products. The county would also like to develop a trail network or series of greenbelts along the existing drainage canal infrastructure to both promote agritourism and provide additional ways for residents to travel through the county, especially those who do not have access to a car. The vision for the county trail network links up with Yuba City's trail efforts as well. There is a shared vision to eventually develop a trail connection from the city going all the way to the community of Sutter and the Sutter Buttes.

West Sacramento

West Sacramento is a dynamic city and a major hub for business, transportation, and industry, with an increasing focus on innovation and sustainability. The city is home to a mix of historic residential neighborhoods, commercial developments, and civic and recreational spaces – including Sutter Health Park, where the region’s first Major League Baseball Team (the “Athletics”) and the Pacific Coast League and Triple-A affiliate of the San Francisco Giants, the “Sacramento River Cats” play. Ongoing projects focus on enhancing infrastructure, both above and below ground, while increasing infill density to create a more connected, transit-supportive community.

The city’s waterfront was once fragmented by rail lines, an elevated freeway, and remnants of rice mills and canneries in the Washington and Bridge Districts, creating an industrial “desert.” This made revitalization efforts seem daunting. However, by prioritizing riverfront connections and uplifting this natural resource, West Sacramento is transforming its waterfront into a vibrant urban recreation area that is valued by residents and visitors. Several plans are now underway to further enhance both the city and its waterfront.

C Street-Railyards Bridge and I Street Bridge Deck Conversion

The historic I Street Bridge connects the waterfronts of West Sacramento and Sacramento, but the 114-year-old bridge is functionally obsolete for today’s mobility needs. Its lanes are too narrow for public transit, it has no bicycle lanes, and it cannot accommodate those with physical disabilities. The new C Street-Railyards Bridge will establish a modern multimodal connection supporting bike and walking options while connecting the historic Washington District in West Sacramento with the burgeoning Railyards District in Sacramento. The two cities partnered to engage the community to design the C Street-Railyards Bridge and secure funding

for the I Street Bridge Deck Conversion Project. The I Street project will transform the vehicle crossing on the top deck of this double-deck bridge into a public space where people can enjoy views of the river, and it will enhance active transportation with the addition of a two-way cycle track and improved walkways. New approach ramps will support those with physical disabilities. Historic and cultural interpretive signs, public art, pedestrian amenities, and native landscaping will enhance the connection to the Sacramento Valley Station regional transit hub and its bus, light rail, and Amtrak regional rail services. Existing passenger and freight rail services will continue using the lower deck of the historic bridge to cross the Sacramento River.

Enterprise Bridge

The proposed Enterprise Bridge will connect the Port Industrial Area north of the Deep-Water Ship Channel with the Southport Industrial Park from Southport Parkway to Interstate 80, easing traffic for trucks and automobiles that currently rely on the congested surface streets to reach US 50 and I-80. The Enterprise Bridge will reduce the frequency of freight truck and passenger vehicle conflicts, reduce truck and auto vehicle miles traveled, reduce the maintenance impact on local roads, and improve multimodal connectivity with separation between traffic, bicyclists and pedestrians. In addition, the project seeks to improve existing and planned public trail connections from the Barge Canal Trail in Southport to the Yolo Causeway Bike Path and Tule Jake Trail and connect cyclists directly to the West Capitol Avenue Class IV bikeway. Finally, the city has partnered with the California Department of Transportation (Caltrans) to create a mobility hub at the current Enterprise-I-80 park and ride by integrating public transit, rideshare, electric vehicle, and active transportation improvements into and around the current facility. The Enterprise Bridge has also been included in the Caltrans State Climate Resilience Plan as an important investment to ensure public safety in the event of flood or fire.

Broadway Bridge

The Broadway Bridge proposal will strengthen long-term connectivity and promote economic development along the riverfront. The bridge is part of West Sacramento's Pioneer Bluff and Stone Lock Master Plan that envisions a thriving high-density mixed residential and retail waterfront after existing industrial uses are discontinued or relocated. The future Broadway Bridge would provide residents and visitors a direct connection between Broadway in Sacramento with 15th Street/South River Road and allow residents living south of the US 50 highway (including Old West Sacramento and Southport neighborhoods in West Sacramento, and Upper Land Park in Sacramento) access to jobs, restaurants and shops from the Broadway corridor to Jefferson Boulevard. The bridge would also reduce recurring congestion and traffic accidents across the US 50 Pioneer Bridge and State Highway System by providing a more convenient travel option than using the highway as a bridge and would significantly shorten bike trips in the same area.

Clarksburg Branch Line Trail (CBLT)

Connecting active transportation across the region is a priority for the City of West Sacramento. The city acquired approximately 10 miles of the former Yolo Short Line Railroad corridor extending from the Deep-Water Ship Channel to the community of Clarksburg in southern Yolo County. The city is in the process of engineering design to pave this entire trail corridor to accommodate cyclists, incorporating two pedestrian bridges to separate users from road traffic and extending the trail further north to connect with the Riverwalk Trail along the Sacramento River. In the future, the CBLT could eventually form a continuous 16-mile active transportation corridor extending from North Harbor Blvd. in West Sacramento to the Clarksburg Community, and link with other local trail systems within the City and into Sacramento and beyond.

Light Rail Extension

Sacramento Regional Transit and the cities of West Sacramento and Sacramento are working with the Federal Transit Administration (FTA) to secure grant funding to connect the existing light rail service to West Sacramento. The existing Green Line LRT service from 7th and 8th Streets in Sacramento will be routed down Capitol Mall and across Tower Bridge to Sutter Health Park in the first phase of this Green Line extension, which is planned to start construction in FY 2026/27. West Sacramento has already initiated planning to expand this service another half mile south to Soule Street and has planned to eventually connect LRT to the Southport Town Center. Improving public transit with a combination of bus, rideshare, and LRT service options will strengthen connections across diverse communities, reduce regional greenhouse gas emissions and vehicle miles traveled, and provide greater access to economic opportunities throughout the region.

Wheatland

Incorporated in 1874, Wheatland boasts a rich agricultural history and remains home to generations of families who value its “Hometown, USA” feel. While Wheatland’s rate of commercial and residential development has been slower than nearby areas such as Marysville, Yuba City and particularly southwest Placer County, the city’s future is bright. Wheatland prioritizes creating a safe community for all residents, including many school-aged children and teens who frequently walk or ride bicycles to their destinations. Unfortunately, some of the most traveled paths lack adequate crossings, sidewalks, and bike lanes. But this is changing.

Main Street and Wheatland Road Complete Streets

Wheatland is bisected by Highway 65, which comes with its own challenges and opportunities. The city is subjected to logging trucks and heavy traffic traveling through the heart of downtown. Through traffic and the Beal Airforce Base staff regularly leave the highway to use city streets, which creates congestion and an unsafe environment for residents walking or bicycling. In addition to the vehicle concerns, Wheatland has a major rail line bisecting the town, causing unsafe conditions for residents.

The Main Street Complete Streets project would provide a more connected city and county with safe, multimodal pathways for motorists, pedestrians and cyclists alike.

Main Street is not the only road in need of assistance. Wheatland Road, a rural regional road, sees traffic from nearby agricultural enterprises and commuters. The road is also connected to various grade schools, where young residents can be seen crisscrossing the road to and from their destinations. The city’s vision for this road would make it able to provide safe passage for a growing population of young people. Wheatland prides itself as a family friendly community, and it hopes to have roads that reflect that reputation.

Economic Opportunities Continue to Grow

Wheatland looks forward to a vibrant economic future that plays a role in our nation’s safety and defense. A new Yuba Applied Research center, a joint effort of Yuba Water Agency, the University of California, Davis, the City of Wheatland and Beale Air Force Base is an exciting project that will collaboratively address regional challenges such as flooding, wildfire, emergency response, agriculture, and water management while adding desirable local job opportunities.

The Beale Airforce Base is the largest employer in the city, but many employees live south of the city. To attract the growing opportunities that stem from partnering with the Base, the city will need to build more housing of all types. Currently, the city is facing a shortage of sewer capacity, making new developments difficult to guarantee.

Winters

Winters is a small yet vibrant town renowned for its close-knit community and an array of local events and attractions. The city is recognized for its historic downtown, which serves as the heart of its social and cultural life. Notable features include the town's bustling wine tasting rooms, its annual tractor parade, and a genuine celebration of the city's Hispanic heritage, exemplified by the popular Carnitas Festival and the active Hispanic Advisory Committee. Winters also prides itself on its commitment to environmental stewardship. The city is currently undertaking the Creek Master Plan; a project aimed at restoring native plants and eliminating invasive species within Putah Creek. This environmental focus is celebrated annually during the Salmon Festival, an educational event where locals and visitors can learn about salmon spawning.

The Logistics of Placemaking

The City of Winters is actively working to enhance its public spaces, with a specific focus on improving access to and around its downtown area. This is essential as downtown Winters serves as a gathering point for community members, offering opportunities for socializing, doing business, and even living. The creation of vibrant and attractive public spaces contributes to a better quality of life for residents and helps support the local economy by boosting business activities.

During the height of the COVID-19 pandemic, Winters made the decision to close off car traffic through downtown on weekends. This move created a more pedestrian-friendly environment, leading to a resurgence of vitality in the area. Encouraged by this success, the city sought ways to make these changes permanent. After extensive community engagement,

Winters developed a new vision for its downtown area that includes design guidelines for both public infrastructure and outdoor dining areas operated by local businesses. Additionally, the plan, once adopted, will address policies related to weekend street closures, festivals, and the management of alleys, parking, and waste systems. The weekend street closure program will run on a schedule designed to balance the needs of various businesses, including restaurants, shops, and pharmacies, ensuring that the entire community benefits.

Connectivity and Open Space

Another key aspect of Winters' downtown revitalization is the city's vision for activating its alleyway network. The idea is to maximize the use of every available public space, transforming them into safe, inviting areas for both residents and visitors to enjoy. Currently, many of the alleys in downtown Winters suffer from cracked pavement, overgrown weeds, and poor lighting, making them underutilized and less appealing. To address this, the city plans to replace the existing paving, upgrade fences, repaint rear buildings, and enhance landscaping. In 2023 the city redid the alley located behind Ace Hardware, Putah Creek Café, and the Winter's Hotel, known as "Newt's Expressway", by undergrounding the utilities and repaving it. The alley connects to Main Street via Paseo Park.

One exciting addition to the downtown landscape is the development of Paseo Park. This new park will provide comfortable seating, shade, and open walls for future murals, creating a vibrant space for both relaxation and artistic expression. These improvements are all in line with Winters' goal of maintaining the charm of its historic district while making it more accessible and enjoyable for everyone.

The Bee Line

Public transit options in Winters are somewhat limited, but many residents depend on transportation to access services, healthcare, and other necessities in neighboring cities. Recognizing this need, the Yolo Transportation District launched the BeeLine service, an on-demand transit program that offers affordable transportation within the county. The BeeLine is designed to meet the needs of residents who require transportation to cities like Davis and Woodland for medical appointments or other services.

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, making it a practical and cost-effective option for those in need of reliable transportation.

Woodland

Woodland, a historic city with a strong agricultural heritage, is known for its small-town atmosphere and tight-knit community. As a multi-generational farming community, Woodland thrives on agriculture and is home to 190 businesses across all food and agricultural sectors. The city also hosts around 15 community events each year that reinforce the community's collective spirit. Through collaboration, careful planning, and a focus on sustainability, Woodland is positioning itself for a future that balances growth with environmental stewardship and community well-being

Research and Technology Park

The City of Woodland is set to transform a 350-acre area in the Southeast area of town into a dynamic, state-of-the-art innovation hub, called the Woodland Research and Technology Park. The guiding principles for this project focus on fostering a sustainable community with an array of jobs, different types of housing, commercial and retail uses, and open spaces and parks. Given the proximity of UC Davis and Woodland Community College, it is essential to offer employment opportunities and housing to retain local talent. The Research and Tech Park provides a valuable solution to meet this need.

The development of this park will provide numerous opportunities for the city, including access to Woodland's thriving food and agriculture-based industries. It also positions the city as a leader in sustainable development while enhancing the community's quality of life.

Armfield/ Lemen Ave Neighborhood Framework Plan

The Armfield/Lemen Avenue neighborhood, located behind an abandoned rail line, offers a unique opportunity for the neighborhood and surrounding community with the goal of attracting future investment and growth in line with the city's General Plan. Recognizing the neighborhood's strategic potential located adjacent to Main Street, the city has developed the Armfield/Lemen Avenue Neighborhood Framework Plan to preserve this close-knit community while enhancing the overall neighborhood for existing and future residents and businesses. This plan provides a comprehensive roadmap for revitalizing the neighborhood by introducing access to public transit, bike lanes, and connected sidewalks for pedestrians. By investing in public infrastructure improvements, the city will be well-positioned to attract redevelopment opportunities.

The plan also envisions greater housing variety at attainable price points, addressing the needs of first-time homebuyers, workforce housing, and rental income opportunities for existing property owners. The city is partnering with the Yolo County Housing Authority to redevelop its 132 HUD units into a mixed-income neighborhood. This initiative will act as a catalyst driving further development within the area.

East Main Street Livability Project

The East Main Street Livability Project is a crucial transportation and infrastructure development that will improve traffic flow, safety, and regional connectivity in Woodland. Currently, traffic between Interstate 5 and State Route 113 must pass through city streets. The construction of freeway-to-freeway connectors will significantly reduce traffic on local roads, improve goods movement, and enhance regional transportation efficiency.

Furthermore, the removal of noisy and polluting traffic from these areas will enhance the quality of life for residents, while also supporting public transit options and improving safety for people who walk or bike.

Yolo County

Yolo County, one of California's original counties, is situated across the Sacramento River, west of the Sacramento Metropolitan Region, and features the thriving cities of West Sacramento, Winters, Woodland, and Davis, while nurturing an agricultural sector that is the heart of the county's vibrant economy. To preserve open spaces and working land, the county's growth is directed to the cities. The county also plays a crucial regional role as the largest producer of aggregate materials.

County Road 32A

Yolo County is collaborating with various partners to relocate the at grade County Road 32A railroad crossing to improve safety. The current crossing, on the eastern edge of Davis, has a history of accidents due to a near 90-degree turn. Drivers fail to slow down in time and get high-centered on the train tracks, leading to potential collisions with high-speed, passing trains. Since the rail crossing is an important connection for Yolo County's agricultural economy, this project will maintain economic activity while ensuring public safety. The Capitol Corridor railway is the main rail connection that transports goods between the Bay Area and the Sacramento Region, as well as passenger train transportation in the region. The relocation project includes installation of a new bridge spanning the railroad tracks to fully separate train and vehicle traffic.

County Road 102

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 while also 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 one-mile section of County Road 102 between County Road 29 and the Davis city limit to provide 6-foot-wide paved shoulders. This initiative will create a safer environment for all road users.

Yolo Active Transportation Corridors Plan

YoloTD and the County are partnering on the Yolo Active Transportation Corridors Plan (YATC) to alleviate transportation challenges through a network of multi-use trails across the County. Based on community feedback, this project will enhance mobility options for low income and minority residents by offering safe and accessible ways to walk, bike, or roll to meet their daily needs. In turn, this network of trails is intended to boost the local economy by increasing foot traffic to local businesses and promoting agritourism.

The initiative will also be integrated into the 1,000-mile Sacramento Regional Trail Network, which plans to enhance connectivity and recreational opportunities across the region.

Yuba City

Strategically located for sustainable growth and connectivity, Yuba City offers a small-town feel combined with big-city amenities. Yuba City also boasts a culturally diverse and welcoming community along with a strong agricultural base that drives much of the local economy. Many of the city's potential development areas are infill, allowing for intentional growth without the major air quality challenges that come with sprawl. The city is already making progress on its goals to increase housing availability near key services and employment centers by rezoning land for multi-family housing development and creating a city guidebook for the development of accessory dwelling units (ADUs). Yuba City has also identified several infill sites in the city core where housing could be located near existing key amenities. The Town Square area, where the city is using a \$2 million environmental cleanup grant to spur infill development, is one such location with a farmer's market, hospital, and aquatic park nearby.

Central City Specific Plan, Objective Design Standards, and Zoning Update

Yuba City is undertaking several major efforts to lay a strong foundation for the years ahead: a General Plan refresh, an update to the Central City Specific Plan, the development of objective design standards, and a comprehensive zoning update. The city core has great potential for infill housing, creating more opportunities for people to live downtown and walk rather than drive to where they need to go. The specific plan update will focus on making it easier to build high quality housing and provide more options for recreation and entertainment, revitalizing the city's core area. Updating city design standards will ensure that new development across the entire city aligns with sustainability and aesthetic goals. These updates will ensure the city has a set of land use and policy

tools that are flexible, modernized, and ready to take on current and future challenges, such as making sure residents have access to parks and safe places to walk.

Harter Parkway Project

Development of the Harter Specific Plan area, which has been over 20 years in the making, is now actively underway. The city is installing underground infrastructure that will make housing on one of the city's biggest open infill sites feasible. The Harter Parkway Corridor Improvement Project includes construction of a new 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 in this area of the city will bring more housing options closer to jobs and services and help create a vibrant, well-connected community.

Regional Trail Connectivity Projects

Yuba City is investing in trails to provide residents with safe and fun recreational and travel options. This includes the levee trail network, the Sutter Bike Path, and the future Union Pacific Railroad (UPRR) rails-to-trails project. The rails-to-trails project would span the entire city and allow for safe pedestrian and bicycle travel to many destinations between the Town of Sutter on the west end and the City of Marysville on the east. Converting the abandoned UPRR corridor provides an opportunity to take what is currently a blight to Yuba City and residents and create an aesthetically pleasing centralized trail, providing connectivity, economic development opportunities, and equitable access to active transportation throughout the city for a variety of uses. The city's strategic investments in the trail system are part of a broader effort among neighboring cities and counties to build a network of trails connecting communities and destinations throughout the region.

Yuba County

One of the original counties of California, Yuba County today is rich with a diverse landscape of grand rivers, thriving farmland, small town communities and numerous recreational opportunities extending into the Sierra foothills. Much of the urban and suburban areas in Yuba County are outside of its two cities and were built without a master plan or accompanying infrastructure. This creates challenges for maintaining and updating lagging infrastructure needs as these urban areas grow.

Focused Growth

In the last general plan update from 2011, Yuba County developed a concept called the Valley Growth Boundary. This is an area on the valley floor near existing communities, where growth is occurring or is planned to occur. Development in these areas focuses on housing and destinations – school, shops, parks, etc.– for residents in both existing and new growth neighborhoods. The county has continued to implement this vision for most residents to be within walking or bicycling distance of daily destinations. This strategy also preserves agricultural lands and open space – two things that are important to residents’ way of life and quality of life in Yuba County. Looking ahead to the coming decades, Yuba County is focused on providing housing options for its residents and promoting economic development. In addition to housing, the county is exploring strategies to create more jobs, particularly around existing assets such as the county airport and the Sports and Entertainment Zone along Highway 65.

East Linda Gateway: Lindhurst Corridor Revitalization

Just south of the city of Marysville lies the area of Linda, home to the county’s main commercial district along Lindhurst Avenue. With Costco as a new anchor tenant and Yuba College close by, this rural main street project will transform the corridor into a welcoming entry point to East Linda. The Lindhurst Corridor Revitalization project will provide major complete street improvements such as sidewalks, ADA accessible ramps, bicycle lanes, landscaping, art displays, and storm drainage necessary to make it safe and attractive for residents. Complementing the transportation upgrades are several affordable housing projects planned for East Linda, including near Yuba College. The county has partnered with Habitat for Humanity to transform an underutilized county open space into a combination of halfplexes – the first of their kind in the county – and an upgraded community park.

Yuba-Sutter Transit Next Generation Facility

As Yuba-Sutter Transit prepares for current and future needs across the two counties, it is undergoing significant changes with a rebrand, adjusting for fluctuating rider needs, and constructing a new operating facility in Yuba County to accommodate zero-emission vehicles. The project would redevelop a currently unused and blighted community open space area into an aesthetically pleasing and technologically advanced transit facility. Located just north of the Lindhurst Corridor, it complements and adds to the community’s safety and revitalization effort there. In addition, Y-S Transit will implement a micro-transit pilot program in Linda and Olivehurst, making smaller transit bus service accessible to riders on-demand by phone calls or by an online app. Rehabilitating the abandoned and long neglected former industrial infill site for the agency’s environmentally sustainable and technically advanced transit facility will enhance safety and economic opportunities along the corridor and provide an anchor for years to come.

Olivehurst Roadway Climate Resiliency Project

Olivehurst, located south of Linda, has been through decades of “organic” planning – built out before the advent of county building codes—that has left the community without needed sidewalk and drainage infrastructure, vulnerable to flooding and pedestrian safety issues. The Olivehurst Roadway Climate Resiliency project focuses on those needed infrastructure upgrades. In addition to sidewalks and bike lanes, the project includes the installation of storm drains to address standing water issues and reduce flood risk, keeping streets clear and homes protected during storms. The improved transportation and access within Olivehurst will make the community safer and more connected than ever before – improving how residents get around, whether it's walking, biking, or driving, and creating safer paths to schools and other key destinations.

planned for Plumas Lake, extending passenger rail service from Natomas to Plumas Lake, Yuba City, Gridley, and Chico. Given the potential for transit-oriented development around the future rail station, the county wants to be proactive in the specific plan to further encourage mixed-use economic and residential development near transit.

Plumas Lake Specific Plan Update & SR 70 Interchange

The fastest growing community in Yuba County is Plumas Lake, but the area's Specific Plan dates to 1993, so the county is planning a comprehensive update with a focus on ensuring this new growth area also includes high quality amenities like parks and commercial and retail development within walking distance of homes. The county wants to explore what higher density residential development could look like in the specific plan, especially “missing middle” type of housing that provides a range of affordable options, such as duplexes, triplexes, cottage courts, and townhomes. In addition, the county will be putting in an interchange and crossing to improve safety for all modes and improve traffic flows. The project will extend Plumas Lake Boulevard east over Highway 70, the Union Pacific Railroad, and a drainage canal, and to connect Highway 70 directly with the new “Sports and Entertainment Zone” that includes the Hard Rock Casino and Toyota Amphitheatre. The new crossing will eliminate the need for concerts and other tourist traffic to detour through local roads, and the extended highway will serve as an evacuation route during wildfires or floods. The upgrades at the railroad crossing will also allow for the future North Valley Rail Line station



