

Sacramento Area Council of Governments (SACOG)

Vision

A vibrant and thriving Sacramento region for all.

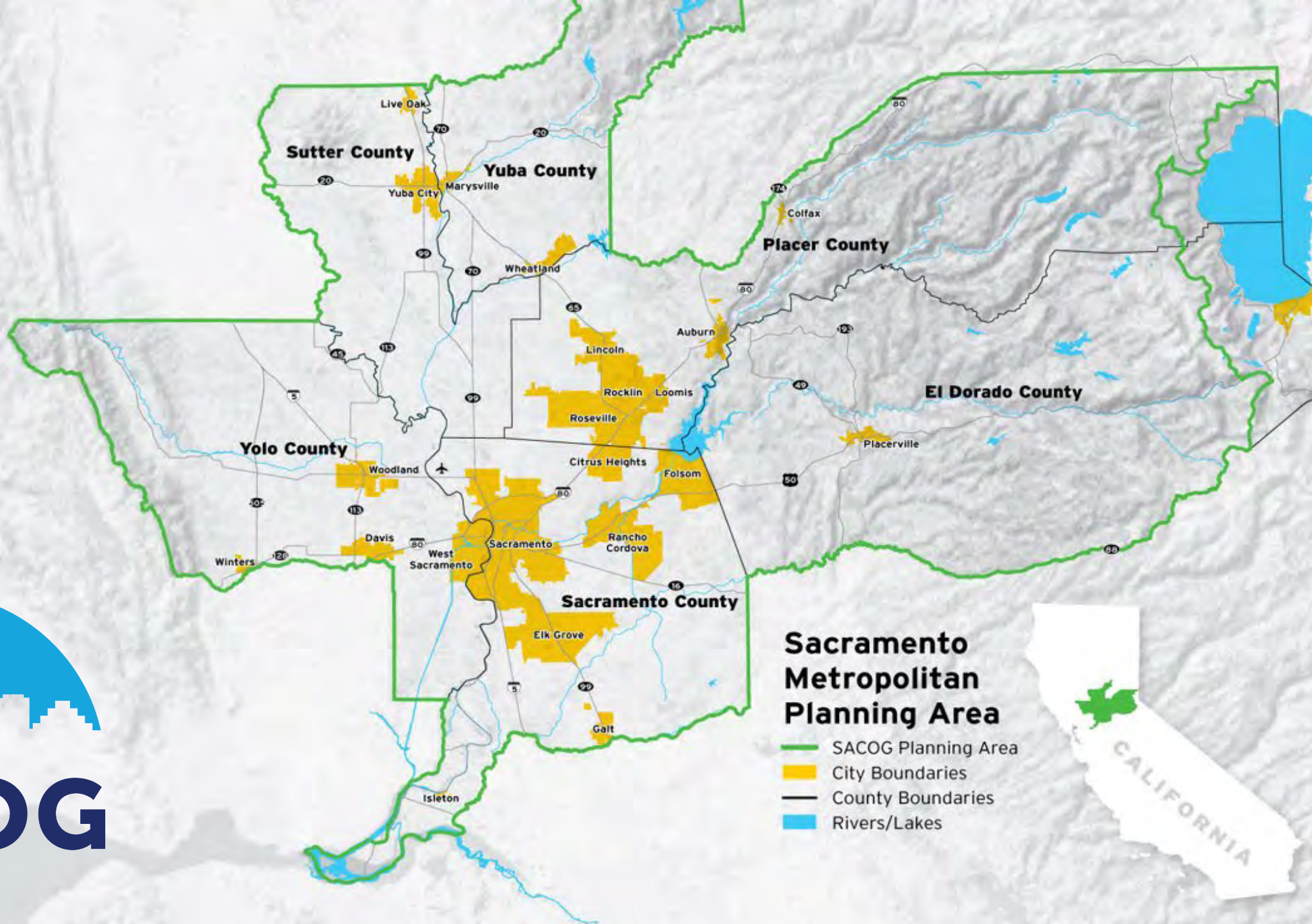
Mission

SACOG convenes and connects the region to advance an equitable, sustainable, and prosperous future.

CARB, HCD, CTC, Joint Agency Meeting

April 2026

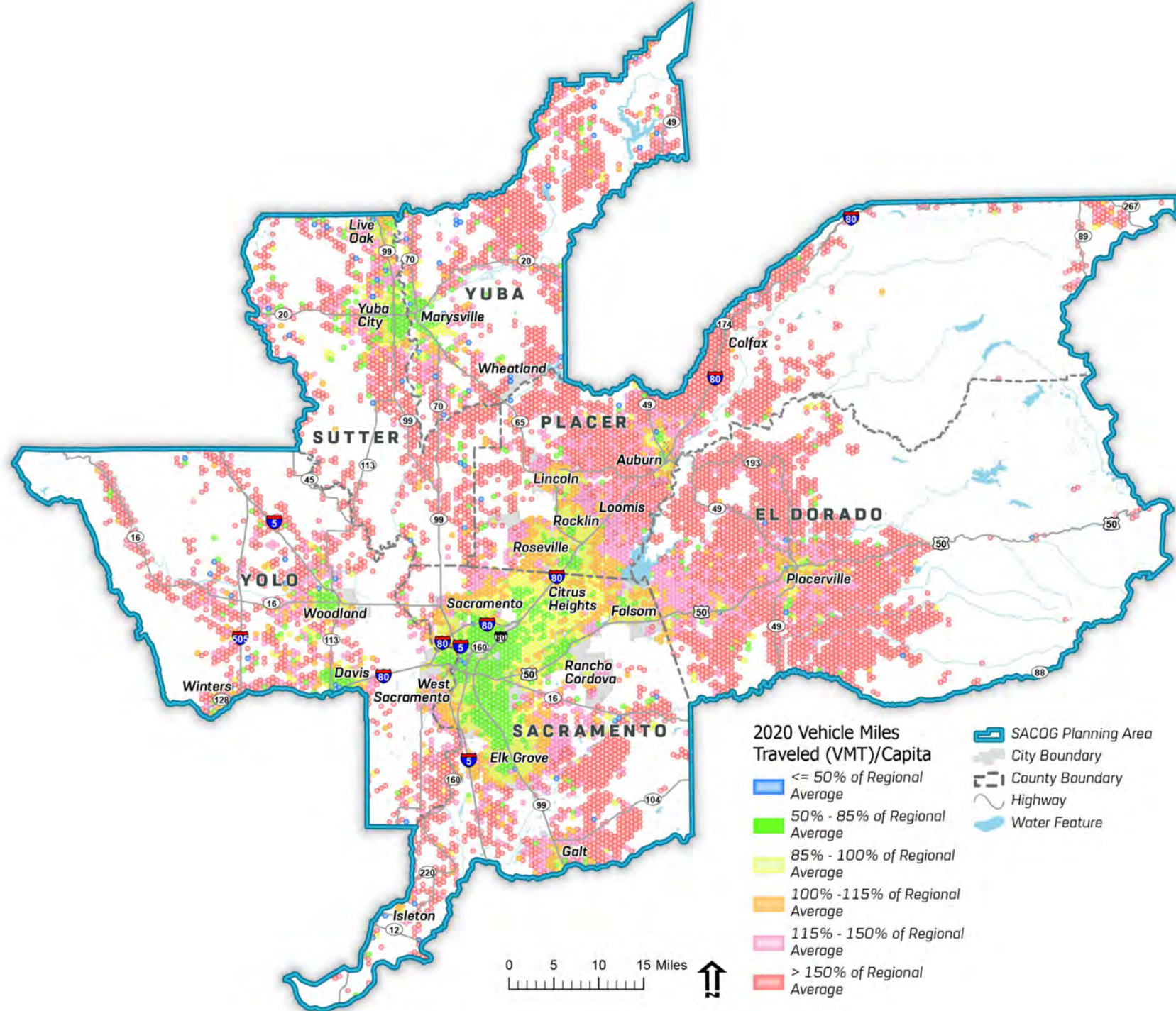




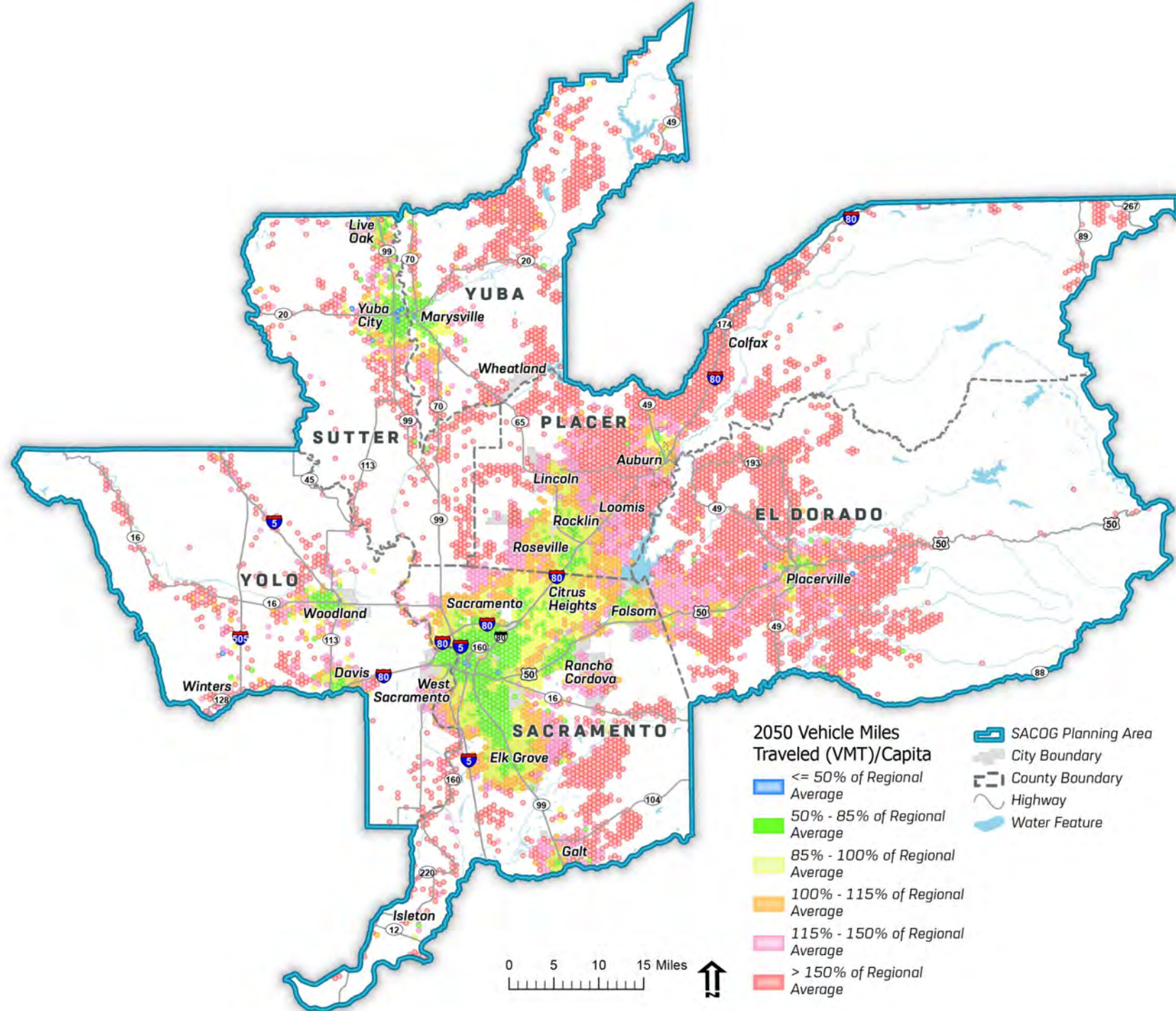
Why we're here:

- Sustainable Communities Strategy (SCS) = integrated land use, housing, and transportation plan
- SACOG context: what the SCS is in our region and how it guides our policy, investment, and project choices.

2020 VMT



2050 VMT



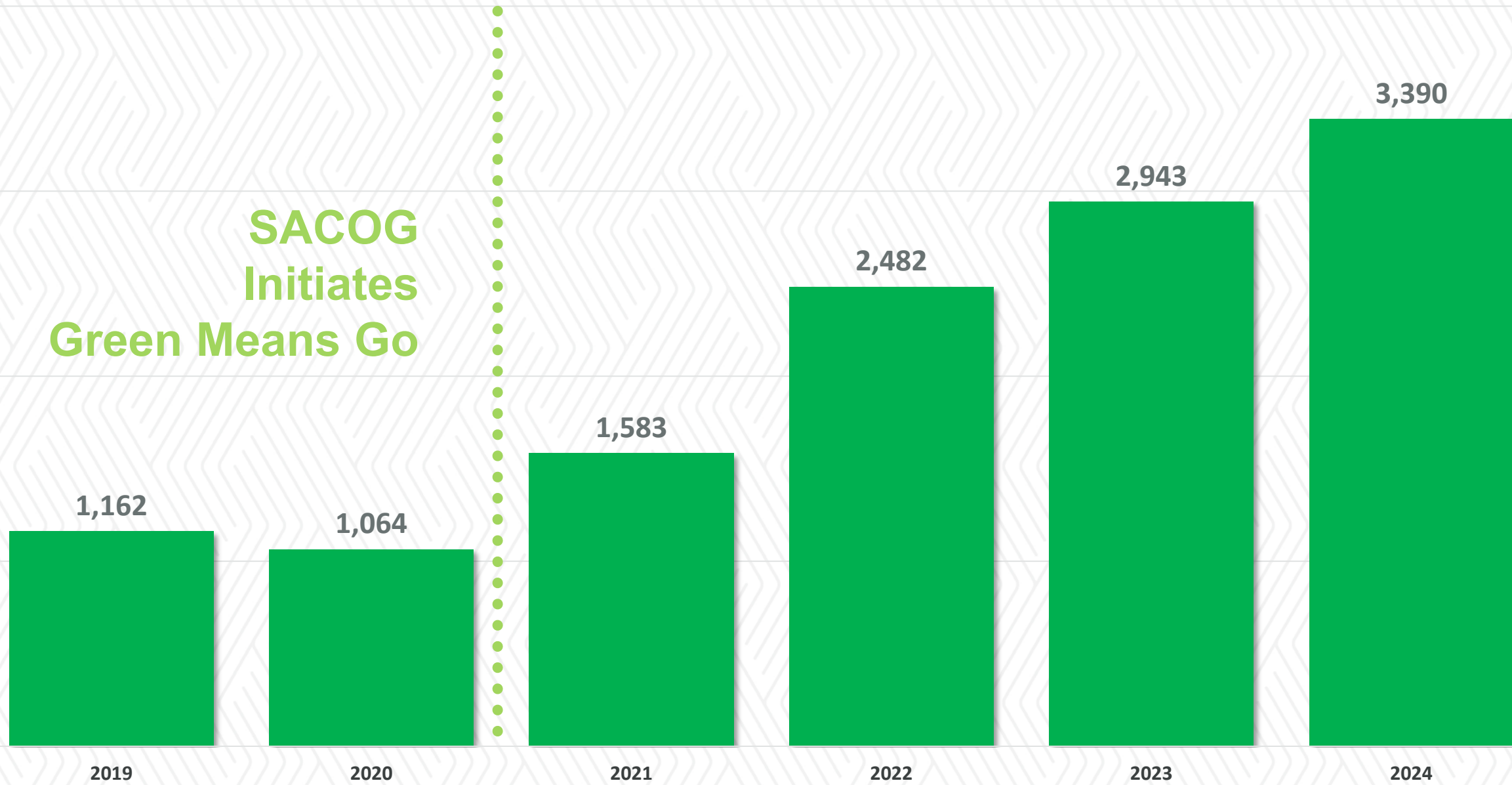
What's working

- A common framework for integrating transportation, housing, and climate outcomes.
- Regions now have a consistent way to evaluate tradeoffs and communicate an integrated strategy to boards, partners, and the public.

Making Progress on Housing

- Regional completed housing permits are up 50% in 5 years
- Housing in Green Zones is up over 300%
- 2/3 of all new attached housing in the region are in Green Zones

Completed Permits in Green Zones



**SACOG
Initiates
Green Means Go**

1,162

1,064

1,583

2,482

2,943

3,390

2019

2020

2021

2022

2023

2024

San Juan Apartments

Stockton Blvd. Sacramento



Joule Apartments

Midtown Sacramento



Sayonara Dr. Duplexes

Citrus Heights



Persifer Homes+ADUs

Folsom



What more can we do?

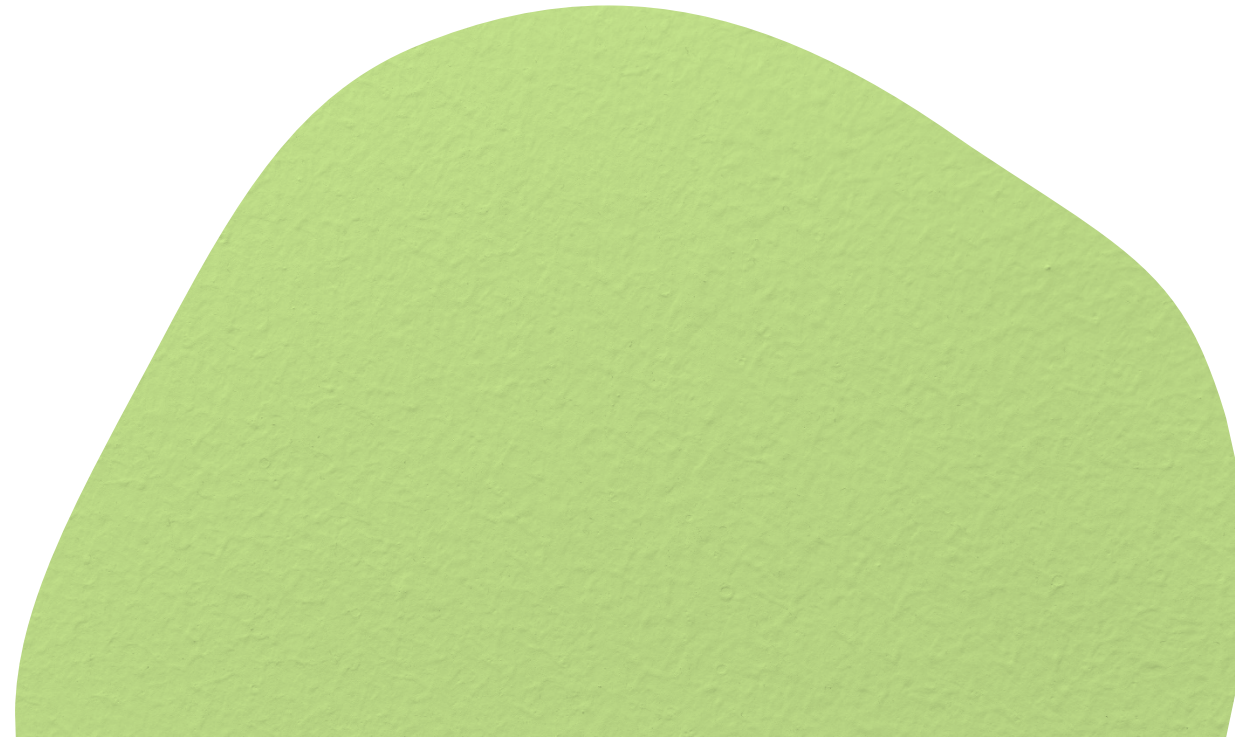
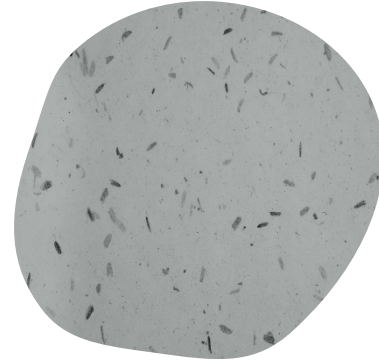
- Empower Regions to Accelerate Climate Implementation
- Balance Climate, Housing, and Mobility Goals
- Build Trust Through Clear, Real-World Strategies



**SB 375 and The San
Joaquin Valley**

Overview

- SB 375 Impacts Valleywide
- REAP 1 Impacts Valleywide
- County-By-County Examples
- REAP 1 Valleywide and Local Examples



SB 375 Impacts Valleywide

- Overarching investment shift, from highway/roadway expansion to public transportation and active transportation projects
- Greater emphasis on infill development in urban areas
- Heavier emphasis on alternative transportation options like microtransit, ITS, TDM



Regional Early Action Planning Program



Supporting regional housing planning coordination among local jurisdictions

- Assisting with the sixth-cycle Regional Housing Needs Assessment (RHNA)
- Enabling multi-jurisdictional housing elements



Fresno

2017 – Fresno Area Express “Q” Line Bus Rapid Transit System



Fresno County Rural Transit Agency's Operations & Maintenance Facility for Zero-Emission Bus Fleets

RTPs 2010 vs. 2026

Type	2010	2026
Capacity Increasing	55%	22%
Maintenance & Ops	30%	43%
Bike & Ped	2%	12%
Transit	14%	23%




**Kern/Metro
Bakersfield Core Area
Infill Incentive Zone
1,300 NEW UNITS
DOWNTOWN SINCE 2014**



Kings

- Expanded KART fixed-route transit services
Microtransit (on-demand app)
- Supported vanpool programs - regionally coordinated, flexible, shared alternative to single-occupancy vehicle travel
- Built new multimodal transit center
- Integrated local transit, microtransit, bike & pedestrians, and regional rail
- Deployed transit technology upgrades
- Improvements to ADA accessibility enhances operational efficiency and equitable access

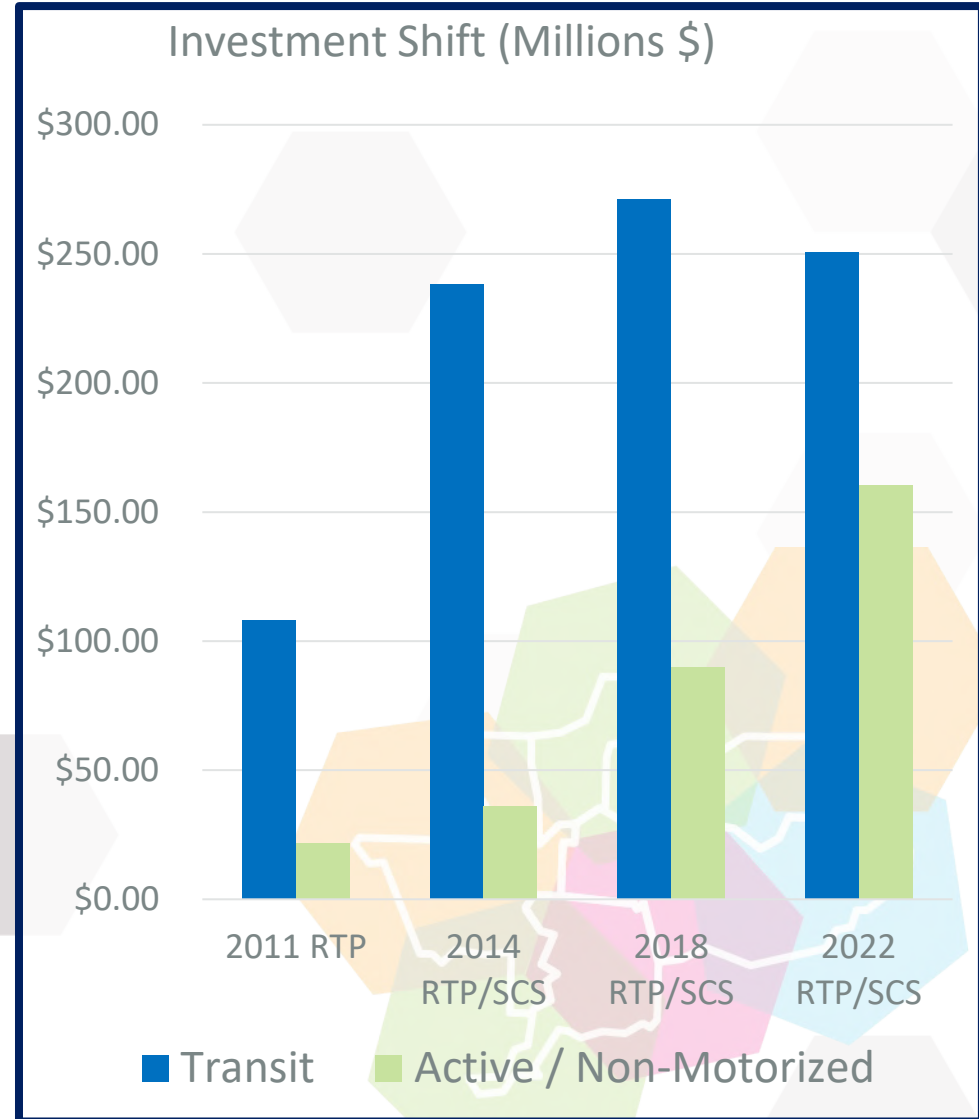


Esperanza Village – Downtown Madera Veteran Housing

48-unit affordable infill project funded by a \$11.3M AHSC grant, housing veterans, seniors, and low-income families. Includes \$3.8M in transit, bike share, and pedestrian improvements to reduce car dependence.

Madera Station Relocation Project

Relocates Amtrak San Joaquins to Avenue 12 near Madera Community College with a future High-Speed Rail station, supporting transit-oriented development and reducing VMT and GHG emissions.



Merced

- Expanded microtransit service
- Early transit fleet conversion to electric
- REAP Projects
 - Sixth Cycle Multijurisdictional Housing Element
 - Sixth Cycle Regional Housing Needs Allocation (RHNA) Plan
 - Water and Sewer Infrastructure Assessment
 - Housing Trust / Consortium Feasibility Study
- AHSC Projects
 - Livingston B Street Project
 - Childs and B Steet TOD



San Joaquin

- Promoting & expanding the DIBS vanpool program, resulting in more FTA 5307 funds for transit in the Stockton, Tracy, Manteca, and Lodi UZAs
- CMAQ for alternative fuel powering projects - electric vehicle charging stations, hydrogen and electric buses
- Expanded transit and rail - Valley Rail & Lathrop's Microtransit Pilot



Stanislaus

Downtown Modesto Affordable Apartments

- Broke ground in 2025
- 79 units affordable housing
- Includes downtown bike path connectivity and transit improvements
- Affordable Housing and Sustainable Communities Grant (AHSC) and Measure L funding

Modesto 9th Street Corridor Improvements Project & Archway Commons II

- Completed 2025
- 74 units affordable housing
- AHSC and local Measure L funding for transportation improvements that support Archway Commons II affordable housing
- Includes multiple roundabouts and active transportation infrastructure

Tulare

- Over \$100 million secured and invested through the Active Transportation Program (ATP)
- Began work on the Cross Valley Corridor, a long-term regional mobility vision connecting communities across Tulare County with improved transportation options
- More than \$120 million invested in roundabouts throughout Tulare County
- \$1 million partnership with the SJVAPCD
- Partnerships that support affordable housing development throughout Tulare County
- \$600,000 to expand regional vanpool programs

Valleywide Regional Early Action Planning Program (REAP)

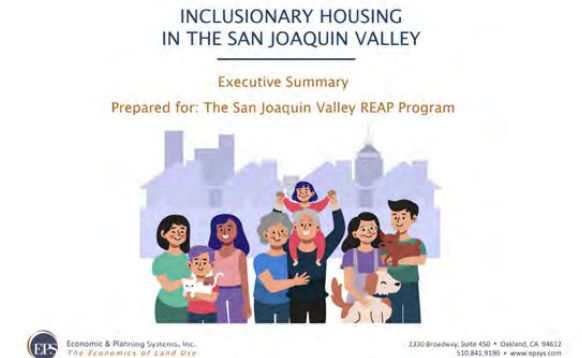
Multiple Valleywide Studies

- Taking Stock: Comprehensive Housing Report for the SJV
- Small-lot Planning Study
- Inclusionary Housing Report
- Guide to Housing Laws
- Water Supply and RHNA Projections
- Regional Housing Needs Allocation Overview

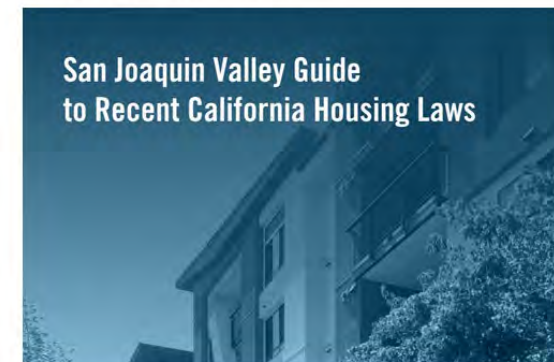
Small-lot Planning Study for the San Joaquin Valley



Inclusionary Housing Report for the San Joaquin Valley



Guide to Recent Housing Laws



Condominium Study for the San Joaquin Valley



Valleywide Regional Early Action Planning Program (REAP)

- Tailored, Valleywide Accessory Dwelling Unit Template Program
- VisionEval modeling enhancement for infill development opportunities



San Joaquin COG REAP

- **Housing Connect Tool (Rincon Consultants):** Centralized data for tracking residential development RHNA housing progress, opportunity site inventories, and housing progress.
- Features such as sustainability analysis and development trends are valuable for any jurisdiction aiming to optimize housing production.



- **San Joaquin Regional Housing Fund**
- *(Directly accelerating new, affordable housing)*
- Housing Trust Fund and Financial Feasibility Analysis
- Affordable Housing Needs Assessment
- Administrative Assessment and Plan
- **ADU Calculator**
- *(Community Planning Collaborative)*
- A tool to assess accessory dwelling unit (ADU) potential, aiding in realistic planning and compliance with state housing laws.





Thank You

- Robert Phipps, Executive Director
- Fresno Council of Governments
- robert@fresnocog.org



Regional Planning in the Bay Area

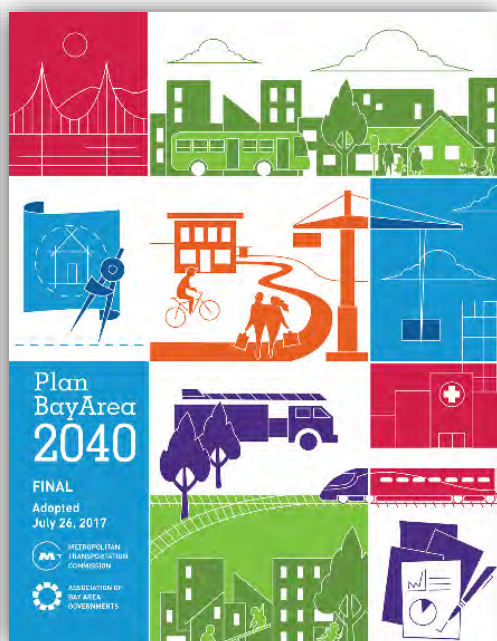
Dave Vautin – Director, Regional Planning Program
Metropolitan Transportation Commission &
Association of Bay Area Governments (MTC-ABAG)

Plan Bay Area (RTP/SCS): Updated Every Four Years



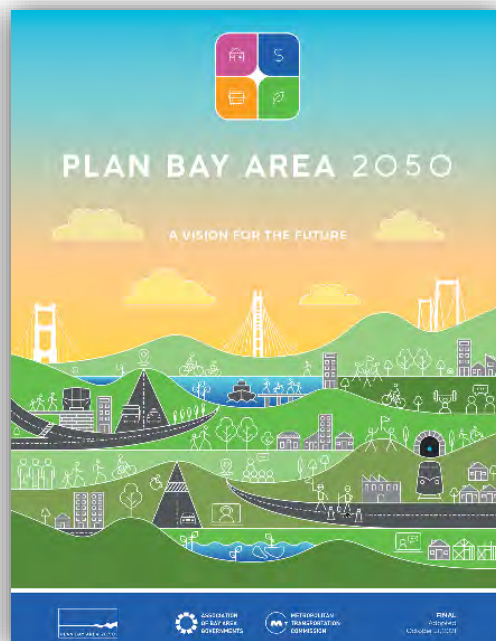
PLAN BAY AREA

Adopted: 2013
Major Update
4+ Year Effort



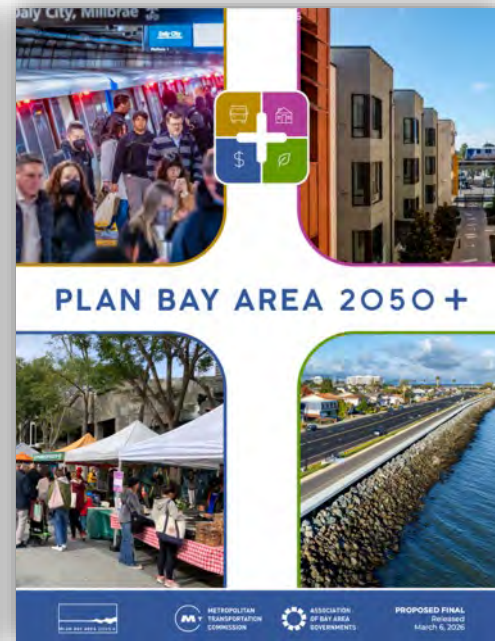
PLAN BAY AREA 2040

Adopted: 2017
Minor Update
3 Year Effort



PLAN BAY AREA 2050

Adopted: 2021
Major Update
4+ Year Effort



PLAN BAY AREA 2050+

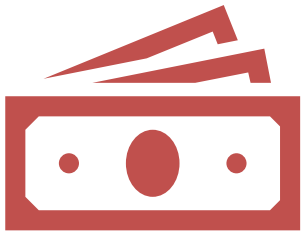
Adopted: 2026
Minor Update
3 Year Effort



PLAN BAY AREA 2060

Anticipated: 2030
Major Update
4+ Year Effort

Plan Bay Area 2050+: By the Numbers



\$1.5T

regional vision
defined by **35**
bold strategies



<1%

of future growth
outside of
today's urban
growth
boundaries



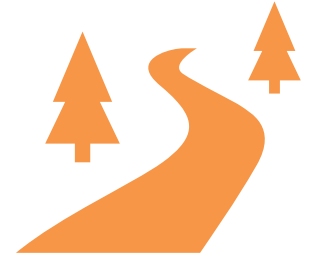
95%

of **new housing**
in growth
geographies



95%

of **households**
protected from
sea level rise



<1%

of transportation
funding assigned
toward **new**
highway capacity

Plan Bay Area 2050+: Going Above and Beyond

Robust housing affordability strategies

spanning protection, preservation, and production

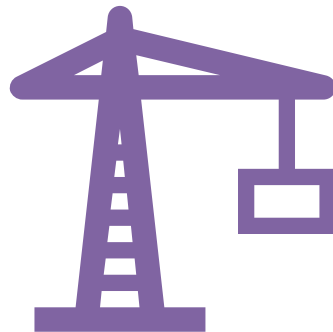


Expanded transit transformation initiatives

including safety & security, timed transfers, and integrated fares

First-ever resilience project list

integrating levees, marsh restoration, and other sea level rise infrastructure



Bold climate strategies

such as all-lane tolling, five-minute core transit frequencies, and widespread EV chargers

Near-term commitments

delineating 65 implementation actions to advance through 2030



Implementation Success: Advancing Land Use

88% of Priority Development Areas
have developed local land use plans thanks to
three cycles of One Bay Area Grants (STBG/CMAQ)

\$60 million in grants awarded
in 2025 to support Transit-Oriented Communities
(TOC) planning and capital investments

\$45 million in incentive funding
to be awarded in 2027 to jurisdictions that advance
TOC zoning, housing, parking, and station access



Hurdles Ahead: Transit Operating Funding Needs

\$800 million annual funding shortfall
for Bay Area transit operations starting in 2027

\$82 billion vision for more service
identified in Transit 2050+

New flexible funding programs
essential to deliver on transit transformation



Thank you.

Contact Information:
Dave Vautin
dvautin@bayareametro.gov





Sustainable Communities Strategies (SCS) Successes and Challenges in the SCAG Region

April 9, 2026

WWW.SCAG.CA.GOV

The SCAG Region



6
COUNTIES

16
TRIBAL
GOVERNMENTS

191
CITIES

18.7M
RESIDENTS



38,618
SQUARE MILES

\$1.6T
REGIONAL GDP

15th
LARGEST ECONOMY
WORLDWIDE

47.6%
OF STATE POPULATION

Connect SoCal 2024



SCAG

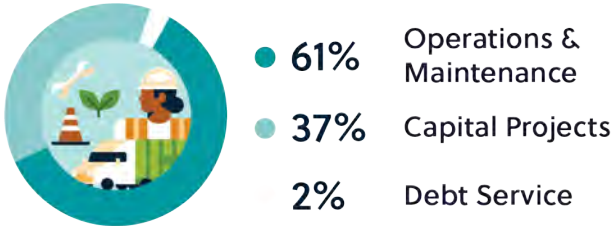
Demographic Forecast



More Efficient Development Pattern



\$751.7 Billion in Investments through 2050



Less Congestion



Reduced GHG Emissions from Passenger Vehicles



More Travel Options



Direct Economic Impacts

\$2.00 in benefits for each \$1.00 invested and 465,000 annual new jobs from transportation investments and increased competitiveness.



Progress Made Since the First SCAG SCS in 2012

Increased diversity of housing types



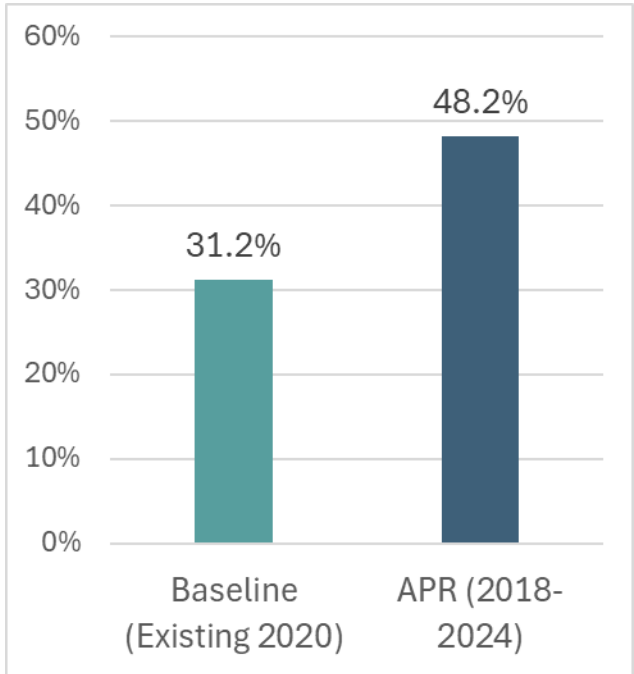
Culver City Mixed-Use TOD
(picture: ArchLenz Photography)

Recent housing is more location efficient

	2019 Avg. VMT/capita
Built 1990-1999	23.05
Built 2000-2009	22.80
Built 2010-2019	21.07
All Housing 2020	21.15

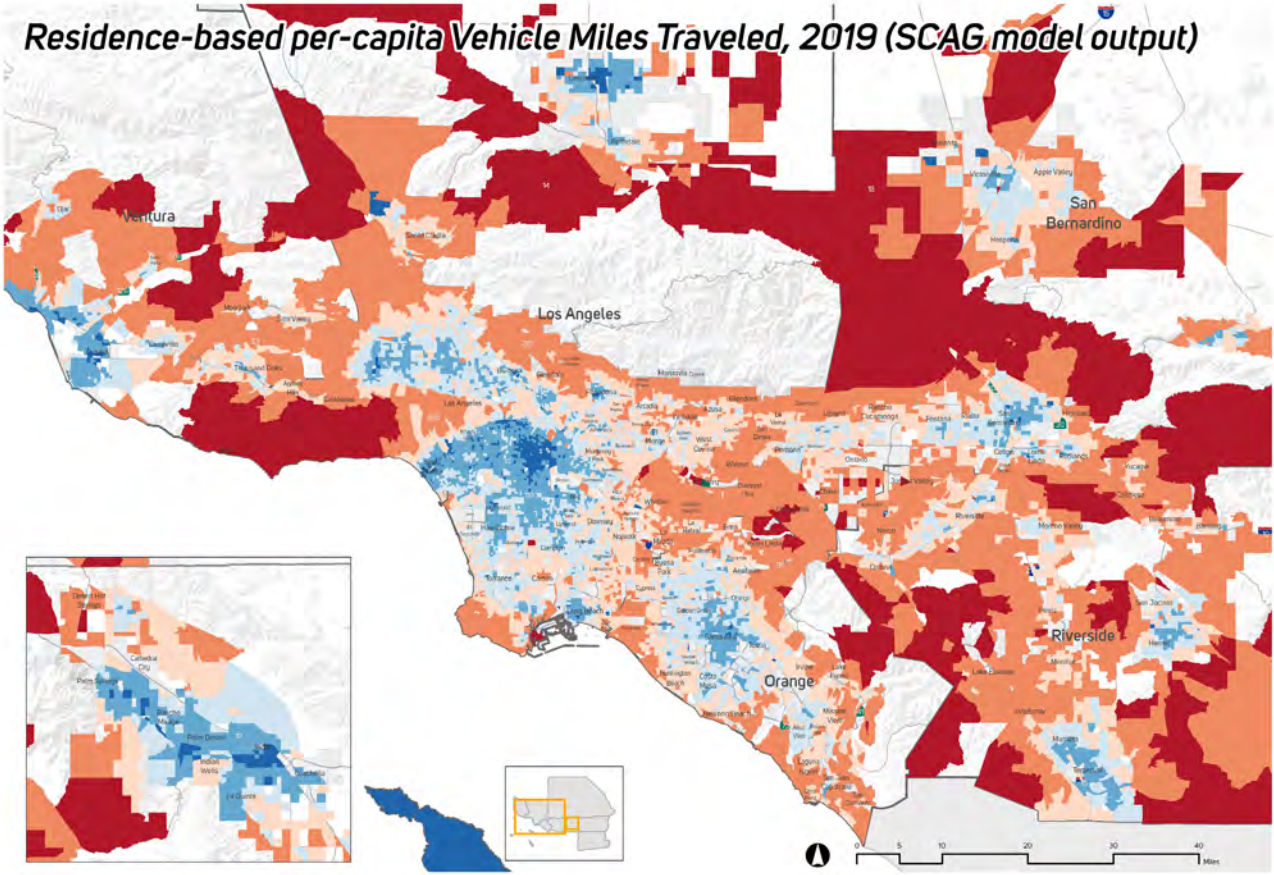
Decennial Census; Average VMT/capita for housing units by period

Increasing share of units in High Quality Transit Areas



Low VMT Per-Capita Neighborhoods Exist Throughout

Density and Destinations Contribute to Lower VMT Neighborhoods

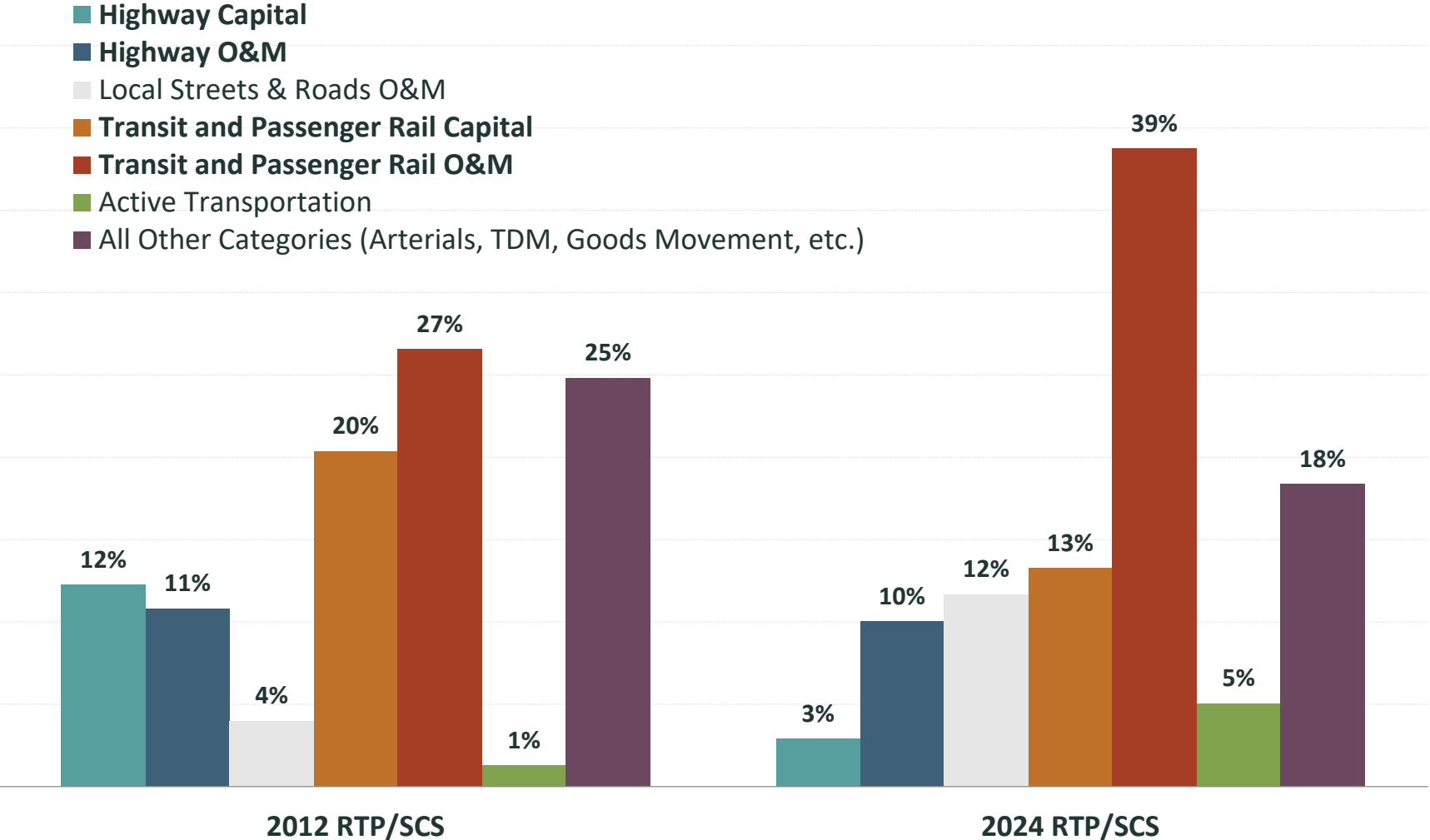


	VMT/capita by TAZ
Dark Blue	0 - 12.1
Medium Blue	12.2 - 17.3
Light Blue	17.4 - 20.9
Light Orange	21.0 - 25.3
Orange	25.4 - 38.2
Dark Red	38.3 - 141.3



EVOLUTION OF PLANNED HIGHWAY CAPACITY INVESTMENTS IN THE SCAG REGION

RTP/SCS Expenditures Comparison: 2012 vs. 2024



Highway Capacity Investments Comparison

\$64.2 billion or 12% of total
Year 2035 highway lane miles: **14,527**

- **\$21.9 billion** or 3% of total
- Year 2035 highway lane miles: **13,510**

Major Capacity Projects	2012 RTP/SCS	2024 RTP/SCS
SR-710 North	Extension, tunnel	TSM/TDM improvements
I-710 South	MF + truck lanes	Local transportation and transit improvements
High Desert Corridor	Project	Planning/engineering studies only
SR-241 Extension	Project	(Cancelled)

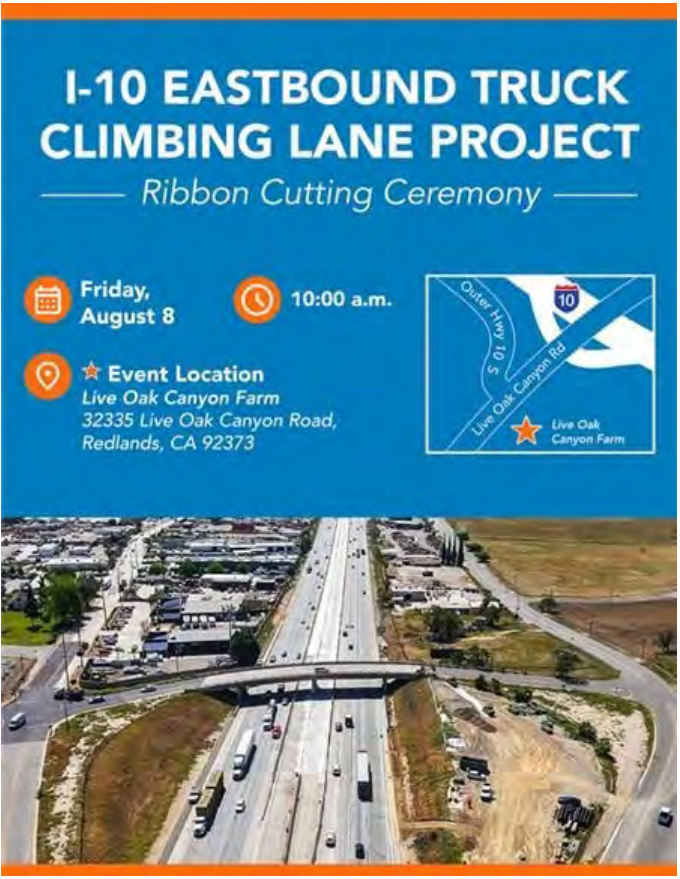
A New Vision for Highway Investment



Managed Lanes



Reconnecting Communities



Freight Safety and Efficiency

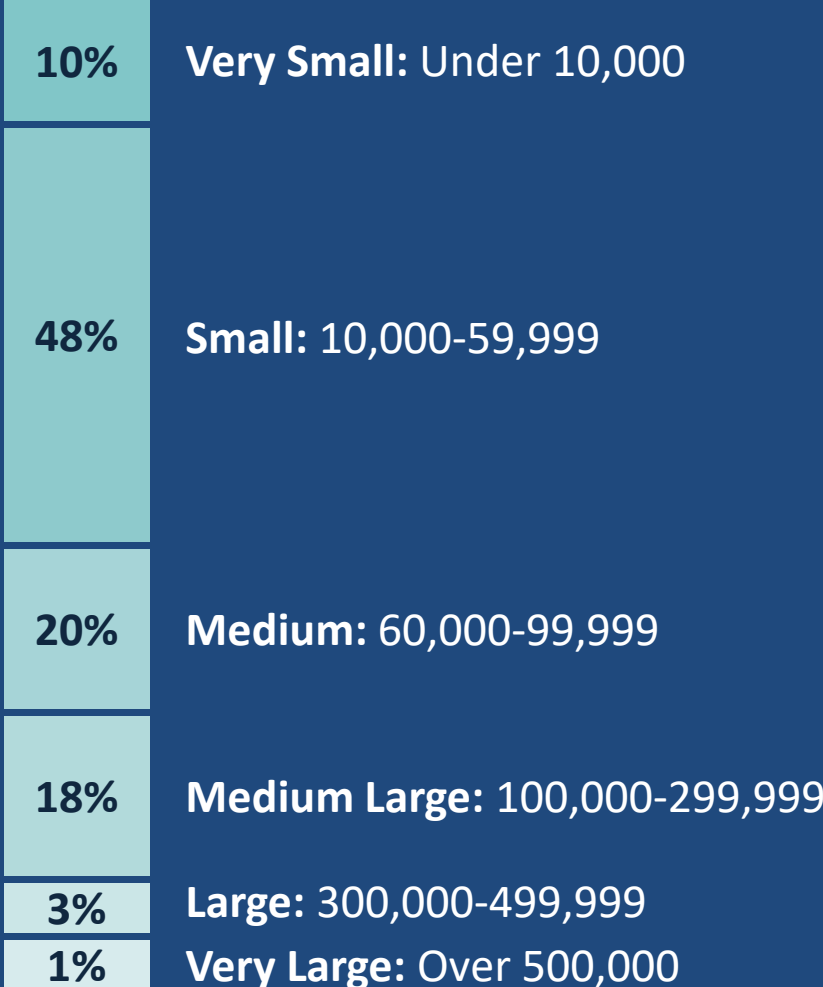
Key Challenges and Opportunities – Advancing SCS Implementation

Most SCAG jurisdictions are small and have limited staffing and/or resources. Even larger jurisdictions have challenges

– returning funding for projects due to lack of capacity.

MPOs can help relieve administrative and implementation burdens

SCAG Jurisdictions by Population Size





THANK YOU!

For more information, please visit:

<https://scag.ca.gov/connect-socal>

SCS Successes & Challenges in the AMBAG Region

Heather Adamson, Director of Planning

Joint CTC/CARB/HCD Meeting

April 9, 2026





AMBAG Region

Monterey, San Benito, and Santa Cruz counties

MPO for all three counties, COG for two counties, and three county level RTPAs

Central Coast – mostly rural with small urban areas

Agriculture and tourism are our top industries

Successes

- Reduction from roadway capacity projects to other sustainable modes
- Greater emphasis on infill development in urban areas
- Emphasis on alternative transportation options
 - Active transportation
 - Complete Streets
 - Operational improvements

Challenges

Slow growth ---- declining and aging population

Expensive to build in the region

Ability to drive change = funding
Ag vanpool



REAP Investments

- 6th Cycle RHNA and Housing Elements
 - 219% increase in housing units compared to 5th Cycle
- Most jurisdictions are small with little to no Planning staff
- Funding is greatly needed to implement the SCS and state's goals
- California Central Coast Housing Best Practices Toolkit

Policy Goals

- RTP/SCS is designed to meet multiple and often competing goals
 - Safety and climate
 - Equity and economic
 - Accessibility and system preservation
- Not all projects will meet every single goal and that's ok

Takeaways

- Every region is different
- Funding is critical
- Investments for safety and freight are still needed
- Land use changes take time

Thank You!

For more information please visit:
www.ambag.org





Sustainable Communities Strategy (SCS)

Successes and Implementation Challenges

Senior Director of Regional Planning, Antoinette Meier

April 09, 2026

Sustainable Communities Strategy

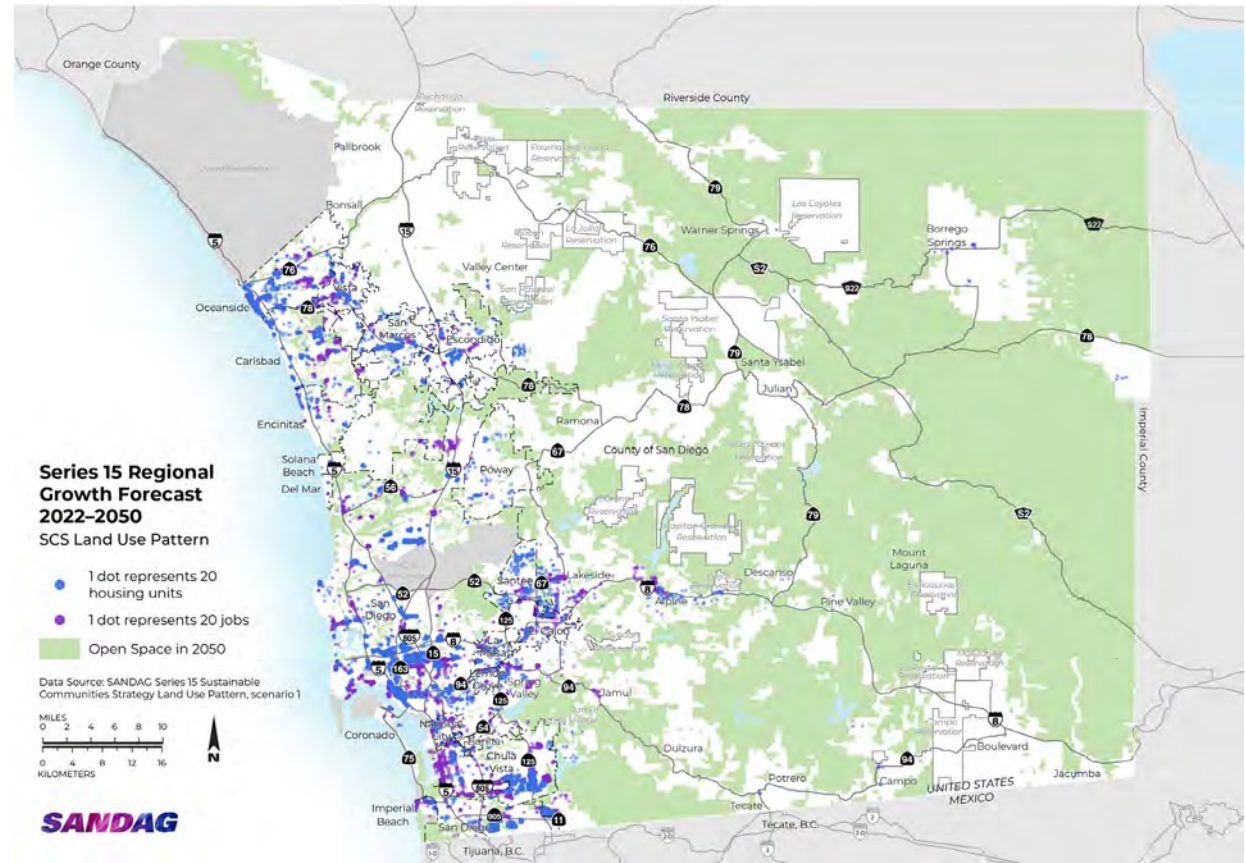
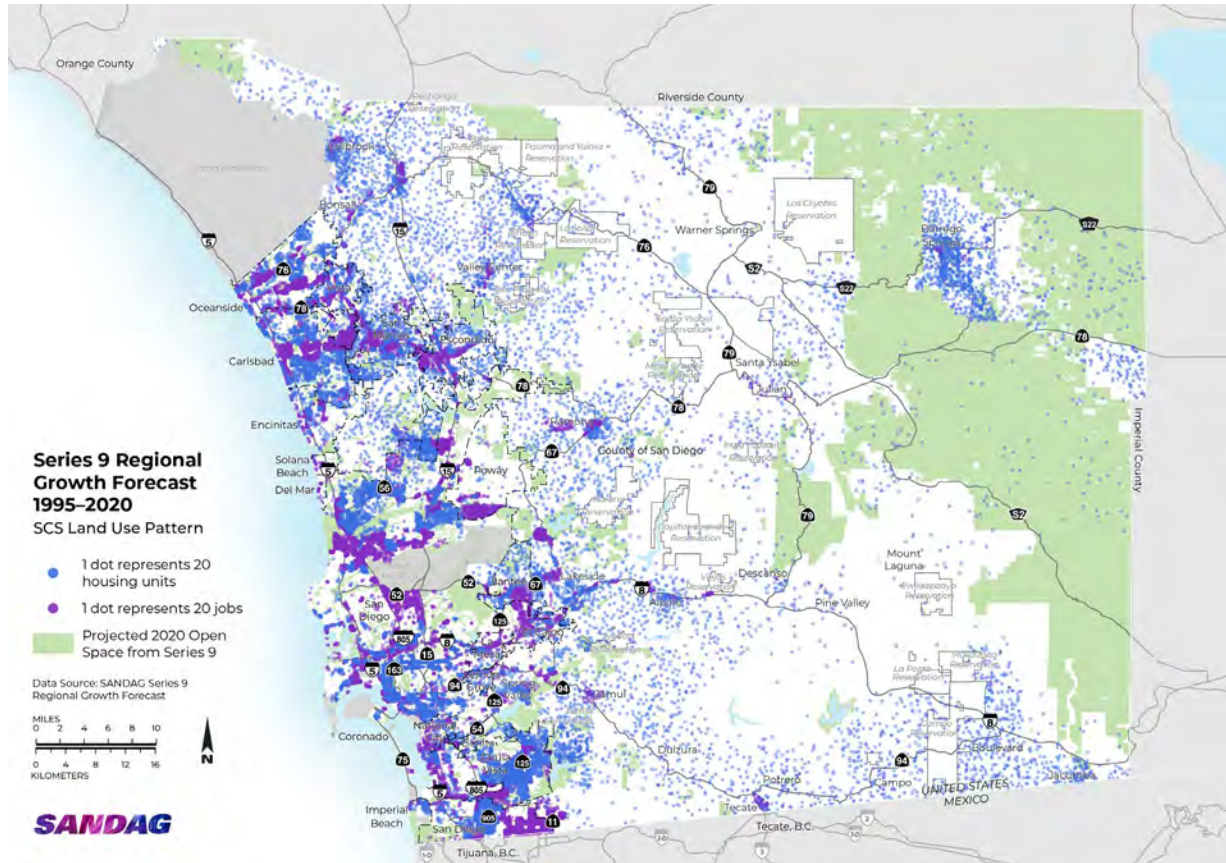
Merges 3 Planning Documents

**Regional
Transportation
Plan**

**Regional
Comprehensive
Plan**

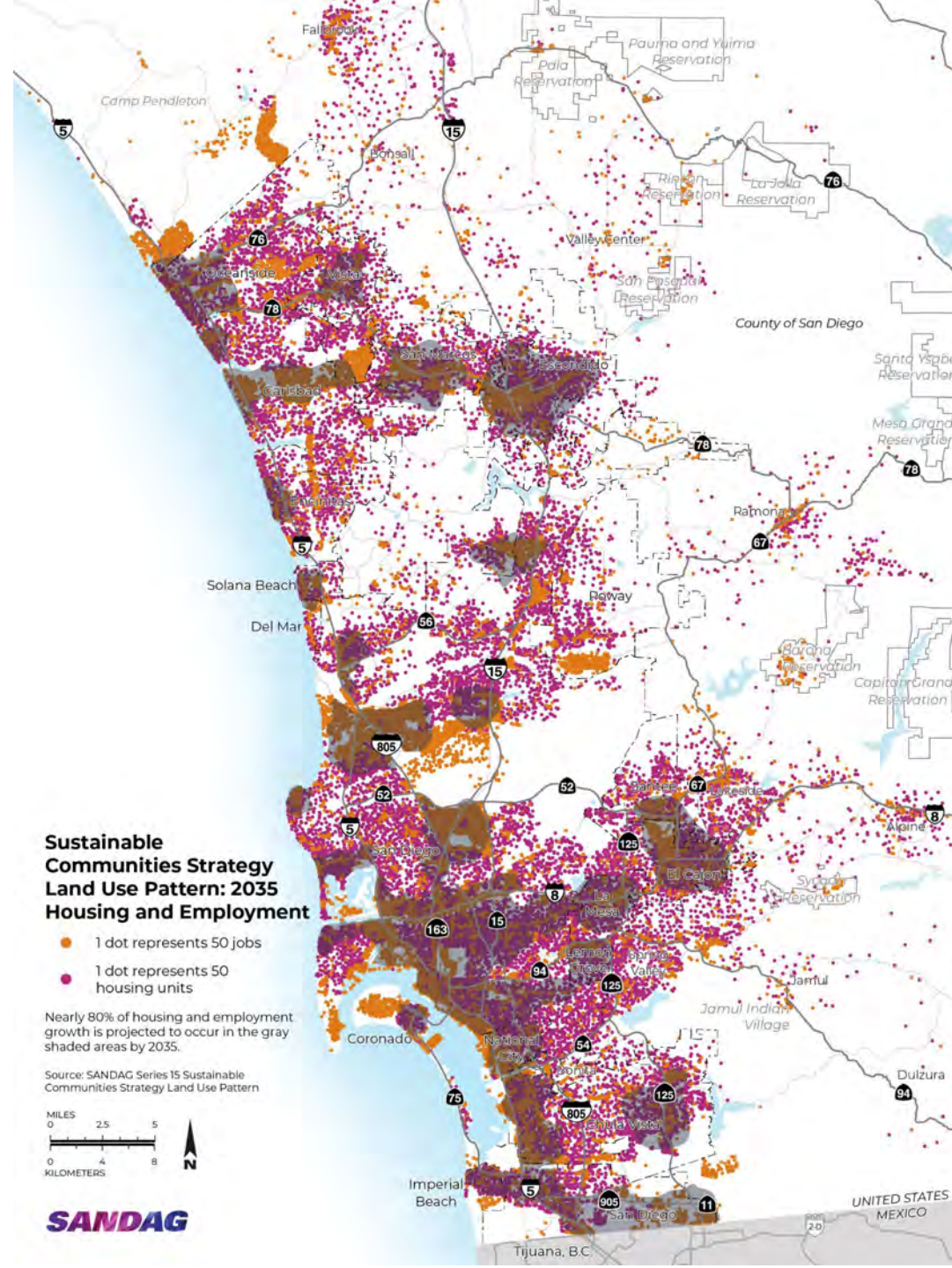
The Region's Evolution

Comparing Growth Projected in 1999 and 2025



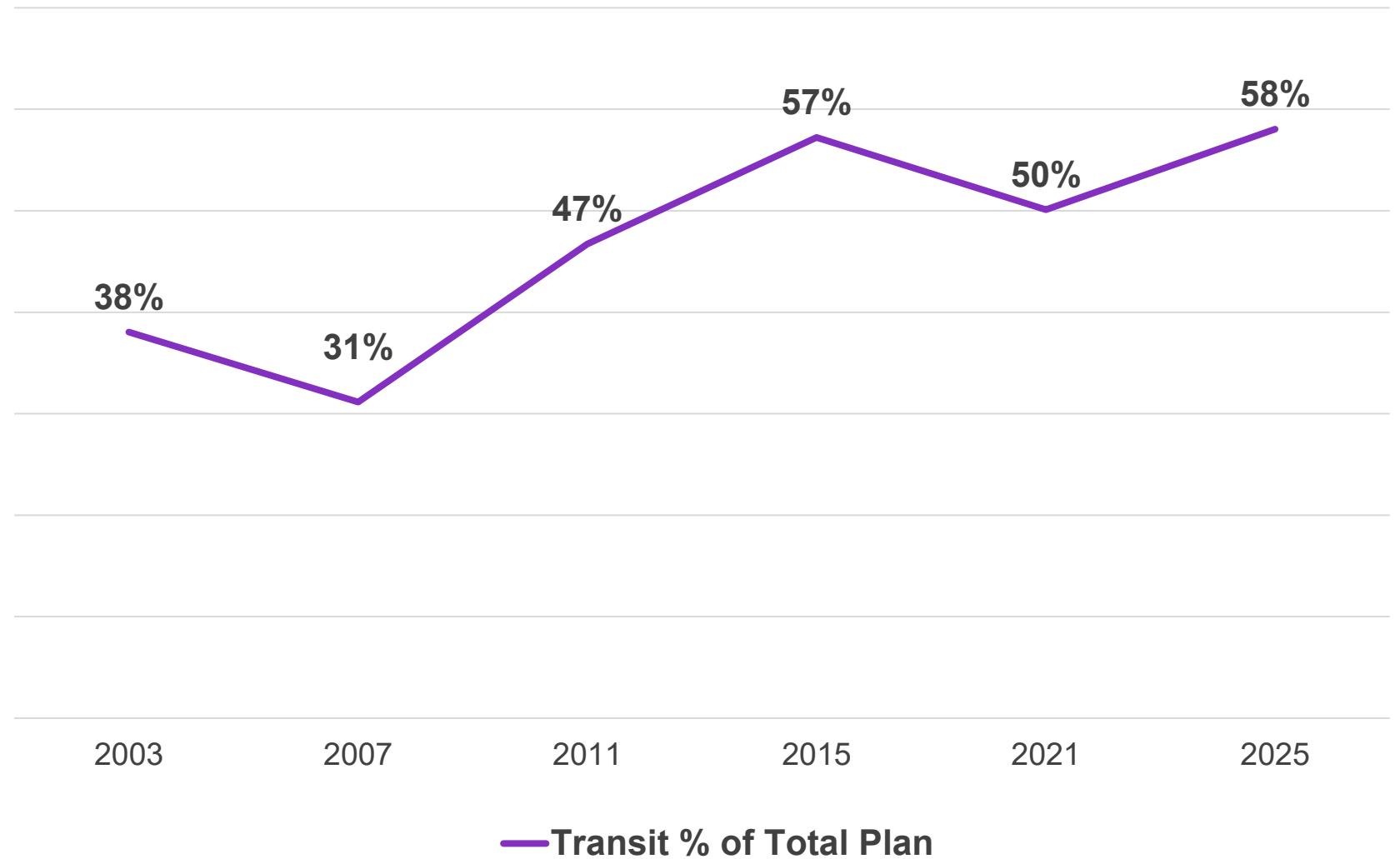
2025 Regional Plan Sustainable Communities Strategy Land Use (2035)

- ~80% of housing & jobs in urban areas near transit investments



Regional Plan Transit Investment (2003-Present)

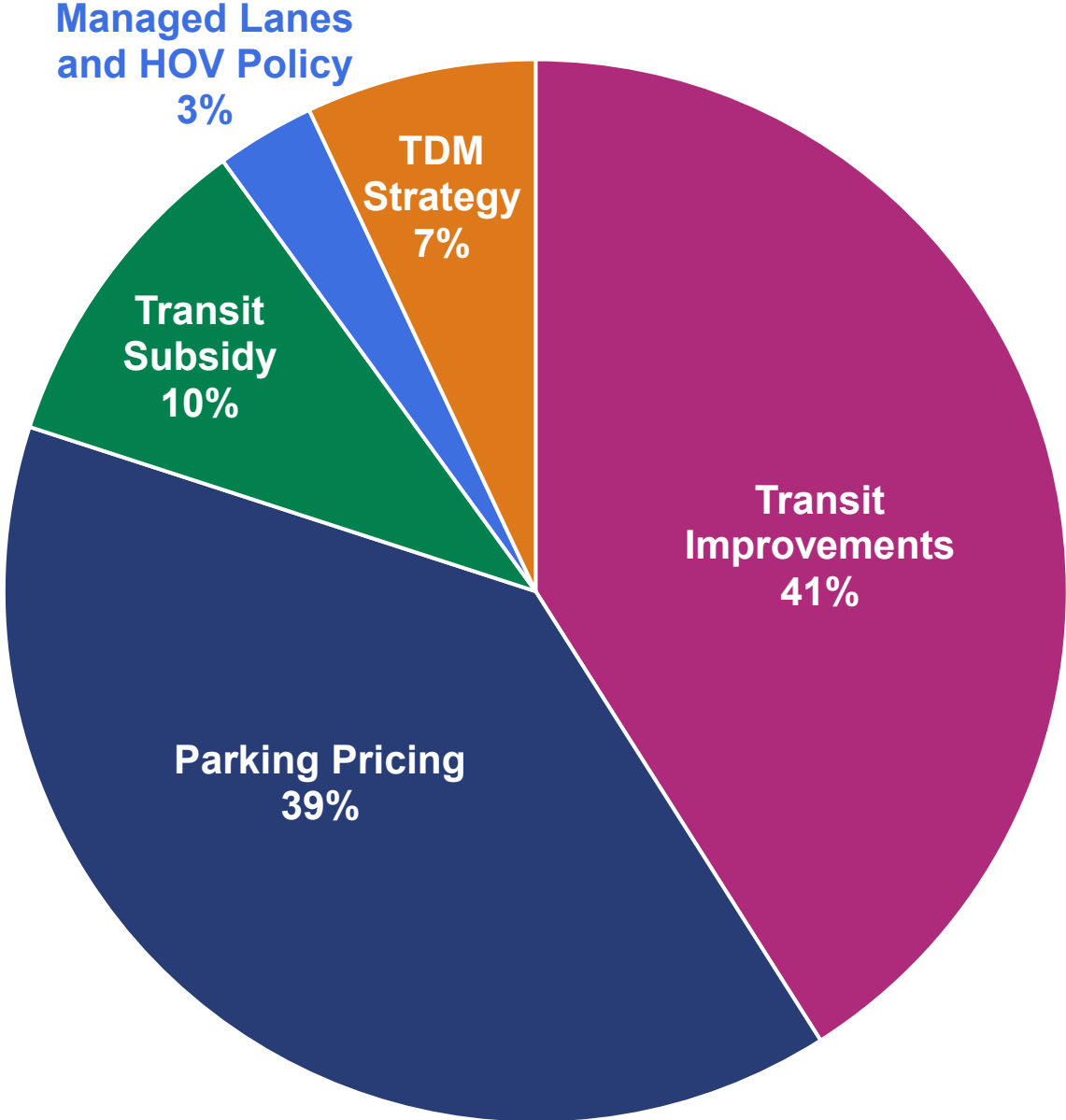
Transit Investments in Regional Plans



GHG/VMT Reduction Strategies

2025 Regional Plan

What strategies achieve our 19% target?



Looking beyond GHG and VMT

- **Travel times** in major corridors **decrease** across all modes, including freight.
- **Drive alone trips decrease**, and trips taken by transit, carpooling, and active transportation increase
- Daily **transit ridership** and transit mode share **nearly double** by 2050
- **Nearly half** of regional jobs will be near rapid transit by 2050
- Population near rapid transit **grows nearly five times** from today
- Nearly **87%** of the region will live within a quarter mile of a bikeway by 2050



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Email: pio@sandag.org

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