




CHAPTER 4

Policies and Implementation Actions

The MTP/SCS is a 20-year plan for growth and transportation investment that facilitates vibrant, healthy communities where residents have access to affordable homes, good jobs, clean air, and ready access to the places and destinations that are part of everyday life. The performance outcomes of this plan are dependent on forward-looking policies and strategies that can guide implementation activities over the next one to five years. To achieve our collective vision for the region's future will require a concerted effort by many agencies and partners, working together to address obstacles and seize opportunities. The policies and strategies of this plan are focused on those key actions that our region needs to take to support four priority policy areas:

-  **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, reliable, and multimodal transportation system**



A prosperous future with clean air, housing choice, transportation options, and access to opportunity begins with today's actions.

THE FOUR POLICY PRIORITIES ARE THE PLAN'S OVERALL GOALS AND OBJECTIVES. TO CLEARLY LINK THESE GOALS TO THE POLICIES AND STRATEGIES, THE FOUR MAJOR PLAN OBJECTIVES ARE DESCRIBED IN MORE DETAIL, FOLLOWED BY THE RELEVANT SUPPORTING POLICIES AND ACTIONS, OR STRATEGIES. POLICIES 1 THROUGH 25, LISTED IN THIS CHAPTER, ARE THE PLAN'S POLICIES. THE SUPPORTING ACTIONS ARE THE SHORT-TERM, MID-TERM, AND LONG-TERM STRATEGIES.



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

"Vibrant places" can sound like the aspirational and vague language of a real estate ad. But the phrase is really a shorthand to describe communities that provide the opportunities people desire as well as convenient ways to get around so that people can access those opportunities. Exactly what those opportunities are and how people will want to access them will depend on each individual community; there is no cookie-cutter template and community choice is key.

Building vibrant places is not an optional afterthought. 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 MTP/SCS forecasts robust housing and employment growth in the region. The plan's housing forecast assumes construction of, on average, 11,000 new homes annually — roughly a doubling of the region's average annual permit rate since the end of the Great Recession. As housing production doubles, it will be critical to maintain a balance of infill and greenfield growth over time to avoid the uncoordinated development pattern of the early 2000s that led to worsening regional congestion and air quality.

The growth strategy of the MTP/SCS is built from local plans. Nearly two-thirds of the 260,000 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 areas [e.g., greenfield areas].

The plan's growth strategy also assumes a reversal of historic building trends in that the majority of new homes in the future will 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.

Although housing and employment development and physical improvements such as lighting, sidewalks, and increased transit service are positive steps needed to build vibrant communities, they come with the risk of unintended negative consequences. These include displacement, meaning that a neighborhood's increasing desirability as it is improved leads to rising housing costs that can drive out existing residents.

Displacement can make a community less equitable, because lower income residents can no longer

afford to live there, making it harder to access its opportunities and amenities. A related negative consequence can be that some residents may perceive that improvements that have been made without including them in the planning are not for them or they don't understand how to use them.

Anti-displacement strategies at a local level such as engaging potentially affected residents and helping them build that social capital will be critical to building vibrant communities. Because there is much debate over what solutions can be used to solve or alleviate displacement issues, jurisdictions will need to identify policies and programs that best fit their unique needs and priorities.

SUPPORTING POLICIES

POLICY 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:

- Development in communities where services, amenities, and transportation infrastructure already exist;
- The economic viability of rural lands and conservation of open space and agricultural resources;
- Revitalization of urban, suburban, and rural centers and corridors;
- Coordinated and phased greenfield growth that prioritizes walking and bicycling in scale and design while incorporating new urbanist design principles;
- Higher density housing options such as small-lot or attached single-family products, accessory dwelling units, and multi-family housing options where appropriate;
- A diversity of housing to provide options for all residents;
- Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options;
- Transit-oriented development including more housing and jobs in high frequency transit areas;
- Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.

POLICY 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

The MTP/SCS 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 and work in the same community, 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 forecast 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.



SUPPORTING ACTIONS

Action	Responsible Parties	Timeframe
Secure funding and implement the Green Means Go Pilot Program to encourage infill development and revitalization of commercial corridors.	SACOG, cities and counties, private, public and non-profit sector partners	2020-2024
Develop a Regional Housing Needs Plan with action steps and incentives that put member agencies in a better position to accelerate infill and affordable housing production.	SACOG, cities and counties	2020
Secure funding to allow the region’s jurisdictions and stakeholders to revisit and update the Blueprint.	SACOG, cities and counties, non-profit and private organizations	2020-2024
Continue to provide tools and project support to grow regional jobs and housing, including tools for preventing displacement. Examples include the TOD Toolkit, Rural-Urban Connections Strategy, Economic Prosperity Strategy, Housing Policy Toolkit, SB 375 and SB 743 CEQA streamlining.	SACOG, private and non-profit sector partners	2020-2040 (ongoing)
Continue to provide technical assistance to support urban, suburban, and rural community revitalization without displacement. Examples include Civic Lab Year 2, Rural Main Streets Technical Assistance, Rural-Urban Connections Strategy, data and tools for SB 743 implementation, and the Transit-Oriented Development Action Plan.	SACOG, cities and counties	2020-2040 (ongoing)
Provide data, research, analysis, incentives, and other support to housing-rich communities actively trying to promote walkable, higher density job centers, and jobs-rich communities to promote housing growth.	SACOG, cities and counties	2020-2040 (ongoing)

