



Land Use & Natural Resources Committee

Meeting Date: November 7, 2019

Agenda Item No. 4

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Implementation: Support Local Designation of Priority Infill Areas

Information

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Attachments: No

1. Issue:

Infill development is critical to achieving the goals of the draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (2020 MTP/SCS). Staff is proposing to work with local agencies to designate Priority Infill Areas that will support implementation of the MTP/SCS and improve our region's competitiveness for state and federal grant programs.

2. Recommendation:

Provide direction and input to staff on the concept of developing locally-designated Priority Infill Areas.

3. Background/Analysis:

In November, the SACOG board will consider action on the draft 2020 MTP/SCS. The plan assumes that over the next two decades, the region will attract roughly 168,000 new homes and 228,000 new jobs in infill areas in cities, suburbs, and towns across the region. While this is a shift from where growth has occurred in the past decade, it is not out of reach with focused actions to encourage infill development.

Accommodating future growth alongside the jobs and services already in place in existing communities, particularly those that offer a variety of transportation options such as transit, walking, and biking, is a foundational strategy in the MTP/SCS. Prioritizing and incentivizing infill development is one of the most important factors in reducing the driving people must do daily, managing congestion, fostering economic development, and reducing tailpipe emissions that affect air quality and greenhouse gas emissions. Actions by SACOG that support and encourage local jurisdiction efforts to prioritize development in infill areas is an important component of ensuring the MTP/SCS can be implemented. The primary purpose for establishing locally-designated Priority Infill Areas is to support and expand the incentives and opportunities available to local jurisdictions to support growth in these areas. This concept is supported by the following policies from the 2020 MTP/SCS:

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

Some of this work has already begun. Earlier this year, 22 of the region's 28 jurisdictions submitted pre-applications for the proposed Green Means Go program to illustrate support for the region's effort to gain state assistance to support infill development and to demonstrate the region's readiness for the funding we are seeking through the Green Means Go program. In a pre-application process, local jurisdictions identified example "green zones," which were infill areas where future funding is needed to accelerate infill development, travel options, and/or electric vehicle deployment. The creation of Priority Infill Areas will take a closer look at "green zones" and other areas with infill potential through a locally-determined designation process.

4. Discussion/Analysis:

Designating an inventory of local Priority Infill Areas is important for several reasons, including increasing the region's competitiveness for grant funds, providing an additional point of input for making regional and local investment decisions, and guiding future planning and technical assistance efforts. State grant opportunities, such as the Infill Infrastructure Grant Program, award extra points for projects in "Priority Development Areas" and "Transit Priority Areas." The region has not formally established any "Priority Development Areas," and while the MTP/SCS does designate "Transit Priority Areas," these are primarily focused around light rail stations and leave out many of the promising infill opportunities present in the region. Establishing Priority Infill Areas in partnership with local agencies will offer an additional element to increase our region's competitiveness in these programs, particularly if coordinated with investments from SACOG's future funding rounds, local funding programs, and eventual funding through the Green Means Go program. Identifying these areas can also inform future planning efforts such as an update to the Sacramento Region Blueprint and/or the next MTP/SCS update. Finally, an inventory of Priority Infill Areas will help staff better identify and plan future technical assistance opportunities to support local infill development efforts.

Building on the work local agencies have already done to support the Green Means Go efforts, staff is proposing to work with local agencies to identify and create locally-designated Priority Infill Areas. These will be areas that are in existing communities, designated as Center and Corridor Communities or Established Communities in the 2020 MTP/SCS, and that local jurisdictions have identified for growth. Staff is seeking input and direction from the committee regarding the creation of locally-designated Priority

Infill Areas. What other inputs or considerations should staff incorporate into the framework or process for developing Priority Infill Areas?

4. Fiscal Impact/Grant Information:

This item does not have an impact on the agency budget. Staff time for MTP/SCS implementation activities is already included in the Overall Work Program.

5. This staff report aligns with the following SACOG Work Plan Goals:

- 1 - Advance Economic Prosperity
- 3 - Assist Local Economic Development Strategies