



## SUSTAINABILITY AND EQUITY

Throughout the 2040 General Plan Update community outreach process, sustainability and equity emerged as the overarching themes. Sustainability and equity are the foundation of the 2040 General Plan. In November 2019, City Council adopted the guiding Vision of the General Plan which states, “In 2040, the City of Sacramento will be a national model of sustainable, equitable growth and community development.” The goals, policies, actions, contained within this General Plan guides the commitment to sustainability and equity for the next 20 years.

Sacramento is poised to see significant growth over the next two decades; the city is projected to add over 69,000 new homes, 200,000 new residents, and 76,000 new jobs. A critical challenge will be managing this growth sustainably and equitably in ways that benefit the whole community, increasing opportunity and prosperity for all.

Local government plays an essential leadership role in protecting and enhancing the environment, economy, and social equity that are essential to the ability of communities to consistently thrive over time. As the urgency of the climate crisis accelerates, it will be essential to manage growth and facilitate investments in our community that minimize greenhouse gas (GHG) emissions while strengthening community resilience to the effects of climate change. Achieving the communitywide objectives of the 2040 General Plan will require the commitment and creativity of all Sacramentans and be dependent upon the broad-based collaboration of all of Sacramento’s communities. Engaging all segments of the community — particularly traditionally underrepresented and marginalized groups — is essential to ensuring that sustainability and equity are inextricably intertwined.

## DEFINING SUSTAINABILITY AND EQUITY

**Sustainability** means meeting the needs of the present without compromising the ability of future generations to meet their own needs. Sustainability is about sustaining and integrating how we manage the economy, environment, and social equity, to minimize, mitigate, and adapt to short- and long-term impacts on the environment and the quality of life for residents.

Regardless of one's identity, **equity** is when all people have just treatment, access to opportunities necessary to satisfy their essential needs, advance their well-being and achieve their full potential, while identifying and eliminating barriers that have prevented the full participation of some groups.

This section provides a summary of several key City initiatives already underway to address sustainability and equity. It also identifies a series of indicators that can be used to monitor and evaluate the effectiveness of the General Plan in fostering a sustainable and equitable city. An index with specific policies related to all major topics, including sustainability and equity, can be found at the end of Chapter 1, Introduction.

## Recent City Initiatives

In recent years, the City has demonstrated its commitment to sustainability and equity. A few notable examples include:

- Preparation of a [Climate Action and Adaptation Plan](#)
- Early Climate Action implementation, including the development of an [Existing Building Electrification Strategy](#)

## Indicators

Indicators offer a way to measure progress toward our guiding vision in the General Plan, which states that, "In 2040, the City of Sacramento will be a national model of sustainable and equitable growth and community development." Regularly measuring progress on sustainability and equity indicators will help evaluate whether implementation of the General Plan has been contributing to a more sustainable and equitable city. Furthermore, the evaluation will provide insight for how the City might modify implementing actions to better achieve the community-wide objectives of the General Plan in a sustainable and equitable way.

**Table 2-1** identifies a series of indicators that can be used to measure progress toward the vision for Sacramento in 2040 and to guide future policy decisions. For each indicator, the table shows the baseline against which progress will be measured and the target(s) to be achieved. The table also indicates how the metric will be calculated. To be effective, indicators should be relevant, easy to understand, reliable, and readily measurable. The indicators set forth in **Table 2-1** are generally measured using publicly available data sources – including data from City departments, regional agencies, various State offices, and the U.S. Census Bureau. These indicators will be tracked on an annual basis.

Each year, the City prepares a General Plan Progress Report to highlight accomplishments, report on current challenges, and measure the success of the General Plan in guiding the City toward its vision. Incorporating updated information on these General Plan indicators into the Annual Progress Report can be an effective way to report out on progress to decision-makers and community members.

- Establishment of [City's Office of Diversity & Equity](#)
- Formation of the City Council's Racial Equity Committee
- Establishment of the [City's Office of Climate Action & Sustainability and the Climate Implementation Work Plan](#)
- Development of an Inclusive Economic Development Strategy and Action Plan and formation of the [Inclusive Economic and Community Development Investment Committee](#)
- Establishment of the [Neighborhood Development Action Team](#)

Table 2-1: Indicators







Indicator	Why It Matters	Baseline Data Source	Baseline	Target
<b>Mode Share</b> 	<p>The single-occupant vehicle is the dominant mode of transportation in Sacramento, which leads to traffic congestion, air pollution, and GHG emissions that contribute to global warming. Amid growing climate and equity concerns, it is essential to incentivize and inspire a behavioral shift to other travel modes by working to <b>make our roads safer, make transit service more frequent and reliable, and make active transportation modes like walking and bicycling more convenient and attractive.</b></p>	Commute trips from US Census data, 2020	Drove alone: 71.9%, Carpooled: 10.1% Public transit (no taxi): 3.0% Walked: 3.0% Bicycle: 1.4% Worked from home: 8.9% Taxi, motorcycle, other: 1.4%	2030: Active Transportation mode share of 6%  2045: Active Transportation mode share of 2%  2030: Transit mode share of 11%
<b>VMT Per Capita</b> 	<p>Reducing vehicle miles travelled (VMT) means people will drive shorter distances and less often. Not only will this save Sacramentans time while <b>reducing congestion and pollution</b>, but it can also <b>lead to better health outcomes</b>. People who walk, cycle, or take transit instead of driving will get more exercise, and an increase in physical activity reduces the risk of chronic disease. Reducing VMT also reduces exposure to crashes and reduces the risk of injury and death.</p>	SACSIM Transportation model, 2016	7,991 miles per person per year	2030: 6,393 miles per person per year  2045: 5,625 miles per person per year
<b>Households with Zero Emission Vehicles</b> 	<p>On-road transportation accounted for about 57 percent of Sacramento's total greenhouse gas emissions in 2016, so reducing transportation emissions is critical to achieving <b>carbon neutrality</b>. Because SMUD has committed to eliminate GHG emissions from their power supply by 2030, Zero Emission Vehicles (ZEVs), such as battery-electric, plug-in hybrid electric, and hydrogen fuel cell electric vehicles that do not produce polluting exhaust will provide a direct solution to auto-related emissions.</p>	California Energy Commission, 2022	4,060 ZEVs sold in Sacramento	2025: 11% ZEV registration rate  2030: 28% ZEV registration rate  2045: 100% ZEV registration rate

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Indicator	Why It Matters	Baseline Data Source	Baseline	Target
<b>Number of Public EV Chargers</b> 	Nearly half of Sacramento residents are renters and those who live in multi-unit buildings may not have ready access to EV charging equipment or the ability to install it. Publicly available EV charging infrastructure is critical to <b>ensuring broad-based, equitable access to infrastructure</b> that supports clean vehicle use.	US DOE Alternative Fuels Data Center, 2023	296 publicly accessible EV charging stations	2025: 3,230 public EV chargers in Sacramento  2030: 8,150 public EV chargers by
<b>Percent Urban Tree Canopy in Disadvantaged Communities (DACs)</b> 	Sacramento ranks among the "greenest" cities in the world due to its extensive tree canopy, which has environmental, economic, and health benefits for local residents. Yet, canopy coverage is not uniform across the city ( <b>Map ERC-1</b> ) and neighborhoods with the least tree canopy are more likely to be home to lower-income communities of color. Particularly in view of projected significant increases in average summertime temperatures and Urban Heat Island impacts, expanding the tree canopy is important for <b>building community resilience to the effects of climate change</b> .	GIS analysis: Tree canopy cover raster averaged within DACs, 2018	20.30%	2030: Urban Tree Canopy Cover of 25%  2045: Urban Tree Canopy Cover of 35%
<b>Healthy Food Access in DACs</b> 	Lack of access to healthy food resources can lead to a higher risk of obesity and diabetes. Hunger also makes it difficult to focus at school or work, and because food is one of the most basic needs, <b>food insecurity can force people to make choices that place food above other necessities</b> , like medicine or other basics. By and large, Sacramento neighborhoods have good access to healthy food, but neighborhoods without a grocery store, farmers market, or healthy food vendor within a half mile walking distance from home are disproportionately low-income neighborhoods of color ( <b>Map EJ-4</b> ).	US Census data (tract level) and spatial analysis in GIS, 2022	77 Census tracts lacking a healthy food retail sales point within a half mile of home also have average household incomes that are lower than the citywide median and rate of poverty that are higher than the citywide median.	20% reduction in the number of DACs lacking a healthy food retail sales point within a half mile of home.



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Indicator	Why It Matters	Baseline Data Source	Baseline	Target
<b>ParkScore Rating</b> <i>(rates Sacramento based on five characteristics of an effective park system: access, investment, acreage, amenities, and equity)</i> 	<p>Regular physical activity and access to nature, leisure, and cultural options is <b>linked to improved mood, reduced stress, and an enhanced sense of wellness</b> in adults and children.</p> <p>In general, Sacramentans have access to a wide range of parks and recreational facilities close to home, but there are some neighborhoods – including lower income neighborhoods of color – where residents don’t have walking access to a park within a half-mile of where they live (<b>Map YPRO-1</b>). Improving access for historically underserved residents in particular is an important part of the strategy for a sustainable and equitable Sacramento.</p>	Trust for Public Land, 2022	59.3 points	2040: 69.4 points
<b>Infill Development in Corridors and Centers</b> 	<p>Corridors and centers offer some of the best opportunities to accommodate infill development. An interconnected network of mixed-use corridors and centers <b>with a range of housing, employment, educational, cultural, and recreational options</b> is the cornerstone of a sustainable and equitable city. It will help diversify the housing supply and address affordability, while also supporting the vitality of local businesses, laying the foundation for high-frequency transit, and making it easier to get around without a car.</p>	The targets for this indicator are measured in new development approved; reporting a baseline value is not applicable.		<p>2040: 48,990 new housing units in corridors and centers</p> <p>2040: 72,200 new jobs in corridors and centers</p>
<b>Share of Residents Spending More Than 30 Percent of Income on Housing</b> <i>(housing burden)</i> 	<p>High housing cost burden forces people to make trade-offs between paying the rent or mortgage and other daily essentials, like food, medical care, transportation, and bills. This undermines their economic security and overall well-being. Renters, older adults, people with disabilities, and people of color are more likely to experience housing burden. <b>Addressing housing security is foundational for building an equitable city.</b></p>	US Census data (5-year ACS) for renters/owners. 2018	50% of renters and 34% of owners experience housing burden	2040: 30% of renters and 14% of owners experience housing burden

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