



Item #17-9-4

Government Relations & Public Affairs Committee Information

August 21, 2017

2020 MTP/SCS Update: Development of a Policy Framework to Guide the 2020 Plan Update

Issue: Staff is seeking board input to identify issues for further board discussion and for eventual development of a policy framework to guide the 2020 MTP/SCS update.

Recommendation: None. This item is for information and discussion.

Discussion: This item is to solicit input and feedback from each of the board's policy committees to inform development of a policy framework that will guide the 2020 MTP/SCS update over the next two years.

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is the long-range transportation planning document for the six-county SACOG region. SACOG is required under federal and state law to maintain the plan and update it at least every four years. The MTP/SCS must cover a minimum 20-year planning period and guide transportation investments based on a reasonable forecast of population, housing, employment, and transportation revenue.

The 2016 MTP/SCS was a relatively minor update focused on maintaining the transportation, air quality, greenhouse gas, and land use performance benefits of the 2012 MTP/SCS. The 2016 update used the same regional growth forecast, refreshed the three regional land use and transportation scenarios, and kept a horizon year and revenue forecast similar to the 2012 plan.

Exploring Themes for the 2020 MTP/SCS Update

The 2020 MTP/SCS update will be a major update for a number of reasons that staff has already begun to examine with the board. The economy has fundamentally changed since the regional growth projections were last updated, necessitating an update of those projections. Additionally, the horizon year of the plan must move to at least 2040 to maintain a minimum 20-year planning period. The California Air Resources Board is poised to assign stricter GHG targets, and other legislation, such as Senate Bill 1, could affect what and how investments are prioritized in the plan. In addition, the 2020 plan cycle also marks the eight-year update of the regional housing needs plan, which must be developed consistent and concurrently with the MTP/SCS.

In addition to updating the MTP/SCS to consider the factors listed above, the update presents an opportunity to change the structure of the plan and the update process, and to explore new topics. Staff has already begun discussions with the board to receive feedback on the direction and policy priorities for the 2020 plan update. Attachment A includes a brief summary of the issues, questions, and direction received to date that will inform the plan's policy framework. It also

includes a look forward at the major work activities and milestones leading to final adoption of the plan. The following are a few of the major ideas identified thus far in this issue exploration phase:

Bring an economic prosperity focus to the plan: What transportation infrastructure investments are needed to support an economically prosperous region – including our urban, suburban and rural areas? How can the region support the flow of business and commerce within the larger megaregion, including counties to the north and south? How can a transportation plan best support workforce development and access to opportunity for current and future residents and workers?

Identify solutions to the region’s housing shortage: The Regional Progress Report presented to the board in June showed that the region is under-producing housing in all market segments, and particularly in infill areas and in attached housing product. What are solutions to this problem? What is the right type of housing product to meet the housing demand of the region?

Create a plan that uses robust data and analysis to make assumptions about the future, but acknowledges and adapts to the uncertainty inherent in long-range planning: How can the plan focus on near-term implementation actions that can help to realize the longer-term transportation and land use performance objectives and revenues that the plan lays out?

Expand on and improve SACOG’s performance-based approach to planning: How can the region get the most out of every dollar invested in transportation infrastructure? What analyses and indicators can SACOG utilize to explore an economic prosperity theme for a transportation plan?

Identify the policy mechanisms and strategies needed to achieve SB 375 GHG targets: What actions are needed to help the region achieve a higher GHG reduction target? Some of the options explored with the board thus far include incentivizing infill and transit-oriented development, increasing and modernizing transit services, and identifying innovative programs in demand management that can reduce reliance on single occupancy vehicle travel. SACOG should also work with the state to identify actions the state can take to offset the long-term decline in driving costs and loss of fuel-based revenues that create additional challenges for meeting GHG reduction targets.

This item comes to each of the board’s policy committees this month to vet the major ideas we’ve heard to date, and to solicit further input on the issues and opportunities the board may want to address in the 2020 MTP/SCS update. This input will be used to develop a policy framework that will guide the plan update over the next two years. Staff will bring that policy framework to the board in draft form in October for further vetting, followed by a request for action in November.

Approved by:

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2020 MTP/SCS: Where we've been | Where we're headed

Where we've been Discussion highlights & questions from Board engagement thus far		
2017	Jun	<p>Regional Progress Report</p> <ul style="list-style-type: none"> — Staff should further examine housing trends and strategies to encourage more affordable and attached housing development. — Staff should explore trends in employment and income following the recession, including workforce development and participation, to provide insights into why the region is recovering slower than the state and national averages. How and which jobs are recovering and how might shifts in employment sectors be influencing incomes? — What factors are influencing the large decline and slow recovery in transit ridership in this region? — How are ongoing maintenance and operation costs factored into investment decisions that have ongoing implications for local budgets. — What strategies or insights can this region gain by looking at examples from other parts of California or the U.S. in terms of economic health, housing, and transportation choices? <p>Board Workshop: Indianapolis and St. Paul (Mark Fisher/William Schroeer)</p> <ul style="list-style-type: none"> — Presentations focused on the business case for supporting transit as a way to attract workers — Transit can be an important part of a strategy to attract businesses to the region — Multi-modal transport is an asset for supporting a workforce with access to jobs and opportunity
	Jul.	Board Recess
	Aug.	<p>Introduction to the Regional Growth Forecast</p> <ul style="list-style-type: none"> — What key stakeholders informed the growth forecast update? — How has region's competitive position evolved since the recession? — What are key policy drivers shaping regional economic prosperity? — How can uncertainty be considered in long range projections? <p>Older Adult Transportation and Age-Friendly Communities</p> <ul style="list-style-type: none"> — Older adults age 65+ are projected to comprise anywhere from 1 in 5 to 1 in 3 people in county populations throughout region, with implications for transportation, housing, services, and economic prosperity. — What can we learn from communities locally and nationwide that have a variety of pilots/models for providing transportation services and other supports to for older adults to age in place. — Staff should continue to provide information and assistance to support age-friendly planning, transportation options, and innovations in region. <p>SB 375 Greenhouse Gas Reduction Target Setting</p> <ul style="list-style-type: none"> — Current target is a 16% reduction by 2035. SACOG has recommended a target of 18% in response to the state's desire for more aggressive targets. The state is currently proposing a target of 19%. — What are the implications of a higher greenhouse gas reduction target? — What policy mechanisms and strategies are available for the region to help to achieve a more aggressive target? What support can the state offer? <p>2020 MTP/SCS Engagement and Communications Plan</p> <ul style="list-style-type: none"> — Meaningful engagement and communications increase transparency, address conflicts in a solutions-oriented manner, and build empowered stakeholders. — Staff should look for opportunities to partner with other entities and piggyback on public opinion polling when and where possible. — Staff should consider the value to the public when designing engagement activities and questions

2020 MTP/SCS: Where we've been | Where we're headed

Where we're headed Upcoming issue exploration and major milestones for the 2020 MTP/SCS		
2017 Cont.	Sept	<p>Board Workshop: Workforce and the future of work (Egon Terplan, SPUR/Chris Benner, University of California, Santa Cruz)</p> <ul style="list-style-type: none"> — What are current and future workforce considerations and implications from economic factors such as changing retail, manufacturing, automation, globalization, income inequality, and access to education and training?
	Oct	<p>Rural-Urban Connections Strategy and the MTP/SCS</p> <ul style="list-style-type: none"> — How can the RUCS work program support the goals and objectives of the MTP/SCS? — How can the MTP/SCS support rural communities and economies? <p>Transportation Project Performance Assessment</p> <ul style="list-style-type: none"> — How is SACOG improving and expanding on the information the board has to look at and prioritize transportation projects? <p>Draft Policy Framework for the 2020 MTP/SCS</p> <ul style="list-style-type: none"> — What are the policy themes and issues that will guide staff research and analysis for the 2020 MTP/SCS update? <p>Draft Growth Forecast supporting 2020 MTP/SCS</p> <ul style="list-style-type: none"> — What are the results of the growth forecasts of population, housing, and employment that will inform the MTP/SCS land use assumptions? — Board feedback on refinements and questions about forecasts.
	Nov	<p>Request Board Action on Final Policy Framework and Growth Forecast for the 2020 MTP/SCS Update</p>
	Dec	<p>Board Recess</p>
2018	Jan-Jun	<ul style="list-style-type: none"> — Engage local staff for transportation and land use project updates. — Ongoing issue exploration and analysis based on Policy Framework themes and questions. — Initial transportation revenue forecast to support plan investments — Land use and transportation scenario concepts vetted with Board and stakeholders. — Board Action on Scenario Framework — Scenario development and analysis.
	Jul-Dec	<ul style="list-style-type: none"> — Scenario review with local staff, Board, and stakeholders — Hold public engagement workshops and Board briefings. — Board Action on Draft Preferred Scenario Framework and Revenue Assumptions.
2019	Jan-Jun	<ul style="list-style-type: none"> — Develop Draft Preferred Scenario. — Local agency review of Draft Preferred Scenario land use and transportation assumptions. — Elected Official info sessions on Draft Preferred Scenario (SB375 requirement). — Board Action on Draft Preferred Scenario — Final analyses to support development of draft plan and appendices — Begin development of Environmental Impact Report
	Jun-Jul	<ul style="list-style-type: none"> — Plan and appendix writing and visualizations — Board Action to release Draft MTP/SCS and Environmental Impact Report — Public review period, hearings, and response to comments
2020	Feb	<ul style="list-style-type: none"> — Board action on Final 2020 MTP/SCS and Environmental Impact Report

September Board Workshop: Regional Planning and Economic Prosperity

As part of issue exploration for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), as well as a broader goal to explore how the agency can support economic development efforts throughout the region, SACOG staff is actively looking for opportunities to bring in outside perspectives to discuss challenges and strategies for creating a prosperous future economy. For the September 14 Board meeting, staff will convene a panel of speakers to discuss current and future workforce considerations and implications from economic factors such as changing retail, manufacturing, automation, globalization, income inequality, and access to education and training. This Board workshop discussion will be in the context of the next MTP/SCS and the SACOG Board's consideration of how it might develop a transportation plan that supports regional prosperity.

Guest speakers will include:

- *Chris Benner, Ph.D.* is the Dorothy E. Everett Chair in Global Information and Social Entrepreneurship, Director of the Everett Program for Technology and Social Change, and a Professor of Environmental Studies and Sociology at the University of California, Santa Cruz. Rooted in an urban political ecology approach, his research examines the relationships between technological change, urban and regional development, and structures of economic opportunity. He and Manuel Pastor (University of Southern California) recently authored a report titled *Diversity and Inclusion for the 21st Century Economy: An Imperative for Chambers of Commerce*.
- *Egon Terplan*, Regional Planning Director at SPUR, a Bay Area- planning and urban research nonprofit. He is a specialist in economic development, land use, transportation, government reform and regional policy. He has authored or co-authored dozens of reports and policy studies, including the first-ever report on the Northern California megaregion, a report on land use planning and high-speed rail, a strategy for improving economic opportunity and upward mobility in the Bay Area, and strategies for the future of downtown Oakland, San Jose and San Francisco.