



1415 L Street, Suite 300
Sacramento, CA 95814

Meeting Agenda

Megaregion Working Group

*Metropolitan Transportation Commission (MTC) Representatives
Supervisor Alfredo Pedroza, Napa County; Supervisor Nate
Miley, Alameda County; Supervisor Jim Spering, Solano
County; And To-be Nominated Representative.*

*San Joaquin Council of Governments (SJCOG) Representatives
Supervisor Robert Rickman, San Joaquin County; Vice Mayor
Gary Singh, City of Manteca; Mayor Nancy Young, City of Tracy;
and Councilmember Leo Zuber, City of Ripon*

*Sacramento Area Council of Governments (SACOG)
Representatives
Supervisor Bonnie Gore (Chair), Placer County; Supervisor
Gary Bradford, Yuba County; Mayor Pro Tem Paul Joiner, City
of Lincoln; Councilmember Mike Kozlowski, City of Folsom*

Friday, January 27, 2023

12:30 PM

REMOTE

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to Working Group Members.

The meeting webcast will be available to watch live via Zoom at <https://us06web.zoom.us/j/85926866471>.

Members of the public are encouraged to participate remotely via Zoom at the link or Following phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://us06web.zoom.us/j/85926866471>.

Join by Telephone (for higher quality, dial a number based on your current location):

Dial (for higher quality, dial a number based on your current location):

US: +1 669 219 2599 or +1 651 372 8299 or 888 475 4499 (Toll Free) or 877 853 5257 (Toll Free)

Webinar ID: 859 2686 6471

International numbers available: <https://us06web.zoom.us/u/kcDvopZsKC>

Members of the public may participate by phone or Zoom or may submit comments by email at rhandy@sacog.org by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (7).

2. Election of Chair and Vice Chair

- 2a. Nomination and Election of the Chair and Vice Chair of the Megaregional Working Group for 2023

Action: Approval

Attachments: [2a - Election of Chair and Vice Chair - Memo.pdf](#)

3. Introduction to the Megaregion & Working Group 2023 Agenda

- 3a. Adoption of a Megaregion agenda for 2023, including a topical focus on (i) Support for “Megaregion Dozen” Action Plan, (ii) Coordinated and Cross-Disciplinary Planning, (iii) Electric Vehicles and Electrification, and (iv) Roadway Pricing

Action: Approval

Presenter: James Corless, SACOG

Attachments: [3a - Megaregion 2023 Agenda - Memo.pdf](#)

[3b- Megaregion Memorandum of Understanding.pdf](#)

4. Funding Update

- 4a. Background and key updates for “Megaregion Dozen” projects

Action: Information

Presenters: Kenneth Kao, MTC; Ryan Niblock, SJCOG; and Chris Dougherty, SACOG

Attachments: [4ai - Megaregion Funding Update - Presentation.pdf](#)

[4a ii - Megaregion Dozen Brochure.pdf](#)

5. Legislative Update

- 5a. Update on legislative and advocacy priorities for 2023, including (i) Legislation to Extend the Timeline of the Blueprint (SACOG’s Metropolitan Transportation Plan/Sustainable Communities Strategy); (ii) Transit Fiscal Cliff Support for Transit Operations; (iii) “Megaregion Dozen” Funding Advocacy; (iv) State and Federal Funding Advocacy in conjunction with April 28 Meeting

Action: Information

Presenters: Sabrina Bradbury, SACOG; and Rebecca Long, MTC

Attachments: [5a – Legislative Update - Memo.pdf](#)

6. Public Comment / Other Business

*Working Group Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

7. Adjournment / Next Meeting

The next meeting of the Megaregion Working Group will be held on April 28, 2023 at 12:30pm remotely and by webcast as appropriate. Any changes to the schedule will be duly noticed to the public.

Election of Chair and Vice Chair

Subject:

Nomination and Election of the Chair and Vice Chair of the Megaregion Working Group for 2023.

Background:

In December 2020, the Metropolitan Transportation Commission (MTC), the San Joaquin Council of Governments (SJCOG), and the Sacramento Area Council of Governments (SACOG) entered into a Memorandum of Understanding (MOU) to establish duties and governance guidelines for the Megaregion Working Group. This MOU specified that – beginning with SJCOG in 2021, MTC in 2022, and SACOG in 2023, and continuing on in that order – each MPO partner shall take the role of lead agency for the work conducted by and on behalf of the working group on a rotating annual basis. The MOU further specifies that the MPO partner assigned the role of lead agency shall designate one elected member of its governing body to serve as Chair and the MPO partner who will serve as lead agency the following year shall designate one elected member of its governing body to serve as Vice Chair.

At the September 2022 meeting, the Megaregion Working Group took action to rotate the roles of chair and vice-chair from MTC and SACOG in 2022, to SACOG and SJCOG in 2023, respectively. Per the MOU, action is still required to designate the governing body members who will serve as Megaregion Working Group Chair and Vice Chair in 2023. The SACOG board approved the appointed governing body members and nominated Supervisor Bonnie Gore, Placer County, as Chair at the January board meeting.

Recommendations:

Staff recommend the Working Group Representatives elect Supervisor Bonnie Gore as Chair for 2023 and that SJCOG governing body members nominate and elect a Vice Chair at the January 27, 2023 meeting. Governing body members who would like to make a nomination may make a motion at the meeting or submit to staff prior to the election on January 27, 2023.

Attachments:

- Attachment A: Megaregion Working Group Membership Roster

James Corless

Attachment A

Megaregion Working Group Membership Roster

Metropolitan Transportation Commission
Alfredo Pedroza, Supervisor, Napa County
Nate Miley, Supervisor, Alameda County
Jim Spering, Representing Solano County and Cities
Representative to be Nominated
San Joaquin Council of Governments
Robert Rickman, Supervisor, San Joaquin County
Gary Singh, Vice Mayor, City of Manteca
Nancy Young, Mayor, City of Tracy
Leo Zuber, Councilmember, City of Ripon
Sacramento Area Council of Governments
Chair: Bonnie Gore, Supervisor, Placer County
Mike Kozlowski, Councilmember, City of Folsom
Paul Joiner, Mayor Pro Tem, City of Lincoln
Gary Bradford, Supervisor, Yuba County

Megaregion Working Group 2023 Agenda

Subject:

Adoption of a Megaregion agenda for 2023, including a topical focus on (i) Support for “Megaregion Dozen” Action Plan, (ii) Coordinated and Cross-Disciplinary Planning, (iii) Electric Vehicles and Electrification, and (iv) Roadway Pricing.

Background:

Staff conducted a thorough coordination effort with Megaregion Working Group policymakers to develop the below list of topical focus areas. Considering the continued challenges – legislative, regulatory, financial and technical – in delivering on these shared goals, staff recommended to continue to advance the same topic areas from 2022, yet offer an updated proposal reflecting the current next steps in 2023.

Discussion:

Staff recommend the following topical focus areas for 2023:

Topic Number	Topic Area
1	Support for “Megaregion Dozen” Action Plan
2	Coordinated and Cross Disciplinary Planning
3	Electric Vehicles and Electrification
4	Roadway Pricing

Support for “Megaregion Dozen” Action Plan

Staff have developed numerous materials to support the “Megaregion Dozen” transportation projects. Staff propose the following actions to continue these efforts by focusing on securing competitive funding for the projects: (1) updating advocacy materials of Megaregion projects to support each agency’s existing state/federal advocacy trips; (2) ensuring ongoing coordination of Megaregion projects with planning efforts in each region; (3) Continue strategic coordination with the lead agencies for the Megaregion projects to apply and position Megaregion projects for state and federal funding, consistent with each Megaregion partner’s adopted funding priorities;

and (4) strengthening and developing business partnerships to advance planning and funding efforts for Megaregion projects. Support for this action plan, including regular updates to board members, will be a key component of Megaregion Working Group efforts in 2023.

Coordinated and Cross-Disciplinary Planning

A common challenge encountered by all three regions as part of their long-range planning efforts involves addressing the intersecting issues of transportation, housing, climate change/resilience and economic development within and across Megaregional borders. Building a common understanding among the MPO partners on where their respective long-range planning strategies align and where there are gaps or conflicts will be critical. In addition, there are often applied data limitations in analyzing and evaluating key planning issues in real-time. One key focus is aligning the Regional Transportation Plan / Sustainable Communities Strategy calendars more closely to ensure better coordinated planning across the Megaregion. In 2023, SACOG is pursuing a legislative extension of the agency's long-range plan that will align with the next scheduled update of MTC's plan as well as bring the update schedule much closer to SJCOG's next update.

Electric Vehicles (EVs) and Electrification

The policy, funding, and implementation environment for EVs, electrification, and clean fuels is changing rapidly at both the state and federal level. In both strategic and tactical terms, monitoring, anticipating, preparing for and acting on developments in these areas will be crucial to most effectively supporting the "Megaregion Dozen" and other Megaregional priorities. Identifying needed investments in physical capacity or network management, understanding new requirements, evaluating coordination needs or pursuing emerging opportunities are all areas where the Megaregion Working Group could offer valuable insights and framing.

Specifically for medium and heavy-duty freight charging and refueling infrastructure needs, SACOG has taken the lead, with the support of Megaregion partners, utilities, and a \$500,000 grant from Caltrans, to identify at least 11 different truck charging and refueling stations across the Megaregion. Priority site evaluations are expected to be complete Fall 2023 and a draft report early 2024.

Roadway Pricing

Although there are varying policy perspectives on the viability of road pricing, all three Megaregional partners recognize that pricing is an essential tool for managing the performance of the roadway network – one that, if implemented, would have to be pursued in concert with a range of other strategies. This is particularly important for corridors where severe traffic congestion crosses regional boundaries. Opportunities for coordination in this space may include:

- Sharing best practices for analyzing the impacts of roadway pricing to strengthen the data and technical foundations that inform policy decisions;
- Working with other regions in California whose long-range plans also include pricing to ensure consistency with planning or regulatory frameworks at the state and federal level.

Recommendations:

Staff recommend the Megaregion Working Group endorse a topical agenda for 2023, which will include a focus on (i) Support for “Megaregion Dozen” Action Plan, (ii) Coordinated and Cross-Disciplinary Planning, (iii) Electric Vehicles and Electrification, and (iv) Roadway Pricing.

Attachments:

- Attachment A: Megaregion Working Group Memorandum of Understanding

James Corless

Memorandum of Understanding
Between
The Metropolitan Transportation Commission,
The San Joaquin Council of Governments,
and
The Sacramento Area Council of Governments

This Memorandum of Understanding (“MOU”) is made and entered into this 17th day of December 2020, by and between the Metropolitan Transportation Commission (MTC), the San Joaquin Council of Governments (SJCOG), and the Sacramento Area Council of Governments (SACOG), hereinafter collectively referred to as the “MPO Partners”.

Recitals

WHEREAS, megaregions, or mega-metropolitan areas, are the functional geographic scale for many labor, transportation, housing, land use, natural, economic and other systems; and

WHEREAS, the MPO Partners, combined, represent 16 counties and 136 cities with a total population of nearly 11 million people stretching from the Central Valley and Bay Area to the Sierra Nevada Foothills.

WHEREAS, it is not possible for any one of the regional planning organizations to fully plan for the future of its residents without considering and addressing the cross-border impacts and influences on and from the residents of the other two regions; and

WHEREAS, federal, state and philanthropic programs, policies, regulations and funding encourage coordinated planning and action between organizations functioning within the same mega-region; and

WHEREAS, the MPO Partners are responsible for conducting a number of state and federally mandated planning and programming responsibilities, including the maintenance of long-range Regional Transportation Plans and Sustainable Communities Strategies;

WHEREAS, the MPO Partners can benefit from the collective expertise and resources of the MPO Partners to more effectively fulfill their respective duties and better serve the residents of the megaregion;

WHEREAS, the MPO Partners desire to establish a more formal and consistent practice of coordination among transportation planning and policy discussions throughout the megaregion;

WHEREAS, by entering into this MOU, the MPO Partners intend to describe their commitment to establish a joint cooperative structure for their participation in megaregional planning, transportation infrastructure prioritization, and state and federal joint policy positions; and

NOW, THEREFORE, the MPO Partners agree as follows:

1. Duties of the MPO Partners

- a. The MPO Partners shall designate four Board or Commission members from each MPO to serve on the Megaregion Working Group which will meet at least three times each year to guide the coordination efforts and work of the MPO Partners.
- b. Subject to the availability of funding and approval of their respective governing bodies, the MPO Partners will each provide staff resources and time commitment to the work of the Megaregion Working Group.
- c. The MPO Partners will assist in the development and review of work programs, shared lobbying or advocacy efforts, and deliverables associated with the priorities of the Megaregion Working Group including, but not limited to the deliverables and activities outlined in Attachment 1.
- d. The MPO Partners will actively participate in the MPO Working Group by reviewing materials and attending all meetings related to the group, via conference call, after reasonable prior notice.
- e. The MPO Partners will attempt to reach a consensus in good faith on all decisions related to implementation of the MOU.
- f. The MPO Partners will jointly and equally own all the work products completed by the Megaregion Working Group.

2. Administrative Duties and Governance of the Megaregion Working Group

- a. The MPO Partners, on a rotating annual assignment beginning with the San Joaquin Council of Governments in 2021, Metropolitan Transportation Commission in 2022, and Sacramento Area Council of Governments in 2023, and continuing on in that order, shall take the role of lead agency for the work conducted by and on behalf of the Megaregion Working Group. These duties include, but are not limited to calling, scheduling, and chairing recurring meetings with the MPO Partners and Working Group, as well as any other meetings deemed necessary by the MPO Partners, and provide meeting notices and working agendas at least three (3) business days before any such meeting.
- b. The MPO Partner assigned the role of lead agency shall also designate one elected member of its governing body to serve as Chair and the MPO Partner who will serve as lead agency the following year shall designate one elected member of its governing body to serve as Vice Chair of the Megaregion Working Group.
- c. All obligations of the MPO Partners under this MOU are subject to the appropriation of resources and funding by their respective governing bodies.
- d. Nothing in this MOU shall be construed as empowering any MPO Partner to exercise any function properly residing with any other MPO Partner.
- e. Voting Structure
 - i. Each MPO Partner is entitled to four votes. If any member is absent, the votes will be divided among the Working Group members present.
 - ii. Votes on any items taken up by the Megaregion Working Group will serve as advisory recommendations to the respective governing bodies of the MPO Partners. No action by the Megaregion Working Group shall be construed as binding without approval by the governing bodies of each MPO Partner.
- f. No alteration or variation of the terms of this MOU shall be valid unless made in writing and

signed by all of the MPO Partners, and no oral understanding or agreement not incorporated herein shall be binding on any of the MPO Partners.

- g. Official participation in the Megaregion Working Group is limited to the designated elected membership and staff of three MPO Partners. The MPO Partners may invite participation by outside parties in discussion, but no additional formal members may be added to this MOU without expressed consent from all three MPO Partners.
- h. Nothing in the provisions of this MOU is intended to create duties or obligations to or rights in third parties to this MOU or affect the legal liability of the parties to this MOU.
- i. This MOU shall become effective as of the date first written above and shall continue in full force until one or more of the MPO Partners agree to terminate the MOU.
- j. This MOU may be terminated by any MPO Partner at any time by providing a written notice of at least thirty (30) days to all other MPO Partners.
- k. This MOU may be executed in any number of identical counterparts, each of which shall be deemed to be an original, and all of which together shall be deemed to be one and the same instrument when each party has signed one such counterpart.

This Agreement may, consistent with federal regulations governing metropolitan planning, be amended only by a written instrument signed by MTC, SJCOG, and SACOG.

IN WITNESS WHEREOF the parties hereto have executed the foregoing Agreement effective as of the date first above written.



James Corless, Executive Director
Sacramento Area Council of Governments

Date 1/5/2021



Therese McMillan, Executive Director
Metropolitan Transportation Commission

Date 1/5/2021



Diane Nguyen, Executive Director
San Joaquin Council of Governments

Date 1/5/2021

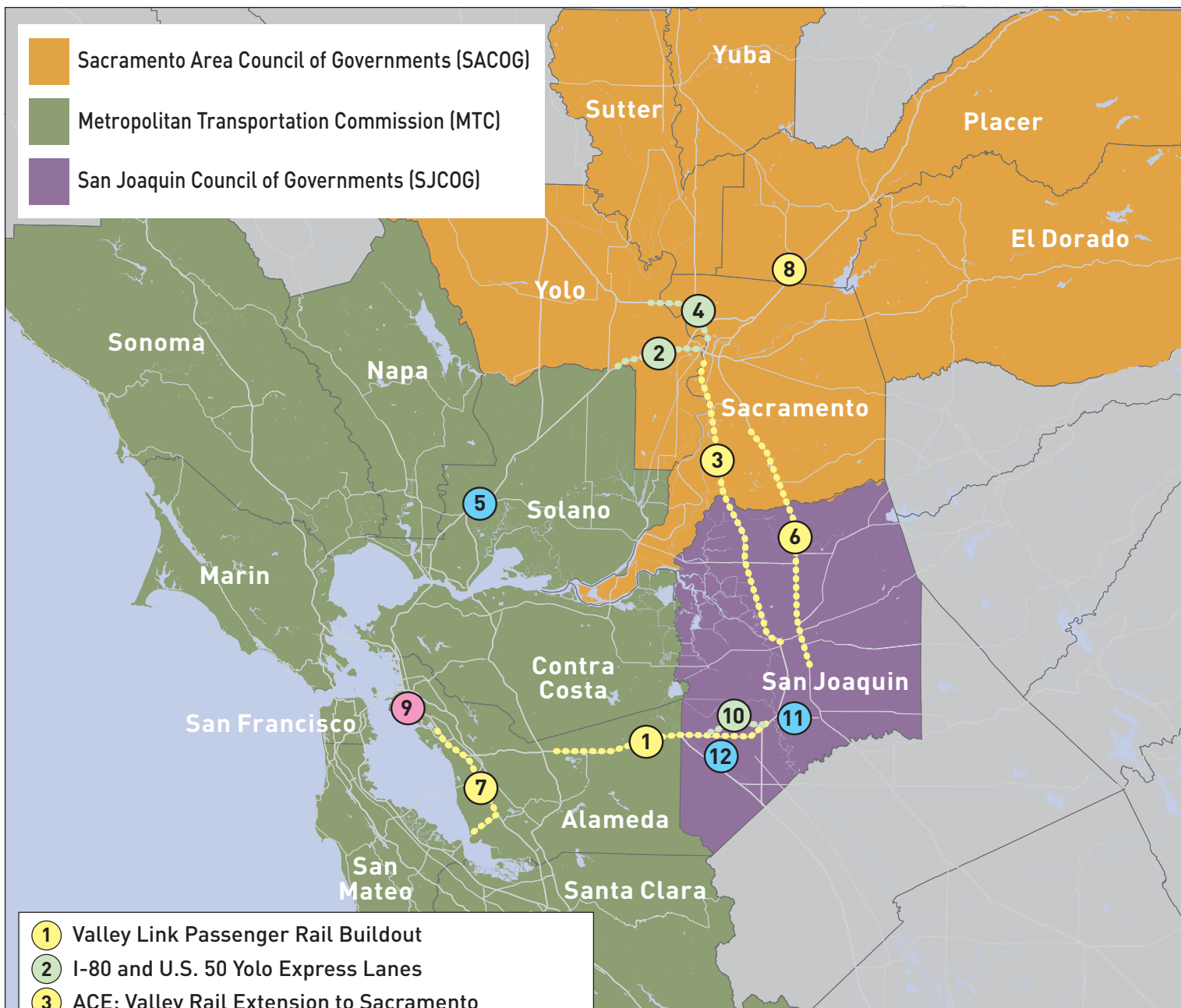
ATTACHMENT 1
POTENTIAL DELIVERABLES
AND ACTIVITIES FOR
THE MEGAREGION
WORKING GROUP

The potential deliverables and activities anticipated from this joint cooperative are as follows.

- Alignment of the Regional Transportation Plans/Sustainable Communities Strategies of the organizations to optimize the performance of the plans and make efficient the work effort required to produce them, including, to the extent possible, aligning major planning assumptions, policy priorities, and infrastructure investment priorities that improve connections within the megaregion.
- Coordination of major planning efforts, with particular emphasis on jobs-housing balance issues between the three MPOs, facilitating the production of housing to achieve affordability and availability goals, improving transportation infrastructure for all modes of transportation including telecommuting and teleworking, making easier the flow of goods within the megaregion and in and out of the mega-region through critical freight corridors, and growing in a way that protects essential natural resources such as air, water and farmland;
- Alignment of joint policy positions on issues of statewide significance when and where appropriate and on topics of interest to the governing boards;
- Coordination of the efforts of the Working Group with business community partners including economic councils, chambers, business organizations, and other groups that represent the economic and business interests across the megaregion.

Attachment 4ai – Megaregion Funding Update Presentation

The Megaregion Funding Update presentation will be provided prior to the meeting.



- 1 Valley Link Passenger Rail Buildout
- 2 I-80 and U.S. 50 Yolo Express Lanes
- 3 ACE: Valley Rail Extension to Sacramento
- 4 I-5 Sacramento Express Lanes
- 5 I-80 Westbound Truck Scales Replacement
- 6 San Joaquin Passenger Rail Improvements
- 7 Capitol Corridor: South Bay Connect
- 8 Capitol Corridor: Sacramento-Roseville Third Track
- 9 Port of Oakland Green Power Microgrid
- 10 Interstate 205 Express Lanes
- 11 Highways 99/120 Interchange Reconfiguration
- 12 Central Valley Gateway

DISCLAIMER:
 The purpose of the Megaregion Dozen project list is to demonstrate shared priorities amongst the Northern California Megaregion partners. Please note, however, that this project list is not exhaustive of advocacy priorities that the individual partners may have for their specific regions.

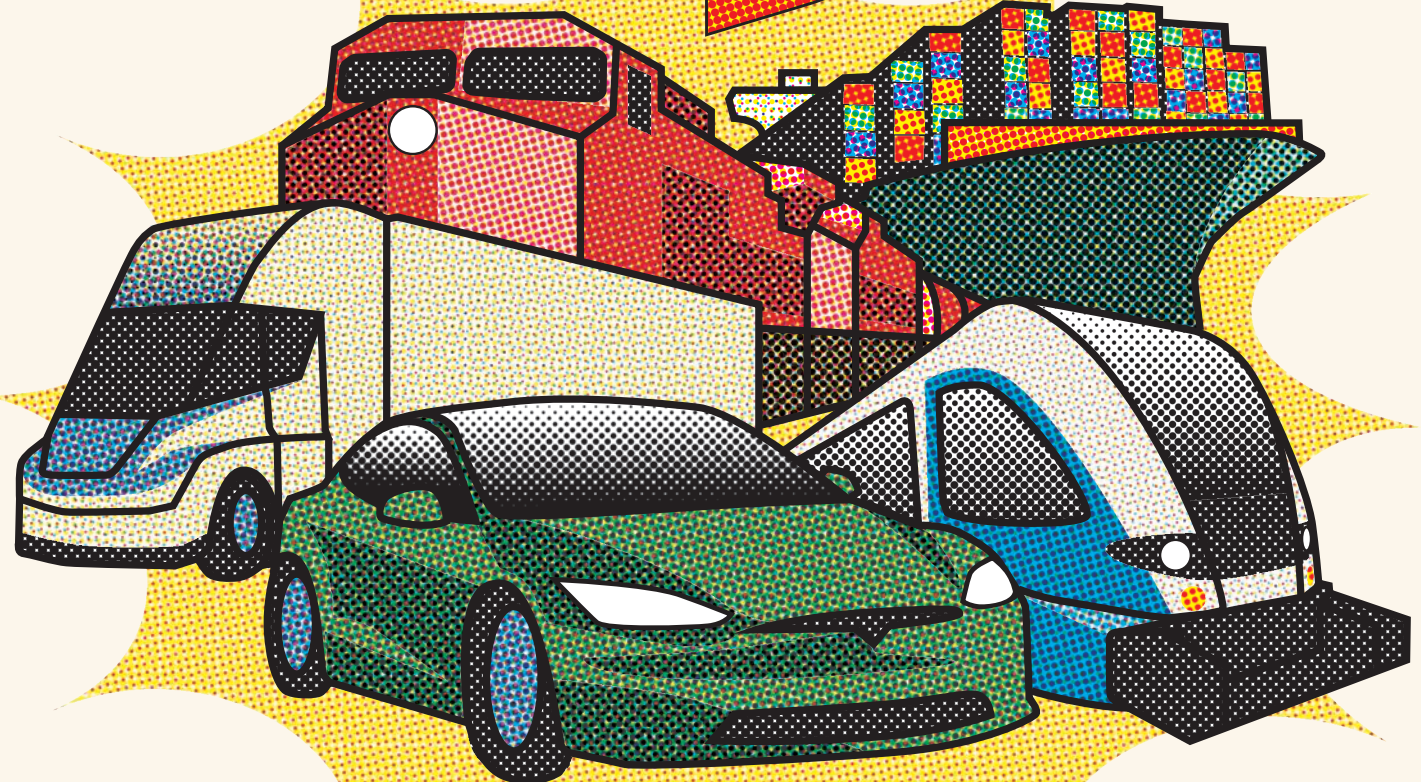
- Port
- Express Lane
- Passenger Rail
- Freight

Learn more about the Megaregion Working Group and the projects that comprise Northern California's Megaregion Dozen!

www.mtc.ca.gov
www.sacog.org
www.sjcog.org



NORTHERN CALIFORNIA MEGAREGION DOZEN



THE SACRAMENTO METRO AREA, SAN JOAQUIN COUNTY & CITIES AND THE BAY AREA JOIN FORCES TO SECURE FUNDING FOR 12 VITAL PROJECTS TO KEEP THE ENGINES OF NORTHERN CALIFORNIA'S PROSPERITY HUMMING.

- NORTHERN CALIFORNIA MEGAREGION:**
- 11 million residents
 - 5.5 million jobs
 - 30% of workforce in freight-dependent sectors
 - \$875 BILLION gross regional product
 - Top 20 GDP if NorCal were a nation

1 Valley Link Passenger Rail

Funding Needed: \$1.4 billion

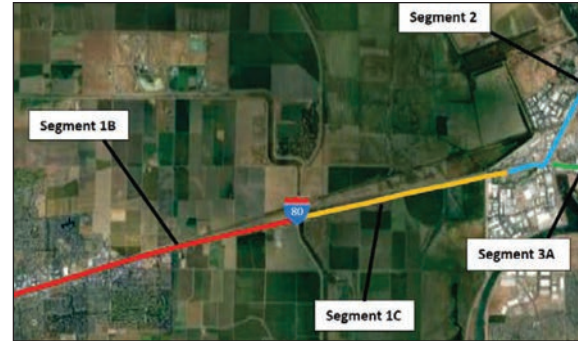
A new 42-mile, seven-station passenger rail service connecting the Bay Area's Dublin/Pleasanton BART station with the ACE commuter rail line in San Joaquin County, relieving demand for freeway travel through the Altamont Pass. With additional stations at Isabel Avenue, Greenville Road, Mountain House, Tracy, River Islands and North Lathrop; and departures every 24 minutes during peak commute periods and every 60 minutes at other times, Valley Link is projected to carry 26,000 to 28,000 riders each day by 2040. Design work can begin immediately.



2 I-80 and U.S. 50 Yolo Express Lanes

Funding Needed: \$581 million

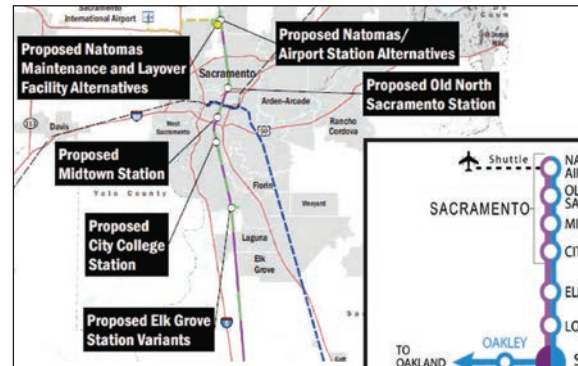
Reduce congestion, encourage carpooling, and improve freight movement by accommodating Express Lanes along both directions of I-80 from west of Davis through Yolo County to West El Camino in Sacramento and along both directions of U.S. 50 from I-80 in West Sacramento to I-5 in Sacramento. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Construction could start as early as 2024.



3 ACE: Valley Rail Extension to Sacramento

Funding Needed: \$404 million

Provide an alternative to congestion on I-5 and Highway 99, deliver a connection from Sacramento and the northern San Joaquin Valley to High-Speed Rail at Merced, and serve disadvantaged communities with new passenger rail service from downtown Stockton to Sacramento's North Natomas area with other new stations at Lodi, Elk Grove, Sacramento City College, Midtown and Old North Sacramento. North Natomas would feature a connection to Sacramento International Airport as well as a maintenance / layover facility. ACE service could start as early as 2023; integration to High-Speed Rail interim service by 2028-29.



4 I-5 Sacramento Express Lanes

Funding Needed: \$363 million

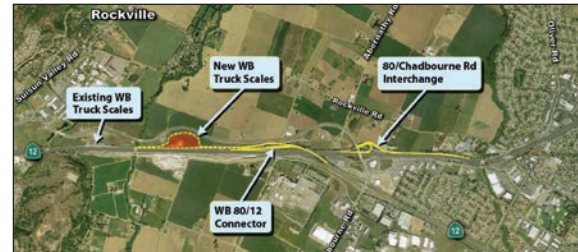
Reduce congestion, encourage carpooling, and improve freight movement by accommodating Express Lanes along both directions of I-5 from Sutterville Road south of Sacramento to the Yolo County line north of Sacramento. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Construction could start as early as 2024.



5 I-80 Westbound Truck Scales Replacement

Funding Needed: \$127 million

Replace existing 1958 facility with a modern inspection/enforcement operation at a site less than a mile east, making it directly accessible from both westbound I-80 and Highway 12. The new facility will have the capacity to inspect existing and forecast truck traffic 24/7 and remove a major inter-regional chokepoint affecting traffic into the Bay Area from points north and east. Construction could start as early as 2024.



6 San Joaquin Passenger Rail Improvements

Funding Needed: \$91 million

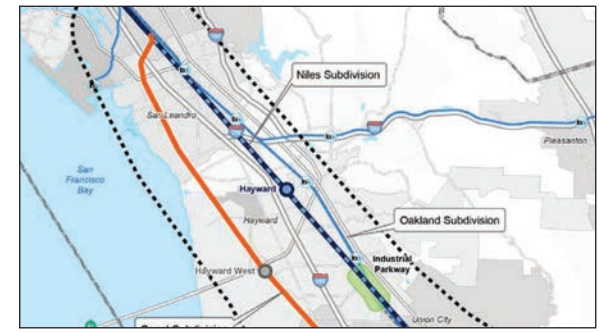
As part of its ACE Forward initiative to extend service north into Sacramento County and south into Merced County, as well as to increase service to the Bay Area, the Altamont Corridor Express plans to build a 4.4-mile second main track for trains serving a new station in Elk Grove (\$51 million); a new North Lathrop station (\$25 million); and a multi-modal station in Ripon (\$5.236 million). To accommodate the start of Valley Link rail service, San Joaquin County also plans right-of-way improvements, a new station near Patterson Pass Road; and an operations and maintenance facility (\$10 million). Construction could start as early as 2027.



7 Capitol Corridor: South Bay Connect

Funding Needed: \$70 million

Improve reliability and travel times for passengers traveling to/from Silicon Valley by relocating service between Oakland and San Jose from the Union Pacific's Niles Subdivision west to the lesser-used Coast Subdivision; with new stations adjacent to Highway 92 in west Hayward; adjacent to Highway 84 at Fremont's Ardenwood Park & Ride; and in Newark. The Capitol Corridor connects Sacramento and Roseville to the north with the East Bay and San Jose to the south. Construction could start as early as 2024.



8 Capitol Corridor: Sacramento-Roseville Third Track

Funding Needed: \$68 million

Increase frequency of Capitol Corridor passenger rail service between Sacramento and Roseville without compromising freight operations or reliability by adding a third mainline track along eight miles of Union Pacific right-of-way in Placer County; building a new rail bridge over the American River and improving 11 existing bridges; reconfiguring the Roseville station and building a layover facility. Construction could start as early as 2024.



9 Port of Oakland Green Power Microgrid

Funding Needed: \$60 million

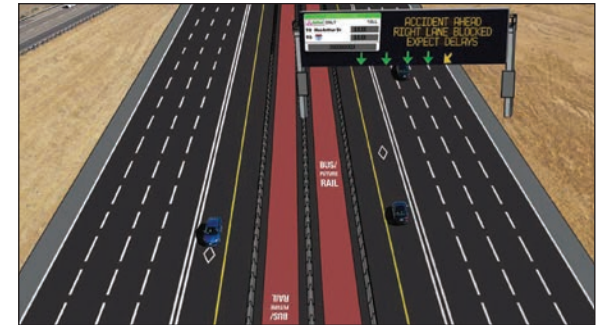
Reduce emissions and congestion at Northern California's busiest seaport, and reduce freight impacts on adjacent West Oakland neighborhood by providing new charging capacity for e-trucks, electric cargo handling equipment and green shore power for ocean-going vessels.



10 Interstate 205 Express Lanes

Funding Needed: \$44 million

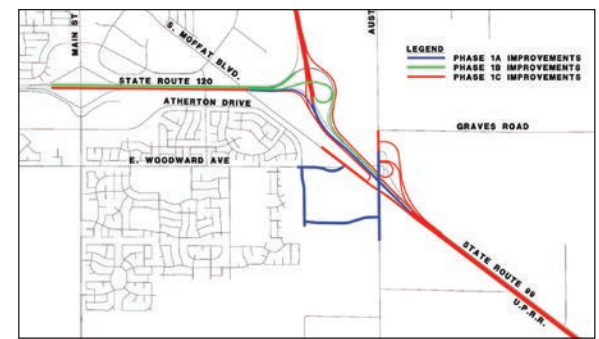
Reduce congestion, encourage carpooling, and improve freight movement by expanding I-205 in both directions to accommodate Express Lanes between I-5 and the I-580/Grant Line Road interchange west of Tracy. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Design work will begin in 2023 and the environmental impact report will study use of the freeway median to accommodate commuter rail or buses.



11 Highways 99/120 Interchange Reconfiguration

Funding Needed: \$32 million

Relieve a major inter-regional bottleneck by expanding and rebuilding the interchange between State Routes 99 and 120 in Manteca. Along with improvements to the nearby Highway 99/Austin Road interchange, this project will reduce delays on both 99 and 120, speed freight movement through this crucial trade corridor, improve safety and curb greenhouse gas emissions. Delays associated with this interchange are a significant impediment to the economic growth of the Northern California Megaregion. Construction could begin as early as 2023.



12 Central Valley Gateway

Funding Needed: \$21.3 million

Comprehensive improvements along International Parkway to enhance freight movement through this key industrial corridor west of Tracy, which houses distribution facilities for Amazon, Costco, FedEx, Safeway and other businesses. Now in the design phase, planned upgrades include roadway widening, overcrossing improvements at both Interstate 205 and Interstate 580, and widening of the bridges carrying International Parkway over the California Aqueduct and the Delta-Mendota canal.



Legislative Update

Subject:

Update on legislative developments in Sacramento and Washington D.C.

Background:

Staff will provide verbal updates and answer questions on the following legislative and advocacy priorities that are relevant to the Megaregion working group:

1. Legislation to Extend the Timeline of the Blueprint (SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy);
2. Transit Fiscal Cliff Support for Transit Operations;
3. "Megaregion Dozen" Funding Advocacy
4. State and Federal Funding Advocacy in conjunction with April 28 Meeting.

Legislation to Extend the Timeline of the Blueprint

SACOG is requesting a two-year extension of its deadline for the Sustainable Communities Strategy (SCS) and accompanying Environmental Impact Report (EIR) to shift the deadline from November 2023 to December 2025. In November 2022, the SACOG Board approved an action item to extend the timeline of the Blueprint (SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy), which involves sponsoring legislation and requires that SACOG focus much of its state lobbyists' time on advocating for the legislation.

Assemblymember Aguiar-Curry has agreed to introduce legislation that would extend the timeline for SACOG's update. The draft legislative language is based on a similar bill that was passed to extend the timeframe for the update of the San Diego Association of Governments' MTP/SCS, although several provisions must be adjusted to accommodate the unique circumstances of the Sacramento region.

Extending SACOG's SCS update deadline by two years would align our schedule with the MTC SCS schedule and bring us much closer to the SJCOG schedule. Alignment of these schedules will facilitate better coordination and consistency in our understanding of existing conditions, align board policy discussions about major transportation investment priorities, and allow for the

development of megaregional strategies that each agency can incorporate into their regional plans.

Transit Fiscal Cliff Support for Transit Operations

Capital and operational needs for all transportation modes in the face of budget deficits will be a key issue in 2023. Separately, changing commute patterns and dwindling federal relief funding is poised to create a “fiscal cliff” for transit operations—an issue already generating significant legislative interest. During the meeting, staff will provide an update on the Governor’s proposed FY 2023-24 budget, planned advocacy moving forward, as well as opportunities for Megaregional coordination.

“Megaregion Dozen” Funding Advocacy

Staff will continue strategic coordination and support for the “Megaregion Dozen” projects to advocate for state and federal competitive funding. This will include providing regular status updates to the working group, writing grant support letters and updating advocacy materials for the project applications.

State and Federal Funding Advocacy in conjunction with April 28 Meeting

Staff propose to focus discussions at the April 28, 2023 Megaregion Working Group meeting on strategies for state and federal funding advocacy, especially for the “Megaregion Dozen” projects. The Agenda could address other topics relevant to joint advocacy and include a panel spanning regional, state, federal, and other representatives. The Megaregion Working Group could be held in a location in Sacramento to support advocacy meetings that could be scheduled on the same day as the Megaregion Working Group meeting.

Attachments:

- Attachment A: Extension for SACOG’s 2024 Blueprint: The Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) FAQ

James Corless



Extension for SACOG's 2024 Blueprint: The Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS)

What is the duration of the extension request?

SACOG is requesting a two-year extension of its deadline for the Sustainable Communities Strategy (SCS) and accompanying Environmental Impact Report (EIR) to shift the deadline from November 2023 to October 2025.

Will SACOG also be seeking an extension for the federal MTP component of the plan?

No. SACOG will adopt and submit an interim MTP to Caltrans and federal partners that largely maintains the assumptions and project list from the 2020 plan. This interim MTP will bridge the gap in time between the current plan's expiration and the completion of the new plan to allow for the continuation of federalized transportation projects. This interim plan would be based upon the 2020 MTP/SCS. It would be limited in scope to allow for adjustments on near term projects and meeting new and existing federal performance requirements but would not add new large capacity projects that were not in the 2020 MTP/SCS.

What are the reasons for this extension request?

Over the last year, SACOG, under the direction of the board of directors, has taken several actions in support of the development of an update to the region's long-range land use and transportation plan including adopting a triple bottom line framework (Economy, Environment, Equity), updating a regional forecast for population, employment, and housing growth, updating the agency's forecasting models and data, and conducting a call for transportation project nominations from local and state partners. In addition, we are in the beginning stages of conducting public, elected official, and stakeholder outreach for the plan with a series of presentations to boards and councils throughout the region, discussions on our engagement strategy with the board's Race, Equity, and Inclusion working group, and a partnership with Valley Vision on public opinion polling that is underway this Fall.

During this time, SACOG has also been working to develop three Pathways designed to examine the costs, benefits, and tradeoffs of various land use and transportation strategies that will shape how our region grows over the next three decades.

As SACOG looks to the next phases of developing the regional plan, it has become clear that additional time in the schedule is crucial in ensuring that the technical work of the plan does not diminish the important work of engaging member agencies, regional partners, community-based organizations, and elected officials on what this plan means for the future of the region and how we implement it.

The early stages of this public and partner engagement work have highlighted several reasons that warrant a rethinking of SACOG’s approach to developing its MTP/SCS and are the impetus for SACOG’s request for a two-year extension.

1. Deeper community engagement

Additional time will allow us to conduct additional engagement across all stakeholders and allow for deeper board discussion of the three Pathways for future growth and investment before the SACOG board needs to decide on a final preferred pathway for the next three decades to 2050. Once the region does decide on a vision for the future, an extended timeline would allow for a second major engagement effort focused on the tools, regulatory reforms, funding, and other strategies that will be critical to implementing that vision.

Additionally, SACOG needs to work more intentionally to reach and meaningfully engage underrepresented communities (organizations and individual community leaders) to build and deepen partnerships and relationships within the communities it serves. SACOG will act to bring new voices into regional transportation planning efforts designed to address barriers to safety, fill gaps in connectivity, enhance mobility, and reduce the carbon footprint of the transportation system. SACOG recently adopted its Racial Equity Action Plan (REAP) to guide the organization toward the vision for a safer and more equitable greater Sacramento Region.

2. Integration of new major SACOG engagement efforts

To implement this vision of more meaningful engagement and a safer and more equitable region, we are embarking on two new specific major engagement efforts focused on equity in the planning process that SACOG and our partners are just beginning: 1) Engage, Empower, Implement (EEI) and 2) a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for “Mobility Zones.”

These efforts will involve community engagement in a bottoms-up planning process—focused on mobility, infrastructure and the built environment—on the scale of the engagement from the original Blueprint effort the region underwent nearly two decades ago. This is in addition to the work we are beginning to implement the REAP plan that the board just adopted in October.

Through these efforts, SACOG will work with community-based partners to identify community needs and to advance equitable and climate resilient outcomes throughout our region. Additionally, as an agency focused on reducing greenhouse gas emissions and meeting climate goals, we know it’s going to take multiple agencies and close collaboration to ensure an equitable and climate resilient community, region, and future.

- The SACOG Board allocated \$3 million dollars for a new program, the Engage, Empower, Implement Funding Program (EEI), to fund transportation projects that promote racially and socially equitable outcomes for Black, Indigenous, Asian, Pacific Islander, Hispanic/Latinx, other people of color, and low-income communities. EEI will use a

community-based planning process for the six-county Sacramento region that will start by engaging with communities to understand their transportation priorities and will then lead to the development and design of projects developed by, with, and for the communities they will benefit. Through this community-based engagement, SACOG will create a pipeline of equitable, safe, and sustainable transportation projects throughout the six-county Sacramento region that are community led, starting from the identification of priorities, solution ideation, and project design. A call for projects is expected in summer 2023.

- The SACOG Racial Equity Action Plan (REAP) was adopted by the SACOG board in October 2022 following a year of listening and learning—which engaged nine local governments, both RTPAs, seven transit agencies, 11 CBOs and 85 percent of SACOG staff—and staff capacity building.
 - The REAP sets a goal for SACOG to increase engagement with community representatives of Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and communities of color, along with low-income rural, urban, and other underrepresented communities to help shape SACOG’s projects and programs. To accomplish this, SACOG will be, now through the end of the plan, investing in and strengthening partnerships with CBOs to execute a strategic outreach and engagement plan for the Blueprint that elevates CBOs as project partners (REAP Program objectives 1A and 1B).
 - The REAP also sets a goal to increase funding for programs and projects that prioritize race, equity, and inclusion, and/or specifically engages underrepresented and underserved communities in the SACOG region. To accomplish this, as part of the Blueprint update, SACOG will formalize a long-term commitment to support and fund the EEI program for communities across the region (REAP Program objective 2A).
- SACOG was awarded the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant in August 2022 from the U.S Department of Transportation. Work on this project will be actively underway beginning in 2023. SACOG and partner Civic Thread, a trusted, local grassroots empowerment group and healthy community design expert, will integrate locally-identified mobility zones—areas for clean, shared, and active mode mobility solutions—into the Blueprint plan.

3. Engagement and iteration with our partners

SACOG is committed to creating an innovative and ambitious plan that will put us on an achievable path to meet our greenhouse gas reduction target of 19 percent. To achieve this goal, we need time to meaningfully collaborate and iterate with our member jurisdictions, partner agencies, community-based

organizations, the public, and elected officials to co-create strategies for reaching our target. This will also allow additional time identifying regional and local priority investments that are aligned with the Triple Bottom Line objectives of the plan to inform regional, state, and federal grant programs and applications.

4. Secure partner commitments

After engaging, iterating, and co-creating strategies with our partners and stakeholders for achieving our greenhouse gas target and other goals related to the Triple Bottom Line, we want to work to secure their commitments to help implement those strategies. This would be similar to what we achieved through our Green Means Go program, in which nearly every city and county in the region designated Green Zones and made commitments to investing in infill development.

5. Megaregion alignment

SACOG has partnered with San Joaquin Council of Governments (SJCOG) and Metropolitan Transportation Commission (MTC) to form the Northern California Megaregion Working Group. Combined, our agencies represent 16 counties and 136 cities with a total population of nearly 11 million people stretching from the Central Valley and Bay Area to the Sierra Nevada Foothills and Lake Tahoe Basin. The Working Group's mission is to better connect the people and economies of the megaregion. To facilitate the collaboration and coordination needed to perform this work, the group identified a need to better align the timing and sequence of work for each of the MPOs' SCS updates. Specifically, the working group directed the agencies to: *"Seek opportunities to achieve alignment of the timelines for the development of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) to ensure coordination on forecasting assumptions, strategies, and investments to improve the movement of people and goods throughout the Megaregion."*

Extending SACOG's SCS update deadline by two years would align our schedule with the MTC SCS schedule and bring us much closer to the SJCOG schedule. Alignment of these schedules will facilitate better coordination and consistency in our understanding of existing conditions, align board policy discussions about major transportation investment priorities, and allow for the development of megaregional strategies that each agency can incorporate into their regional plans.

How will extended timeline of the MTP/SCS affect the two Regional Transportation Planning Agencies (RTPAs) in the region?

- SACOG and the RTPA Memoranda of Understanding (MOUs) require plans to be consistent
- RTPAs depend on SACOG's conformity analysis for the MTP to support their plans
- RTPAs do not have their own GHG target, but are dependent on the regional SCS in order to compete for certain state funds
- RTPAs are already on a 5-year cycle (vs. SACOG's 4-year cycle)

- EDCTC will be approving their RTP in December of 2025 which will align with the extended schedule.

How will the extended timeline affect the Regional Housing Needs Allocation (RHNA) process?

The next housing element due date would no longer be tiered off the MTP adoption date and would instead be 8 years after the most recent housing element due date, which would be May of 2029. Once the housing element due date is set, all RHNA related planning done by SACOG and HCD works backward from that date. More specifically, the RHNA Plan (which finalizes the methodology and allocations to jurisdictions) would be adopted in May of 2028 and the development of the methodology would be done before that. As such, it's unlikely the land use assumptions for the 2029 MTP/SCS, which under the extended schedule would not be adopted any sooner than the fall of 2029, would be used in the development of the next RHNA methodology. If the SACOG board elects to pursue the same RHNA methodology approach next cycle, then there would be internal consistency between the jurisdiction-level proportion of growth in the 2025 MTP/SCS and the total RHNA allocations in the next RHNA methodology.

It's worth noting that the RHNA methodology and approach to SCS/RHNA consistency is subject to change, as is the statute governing the entire process and timeline. The statute currently requires the SCS and RHNA to be consistent but allows regions to interpret how this coordination should occur. So, there is also the option, as has been pursued in other regions across the state, to use the RHNA process to inform the land use assumptions of the 2029 SCS update and ensure consistency that way. This would require some rethinking of how we approach the cycle but would ensure consistency between RHNA and the SCS moving forward. This is just an option though—ultimately any changes to the approach will depend on board direction and changes to the underlying statute.