

MEGAREGION WORKING GROUP AGENDA

**Friday, September 24, 2021
12:30 PM – 2:30 PM**



SUPERVISOR
ALFREDO PEDROZA,
NAPA COUNTY
(Vice-Chair)

SUPERVISOR NATE
MILEY, ALAMEDA
COUNTY

SUPERVISOR JIM
SPERING, SOLANO
COUNTY

MAYOR AMY
WORTH, CITY OF
ORINDA

Meeting location –

You are invited to a Zoom Meeting

Join from a PC, Mac, iPad, iPhone or Android device:

Please click this URL to join <https://sjcog.zoom.us/j/89572532271>

Or Telephone: (669) 900-6833

Webinar ID: 895 7253 2271

Closed captioning available. Attendees can click a button on the bottom of the zoom screen and select options (i.e. just text at bottom of screen or text and speaker name in the column on the right.)



SUPERVISOR ROBERT
RICKMAN, SAN
JOAQUIN COUNTY
(Chair)

VICE-MAYOR GARY
SINGH, CITY OF
MANTECA

MAYOR NANCY
YOUNG, CITY OF
TRACY

COUNCILMEMBER
LEO ZUBER, CITY OF
RIPON

1. Call to Order/ Roll Call of MegaRegion Members
2. Adoption of “MegaRegion Dozen” – Action; Diane Nguyen, SJCOC Executive Director
3. Action Plan for Next steps of “MegaRegion Dozen” branding—Discussion & direction; Diane Nguyen, SJCOC Executive Director
4. Beyond the “Dozen”: Agenda setting for 2022 – Discussion; Therese McMillan, MTC Executive Director
5. Comments from Business Alliance members; Intro by James Corless, SACOG Executive Director
6. Rotate Chair and Vice-Chair to MTC and SACOG, respectively; Elections for positions to take place in 2022 – Action; Chair Rickman
7. Approve “SAVE THE DATES” for 2022 MegaRegion Meetings (January 28, April 22, September 23) at 12:30 p.m. to 2:30 p.m. – Action; Diane Nguyen, SJCOC Executive Director
8. Public Communications – anyone person wishing to address the megaregion working group on non-agendized items may do so at this time. Please use the “raise hand” feature (for video participants) or press *9 for phone participants.
9. Adjourn to next meeting at 12:30 p.m. to 2:30 p.m., January 28, 2022.



SUPERVISOR BONNIE
GORE, PLACER
COUNTY

MAYOR MIKE
KOZLOWSKI, CITY OF
FOLSOM

COUNCILMEMBER
LUCAS FRERICHS,
CITY OF DAVIS

SUPERVISOR DON
SAYLOR, YOLO
COUNTY

AGENDA ITEM 2



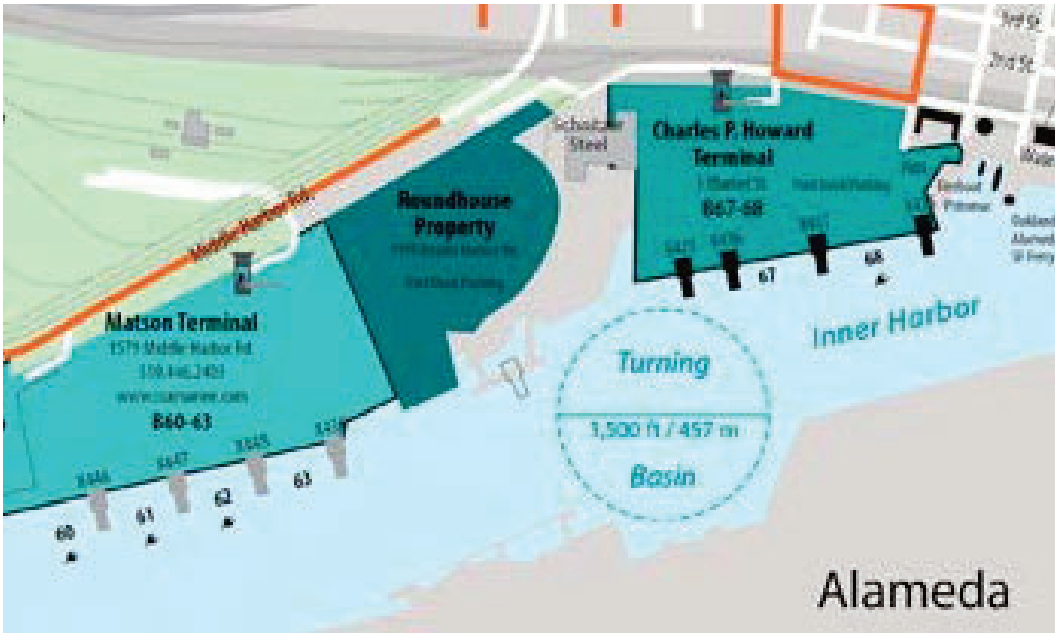
METROPOLITAN TRANSPORTATION COMMISSION – PROPOSED MEGAREGION PRIORITIES

Project:	I-80 Westbound Cordelia Commercial Vehicle Enforcement Facility (Truck Scales)
Request:	\$126,768,000
Current Status:	PS&E started in mid-2021 with \$24M in TCEP funds. Construction can start in Late 2024/Early 2025.
Description:	<p>The proposed project will replace the existing Westbound I-80 Cordelia Commercial Vehicle Enforcement Facility (CCVEF) in Solano County. The new facility will be relocated 0.7 miles east from its current location and will provide new braided on and off ramp connections to/from Westbound I-80. Direct access to the facility will also be provided from westbound State Route 12. The new facility will have the capacity to inspect existing and forecast westbound trucks passing through the area 24 hours per day, seven days a week.</p> <p>The current facility was constructed in 1958 to inspect trucks entering the San Francisco Bay Area from locations nationwide. It currently accommodates between 500 and 700 trucks per day and consists of two dynamic scales, one static scale, four inspection bays, and limited parking. Existing access from I-80 consists of short on and off ramps, resulting in truck traffic backing up onto I-80 and increasing the potential for rear-end accidents. During peak traffic periods experienced several times per week, the facility is closed to incoming trucks to prevent this queuing.</p>
Megaregion Significance:	Significant interregional travel chokepoint, affecting traffic to the Bay Area from Northern California/Oregon/Washington and Sacramento/Tahoe/Midwest and East.

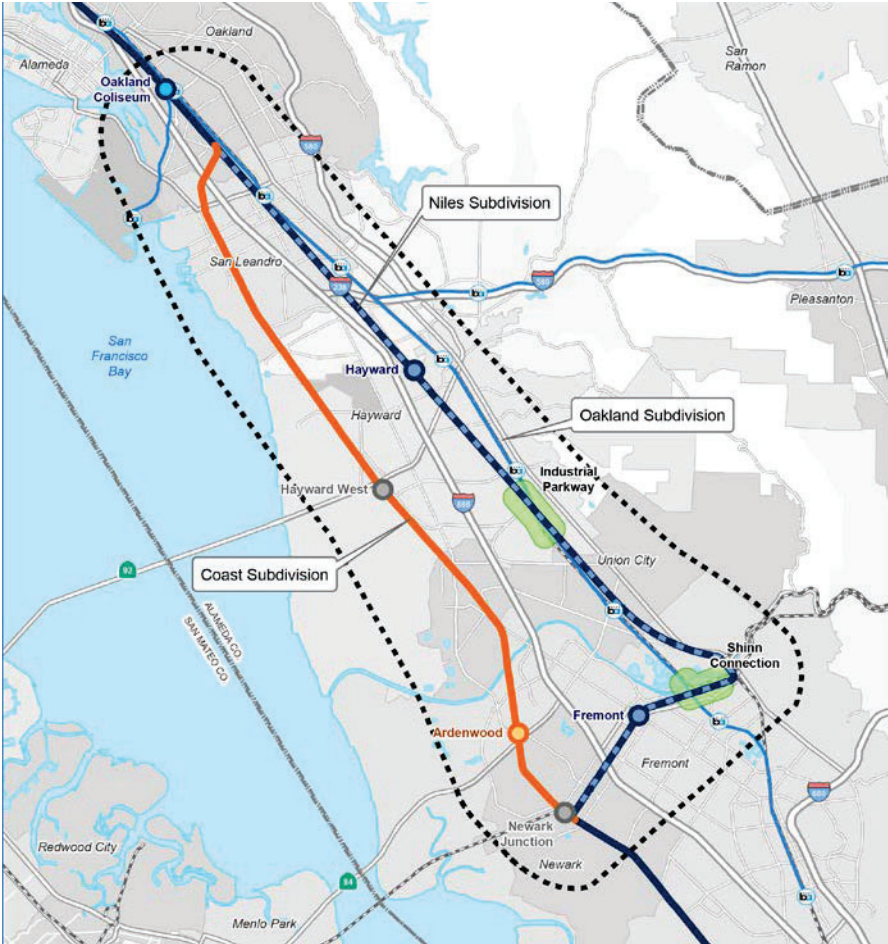




Project:	Port of Oakland Community Impact Reduction: Roundhouse Truck EV Charging Infrastructure and Truck Parking
Request:	\$12,000,000
Current Status:	Project is in the scoping phase and will start environmental clearance in 2021. Construction could start as early as FY 2023-24.
Description:	<p>In September 2018, the California Air Resources Board awarded a \$50M Zero and Near-Zero Emissions Freight Facilities (ZANZEFF) grant to the Port of Long Beach, Port of Stockton and the Port of Oakland for the Sustainable Terminals Accelerating Regional Transformation (START) Project. The START Project will demonstrate deployment of ten (10) zero emission (ZE) Class 8 drayage trucks at Shippers Transport Express and five (5) ZE yard trucks and one top handler at Matson Terminal.</p> <p>To support future projections for increased implementation of ZE trucks, the Roundhouse Electric Vehicle (EV) Charging Facility project will explore development of freight electric vehicle charging standards and will include the design & construction of infrastructure necessary to establish a permanent electric vehicle/equipment charging facility at the Seaport's Roundhouse Property. The project will also provide truck parking to alleviate trucks parking in the adjacent West Oakland neighborhood.</p>
Megaregion Significance:	The project will reduce congestion and emissions at Northern California's busiest seaport, and will reduce the impact of freight activities to the adjacent West Oakland neighborhood.



Project:	Capitol Corridor: South Bay Connect
Request:	\$70,000,000
Current Status:	Currently in environmental. Construction could start as early as 2024.
Description:	<p>South Bay Connect proposes to relocate Capitol Corridor passenger rail service between the Oakland Coliseum and Newark from its current location on the Union Pacific Railroad (UP) Niles Subdivision line to the UP Coast Subdivision line.</p> <p>It also proposes to create a new transbay station at the current Ardenwood Park & Ride for Capitol Corridor passengers travelling between the East Bay and the Peninsula. This connection will link affordable housing in Alameda County and growing employment centers in San Mateo and western Santa Clara counties on the Peninsula; an underserved transit corridor.</p> <p>The proposed new Ardenwood Station would connect Capitol Corridor riders to over 125 weekday local or regional bus and shuttles like Dumbarton Express, AC Transit line U and Stanford shuttles to name just a few.</p>
Megaregion Significance:	The project will improve reliability and travel times to San Jose, the largest city in Northern California. The Capitol Corridor connects San Jose to the south to Sacramento and Roseville in the north.

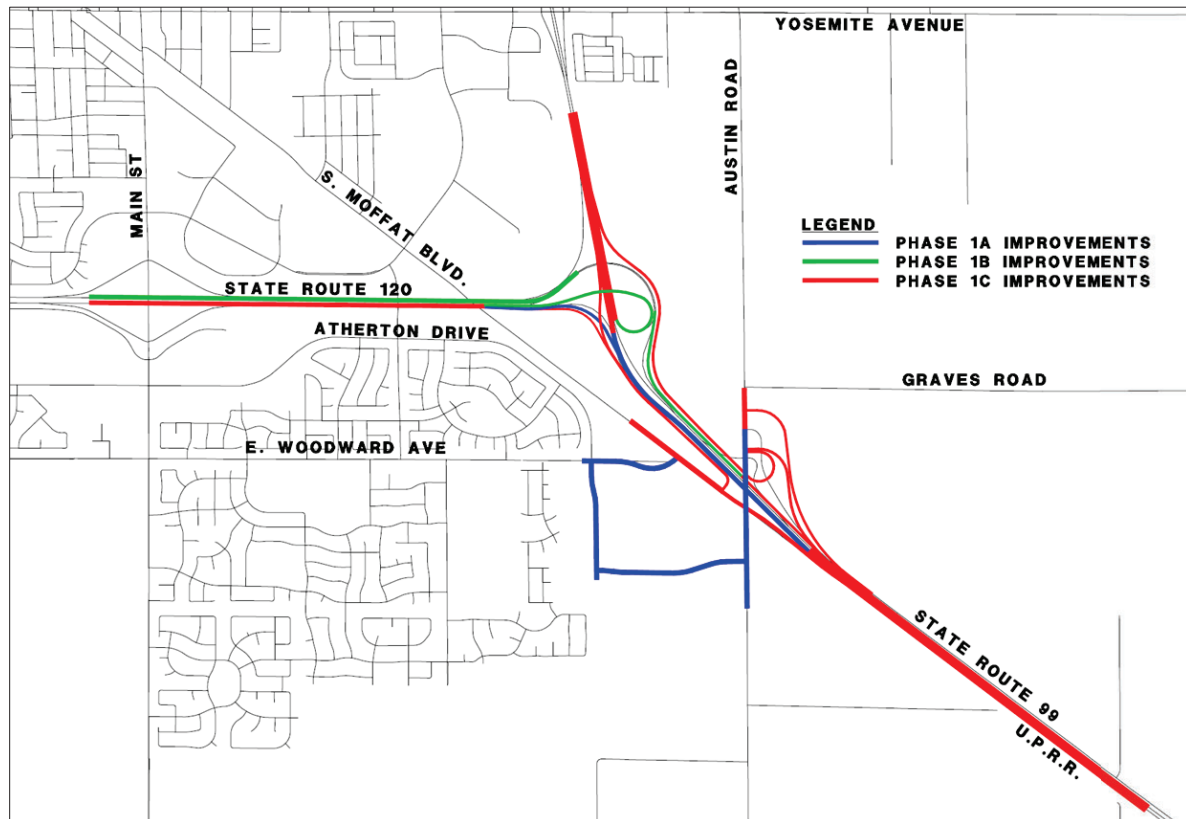


Project:	Valley Link Buildout
Request:	\$1,407,000,000
Current Status:	Ready for design, seeking to secure construction funding.
Description:	<p>Valley Link will be a new 42-mile, 7-station passenger rail project – that spans three Congressional Districts – sitting geographically at the center of one of the most economically significant megaregions in the world. It is a vital megaregional link that establishes rail connectivity between BART’s rapid transit system in the Bay Area’s Tri-Valley and the ACE commuter service in Northern San Joaquin County – linking nearly 500 miles of commuter and intercity rail with more than 130 stations in the Northern California Megaregion.</p> <p>The Valley Link Project would serve 26,000 to 28,000 daily riders by 2040. This would be equal to taking up to 14,000 vehicles in each direction on the Altamont Pass and a yearly reduction of 33,000 metric tons of CO2 emissions in 2040. Headways are projected to be every 24 minutes in San Joaquin County during the AM and PM peak period and 60-minute headway during off-peak. Initial service operations would be from 5AM to 8 PM connection the Greenville station to the five (5) stations in San Joaquin County.</p>
Megaregion Significance:	Project would provide a significant increase in multi-modal travel into the Bay Area, relieving the demand for freeway travel on the Altamont.

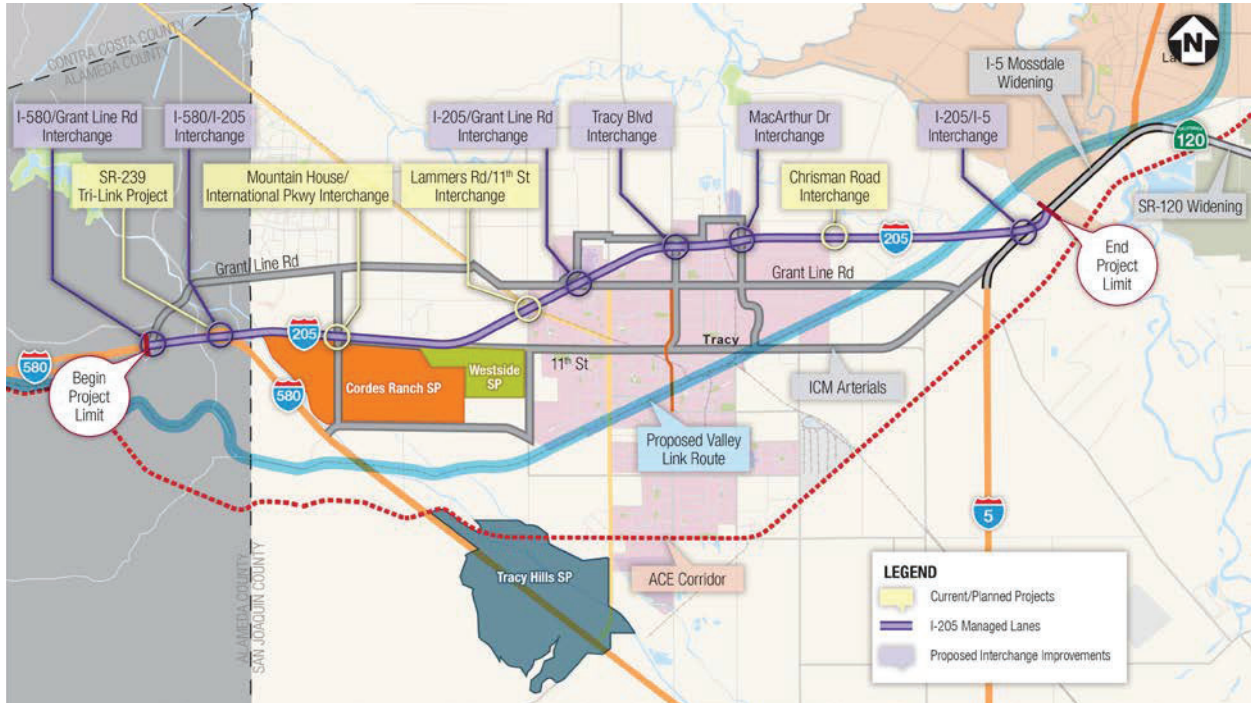


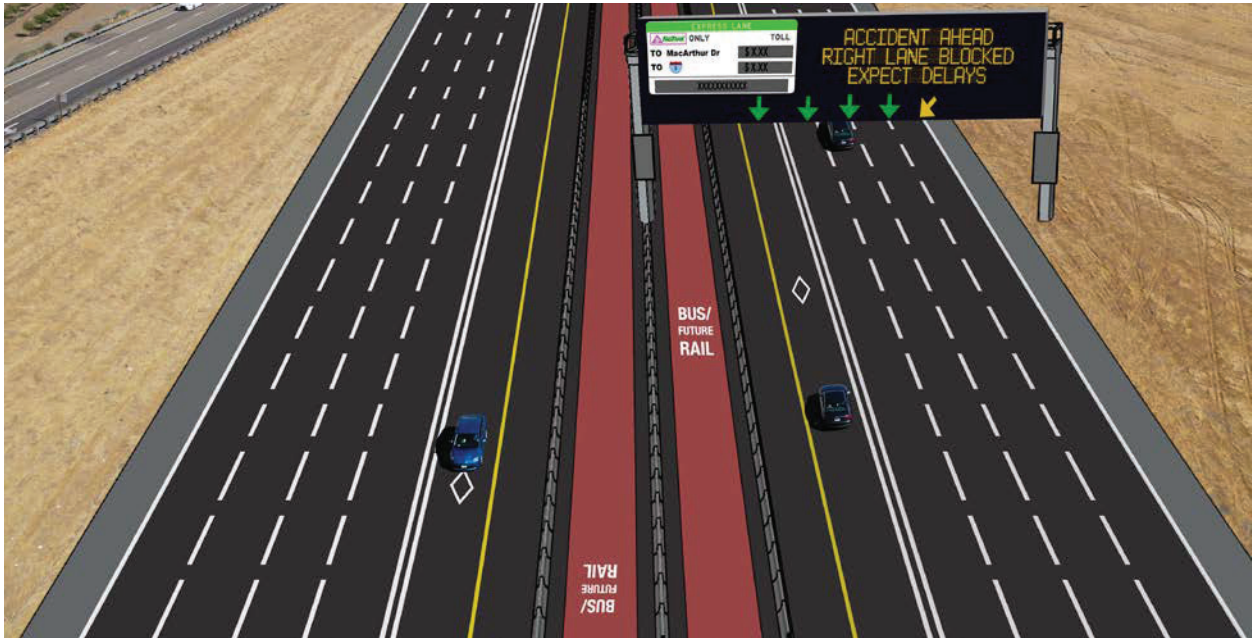
SAN JOAQUIN COUNCIL OF GOVERNMENTS – PROPOSED MEGAREGION PRIORITIES

Project:	State Route 99/120 Interchange Project (Phase 1A & 1B)
Request:	\$32,000,000
Current Status:	If funding secured, both phases can be in construction within 1-2 years (Phase 1A and Phase 1B, respectively).
Description:	<p>State Route (SR) 120 provides a critical connection for the movement of people and goods in and out of the megaregion. However, the SR 99/120 freeway-to-freeway interchange is subject to significant congestion, delays, and accident rates seven times higher than the statewide average for a similar facility. This project will expand and reconstruct the existing SR 99/120 interchange to relieve traffic congestion and improve operations of SR 99 along with the SR-120 and Austin Road interchanges. In addition to the accident rate, the delays associated with this interchange are a significant impediment to the economic growth in the region.</p> <p>As traffic volumes continue to increase on northbound SR 99, the SR 99 / SR 120 Connector Project would significantly reduce passenger hours of delay by 30% and increase throughput 45% when compared to Year 2040 No Project Conditions. The SR 99 / SR 120 Connector Project would improve safety and air quality. Additionally, the project is in the county’s Measure K Sales Tax Program.</p>
Megaregion Significance:	Significant interregional travel chokepoint. Specifically, this interchange is heavily utilized for goods movement in and out of the Megaregion.



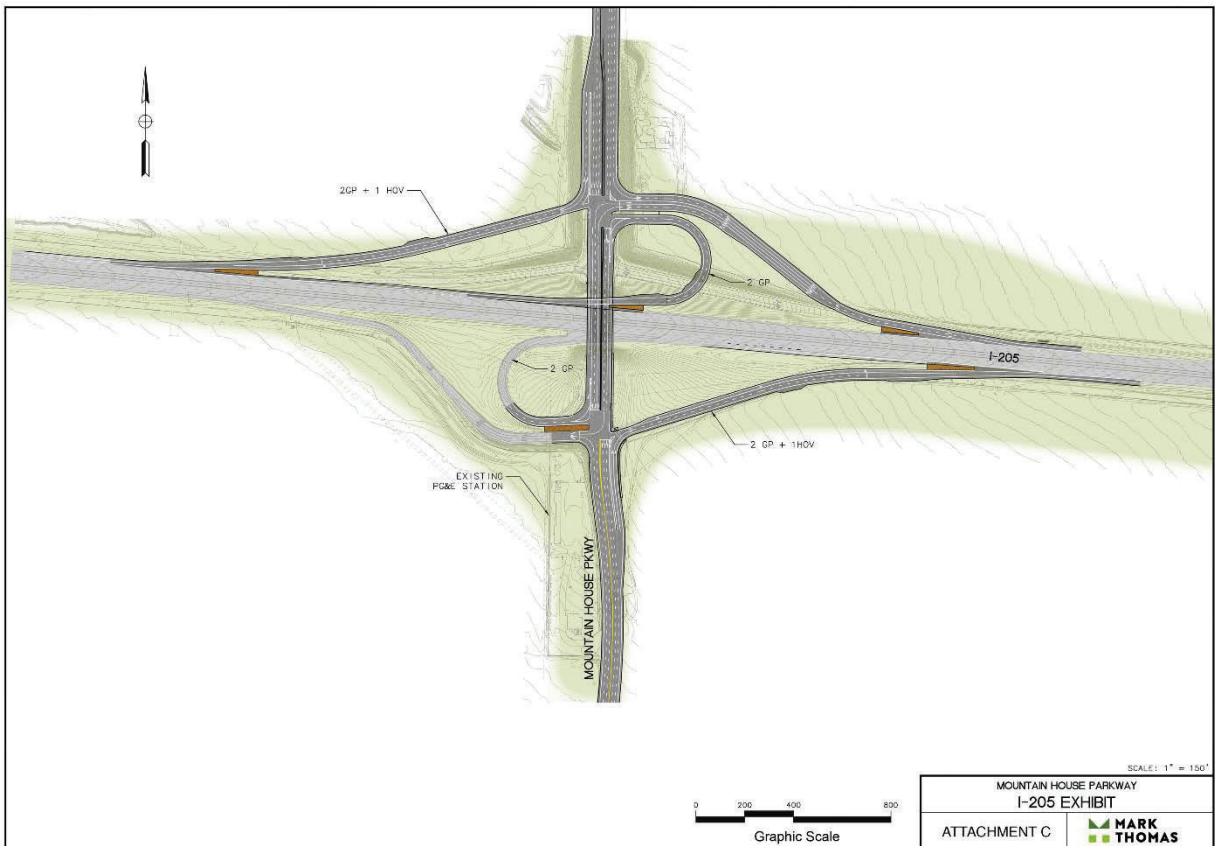
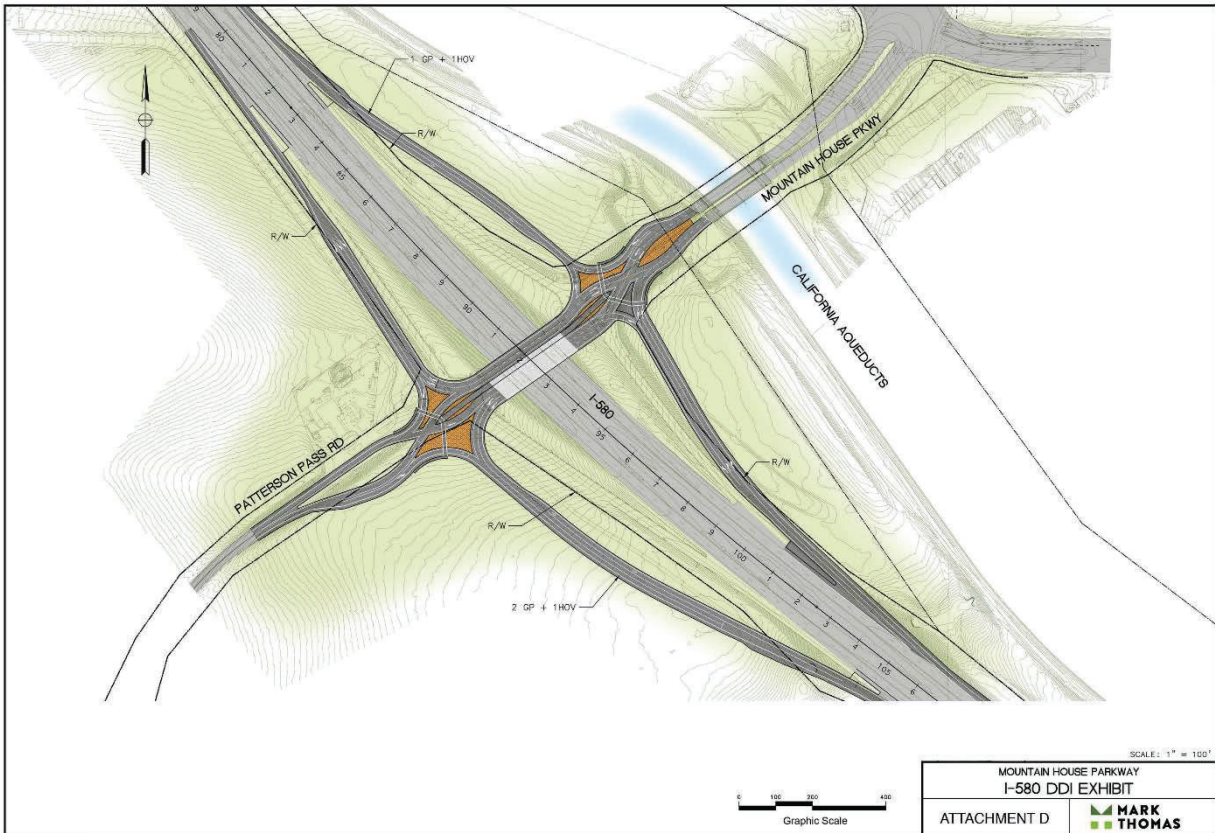
Project:	Interstate 205 Managed Lanes Project
Request:	\$44,000,000
Current Status:	The environmental phase and public outreach are fully funded and underway. Design will begin in 2023.
Description:	<p>Interstate 205 (I-205) is an Interstate Highway in California that connects Interstate 5 (I-5) on the east to Interstate 580 on the west, serving as a critical connection from the Central Valley to the San Francisco Bay Area. This project consists of the construction of one HOV freeway lane in both the westbound and eastbound directions on I-205 between the Alameda County Line at post mile (PM) 0.0 and I-5 located at PM R12.5 in San Joaquin County. Median openings between 22 bridges crossing local arterials, railroads, or waterways would be closed, resulting in 11 joined bridges. The existing auxiliary lanes, acceleration lanes, and deceleration lanes would be perpetuated. The purpose of the project is to reduce congestion and delay, encourage HOV, improve regional mobility, improve freight movement, improve corridor travel times, and increase corridor throughput of people and goods. A fixed guideway concept, which studies bus rapid transit/commuter rail (ACE and/or Valley Link) inside the median, is being studied in the environmental impact report.</p> <p>This project is in San Joaquin’s Measure K Sales Tax Program.</p>
Megaregion Significance:	Most heavily travelled interregional corridor, carrying residents and goods between the San Joaquin Valley and the Bay Area.





I-205 Fixed Guideway Concept (pictured above)

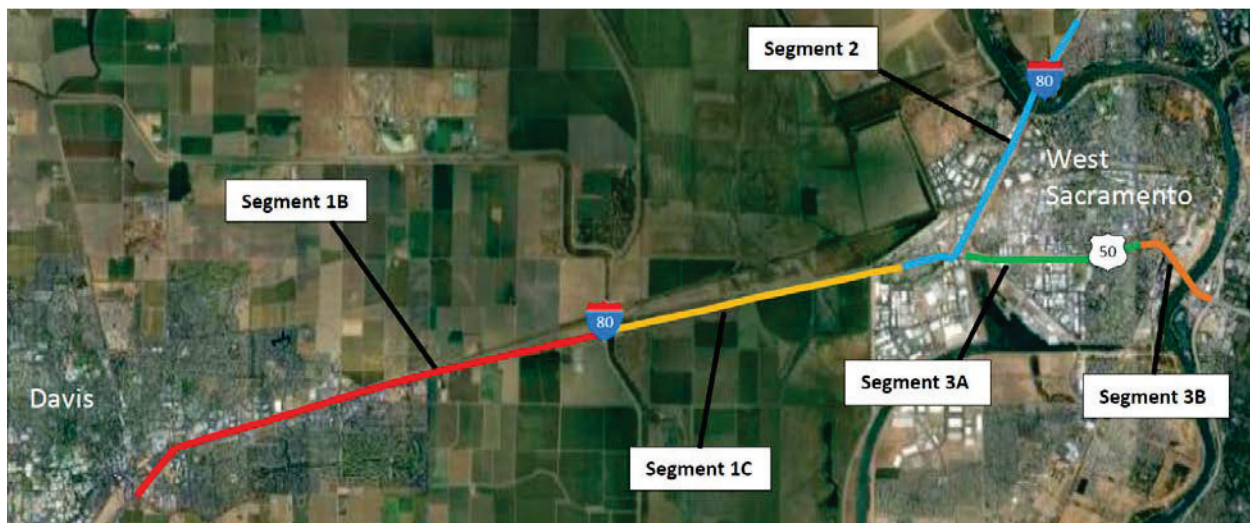
Project:	Central Valley Gateway Project
Request:	\$21,300,000
Current Status:	The project is in the design phase.
Description:	<p>The project involves a comprehensive effort to enhance the efficient goods movement between the National Primary Highway Freight Network and the International Park of Commerce. The total improvements to the interstate interchanges and connecting parkway will include:</p> <ul style="list-style-type: none"> • Overcrossing Upgrade of Interstate 205 and International Parkway • Overcrossing Upgrade of Interstate 580 and International Parkway • Bridge and roadway widening of International Parkway at the Delta Mendota Canal • Bridge and roadway widening of International Parkway at the California Aqueduct • Widening of International Parkway of the local roadway to increase freight capacity <p>This project is in San Joaquin's Measure K Sales Tax Program.</p>
Megaregion Significance:	Significant interregional goods movement passes through the project area.



Project:	Passenger Rail Improvements
Request:	\$25,000,000 – Lathrop Station (ACE) \$5,236,000- Ripon Multimodal Station (ACE/City of Ripon) \$10,000,000- Valley Link Sustainability Blueprint for San Joaquin County \$51,000,000 – Elk Grove Double Track (ACE)
Current Status:	Projects are in various planning phases. Capital phases (right of way or construction) can occur within five years or less.
Description:	<p>Both the Altamont Corridor Express (ACE) and Valley Link are expected to expand passenger rail opportunities throughout the megaregion. As part of the “ACE Forward” expansion, ACE’s services will expand north into Sacramento County, south into Merced County, and service into the Bay Area will significantly increase. To accommodate this expansion, the <u>North Lathrop Transfer Station</u> has been identified for improvement. New station tracks and a station platform will be constructed, a new surface parking lot will be constructed, and a pedestrian overcrossing connecting the two will be constructed. The <u>Ripon Multimodal Station</u> will also be required to support passenger rail expansion efforts. On and off-site improvements will include: 150 off-street parking spaces, a bus loading and staging area, and a future rail platform for the ACE Train. The <u>Elk Grove Double Track</u> will create a 4.4-mile-long second main track that will serve trains entering the proposed North Elk Grove Station. Train speeds will be increased, and existing private and public crossings, bridges, and culverts will be improved. These improvements will allow the ACE service to operate to four (4) daily round trips to Natomas, increasing the transportation options for residents throughout the corridor. Lastly, the <u>Valley Link Project (San Joaquin)</u> seeks to improve the Union Pacific Railroad right-of-way to the San Joaquin / Alameda County line, construct a station and platform to accommodate the new passenger rail service with parking and access onto Patterson Pass Road, and construct an Operations and Maintenance facility at Hanson Road.</p> <p>Altamont Commuter Express projects are part of San Joaquin’s Measure K local sales tax measure.</p>
Megaregion Significance:	These passenger rail improvements will be transformational in terms of mobility and vehicle miles traveled. These improvements will lead to significant increases in passenger rail ridership.

SACRAMENTO AREA COUNCIL OF GOVERNMENTS - PROPOSED MEGAREGION PRIORITIES

Project:	Yolo I-80 and US 50 Managed Lanes
Request:	\$581,000,000
Current Status:	Currently in PA&ED, cleared by April 2022 Ready to List, June 2024 Complete by 2029
Description:	"On I-80 just west of Davis from the Kidwell Road interchange in Solano County to the W. El Camino interchange in Sacramento County; also from the I-80/US 50 interchange to the US 50/I-5 interchange: Construct improvements consisting of managed lanes in each direction, pedestrian/bicycle facilities, and Intelligent Transportation System (ITS) elements." 2040 forecasting with managed lanes implemented reduces congested VMT by over 50% while daily volumes increase by 18%.
Megaregion Significance:	39% of trips on I-80 in Yolo County end in either the Bay Area or San Joaquin County (78,000 trips in Fall 2019).



Segment 1B	Segment 1C	Segment 2	Segment 3A	Segment 3B
Start: 03 SAC 80 PM 0.00 End: 03 SAC 80 PM 5.8	Start: 03 SAC 80 PM 5.8 End: 03 SAC 80 PM 8.92	Start: 03 SAC 80 PM 8.92 End: 03 SAC 80 PM M1.36	Start: 03 SAC 50 PM 0.00 End: 03 SAC 50 PM 2.47	Start: 03 SAC 50 PM 2.47 End: 03 SAC 50 PM L0.62
<u>Work Description</u> Replace existing WB and EB inside shoulders to accommodate one managed lane. Culvert rehabilitation and extension. Restriping for three mixed-flow lanes and one managed lane in each direction.	<u>Work Description</u> Restriping for three mixed-flow lanes and one managed lane in each direction. Termini improvements to increase bicycle safety and mobility. Construct class I bike ramp on the west side of the Causeway.	<u>Work Description</u> Restriping for three mixed-flow lanes and one managed lane in each direction. Restripe the Sacramento River Bridge and Bryte Bend Bridge to accommodate an additional managed lane in each direction. Construct EB ramp improvements and a Park & Ride facility at Enterprise Boulevard.	<u>Work Description</u> Convert a single mixed-flow lane to one managed lane in each direction.	<u>Work Description</u> Convert a single mixed-flow lane to one managed lane in each direction. Convert a lane in each direction from 80/50 IC to Jefferson Blvd UC, and stripe an additional lane from Jefferson Blvd UC to just east of 5/50 IC.

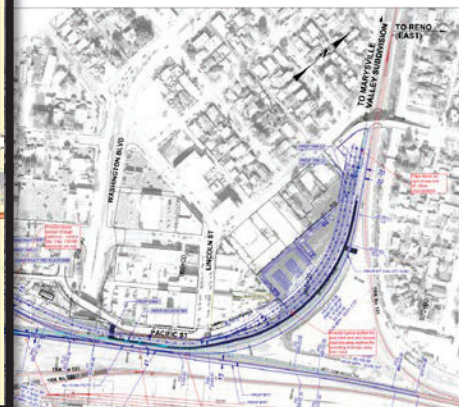
Project:	I-5 Managed Lanes – Sutterville Road to Yolo County Line
Request:	\$363,000,000
Current Status:	Currently in PA&ED Complete by 2029
Description:	"In Sacramento County on I-5 from just north of Sutterville Road to the Yolo County line: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and Intelligent Transportation System (ITS) elements." 2040 forecasting with managed lanes implemented helps prevent some of the worst growth-related congestion in the region, still predicted to grow to over 168% of today's congested VMT, while daily volumes increase by 32%.
Megaregion Significance:	7.5% of trips on I-5 north of US 50 end in either the Bay Area or San Joaquin County (23,000 annual trips in Fall 2019).



Project Limits	
█	Start: 03 SAC 5 Interchange PM 21.2 End: 03 SAC 5 PM 34.3
█	I-5/US 50 Interchange to Boat Section Start: 03 SAC 5 PM 21.2 End: 03 SAC 5 PM 23.5
█	End of Boat Section to Garden Highway Start: 03 SAC 5 PM 23.5 End: 03 SAC 5 PM 25.36
█	Garden Highway to End of Project Start: 03 SAC Garden Highway PM 23.36 End: 03 SAC 5 PM 34.3

①	Restripe and add managed lanes.
②	Restripe and add managed lanes, convert auxiliary lanes to mixed-flow lanes, widen median of Richards Blvd Bridge.
③	Widen San Juan Bridge, restripe and add managed lanes, add auxiliary lane at: NB I-5 Metro Air Pkwy on ramp to Airport Blvd off ramp, SB I-5 Airport Blvd to Metro Air Pkwy, SB I-5 Arena Blvd to Arena Blvd, SB 99 to Metro Air Pkwy, SB I-5 Metro Air Pkwy to NB99, SB I-5 Elkhorn Rest Area to Airport Blvd.

Project:	Sacramento to Roseville Third Main Track - Phase 1
Request:	\$68,000,000
Current Status:	<ul style="list-style-type: none"> Project is at 25% design phase and will be pursuing federal and state funding sources to overcome gap to enter construction. <ul style="list-style-type: none"> Final Design in progress Design/ROW – June-2021 Construction – June-2024
Description:	<p>On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, reconfiguration of the City of Roseville station to accommodate increased Capital Corridor service in the future, install various Union Pacific Railroad Yard track improvements, improvements to 11 existing rail bridges and construct one new American River crossing as well as other minor channel crossing improvements, required signaling & retaining/crash walls, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.</p> <ul style="list-style-type: none"> 10 additional opportunities to get to their destinations quickly without wasted time and energy. Adds passenger rail frequency without sacrificing Union Pacific Railroad freight operations and reliability. Improves inter-city passenger rail service travel time and reliability for the entire corridor. Provides congestion relief alternative in the I-80 corridor and in other highway corridors where Capital Corridor is a viable transportation alternative.
Megaregion Significance:	<ul style="list-style-type: none"> Congestion relief alternative in the I-80 corridor and in other highway corridors. Enhance transit connectivity and provide transportation choices through access to inter-regional transportation services. Improve air quality and energy use through a safe, reliable, and efficient alternative to automobile travel.

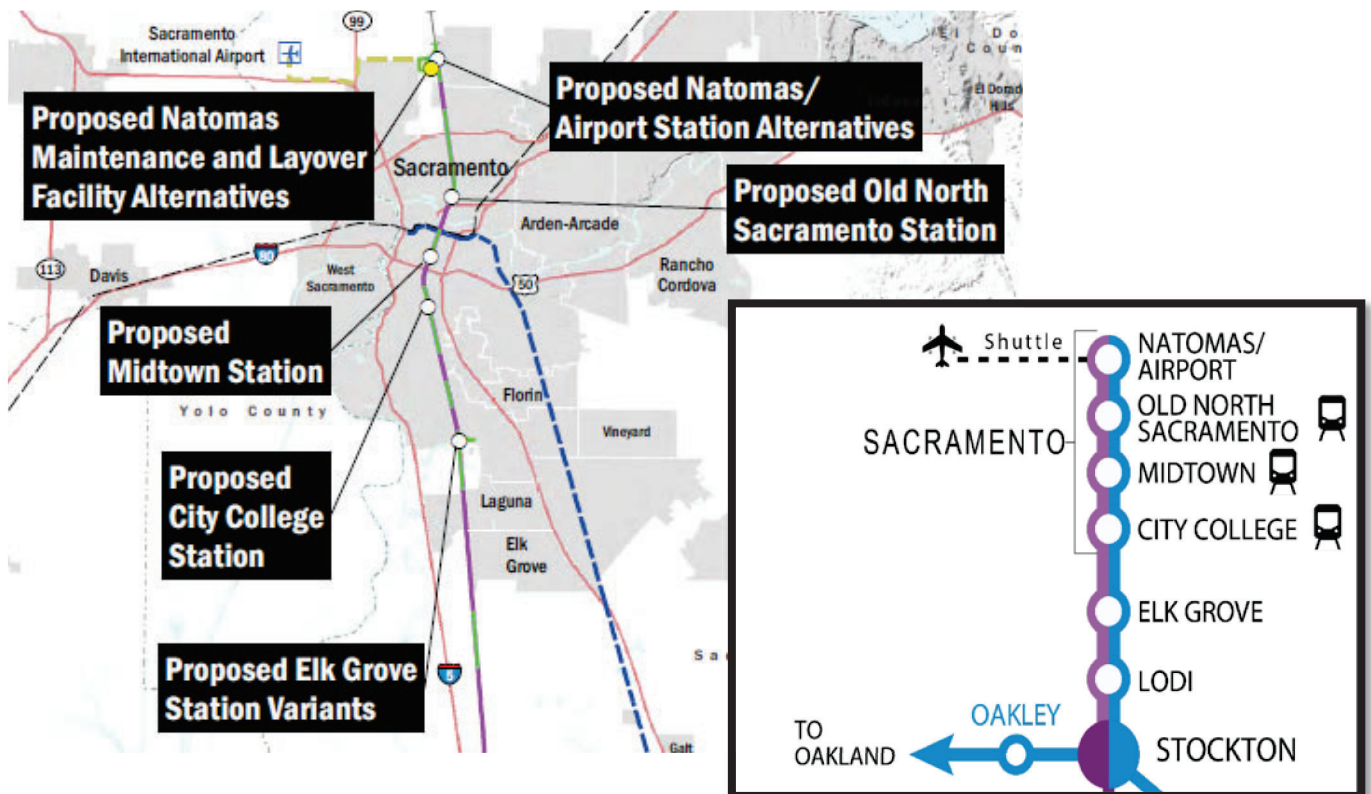


VERSION #1

- PRELIMINARY -
NOT FOR CONSTRUCTION

CAPITAL CORRIDOR JOINT POWERS AUTHORITY
1000 RIVERVIEW BLVD, SUITE 100, SACRAMENTO, CA 95811
WWW.CAPITALCORRIDORJPA.COM

Project:	Valley Rail Program includes expansion of both ACE and the San Joaquins Services
Request:	\$404,000,000
Current Status:	Started Final Design for extension to Sacramento. Environmental studies underway for Elk Grove Station
Description:	<p>The Valley Rail Project includes the implementation of new passenger rail service from the existing Stockton Downtown/ACE Station in Stockton, north to the North Natomas area of Sacramento. New Stations in Lodi, Elk Grove, Sacramento City College, Midtown, Old North Sacramento, and Natomas with connections to SMF. Includes the construction of a maintenance and layover facility adjacent to the proposed Natomas/Sacramento Airport Station.</p> <ul style="list-style-type: none"> • First ACE round trip to Natomas (Sacramento) by 2023 • San Joaquin Infrastructure future expansions of service and integration with High Speed Rail Interim Service starting in 2028/29 will include Sacramento Connections at Sacramento Valley Station, Sacramento International Airport, and Midtown Station
Megaregion Significance:	<ul style="list-style-type: none"> • Congestion relief alternative in the SR 99 corridor and in other highway corridors. • Provide a connection from Sacramento and Northern San Joaquin Valley to the high-speed rail system at the Merced Station. • Promote equitable transportation which serves disadvantaged/priority communities throughout California.



AGENDA ITEM **3**





SUPERVISOR
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NAPA COUNTY
(Vice-Chair)

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To: MegaRegion Working Group

Fr: Diane Nguyen, SJCOG Executive Director

Re: Action Plan for the “MegaRegion Dozen”

The following describes a comprehensive strategy to showcase the “megaregion brand” in concert with funding and policy efforts.

- Build an “advocacy” approach that incorporates megaregion projects into each agency’s existing state/federal advocacy trips. If possible, have at least one member (from each region) representing the Megaregion Working Group in each agency’s federal (Washington DC) advocacy trip.
- Ensure ongoing coordination of megaregion projects with planning efforts in each region.
- Launch of a carefully planned “*funding pursuit program*” to apply and position megaregion projects for various state and federal funding cycles. Strategy includes a megaregion coordinated effort to apply for funding and jointly provide technical resources in the development of project applications/submittals. Each project will have a letter from Megaregion Working Group (chair) indicating the project’s megaregion status. Megaregion Board will receive regularly updates on these pursuits.
- Strengthen and develop business partnerships to advance the planning and funding efforts for the megaregion projects. Create a synergy with business interests to maximize the megaregion brand.

AGENDA ITEM 4



MEGAREGION WORKING GROUP

To: MegaRegion Working Group

Fr: Therese McMillan

Re: Beyond the “Dozen”: Looking ahead to 2022



SUPERVISOR
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CITY OF DAVIS

SUPERVISOR DON
SAYLOR, YOLO
COUNTY

The MegaRegion Working group achieved a significant accomplishment with the identification and adoption of “the MegaRegion dozen”— a specific list of projects with mutual benefits to the participant three regions. As addressed in agenda items 1 and 2, specific advocacy and delivery strategies will be pursued to cooperatively advance these projects.

Importantly, during the development of this list, your three Executive Directors identified highlighted several policy considerations— in addition to specific projects— where shared interests are also evident and hold promise for advancing mobility, economic development and innovation goals. This recognition springs in part from the early direction from the Working group to better coordinate the long range planning processes of the San Francisco Bay Area, Sacramento, and San Joaquin regions. The completion of the most recent planning efforts revealed synergies among each region’s visions and goals. As well, it also pointed out shared challenges— legislative, regulatory, financial and technical— in delivering on those visions and goals.

Staff proposes that in tandem with implementing the action plan wrapped around the MegaRegion Dozen, the three regions should simultaneously explore and recommend actions to advance policies that would position informed and competitive investments in the future. Three examples of those opportunities (not a comprehensive list) are described below.

A) Coordinated/ cross disciplinary planning.

One common challenge encountered by all three regions as part of their long range plans was addressing the intersecting issues of transportation, housing, climate change/resilience and economic development. Critically, existing and/or anticipated state planning requirements in this arena have been not always been complementary— and in some cases conflicting in terms of approach and eventual outcomes. Coordinating an approach to better define how inter-sectoral planning should be conducted, and pursuing an agenda of improvements to ensure that transportation, housing, climate, and economic recovery can advance within and across our borders is a proposal we seek to advance. Reform of SB 375 is one specific example.

B) Roadway pricing.

Notwithstanding very different policy perspectives on roadway pricing, all of our regions recognize that managing the performance of our roadway network through pricing is an essential “arrow in the quiver”. This is particularly crucial for corridors where crushing traffic congestion respects no official regional boundaries. All of our long range plans include some level of roadway pricing strategies as a short, medium, or long term objective. For some areas like the Bay Area, state imposed GHG reduction targets are only achievable with roadway pricing in the mix. Opportunities for coordination in this space include:

- working with other regions in California whose long range plans also include pricing, to ensure consistency with planning or regulatory frameworks as the state and federal level
- Sharing best practices for analyzing the impacts of roadway pricing, to strengthen the data and technical foundations that inform policy decisions; this could include better coordinated studies in our respective regions

C) Strategic and tactical policy supporting MegaRegion dozen or other project development.

A key example here is the rapid pace of Electric Vehicle and clean fuels policy and implementation emerging at the state and federal level. To the extent that investments in physical capacity or network management need to anticipate overlays of new requirements, and prepare for them (i.e. designing and implementing EV charging infrastructure along major highway corridors); targeted time framing those needs would be time well spent

This is a discussion item only, and we welcome comments on the efficacy of developing a targeted “Beyond the Dozen” policy framework in the 2022 year.