

Appendix G: 2020 MTP/SCS Communications and Outreach

Appendix G: Communication and Outreach for the 2020 MTP/SCS

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Context for the Planning Document

Plan Process and Framework

The SACOG Board of Directors, in its policy role overseeing long-range transportation planning in the region, is ultimately responsible for this plan. The board considered recommendations from SACOG policy committees, advisory committees, local agencies, residents, public and private sector stakeholders, and SACOG staff, and actively deliberated on the plan during all stages of development.

The development of this MTP/SCS began in 2017 and can be generally divided into three planning phases, each inclusive of public and private sector stakeholder participation, jurisdiction and partner agency coordination and consultation, and regular direction from the SACOG board. The three phases are: issue exploration and policy framework; policy research and analysis using discussion scenario; and preferred scenario development.

Issue Exploration and Policy Framework

In 2017, the MTP/SCS process kicked off with the development of regional growth projections of population, employment, and households, and exploration of existing and future opportunities and challenges around economic prosperity, disruptive technology and innovation, the declining fuel tax, and regional growth patterns. The culmination of this work resulted in a 2020 MTP/SCS Policy Framework and 2040 Regional Growth Projections being adopted by the board in December 2017. The policy framework was focused on an overall theme of economic prosperity and how we support an economically prosperous future. It teed up the following policy research and analysis:

- 1) Future Uncertainty: In a time of change, how do we support near-term implementation and plan for an uncertain future?
- 2) Economic Development and Opportunity: What growth and development pattern is needed to support and sustain regional economic development and opportunity?
- 3) Performance-Based Investment Strategy: What transportation infrastructure investments are needed to support an economically prosperous region?

Policy Research and Analysis Using Discussion Draft Scenario

Using the three policy areas described above, the MTP/SCS began research and analysis, using a Discussion Draft Scenario to test different land use and transportation policies. This is also the time when significant input from member agencies, partner agencies, stakeholders, and the general public was gathered and considered. The rest of this appendix is dedicated to describing these outreach efforts.

Preferred Scenario Framework and Analysis

With stakeholder and public input, and significant modeling and analysis complete, a preferred scenario and plan framework was prepared. The Preferred Scenario Framework was adopted by the SACOG Board in December 2018. The framework set the general parameters, policies, and constraints for creating a preferred scenario that is the basis for the MTP/SCS. A summary of the direction the framework provided is below.

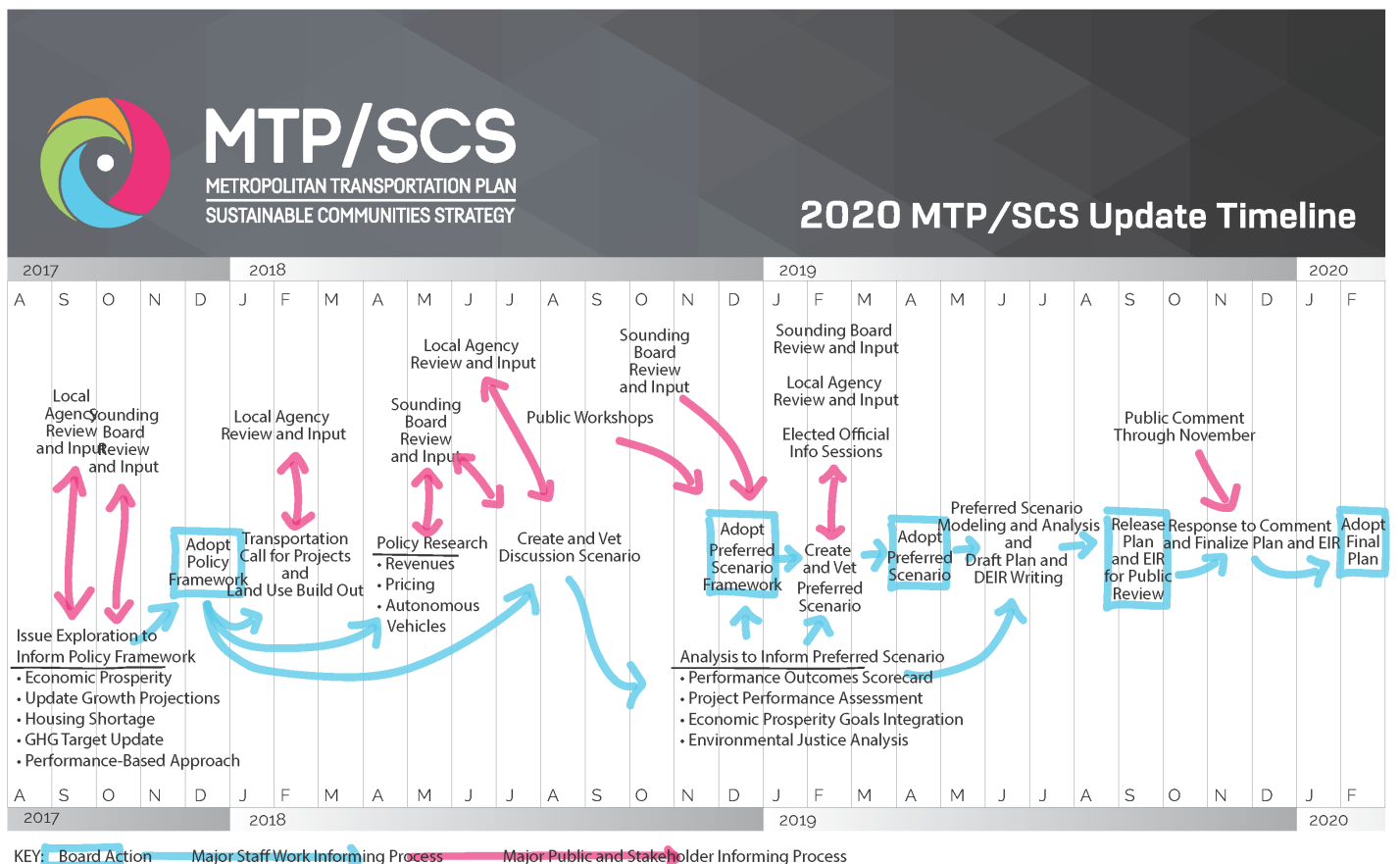
- 1) Performance Targets – Create a scenario that achieves the 19 percent per capita greenhouse gas reduction target, pursue a pilot project for GHG reduction with the state, and improve or maintain other performance objectives important to the board as compared to the 2016 plan.
- 2) Land Use Pattern – Create a land use forecast that is based on the best available information, prioritizes performance to meet the plan’s objectives, supports the regional Blueprint, continues to support both housing choice and strong employment centers, and is reviewed by member agency staff to ensure it is consistent with local planning efforts.
- 3) Transportation Budget – Create a reasonable forecast of revenues available to support transportation investments in the plan that is based on the latest information available and considers new or innovative ways to pay for transportation as traditional fuel and sales taxes become less reliable in the future.
- 4) Investment Priorities – Create a performance-based preferred scenario project list that emphasizes maintenance and preservation of the existing system, is cost-effective when it comes to system expansion, and supports investments that further the objective of economic prosperity.
- 5) New Mobility – Create a preferred scenario that considers new technologies and services like autonomous vehicles, micro-transit, and ridesharing and looks for ways to enhance any potential benefits from these technologies while managing impacts to the transportation system.
- 6) System Pricing – Create a preferred scenario that explores a broad range of system pricing strategies that can replace the current fuel tax with a more sustainable approach, while paying for the upkeep of the transportation system, helping manage traffic congestion, and improving system performance.

Overall Outreach & Communications Strategy

SACOG is committed to having a transparent, accessible, and clear process for outreach and communications for the 2020 MTP/SCS. SACOG will meet all state and federal statutory requirements as described in statute and in the Public Participation Plan (PPP), and when feasible will implement optional best practices. SACOG intends to gather feedback early and frequently during the development of the 2020 MTP/SCS so that public opinion is considered by the SACOG Board and reflected in the plan.

SACOG is required to conduct public engagement during the development of any MTP/SCS plan. For the 2020 MTP/SCS, staff developed an Engagement and Communications Plan to meet state and federal statute and implement best practices beyond the required engagement. The Engagement and Communications Plan incorporates the guidelines from the federally mandated Public Participation Plan adopted in 2013. Meaningful engagement and communications increase transparency, address conflicts in a solutions-oriented manner, and build empowered stakeholders. The Engagement and Communications Plan was reviewed, updated, and evaluated regularly to document tasks completed, and to make plan adjustments as needed.

Timeline



Outreach & Communication Plan (*living document*)

Strategy 1. To meet state and federal requirements for public engagement		
Tasks	Audience	Timing
Task 1a. Create a one-stop request for information on the 2020 MTP/SCS update will be on the SACOG website for access to key input and feedback points for the public, key decision points for the Board, technical information, and meeting/workshop information	Any interested parties	Winter 2017 through 2020
Task 1b. Create opportunity for meaningful involvement of tribal governments	Tribal governments in the region	Fall 2018 through 2020
Task 1c. Implement at least eight public workshops in the region with workshops held in El Dorado and Placer counties will be coordinated with EDCTC and PCTPA.	Any interested parties, general public	Fall 2018
Task 1d. Hold three public hearings on the draft SCS.	Any interested parties, general public	Winter 2019/2020
Task 1e. Interagency consultation and coordination with federal, state, and local agencies	FHWA, Caltrans, CARB, EPA, Caltrans, AQMDs, DSC, freight operators, airports, active transportation	Fall 2017 through 2020
Task 1f. Build a comprehensive contact list of cross-sector stakeholders	staff use	2017-2020
Task 1g. Provide a 45-day public comment period on the draft 2020 MTP/SCS	Any interested parties	Winter 2019/2020
Task 1h. Host elected official information meetings on the draft 2020 MTP/SCS	Boards of Supervisors and City Councils	Winter/Spring 2019
Task 1i. Employ visualization techniques to communicate information in the 2020 MTP/SCS	Any interested parties	Fall 2018-2020
Task 1j. Respond to public comments that are formally submitted during the public comment period.	Any interested parties	Winter 2019/2020
Task 1k. Conduct one workshop on the GHG targets set by CARB pursuant to SB 375	Board, any interested parties, state & federal agencies	TBD

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Task 1l. Make publicly available the final 2020 MTP/SCS	Any interested parties, general public	Winter 2020
Strategy 2. To increase feedback from low-income communities and communities of color (Environmental Justice areas) through targeted engagement (required)		
Tasks	Audience	Timing
Task 2a. Conduct small group meeting(s) and/or focus groups	Leaders/ organizations working in EJ communities	Fall 2018
Task 2b. Assess the representation of EJ communities in public workshops	Staff use	2018
Task 2c. Employ non-traditional engagement, such as tactical engagement and storytelling	Members of EJ communities	Fall 2018
Task 2d. Consult with community leaders on most effective tactics	Leaders/ organizations working in EJ communities	Spring 2018
Task 2e. Utilize trusted messengers, and leverage ongoing activities in target communities	Members of EJ communities	As needed
Strategy 3. To gather feedback from stakeholders representing a broad variety of interests from throughout the region		
Tasks	Audience	Timing
Task 3a. Initiate the sounding board and monitor its effectiveness	Private sector and nonprofit organizations	Fall 2017 through 2020
Task 3b. Regular electronic communication through the committee cycle. Verbal updates provided at SACOG board committee meetings or at board meetings as needed	Board Members	Summer 2017 through 2020
Task 3c. Meetings with, and communications to, member jurisdiction staff on the process, requests for information, and providing information for review and feedback	Local staff, federal agencies, air districts, transit agencies, regional managers	Fall 2017 through 2020
Task 3d. Employ media outreach (earned and paid as needed)	General public	As needed/ key milestones
Task 3e. Leverage community newsletters, social media, blogs and other similar publications outside of traditional media	Potential stakeholders	Fall 2018-2020

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Task 3f. Presentations to various public agency staff and boards in the region	Public agencies (by request or as coordinated by SACOG)	As requested
Task 4g. Inform and engage local executive staff through quarterly updates	Regional Managers	As needed/ key milestones
Strategy 4: To maintain ongoing and accessible external communication to any interested parties		
Tasks	Audience	Timing
Task 4a. Develop materials such as webinars, videos, graphics, etc. that provide information on the 2020 MTP/SCS process and points of engagement for stakeholders and general public.	Any interested parties	Spring 2018-2020
Task 4b. Maintain a 2020 MTP/SCS webpage(s) with information and timeline including but not limited to purpose, contact information, meeting locations	Any interested parties	Winter 2017-2020
Task 4c. Leverage the Regional Public Information Officers network	Determined by each PIO	Summer 2018
Task 4d. Develop white papers or issue briefs on policy issues in the 2020 MTP/SCS	Board, known stakeholders	As needed/ key milestones

Deliverables

Strategy 1 Deliverables: To meet state and federal requirements for public engagement

- ✓ Website dedicated to providing information on the 2020 MTP/SCS update:
<https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy-update>
- ✓ Comprehensive tribal engagement: see section below on Tribal Engagement
- ✓ Eight public workshops: see section below on Public Outreach
- ✓ Interagency consultation: see section below on Member and Partner Agency Outreach
- ✓ Assemble and provide information back and forth with a cross sector sounding board: see section below on Sounding Board and Regional Planning Partnership
- ✓ Hold elected official information sessions: see section below on Elected Official Information Sessions

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Strategy 2 Deliverables: To increase feedback from low-income and communities of color through targeted engagement (required)

- ✓ SACOG established the Equity Working Group: a group of regional experts and advocates convened to provide feedback on the methodology for the Environmental Justice Analysis in the 2020 MTP/SCS and the current strategies for community outreach, specifically in low-income communities and communities of color. For more information on the Equity Group, please see the Environmental Justice Appendix.
- ✓ The public workshops conducted were heavily focused on being in locations where traditionally underrepresented residents faced fewer barriers to participation. Location and demographic information are available in the Public Outreach section of this document.

Strategy 3 Deliverables: To gather feedback from stakeholders representing a broad variety of interests from throughout the region

- ✓ SACOG convened the MTP/SCS Sounding Board to connect with non-profit organizations, stakeholders, advocates, and additional agencies for them to provide input and feedback through the development process of the MTP/SCS. For more information on the Sounding Board, see below.
- ✓ SACOG provided committees and the board with updates on the MTP/SCS throughout the process.
- ✓ Staff scheduled meetings with local staff, federal agencies, air districts, transit agencies, regional managers to ensure partner agencies staff were up to date

Strategy 4 Deliverables: To maintain ongoing and accessible external communication to any interested parties

To maintain accessible communication regarding the plan, SACOG updated the MTP/SCS webpage with informational items from SACOG committee and board meetings and provided key milestone updates. Staff also shared MTP/SCS information with the region's Public Information Officer Group to ensure communications staff across the region were informed on the MTP/SCS. Additionally, SACOG staff have provided issue briefs and white papers on different topics for the region, including housing type preferences, road and transit maintenance needs, safety, and transportation revenues.

Public Engagement

In the Summer of 2018, SACOG released an online survey complemented by eight public workshops in the region to provide the SACOG Board with public perspectives on the future of transportation and economic prosperity for the Sacramento region. To reach out to as many residents in the region as possible, and to include underrepresented communities, workshops were located at already existing community events to meet people where they were already naturally gathering, included English and Spanish speaking staff, and promoted a fun environment for families to enjoy. For the workshops in El Dorado and Placer counties, staff worked with the El Dorado County Transportation Commission and Placer County Transportation Planning Agency to identify ideal locations and customize the workshop content.

The primary purpose of the workshops was to get public participation in the workshop survey, which focused largely on connecting with residents and soliciting their preferences and opinions on land use, housing, economic prosperity, transportation needs, and new mobility options. The workshops allowed community members to stop by, relax at cafe tables, share their transportation stories, and take the survey at their own pace. In addition to the in-person workshops, the survey was available online, creating access 24 hours a day.

The top priorities that came from the public workshop survey were creating jobs to increase regional economic prosperity, affordable housing, preserving open space, and creating walkable communities.

<i>Date</i>	<i>County</i>	<i>Location</i>
11-Aug	Yolo	Woodland Tomato Festival
18-Aug	Sacramento	Oak Park Farmers' Market
25-Aug	Sacramento	Elk Grove Multi-Cultural Festival
26-Aug	Yuba	Marysville Flea Market
2-Sep	Sacramento	Carmichael Farmers' Market
4-Sep	Placer	Sierra Community College
6-Sep	Sutter	Yuba City First Thursdays
8-Sep	El Dorado	Saturday Night in the Park

Outreach Results at a Glance

- The online survey was available from August 10, 2018 through September 25, 2018
- 1,130 responses recorded
- 16% (181) of the surveys were completed in person
- 84% (949) of the surveys were completed online



Land Use and Natural Resources Committee

Meeting Date: 10/4/2018

Agenda Item No.: 2018-October-7.

Subject: 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy: Public Workshop Results (Est. time: 10 minutes)

Information

Prepared by: Adrienne Moretz

Approved by: Kacey Lizon

Attachments: No

1. Issue:

Eight public workshops and an online survey were conducted to provide the SACOG Board of Directors with public perspectives on the future of transportation and economic prosperity for the Sacramento region.

2. Recommendation:

None. This item is for information only.

3. Background/Analysis:

SACOG is required to conduct eight public workshops for the 2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy (2020 MTP/SCS) update. The public workshops and corresponding survey are intended to gather information that the board can consider as part of the framework for the Draft Preferred Scenario at the end of this year.

In accordance with state and federal statute, SACOG conducted one workshop in each of Yolo, Yuba, Sutter, Placer, and El Dorado counties and three workshops in Sacramento County. Participants had the opportunity to give feedback through a survey during the event which was presented in a casual coffee shop-style format. The workshops allowed community members to stop by, relax at cafe tables, share their transportation stories, and take the survey at their own pace. Respondents were eligible to win one of 10 \$50 gift cards for participating. In addition to the in-person workshops, the survey was available online creating access 24 hours a day.

4. Discussion/Analysis:

Attachments are being prepared that summarize the results from the 2020 MTP/SCS survey that was conducted both online and at the in-person workshops. The survey was administered from August 10, 2018- September 25, 2018 and received 1,130 responses.

181 or 16% of responses were from in-person workshops and the remaining 949 responses were submitted directly online. Outreach for the in-person and online workshops consisted of media releases, staff presentations, paid and earned social media promotion, email marketing campaigns, county and city newsletters, outreach partners, and word-of-mouth.

Highlights and key findings from this data will be presented verbally during all board policy committee meetings. Data crosstabs of the workshop survey results will be available at: sacog.org/2020MTPSCS

Due to the timing of the close of the online poll, staff is still preparing the attachments listed below and will make them available as soon as they are complete.

- Attachment A will be a summary of demographic information from the survey as compared to 2017 regional American Community Survey (ACS) data.
- Attachment B will be an aggregate summary of survey results
- Attachment C will be a summary of data by county

5. Fiscal Impact/Grant Information:

There is no fiscal impact, these work products are within the existing budget.

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

1. Advance Economic Prosperity, 7. Deliver Key High-Profile Transportation Projects



To comply with state and federal guidance SACOG must host eight public workshops on the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy. Below are comparisons of participation from 2014 to 2018 and summary of demographic information of the workshop participants and online respondents. Providing demographic information was optional.

2018 Workshop Comparison Demographics

County	2018 Surveys Completed	2014 Surveys Completed
Yolo County	93	87
Sutter County	36	26
Yuba County	50	24
Sacramento County	586	288
Placer County	94	19
El Dorado County	38	22
No County Identified	236	N/A
Total Responses	1,130	653

Gender	2018 Survey Results	2017 Regional Census ACS
Female	59.7%	51%
Male	36.2%	49%
Gender non-binary	0.8%	Not Available
Decline to state	3.3%	Not Applicable

Age	2018 Survey Results	2017 Regional Census ACS
15 to 24	7%	13%
25 to 34	19%	14%
35 to 54	39%	26%
55 to 64	19%	13%
65+	15%	15%
Decline to state	21%	Not Applicable

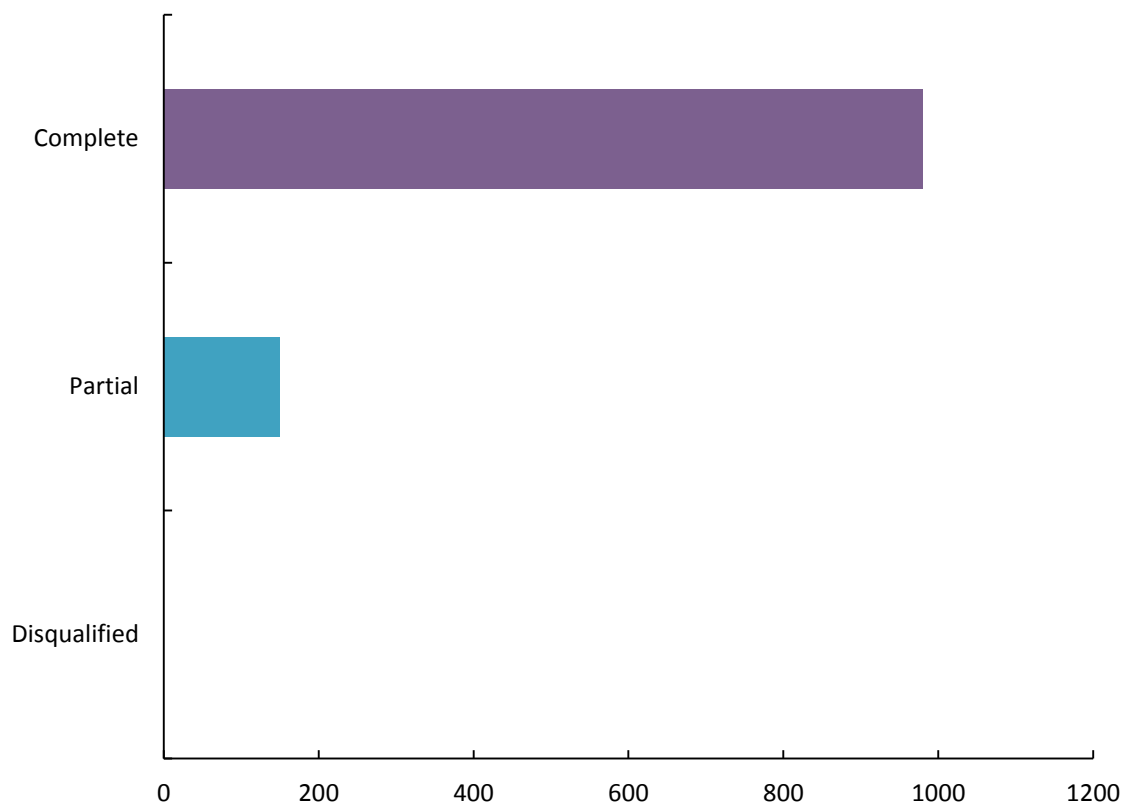


Race/Ethnicity	2018 Survey Results	2017 Regional Census ACS
African American	1.7%	6%
Asian/ NHPI	6.1%	14%
Hispanic/Latino	9%	22%
Caucasian	61.5%	52%
Multiple	6.0%	5%
Other	2.6%	0%
Decline to state	13.1%	Not Applicable

Household Income	2018 Survey Results	2017 Regional Census ACS
Less than \$15,000	5.3%	10%
\$15,000 - \$24,999	4.5%	8%
\$25,000 - \$34,999	3.9%	8%
\$35,000 - \$49,999	8.9%	12%
\$50,000 - \$74,999	16.4%	17%
\$75,000 - \$99,999	12.4%	13%
\$100,000 - \$149,999	20.6%	17%
\$150,000 - \$199,999	8.9%	8%
More than \$200,000	6.8%	8%
Decline to state	12.3%	Not Applicable



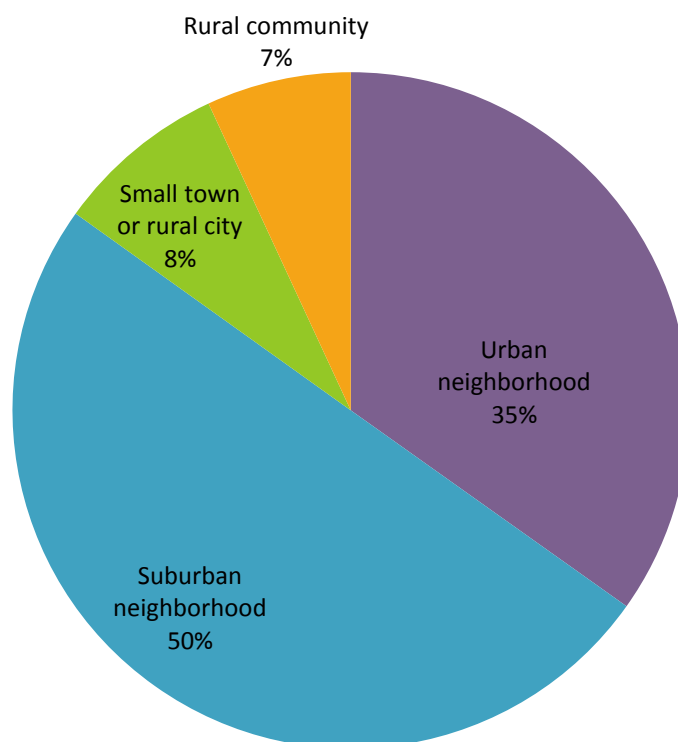
Response Statistics



	Count	Percent
Complete	980	86.7
Partial	150	13.3
Disqualified	0	0
Totals	1,130	



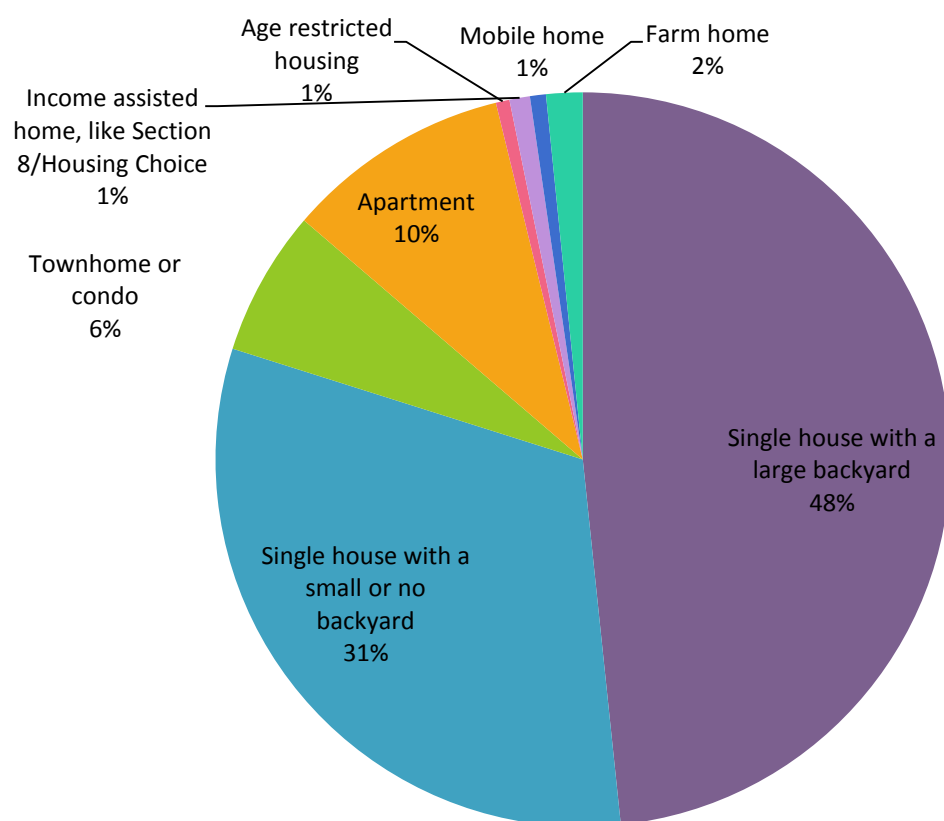
1.How would you describe the community you live in?



Value	Percent	Count
Urban neighborhood	34.8%	351
Suburban neighborhood	50.0%	505
Small town or rural city	8.2%	83
Rural community	6.9%	70
	Totals	1,009



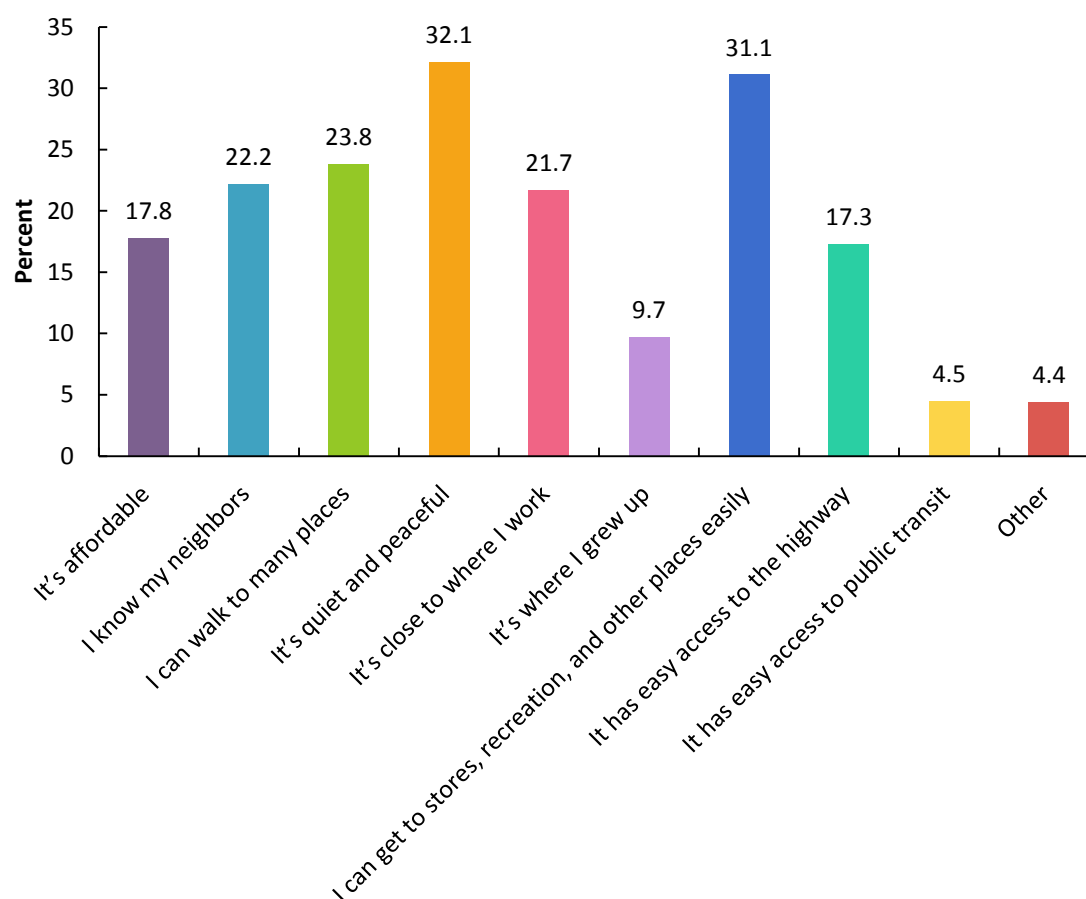
2.What kind of home do you live in?



Value	Percent	Count
Single house with a large backyard	48.3%	536
Single house with a small or no backyard	31.5%	350
Townhome or condo	6.4%	71
Apartment	9.9%	110
Age restricted housing	0.6%	7
Income assisted home, like Section 8/Housing Choice	0.9%	10
Mobile home	0.7%	8
Farm home	1.6%	18
	Totals	1,110



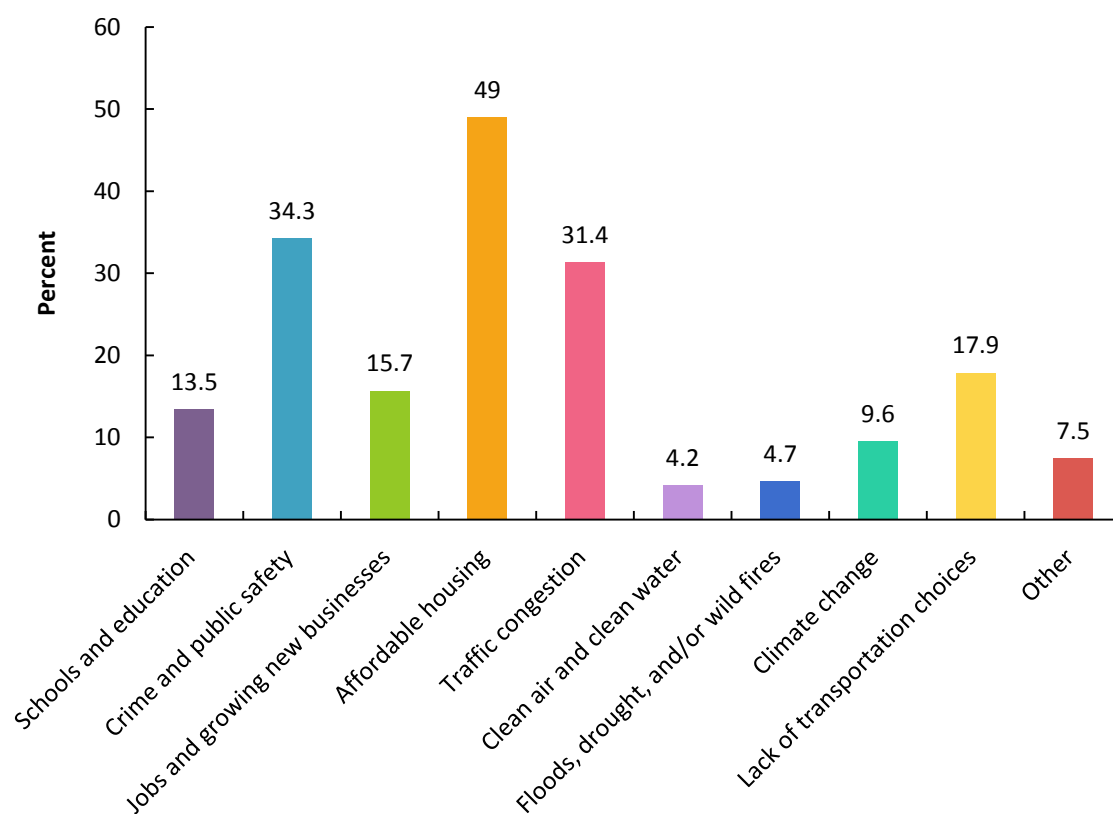
3.What two things do you like best about the community you live in?



Value	Percent	Count
It's affordable	17.8%	197
I know my neighbors	22.2%	246
I can walk to many places	23.8%	263
It's quiet and peaceful	32.1%	355
It's close to where I work	21.7%	240
It's where I grew up	9.7%	107
I can get to stores, recreation, and other places easily	31.1%	344
It has easy access to the highway	17.3%	191
It has easy access to public transit	4.5%	50
Other	4.4%	49



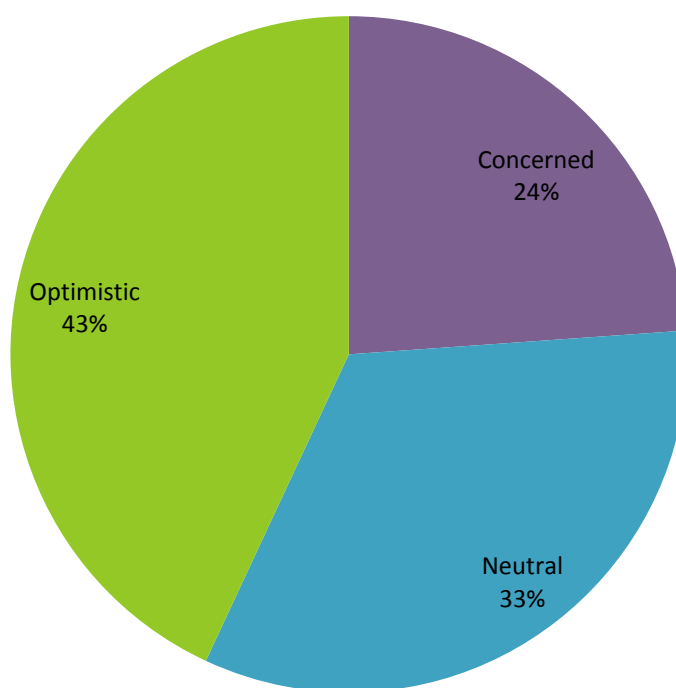
4.What are the two biggest challenges your community is facing?



Value	Percent	Count
Schools and education	13.5%	149
Crime and public safety	34.3%	380
Jobs and growing new businesses	15.7%	174
Affordable housing	49.0%	542
Traffic congestion	31.4%	348
Clean air and clean water	4.2%	47
Floods, drought, and/or wild fires	4.7%	52
Climate change	9.6%	106
Lack of transportation choices	17.9%	198
Other	7.5%	83



5.How do you feel about the economic future of the Sacramento region?



Value	Percent	Count
Concerned	23.9%	229
Neutral	33.1%	317
Optimistic	43.1%	413
	Totals	959

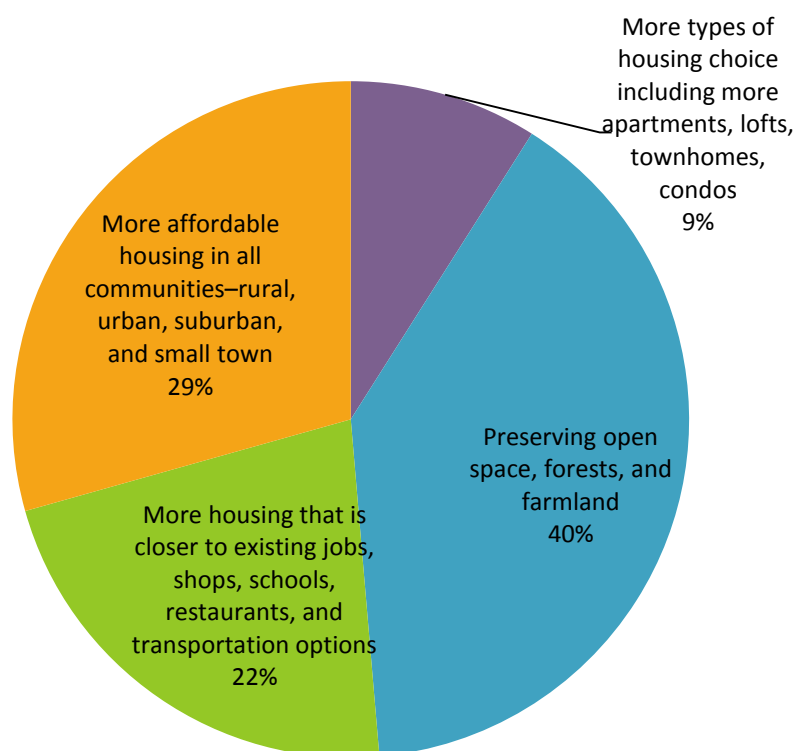


6. Rank the three most important things that the region can do to improve the economy?

Item	Overall Rank	Score	Total Respondents
Increase housing affordability	1	1,047	489
Grow jobs and investment in the region	2	912	420
Support communities where all people can live, work, play, and get around easily	3	851	447
Increase access to jobs, health care, and stable housing for struggling communities	4	817	397
Improve access to education and training for in-demand skills	5	725	359
Focus on region's strengths, including food, agriculture, and health	6	648	317
Invest in affordable transportation options for low-income residents	7	385	199
Support new innovative businesses and university spinoffs	8	385	202
Support workers and entrepreneurs from all backgrounds	9	313	175



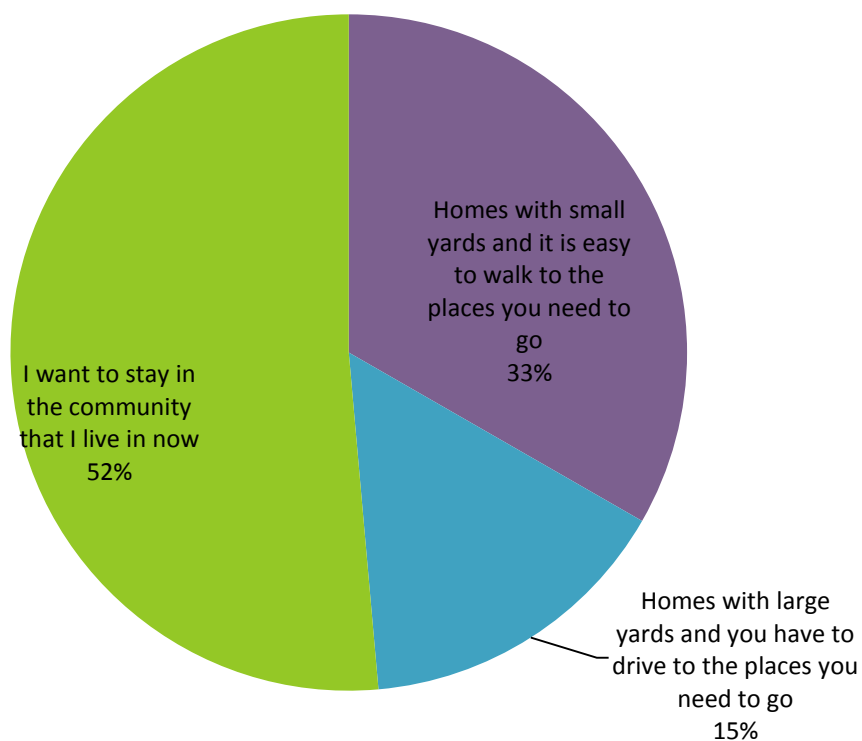
7.As the region grows, which of the following is the most important to you?



Value	Percent	Count
More types of housing choice including more apartments, lofts, townhomes, condos	9.0%	91
Preserving open space, forests, and farmland	39.7%	401
More housing that is closer to existing jobs, shops, schools, restaurants, and transportation options	22.0%	222
More affordable housing in all communities—rural, urban, suburban, and small town	29.4%	297
Totals		1,011



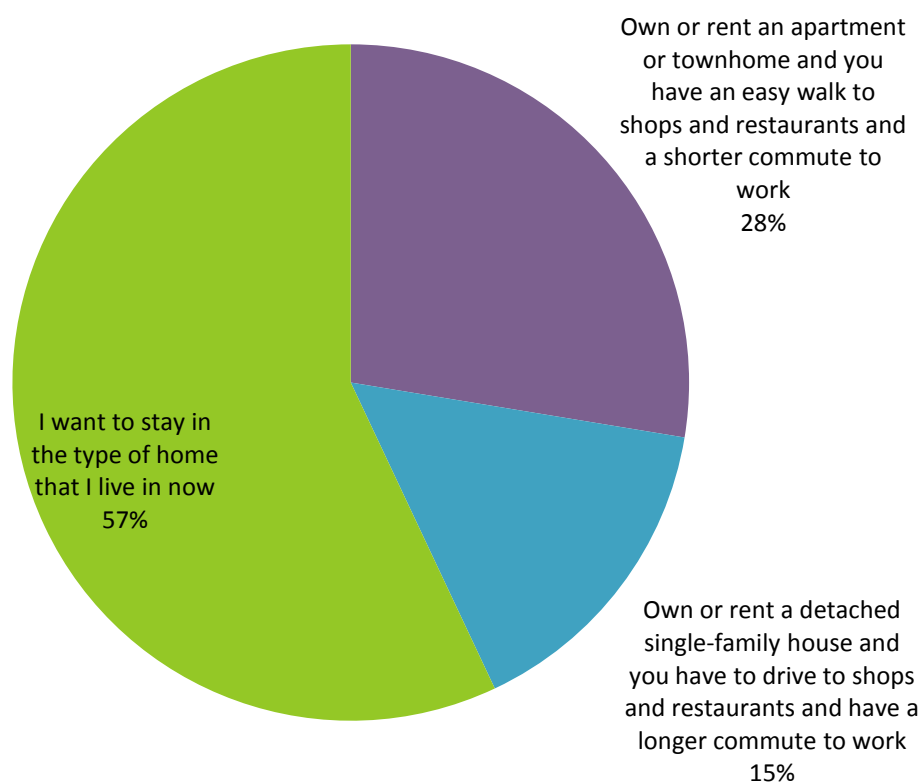
8. Earlier you told us about the community you live in. Please select the type of community you would prefer to live in.



Value	Percent	Count
Homes with small yards and it is easy to walk to the places you need to go	33.3%	337
Homes with large yards and you have to drive to the places you need to go	15.3%	155
I want to stay in the community that I live in now	51.4%	520
	Totals	1,012



9. Compared to where you live now, from these two choices, which type of home would you prefer to live in?



Value	Percent	Count
Own or rent an apartment or townhome and you have an easy walk to shops and restaurants and a shorter commute to work	27.6%	276
Own or rent a detached single-family house and you have to drive to shops and restaurants and have a longer commute to work.	15.4%	154
I want to stay in the type of home that I live in now	57.0%	569
	Totals	999

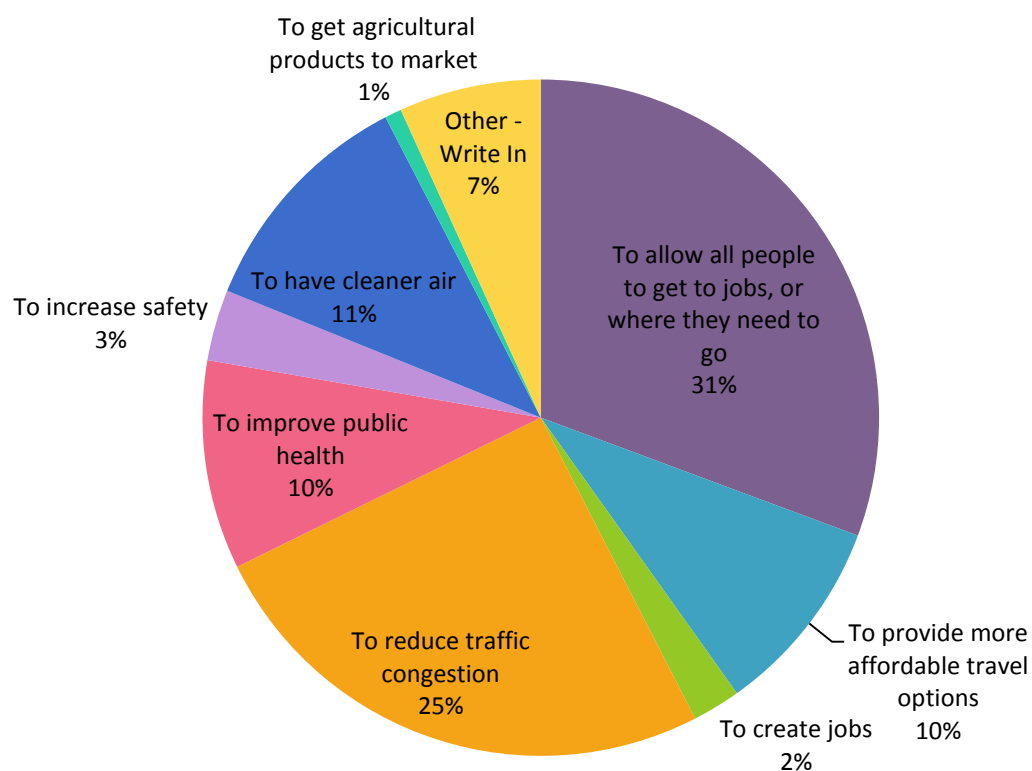


10. How much do you agree or disagree with the following statements. We need to invest more in transportation because...

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Responses
	Row %	Row %	Row %	Row %	Row %	Count
We need to reduce traffic congestion	50.2%	32.1%	11.8%	3.9%	2.0%	1,007
We need to fix potholes and repair our roads	50.0%	34.7%	12.4%	2.2%	0.8%	1,011
We need to make our streets and roads safer	46.6%	34.3%	16.7%	2.1%	0.3%	1,009
We need to provide more transportation choices such as buses, vanpools and trains	46.5%	29.2%	15.9%	6.0%	2.4%	1,009
We need transportation infrastructure that will attract new companies and jobs	40.8%	34.1%	19.1%	4.0%	2.0%	1,008
We need to connect lower-wage workers and young people to jobs	43.2%	37.0%	15.4%	2.6%	1.9%	1,012
We need rural roads that can move agricultural products and farm equipment without being crowded by commuters	22.8%	33.2%	35.5%	6.2%	2.3%	1,005



11. Which of the following do you think is the BEST reason to support expanding and increasing our transportation options, including public transportation such as trains, rail, and buses, and walking and biking options?



Value	Percent	Count
To allow all people to get to jobs, or where they need to go	30.7%	311
To provide more affordable travel options	9.5%	96
To create jobs	2.3%	23
To reduce traffic congestion	25.3%	256
To improve public health	10.0%	101
To increase safety	3.4%	34
To have cleaner air	11.3%	114
To get agricultural products to market	0.8%	8
Other - Write In	6.8%	69
	Totals	1,012



12. How strongly do you agree that the following are good ways to raise money to maintain existing roads, highways, and bridges?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Responses
	Row %	Row %	Row %	Row %	Row %	Count
User fees—travelers pay based on how much they use the system, like paying by miles traveled	20.0%	26.6%	17.5%	18.1%	17.7%	970
Fuel taxes—travelers pay based on how much fuel they buy, like a per gallon charge on gas	24.3%	33.3%	15.5%	13.6%	13.3%	970
Sales taxes—travelers pay based on how much taxable merchandise they buy	7.3%	24.8%	24.6%	24.4%	18.7%	966
Tolls—travelers are charged for using specific roads or bridges to cover the cost of maintaining those roads or bridges, like FastTrak in the Bay Area	16.5%	31.9%	16.9%	16.5%	18.3%	972



13. How strongly do you agree that the following are good ways to raise money to build new roads, highways, and bridges?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Responses
	Row %	Row %	Row %	Row %	Row %	Count
User fees—travelers pay based on how much they use the system, like paying by miles traveled	17.4%	28.9%	18.3%	17.2%	18.2%	964
Fuel taxes—travelers pay based on how much fuel they buy, like a per gallon charge on gas	22.0%	33.6%	16.1%	14.2%	14.1%	967
Sales taxes—travelers pay based on how much taxable merchandise they buy	7.7%	26.0%	23.9%	22.6%	19.8%	965
Tolls—travelers are charged for using specific roads or bridges to cover the cost of maintaining those roads or bridges, like FastTrak in the Bay Area	18.8%	30.0%	17.9%	14.6%	18.7%	962

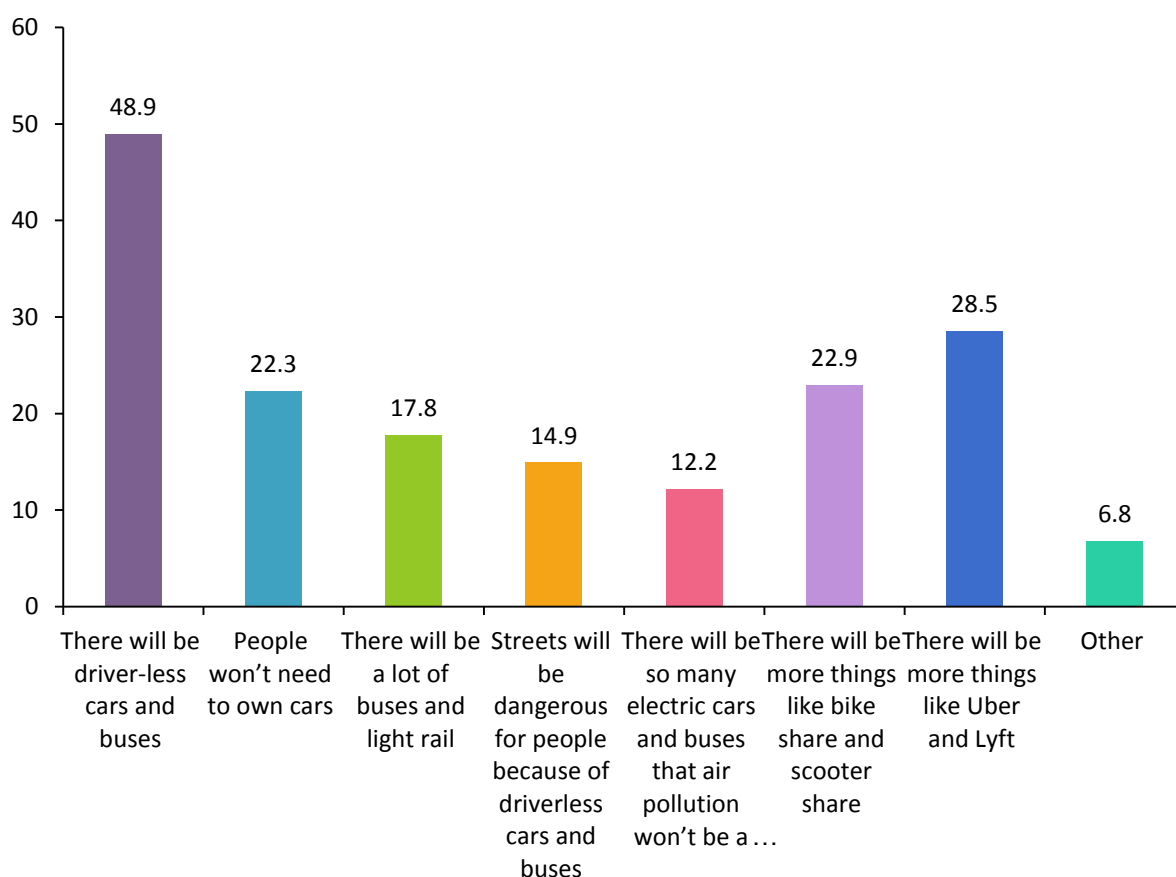


14. We want to know how you feel about charging drivers a fee based on the miles they drive a personal vehicle. This does not include taking public transportation, biking, or walking.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Responses
	Row %	Row %	Row %	Row %	Row %	Count
Charging drivers a fee based on how many miles they drive is a fair way to raise money	18.4%	22.5%	16.9%	19.4%	22.9%	970
Owners of fuel efficient, hybrid, or electric cars should not have to pay fees because paying less to drive is one of the incentives for buying these types of vehicles	9.4%	17.7%	17.8%	30.2%	24.9%	971
Owners of fuel efficient, hybrid, or electric cars should have to pay fees because they aren't paying with gas taxes	20.2%	32.8%	19.4%	16.1%	11.4%	963
I am concerned about how my miles would be tracked and how my privacy would be affected	38.2%	27.4%	16.5%	10.2%	7.7%	966
I am concerned about charging travelers because it could be hard on lower income people	42.0%	32.9%	14.6%	6.5%	4.0%	968



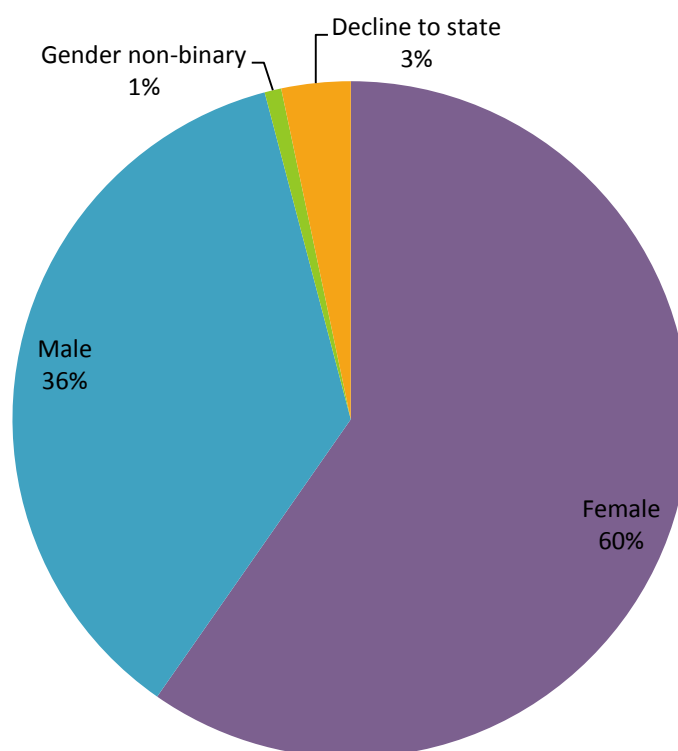
15.What do you think will be the two biggest transportation changes in the future?



Value	Percent	Count
There will be driver-less cars and buses	48.9%	479
People won't need to own cars	22.3%	219
There will be a lot of buses and light rail	17.8%	174
Streets will be dangerous for people because of driverless cars and buses	14.9%	146
There will be so many electric cars and buses that air pollution won't be a problem anymore	12.2%	120
There will be more things like bike share and scooter share	22.9%	224
There will be more things like Uber and Lyft	28.5%	279
Other	6.8%	67



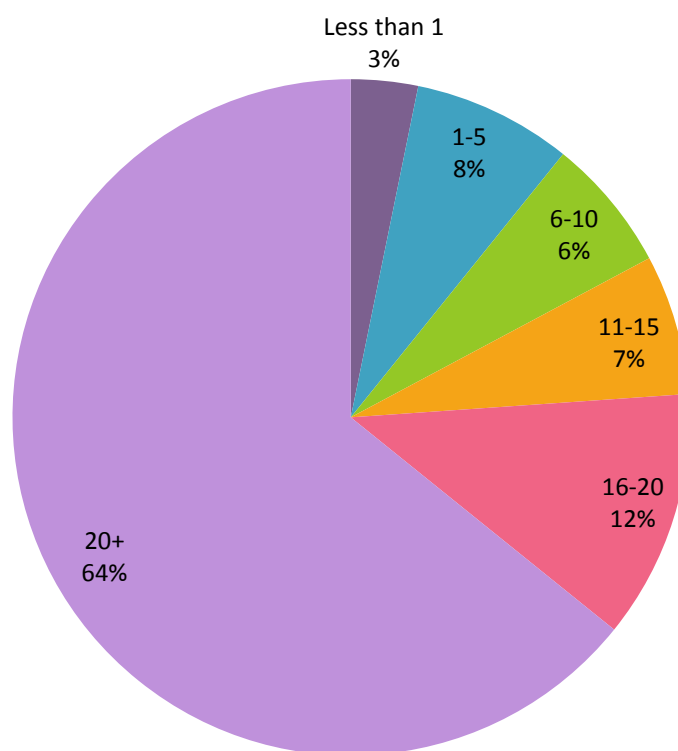
16. Gender



Value	Percent	Count
Female	59.7%	555
Male	36.2%	337
Gender non-binary	0.8%	7
Decline to state	3.3%	31
	Totals	930



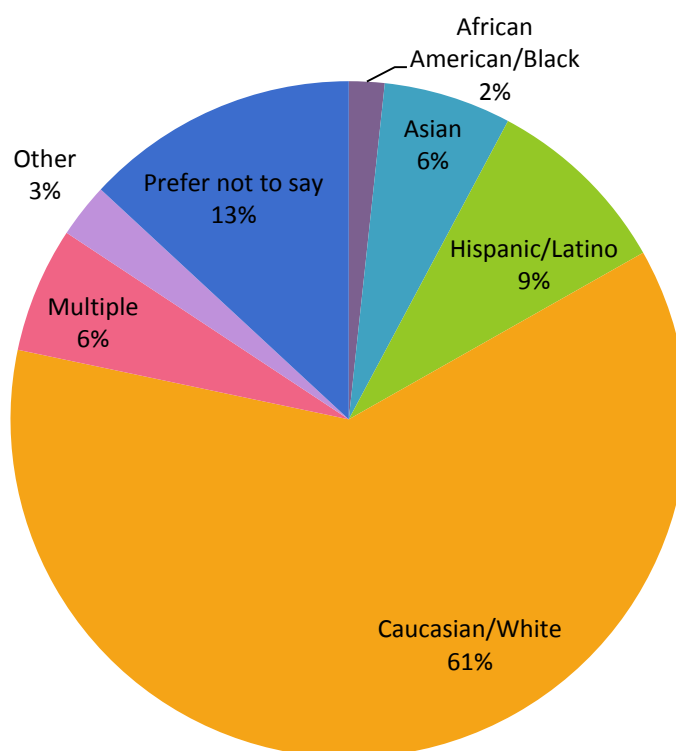
18.How many years have you lived in the greater Sacramento Region?



Value	Percent	Count
Less than 1	3.2%	26
1-5	7.6%	62
6-10	6.4%	52
11-15	6.7%	55
16-20	11.9%	97
20+	64.2%	523
	Totals	815



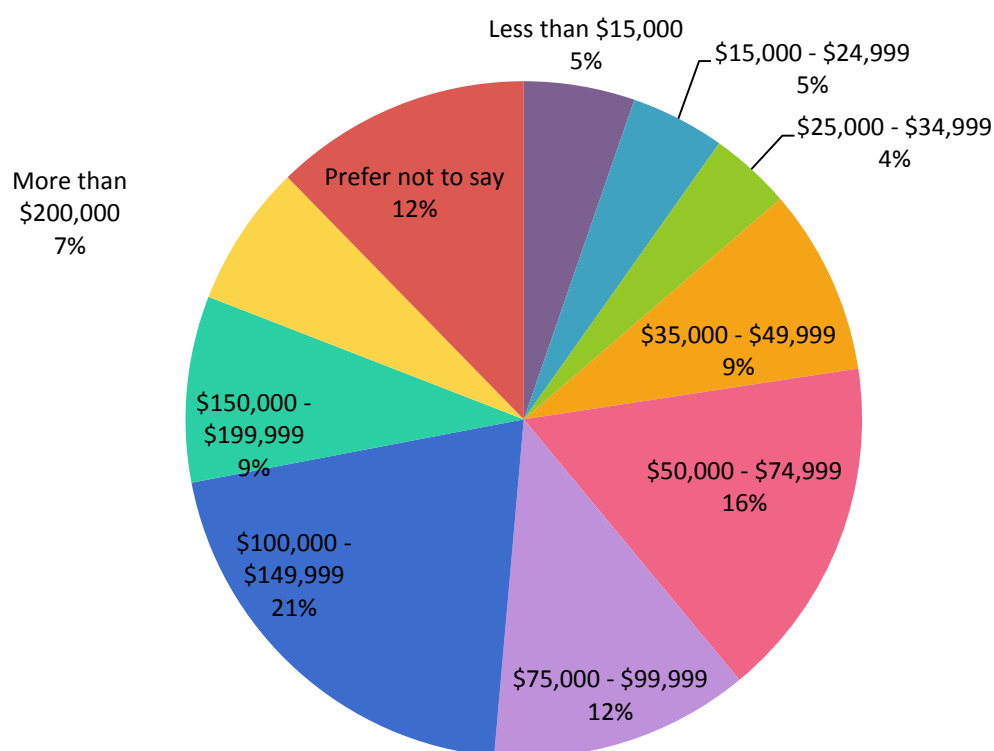
19.What is your race?



Value	Percent	Count
African American/Black	1.7%	16
Asian	6.1%	56
Hispanic/Latino	9.0%	83
Caucasian/White	61.5%	566
Multiple	6.0%	55
Other	2.6%	24
Prefer not to say	13.1%	121
	Totals	921



21.What is your annual household income?



Value	Percent	Count
Less than \$15,000	5.3%	49
\$15,000 - \$24,999	4.5%	41
\$25,000 - \$34,999	3.9%	36
\$35,000 - \$49,999	8.9%	82
\$50,000 - \$74,999	16.4%	151
\$75,000 - \$99,999	12.4%	114
\$100,000 - \$149,999	20.6%	190
\$150,000 - \$199,999	8.9%	82
More than \$200,000	6.8%	63
Prefer not to say	12.3%	113
	Totals	921



EL DORADO COUNTY

2018 PUBLIC WORKSHOP RESULTS

SHOW THE LOVE

What two things do you like best about the community you live in?*



60%

It's quiet and peaceful



34%

I can get to stores, recreation and other places easily

MAKE IT BETTER

What are the two biggest challenges your community is facing?*



45%

Affordable housing



37%

Traffic Congestion

SUPPORTING TRAVEL OPTIONS

Which is the best reason to support expanding travel options?*

To reduce traffic congestion

37%



and



24%

To allow all people to get to jobs, or where they need to go

ECONOMIC PROSPERITY

What are the three most important things that the region can do to improve the economy?*



Support communities where all people can live, work, play, and get around easily



Increase housing affordability



Grow jobs and investment in the region

FINDING FUNDING

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Fuel Taxes	21% 16%	40% 42%	16% 21%	16% 16%	8% 5%
Sales Taxes	8% 13%	13% 16%	37% 34%	34% 32%	8% 5%
Tolls	21% 18%	37% 32%	16% 21%	11% 13%	16% 16%

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[Third Grader at Saturday Night in the Park]



Learn more at sacog.org



PLACER COUNTY

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[Sierra College]



Learn more at sacog.org



SACRAMENTO COUNTY

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30%

I can walk to many places

MAKE IT BETTER

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50%

Affordable housing



44%

Crime and public safety

SUPPORTING TRAVEL OPTIONS

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29%



and



26%

To reduce traffic congestion

ECONOMIC PROSPERITY

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[Oak Park Farmers Market]



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SUTTER COUNTY

2018 PUBLIC WORKSHOP RESULTS

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33%

It has easy access to the highway



33%

It's quiet and peaceful

MAKE IT BETTER

What are the two biggest challenges your community is facing?*



61%

Affordable housing



28%

Lack of transportation choices

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36%

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What are the three most important things that the region can do to improve the economy?



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I moved to Sutter County because it's a great place to raise a family.
[Yuba City First Thursday]



Learn more at sacog.org



YOLO COUNTY

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34%

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33%

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MAKE IT BETTER

What are the two biggest challenges your community is facing?*



68%

Affordable housing



22%

Schools and education

SUPPORTING TRAVEL OPTIONS

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36%



and



20%

To have cleaner air

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Focus on region's strengths, including food, agriculture, and health

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[Woodland Tomato Festival]



Learn more at sacog.org



YUBA COUNTY

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44%

It's affordable

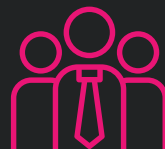


28%

It's close to where I work

MAKE IT BETTER

What are the two biggest challenges your community is facing?*



46%

Jobs and growing new businesses



44%

Crime and public safety

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[Maryville Farmer's Market]



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EL DORADO COUNTY

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60%

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50%

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SUTTER COUNTY

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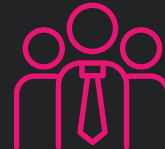


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[Maryville Farmer's Market]



Learn more at sacog.org

Public Outreach

2020 MTP Outreach Survey – Sacramento Area Council of Governments

Thank you for taking time for our survey. The Sacramento Area Council of Governments works with cities and counties in the six-county Sacramento region. The Sacramento region includes the counties of Yuba, Sutter, El Dorado, Placer, Yolo, and Sacramento...and the 22 cities within. The answers you give will be used by the Board of Directors of the Sacramento Area Council of Governments when they adopt a plan to spend state and federal transportation dollars. We are going to ask you questions about your community, how you get around, and what you value when it comes to your community, specifically on transportation, community growth, and housing.

This survey should take about 15 minutes. As a thank you, at the end of the survey you can enter into a prize drawing for one of 10 \$50 gift cards to Amazon.

1) How would you describe the community you live in?

- ☐ Urban neighborhood
- ☐ Suburban neighborhood
- ☐ Small town or city
- ☐ Rural community

2) What kind of home do you live in?

- ☐ Single house with a large backyard
- ☐ Single house with a small or no backyard
- ☐ Townhome or condo
- ☐ Apartment
- ☐ Age restricted housing
- ☐ Income assisted home, like Section 8/Housing Choice
- ☐ Mobile home
- ☐ Farm home

3) What two things do you like best about the community you live in?

- ☐ It's affordable
- ☐ I know my neighbors
- ☐ I can walk to many places
- ☐ It's quiet and peaceful
- ☐ It's close to where I work
- ☐ It's where I grew up
- ☐ I can get to stores, recreation, and other places easily
- ☐ It has easy access to the highway
- ☐ It has easy access to public transit
- ☐ Other: _____

4) What are the two biggest challenges your community is facing?

- ☐ Schools and education
- ☐ Crime and public safety
- ☐ Jobs and growing new businesses
- ☐ Affordable housing
- ☐ Traffic congestion
- ☐ Clean air and clean water
- ☐ Floods, drought, and/or wild fires
- ☐ Climate change
- ☐ Lack of transportation choices
- ☐ Other: _____

Public Outreach

The Sacramento region's economy has strengths and weaknesses. Some of the strengths include the amount of universities and the food and agriculture industry. Some of the weaknesses include a lack of start-up businesses and not enough people with digital workforce skills. Experts have told us that even though we have been growing since the Great Recession, we haven't been growing in ways that benefits all people. In fact, lower income people are having a harder time recovering from the recession. We are going ask you questions about the economy to help us understand what's important to you.

5) How do you feel about the economic future of the Sacramento region?

- ☐ Concerned
- ☐ Neutral
- ☐ Optimistic

6) Copy of How do you feel about the economic future of the Sacramento region?

- ☐ Concerned
- ☐ Neutral
- ☐ Optimistic

7) Rank the three most important things that the region can do to improve the economy?

- _____ Grow jobs and investment in the region
 - _____ Focus on region's strengths, including food, agriculture, and health
 - _____ Support new innovative businesses and university spinoffs
 - _____ Improve access to education and training for in-demand skills
 - _____ Support workers and entrepreneurs from all backgrounds
 - _____ Increase access to jobs, health care, and stable housing for struggling communities
 - _____ Invest in affordable transportation options for low-income residents
 - _____ Increase housing affordability
 - _____ Support communities where all people can live, work, play, and get around easily
-

In the next 20 years 600,000 more people will be here, that means another 260,000 homes, and 248,000 jobs. Next, we are going to ask you questions about what's important to you as the region grows. These questions are focused on transportation and housing.

8) As the region grows, which of the following is the most important to you?

- ☐ More types of housing choice including more apartments, lofts, townhomes, condos
- ☐ Preserving open space, forests, and farmland
- ☐ More housing that is closer to existing jobs, shops, schools, restaurants, and transportation options
- ☐ More affordable housing in all communities—rural, urban, suburban, and small town

9) Earlier you told us about the community you live in. Please select the type of community you would prefer to live in.

- ☐ Houses with small yards and it is easy to walk to the places you need to go
- ☐ Houses with large yards and you have to drive to the places you need to go
- ☐ I want to stay in the community that I live in now

10) Compared to where you live now, from these two choices, which type of home would you prefer to live in?

- ☐ Own or rent an apartment or townhome and you have an easy walk to shops and restaurants and a shorter commute to work

Public Outreach

☐ Own or rent a detached single-family house and you have to drive to shops and restaurants and have a longer commute to work.

☐ I want to stay in the type of home that I live in now

11) How much do you agree or disagree with the following statements. We need to invest more in transportation because...

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
We need to reduce traffic congestion	☐	☐	☐	☐	☐
We need to fix potholes and repair our roads	☐	☐	☐	☐	☐
We need to make our streets and roads safer	☐	☐	☐	☐	☐
We need to provide more transportation choices such as buses, vanpools and trains	☐	☐	☐	☐	☐
We need transportation infrastructure that will attract new companies and jobs	☐	☐	☐	☐	☐
We need to connect lower-wage workers and young people to jobs	☐	☐	☐	☐	☐
We need rural roads that can move agricultural products and farm equipment without being crowded by commuters	☐	☐	☐	☐	☐

12) Which of the following do you think is the BEST reason to support expanding and increasing our transportation options, including public transportation such as trains, rail, and buses, and walking and biking options?

☐ To allow all people to get to jobs, or where they need to go

☐ To provide more affordable travel options

☐ To create jobs

☐ To reduce traffic congestion

☐ To improve public health

☐ To increase safety

☐ To have cleaner air

☐ To get agricultural products to market

☐ Other - Write In: _____

Roads, highways, and bridges are built and maintained with money from gas taxes, sales taxes, and money from cities and counties. Over the past 50 years the amount of money from gas taxes has not increased to match the transportation need. We want to know what you think about new ways to pay for both maintaining and growing the transportation system.

Public Outreach

13) How strongly do you agree that the following are good ways to raise money to maintain existing roads, highways, and bridges?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
User fees—travelers pay based on how much they use the system, like paying by miles traveled	()	()	()	()	()
Fuel taxes—travelers pay based on how much fuel they buy, like a per gallon charge on gas	()	()	()	()	()
Sales taxes—travelers pay based on how much taxable merchandise they buy	()	()	()	()	()
Tolls—travelers are charged for using specific roads or bridges to cover the cost of maintaining those roads or bridges, like FastTrak in the Bay Area	()	()	()	()	()

14) How strongly do you agree that the following are good ways to raise money to build new roads, highways, and bridges?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
User fees—travelers pay based on how much they use the system, like paying by miles traveled	()	()	()	()	()
Fuel taxes—travelers pay based on how much fuel they buy, like a per gallon charge on gas	()	()	()	()	()
Sales taxes—travelers pay based on how much taxable merchandise they buy	()	()	()	()	()
Tolls—travelers are charged for using specific roads or bridges to cover the cost of maintaining those roads or bridges, like FastTrak in the Bay Area	()	()	()	()	()

Public Outreach

15) We want to know how you feel about charging drivers a fee based on the miles they drive a personal vehicle. This does not include taking public transportation, biking, or walking.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Charging drivers a fee based on how many miles they drive is a fair way to raise money	()	()	()	()	()
Owners of fuel efficient, hybrid, or electric cars should not have to pay fees because paying less to drive is one of the incentives for buying these types of vehicles	()	()	()	()	()
Owners of fuel efficient, hybrid, or electric cars should have to pay fees because they aren't paying with gas taxes	()	()	()	()	()
I am concerned about how my miles would be tracked and how my privacy would be affected	()	()	()	()	()
I am concerned about charging travelers because it could be hard on lower income people	()	()	()	()	()

Take a minute to think about 20 years from now. How old will you be? Will you live in the same place? Think about what your community might look like.

16) What do you think will be the two biggest transportation changes in the future?

- ☐ There will be driver-less cars and buses
 - ☐ People won't need to own cars
 - ☐ There will be a lot of buses and light rail
 - ☐ Streets will be dangerous for people because of driverless cars and buses
 - ☐ There will be so many electric cars and buses that air pollution won't be a problem anymore
 - ☐ There will be more things like bike share and scooter share
 - ☐ There will be more things like Uber and Lyft
 - ☐ Other: _____
-

Public Outreach

About You

17) Gender

- ☐ Female
- ☐ Male
- ☐ Gender non-binary
- ☐ Decline to state

18) What year were you born?

19) How many years have you lived in the greater Sacramento Region?

- ☐ Less than 1
- ☐ 1-5
- ☐ 6-10
- ☐ 11-15
- ☐ 16-20
- ☐ 20+

20) What is your race?

- ☐ African American/Black
- ☐ Asian
- ☐ Hispanic/Latino
- ☐ Caucasian/White
- ☐ Multiple
- ☐ Other
- ☐ Prefer not to say

21) What is your zip code? *

22) What is your annual household income?

- ☐ Less than \$15,000
- ☐ \$15,000 - \$24,999
- ☐ \$25,000 - \$34,999
- ☐ \$35,000 - \$49,999
- ☐ \$50,000 - \$74,999
- ☐ \$75,000 - \$99,999
- ☐ \$100,000 - \$149,999
- ☐ \$150,000 - \$199,999
- ☐ More than \$200,000
- ☐ Prefer not to say

23) Enter your email address for a chance to win an Amazon gift card:

Thank you again for taking this survey! The answers you give will be used by the Board of Directors of the Sacramento Area Council of Governments when they adopt a plan to spend state and federal transportation dollars. We are going to ask you questions about your community, how you get around, and what you value when it comes to your community, specifically on transportation, community growth, and housing. Please opt in to the prize drawing for an Amazon gift card.

Sounding Board

In an effort to engage a range of public and private stakeholder interests throughout the 2020 MTP/SCS planning process, staff re-engaged with the Sounding Board that was formed in the development of the last MTP/SCS. The Sounding Board was a cross-sector group representing a variety of interests, including the private sector, nonprofits, and public agencies. The Sounding Board heard presentations on key components of the region's long-range transportation plan and provided feedback to the SACOG staff and Board of Directors. The Sounding Board began to meet in September 2017 and then was folded into the Regional Planning Partnership (RPP) in October 2018. Merging the Sounding Board into the RPP created efficiencies as there was significant crossover in participants. Further merging the groups created opportunities for members of the Sounding Board to interact with local staff. After the last official Sounding Board meeting, the RPP met three more times and were updated on the MTP/SCS process and milestones.

Sounding Board Meeting Schedule (Later RPP)

<i>Date</i>	<i>Meeting</i>
9/22/2017	Sounding Board
3/23/2018	Sounding Board
5/24/2018	Sounding Board
6/27/2018	Regional Planning Partnership
8/22/2018	Regional Planning Partnership
9/26/2018	Regional Planning Partnership
10/31/2018	Sounding Board – Webinar
11/7/2018	Regional Planning Partnership
3/27/2019	Regional Planning Partnership
4/24/2019	Regional Planning Partnership

Sounding Board

2020 MTP/SCS Sounding Board List

Friday, September 08, 2017

Staff Contact: Monica Hernandez

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mhernandez@sacog.org

ORGANIZATION	Sector	JURISDICTION
AARP California	Senior/Aging	State
AIA Central Valley	Community Development	Region
Align Capital Region	Regional Cooperation	Region
American Farmland Trust	Agriculture	Region
Area 4 Agency on Aging	Senior/Aging	Region
Auburn Area Chamber	Economic Development	Auburn
Black Chamber of Commerce	Economic Development	Region
Breathe California	Air Quality	Region
Buena Vista Rancheria of Me-Wuk Indians	Tribal Community	Tribal/Amador County
California Capital	Economic Development	Region
California Delta Chambers	Economic Development	Sacramento County
California Department of Housing	Housing, equity	Region
California Department of Public Health	Public Health & Transportation	State
California Endowment	Youth, Equity	Region
California Family Resources	Youth Services	Sacramento County
California Highway Patrol (Yuba-Sutter)	Emergencies/Disaster	Yuba-Sutter Counties
California Office of Emergency Services	Emergencies/Disaster	Region/State
California Rural Legal Assistance	Rural Community Development	Region
California State University Sacramento	Education	Region
California Trucking Association	Goods Movement	Region/State
California Trucking Association	Goods Movement	Region/State
Carmichael Chamber	Economic Development	Carmichael
Citrus Heights Chamber	Economic Development	Citrus Heights
Colfax Area Chamber of Commerce	Economic Development	Colfax
David Taylor Interests Inc	Urban Development	Region
Davis Chamber of Commerce	Economic Development	Davis
Dignity Health	Health Care	Region
Downtown Sacramento Partnership	Economic Development	Sacramento
East Sacramento Chamber of Commerce	Economic Development	Sacramento
Economic & Planning Systems	Community Development	Region
El Dorado County Ag Commissioner	Agriculture	El Dorado County
El Dorado County Chamber of Commerce	Rural Economic Development	El Dorado County

Sounding Board

ORGANIZATION	Sector	JURISDICTION
El Dorado County of Public Health	Public Health	El Dorado County
El Dorado County Office of Education	pre-K - 12 Education	El Dorado County
El Dorado County Office of Emergency Services	Emergencies/Disaster	El Dorado County
El Dorado County Office of Emergency Services	Emergencies/Disaster	El Dorado County
El Dorado Hills Chamber	Economic Development	El Dorado Hills
Elk Grove Chamber of Commerce	Economic Development	Elk Grove
Environmental Council of Sacramento	Environment	Region
Esparto Regional Chamber of Commerce	Economic Development	Esparto
Fair Oaks Chamber of Commerce	Economic Development	Fair Oaks
Folsom Chamber	Economic Development	Folsom
Foresthill Divide Chamber of Commerce	Economic Development	Foresthill
Freed Center for Independent Living	Disability Rights	Yuba-Sutter Counties
Galt District Chamber of Commerce	Economic Development	Galt
Golden Sierra WIB	Workforce Development	Region
Greater Sac Vietnamese-American Chamber of Commerce	Economic Development	Region
Greater Sacramento Economic Council	Economic Development	Region
Greater Sacramento Urban League	Economic Development	Region
Health Education Council	Public Health	Region
Housing and Urban Development	Housing, equity	Region/State
Isleton Chamber of Commerce	Economic Development	Isleton
Kaiser Permanente	Health Care	Region
Kiefer Consulting	Market Rate Housing	Region
League of Women Voters	Equity	Region
Lincoln Area Chamber of Commerce	Economic Development	Lincoln
Live Oak Chamber of Commerce	Economic Development	Live Oak
Loomis Basin Chamber of Commerce	Economic Development	Loomis
Los Rios CC District	Community College	Sacramento County
Lyft	Transportation Network Company	Region
Mackay & Soms	Suburban housing	Region
MetroEDGE	Young Professionals	Region
Monterey Trail District	PBID	Sacramento County
Mutual Assistance Network	Housing, workforce, equity	Sacramento
Natural Resources Defense Council	Environment	Region
North State Building Industry Association	Workforce Development/Market Rate Housing	Region

Sounding Board

ORGANIZATION	Sector	JURISDICTION
Opening Doors	Equity, housing	Region
Orangevale Chamber of Commerce	Economic Development	Orangevale
Paratransit, Inc.	Disabled Transportation	Sacramento County
Pedal Love	Bicycle Advocacy	Yolo County
PG&E	Energy	Region/State
Placer County	Emergencies/Disaster	Placer County
Placer County Ag Commissioner	Agriculture	Placer County
Placer County Office of Education	K-12 Education	Placer County
Placer County Public Health Officer	Public Health	Placer County
Public Advocate	Social Equity	Region
Rainbow Chamber	Economic Development	Region
Rancho Cordova Chamber of Commerce	Economic Development	Rancho Cordova
Region Business	Economic Development	Sacramento County
Regional Water Authority	Water	Region
Rental Housing Association	Housing	Region
Resources for Independent Living	Disability Rights	Region
Richland Communities	Suburban housing	Region
Rocklin Chamber of Commerce	Economic Development	Rocklin
Roseville Area Chamber of Commerce	Economic Development	Roseville
Roseville Electric	Energy	Roseville
Sacramento ACT	Faith Based Coalition	Sacramento County
Sacramento Area Bicycle Advocates	Bicycle Advocacy	Region
Sacramento Area Women's Chamber of Commerce	Economic Development	Region
Sacramento Asian Pacific Chamber of Commerce	Economic Development	Region
Sacramento County Ag Commissioner	Agriculture	Sacramento County
Sacramento County Office of Education	K-12 Education	Sacramento County
Sacramento County Parks	Parks & Rec	Sacramento County
Sacramento County Public Health Officer	Public Health	Sacramento County
Sacramento County Sheriff	Emergencies/Disaster	Sacramento County
Sacramento Employment and Training Agency	Workforce Development	Sacramento County
Sacramento Hispanic Chamber of Commerce	Economic Development	Sacramento County
Sacramento Housing Alliance	Affordable housing	Region
Sacramento Labor Council	Labor	Region
Sacramento Metro Chamber	Economic Development	Region
Sacramento Metropolitan Arts Commission	Creative Placemaking/Arts	Sacramento County

Sounding Board

ORGANIZATION	Sector	JURISDICTION
Sacramento Municipal Utilities District	Energy/Electric Vehicles	Sacramento County
Sacramento Region Community Foundation	Philanthropy/Foundation	Region
Sacramento Slavic American Chamber of Commerce	Economic Development	Region
Sacramento Tree Foundation	Environment	Sacramento County
Safe Routes to School National Partnership	Active Transportation	Region
Shingle Springs Band of Miwok Indians	Tribal Community	Tribal/El Dorado
Sierra Club Mother Lode	Environment	Region
Sierra Health Foundation	Social Equity	Region
SMB Corp/Cordova Hills	Suburban housing	Rancho Cordova
Stonebridge Properties, LLC	Market Rate Housing	Region
Sutter County Ag Commissioner	Agriculture	Sutter County
Sutter County Fire	Emergencies/Disaster	Sutter County
Sutter County Office of Education	K-12 Education	Sutter County
Sutter County Office of Emergency Services	Emergencies/Disaster	Sutter County
Sutter County Public Health Officer	Public Health	Sutter
Sutter County Sheriff	Emergencies/Disaster	Sutter County
Sutter Health	Health Care	Region
The Nature Conservancy	Environment	Region/State
UC Davis Center for Regional Change	Equity	Region
UC Davis Government Affairs	Education	Davis
UC Davis Medical Center	Health Care	Region
United Auburn Indian Community	Tribal Community	Placer/Lincoln
University of the Pacific	Education	Region
Urban Land Institute	Land Use	Region
Urban Land Institute Young Leaders	Young Professionals	Region
Valley Vision	Regional Cooperation	Region
Via	Transportation Network Company	Region
Walk Sacramento	Active Transportation	Region
Well Space Health	Community Health Care	Region
West Sacramento Chamber of Commerce	Economic Development	West Sacramento
Wilton Rancheria	Tribal Community	Tribal/Sacramento County
Winters Chamber of Commerce	Economic Development	Winters
Woodland Chamber of Commerce	Economic Development	Woodland
Yocha Dehe Wintun	Tribal Community	Tribal/Yolo
Yolo Ag Commissioner	Agriculture	Yolo County
Yolo County Department of Education	Pre-K - 12 Education	Yolo County

Sounding Board

ORGANIZATION	Sector	JURISDICTION
Yolo County Parks Department	Parks and Recreation	Yolo County
Yolo County Public Health Officer	Public Health	Yolo County
Young Professionals in Transportation	Young Professionals	Region
Yuba County Ag Commissioner	Agriculture	Yuba County
Yuba County Department of Education	Pre-K - 12 Education	Yuba County
Yuba County Office of Emergency Services	Emergencies/Disaster	Yuba County
Yuba County Parks Department	Parks and Recreation	Yuba County
Yuba County Public Health Officer	Public health	Yuba County
Yuba-Sutter Chamber of Commerce	Economic Development	Yuba-Sutter Counties

Sounding Board

2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy Sounding Board Meeting

September 22, 2017

Meeting Location: West Sacramento City Hall Galleria

Meeting Attendees:

Align Capital Region	Sacramento Association of Realtors
Area 4 Agency on Aging	Sacramento County Public Health
CA Endowment	Sacramento Hispanic Chamber of Commerce
CA Rural Legal Assistance	Sacramento Housing Alliance
CA Safe Routes to School Partnership	Sacramento Municipal Utilities District
City of Roseville Government Affairs	Sacramento Tree Foundation
El Dorado County Public Health	Safe Routes to School National Partnership
Environmental Council of Sacramento	UC Davis Center for Regional Change
Kaiser Permanente	UC Davis Government Affairs
League of Women Voters	Walk Sacramento
North State Building Industry Association	Yuba-Sutter Chamber of Commerce
North State Building Industry Foundation	
Public Advocates	

Meeting Agenda

- Welcome & Opening Remarks
- What is a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)?
- 2020 MTP/SCS Process Overview
- Regional Progress Report Presentation
- Growth Projections Presentation
- Policy Framework Presentation
- Wrap up & Next Steps on MTP/SCS Update Process
- Meeting Evaluation

Meeting Summary

Staff provided meeting participants with a broad overview of what an MTP/SCS is, the process for developing an MTP/SCS, and the current work taking place in this early stage of the update process. Staff described how feedback from the sounding board provides the SACOG Board with valuable information as it takes various board actions on the 2020 MTP/SCS. Meeting participants were encouraged to communicate to staff if there were any additional concerns or questions not addressed during the meeting.

Discussion Themes and Comments

Welcome & Opening Remarks

THEME: Economic Prosperity

- How do we build the most economically prosperous region? Offer opportunity for people here now, attract talent and businesses, or add to a network of colleges?
- A strong economy is important, but we want an economy that works for everyone, not just high wage earners; we will lose our competitive advantage.
- I am encouraged that SACOG is talking about the impact to the economy because that allows business and commerce to move ahead with environmental outcomes. Some

Sounding Board

plans focus on greenhouse gas emissions at the detriment to commerce and business. Wrapping the economy into sustainable planning is important.

THEME: General MTPS/SCS questions and comments

- Are you planning for a fossil fuel free future? SB375 show reductions in emissions drives toward a plans that emit fewer greenhouse gas emissions. What are the incentives for electric vehicles and charging stations,
- SACOG should talk more about SCS; don't lose the important component of housing and land use, and their connections to transportation.
- Do we bring grant ideas to these meetings? One Bay Area has a grant program that we should bring to this region.
- Are you working with public health outside of the sounding board?
- What are you looking for counties to do?

What is a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and 2020 MTP/SCS Overview

- Are financial constraints still an issue with this plan as they were in previous plans?
- Is the financial element everything that is in the SACOG budget? Do revenue sources that pay for the transportation infrastructure include all state, local, federal, developer fees, local assessments, general funds, gas tax?
- How will data from the Affirmatively Furthering Fair Housing report be used in this plan?
- How much scenario planning is SACOG doing regarding electric and autonomous vehicles? These will bring big changes. Are you planning on including and discussing all that?

Progress Report Presentation

THEME: Jobs

- What is the ideal jobs-housing ratio? It is 1:1, but is this ratio reasonable given the Sacramento region's future aging populations?
- Jobs recovery by race, ethnic group and household size would be interesting (not just by income groups).

THEME: Transit

- Public transportation is flat, does this take into account transit service cuts?
- The Center for Regional Change released a report on chronic absenteeism related to transportation to schools.

THEME: Land Use

- How is land use for development growth patterns broken out? By subarea?
- What is SACOG doing with conversion of agriculture land? There is more density in certain incorporated areas compared to others. It would be interesting to know where the conversion is happening.
- Is there any way to assess what is already in the pipeline for development so that at a certain point in time it will display what is expected?
- There is development that was planned decades ago that did happen, but the flip side is that there is a lot of development that has entitlement but will never happen; we need to have a picture of that, too.

THEME: Additional Data & Information

- In the household income slide, it had race and ethnicity. It would be good to get education information as well.

Sounding Board

- SACOG needs to capture gentrification and migration of low-income communities.
- It would be useful to see school travel data as part of this. School districts are missing and they need to be coordinated with regarding school location.
- I would like to know how SACOG is planning and modeling age demographics and job growth by county, wage by housing type, and congestion change.

Growth Projections Presentation

- I would like to see more economic clusters than what was included in presentation. Construction seemed to be missing. Staff clarified the slide was a subset of the economy, and was intentionally not inclusive of entire economy.
- It is surprising to see increase in number of people compared to jobs; there is a greater increase in people than in jobs. Do jobs drive people or people drive jobs?
- How are you dealing with displacement and job creation due to technology and other factors – are you thinking about automation of jobs and the impacts of those changes?
- How detailed is the forecasting around automation of jobs?
- It is important to look at growth by different demographics, and use those deeper breakdowns in the analysis.
- Were assumptions made about people commuting from the Bay Area and job migration?

Policy Framework

THEME: Equity

- Multiple stakeholders commented that equity seems to be missing from the economic prosperity lens.
- An equity analysis should be a stand-alone analysis, not a subset of regional prosperity.

THEME: Economy

- How are you calculating the impact of working remotely? The cost won't be to transportation, but to somewhere else.
- It seems that the reason why SACOG cares about economic prosperity is because it indicates that our communities are healthy and thriving.
- How do you incentivize jurisdictions to solve transportation issues?

MTP/SCS Sounding Board Meeting Evaluation September 22, 2017

RANKING: 1. Strongly Disagree 2. Disagree 3. Neutral 4. Agree 5. Strongly Agree
This meeting was well organized.
Average: 4.6
The length of the meeting was appropriate to get through the material.
Average: 3.7
The materials provided in advance were useful to prepare for the meeting.
Average: 3.8

Sounding Board

I was able to express issues and/or concerns about the 2020 MTP/SCS Process.
Average: 4.3
The presentation on the Regional Progress Report was informative.
Average: 4.4
The presentation on the Growth Projections was informative.
Average: 4.4
The presentation on the Policy Framework was informative.
Average: 4.1
I understand the next major steps in the 2020 MTP/SCS process.
Average: 4.5
I had the opportunity to express my interests and/or concerns on the items presented.
Average: 4.3
What should be done next time to make the presentations more effective?
Very well done as usual, we probably needed more time.
Possibly provide illustrative examples. What are changes in technology assumed in GHG reduction target?
More time for questions
Encompass table, discussions.
Maps to compliment data charts.
Look at community health assessment data.
Might be good to bring in a person to talk about the transportation revolutions going on: Lew Fulton from UC Davis
Manage comment period so we get more of the content of the presentations and perhaps parking lot some of the questions and comments.
Will the presentations be shared after the meeting?
Additional comments or questions not expressed in the meeting:
Like a presentation of transportation modeling, explain parameters and variables. More emphasis on equity.
Health in all policies. This is something El Dorado County is looking at. (SB1000-Environmental justice) this is another thing we are looking at. Looking at co-health benefits of transportation/housing/land use and health.

Sounding Board

Thanks for fielding all the questions, but more time to dig into the policy framework would be helpful. Also want to make sure that things like policy framework are not entirely baked cakes and there is more time to inform.

Well Done, Thank you!

Much more exciting than the last MTP with the potential for transportation disruption.

The presentation was a little rushed but I appreciate short presentations. The 2 hour meeting was a good time frame.

Sounding Board

MTP/SCS Sounding Board
March 23, 2018

Agenda

- 9:00-9:05: Welcome and Introductions (all)
- 9:05-9:15: Recap Purpose of Sounding Board (Monica)
- 9:15-9:45: Regional Prosperity Framework (James)
- 9:45-10:15: Land Use and Transportation Scenario Approach (Jennifer)
- 10:15-10:45: State of Housing (Tina)
- 10:45-11:15: Greenhouse Gas Reduction Target Update and Household Travel Survey (Bruce)
- 11:15-11:30a: Close Out and Next Steps (Clint)

Regional Prosperity Presentation

- Will Brookings deliverables include geography of jobs
- Will the Brookings use full six-county?
- Pre- and post-recession- what was driving growth before recessions and what is driving growth now...growth of existing industries, new industries, important to know that. A: prior to recession it was construction, real estate and real estate finances-hasn't come back. What is now is health care and service sectors.
- Was Portland economic values part of their MTP process? A: no but MPO was involved?
- Portland trying to figure out how to use values to evaluate investments
- Want to move to region's economic prosperity goals, SACOG can do it in transportation plan but who else can
- Concern about things like growing traded sector jobs, what about the support for innovation and internal jobs growth—there is a GAP in local support for jobs growth and innovation, nothing taking place.
- Does Chamber SBDC do this? That money is financing from private sector, but what is support-is public support for businesses they need public support
- Bring back lessons from Portland on how they use in their process
-

Land Use and Transportation Scenario Approach

- Expand on the job growth trajectory—we grew a lot of jobs quickly post-recession but that won't continue
- Can you add population numbers?
- Other than growth and pop, homes, do you account for affordability? A: not on the LU side we do use mix of housing types A: affordability is very market sensitive, we are not accounting for those market dynamics. We look at other demographics like aging. Assumption is that affordability will be there with mix of use.
- That ^ data sounds like link to affordability
- In addition to MTP you have RHNA, how from beginning do you reconcile these? Always observed difference of LU forecast in MTP, but RHNA LU forecast is a need function/base. One tension you get as region, is MTP is constrained w/ lower # of units, but RHNA shows higher than MTP #. Important to figure out affordability now so that

Sounding Board

when people get RHNA in a few years, there isn't shock. Affordability should be factored in, important early to talk about the differences publicly and frequently.

- Don't reduce RHNA but balance the approaches of how you Development, have a public dialogue about the challenges
- If you aren't talking about, you are doing disservice –look at this as part of regional prosperity context
- There is an expectation, if you don't explain housing supply and affordability it remains issues
- There is a great role for SACOG to lead on housing and housing affordability

Proposed approach

State of Housing

- CAA may have other data sets that can be shared (send email connection)
- Somewhere public policy issues that impact data should be considered—like rent control, Hawkins, SACOG good third party to look into issues that impact affordable housing. Some counties lost GSFA grant funding which impacts home buyers, and fed tax reform credits for affordable housing development.
- Identifying uncertainties

Greenhouse Gas Reduction Target Update and Household Travel Survey

- What sanctions come with not meeting target
- Understand why you don't have affordability but looking at the with TOD, can you factor that in and then show affordability TOD can affect + transit
- It's a case where you have data that shows that affordability in TOD will increase ridership
- Focus on implementation of good plan
- Affordable TOD implementation very important
- Do you have user data from Uber/Lyft and income levels
- Are we looking at shared economy as driver of economy?

Actions:

Send attendees the SACOG housing item

Meeting summary notes

Feb Housing Board workshop: link to PPT and audio

Follow-up links

Send PPT from sounding board

Send link to regional progress report

Connect Tina with Jim and Mallori re: home pricing and occupation data

Housing paper review: link with Tina

Include MTP calendar milestones as simple handout

Sounding Board

2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy Sounding Board Meeting

May 24th 2018

Meeting Location: Urban Hive, Sacramento

Meeting Attendees

California Capital
California Endowment
Economic & Planning Systems
Environmental Council of Sacramento
Greater Sacramento Economic Council
Sacramento Housing Alliance
Sacramento Tree Foundation
University of California, Davis
Walk Sacramento

Meeting Agenda

- What analysis is SACOG doing to inform the decisions, tradeoffs, and policy questions facing the MTP/SCS?
- What comes after the fuel tax? What are the system management and revenue strategies for the MTP/SCS?
- How will the MTP/SCS plan for new mobility options and technologies?
- What does the public outreach component of the plan look like this time around?
- Next Steps
- Meeting Evaluation

Meeting Summary

Staff provided meeting participants with an overview of where we are in the MTP/SCS update process, and a summary of the discussion draft land use scenario and transportation project nominations for consideration in the 2020 MTP/SCS. Staff described some of the policy considerations, challenges, and tradeoffs inherent in a scenario that is striving to meet more stringent greenhouse gas targets passed to SACOG from the California Air Resources Board. We also discussed what research and analysis will be critical to taking the discussion draft scenario to a preferred scenario framework by December 2018. Staff provided a deeper dive in two specific topics that will be explored as part of this plan update; System Pricing and New Mobility Options and Technologies.

Discussion Themes and Comments

What analysis is SACOG doing to inform the decisions, tradeoffs, and policy questions facing the MTP/SCS?

THEME: Housing Affordability and Choice

Sounding Board

- Given significant increase in density and intensity of land use scenario, have we thought about what is needed to overcome obstacles or incentivize development?
- What can we learn from the implementation challenges of previous plans to avoid missing the mark in the future?
- Cost of housing is too high
- Region is fortunate because it does have a non-profit housing sector. To a degree that SACOG is looking to develop toolkits about affordability: more emphasis on discussion of displacement. We need to use that concept before it becomes an afterthought (it's more expensive as an afterthought)
- How do we as a region stoke demand?
- How do we build the expertise necessary to build high-density suburban greenfield ideas?
- Talking about affordability, want to see more emphasis on discussion of displacement combined with affordability and transportation.

What comes after the fuel tax? What are the system management and revenue strategies for the MTP/SCS?

THEME: Communication is Critical

- Can we make the plan more understandable? To get community engaged to understand why the MTP has any relationship to what they do in their lives. Being able to talk about that can improve air quality in a direct way.
- The importance of air quality needs to be elevated and communicated.
- It's critical that decision makers have the best information possible as they approach major votes and decision points. What communication strategies do we have?
- Without the communications strategy others will put out ads that protest.

How will the MTP/SCS plan for new mobility options and technologies?

THEME: Land Use Implications

- With use of autonomous automobiles, are you taking into the effect if garages get built or not?
- Parking is a major challenge and there is a lot of public opinion pushback on reducing parking requirements. We are in growing pains between what's required now and what will be needed in the future.
- Need to push for more efficient land use regardless of vehicle technology. Should not assume that vehicle technology will solve all problems. How do we communicate the value of smart growth at the same time as adopting new technologies?

THEME: Vehicle Travel

- What is our ratio of mobile source emissions compared to vehicles?
- How does thru traffic contribute to VMT in our region?
- Rural counties have high VMT but low population. This creates a challenge for funding transportation investments when funding programs are based on population.
- Why is VMT per capita so high here compared to other large regions in California?

Sounding Board

THEME: Equity

- One challenge with pricing strategies is the burden they can put on lower income people.
- Any pricing strategy should have an explicit mitigation measure for lower income and disadvantaged communities.
- Not against pricing strategy to as a management strategy, but a major issue is the inherent burden on low-income people. We need to find other non-car transportation options.

What does the public outreach component of the plan look like this time around?

- Target low-response areas
- Consider partnering with other outreach efforts or events as part of or supplemental to public workshops
- Send dates in advance

MTP/SCS Sounding Board Meeting Evaluation

RANKING: 1. Strongly Disagree 2. Disagree 3. Neutral 4. Agree 5. Strongly Agree	
This meeting was well organized.	
Average: 4.3	
The length of the meeting was appropriate to get through the material.	
Average: 4	
The materials provided in advance were useful to prepare for the meeting.	
Average: 4	
I understand and feel comfortable with how SACOG intends to analyze the performance and outcomes of the 2020 MTP/SCS.	
Average: 4.3	
The presentation on the fuel taxes and pricing strategies was informative.	
Average: 4.3	
The presentation on the planning for new mobility options and technologies was informative.	
Average: 4.3	
I understand the next major steps in the 2020 MTP/SCS process.	
Average: 4.3	
I had the opportunity to express my interests and/or concerns on the items presented.	
Average: 4.8	

Sounding Board

What should be done next time to make the presentations more effective?
More time available for discussion
Additional comments or questions not expressed in the meeting:
Thanks for having us

Regional Planning Partnership

Wednesday, June 27, 2018, 2:00 to 4:00 p.m.
SACOG Rivers Room, 1415 L Street, Suite 300, Sacramento, CA

Teleconference Information:

Dial-in #: 888-585-9008

Access Code: 895-477-342

1. Introductions and Info Sharing
 - a. State Active Transportation Program Technical Assistance
 - b. Approved Regional Funding Round Programming Targets
2. Action Summary from March 28, 2018 Meeting ◀ (Victoria Cacciatore)
3. 2018/2019 RPP Meeting Schedule ◀ (Victoria Cacciatore)
4. Update on Project of Air Quality Concern Determinations (Renee Devere-Ok/Matt Jones)
5. Update on the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (Clint Holtzen)
6. SACOG Funding Programs*
 - a. Transportation Demand Management (Sabrina Bradbury)
 - b. Green Region (Raef Porter)
7. Civic Lab Year 2: Commercial Corridors*
8. Other Matters
9. Adjournment

**Items 6 and 7 are consent and action items, respectively, on the June 21, 2018, Board of Directors meeting.*

The next meeting is scheduled for Wednesday, August 22, 2018, 2:00 to 4:00 p.m.

◀ Indicates Action

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Regional Planning Partnership

Wednesday, August 22, 2018, 2:00 to 4:00 p.m.
SACOG Rivers Room, 1415 L Street, Suite 300, Sacramento, CA

Teleconference Information:

Dial-in #: 888-585-9008

Access Code: 895-477-342

1. Introductions and Info Sharing
 - a. Smart Region Sacramento: ITS Architecture Workshop (Binu Abraham)
2. Action Summary from June 27, 2018, Meeting ◀ (Victoria Cacciatore)
3. 2019-22 Metropolitan Transportation Improvement Program, Amendment #2 to the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy, and Air Quality Conformity Analysis ◀ (Jose Luis Caceres)
4. Discussion on Partnership Approval Process (Victoria Cacciatore)
5. Update on the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (Clint Holtzen)
6. Active Transportation Program Update (Victoria Cacciatore)
7. Update on SACOG Funding Programs (Garett Ballard-Rosa)
8. Update on the Potential Impacts of Proposition 6 (Christina Lokke)
9. Other Matters
10. Adjournment

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The next meeting is scheduled for Wednesday, November 7, 2018, 2:00 to 4:00 p.m.

◀ Indicates Action

contact@sacog.org) or in person as soon as possible and preferably at least 24 hours prior to the meeting.) or in person as soon as possible and preferably at least 24 hours prior to the meeting.

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Regional Planning Partnership

Wednesday, September 26, 2018, 2:00 to 4:00 p.m.
SACOG Rivers Room, 1415 L Street, Suite 300, Sacramento, CA

Teleconference Information:

Dial-in #: 888-585-9008

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1. Introductions and Info Sharing
 - a. Statewide Conformity Working Group – October 17
 - b. Update on Partnership Approval Process Feedback (Victoria Cacciatore)
2. Action Summary from August 22, 2018, Meeting ◀ (Victoria Cacciatore)
3. Approve Ozone Motor Vehicle Emissions Budgets in the 8-Hour Ozone State Implementation Plan ◀ (Renée DeVere-Oki)
4. Update on the Potential Impacts of Proposition 6 (Christina Lokke)
5. Update on the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (Clint Holtzen)
6. Performance Target Updates (Sam Shelton)
7. State and Regional Active Transportation Program Update (Victoria Cacciatore)
8. Other Matters
9. Adjournment

The next meeting is scheduled for Wednesday, November 7, 2018, 2:00 to 4:00 p.m.

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Meeting Summary

On October 31, the Sounding Board regrouped via a webinar presentation to discuss the discussion scenario testing and the draft preferred scenario for the 2020 MTP/SCS. Staff presented findings from the discussion scenario testing, reporting back key findings on the jobs and homes growth forecast. Staff also discussed policy considerations for creating the preferred scenario and looked back at the results from the MTP/SCS public workshops.

Attendees

Center for Regional Change
ECOS
SMUD
Sacramento State University
Sacramento County
City of Roseville
California Capital

Agenda

Welcome & Introductions
What is the Discussion Scenario?
How is the Discussion Scenario doing in terms of meeting greenhouse gas targets and other performance outcomes?
How will the Discussion Scenario inform the Preferred Scenario Framework the SACOG Board will adopt in December?
Results from the 2020 MTP/SCS Outreach Workshops

Discussion Questions

Have you considered the increase in electric vehicles in reducing the GHG emissions?
What are the implications to our region if we have to drop the goal to 18%?



Regional Planning Partnership

Wednesday, November 7, 2018, 2:00 to 4:00 p.m.
SACOG Rivers Room, 1415 L Street, Suite 300, Sacramento, CA

Meeting Information:

<https://www.gotomeet.me/GoToMeetingSACOG1>

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***A Transportation Modeling Workshop will be held in the Rivers Room
from 1:00 to 2:00 p.m., before the RPP.***

1. Introductions and Info Sharing
 - a. Election Update: Local Impacts (Christina Lokke/all)
 - b. Metropolitan Transportation Plan/Sustainable Communities Strategy Outreach Recap (Adrienne Moretz)
 - c. State and Regional Active Transportation Program Update (Victoria Cacciatore)
2. Action Summary from September 26, 2018, Meeting ◀ (Victoria Cacciatore)
3. Partnership Approval Process ◀ (Victoria Cacciatore)
4. Update on Project of Air Quality Concern Determinations (Shengyi Yao/Matt Jones)
5. Four-County Regional Funding Round Draft Recommendations (Garett Ballard-Rosa)
6. Green Region Funding Round Draft Recommendations (Raef Porter)
7. Update on the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (Clint Holtzen)
8. Other Matters
9. Adjournment

The next meeting is scheduled for Wednesday, January 30, 2019, 2:00 to 4:00 p.m.

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Regional Planning Partnership

Wednesday, March 27, 2019, 2:00 to 4:00 p.m.
SACOG Rivers Room, 1415 L Street, Suite 300, Sacramento, CA

Meeting Information:

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1. Introductions (3 minutes)
2. Action Summary from January 30, 2019, Meeting ◀ (Victoria Cacciatore, 1 minute)
3. Update on Project of Air Quality Concern Determinations (Renée DeVere-Okie/Matt Jones, 3 minutes)
 - a. Staff will provide an update on the actions taken by MTC and the SACOG Project Level Conformity Group taken since November 7, 2018.
4. Update on the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (Clint Holtzen, 20 minutes)
 - a. Staff will discuss the land use forecast, transportation project list, revenue forecast and budget, and key performance outcomes for the Draft Preferred Scenario. The board will be asked to adopt the Draft Preferred Scenario in April.
5. Regional Housing Needs Allocation (Greg Chew, 40 minutes)
 - a. Staff will introduce the Regional Housing Needs Allocation (RHNA) process. RHNA is a state-required planning process in which SACOG is responsible for allocating a number of housing units to each jurisdiction in the six-county region based on a variety of planning objectives, and each jurisdiction then demonstrates how they can accommodate their allocation through adequate zoning in the Housing Element of their General Plan.
6. Other Matters
7. Adjournment

The next meeting is scheduled for Wednesday, April 24, 2019, 2:00 to 4:00 p.m.

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Sounding Board
Sacramento Area
Council of
Governments

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Regional Planning Partnership

Wednesday, April 24, 2019, 2:00 to 3:30 p.m.
SACOG Rivers Room, 1415 L Street, Suite 300, Sacramento, CA

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The purpose of the Partnership is to assist SACOG with its transportation and air quality planning and programming processes, with an emphasis on technical issues, by providing consultation with a broad range of public and private constituencies. It also provides a forum for local agencies in the region's transportation and land use industry to contribute to the policy-making and fund programming activities of SACOG, and to improve coordination within the region.

The Regional Planning Partnership (RPP) consists of the five local air districts, representatives of the U.S. Environmental Protection Agency (EPA), California Air Resources Board (ARB), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and state and local transportation agencies. The RPP meets bimonthly. Each RPP meeting is open to the public and held at the SACOG offices.

1. Introductions (Renée DeVere-Oki, 5 minutes)

- Welcome
- What is the RPP?
- Introductions in room, phone, computer. Please enter your name upon logging in.

2. The SACOG Regional Agencies Partnership Update

- Updates from Staff (12 minutes)
 - May is Bike Month - (Sabrina Bradbury, 2 minutes) The May is Bike Month campaign encourages people to replace car trips with bicycle trips. The campaign will launch a new website that will highlight trips instead of miles in order to encourage people to bicycle to all of their destinations. See SACOG April LUNR Item 9.
 - Project Delivery Update - (José Luis Cáceres, 2 minutes) A quick update on project delivery in the SACOG region.

- Safety Performance Management Targets - (Sam Shelton, 2 minutes) Staff has recommended that SACOG Board support the five 2019 state safety targets, consistent with the recommendation of peer MPOs in California. New targets will be set using new goals from the 2020 Strategic Highway Safety Plan (SHSP), with plan update workshops starting now. See SACOG April Board Item 4.
 - Legislative Look Out - (Christina Lokke, 2 minutes) A quick update on any current topics in California or nationally.
 - Topics in Transit - (Barbara VaughanBechtold, 2 minutes) A quick update on any current topics in transit and SACOG's Transit Coordinating Committee.
 - Topics in Housing - (Dov Kadin, 2 minutes) Senate Bill 2 planning grants are now available to local agencies and the state will accept applications over an eight-month period. These non-competitive grants are available to pay for planning activities that accelerate housing production. See SACOG April LUNR Item 7.
 - **Updates from Membership** (5-10 min)
 - Please feel free to share updates relevant to the region during this time. Limit yourself to two minutes.
3. **2019 Funding Round** (Garett Ballard-Rosa, 10 minutes)
- A policy framework for the next regional funding round has been developed for board action on April 18th. Staff will provide an update on next steps. See SACOG April Board Item 9.
4. **California Vehicle Emissions Waiver Rescission** (Renée DeVere-Okie, 5 minutes)
- The United States Department of Transportation (U.S. DOT) and Environmental Protection Agency (EPA) are proposing to change federal fuel economy standards for passenger vehicles and light duty trucks. This change in standards could have significant impacts on transportation plans and projects throughout California, including SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and transportation projects programmed in the Metropolitan Transportation Improvement Program (MTIP). See SACOG April Board Item 11.
5. **2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Preferred Scenario** (15 minutes)
- Board action on the land use, transportation, and budget assumptions for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (2020 MTP/SCS) will be taken on April 18. Staff will provide an update on the April 18th Board meeting as well as next steps. (Cint Holtzen, 5 minutes). See SACOG April Board Item 8.
 - SACOG will be releasing the NOP for the EIR to the MTP/SCS this month. (Renée DeVere-Okie, 5 minutes)
 - SACOG is accepting changes to the 2019 MTIP. Model-Run MTIP Amendment Project Updates are due Friday, May 3, 2019. Changes will be included in the

conformity analysis that is done concurrent with the 2020 MTP/SCS. (José Luis Cáceres, 5 minutes)

6. Innovative Mobility in the Sacramento Region (Monica Hernandez, 10 min)

- The SACOG board has enabled a number of new programs and pilot projects that increase innovation, diversify the regional transportation system, and attract private sector investment. See SACOG April Board Item 12.

7. Other Matters

8. Adjournment

The next meeting is scheduled for Wednesday, June 26, 2019, 2:00 to 3:30 p.m.

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Tribal Outreach

Tribal governments are unique and important sovereign nations. As such, direct and individual outreach for the MTP/SCS is important. The Sacramento region has four federally recognized tribes: Shingle Springs Band of Miwok Indians, United Auburn Indian Community, Wilton Rancheria, and Yocha Dehe Wintun Nation. SACOG staff reached out to all four tribes and met with two of the tribes to discuss the plan and the planning process. SACOG attempted to meet with all four tribes but was unable to schedule a meeting with two. SACOG also coordinates with PCTPA and EDCTC for tribes with their jurisdictions to ensure consistent communication.

Additionally in November 2018, SACOF also reached out to other tribes in the region as part of the notifications required by Assembly Bill 52. The outreach included notification of the project lists to the following tribes:

- Buena Vista Rancheria of Me-Wuk Indians
- Colfax-Todds Valley Consolidated Tribe
- Cortina Rancheria - Kletsel Dehe Band of Wintun Indians
- Estom Yumeka Maidu Tribe of the Enterprise Rancheria
- Lone Band of Miwok Indians
- Mechoopda Indian Tribe
- Mooretown Rancheria of Maidu Indians
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Strawberry Valley Rancheria
- Tsi Akim Maidu
- Washoe Tribe of Nevada and California

SACOG met with two of the tribes on the following days:

<i>Date</i>	<i>Meeting</i>
8/27/2018	Meeting with United Auburn Indian Community, PCTPA, and SACOG
4/3/2019	Meeting with Yocha Dehe Wintun Nation

Tribal Outreach



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



September 11, 2018

Jerome Encinas
Alison Harvey
United Auburn Indian Community
10720 Indian Hill Road
Auburn, CA 95603

Dear Ms. Harvey and Mr. Encinas,

Thank you for taking the time to meet with our two agencies to discuss Placer County's Regional Transportation Plan and SACOG's 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). We truly appreciate the opportunity to begin this government to government involvement in our long range transportation planning efforts in the Sacramento region.

Quality of life, preservation of cultural and natural resources, a viable transportation system and economic development are mutual interests that our organizations share. To meet and understand your needs is invaluable and necessary to better address tribal concerns within our region. Our ongoing communication will foster a greater understanding of your local transportation priorities, and the nexus with PCTPA's and SACOG's plans to improve mobility and support economic prosperity as our region continues to grow. Through this effort, we want to ensure that your concerns and needs are heard and respected.

We look forward to a continued partnership with the United Auburn Indian Community.

Sincerely,

Mike Luken, Executive Director
Placer County Transportation Planning Agency
299 Nevada Street
Auburn, CA 95603

James Corless, Chief Executive Officer
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

James Corless
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Chair Raymond Hitchcock
Ms. Juanita Flores
Wilton Rancheria
9728 Kent Street
Elk Grove, CA 95624

Dear Chair Hitchcock and Ms. Flores,

The Sacramento Area Council of Governments is requesting to meet with the Wilton Rancheria leadership to discuss the Sacramento region's long range transportation plan, the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The MTP/SCS is the region's transportation plan that actively links land use, air quality, and transportation needs. The plan looks at expected growth, the economy, housing supply, and the future of transportation. It is updated every four years and this plan is scheduled to be adopted in February 2020. As we look ahead and plan for our future, we would like to connect with you early in our planning process to introduce this update to the MTP/SCS, discuss our process, and hear your concerns. This is for us to hear your concerns on transportation and housing issues, economic development, and overall quality of life for residents of the region.

SACOG feels strongly that successful regional transportation planning needs to include the tribal governments within our region. Doing so strengthens our partnership and can produce plans and projects that are culturally appropriate, inclusive of our governments' and residents' needs, and are most likely to succeed. We hope this one on one meeting will allow our governments to engage cooperatively and strengthen our partnerships as we plan for all of our transportation needs.

We look forward to the meeting with you and discussing the MTP/SCS.

Sincerely,



James Corless
Chief Executive Officer
SACOG

James Corless
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Chairman Anthony Roberts and Tribal Council
Yocha Dehe Wintun Nation
PO Box 18
Brooks, CA 95606

Dear Chairman Roberts and Tribal Council,

The Sacramento Area Council of Governments is requesting to meet with Yocha Dehe Wintun Nation leadership to discuss the Sacramento region's long range transportation plan, the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The MTP/SCS is the region's transportation plan that actively links land use, air quality, and transportation needs. The plan looks at expected growth, the economy, housing supply, and the future of transportation. It is updated every four years and this plan is scheduled to be adopted in February 2020. As we look ahead and plan for our future, we would like to connect with you in our planning process to introduce this update to the MTP/SCS, discuss our process, and hear your concerns. This is for us to hear your concerns on transportation and housing issues, economic development, and overall quality of life for residents of the region.

SACOG feels strongly that successful regional transportation planning needs to include the tribal governments within our region. Doing so strengthens our partnership and can produce plans and projects that are culturally appropriate, inclusive of our governments' and residents' needs, and are most likely to succeed. We hope this one on one meeting will allow our governments to engage cooperatively and strengthen our partnerships as we plan for all of our transportation needs.

We look forward to the meeting with you and discussing the MTP/SCS.

Sincerely,



James Corless
Executive Director
SACOG

James Corless
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Chairwoman Regina Cueller
Director Kim Stoll
Shingle Springs Band of Miwok Indians
PO Box 1340
Shingle Springs, CA 95682

Dear Chair Cueller and Director Stoll,

The Sacramento Area Council of Governments is requesting to meet with the Shingle Springs Band of Miwok Indians leadership to discuss the Sacramento region's long range transportation plan, the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The MTP/SCS is the region's transportation plan that actively links land use, air quality, and transportation needs. The plan looks at expected growth, the economy, housing supply, and the future of transportation. It is updated every four years and this plan is scheduled to be adopted in February 2020. As we look ahead and plan for our future, we would like to connect with you early in our planning process to introduce this update to the MTP/SCS, discuss our process, and hear your concerns. This is for us to hear your concerns on transportation and housing issues, economic development, and overall quality of life for residents of the region.

SACOG feels strongly that successful regional transportation planning needs to include the tribal governments within our region. Doing so strengthens our partnership and can produce plans and projects that are culturally appropriate, inclusive of our governments' and residents' needs, and are most likely to succeed. We hope this one on one meeting will allow our governments to engage cooperatively and strengthen our partnerships as we plan for all of our transportation needs.

We look forward to the meeting with you and discussing the MTP/SCS.

Sincerely,



James Corless
Chief Executive Officer
SACOG

MTP/SCS **Tribal Outreach**

Tribal Contact

Yocha Dehe Wintun Nation		Shingle Springs Band of Miwok	
<i>DATE</i>	<i>Detail of Message/Content</i>	<i>DATE</i>	<i>Detail of Message/Content</i>
9/24/2018	Left voice message for Mr. Omar Carillo asking for the correct contact to send the MTP/SCS letter to	9/24/2018	Called and confirmed Ms. Kim Stoll is the Public Relations contact and should be included in the communication of the MTP/SCS letter
9/27/2018	Spoke to Ms. Marta Wada (recommendation from Jose Perez at YCTD) and she forwarded me to Ms. Andrea Villegas. Was unable to connect with her and left a voicemail requesting the appropriate contact for the MTP/ SCS Letter	9/25/2018	Email with meeting request and MTP/SCS letter sent Ms. Stoll
9/28/2018	Received Mr. Omar Carillo's email contact	10/30/2018	Left voicemail with Ms. Kim Stoll about AB52 and incoming letter
9/28/2018	Left voicemail for Mr. Carillo attempting to confirm he is the correct person to send MTP/SCS letter	12/20/2018	Contacted Chair and Ms. Stoll as follow-up to the MTP/SCS letter and meeting request
10/2/2018	Email Mr. Carillo to confirm his contact	2/27/2019	Final attempted to Chair and Ms. Stoll as follow-up to the MTP/SCS letter and meeting request
10/22/2018	Emailed Mr. Carillo and info@yochadehe the official MTP/SCS letter and request to meet		
10/30/2018	Left message with Chairperson's assistant regarding AB52 and the incoming letter		
12/20/2018	Contacted Chair and Mr. Carillo as a follow-up from the initial MTP/SCS letter meeting request		
2/27/2019	Contacted Chair and Mr. Carillo as a follow-up from the initial MTP/SCS letter meeting request		
3/4/2019	Sabina Nussivo (Public Affairs Liason) called to set up meeting with SACOG.		

MTP/SCS Tribal Outreach

Tribal Contact

3/4/2019	SACOG confirmed interest in meeting and will reach out with potential dates.		
3/12/2019	SACOG proposes dates/times through April for the meeting		
3/27/2019	Sabina confirms 4/3 can work		
3/28/2019	SACOG sent confirmation of date and time of meeting: April 3 at 11am at SACOG.		
4/3/2019	SACOG staff (Monica Hernandez, Clint Holtzen, Rosie Ramos) and Yocha Dehe Wintun Nation Staff (Sabina Nussipov, Emily Drewek, Isaac Bojorquez, Laverne Bill) participated in a discussion on current status of the MTP		
4/22/2019	Connected with Tribal Consultant, Lon Hatamiya, to forward meeting summary.		

MTP/SCS **Tribal Outreach**

Tribal Contact

Wilton Rancheria Miwok		United Auburn Indian Community	
<i>DATE</i>	<i>Detail of Message/Content</i>	<i>DATE</i>	<i>Detail of Message/Content</i>
9/25/2018	Email with meeting request and MTP/SCS letter sent to Chair Hitchcock and Ms. Juanita Flores	8/27/2018	Met with UAIC prior to sending MTP/SCS Letter and meeting requests
10/3/2018	Ms. Juanita Flores responded to the MTP/SCS Letter by emailing Mr. Corless requesting a meeting in late October	9/1/2018	Follow-up email and thank you letter (email form PCTPA) sent to AUIC
10/10/2018	Hilary sent email with meeting setup information based on Ms. Juantias original time options	10/1/2018	Monica called the contact that she met during the meeting between UAIC and SACOG letting them know that although they already met, we would like to keep communications between the two organizations as we move forward with the MTP/SCS process
10/11/2018	Hilary left voice message for Ms. Juanita Flores for following up on the meeting options	12/1/2018	PCTPA called and informed tribe we are kicking off AB 52 and letter will be mailed soon
10/17/2018	Hilary email Ms. Juanita Flores with meeting request follow-up		
10/29/2019	Emailed Juantia notifying her of change of lead in meeting coordination and provided possible meeting time for Nov.		
10/30/2018	Left voicemail to Ms. Juanita Flores regarding AB52 kickoff and the incoming letter		
12/5/2018	Emailed Ms. JuanitaFlores to follow-up on meeting times		
1/4/2018	In response to the AB 52 notification, Mr. Ed Silva responded to with a request for tribal consultation. The request was received outside of the 30 day consultation period.		
1/11/2018	SACOG responded to Mr. Ed Silva and infomed him that the 30 day consultation period had passed, but would be happy to consult informally to provid emore information on the preoject and the MTP in general.		

MTP/SCS **Tribal Outreach**

Tribal Contact

1/11/2018	Emailed Chair Hitchcock and Ms. Juanita connecting previous meeting scheduling efforts and new AB 52 meeting efforts		
1/16/2019	Mr. Ed Silva confirmed the meeting and scheduled for 1/23 at 1pm at SACOG offices		
1/23/2019	The scheduled meeting with Wilton Rancheria was cancelled on the day od due to participants from the tribe unable to participate.		
2/27/2019	Final attempted contact to Ms. Flores and Ed Silva as a follow-up from the initial MTP/SCS letter meetig request		

Tribal Outreach

MTP/SCS SACOG & Yocha Dehe Meeting

April 3, 2019

SACOG – Sutter Buttes



Participants:

Isaac Bojorquez, Interim Director of Cultural Resources

Emily Drewek, Director of Environmental Department

Laverne Bill, Cultural Resources Department Manager

Sabina Nussipov, Public Affairs Manager

Monica Hernandez, Director of Innovation & Partnerships

Clint Holtzen, Planning Manager/MTP Project Manager

Rosie Ramos, Communications Analyst

Discussion Overview:

- Yocha Dehe has not been involved with SACOG since the 2012 MTP/SCS update and would like to be brought up to speed with documents from 2016 update and the current available information for the 2020 update.
- Main Concerns:
 - o Would like to be involved in the EIR process as early as possible
 - o There is a gap of information since we last connected, once more information is shared it will be easier to come to the table with SACOG and discuss further
 - o Cultural resources
 - o Ability for mitigation in areas of concern
 - o Understanding how projects are getting in to the plan
- Key points from MTP/SCS overview
 - o MTP/SCS does not provide blanket streamlining, some streamlining is possible in dense areas and in relation to CEQA
 - o Concerns over current representation of Yocha Dehe at the SACOG board
 - o Interested in areas that focus on ground disturbance, cultural resources, and site protection

Member and Partner Agency Outreach

Elected Officials Outreach

SACOG staff conducted six separate meetings specifically for the region's elected officials in the Winter of 2019 in accordance with Senate Bill 375. The purpose of these meetings was to provide city and county elected officials who may not sit on the SACOG Board ample opportunity to provide input on the MTP/SCS and gain better understanding of how the MTP/SCS builds off existing local plans (e.g., capital improvements programs and general plans). In addition to the required meetings per county, staff offered additional meetings at the request of board members.

<i>Date</i>	<i>Meeting</i>
2/11/2019	Yolo County
2/14/2019	Sacramento County
3/5/2019	Yuba County
3/7/2019	El Dorado County
3/26/2019	Sutter County
3/27/2019	Placer County



**NOTICE OF ELECTED OFFICIAL INFORMATION MEETING FOR THE
2020 Metropolitan Transportation Plan/Sustainable Communities Strategy**

March 8, 2019

TO: CITY COUNCIL MEMBERS AND COUNTY SUPERVISORS
FROM: SACRAMENTO AREA COUNCIL OF GOVERNMENTS
1415 L STREET, SUITE 300
SACRAMENTO, CA 95814 (916) 321-9000

The Sacramento Area Council of Governments will hold six Elected Official Information Meetings for the draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The information sessions are intended to provide an early opportunity city council members and county board of supervisors to hear a staff briefing on the discussion draft preferred scenario for the MTP/SCS and to give input and recommendations. Elected officials from cities and counties in Sutter County are asked to attend and to share this invitation with their jurisdictional staff. **No action will be taken in this meeting.**

Under Government Code Section 54952.2(c)(3), this meeting is exempt from Brown Act requirements:

- (c) Nothing in this section shall impose the requirements of this chapter upon any of the following: ...
- (3) The attendance of a majority of the members of a legislative body at an open and publicized meeting organized to address a topic of local community concern by a person or organization other than the local agency, provided that a majority of the members do not discuss among themselves, other than as part of the scheduled program, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

Details for the Elected Official Information Meeting for Sutter County, Live Oak, and Yuba City are as follows:

**Tuesday, March 26, 2019
5:30 pm – 6:30 pm
Yuba County Agricultural Department
142 Garden Highway
Yuba City, CA**

Dinner will be served. Please RSVP to Alastair Paulin at apaulin@sacog.org.

**SACOG Board Members:
Sutter County Supervisor Dan Flores
Yuba City Mayor Shon Harris
City of Live Oak Councilmember Aleksandar Tica**

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Any transportation projects in the six-county region using federal and state funding must be included in

Elected Official Outreach

the MTP/SCS. The MTP/SCS must conform to air quality goals for the region, satisfy financial constraints such that all transportation projects can be reasonably funded, and undergo extensive public review.

SACOG engages in an 18-month update process every four years. This plan update will focus on implementation challenges associated with market demand and financial constraint. SACOG must adopt the MTP/SCS by February 2020.

**NOTICE OF ELECTED OFFICIAL INFORMATION MEETING FOR THE
2020 Metropolitan Transportation Plan/Sustainable Communities Strategy**



January 30, 2019

TO: CITY COUNCIL MEMBERS AND COUNTY BOARD OF SUPERVISORS

FROM: SACRAMENTO AREA COUNCIL OF GOVERNMENTS
1415 L STREET, SUITE 300
SACRAMENTO, CA 95814 (916) 321-9000

Sacramento Area Council of Governments will hold six Elected Official Information Meetings for the draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The information meetings are intended to provide an early opportunity for city council members and county board of supervisors to hear a staff briefing on the discussion draft preferred scenario for the MTP/SCS and give input and recommendations. City council members and county board of supervisors in the six-county SACOG (El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba) region are asked to attend and to share this invitation with their jurisdictional staff. **No action will be taken in these meetings.**

Details for the Elected Official Information Meeting for Yolo County, Davis, West Sacramento, Winters, and Woodland are as follows:

Monday, February 11

5:30-6:30 p.m.

**Yolo County Transportation District
350 Industrial Way, Woodland, CA**

This information meeting will occur before the Yolo County Transportation District meeting. Dinner will be provided. Please RSVP to Alastair Paulin at apaulin@sacog.org.

SACOG Board members

City of Davis Councilmember Lucas Frerichs (SACOG board vice chair)

City of West Sacramento Mayor Christopher Cabaldon

City of Winters Councilmember Pierre Neu

City of Woodland Councilmember Tom Stallard

Yolo County Supervisor Don Saylor

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Any transportation projects in the six-county region using federal and state funding must be included in the MTP/SCS. The MTP/SCS must conform to air quality goals for the region,

Elected Official Outreach

satisfy financial constraints such that all transportation projects can be reasonably funded, and undergo extensive public review. Based on projections for growth in population, housing and jobs, the MTP/SCS is key to the quality of life and economic health of our region.

SACOG engages in an 18-month update process every four years. This plan update will focus on implementation challenges associated with market demand and financial constraint. SACOG must adopt the MTP/SCS by February 2020.



**NOTICE OF ELECTED OFFICIAL INFORMATION MEETING FOR THE
2020 Metropolitan Transportation Plan/Sustainable Communities Strategy**

February 25, 2019

TO: CITY COUNCIL MEMBERS AND COUNTY SUPERVISORS

FROM: SACRAMENTO AREA COUNCIL OF GOVERNMENTS
1415 L STREET, SUITE 300
SACRAMENTO, CA 95814 (916) 321-9000

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Details for the Elected Official Information Meeting for Sutter County, Marysville, and Wheatland are as follows:

Tuesday, March 5, 2019
5:00 pm – 6:00 pm
Marysville City Council Chambers
526 C Street, Marysville, CA 95901

Dinner will be served. Please RSVP to Alastair Paulin at apaulin@sacog.org.

SACOG Board Members:
City of Citrus Heights Vice Mayor Jeff Slowey
City of Elk Grove Councilmember Darren Suen
City of Folsom Councilmember Mike Kozlowski
City of Galt Councilmember Rich Lozano
City of Isleton Councilmember Robert Jankovitz
City of Rancho Cordova Vice Mayor David Sander (SACOG board chair)
City of Sacramento Councilmember Rick Jennings
City of Sacramento Councilmember Jay Schenirer
Sacramento County Supervisor Sue Frost
Sacramento County Supervisor Patrick Kennedy

Elected Official Outreach

Sacramento County Supervisor Susan Peters

SACOG is the Metropolitan Planning Organization for the six-county region and is responsible for developing the federally required Metropolitan Transportation Plan (MTP) and the new state-required Sustainable Communities Strategy (SCS) in coordination with the 22 cities, six counties, and other partner agencies in the greater Sacramento region.

Any transportation projects in the six-county region using federal and state funding must be included in the MTP/SCS. The MTP/SCS must conform to air quality goals for the region, satisfy financial constraints such that all transportation projects can be reasonably funded, and undergo extensive public review.

SACOG engages in an 18-month update process every four years. This plan update will focus on implementation challenges associated with market demand and financial constraint. SACOG must adopt the MTP/SCS by February 2020.



**NOTICE OF ELECTED OFFICIAL INFORMATION MEETING FOR THE
2020 Metropolitan Transportation Plan/Sustainable Communities Strategy**

February 1, 2019

TO: CITY COUNCIL MEMBERS AND COUNTY SUPERVISORS

FROM: SACRAMENTO AREA COUNCIL OF GOVERNMENTS
1415 L STREET, SUITE 300
SACRAMENTO, CA 95814 (916) 321-9000

The Sacramento Area Council of Governments will hold six Elected Official Information Meetings for the draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The information sessions are intended to provide an early opportunity city council members and county board of supervisors to hear a staff briefing on the discussion draft preferred scenario for the MTP/SCS and to give input and recommendations. Elected officials from cities and counties in the six-county SACOG (El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba) region are asked to attend and to share this invitation with their jurisdictional staff. **No action will be taken in these meetings.**

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Details for the Elected Official Information Meeting for Sacramento County, Citrus Heights, Elk Grove, Folsom, Galt, Isleton, Rancho Cordova, and Sacramento are as follows:

**Thursday, February 14, 2019
2:00 pm – 3:00 pm
Sacramento County Administrative Offices
700 H Street, Sacramento
Hearing Room 1 (Room 1487)**

The information meeting will occur immediately following the Sacramento Transportation Authority meeting.

Please RSVP to Alastair Paulin at apaulin@sacog.org.

SACOG Board Members:

**City of Citrus Heights Vice Mayor Jeff Slowey
City of Elk Grove Councilmember Darren Suen
City of Folsom Councilmember Mike Kozlowski
City of Galt Councilmember Rich Lozano
City of Isleton Councilmember Robert Jankovitz
City of Rancho Cordova Vice Mayor David Sander (SACOG board chair)**

Elected Official Outreach

City of Sacramento Councilmember Rick Jennings

City of Sacramento Councilmember Jay Schenirer

Sacramento County Supervisor Sue Frost

Sacramento County Supervisor Patrick Kennedy

Sacramento County Supervisor Susan Peters

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Any transportation projects in the six-county region using federal and state funding must be included in the MTP/SCS. The MTP/SCS must conform to air quality goals for the region, satisfy financial constraints such that all transportation projects can be reasonably funded, and undergo extensive public review.

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**NOTICE OF ELECTED OFFICIAL INFORMATION MEETING FOR THE
2020 Metropolitan Transportation Plan/Sustainable Communities Strategy**

March 6, 2019

TO: CITY COUNCIL MEMBERS AND COUNTY SUPERVISORS IN PLACER COUNTY

FROM: SACRAMENTO AREA COUNCIL OF GOVERNMENTS
1415 L STREET, SUITE 300
SACRAMENTO, CA 95814 (916) 321-9000

The Sacramento Area Council of Governments will hold six Elected Official Information Meetings for the draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The information sessions are intended to provide an early opportunity city council members and county board of supervisors to hear a staff briefing on the discussion draft preferred scenario for the MTP/SCS and to give input and recommendations. Elected officials from Placer County are asked to attend and to share this invitation with their jurisdictional staff. **No action will be taken in these meetings.**

Details for the Elected Official Information Meeting for Placer County, Auburn, Colfax, Lincoln, Loomis, Rocklin, and Roseville are as follows:

Wednesday, March 27, 2019

The 30 minute presentation will be on the agenda of the Placer County County Transportation Planning Agency board meeting, which starts at 9am at Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, CA 95603.

Please RSVP to Alastair Paulin at apaulin@sacog.org.

SACOG Board Members:

Placer County Supervisor Bonnie Gore
City of Auburn Mayor Matt Spokely
City of Colfax Councilmember Kim Douglass
City of Lincoln Councilmember Paul Joiner
City of Loomis Mayor Tim Onderko
City of Rocklin Councilmember Jill Gayaldo
City of Roseville Mayor John Allard

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**NOTICE OF ELECTED OFFICIAL INFORMATION MEETING FOR THE
2020 Metropolitan Transportation Plan/Sustainable Communities Strategy**

February 22, 2019

TO: CITY COUNCIL MEMBERS AND COUNTY SUPERVISORS

FROM: SACRAMENTO AREA COUNCIL OF GOVERNMENTS
1415 L STREET, SUITE 300
SACRAMENTO, CA 95814 (916) 321-9000

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Details for the Elected Official Information Meeting for El Dorado County and Placerville are as follows:

**Thursday, March 7, 2019
11:30 am – 12:30 pm (lunch will be served)
El Dorado Emergency Operations Center
330 Fair Lane, Placerville**

Please RSVP to Alastair Paulin at apaulin@sacog.org.

**SACOG Board Members:
El Dorado County Supervisor Brian Veerkamp
City of Placerville Councilmember Michael Saragosa**

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Any transportation projects in the six-county region using federal and state funding must be included in the MTP/SCS. The MTP/SCS must conform to air quality goals for the region, satisfy financial constraints

Elected Official Outreach

such that all transportation projects can be reasonably funded, and undergo extensive public review.

SACOG engages in an 18-month update process every four years. This plan update will focus on implementation challenges associated with market demand and financial constraint. SACOG must adopt the MTP/SCS by February 2020.

Elected Official Outreach

Draft 2020 Metropolitan Transportation Plan/Sustainable Communities Elected Officials Information Meeting

Yolo County

February 11, 2019

Yolo County Transportation District

350 Industrial Way

Woodland, 95776

Meeting Attendees:

Harold Anderson, City of Winters Council Member

Terry Bassett, Yolo County Transportation District

Bill Biasi, City of Winters Mayor

Steve Coyle, City of Woodland Deputy Director of Community Development

Wade Cowan, City of Winters Council Member

John Donlevy, City of Winters City Manager

Taro Echiburu, Yolo County Director of Community Services

Mat Ehrhardt, Yolo-Solano AQMD

Lucas Frerichs, City of Davis Council Member

Rich Lansburgh, City of Woodland Council Member

Paul Navazio, City of Woodland City Manager

Pierre Neu, City of Winters Council Member

Jose Perez, Yolo County Transportation District

Janice Phillips, Yolo County Transportation District

Xochitl Rodriguez, City of Woodland Mayor

Beverly Sandeen, City of West Sacramento Council Member

Tara Thronson, Yolo County

Oscar Villegas, Yolo County Supervisor

Meeting Summary: SACOG staff presented an overview of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, the board adopted policy framework for the discussion draft preferred scenario, county specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Discussion

Theme: increasing infill development

The biggest deterrent is the requirement for seismic improvements. Will these Green Means Go grants possibly pay for those improvements?

Theme: reducing greenhouse gas emissions

Green means go is one of the best collection of ideas to tackle greenhouse gases.

Can SACOG produce a menu of actions to plug into our climate action programs?

Elected Official Outreach

We need a baseline [of our GHG numbers] to use in our climate plans. That would save us consultant money.

What are the implications from the state if we don't reach our GHG target?

Theme: land use around the region

How does the land use plan align with the Blueprint?

Why is the rest of the region not growing as sustainably as Yolo County?

It seems counterintuitive that investment goes to infrastructure needs in places that are growing less sustainably than Yolo Co.

---END---

Draft 2020 Metropolitan Transportation Plan/Sustainable Communities

Elected Officials Information Meeting

Sacramento County

February 14, 2019

700 H Street

Sacramento, 95814

Meeting Summary: SACOG staff presented an overview of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, the board adopted policy framework for the discussion draft preferred scenario, county specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Meeting Attendees:

Sue Frost, Sacramento County Supervisor

Eric Guerra, City of Sacramento Council Member

Norman Hom, Sacramento Transportation Authority

Kerri Howell, City of Folsom Council Member

Mike Koslowski, City of Folsom Council Member

Mark Loutenhiser, SMAQMD

Don Nottoli, Sacramento County Supervisor

Paul Philley, SMAQMD

Paul Sandhu, City of Galt Council Member

Phil Serna, Sacramento County Supervisor

Darren Suen, City of Elk Grove Council Member

Albert Stricker, City of Rancho Cordova

Elected Official Outreach

Jennifer Donlon Wyant, City of Sacramento

Discussion

Theme: Reducing greenhouse gas emissions

How about the impact of the decline of retail on greenhouse gases? You're putting the GHG burden on local communities but there are other factors.

Note that 19 percent is the highest in the state for MPOs and note the history that the ARB initially had a higher target for our region.

Theme: Revenue for transportation/tolls

How are development fees considered when you talk about revenue?

Has anyone implemented mileage fees yet? If you want this in the plan, then we need some info from these [mileage fee] pilot programs. You start introducing this idea, this becomes very contentious.

Wouldn't all that toll revenue go to Caltrans?

There will be a pain threshold at some point where the conversation starts to shift.

Mileage-based fees are a very different conversation from express lanes.

In Florida, nearly every road is tolled.

Theme: Congestion

How did you get to a 4 percent reduction in congestion per person?

---END---

Draft 2020 Metropolitan Transportation Plan/Sustainable Communities

Elected Officials Information Meeting

Yuba County

March 5, 2019

526 C St, Marysville

Meeting Summary: SACOG staff presented an overview of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, the board adopted policy framework for the discussion draft preferred scenario, county specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Meeting Attendees:

Elected Official Outreach

Gary Bradford, Yuba County Supervisor
Andy Vasquez Jr., Yuba County Supervisor
Randy Fletcher, Yuba County Supervisor
Mike Leahy, Yuba County Supervisor
Ricky Samayoa, City of Marysville Mayor
Stephanie McKenzie, City of Marysville Council Member
Bill Simmons, City of Marysville Council Member
Brad Hudson, City of Marysville Council Member
Bruce Buttacavoli, City of Marysville Council Member
Marti Brown, City of Marysville City Manager
Mike Lee, Yuba County Public Works Director
Jamme Yang, Yuba County Management Analyst (Planner)
Steve Prosser, City of Marysville Assistant Director of Community Development & Services (Planner)
Jim Bermudez, City of Marysville Community Development Director

Discussion

Theme: Reducing greenhouse gas emissions

How are we going to reduce greenhouse gas emissions when we are looking at building a bigger freeway here? We're trying to bring more people here.

Can you give us an example of how [the Green Means Go pilot program] would help a developer pay for an infill project?

Does the plan take into account the smog that drifts here from the Central Valley and the Bay Area?

Theme: Forecasting land use

What provisions are you making for annexation? We have opportunities to grow outward with annexations.

How do municipal services fit into your plan, given that most of them are provided by the county?

Theme: Regional differences

Suggest for next time you include a detailed map of the county. That would give a good sense of our different character, with only 70,000 people in the county.

If you really want feedback from us, you've got to break it down into smaller areas. We want to respond as the county, not as part of region. We are very different.

Draft 2020 Metropolitan Transportation Plan/Sustainable Communities

Elected Officials Information Meeting

El Dorado County

March 7, 2019

Elected Official Outreach

330 Fair Lane, Placerville

Meeting Summary: SACOG staff presented an overview of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, the board adopted policy framework for the discussion draft preferred scenario, county specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Meeting Attendees:

Mark Acuna, City of Placerville Mayor
Michael Saragosa, City of Placerville Council Member
Dennis Thomas, City of Placerville Council Member
Kara Taylor, City of Placerville Council Member
Patty Borelli, City of Placerville Council Member
Brian Veerkamp, El Dorado County Supervisor
Shiva Frantzen, El Dorado County Supervisor
John Hidahl, El Dorado County Supervisor
Don Ashton, El Dorado County CAO
Tiffany Schmidt, El Dorado County Planning and Building Director
Phil Mosbacher, El Dorado County Surveyor
John D'Agostini, El Dorado County Sheriff
Edward Falkense, El Dorado County, Sheriff's Dept.
Rafael Martinez, El Dorado County DOT Director
Woodrow Deloria, EDCTC
Jerry Barton, EDCTC
Pierre Rivas, City of Placerville Development Services Director
Rebecca Neves, City of Placerville Engineer

Discussion

Theme: Reducing greenhouse gas emissions

We advised CARB that that this target will be far harder for us. Our rural region cannot be efficiently served by transit.

What is the penalty if we don't meet the 19 percent target?

Would the Green Means Go pilot program risk becoming another bait and switch from the state? Will you know the amount for GMG in June? Because it is tough for jurisdictions if we spend money up front and then don't get it back from the state.

Elected Official Outreach

Part of the effort is to get more dollars to the region. We're losing those GHG dollars to LA and the Bay Area. We're going to have to scrap for those dollars.

Theme: Facility pricing

It is important to talk about pricing at a regional level because if it becomes a statewide initiative, we could lose control of local dollars. It is important to be a leader on this issue.

Pricing is also a way to fund roading projects that are not high priority.

I've seen toll lanes back East but frankly, there's still a lot of congestion. What determines if they are going to work?

Theme: Infill development

Can you explain how we're changing environmental reports from LOS to VMT? Because it can seem counterintuitive that infill development reduces congestion.

The transportation commission is developing a plan for the city and county to help them implement those requirements, because the county plan still has LOS requirements and so now they need to do both.

Other questions/comments

Why are your projected growth rate figures different than those in our General Plan?

Have you shared the Household Travel Survey data with the county?

Has the rise of TNCs (Uber/Lyft etc) helped lower drunk driving?

In a rural setting, expanded TNC service could help residents age in place. El Dorado has the second oldest county population in the nation.

Has public safety and emergency vehicle response times been part of your MTP?

There is a bill in the state assembly now that is looking at highway specs to ensure emergency response access.

END

**Draft 2020 Metropolitan Transportation Plan/Sustainable Communities
Elected Officials Information Meeting
Sutter County**

March 26, 2019

142 Garden Highway, Yuba City

Elected Official Outreach

Meeting Summary: SACOG staff presented an overview of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, the board adopted policy framework for the discussion draft preferred scenario, county specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Meeting Attendees:

Diana Langley, City of Yuba City Interim City Manager
Manny Cardoza, City of Yuba City Council Member
Grace Espindola, City of Yuba City Council Member
Aleksander Tica, City of Live Oak Council Member
J.R. Thiara, City of Live Oak Council Member
Ron Sullenger, Sutter County Supervisor
Mat Conant, Sutter County Supervisor
Dan Flores, Sutter County Supervisor
Mike Ziegenmeyer, Sutter County Supervisor
Jim Whiteaker, Sutter County Supervisor
Steve Smith, Sutter County Interim CAO
Keith Martin, Transit Manager, Yuba-Sutter Transit
Sukh Purewal, Sutter County Analyst

Discussion

Theme: Reducing greenhouse gas emissions

The goal of a 19 percent reduction in greenhouse gases, is that from the actual level in 2005 or does it take into account population growth?

Does planning to reduce greenhouse gas emissions mean when you plan housing that there needs to be a reduction in the distance travelled or is it some other kind of measure?

Theme: Revenue for transportation

Where are there express lanes and mileage fee pilots happening elsewhere in the country?

Will you be talking about how much money Sutter County will be getting out of these funding sources?

Theme: Economic development

What are the major job sectors that will drive these projected jobs numbers? Have you factored in alternatives that might be new job sectors?

Elected Official Outreach

We could use help on the governance side of the Regional Prosperity Plan to help lead a regional discussion in Yuba and Sutter counties.

I like the talk about getting us all together to talk about regional prosperity. We want to make sure we're not missing out on opportunities.

One sector we do have is trucking. We've probably got thousands, and they're small family businesses. People are leaving Live Oak because trucks have to park in Yuba City and have their wives come pick them up. We need special truck routes and to set up a cluster for truck parking. That would save lots of trips just to go pick up family members.

Other questions/comments

We have a lot of stoplights going through our community. Other communities get overpasses and we're talking to Caltrans about that.

We've got 300 bridges that need fixing or we could think big and scale the ideas up.

END

Draft 2020 Metropolitan Transportation Plan/Sustainable Communities Elected Officials Information Meeting Placer County

This was held as a presentation and Q&A on the agenda of the Placer County Transportation Planning Agency.

March 27, 2019

175 Fulweiler Avenue, Auburn

Meeting Summary: SACOG staff presented an overview of the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) update. The overview included information on the regulatory framework, the planning process, the board adopted policy framework for the discussion draft preferred scenario, county specific land use and transportation highlights from the discussion draft preferred scenario, and next steps in the update process. The timing of the elected officials information meetings is aligned with the local agency vetting period for the discussion draft preferred scenario. Unless otherwise noted, all questions from attendees were answered during the meeting.

Meeting Attendees:

Matt Spokely, City of Auburn Mayor

Cheryl Maki, City of Auburn Council Member

Trinity Burruss, City of Colfax Council Member

Kim Douglass, City of Colfax Council Member

Elected Official Outreach

Tim Onderko, Town of Loomis Mayor
Brian Baker, Town of Loomis Council Member
Jan Clark-Crets, Town of Loomis Mayor pro tempore
Jim Holmes, Placer County Supervisor
Ken Broadway, City of Rocklin Council Member
Jill Gayaldo, City of Rocklin Council Member
John Allard, City of Roseville Mayor
Pauline Roccucci, City of Roseville Council Member
Jaime Wright, PCTPA Citizen Representative
Mike Luken, PCTPA executive director and other members of PCTPA staff

Discussion

Theme: Reducing greenhouse gas emissions

What types of projects are jurisdictions submitting for the Green Means Go pilot program?

There's some low-hanging fruit [for reducing greenhouse gas emissions] but this is the time to start talking about facility pricing.

Theme: Revenue for transportation

Under the theme of 'go big or go home', what if we widened highway 65 and had the state pay for it and then priced it?

We know that gas tax revenue is declining and that we can't afford some of the projects we want. What is being done legislatively and by SACOG to push for changes in transportation revenue?

Are you aligned with Caltrans on their managed lanes study?

Other questions/comments

Are there any conflicts this board needs to know about between our staff and your staff?

End

Member Agency Outreach

SACOG staff had routine communication and meetings with member agency staff to keep them up to date on the progress of the MTP/SCS. SACOG also had routine communication with the other regional planning agencies: Placer County Transportation Planning Agency and El Dorado County Transportation Commission. County Executives and City Managers also received regular updates on the MTP/SCS at their quarterly meetings.

Member agency involvement is critical to the plan and their input and participation was sought throughout the process. More formal comment periods for member jurisdictions included:

- A vetting of the 2016 existing land use conditions and build out inventory in early 2018
- A call for transportation projects for consideration in the plan (including project scope, cost, and timing) in early 2018
- A vetting of the Discussion Draft transportation and land use scenarios in spring and summer 2018
- A vetting of a Draft Preferred Transportation and Land Use Scenario in early 2019.

Staff hosted webinars to communicate with member agency transportation and land use staff on key updates. These webinars augmented the Regional Planning Partnership meetings and board committee and board meetings.

<i>Date</i>	<i>Topic</i>
<i>September 2017</i>	2020 MTP/SCS Kick-Off Meeting for Local Agencies
<i>March 2018</i>	2020 MTP/SCS Update – Economic Prosperity & GHG Targets
<i>May 2018</i>	2020 MTP/SCS Update – Land Use Allocations & Project List/System Pricing & New Technologies
<i>August 2018</i>	2020 MTP/SCS Update – Process Update & Initial Project Screening

Additional Outreach

SACOG received a grant from the California Endowment to promote public health in land use in planning. Components of the grant were specific to the MTP/SCS and allowed for external outreach strategy evaluation and metrics assessment. A full report on the grant can be found below under Task 2 and Task 4.



memo

To: Craig Martinez & Christine Tien
From: Monica Hernández
CC: Rosie Ramos
Date: July 31, 2018
Re: Grant 20131101 Final Report – Promoting Public Health in Land Use Planning

On behalf of the Sacramento Area Council of Governments (SACOG), thank you to The California Endowment for the generous grant to promote public health in land use planning. Attached you will find the report for all tasks associated with the grant.

With your funding, SACOG was able to address equity issues with the recently launched Sacramento region bike share system. Another highlight was bringing a national expert to discuss economic inclusion with the region's elected officials.



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Overview

The California Endowment awarded this grant to SACOG in 2013 to promote public health in land use planning – specifically to address the needs of low-income communities of color through health-promoting land use planning in the Sacramento region. SACOG worked with The California Endowment in 2017 to re-focus the grant on current needs and concentrate on the Sacramento region bike share system that SACOG was planning, and now currently implementing with our partners. The grant refocused on bike share equity, and how the project relates to the broader Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

This grant enabled SACOG to work on bike share equity, that otherwise would have not received the attention it needed. Key deliverables specific to bike share equity include an equity plan for the regional bike share system, an outreach event that provided a quick assessment on how people in the Tahoe Park community felt about bike share, and two issue briefs focused on local infrastructure and community engagement.

SACOG also completed work that focused broadly on regional equity and the MTP/SCS. Highlights include hosting a major regional event that reconvened the region's elected officials and economic development organization leaders to discuss the current economy and how to move forward, an equity group meeting to address how SACOG analyzes equity in the region, and gaining a better understanding on how advocate organizations assess our outreach and engagement for the MTP/SCS. The long-term impacts of these activities include continued work with the elected officials and organizations that participated in the regional event, changes to the Environmental Justice and Title VI Analysis in the (MTP/SCS) to include additional metrics for measuring impacts for low-income communities of color, and the implementation of the bike share equity plan.



Outcomes and Indicators

Task 1 – Educational programs

Key stakeholders and community members will have a better understanding of the link between public health, economic opportunities, and transportation as evidenced by:

- Conducting at least four educational programs featuring state or national level speakers on public health and economics opportunities and disparities.
- Audience for each program or speaker session to include at least 50 attendees including but not limited to local elected, planning staff and interested stakeholders.

Task 2 – MTP/SCS Outreach Strategy Evaluation

Key stakeholders will have opportunities to inform the implementation and development of the MTP/SCS as they relate to the needs of diverse communities as evidenced by:

- Creation of an evaluation form to be utilized by at least 5 partner agencies or stakeholders to provide feedback on public engagement strategies
- Findings from evaluations are reflected in amended Public Participation Plan that highlights the benefits to the region's low income and minority communities.

Task 3 – Issue Briefs

Key issues and findings related to the potential public health and economic development benefits of the MTP/SCS for the region's diverse communities will be disseminated to decision makers as evidenced by:

- Issue briefs are presented to 15 SACOG executive staff and representatives of various SACOG departments
- Issue briefs are shared with the 6,000 subscribers of the *Regional Report* and approximately 200 additional past and present members of SACOG advisory groups, and on Twitter

Task 4 – MTP/SCS Metrics Assessment

The potential public health and economic development benefits of MTP/SCS will strive to address the needs of the region's diverse communities as evidenced by:

- Adoption of metrics that assess the needs of low-income and minority communities.

Task 5 – Summary Document

Key stakeholders will be more familiar with efforts of SACOG related to equitable access to public health and economic opportunities through the MTP/SCS as evidenced by:

- Convening of at least one meeting with a minimum of at least 15 participants from throughout the region representing local planning staff, affected communities, and elected officials.

*From the time of the original grant award, SACOG launched a new e-newsletter – the *Current*. Issue briefs will be shared through this channel and through the SACOG website.



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Task 1 – Educational Programs

Key stakeholders and community members will have a better understanding of the link between public health, economic opportunities, and transportation as evidenced by conducting at least four educational programs featuring state or national level speakers on public health and economics opportunities and disparities. The audience for each program or speaker session to include at least 50 attendees including but not limited to local elected, planning staff and interested stakeholders.

Please see Appendix A for a table of events.

Regional Futures Forum – The Regional Futures Forum gathered the Sacramento region's elected officials and executives from city, county, and non-governmental organizations for the first time in over a decade to learn together and plan for a more economically prosperous and inclusive region. Presenters discussed the region's economy based on the findings from the Brookings Institute, which highlighted the slow growth of the region post-recession, lagging growth of its export industries, the stark educational and earning disparities between white, black, and Hispanic residents, and the needed investment in transportation as opportunity areas. The conversations focused on the economic opportunities for the region, with a focus on the most vulnerable communities and the role that transportation can take for moving the economy forward, and improving public health because of lowered greenhouse gas emissions and increased active transportation options.

Tahoe Park Food Truck Mania – This event focused on resident engagement and education of active transportation, with the regional bike share program as a focus. Elected officials from the area, members of the Tahoe Park Neighborhood Association, and additional stakeholders participated in the event that leveraged an existing community event. Walk Sacramento's executive director spoke on the importance of active transportation in promoting healthy communities and impact to local businesses. Event-goers participated in a brief survey and shared their thoughts on the on the new bike share system, along with recommendations and identified barriers. Responses to this qualitative survey can be found in Appendix B.

Equity Working Group – SACOG is the process of updating the MTP/SCS and exploring possible changes to the Environmental Justice and Title VI analyses. SACOG has followed state and federal requirements for the analysis and is in the process of exploring additional metrics that can better address the needs for the region's low-income/high minority communities. The Equity Working Group was made possible through this grant and Senate Bill 1 formula funding to Metropolitan Planning Organizations. The Equity Working Group convened stakeholders to discuss the importance of the MTP/SCS and how the plan impacts residents of the region and provides the opportunity to address issues in the most vulnerable communities. The topics included transportation access, economic opportunity, and improving public health.

Economic Inclusion in the Region – This event is planned and confirmed. SACOG is currently developing the region's long-range transportation plan to focus on

Additional Outreach



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economic prosperity for all residents in the region. Equity and inclusion are key factors in the plan. On August 16, 2018, the SACOG Board of Directors will listen to a presentation from Dr. Manuel Pastor and Bob Wesissbourd addressing the need for economic inclusion for all residents of the region to have a truly prosperous economy. The board will then engage in a workshop on issues of equity and inclusion as it relates to transportation and land use. Of particular interest is how new and shared mobility is benefiting low-income communities. SACOG has been able to actively engage the Greater Sacramento Economic Council, Mero Chamber, Valley Vision, and Region Business on these important issues. The Brookings report [Charting a course to the Sacramento region's future economic prosperity](#), was a new call-to-action heard by new organizations.



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Task 2 - MTP/SCS Outreach Strategy Evaluation

Key stakeholders will have opportunities to inform the implementation and development of the MTP/SCS as they relate to the needs of diverse communities as evidenced by the creation an evaluation form to be utilized by at least five partner agencies or stakeholders to provide feedback on public engagement strategies. Findings from evaluations are reflected in amended Public Participation Plan (PPP) that highlights the benefits to the region's low income and minority communities.

SACOG reached out to stakeholders, which included California Department of Public Health, California Rural Legal Assistance, Center for Regional Change, Environmental Science Associates, Housing CA, Legal Services of Northern California, Resources for Independent Living, Sacramento City District 5, Sacramento Housing Alliance, Sacramento Metropolitan Air Quality Management District, Strategic Growth Council, Public Health Advocates, Environmental Council of Sacramento (ECOS), AARP, and WalkSacramento. Organization representatives answered a short survey to provide input on SACOG's public engagement strategies as it relates to the MTP/SCS. While we are not adding these responses to the Public Participation Plan (PPP) at this moment because it is not in an update phase, we do intend to use the findings directly in our MTP/SCS outreach that are beginning in August of this year.

The findings from the survey reveal that key stakeholders in our region are not very familiar with our engagement strategies when it comes to the MTP/SCS. Throughout the meeting, we discussed our outreach strategies. When asked how the group thought we did with low-income residents, stakeholders ranked our strategies lower. The overall sentiment of the group was that the proposed strategies seemed somewhat good, but not as good when it came to low-income /high minority communities. We will expand our efforts, in order to better reach the most under-represented groupst, and continue to evolve our efforts to meet people where they are.

Results can be found in Appendix C.

In addition to questions about MTP/SCS outreach, we conducted a survey specific to our bike share efforts and for community residents. The survey was interactive with respondents placing their answers on large posters boards with stickers. They engaged in conversations about bike share and the barriers that hinder bike share usage in their neighborhood, or for them personally. The survey provided a snapshot on the current bike share engagement strategies and will help refine the planning and outreach strategies to come. A large majority of participants already knew about the system because of seeing the bikes on the street. Most people indicated that the biggest barrier for them is the lack of safe biking infrastructure, followed by the system not including their home/destinations.

Responses can be found in Appendix B.



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Task 3 – Issue Briefs

Key issues and findings related to the potential public health and economic development benefits of the MTP/SCS for the region's diverse communities will be disseminated to decision makers as evidenced by issue briefs that are presented to 15 SACOG executive staff and representatives of various SACOG departments and are shared with the 6,000 subscribers of the Regional Report and approximately 200 additional past and present members of SACOG advisory groups, and on Twitter

The Sacramento region bike share was in the planning process for three and a half years and rolled out on May 18, 2018. The system is a public private partnership with JUMP and SACOG, and the cities of Davis, Sacramento, and West Sacramento. Through the planning and implementation process, the partners learned many lessons. Specific to public health, transportation access, and economic development, two key components arose from this project – infrastructure and engagement/marketing. Infrastructure and engagement/marketing are crucial to bike share and two components that partners will need to continue to focus on. Additionally, SACOG has created an Equity Plan that addresses this and other barriers in bike share. It is currently a draft, but is expected to be adopted in September, and at the very latest implemented when the system reaches full implementation, in early Fall 2018. Please see Appendix D and E for the issue briefs on infrastructure and engagement and Appendix G for the Draft Equity Plan. The Equity Plan is still draft and will continue to undergo revision until its adoption in September.



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Task 4 – MTP/SCS Metrics Assessment

The potential public health and economic development benefits of MTP/SCS will strive to address the needs of the region's diverse communities as evidenced by adoption of metrics that assess the needs of low-income and minority communities.

As the Metropolitan Planning Organization for the six-county Sacramento region, SACOG has the responsibility to guide the six-county region to implement projects that improve transportation access, generate good land use practices, improve public health and ultimately positively affect the region's economy. Every four years, SACOG develops the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The MTP/SCS proactively links land use, air quality, and transportation needs. The plan supports smart growth principles and provides increased transportation options to reduce congestion, shorten commute times, and improve air quality. The MTP/SCS is key to the quality of life and economic health of the Sacramento region. Every update, the plan looks at planned transportation improvements and investments that serve the region's projected land use pattern and population growth and how they will impact air quality.

The plan specifically looks at the impacts to low-income and high minority communities under the Environmental Justice (EJ) and Title VI Analysis. SACOG is required by law to conduct the EJ and Title VI analysis to determine whether the MTP/SCS benefits low-income and minority communities equitably, transportation investments have any disproportionate negative effects on minority and/or low-income population and has disparate impacts on the basis of race, color, or national origin.

The 2016 MTP/SCS EJ and Title VI analysis focused on a variety of performance measures to assess if the projects in the MTP/SCS benefit low-income and minority communities, and to understand whether the Plan's transportation investments have any disproportionate negative effects or any disparate impacts based on race, color, or national origin. Law requires the Environmental Justice and Title VI analysis, but SACOG is committed to exploring and expanding the performance measures of the MTP/SCS to better address the needs of the region's most vulnerable communities. Below is the list of indicators used in 2016 MTP/SCS EJ and Title VI analysis measures.



Environmental Justice (Low Income and High Minority Areas) Measures

Indicator	Specific Measures	Page(s)
Land Use	Percent of LIHM Area and Non-LIHM Area population in Community Types Percent of LIHM Area and Non- LIHM Area population in TPAs by county	190 191
Housing	Housing product mix in LIHM and Non- LIHM Areas by Community Type	193
Transit service	Increases in daily transit vehicle service hours in LIHM Areas	194
Transit accessibility	Accessibility from LIHM and Non- LIHM Areas within 30 minutes by transit to jobs, retail jobs, medical jobs, higher education, park acres	197-201
Mode share	LIHM and Non- LIHM Area transit mode share Bike and Walk mode share in LIHM and Non- LIHM Areas	201 212
Auto accessibility	Accessibility from LIHM and Non- LIHM Areas within 30 minutes by car to jobs, retail jobs, medical jobs, higher education, park acres	204-205
Comparison of transit and auto accessibility	Percent of jobs, retail jobs, medical jobs, higher education enrollments, park acres Accessible within 30 minutes by transit vs. car from LIHM and Non- LIHM Areas	206
Toxic air contaminants	Percent of population in LIHM and Non- LIHM areas within 500 feet of high-volume roadway by county, region	207-208

Figure 1 – Performance Measures for the MTP/SCS

Expanding SACOG Efforts

SACOG continues to meet the federal and state mandated requirements for assessing Environmental Justice and Title VI, but we recognize that there is room for improvement. During the 2020 cycle of the MTP/SCS update, we will review peer agencies' distinct metrics, indicators, strategies, and research (Bay Area Metro (BAM), Southern California of Governments (SCAG), and research from the Transportation Research Board (TRB). The metrics, indicators, strategies, and research will be assessed for their application in our region. SACOG's efforts to update the EJ analysis started with research on peer agencies and include discussions and recommendations from the newly created Equity Working Group. Through this grant, and additional funding provided from SB 1, SACOG has created an Equity Working Group that includes regional stakeholders and regional experts to develop an enhanced methodology for identifying disadvantaged communities and a framework for analyzing these communities in the Sacramento region. The methodology and analysis will inform the development of 2020 MTP/SCS update. Funding from TCE supported the launch of the Equity Working Group and Senate Bill 1 funding will be used to continue it.

Please see Appendix F for a complete table of metrics that will be explored.



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Task 5 – Summary Document

Key stakeholders will be more familiar with efforts of SACOG related to equitable access to public health and economic opportunities through the MTP/SCS as evidenced by a convening of at least one meeting with a minimum of at least 15 participants from throughout the region representing local planning staff, affected communities, and elected officials.

The Sacramento region bike share system launched in May, 2018 with 300 electric bicycles (e-bikes) across the cities of Davis, Sacramento, and West Sacramento. This project was accomplished by numerous partners, including the Sacramento Metropolitan Air Quality Management District, UC Davis, Sacramento State, Sacramento Regional Transit, and the owner and operator, JUMP. The partnership between the Sacramento Area Council of Governments the cities, and partner agencies resulted in a public-private partnership with largest e-bike system in North America, once the system reaches full implementation with 900 bikes across the region in early Fall of 2018.

Since the beginning of the project, the Project Management Team, made up of technical staff, and the Policy Steering Committee, made up of elected officials and organizational leaders, have focused on making the system accessible and available to as many residents, visitors, and employees within the current system boundaries as possible. Systems from across the U.S. have undergone many equity challenges and the partners have learned a lot from looking at other systems. By looking at nationwide best practices and taking into account the Sacramento region's unique needs, SACOG staff developed an equity plan to with targets to create the most equitable system as possible. Below are the highlighted strategies that have been implemented since the launch, and additional strategies that will continue to shape the system.

PRE-LAUNCH STRATEGIES

- Outreach events in key low-income/high minority communities
- Engagement map that enabled residents to suggest hub locations, access to the map was distributed through various social media outlets and email blasts to community organizations already invested in disadvantaged communities and through neighborhood groups
- An agreed upon cost low-cost membership that is accessible
- Inclusion of various historically disinvested communities: Oak Park and Tahoe Park in Sacramento, the Bryte and Washington neighborhoods in West Sacramento, and key neighborhoods in Davis

POST LAUNCH STRATEGIES

- Expand "qualifiers" for the low-income program, BOOST, that already includes SMUD's low-income program, WIC, Cal Fresh, residents at SHRA, and PGE Cares Program



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- Add cash payment options
- Add transit integration: smart card fare payment integration, encourage bike share as a connection to bus, rail, or train
- Conduct strong communication campaigns that represent the various communities of the region
- Explore pilot programs in low-income suburbs to potentially expand the system boundaries
- Non-English language requirements for printed materials
- Measure JUMP's commitment of 20% of the bike fleet and hubs in Low-Income/High Minority areas
- Increase bike share hubs in Low-Income/High Minority communities
- Continue outreach events and workshops in low-income areas
- Establish partnerships with community organizations

Bike share poses many opportunities as a tool for cities to meet environmental goals, infrastructure improvements, transportation gap solutions, and public health initiatives. If the cities and JUMP continue to work together with the goal of accessibility and availability for as many people as possible, then the system can continue to be a positive transportation option. Bike share can also affect the local economy by bringing more foot traffic near businesses that can turn into repeat customers, and can be a pivotal way to reach job opportunities that might not be accessible due to lack of adequate transportation. The system is still in an early phase and has not been fully implemented, but through the lessons learned from other systems and the first few months, SACOG, partner cities, and JUMP will address issues to make a system that is accessible and available for as many residents, employees, and visitors as possible.



Appendices

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Additional Outreach

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Appendix A – Events Table

Event	Date	Location	Participants	Focus	Guest Speaker(s)*
Regional Futures Forum	April 30, 2018	Carmichael, California	300 participants including elected officials, economic development directors, equity advisors, public works directors, workforce development, and planning directors	The Sacramento region's future economic prosperity, with a focus on equity and inclusiveness and the role SACOG, as the metro planning organizations, can shape it through transportation and land use	• Amy Liu, <i>Brookings Institute</i> • Barry Broome, <i>Greater Sacramento Economic Council</i> • Cassandra Jennings, <i>Greater Sacramento Urban League</i> • Pat Fong-Kushida, <i>Sacramento Asian Pacific Chamber</i> • Amanda Blackwood, <i>Sacramento Metro Chamber</i> • Joshua Wood, <i>Sacramento Region Business Association</i> • Bill Mueller, <i>Valley Vision</i> • Kim Kawada, <i>San Diego Association of Governments</i> • Noah Siegel, <i>MSH Strategy</i> • Sheri Gonzalez Warren, <i>Mid-America Regional Council</i>
Tahoe Food Truck Mania	June 22, 2018	Tahoe Park, Sacramento, California	60+ participants representing residents, community stakeholders, and elected officials	The newly implemented bike share program and the benefits to public health, transit options, and economic opportunity	• Kirin Kumar, <i>WalkSacramento</i> • Eric Guerra, <i>City of Sacramento-District 6</i>
Equity Working Group	June 27, 2018	Sacramento, California	15 stakeholders representing equity, public health, rural communities, and active transportation	The current metrics of the MTP/SCS and the possibility of expanding to better implement equitable strategies in the region	• Monica Hernandez, SACOG • Garrett Ballard-Rosa, SACOG • Clint Holtzen, SACOG
	July 25, 2018	Sacramento, California	13 stakeholders representing equity, public health, rural	The second meeting in a series of three to continue the discussion of current	• Jennifer Hargrove, SACOG • Tina Glover, SACOG

Additional Outreach

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			communities, and active transportation	metrics and analysis in the MTP/SCS and how they can be changed to better address the needs of low-income communities of color	
Economic Inclusion in the Region	Aug. 16, 2018	Sacramento, California	50+ elected officials, stakeholders, and local staff	The importance of addressing inclusion and equity to improve regional prosperity	• Dr. Manuel Pastor, <i>Director PERE Program at USC</i> • Bob Weissbourd, <i>President of RW Ventures</i>
Total Participants/Speakers			425		19



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Appendix B – Tahoe Park Survey

Did you know about the Sacramento region bike share before today?

1. Yes **4**
2. No **2**

How did you hear about it?

1. News (TV or newspaper) **2**
2. Saw them on the street: **22**
3. An event **3**
4. Friends/Family/Co-co-worker: **5**
5. Social Media/email: **5**
6. Participated in engagement map **0**
7. Other **1**

What are the biggest barriers for you to use bike share?

1. Cost **1**
2. Credit card access **3**
3. Don't know how to use it **7**
4. Don't have a smartphone **2**
5. Not comfortable on a bike **0**
6. Don't have bike lanes/bike racks/infrastructure in my community **13**
7. Other **11** (most people discussed not being able to access the bikes and not having the system include their homes or destinations)
8. None **8**

After today how likely are you to use bike share?

1. Likely **14**
2. Somewhat likely **14**
3. Not likely **8**
4. Not sure **2**



Additional Comments

- There is not enough information on how to use the system
- There is a limitation on physical accessibility (for short people)
- The terms and conditions need to be more clear and not have hidden fees
- Biking in midtown is scary – we need additional infrastructure to support this system
- The system should be tied into EBT to create greater access
- There is a helmet issue – although adults don't need helmets, they are setting examples for kids, and kids are required to wear them
- The bikes are heavy and can be difficult to manage
- Terms and conditions aren't clear about what we can lock to and what we can't lock to
- The system isn't available where I live



Appendix C – MTP/SCS Outreach Strategy Survey

I knew about SACOG's public engagement strategies for the MTP/SCS before this meeting.

5. Strongly Agree (2) 4. Agree (5) 3. Neutral 2. Disagree (5) 1. Strongly Disagree

On a scale of 1 to 5 (5 being good and 1 being the bad), how would you rate SACOG's public engagement strategies for the MTP/SCS?

5. Good (3) 4. Somewhat Good (7) 3. Neutral (2) 2. Somewhat Bad 1. Bad

On a scale of 1 to 5 (5 being good and 1 being the bad), how would you rate SACOG's public engagement strategies for the MTP/SCS, specifically thinking about low-income high minority communities?

5. Good (3) 4. Somewhat Good (2) 3. Neutral (5) 2. Somewhat Bad (2) 1. Bad

If you answered 1 thorough 3 in the last two questions, how can SACOG improve its opportunity for feedback to do better MTP/SCS outreach and/or to be more inclusive of low-income high minority communities?

- More meetings? Opportunities for impact
- Good effort to meet people
- Keep going and expanding
- Provide greater language access beyond Spanish
- I need to understand better how the input might lead to improved lives for struggling Sacramento
- Need more info to fully answer
- Try to reach the really poor, the ones most challenged, they don't information from the written word (posters) and may not be in organizations such as churches
- One idea is to accept people through aid programs, such as food stamps and WIC
- WIC in particular holds classes where someone could explain in plain language with large pictorials what the MTP is and ask what their transportation needs are



Additional comments or questions not expressed in the meeting:

- Consider how developers and private interest can be influenced to support these measures/ goals/
- How to show CEQA pros- consistency w/ MTP/SCS consistent presentation throughout does to help decision makers choose better developments/ make change to not great projects \
- What is the purpose of this group?
- What will we achieve?
- How can we be helpful?



Appendix D – Issue Brief: Infrastructure

Infrastructure: Safety is key to increasing ridership

Bike Share systems across the world are changing how people move. Bike share is growing on a daily basis and becoming a popular transportation choice to get around. It provides many benefits and poses a lot of opportunity for the future of mobility – it can reduce car trips, provide a solution for first/last mile connections to transit, eliminate greenhouse gas emissions, and help people be more active. The cities of Davis, Sacramento, and West Sacramento have now joined the ranks of cities across the country with bike share systems by adding North America's largest electric bike share system in May 2018. Through the implementation process, and after two months of operation, the Sacramento Area Council of Governments has gained valuable lessons, specifically on the current state of biking and bike share infrastructure.

Bike share depends on two main components, density of land use and the infrastructure that supports it, which includes bike lanes, maintained roads, safe intersections, and bike racks. Though even when there is enough density, without adequate infrastructure the system can be underused. The infrastructure directly impacts the system's functionality from who uses the system to how equitable the system is. Quality infrastructure reflects investments into a community and creates safety on the roads for all users. Safe streets welcome more pedestrians and bicyclists and results the "strength in numbers" effect, and can make driving cars safer as well. Yet, many roads still prioritize cars and add pedestrian and cyclist amenities as secondary uses. But with bike share becoming more popular, and the popularity of the Sacramento system in particular, cities need to dig deeper into the infrastructure needs of their communities.

According to the [Transportation Research and Education Center at Portland State University](#), people are less likely to use bike share without safe roads. With safety as the number one issue for people across demographics, it's an easy connection to see the need for cycling-safe infrastructure, which includes painting bike lanes, creating protected lanes, and/or street design that prioritizes the movement of bikes and pedestrians. Aside from bike-safe infrastructure, a missing component are racks and places to store/lock bikes. These are barriers for all people, but it becomes a greater barrier for low-income communities and communities of color because they lack infrastructure investments. When infrastructure is updated and improvements do occur in low-income neighborhoods, it often comes with a wave of change – gentrification that leads to displacement. When a system that depends on public infrastructure is introduced, like bike share, it can be exclusive to those in communities that have safe roads and appropriate supporting infrastructure, leaving behind many people that could benefit from the system.

The bike share industry has changed over the last few years and public infrastructure has become more important for systems to be successful. Traditional



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bike share operators came with specific racks, or docking stations, for their bikes. They often left out low-income/high minority communities, but they provided bike share specific infrastructure when they did include them. The newest wave of bike share systems, which is referred to as dockless systems, do not require special racks because bikes either lock to themselves or come with a lock to use on any rack. With systems that don't technically need racks, it's easy for people to leave them anywhere and these systems provides convenient flexibility. However, this flexibility has shed light on the missing public infrastructure when they are required to lock to racks.

Many cities, including Davis and Sacramento, have created ordinances to guide the use of dockless and hybrid systems to protect the public right of way and safety of users. For Davis and Sacramento, the adopted ordinances require operators to provide infrastructure and for the bicycles to be locked to racks and not block the public right of way. These systems present new challenges and showcase the need for additional infrastructure because if the bikes can technically be parked without a rack, people will park them to what is most convenient. With just two months of operations, bikes are often parked on various fixed objects, reflecting the need for more bike racks in public spaces, particularly in the more suburban communities. The communities in most need are the low-income areas such as Oak Park and Tahoe Park in Sacramento and locations in West Sacramento include the suburban community areas of Bryte and Washington. The challenge is that a lot of neighborhoods that have low-income residents and communities of color have often not received infrastructure for bikes. Now with an influx of bikes, it will be important to address the need of residents so they have places to lock bikes safely out of the right of way and that the system is still convenient for their use.

As the Sacramento region continues to implement its bike share system with a hybrid system, opportunity lies ahead. First, bike share can be a catalyst for continued improvements to infrastructure throughout the cities. Second, bicycling amenities can make communities safer for all and promote more active environments that encourage residents to take walks or go for rides and be healthier. Infrastructure is a common thread for bike share, economic development, and public health improvements and should be leveraged as such.



Appendix E – Issue Brief: Engagement

Engagement and Inclusive Planning

Bike share has been in the United States for over 10 years and it has changed the way people move. Millions of trips have been made across the country, eliminating vehicle trips, burning calories, connecting people to better jobs and opportunities, and has been an outlet for physical activity. These beneficial impacts have trended in cities across the country, but have predominantly and disproportionately benefited certain populations. In the U.S., bike share has been most popular with young, white men with high educational attainment, and due to various barriers and challenges has omitted users that are women, low-income, people of color, and the disabled. There are various challenges, such as inclusion of low-income neighborhoods, lack of infrastructure, or cost and access to the system that have led to these trends. However, one of the biggest barriers associated with all of these challenges is the engagement of low-income and minority communities.

The roll out of the Sacramento region bike share system is still under way, but since the beginning, SACOG and its partners have tried to focus on the communities in the initial service area that have the biggest chance of being left out of the system. This has not been an easy task, as has been seen across many systems, and despite the lessons learned from across the industry, there are still no perfect solutions. Yet a promising strategy to manage the negative outcomes and barriers of bike share has been strong community engagement, and staff of the Sacramento region system have strived to implement this.

Lessons from other systems have shown that communication about bike share systems is key in encouraging all residents to understand and access the service. Low-income communities have not always been included in the service areas. The times that they have been included, residents within access to the system didn't think it truly was intended to be for them. This was the case with the biggest bike share system in country, New York's Citi Bike. [The Bedford Stuyvesant \(Bed-Stuy\) community](#) is low-income and has a majority population of people of African-Caribbean descent. The community was included in the service area, but ridership was almost non-existent because of the lack of strong engagement with the community and lack of adequate communication about the system to the residents. Imagery and language matter, and when the system was first marketed to this community the language and images used in advertisements excluded the residents they were attempting to address. To address this issue, The New York City Department of Transportation, the New York City Department of Health and Mental Hygiene, and Motivate (the operator), partnered with the Bed-Stuy Restoration and worked on engaging residents and changed the way they communicated about the system. They saw a 56% increase in members from March 2015 to December 2016 and directly connected with over 2,500 participants with their engagement efforts that included three major community events, stakeholder convenings, and 84 community-led group rides.



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Lack of inclusive and strategic marketing have perpetuated the lack of people of color, women, and low-income residents. Recently, many bike share systems have paid attention to the short falls due to case studies, like the Bed-Stuy community, and organizations advocating for inclusion of low-income/communities of color, and other underrepresented groups. Best practices now include targeted marketing and engagement, and SACOG has drafted an Equity Plan to attempt to address these concerns. SACOG and its partner cities are working to have a system with inclusive marketing and outreach. Some of the strategies for inclusive marketing and outreach include marketing materials that reflect of the population, translated material in multiple languages, easily understood language, workshops with community organizations, connection to other existing programs, education at existing community events, stakeholder informational sessions, and biking demonstrations.

The Sacramento region bike share currently system does not collect user demographic, but there are attempts to encourage groups that have been traditionally underrepresented in other systems to participate. SACOG has committed to the Equity Plan that heavily focuses on outreach, engagement, and strategic marketing to promote the system for as many people as possible. The most successful outreach events to date have been in low-income areas and communities of color. This is promising as the system continues to expand and address the needs of these communities.



Appendix F – MTP/SCS Metrics

Agency	Description	Metrics/Indicators/Strategies
BAM (formerly MTC)	MTC looked into their compliance as an MPO with federal requirements in the RTP development process and to help regional policymakers, local partners and general public understand the regional equity implications of implementing Plan Bay area for the region's disadvantaged communities of concern. They looked into five technical performance measures for analysis to forecast specific outcomes identified as priorities by their Regional Equity Working Group. The analysis discovered that minority communities are receiving 120% of the benefits in the draft plan in public transportation and federal state resources and 99% of transit-ridership benefits with two existing disparities – housing and transportation affordability and a potential for displacement.	Housing and Transportation Affordability: looked at housing and transportation as a combined metric
		Potential for Displacement: looks at concentrations of households spending half their income or more on housing
		VMT Density: looks at vehicular traffic on roadway facilities carrying 10,000 or more cars and developed areas (residential, commercial, or industrial) within 1,000 feet these roadways to assess the risk of exposure to certain pollutants (PM10, PM2.5, and diesel particulates).
		Commute Time: looks at the average time per trip per commute by all modes based on worker residence and place of work to look at travel behavior
		Non-Commute travel Time: looks at overall equitable mobility see beyond the measure of "jobs-housing fit," assess distinct travel patterns in low-income residents, and because non-commute trips outnumber commute trips.
BAM (formally ABAG)	ABAG focused on the displacement that has been occurring all over the bay area, particularly in areas served by rapid transit, historic downtowns, and places with access to restaurants, stores and services. Displacement is currently not recorded, except for evictions in a few cities, but there is no data showing it, so this research can help understand the changes taking place. ABAG looked at the declining wages and rising housing costs, global investment in	(1) Regional Early Warning System for Displacement: looking to low-income families and seniors displaced by rising rents; African-Americans leaving cities and moving into inland and Central Valley; and understanding the clash between high- and low-incomes that gradually push out people in waves.
		(2) Policies to Address Displacement: focusing on housing strategies, community services and good jobs, and supporting priority development areas

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	the Bay Area, housing production lag, and the challenging development environment. They developed three ways to potential address displacement.	(3) Moving Forward: regional agencies to participate in cross-sector collaborations that can include research and analysis, funding, planning support, and private investment
TRB	TRB explored how current procedures do not necessarily reflect incorporation of environmental justice analysis results and feedback in the decision-making process, despite stipulation to incorporate equity into federally-funded transportation practices by doing participatory planning. Their analysis looked into Environmental Justice and equity, when impact assessments are conducted, how demographic analysis is done, a case study of the Atlanta metro region, and GIS Spatial analysis to focus on areas of concentration. The results showed that doing demographic analyses first followed by impact assessments fails to capture all the 'target areas' and creates fewer areas and focuses too much on the target area, as opposed to focusing on actual traveling.	Suggested method is to include a performance-based approach to analyze/characterize the regional distribution impacts of the transportation system. The proposed recommendation is to use racial minority and low-income populations as targets so you can focus on creating demographic profiles passed on impacts that affect the total population for a more holistic view.
SCAG	SCAG looked into the opportunities for minority and low-income groups to participate in transportation decisions. They reached out to key stakeholders, conducted workshops, and created focus groups. They looked into three performance areas that	Distribution of Travel Time Savings and Travel Distance Reductions: looks at the reduction in travel time and distance for the region as a whole and anticipates benefits resulting from implementation of the plan. Geographic Distribution of Transportation Investments: looks at the share of physical improvements for active transportation, transit, and highway-related projects. Measures actual mileage of improvements

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include Benefits and Burdens, Share of Transportation System Usage, and the 2016 RTP/SCS Investment vs. Benefit.	Jobs-Housing Imbalance or Mismatch: looks at the imbalance of jobs and housing that contributes to congestions, commute distances, and where jobs and housing is needed. Accessibility to Employment and Services: looks into the spatial distribution of potential destinations, ease of reaching them, and magnitude, quality, and character of activities at the destinations. Also measures accessibility in context of travel time for shopping and employment. Accessibility to Parks: looks at local and state/national parks accessibility by 30 min car trip, 45 min bus trip, or 45 min trip for all modes. Proximity to Parks and Schools: looks at proportion of population within half a mile from local parks and EJ populations within half a mile from schools Gentrification and Displacement: looks into the social equity impacts of neighborhoods that have experienced transit-induced revitalization in past years. Regional Emissions Impact Analysis: looks at the disproportionate share of air pollutants that EJ areas get. Emissions Impacts Along Freeways and Highly Traveled Corridors: looks into an additional analysis to highlight emissions exposure in areas within 500 ft. of freeways and high volume roads . Aviation Noise Impacts: looks at noise impacts from aircraft operations Roadway Noise Impacts: looks at the exposure to noise with three scenarios considered. Active Transportation Hazards: looks into identifying areas that show the highest concentrations of pedestrian/bicyclist involved vehicle collisions. Public Health Impacts: looks into health data to examine pollutants, existing public health conditions in the region, and assess the highest risk relative to the SCAG region. Rail Related Impacts: looks into the distribution of Environmental Justice groups within 500 ft. of railroads and 500 ft. of grade separation projects. Climate Vulnerability: looks at how vulnerable communities are and how resilient they are for climate change adaptation.
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Public Participation Plan

SACOG's Public Participation Plan can be found on our website: <https://www.sacog.org/publication/outreach-public-participation-plan>