



APPROVED
BY THE CITY COUNCIL

OCT 1 1998

OFFICE OF THE
CITY CLERK

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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

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September 21, 1998

City Council
Sacramento, California

Honorable Members in Session:

**SUBJECT: TRANSPORTATION/AIR QUALITY FORUM PROCESS – EXPLORATORY
EVALUATION**

LOCATION AND COUNCIL DISTRICT:

All Districts.

RECOMMENDATION:

This report recommends that the City Council do the following:

- Direct staff to proceed with the exploratory evaluation phase of the Countywide Transportation/Air Quality Forum process; and
- Conceptually approve of funding the City of Sacramento's share of the exploratory evaluation, up to \$35,000, from the Measure A Sales Tax administrative contingency.

CONTACT PERSON: Fran Lee Halbakken, Funding & Priorities Manager, 264-7194

FOR COUNCIL MEETING OF: October 1, 1998

SUMMARY:

Staff previously informed the Council that County of Sacramento, City of Sacramento, and Regional Transit staff had been meeting to discuss the concept of a countywide transportation forum. The agency's staff would like to initiate an exploratory evaluation process to assess the need for and potential outcomes of a forum.

COMMITTEE/COMMISSION ACTION:

None.

BACKGROUND INFORMATION:

On March 17, 1998, Council received an informational status report on the Countywide Transportation/Air Quality Forum. Since that time, staff of the City of Sacramento, County of Sacramento, and Regional Transit have continued to work together as a coordinating committee. The committee's main task has been to develop an Exploratory Evaluation process that will provide recommendations regarding:

- The potential for building a community consensus, which will provide clear policy recommendations on transportation, air quality and other closely related issues for Councils/Boards;
- The likelihood of real participation by diverse individuals and groups affected by these issues; and
- The geographic area to be covered in a comprehensive planning process.

The outcome of the Exploratory Evaluation will be a report to assist decision-makers as to whether or not to proceed with a comprehensive planning process. The draft scope of work for the Exploratory Evaluation is attached. This process is expected to take about 8 months to complete.

The coordinating committee has completed the following tasks:

- Agency participation – Staff has met with the Cities of Citrus Heights, Folsom, and Galt and the Sacramento Management Air Quality Management District to discuss their participation. The preliminary responses have been positive from everyone with the exception of Folsom. City of Folsom staff are still considering their participation. Formal responses will be dependent upon Council/Board actions.
- Funding – Staff has contacted the Sacramento Transportation Authority (STA) about using Measure A funds for the Exploratory Evaluation consultant services. The cost of consultant services is estimated at \$150,000. The STA has the option of using up to 1% of annual Measure A funds for administration. For FY 98/99, they have projected using 0.69% for administration, leaving 0.31% available. STA staff has confirmed that these funds are an eligible source for the Exploratory Evaluation with the approval of the STA Board.

The staff of the agencies that have agreed to participate have consented to sharing costs of the Exploratory Evaluation based on the Measure A allocation percentages. The City of Sacramento's share would be about \$35,000.

- Staffing – A contract has been prepared to hire the California Center for Public Dispute Resolution (the Center) as the Exploratory Evaluation process consultant.

A request for proposal has been circulated for a project and policy manager to assist the Center. A list of ten candidates was developed from recommendations of the agencies and stakeholders. The Coordinating Committee will prepare a short list of candidates. Final interviews will be held in late August.

FINANCIAL CONSIDERATIONS:

The cost of the Exploratory Evaluation is \$150,000 for consultant services. This report proposes that Measure A Sales Tax administrative contingency be used to fund the entire \$150,000 using the STA's percentage allocation to determine each agencies share. Under this proposal, the City's share would be \$35,000.

The Coordinating Committee is also working with SACOG to request regional planning funds for the Exploratory Evaluation. Receipt of SACOG funds would reduce the amount of Measure A contingency funding needed for this process.

City staff is also continuing to pursue assistance through the State Energy Commission as requested by Councilmember Cohn at the March 17, 1998, Council meeting. We have been informed that the Energy Commission is unable to provide funding. However, they can provide technical assistance in several areas. If the Boards/Councils opt to proceed with a forum or other process, staff will work with the Energy Commission to match their skills with the needed services.

ENVIRONMENTAL CONSIDERATIONS:

This report requests no actions that constitute a project as defined by Section 15378 of the California Environmental Quality Act (CEQA) guidelines. The activity involves no physical construction or commitment to particular projects and has no potential to cause a significant impact on the environment (CEQA Section 15061 (b)(3)).

POLICY CONSIDERATIONS:

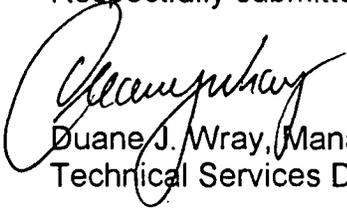
The request to direct staff to implement the Exploratory Evaluation does not have any policy implications. The Exploratory Evaluation will result in a report that will assist the Council in dealing with the policy question of whether or not to undertake a comprehensive Countywide transportation-related planning process. Staff anticipates bringing the information gathered through the Exploratory Evaluation to Council in the summer of 1999 for consideration of this policy question.

City Council
Transportation/Air Quality Forum – Exploratory Evaluation
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MBE/WBE:

None. No goods or services will be purchased as a consequence of this report.

Respectfully submitted,



Duane J. Wray, Manager
Technical Services Division

RECOMMENDATION APPROVED:



WILLIAM H. EDGAR
City Manager

Approved:



Michael Kashiwagi
Director of Public Works

p:cip.council.exploratory eval
Attachment

TRANSPORTATION AND AIR QUALITY PLANNING PROCESS

**REVISED DRAFT SCOPE OF WORK FOR
EIGHT MONTH EXPLORATORY EVALUATION**

July 17, 1998 Version

Purpose of the Exploratory Evaluation: To assess the need for and potential outcome of a comprehensive planning process addressing transportation, air quality and possibly other closely related issues (e.g. land use) in the Sacramento county-wide area. This assessment will include recommendations concerning:

- o the geographic area to be covered in a comprehensive planning process
- o the likelihood of real participation by diverse individuals and groups affected by these issues.
- o the potential for building a community consensus which will provide clear policy recommendations on transportation, air quality and possibly other closely related issues (e.g. land use) for relevant elected boards.

If, as a result of this Exploratory Evaluation, a comprehensive planning process is recommended, the Evaluation would also include a suggested road map and timetable as well as recommendations on project administration, potential staffing, projected funding levels and sponsorship for such an effort.

(A Reminder to Readers: The "comprehensive planning process" refers to the effort that would follow this Exploratory Evaluation, if so recommended. The reader is advised not to confuse the "comprehensive planning process" with this short term Exploratory Evaluation used to assess whether it is prudent to initiate the planning process.)

Relationship of the Sacramento Transportation Planning Process to SACOG's Collaborative Long Range Transportation Planning.

SACOG is now embarking on a collaborative long range planning effort to address transportation issues affecting the cities and counties in the six-county SACOG metropolitan planning area. This is a new approach to transportation planning in this region and SACOG is currently working with its board members and with community leaders from the six-county area to design this collaborative effort. The framework which has evolved thus far includes an extensive public information phase, consensus building on a shared vision for the six-county region, moving forward on areas of agreement on transportation needs and a conflict resolution process on issues concerning which there are critical disagreements. If approved by the SACOG Board, the actual transportation planning process would commence in the Fall of 1998.

Discussions to date have suggested that the SACOG effort provide for the regional, multi-county direction and perspective and the process under consideration here provide for more specific and more detailed Sacramento countywide planning. These discussions have also indicated that the Sacramento countywide planning process could be a way to implement regional goals, objectives and/or performance measures developed through the SACOG effort. (Single county planning efforts already in place in El Dorado and Placer Counties might also perform a similar function in relation to the SACOG program.)

As one of its objectives, this Exploratory Evaluation needs to clearly define how any Sacramento countywide planning process resulting from the Evaluation would:

- complement SACOG's effort and avoid duplication
- facilitate collaboration and the pooling of resources where appropriate

This imperative applies not only to coordination with SACOG's important work but also to activities of other regional and local transportation planning programs.

MONTHS 1 AND 2: START UP

1. In consultation with the Coordinating Committee, develop initial criteria with which to judge the progress of this Exploratory Evaluation. Using these criteria, this assessment effort will be reviewed each month by the Committee to determine if the Exploratory Evaluation should be continued.

NOTE: It is proposed that the Coordinating Committee be composed of staff representatives of the public agencies sponsoring the Exploratory Evaluation. The Committee's purpose is to guide the day-to-day activities of the consultants working on the Exploratory Evaluation, based on the information provided by stakeholders including elected officials. A proposed Coordinating Committee is suggested in Attachment A.

2. Develop an initial stakeholder list of potential participants in a comprehensive planning process, based on criteria developed in consultation with the Coordinating Committee and key stakeholder representatives, including elected officials. ("Stakeholders" are organized groups, and the individuals formally representing those organizations, which have a clear interest in the issue. Individuals without organizational affiliation are sometimes included in a stakeholder process due to their expertise, stature in the community, or ability to represent a needed perspective.)

The stakeholder list will be revised over the course of the Evaluation and a final proposed list will be developed at the close of the Evaluation, if the Evaluation recommends proceeding with a stakeholder process.

NOTE: A preliminary listing of the types of stakeholders that might be interested in participating in a planning process is included as Attachment B. This list has not been subjected to any kind of review and, as such, it has been developed for discussion and illustrative purposes only.

3. Conduct interviews with key stakeholders, including elected officials. An informational packet would be sent to all interviewees in advance of their interviews. The purpose of the interviews is to discuss:

a. Definition of Problem and Central Issues To Identify "What's Broken" as well as the Potential Range of Issues to be Addressed in the Comprehensive Planning Process. In addition to transportation and air quality issues, this Exploratory Evaluation will need to determine if and how other closely related issues are integrated into this effort. In particular, the role of land use planning, policies and issues will require considerable discussion.

b. Potential Project Goals / Outcomes of a Comprehensive Planning Process

c. The Appropriate Geographic Scope for an Comprehensive Planning Process

d. Participants in a Potential Planning Process, Both Organizations and Specific Individuals

e. Organizations or Constituents That Have the Ability to Block or Definitively Shape Public Decisions on Transportation, Air Quality and Possibly Other Closely Related Issues (e.g. Land Use)

(Including representatives of such organizations in a proposed project is essential to ensure its success. Leaving one or more key stakeholder group(s) out of a process can produce incomplete recommendations, recommendations that will not attract the support of elected boards, and / or litigation over eventual policy decisions. This kind of analysis is typically called a "Deal-breaker" Analysis. Identified "Dealbreakers" vary with the selection of a particular goal or outcome.)

f. Project Constraints & Specific Obstacles to an Comprehensive Planning Process

g. Chances for Success? Is The Comprehensive Planning Process Worth Doing?

h. A Suggested Process Roadmap for the Comprehensive Planning Effort, Including Reactions to What's Worked in Other Communities Across the Nation

i. Suggested Changes to Exploratory Evaluation Work Plan

j. Stakeholder Commitment to Participate in a Potential Multi-year Planning Process Which Respects the Diverse Interests of All Stakeholders at the Table

NOTE: In 1997, three workshops were held with the staff of the public agencies responsible for transportation, air quality and land use in the Sacramento area. Agencies participating in these workshops are provided as Attachment C. The individuals participating in these workshops viewed their discussions as preliminary and incomplete because other stakeholders were not a part of the dialogue. The results of this workshop are included as Attachment D, E And F. Attachment D provides the general results of the workshops. Note that the group acknowledged several potentially challenging issues, including how land use decisions would be factored into the process as well the need for clear and solid elected official support for the process and its potential outcome. Attachment E provides a preliminary statement of the problem. Again, participants stressed its draft and incomplete status. Attachment F records the results of some very informal brainstorming on potential goals for the comprehensive planning process.

4. Engage in ongoing consultation with organizations with similar missions (e.g. SACOG, Valley Vision, the Sacramento Regional Cluster Project) to avoid duplication of community effort and to pool resources where appropriate. This important task should continue throughout Evaluation.

In particular, the Exploratory Evaluation needs to identify how the subsequent planning process will complement SACOG's current long range planning effort. Discussions to date have suggested that the SACOG effort provide for regional, multi-county planning and that the process under consideration here provide for a more specific and more detailed Sacramento county-wide plan. These discussion have also suggested that the Sacramento county-wide planning effort would be a way to implement the regional goals and objectives developed through the SAGOG effort.

Deliverables from Months 1 and 2:

Brief written documentation taken from interviews on **preliminary** problem statement, suggested goals / outcomes, geographic scope, stakeholder list, dealbreaker analysis, process roadmap, and list of constraints / obstacles.

Verbal Report on **preliminary** assessment of the chances of success, stakeholder commitment to participate and changes to Exploratory Evaluation workplan.

MONTH 3 : PROPOSING A PRELIMINARY DIRECTION FOR THE COMPREHENSIVE PLANNING PROCESS

1. Organize and prepare for a half-day or full day session with the Coordinating Committee to propose a preliminary direction for the comprehensive planning process based on the the information collected in the Start-up Months (see Start Up Months, Item 2 a - j.) as well as the research previously done on other communities' successes. (Sacramento County previously contracted with the CSUS Center For Public Dispute Resolution to survey what has worked in other areas of the nation in terms of both community process and policy outcomes.)

The specific purpose of this session with the Coordinating Committee would be to:

- a. Candidly discuss the comprehensive planning process' chances of success. Using the criteria developed in the Start-Up Months, determine if it is prudent to proceed with the Exploratory Evaluation.
 - b. Based on the information collected in the Start-up months, discuss how to further refine and improve the problem statement, suggested goals/outcomes, geographic scope, stakeholder list, dealbreaker analysis, process roadmap and list of constraints/obstacles.
 - c. Establish a preliminary direction for the comprehensive planning process that would provide a starting point for discussions at the Community Roundtables held during Months 4 and 5.
2. Conduct meetings with key stakeholders representative, including elected officials, to review the preliminary direction for the comprehensive planning process recommended by Coordinating Committee prior to the Community Roundtables.

Deliverables from Months 3:

Written documentation of a suggested Preliminary Direction for the comprehensive planning process, including problem statement, suggested goals/outcomes, geographic scope, stakeholder list, dealbreaker analysis, process roadmap, list of constraints/obstacles, assessment of chances of success, and evaluation of stakeholder commitment to participate. This information would be provided to participants in the Community Roundtables in advance of those sessions.

MONTHS 4 AND 5: COMMUNITY ROUNDTABLES WITH SELECTED STAKEHOLDERS

1. Organize and prepare for 6 - 8 highly facilitated discussions with mixed groups of diverse stakeholders on the the need for and potential outcome of a comprehensive planning process addressing transportation, air quality and possibly other closely related issues (e.g. land use) in the Sacramento county-wide area. This may be a series of meetings with the same people, roundtables with different sets of people or a combination of both.

Community Roundtables would be structured to :

- a. Provide participants with the aggregated results of the interviews conducted in the Start-Up so that they have the benefit of the perspectives of other interests and groups in the community.
- b. Review of what's worked in other communities' as a reference point.

c. Provide participants with the suggested Preliminary Direction recommended by the Coordination Committee merely as a potential discussion starting point. The participants will be told that the suggested Preliminary Direction should not constrain their discussion or recommendations.

d. Develop draft recommendations on the need for and potential direction of a comprehensive planning process

2. In consultation with the Coordinating Committee, evaluate the effectiveness of each Roundtable to provide ways to improve the remaining Roundtables.

3. Conduct meetings with key stakeholder representatives, including elected officials, to review the draft direction recommended by the Community Roundtables.

Deliverables from Months 4 and 5:

Brief written summaries of draft recommendations developed in the Community Roundtables on the need for and potential outcome of a comprehensive planning process addressing transportation, air quality and possibly other closely related issues (e.g. land use) in the Sacramento county-wide area.

MONTH 6: DEVELOPMENT OF A DRAFT EXPLORATORY EVALUATION REPORT

1. Organize and prepare for a half-day or full day session with the Coordinating Committee to synthesize the recommendations from the Community Roundtables on the need for and potential outcome of a comprehensive planning process.

2. If the Evaluation is likely to recommend a comprehensive planning process, conduct meetings with relevant public agency staff to specifically discuss recommendations regarding project administration, staffing, sponsorship and suggested funding. Key public agency staff will have been included in the the initial Start-Up interviews as well as the Community Roundtables. Thus, these discussion will be able to be held in that larger context.

3. Develop and write up the Draft Recommendations of the Exploratory Evaluation, including an assessment of the need for a comprehensive planning process. If the Evaluation determines that there is a need for a comprehensive planning process, recommendation will include specifics such as the problem statement, suggested goals/outcomes, geographic scope, recommended stakeholder list, dealbreaker analysis and list of constraints/obstacles, suggested process roadmap, timetable, project administration, staffing, sponsorship and suggested funding.

Deliverables from Month 6: Draft Exploratory Evaluation Report

MONTH 7: DEVELOPMENT OF A FINAL EXPLORATORY EVALUATION REPORT AND A PLAN FOR OBTAINING SUPPORT FOR ITS RECOMMENDATIONS

1. If the Evaluation determines that there is a need for a comprehensive planning process, conduct meetings with key stakeholder representatives, including elected officials, to review the Draft Exploratory Evaluation Report. The purpose of these meetings will be to:
 - a. Determine needed changes to the Draft Exploratory Evaluation Report.
 - b. Solicit their suggestions on how to develop stakeholder and community support for the recommendations in the Exploratory Evaluation. Special attention should be given to project administration, staffing, sponsorship and suggested funding.
2. In consultation with the Coordinating Committee, make final changes to the Exploratory Evaluation Report and finalize a plan for obtaining community and stakeholder support for the recommendations in the Exploratory Evaluation. Special attention should be given to project administration, staffing, sponsorship and suggested funding.

Deliverables from Month 7 :

Final Exploratory Evaluation Report, including the problem statement, suggested goals/outcomes, geographic scope, recommended stakeholder list, dealbreaker analysis and list of constraints/obstacles, suggested process roadmap, timetable, project administration, staffing, sponsorship and suggested funding.

Outline of a plan for obtaining community and stakeholder support for the recommendations of the Exploratory Evaluation, including identifying support from public agencies for planning process funding.

MONTH 8: DEVELOPING SUPPORT FOR RECOMMENDATIONS IN EXPLORATORY EVALUATION

1. Assist the Coordinating Committee to implement the plan for obtaining community and stakeholder support for the recommendations in the Exploratory Evaluation.
2. Using the list of stakeholders recommended in the Exploratory Evaluation, contact these organizations and individuals to gain support for the Evaluation's recommendations. These stakeholders would have participated in and shaped the various phases of the Exploratory Evaluation. Thus, their support for the Evaluation's recommendations would be a logical extension of their previous participation.

3. Work with the relevant public agencies to develop their support for recommendations regarding project administration, staffing, sponsorship and funding. As mentioned previously, these public agencies would have participated in and shaped the various phases of the Exploratory Evaluation.

Deliverables from Month 8:

Assessment of level of support for Exploratory Evaluation Recommendations, including public agency financial support.

EXPLORTORY EVALUATION

PROPOSED BUDGET

Policy / Transportation Planner for 8 Months (Approximately 20 hours a week for 34 Weeks)	\$75,000
Community Stakeholder Process Expertise for 8 Months (Approximately 20 hours a week for 34 Weeks)	\$75,000
Secretarial Support (4 - 8 hours a week) Inkind from a public agency involved in effort	In-kind
Mail outs, copying, misc office expenses Inkind from a public agency involved in effort	In-kind
Total Cash Budget for 8 Months (34 Weeks)	\$150,000

ATTACHMENT A

Interim Coordination Committee for Exploratory Evaluation

Transportation/Air Quality Planning Process

Pilka Robinson - Regional Transit
David Melko - Regional Transit
Anthony Palmere - Regional Transit
Mike Kashiwagi - City Public Works
Fran Halbakken - City Transportation
Gary Stonehouse - City Planning
Tom Hutchins - County Planning
Cheryl Creson - County Engineering
Tom Zlotkowski - County Transportation
Mike Penrose - County Transportation
Randy Foust - County Transportation

ATTACHMENT B

TRANSPORTATION AND AIR QUALITY FORUM Preliminary Types of Stakeholders

For Discussion Purposes Only

BUSINESS INTERESTS

- Major Employers
- Developer Interests
- Major Retailers
- Associated General Contractors (AGC)
- Building Industry of Superior California (BIA)
- Sacramento Association of Realtors
- Sacramento Metropolitan Chamber of Commerce
- Business Improvement Associations
- Community Chambers of Commerce
- Ethnic/Minority Chambers of Commerce
- Labor and Business Alliance
- Sacramento Area Commerce and Trade Organizations (SACTO)
- Consulting Engineers and Land Surveyors of California (CESLOC)
- California Trucking Association (CTA)

ENVIRONMENTAL INTERESTS

- Environmental Council of Sacramento (ECOS)
- Lung Association
- Clean Air Partnership
- Save the American River
- Sierra Club / Mother Lode Chapter
- Sacramento Area Bicycle Advocates (SABA)
- Friends of the Light Rail
- Modern Transit Society

PUBLIC AGENCIES

- City of Sacramento
- City of Folsom
- City of Citrus Heights
- City of Galt
- County of Sacramento
- Sacramento Housing and Redevelopment Agency
- Sacramento Area Council of Governments (SACOG)
- Sacramento Metropolitan Air Quality Maintenance District (SMAQMD)
- Sacramento Regional Transit District (RT)
- Sacramento Transportation Authority
- CalTrans
- State of California - General Services Department
- California Highway Patrol (CHP)
- Sacramento International Airport
- Para Transit
- Fire District Representative
- CSUS - Transportation Department
- Community Colleges - Transportation Departments
- Area School Districts

COMMUNITY AND NEIGHBORHOOD INTERESTS

- Homeowners Association(s)
- Neighborhood Association(s)
- Sacramento County Association of Neighborhoods (SCAN)
- No Way LA Coalition
- Community Planning Advisory Committee(s)
- Sacramento County Taxpayers League
- Local Transportation Management Association(s)
- League of Women Voters
- General Public Representative

ATTACHMENT C

Participant List Workshops with Transportation and Air Quality Staff

The agencies involved in the meetings to date have included representatives from:

- ◆ Sacramento County, Public Works Agency
- ◆ Sacramento County, Planning and Community Development Department
- ◆ Sacramento County, County Executive
- ◆ City of Sacramento, Public Works Department
- ◆ City of Sacramento, City Manager
- ◆ City of Galt, Public Works Department
- ◆ City of Folsom, Public Works Department
- ◆ City of Citrus Heights
- ◆ Caltrans District 3
- ◆ Sacramento Regional Transit District
- ◆ Sacramento Area Council of Governments
- ◆ Sacramento Transportation Authority
- ◆ Sacramento Metropolitan Air Quality Maintenance District

ATTACHMENT D

Result of Three Workshops with Transportation, Air Quality and Land Use Agency Staff within the Sacramento Countywide Area

(4/25/97 5/16/97 9/17/97)

1. Main Action Item:

The group supported proceeding with an Exploratory Evaluation to determine the advisability of initiating a community stakeholder process on transportation and air quality issues.

A number of the group members expressed serious reservations as to the usefulness and / or likely success of such an effort. However, all group members believed that an objective Exploratory Evaluation was appropriate to more rigorously assess the need for and potential outcome of a community stakeholder process on transportation and air quality issues.

The group wanted the Evaluation structured so both the "go" and "no go" options were examined fairly. (i.e. willing to take "no" for an answer).

2. Developed Draft Problem Statement / Reviewed not Adopted (Attachment E)
Acknowledged as Very Preliminary and Not Informed by Other Stakeholders
3. Particular recognition of:
 - ▶ Challenging issue of relationship of land use to transportation / air quality
 - ▶ Need for solid elected official support for any effort
 - ▶ Not knowing what other stakeholders would support or want
4. Brainstorming on Potential Goals / Acknowledged as Very Preliminary and Not Informed by Other Stakeholders' Input (Attachment F)
5. Draft Exploratory Evaluation Outline
Of a Potential Transportation & Air Quality Process
6. Parallel and complementary effort with SACOG's process, with geographic scope limited to Sacramento countywide area or Sacramento countywide urbanized area.
 - ▶ Work closely with SACOG. Possibly feed into SACOG process.
 - ▶ Need to do a way that does not fuel regional tensions.
If it is regional in scope, it will set up a conflict.
7. Agreed that Exploratory Evaluation concept should be first approved by all elected boards with transportation / air quality responsibility. Relationship to SACOG effort needs to be addressed as part of Exploratory Evaluation.
8. Requested that results of Exploratory Evaluation need to be brought back to elected boards for action.

ATTACHMENT E

(Reviewed at the closing session on September 17, 1997)

Why Do An Exploratory Evaluation of a Potential Transportation/Air Quality Forum?

Summary

After three workshops, it has become apparent that there is no clear agreement among transportation agency staff as to "what is broken." The most common point of agreement came from responses to the pre-work questionnaire. Nine respondents (an apparent majority based on the number of participants) state that in one form or another that

"There is a need to develop a general consensus among stakeholders, policy makers, and the public on priorities for the transportation system improvements."

Based upon the discussion during the three sessions, it appears that despite the general agreement on the preceding statement, there are divergent reasons that motivated different agencies to reach that conclusion.

- For those responsible for implementing street and highway improvements, the motivation appears to be increased difficulty in implementing (obtaining final approval for) planned improvements to the street and highway network. It appears that they see a stakeholder process as a potential mechanism to develop community-wide support for their overall program and for integration of that program into a broader long-term transportation strategy.
- For those responsible for developing and operating the public transportation system, the motivation appears to be a desire to obtain sufficient funds to continue to build out and operate the planned system. Inadequate and unpredictable funding is their primary obstacle, and it appears that they believe that a stakeholder process could be beneficial to their interests. What is the mix of transportation modalities that the community would actually support? What should be the emphasis over the next couple of decades? What should public agencies be planning for?
- For those responsible for improving air quality in the metropolitan area, their support for developing a general, overall consensus seems to stem from their recognition that improvements to regional air quality in the future needs to focus on the transportation system (as opposed to stationary sources of air quality emissions). It appears that they would hope to raise public awareness of the role of the transportation infrastructure and behavior, which would improve air quality.
- For those responsible for land use planning, the motivation for supporting the statement appears to be a combination of 1) a desire to assist in the development of both the street/highway and the public transit systems which are shown on the adopted plans, and 2) desire to create greater support from both the public and agency staff for policies aimed at mitigating traffic impacts from planned growth.

Attachment E (Continued)

Areas of Agreement

Despite these divergent perspectives on the reasons for engaging in a stakeholder process, there did appear to be general recognition and agreement on several key points.

- Most of the participating agencies emphasized that they already have adopted long range transportation plans
- Despite differing views on how well transportation agencies coordinate (at either the planning or implementation stage), most agreed that it is important (some said "necessary") for staff to develop a team environment before proceeding. There is also a recognition that a lack of a team approach is often due to conflicting direction to staff from their respective Board or Council.
- There is general agreement that obtaining meaningful public input into the transportation process is difficult. The time commitment required and the length of planning processes are acknowledged as deterrents to public participation. The group recognized that neither the business community nor the general public is engaged in transportation (planning) issues.
- There was a general recognition that commitment to any agreed upon long range plan only last as long as the terms of the current elected officials. Long range strategies that require 20-30 years to implement necessitate a commitment longer than the typical 2-4 year office term.

Areas Without Consensus

There were also several areas where there is no consensus among participants in the group.

- There are divergent views on how well transportation agencies coordinate their efforts. There were general comments that "we don't coordinate well enough," and yet some members expressed satisfaction at the general level of coordination, especially at the planning stage. There was less consensus as to the adequacy of coordination at the project development stage. This may be due to competition for funding and/or divergent philosophies on how to allocate funds between modes (perhaps reflecting different missions among the participating agencies).
- There was no clear consensus on whether or not the public thinks traffic congestion and air quality violations are significant problems. Views were expressed that based on observations in public meetings, the public complains about a lot of traffic, and yet surveys were mentioned that suggested traffic congestion, in particular, is fairly far down on the list of public concerns.
- There were some thoughts expressed that the process is so dynamic that the value of long range plans is questionable.
- Perhaps the biggest area of disagreement is in the realm of whether or not land use planning issues should be a part of any stakeholder process. Some members expressed concern that bringing in land use issues would expand the scope of discussion beyond what can be practically be managed and would serve to undermine the possibility of obtaining any meaningful results. They questioned whether or not the policy makers would support a process that included land use in a significant way. Others suggested that at least some opening to discuss the relationship between land use and transportation needs to be available due to the significance of that issue. Even others indicated that if land use is not part of the discussion, they would not be interested in participating in the stakeholder process.

ATTACHMENT F

OPTIONS DEVELOPED AT 1997 WORKSHOPS WITH TRANSPORTATION & AIR QUALITY PUBLIC AGENCY STAFF

NOTE: These options were acknowledged as very preliminary and not informed by consideration of other stakeholders' input.

OPTION "A"

Develop consensus based plans along specific corridors and/or in specific sub-areas of the Cities and County, with the emphasis on implementation of existing/current projects that are in conformance with existing General Plan policies. Provide a limited review of land use issues associated with the specific study area, conditional on elected officials support of that review.

OPTION "B"

Develop a longer range consensus based transportation plan and strategy for implementation (20 year plan), using existing transportation plans and General Plan policies of the Cities and County as the framework, with emphasis on current projects included in the existing plans. Provide a limited but broader review of the land use issues associated with the plan, conditional on elected officials support of that review. Possibly organize this plan on a corridor basis.

OPTION "C"

Synthesis of Option A and Option B

* These options were discussed within the geographic scope of the Sacramento Countywide area.