

Memorandum

To: MPO Committee Members
From: Sandy Shackelford, Director of Planning & Transportation
Date: May 9, 2023
Reference: "Moving Toward 2050": 2050 Goals/Objectives

Purpose:

CA-MPO staff has been working to develop the goals and objectives for inclusion in the 2050 Long Range Transportation Plan, "Moving Toward 2050". MPO staff began the process by reviewing the goals in the 2045 long range transportation plan and considering priorities that have been of significant regional interest since the adoption of the previous plan. CA-MPO staff suggested some edits and has been working toward refining the goals and objectives language through input received at MPO committee and stakeholder meetings and in Staff has also been considering how potential performance measures will be informed by responses to public feedback related to the 2050 goals and objectives.

Background:

In March 2023, CA-MPO staff reviewed revised language to the 2050 goals and objectives based on feedback that was received from stakeholder group discussions held in February 2022. Based on additional feedback received, as well as working through the development of the survey content, MPO staff has developed a final round of revised language for MPO committee review.

MPO staff has also developed a lens framework to add context to the 2050 goals and objectives. The MPO identified three over-arching lenses that should be applied to the evaluation of goals and objectives: Equity, Climate Action, and Quality of Life. These three lenses have been overarching themes, consistently emerged throughout regional planning documents since the adoption of the 2045 plan in 2019. Figure 1 demonstrates the relationship between the lenses, goals, and objectives.

The 2050 goals and objectives language was also further revised since discussions with the MPO committees, clarifying what was being considered in each of the goals categories. The land use goal was the biggest adjustment, to emphasize that the goal was intended to capture the importance of creating strong multi-modal connections among different types of community destinations and to emphasize the coordination with growth management priorities that are identified by the local governments.

Economic development considerations were removed from land use and grouped with the system efficiency goal since factors such as travel time reliability are more closely related to national freight performance goals and performance measures. The metrics developed for the land use goals and objectives are focused largely on improving multi-modal system connections for the purpose of providing stronger connections among community destinations such as stores, restaurants, parks and schools. While there are economic development impacts associated with stronger multi-modal connections among these types of destinations, the economic development impacts seemed less substantial.

As a result of this adjustment in the groupings, the language was changed for the revised “Efficiency and Economic Development” goal. The revised language is intended to reflect that the goal is to efficiently move both people and goods throughout the regional transportation system and reflect that these impacts should be captured for all modes of surface transportation.

Figure 1 shows how there is some subjectivity in how objectives are grouped under the goals. MPO staff was intentional in minimizing redundancy among objectives, therefore objectives may support more than one goal as shown.

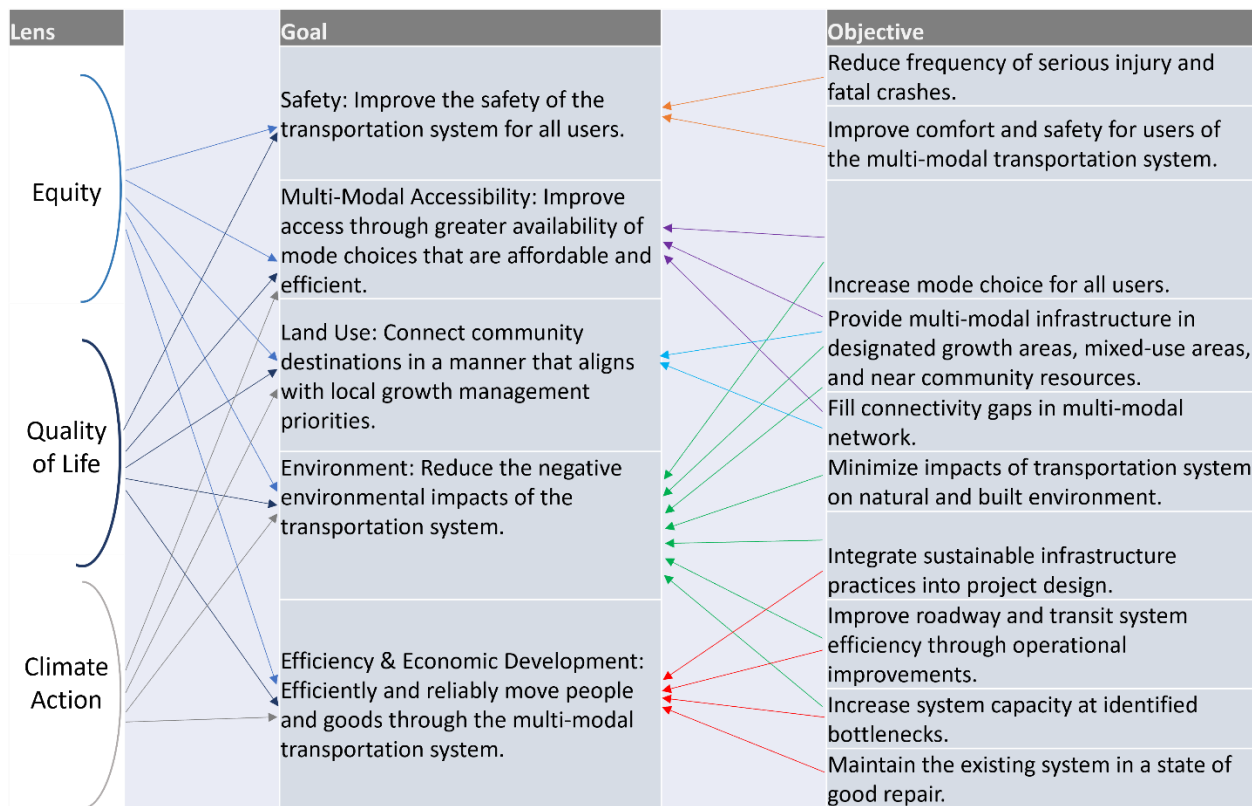


Figure 1. Moving Toward 2050: Lenses, Goals, and Objectives

Actions:

This information is presented for general discussion. Any additional input may be considered prior to finalizing language for inclusion in the plan and prior to public engagement. If there are any questions or comments, please contact Sandy Shackelford at sshackelford@tjpd.org.