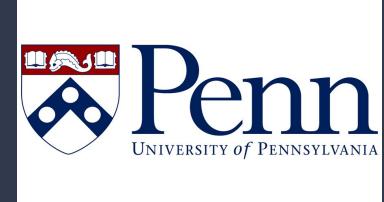


Planning for Megaregions Seminar

UTSOA COMMUNITY AND REGIONAL PLANNING

April 2019

Student Experience



Knowledge Exchange

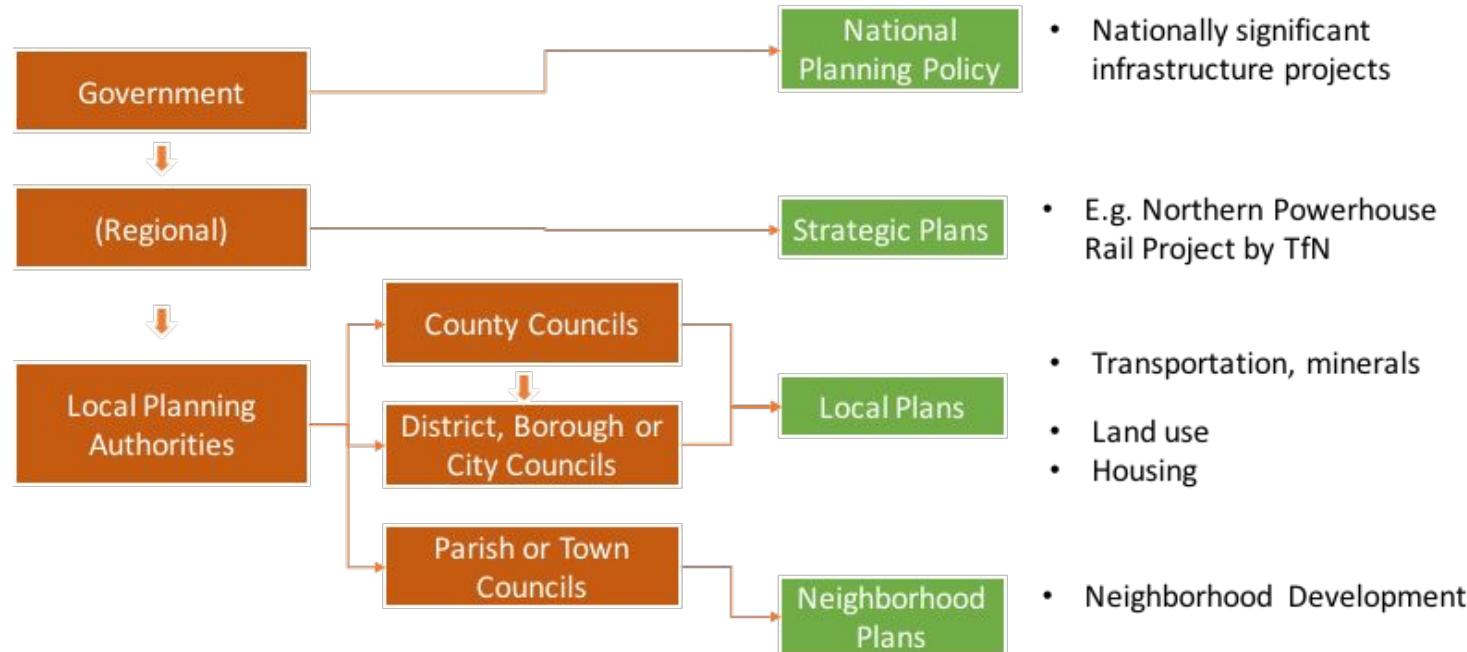
A Global Learning Experience

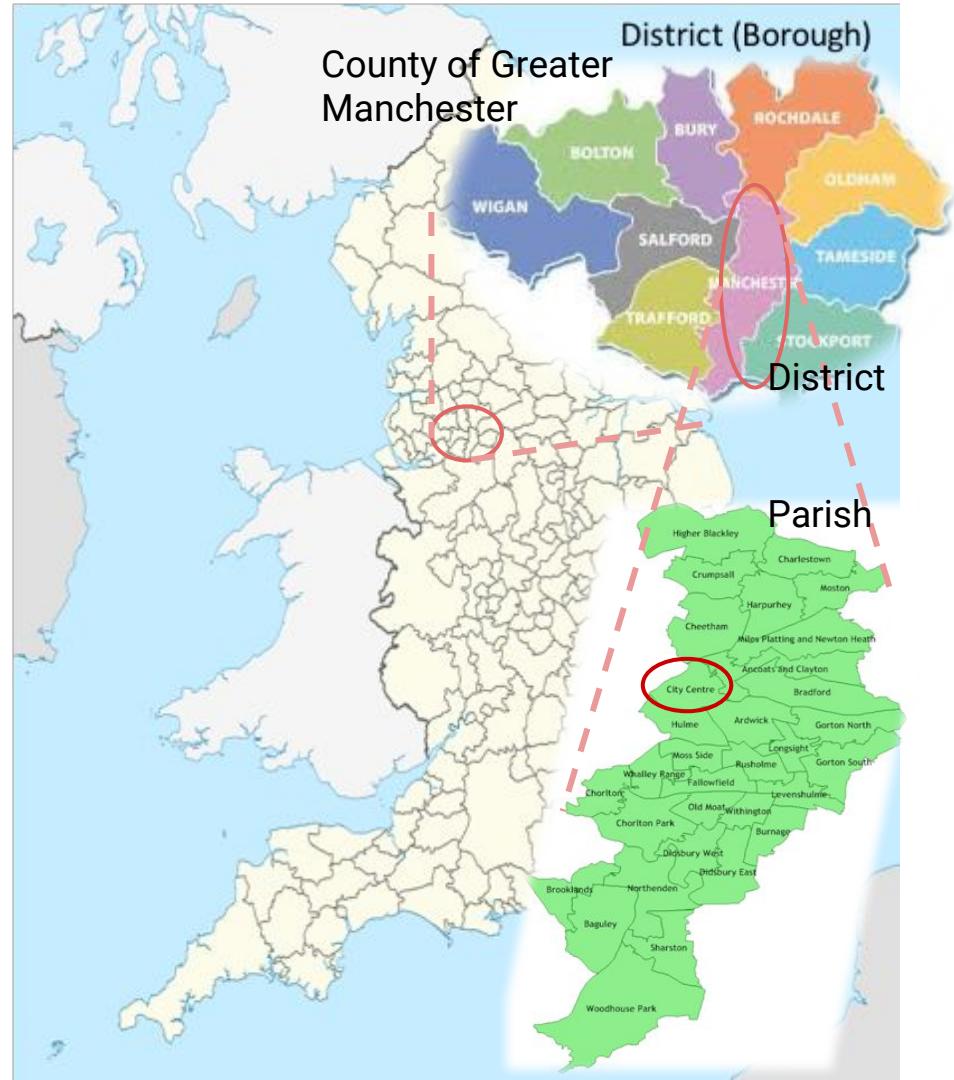
Penn Studio : Rebooting New England



- Analyze the proposed rail alignments for a high speed rail connection between Hartford and Providence
- Investigate how the HSR can invigorate Hartford, CT
- Balance preservation and regeneration of of Hartford, Providence, and other nearby left-behind cities

UK Planning System





The Northern Powerhouse: a commentary

John B. Parr, 2016

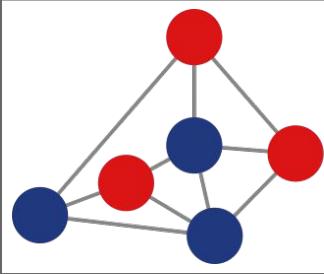


2004- "The Northern Way" Deputy Prime Minister - Promoted cooperation between regional development agencies (which have since been abolished)

2014 - "The Northern Powerhouse" Chancellor of the Exchequer - Promoted transit infrastructure and secondarily scientific research and specialization

Three regions within the NP anchored by Manchester, Leeds, and Newcastle

Cities (100,000 or more people) make up more of the population within the NP than the UK as a whole... aka more urban

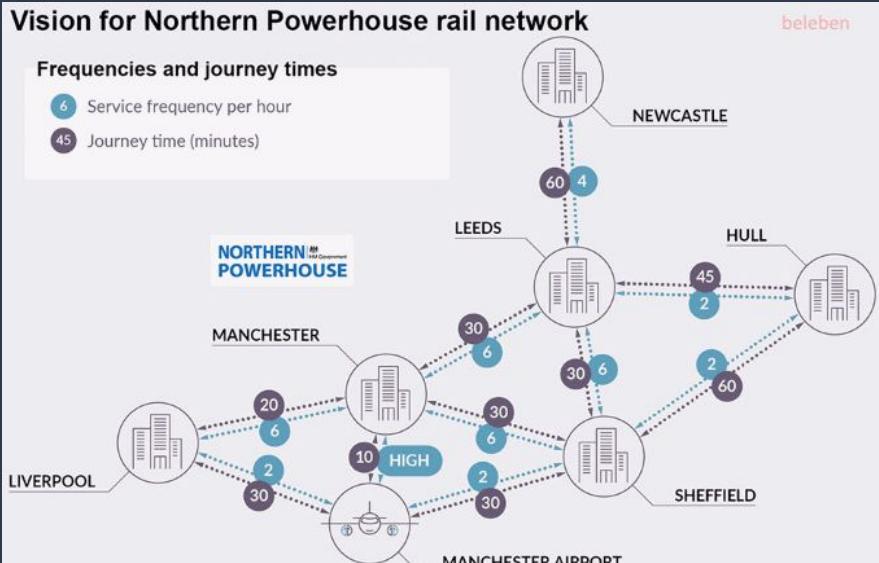


UK Northern Powerhouse

Vision for Northern Powerhouse rail network

Frequencies and journey times

- 6 Service frequency per hour
- 45 Journey time (minutes)



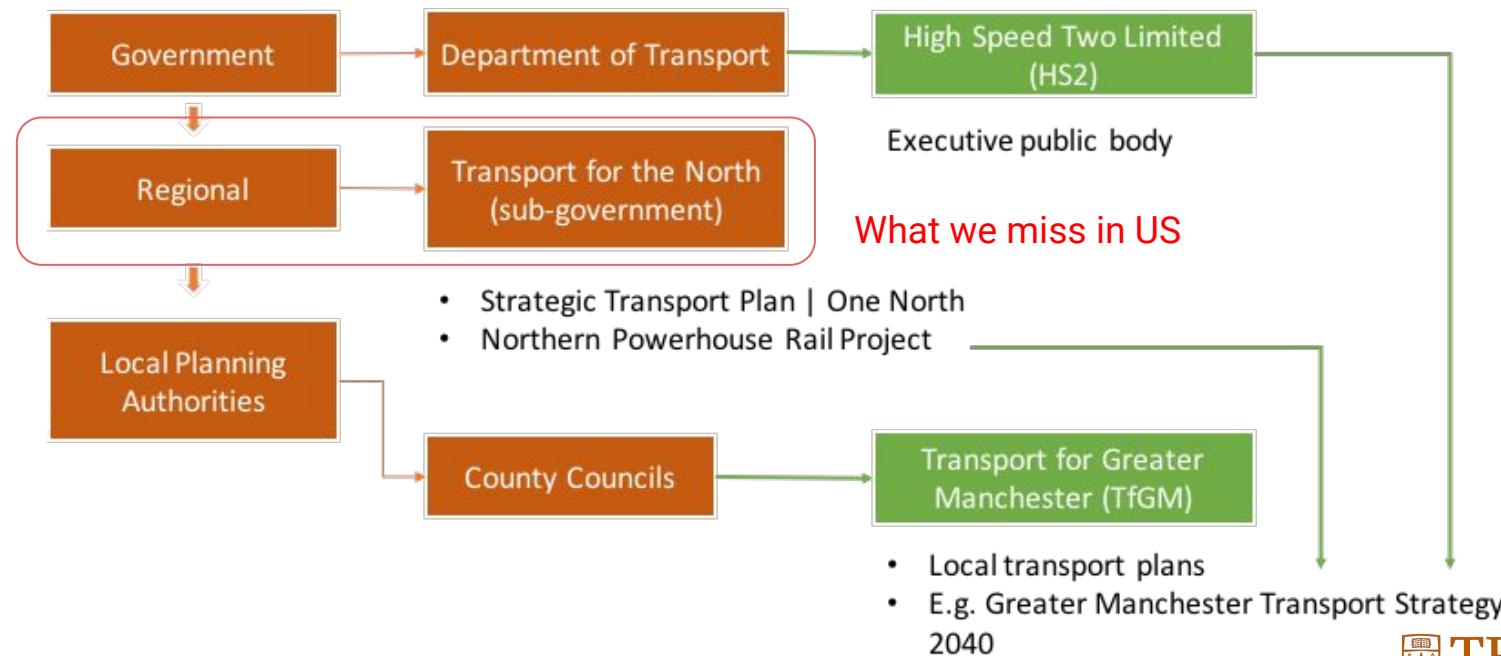
NP economy: declining in mining and manufacturing, increase in outmigration: think U.S. rust belt, has it's Chicago's but also has its Detroit's

Higher connectivity (roads & rail) for commuters and freight will spur intercity economy and will help low income people access jobs

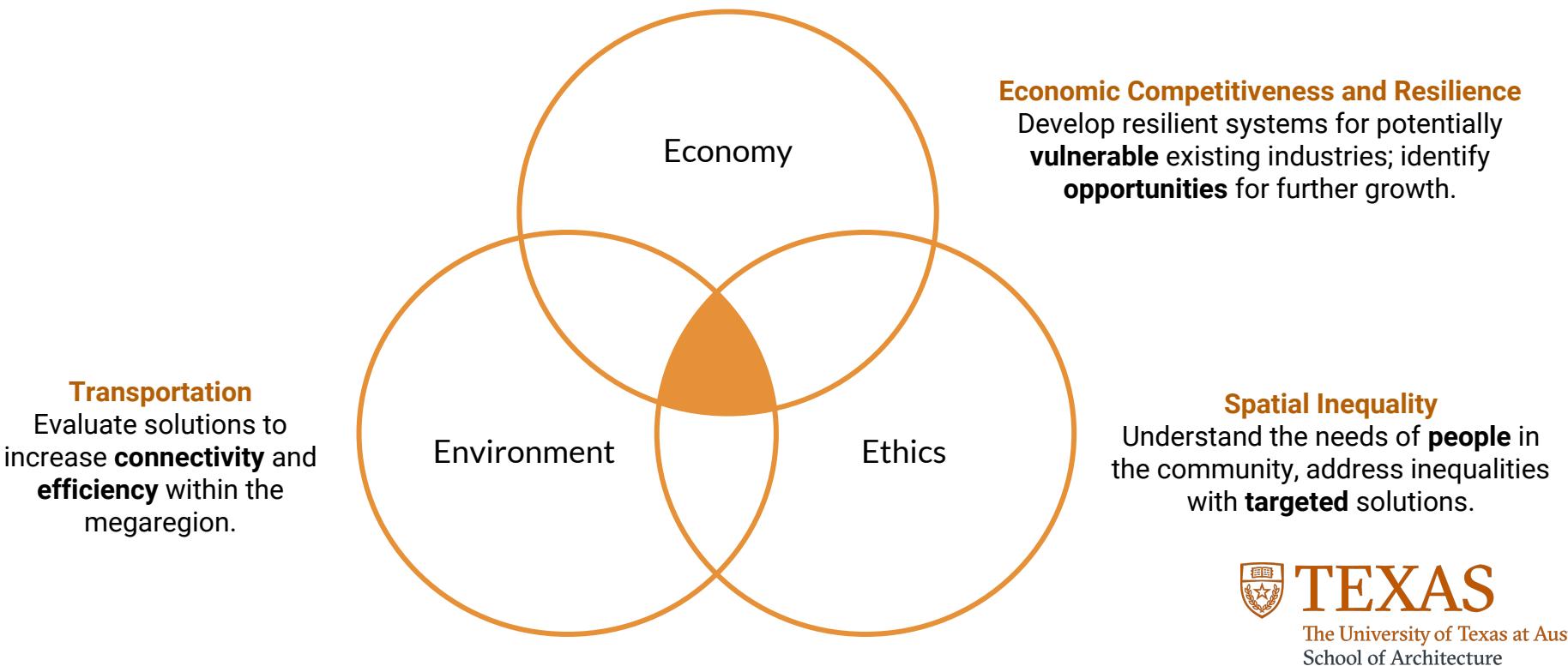
Small hinterlands means less sphere of non-rivaled economic dominance and less local food production

Place based programs have been implemented in the UK since the 1930's but Parr believes the NP program is different in that it thinks more about long-term growth

How NPh HSR fits into the Transportation System



Our Framework for Sustainable and Inclusive Growth



TEXAS

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Economic Competitiveness

Framing the issue(s)

Think through goals
and outcomes

Rail as a business plan

Co-design

Economic Competitiveness



Framing the Issue is Critical

- Language like **left behind** is dangerous in the Texas Triangle while it may not be in other cases
- **Add value** to the life choices that people are already making
- Explain the **impact and the value** of potentially place-altering projects to empower the community and give them some ownership
- Focus on improving **quality of life**, not necessarily just wealth and economic growth; the solution is a whole not one faceted

How can we support the inclusive growth of the Triangle without being prescriptive and normative?

Economic Competitiveness



Think through goals and outcomes

- **Still considering:** are we trying to spill over from the major cities or develop high strength in smaller places
- What is the role of **anchor cities** and what is the role of other places
- Texas WILL continue to **grow and densify**; how can we make sure a variety of economies benefit
 - New England case of looking heavily at a specific place to focus strategy
 - Northern Powerhouse as a network of many cities but those outside of the largest are being considered like Bradford near Leeds

Economic Competitiveness

Rail as a business plan

- Business plans need a champion - look to anchor cities for leadership
- Don't just design your plan, plan to **fund it**
- Collaboration > competition (for specific things)
 - Rival and strong cities
 - Streak of Texas independence
- Pieces to make a greater whole:
 - Present data on complementary economies by showing what is already traded between cities, in terms of both goods and human capital
 - Measure the impact one city has on the other in terms of those exports and imports
 - Peaks that break through the clouds
 - Get creative, i.e. satellite offices

Economic Competitiveness

Co-design

- Thinking in terms of **economic footprint**
- A **coalition** seems like the best way to approach building support for better connection within the Triangle
- Strategic **buy in** from the business communities will help get movement from the Texas legislature and help in **asking for resources**
- Helps in ensuring that many interests and ideas are represented in the way that the Triangle is developed
- **Place-based and context-sensitive** approaches to change

Economic Competitiveness

“The things that make economies grow aren’t necessarily the same as what makes them resilient and insulated to shocks.”

Indicators to evaluate economic competitiveness:

People

- Unemployment rates
- Employment rates
- The number of people depending on social benefits

Places

- In-migration, out-migration
- Economic drivers
- Private investment dollars

Resilience

- Changes in GDP over time
- Population (in-migration/out-migration/internal migration)
- Wage gap, changes over time
- Racial makeup, changes over time

Economic Competitiveness

Next steps of data collection

- Wage and income segregation and polarization
- Racial patterns as they relate to economic opportunity
- Educational attainment
- Job types
- Labor force participation
- Sustainable development goals as guiding principles
- Health data

Things to Learn from the Data

- Dynamics of demographics changes before and after natural disaster events
- Is there a mismatch between employment opportunity types and skill sets of local residents?
- What economic indicators do agencies in the Triangle collect information for; is there potential to combine reporting efforts?
- What might be the low-hanging fruit first move to “ease gridlock” (i.e. is it funding?)

Economic Competitiveness

*“God grant me the serenity
to accept the things I cannot change;
courage to change the things I can;
and wisdom to know the difference.”*

The Wicked Problems

- Is the degree of inequality and poverty in the Texas Triangle a national or acute issue?
- How we can we decrease income disparity for all geographic areas in the Texas Triangle?

- **Transformational Investments**- how to prepare/plan for future transformation, while not forcing communities to transform in a way that they don't want to?
- **Reframing** left behind areas
 - Help make smaller towns more **economically independent** from large cities
- What are the opportunities to **reduce diseconomies** associated with **growth** (air pollution, etc) and how to increase accountability?
- How can the Texas Triangle reinforce its economy to eventually move away from oil and gas as the industry shifts and how can an agglomeration economy help



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Transportation

Thinking Regionally: Inter-institutional Structures

- UK 2070 Central Commission
“An Inquiry into Regional Inequalities Towards a Framework For Action” (UK2070.org.uk)
- Regional entities for the Texas Triangle to coordinate transport and land use:
 - The Texas Triangle Governance Body: Local Authority, MPOs, Transit Agencies, Environmental Agencies, State representatives
 - The Triangle Commission: Communities, Local Leaders, business leader, research institutes
 - Long-term visioning
- Explore Integrated funding stream for infrastructure development.

Transportation

Intracity and intercity connections

- Network effects/efficiencies and multimodal connections (Beyond HS2 - John Jarvis)
- Bolstering local transit systems may help reach regional visions/goals
- Planning for flexibility in Leeds: Buses are important, too, but need to be cleaner (Leeds example)
- HSR is necessary but not sufficient to transform (Luke IPPR)

Transportation



Marketing and Branding Framework

- Regional Consciousness
 - “Street recognition”
 - Identity
 - Dialogue around key issues
- Multi-program Approach
 - Present HSR as part of a community benefit package
 - Other programs should benefit rural communities and low skill workers who do not directly benefit from HSR
- Selling Project to Rural Communities
 - Pos: Less thru traffic
 - Pos: Cleaner air
 - Pos: Less sound pollution
 - Neg: Disrupts farming/ranching practice
 - Neg: Disrupts visual sightlines
- Kid ambassadors
 - Humanize the narrative

Transportation



Methodologies for Design, Accountability, & Evaluation

- Strategic Central Planning
 - Planning = base-level data analysis
 - Strategic Planning = Alternative futures based on projected risks and opportunities.
- Modeling Adds Value Measurement to decision-making process
 - DELTA Package national land-use/transportation model
 - Assumptions matter
- UN SDG's & Ongoing Monitoring
 - Set a vision/purpose higher than just transport
 - Engage local universities and think tanks to gather, analyze, and disseminate transparent open data
 - Focus on both international commitments and individual lived experiences to inspire changes in environmental quality of life and climate change outcomes
- Feedback loop back to planning process

Spatial Inequality

“Intra-regional local issues are reinforced by inter-regional or national context”.

- Vincent Goodstadt

Spatial Inequality Occurs at Different Scales

Issues that exist at the local scale can be a result of nationwide trends.

Targeted solutions address spatial inequalities more effectively because they consider the context.

Texas Context

Large scale issues, such as the decline of ranching and farming, result in economic disinvestment for many areas of the US and should be addressed on a large scale.

MPOs, CoGs, counties, state, and federal collaboration should be used to determine who is best suited to address specific inequalities.

Spatial Inequality

“Social and spatial inequality are the result of slow growth rather than cause”

- John Tomaney

Transformative Potential

Large cities are not the only economic power houses, small and medium sized cities can also be productive.

Strengthening economic base of small or medium sized cities. More focus towards “everyday economy”.

Texas Context

Presently the proposed Dallas - Houston rail service serves only the major metro areas.

Targeted, focused development would encourage development in small- medium sized towns and cities as well as large metropolitan areas.

Spatial Inequality

“In most cases inequality is an economic measure - but it is important to focus on the people.”

-Vincent Goodstadt

No One Measure

Not all measures of spatial inequality are data-driven. Using multiple indicators as well as engaging with local people gives a better idea of what inequalities exist.

When data is used as a measure, it should come from trusted sources. It's also important to use data in a way that is communicable and relatable to people.

Texas Context

Exploring measures of health and child welfare as indicators for Texas counties.

Provide context for the data by looking into what programs and policies are in place, the history of a place, and the condition and type of local infrastructure.

Standout Quotes

“Collaboration is the new **competition**”

“The Powerhouse is a coalition of the **willing**”

“We have to practice **strategic thinking** in unstrategic times”

“The things that make an economy grow are **not** the same as the ones that make it **resilient** and able to **sustain changes**”

“Get serious or **piss off!**”

“We spend so much time finding **ways around democracy** instead of **making it better**”

“Don’t catch up, **leapfrog**”

“Everyone deserves a fair crack of the whip”

“Cities were created to increase the **quality of life**”



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