



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

TECHNICAL WORKING GROUP (TWG)

Thursday, June 13th 2013: 10:00 a.m.

SCAG Offices
818 West 7th Street, 12th Floor
Board Room
Los Angeles, CA 9007
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Teleconferencing Information:
Number: 1-800-230-1092

Silent Live Web PowerPoint Presentations: <https://www.webmeeting.att.com>
Meeting #: 8882512909 | Participant Code: 159785

AGENDA

Introductions

Discussion Items

1. Proposed TWG Agenda Outlook and Timeline – (Naresh Amatya)	30 min.
2. Growth Forecast Development Input Requirements – (Frank Wen)	20 min.
3. Scenario Planning Model Development – (Guoxiong Huang)	15 min.
4. MAP-21 Performance Measures – (Ping Chang)	15 min.
5. Comments/Around the Table Discussion	15 min.



TECHNICAL WORKING GROUP (TWG)

April 11, 2013

Meeting Summary

Following is a summary of discussions of the Technical Working Group meeting of April 11, 2013.

Discussion Items

1. Overview of the TWG Process

Rich Macias, Director, SCAG Transportation Planning, noted in response to budgetary considerations and as a way to make the group more productive the meetings will be informal to provide a better forum to discuss technical issues. The meetings will not be subject to the Brown Act and the minutes will be in a streamlined summary format. Also, the meetings are not designed as a mechanism for the receipt of formal comments from member agencies but as a tool to inform SCAG staff on critical technical issues unique to jurisdictions and as a constructive environment for the discussion of technical issues.

At the end of the discussion, Mr. Macias invited TWG members to provide formal written comments to SCAG staff.

2. Overview of Subcommittee Recommendations

Active Transportation

Alan Thompson, SCAG Staff, provided an update on the Active Transportation Subcommittee recommendations. Mr. Thompson stated that the subcommittee recommends the development of a definition of "Active Transportation" and proposes that active transportation refers to human-powered transportation, and low speed electronic assist devices for elderly and disabled. Next, consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to active transportation policy. Also, to develop with partner agencies a methodology for selecting and prioritizing regionally supported active transportation projects and to seek opportunities to promote and support transportation investments with an active transportation component.

The group's discussion touched on a request for specific definitions of terms such as "partner agencies", "stakeholders", "underserved communities" and "complete streets".

Also, generating additional funding through bike licenses was examined and identifying how effective investments and strategies cost will be determined. Additionally, the need for sound active transportation data was reviewed.

Goods Movement

Alison Linder, SCAG Staff, reviewed key topics discussed by the Goods Movement Subcommittee and presented an overview of the Subcommittee recommendations. Ms. Linder stated that the recommendations include: facilitating implementation of MAP-21 freight provisions including participation in the national freight network designation and the development of national and state freight plans; facilitating implementation of freight initiatives identified in the 2012-2035 RTP/SCS including monitoring emerging supply chain trends and adapting key infrastructure strategies as needed; and continuing to promote and seek on-going partnerships with regional partners to further deployment of near-zero and zero emission goods movement strategies.

Discussion followed which examined the need to identify nationally significant projects within the Comprehensive Regional Goods Movement Plan. It was recommended SCAG pursue a leadership role in statewide freight movement planning. It was noted that Sacramento is aware of SCAG's goods movement efforts and its leadership position among the state's MPOs.

High-Speed Rail & Transit Subcommittee

Philip Law, SCAG Staff, provided an update on the High-Speed Rail and Transit Subcommittee recommendations. Mr. Law stated that the subcommittee did not take a position in favor or against high-speed rail. He stated the recommendations include the development of a regional rail vision for the 2016 RTP/SCS, and the identification and evaluation of transit best practices, including supporting ongoing efforts to facilitate seamless travel on the region's rail and transit system. Mr. Law identified a modification to the recommendations in the staff report, specifically; the second bullet on page 73 of the agenda was revised to include improving ground access to the regional airport system.

Input from the group included suggestions to provide wording in support of the blended approach. Additional comments suggested including a statement that efforts are not limited to Xpress West and High Desert Corridor. It was noted the draft state rail plan will be brought to the Transportation Committee in June 2013. Also, not every city has a high demand for busses and there are different transit needs in differing jurisdictions. A transit service index would be useful.

Public Health Subcommittee

Jacob Lieb, SCAG Staff, reviewed the recommendations from the Public Health Subcommittee. It was noted the recommendations include seeking opportunities to promote transportation options with an active or physical activity component. To provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder

participation. Finally, to promote and seek on-going partnerships with regional partners, local public health departments and other stakeholders.

Discussions examined seeking a position on SCAG's role in public health and how it will be incorporated into the OWP. Also, reference to GHG and public health is viewed by some as a weak link and there is a need to examine the role of public health and economic impact. Additionally, there was a request to examine the assumptions used when pursuing public health policy. As well, there is concern that government is telling the public to be more active.

Sustainability Subcommittee

Jacob Lieb, SCAG Staff, provided an overview of the Subcommittee's recommendations. Mr. Lieb noted the recommendations include the adoption of a definition of sustainability which recognizes the importance of local decision making, yet fosters regionally significant sustainability. Next, to refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to sustainability such as jobs/housing fit data. Also, to support regulatory framework and project delivery financing that allows for sustainable development. These are initiatives already defined by SCAG in its legislative efforts. And to seek opportunities to promote transportation options with an active component/physical activity.

Discussion covered the proper definition of "sustainability" and evolving efforts toward arriving upon a final definition. It was mentioned references to CEQA can be removed and a refined definition of "stakeholder" can be useful. Other discussions involved strengthening location indicators while respecting local input.

Transportation Finance Subcommittee

Warren Whiteaker, SCAG Staff, provided an update on the Transportation Finance Subcommittee Recommendations. Mr. Whiteaker stated that the subcommittee recommends: 1) continue to investigate cost-efficiency measures for transportation investments; 2) continue to monitor and analyze emerging transportation funding options for multimodal investments; 3) promote and seek on-going partnerships with regional partners, business leaders, and stakeholders to further the 2012-2035 RTP/SCS financial plan strategies; and 4) to continue to investigate and recommend strategies to mitigate cost to taxpayers over the course of subsequent RTP cycles.

Discussion included the role of SCAG in mitigating financing impacts on taxpayers and the lowering of voter threshold for transportation measures.

3. SCAG 2013 Sustainability Program Call-for-Projects Update

Jacob Lieb, SCAG Staff, noted the call for proposals has been released. Applications are due to SCAG by the end of May 2013. Mr. Lieb encouraged all jurisdictions to apply and to follow-up with Mr. Lieb with any questions. The application is available on SCAG's Web site.

4. 2016 RTP/SCS Growth Forecast and Local Input

Frank Wen, SCAG Staff, reviewed the 2016-2040 RTP/SCS Local Input process and proposed communication protocols. Mr. Wen stated to kick-off the local input process in April 2013 SCAG will send a comprehensive letter to each jurisdiction. The letter will provide an overview and work plan for development of 2016-2040 RTP/SCS. It will provide a schedule and deadlines for the review of key socioeconomic datasets. It will also provide a list of GIS maps and establish communication protocols. In May 2013 SCAG will ask local jurisdictions to review, verify or correct data and maps. Next, meetings and workshops will be held in the jurisdictions. In Fall of 2013 draft forecast data for population, households and employment will be distributed to local jurisdictions to develop the corresponding land use scenario.

The group discussion reviewed the role of city manager approval and the flow of data between jurisdictions and SCAG. Additional comments included the use of parcels in planning versus conducting Traffic Analysis Zone level planning. Additional questions reviewed the timetable for the different stages of the local input process.



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Item 1 Attachment: Proposed TWG Agenda Outlook and Timeline

Potential topics for discussion at the TWG related to development of the 2016 RTP/SCS

Growth Forecast

1. Key assumptions, methodologies and approach
2. Local input process and timeline
3. Base year 2012 data at TAZ level (population, households, and employment and their characteristics)
4. Demographic trends and potential impacts on 2016 RTP/SCS
5. Growth forecast for future years (2020, 2035, 2040)
6. Geographic distribution by County, City and TAZ
7. Alternative land use scenarios and their implication to small area distribution

Basic Planning Assumptions

1. 2012 as the base year for the 2016 RTP/SCS
2. 2040 as the horizon year for the 2016 RTP/SCS
3. Definition of Baseline
4. Public Participation Plan

Models/Tools

1. Scenario Planning Model
2. Activity Based Model (ABM)
3. Traditional Four Step (Trip Based) Travel Demand Model
4. Model Validation and Calibration (Base year 2012)

Performance Measures Review

1. Overall approach and process
2. MAP-21 requirements and coordination efforts with State, other MPOs
3. Potential new measures and existing ones that need adjustment
4. Establishing performance targets per MAP-21
5. Potential monitoring program/monitoring of 2012 RTP/SCS performance
6. Data requirements and needs
7. Performance Outcomes

Sustainable Communities Strategies

1. Land use densities/intensities and geographic locations
2. Transit Oriented Developments (TOD) and Transit Ready Developments (TRD) (?)
3. High Quality Transit Areas (HQTA)
4. Guidelines and information for CEQA Streamlining

5. Active Transportation
6. Subregional SCS/Framework and Guidelines
7. Other strategies such as Electric Vehicles

Major Regional Initiatives

1. Regional Goods Movement Strategy – On the Move
2. Express Lane Strategy
3. Transit and Passenger Rail Strategy
4. System Preservation
5. Clean Technology applications (Zero and near zero emission technology)
6. Active Transportation Investments
7. Open Space Conservation Strategy

Transportation Finance

1. Baseline (core) revenue forecast, underlying assumptions, methodology and analysis
2. Update on additional funding strategies
3. Potential revenue scenarios/options
4. Costs associated with System Expansion (Capital projects), System Management, System Operation and System Maintenance

Alternative Scenario Planning and Analysis

1. Land Use Scenarios
2. Transportation Investment Scenarios
3. Transportation System Management and Transportation Demand Management alternatives
4. Planning assumptions (Current and Future Vehicle operating costs, including cost of gasoline, transit fares, tolls etc.)
5. Alternatives evaluation and analysis

Plan Outcomes

1. GHG Targets and analysis
2. Transportation Conformity determination
3. Key performance outcomes and co-benefits
4. Health related information
5. Environmental Justice



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Item 2 Attachment: Growth Forecast Development Input Requirements

**Information for the Technical Working Group on SCAG's proposed bottom-up local
input process for the 2016-2040 RTP/SCS
June 13, 2013**

BACKGROUND INFORMATION:

SCAG staff recommends a bottom up local input process again for the successful completion of the 2016-2040 RTP/SCS. Based upon lessons learned from the 2012 RTP/SCS input process, it is necessary to clarify who speaks for the jurisdiction when submitting growth forecasting information. As a follow-up to the discussion by the CEHD Committee at its February 7, 2013 meeting, staff sought direction and approval from the CEHD Committee as to a preferred protocol for communicating, approving, and submitting input from local jurisdictions to SCAG as it relates to land use and socioeconomic data for the 2016-2040 RTP/SCS. The above options were approved by the CEHD Committee for recommendation to SCAG's Regional Council (RC) on June 6, 2013 and will be presented to RC for approval at their upcoming August session.

RECOMMENDED ACTIONS for RC:

1. Recommend Regional Council's approval that jurisdictions' City Manager, County Administrator, Subregional Executive Director (in the case where a subregional organization is submitting the input on behalf of its member jurisdictions), or their respective designee provide approval on growth forecast and land use data. While not required as a method of submittal of information, SCAG jurisdictions may voluntarily choose to utilize the optional Data Verification and Approval Form (Attachment 1). If another transmittal method of information is utilized, it should include the signature of the official designee.
2. Recommend Regional Council's approval that local jurisdictions may also choose to adopt, while optional, a resolution designating a position representing the jurisdiction's input on the growth forecast and land use data for the 2016-2040 RTP/SCS. A sample of the optional resolution is provided (Attachment 2). Other options for the designation may include formal action by the jurisdiction, the transmittal of a letter to SCAG, or meeting minutes.

Data Verification and Approval Form

Local Input and Review Process

2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Date: _____

A - Contact & Background Information

This Represents Communication:	From the Jurisdiction of _____ to SCAG
Jurisdiction Contact Person: _____ Position: _____ Email: _____ Phone: _____	Background Information: <input type="checkbox"/> My Jurisdiction has enacted a resolution giving me the authority to verify and/or approve SCAG's data <input type="checkbox"/> I am my Jurisdiction's City Manager, County Chief Operating Officer, or Subregional Executive Director or their designee <input type="checkbox"/> None of the Above (I acknowledge that any verification and/or approval of SCAG's data will be considered official input from my Jurisdiction)
Background Information, if any, based upon Previous Communication: _____ _____	

B - Action Items

We are seeking to (please check the appropriate boxes):

Submit to SCAG:

Verification of Accuracy of SCAG's Land Use Data

Official Approval of SCAG's Demographic Data

Other (Please Specify): _____

C - Data Type

With Relation to SCAG's:	
Land Use Data: <input type="checkbox"/> General Plan Land Use <input type="checkbox"/> Existing Land Use (2012) <input type="checkbox"/> Zoning <input type="checkbox"/> Jurisdictional Boundary <input type="checkbox"/> Sphere of Influence <input type="checkbox"/> Farmland <input type="checkbox"/> Flood Areas <input type="checkbox"/> Endangered Species <input type="checkbox"/> Transit Priority Areas <input type="checkbox"/> Open Space Conservation Plans <input type="checkbox"/> Other (Please Specify): _____	Demographic Data: <input type="checkbox"/> Population <input type="checkbox"/> Households <input type="checkbox"/> Employment Year: <input type="checkbox"/> 2012 <input type="checkbox"/> 2020 <input type="checkbox"/> 2035 <input type="checkbox"/> 2040 Geographic Level: <input type="checkbox"/> Jurisdictional Level <input type="checkbox"/> Other Geographic Level (Please Specify): _____

D - Description of Action Items

Comments (if applicable):

Verification of SCAG's Land Use Data (if applicable):

We have reviewed SCAG's Land Use Data and verify its accuracy

We cannot verify the accuracy of the data at this time and would like to suggest the revisions described above

X _____
 Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)

Official Approval of SCAG's Jurisdictional Level Demographic Data (if applicable):

We have reviewed SCAG's Jurisdictional Level Demographic Data and can provide official approval

We cannot provide official approval at this time, and would like to suggest the jurisdictional-level figures listed below

	2012	2020	2035	2040
Population				
Households				
Employment				

X _____
 Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative)

RESOLUTION NO. ____

A RESOLUTION OF THE (NAME OF LOCAL JURISDICTION OR SUBREGIONAL ORGANIZATION) DESIGNATING (TITLE OF STAFF POSITION) TO SUBMIT LOCAL GROWTH FORECASTS TO THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

WHEREAS, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization (“MPO”), pursuant to 23 U.S.C. 134 et seq. and 49 U.S.C. 5303 et seq. for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial;

WHEREAS, as the MPO, SCAG is engaged in the Local Input process for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS);

WHEREAS, local jurisdictions or subregional organization within the SCAG region are requested to review, comment and verify the maps, data, growth forecast information and land use information transmitted by SCAG by September 30, 2014;

WHEREAS, (Name of Local Jurisdiction or Subregional Organization) has reviewed the maps, data, growth forecast information and land use information transmitted by SCAG, and is prepared to submit its input to SCAG.

NOW, THEREFORE, BE IT RESOLVED by the (Name of Governing Body) of the (Name of Local Jurisdiction or Subregional Organization) that it hereby designates (Name of designated staff position) or its designee to approve and submit to SCAG the 2016-2040 RTP/SCS local land use and growth forecasts of jurisdictional level population, household and employment for 2012, 2020, 2035, and 2040. [If resolution is from a Subregional Organization, please list the name(s) of the jurisdiction(s) to which the Subregional Organization is submitting the local input information.]

APPROVED AND ADOPTED by or before September 30, 2014.

Authorized Representative
of Local Jurisdiction or
Subregional Organization



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Item 3: Scenario Planning Model Development

NO ATTACHMENTS



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Item 4 Attachment: MAP-21 Performance Measures

MAP-21 Performance Measures

- MAP-21 requires performance based planning including the following three key components:
 - Performance measures
 - Performance targets
 - Performance reports
- Require U.S. DOT to establish *performance measures* by April 2014 in the areas listed below:
 - Pavement condition on the Interstate System and on remainder of the National Highway System (NHS); and bridge condition on the NHS
 - Performance of the Interstate System and the remainder of the NHS
 - Fatalities and injuries on public roads; and transit safety
 - Transit state of good repair
 - Traffic congestion
 - On-road mobile source emissions
 - Freight movement on the Interstate System
- Require States to set *performance targets* within one year of the DOT final rule on performance measures. State may set different performance targets for urbanized and rural areas.
- Require MPOs to set *performance targets* in relation to the performance measures within 180 days of States or providers of public transportation setting performance targets.
 - Requires the following plans to include MPO performance targets:
 - Metropolitan transportation plans (i.e. RTP/SCS)
 - Metropolitan Transportation Improvement Program (i.e. FTIP)
- Require MPOs to develop *performance reports* in the RTP
 - Evaluate condition and performance of transportation system
 - Progress achieved in meeting performance targets in comparison with the performance in previous reports
 - Evaluation of how preferred scenario has improved conditions and performance, where applicable
 - Evaluation of how local policies and investments have impacted costs necessary to achieve performance targets, where applicable

- SCAG (draft) proposal on performance measures in collaboration with other Major Metros and partners for MAP-21 and the next Re-authorization
 - *Recommend that U.S. DOT provide incentives to encourage major metro regions to develop and/or enhance a more comprehensive performance measure framework exceeding the MAP-21 requirements to fully realize the benefits of performance based planning*
 - This comprehensive performance measures framework will include the characteristics as the following:
 - Measure the performance of the entire multi-modal transportation system
 - Account for the interactive effects between land use and transportation
 - Explicitly address freight transportation
 - Account for the full scope of outcomes, including multimodal mobility and accessibility, reliability, safety and health, land development patterns, environmental sustainability, economic competitiveness, social equity, preservation, co-benefits (i.e. indirect and induced benefits) and investment effectiveness.