SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

TECHNICAL WORKING GROUP (TWG)

Thursday, December 19th 2013: 10:00 a.m.

SCAG Offices
818 West 7th Street, 12th Floor
Board Room
Los Angeles, CA 9007
(213) 236-1800

Teleconferencing Information:
Number: 1-888-808-6929

Silent Live Web PowerPoint Presentations: https://www.connectmeeting.att.com
Meeting #: 8888086929| Participant Code: 2361866

AGENDA

Introductions

1. Agenda Outlook (Naresh Amatya) — 15 min.

Discussion Items

2. Implementation/Monitoring Framework for the 2012-2035 RTP/SCS
   - Transportation Strategies/Programs/Projects (Naresh Amatya) — 20 min.
   - Sustainable Communities Strategies (Ping Chang)
3. One-on-One Meetings with Local Jurisdictions to Update SCAG's Socioeconomic Data for the 2016-2040 RTP/SCS and to Collect Additional Information to Assist us with Implementation (Kimberly Clark) — 25 min.
   - Local Implementation Survey (Ping Chang)
4. Pavement and Bridge Condition Database/Management (Naresh Amatya) — 15 min.

Technical Update Items

5. Pilot Testing of Reliability Tools Funded by SHRP-2 (Naresh Amatya) — 15 min.
6. Status of General Plan Guidelines Update (Ping Chang) — 5 min.
7. Comments/Around the Table Discussion — 5 min.

TECHNICAL WORKING GROUP (TWG)

October 17, 2013

Meeting Summary

Following is a summary of discussions of the Technical Working Group meeting of October 17, 2013.

Discussion Items

1. **State Agencies Comment Letter on MAP-21 Performance Measures**

   Ping Chang, SCAG staff, provided an update on the state agencies performance measures comment letter to the U.S. Department of Transportation. Mr. Chang reported in anticipation of the DOT's rule-making on performance measures for Moving Ahead for Progress in the 21st Century (MAP-21) a group of California State agencies recently provided a joint comment letter to the DOT. Mr. Chang noted the DOT is required to initiate rule making by April 2014 and to finalize it one year later. The letter proposes three performance measures for traffic congestion; average peak period travel time, annual vehicle hours of delay and annual person hours of delay. Additionally, two measures are proposed for the National Highway System Performance; travel time reliability and person throughput per lane mile. It was further noted the proposed performance measures are either already part of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy or generally consistent with the RTP/SCS framework. Staff will continue to monitor MAP-21 related activities at the state and national levels.

   Mr. Chang received questions and comments from the working group regarding the DOT letter.

2. **SB 743: Facilitating Transit-Oriented Development in Southern California**

   Ping Chang, SCAG staff, reported on SB 743 and its importance to transit oriented infill projects. Mr. Chang noted the bill refers to "Transit Priority Areas" which is defined as an area within half a mile of an existing or planned major transit stop. It was noted that the a "Transit Priority Area" identified under SB 743 is smaller than a "High Quality Transit Area". Further, Mr. Chang noted in contrast to the regulatory approach of SB 375, SB 743 takes more of a planning approach. Additionally, projects may qualify for the CEQA exemption if it is consistent with a Sustainable Communities Strategy. Mr. Chang concluded by stating SB 743 does not take away any existing local jurisdiction

authority and power. Mr. Chang received comments and questions from the working group members regarding SB 743.

3. Potential 2016 RTP/SCS Strategies

Frank Wen, SCAG staff, reported on potential 2016 RTP/SCS strategies. Mr. Wen provided a list of broad topics which may be in the 2016 RTP/SCS. Some of the topics include land use, network, traffic demand management, non-motorized alternatives, goods movement/freight and regional aviation system. The working group discussed the possible framework for the 2016 RTP/SCS.

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Item 1 Attachment: Agenda Outlook and 2016 RTP/SCS Schedule

Proposed Agenda Outlook for the Development of the 2016 RTP/SCS

Framework/Overarching Issues

- Potential approach/process, coordination between various technical working groups and policy committees, and updated overall schedule for the development of the 2016 RTP/SCS
- Performance Based Planning and implications of MAP-21
- Role of Technology in the 2016 RTP/SCS

General topic areas

- Growth Forecast/Land Use
    - Local Input Process
    - Technical assumptions/methodology/data/analysis in the 2012 RTP/SCS
    - Potential changes in the 2016 RTP/SCS to technical assumptions/methodology/data/analysis
    - Updated forecast/land use distribution for 2016 RTP/SCS
- Sustainable Communities Strategy
    - Overview of SCS in the 2012 RTP/SCS
    - Current status of SCS implementation
    - Emerging issues/themes that could influence 2016 SCS
    - Updated SCS for 2016 RTP/SCS
- Transportation Finance
    - Overview of baseline and innovative funding sources adopted in the 2012 RTP/SCS including underlying technical assumptions/methodology/analysis
    - Overview of cost assumptions/cost modal for the 2012 RTP/SCS
    - Progress update on 2012 RTP/SCS revenue/cost
    - Potential changes/focus areas and emerging issues in the 2016 RTP/SCS
    - Finance Plan for 2016 RTP/SCS
- Model and Tools to be used in the 2016 RTP/SCS
- Transportation Conformity
- Program EIR
- Environmental Justice

Major Modal/Strategy Areas

- Goods Movement (GM) Strategy
    - Overview of GM Strategy in the 2012 RTP/SCS with a focus on technical assumptions (including technology assumptions)/data/analysis
    - Progress update on the GM Strategy with focus on emerging issues and implications on the 2016 RTP/SCS

    - Updated GM Strategy for the 2016 RTP/SCS
- Transit (HSR, Rail and Bus)
    - Overview of Transit Strategy in the 2012 RTP/SCS
    - Progress update on the Transit Strategy and emerging issues/challenges that could influence the 2016 RTP/SCS
    - Updated Transit Strategy for the 2016 RTP/SCS
- Active Transportation
    - Overview of Active Transportation Strategy in the 2012 RTP/SCS
    - Progress update on Active Transportation Strategy and emerging issues and their implications to the 2016 RTP/SCS
    - Progress status of 1st Mile/Last Mile Study and its integration into the 2016 RTP/SCS
    - Updated Active Transportation Strategy for the 2016 RTP/SCS
- Highways/HOV/HOT/Express Lanes
    - Overview of Highway/HOV/HOT/Express Lanes proposed in the 2012 RTP/SCS with a focus on technical assumptions/analysis
    - System Preservation and system operation focus in the 2012 RTP/SCS and our current efforts on Pavement and Bridge condition database/management
    - Progress update and emerging issues related to highways/HOV/HOT/Express Lanes
    - Highways Improvement Element in the 2016 RTP/SCS
- Aviation
    - Overview of Aviation program in the 2012 RTP/SCS with a focus on ground transportation improvements
    - Progress update on the current status of the Aviation component of the 2012 RTP/SCS and emerging issues that may influence the 2016 RTP/SCS
    - Updated Aviation Element of the 2016 RTP/SCS
- Transportation Demand Management and Transportation System Management (TDM/TSM)
    - Overview of TDM/TSM in the 2012 RTP/SCS, including underlying assumptions
    - Progress status of TDM/TSM and emerging issues
    - Updated TDM/TSM Element for the 2016 RTP/SCS

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Item 2: Implementation/Monitoring Framework for the 2012-2035 RTP/SCS

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Southern California Association of Governments

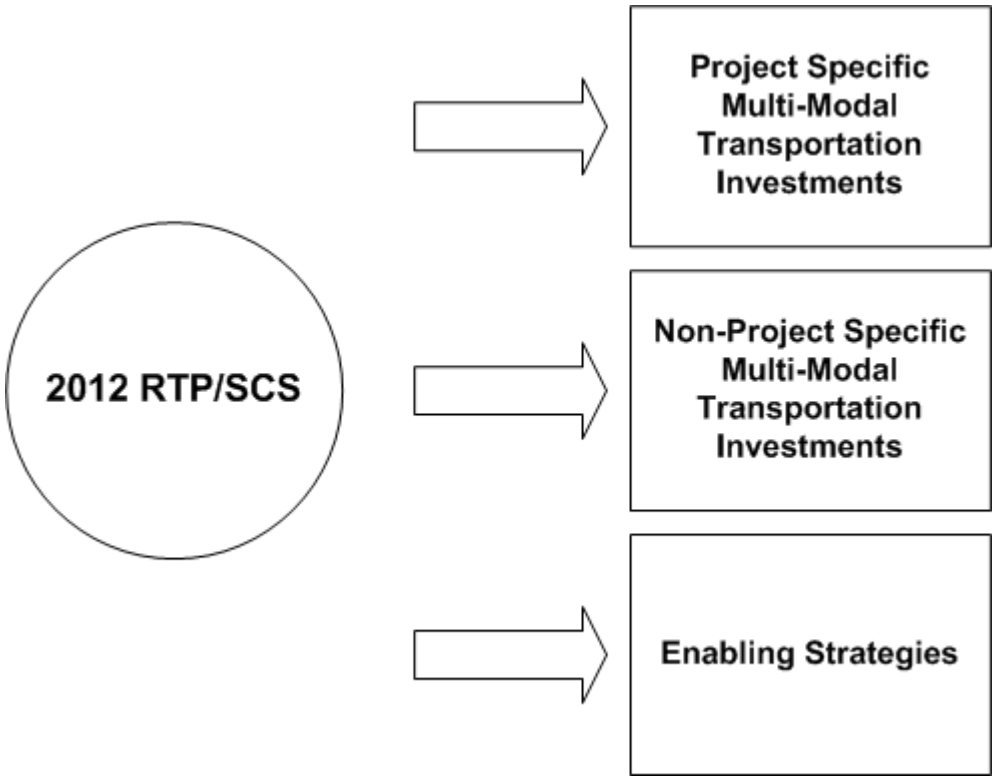
Technical Working Group

December 19, 2013

System Metrics Group, Inc.

System Metrics Group

RTP/SCS Components/Segments



Project Specific Multi-Modal Investments

Project Specific Multi-Modal Transportation Investments

- I405 HOV Lane Addition in Los Angeles
- High Desert Corridor
- 710 Truck Facility
- Metro Westside Subway Extension
- EW Corridor
- High Speed Rail
- Expo LRT Extension
- Other

Focus on:

- Relative Implementation Progress (e.g., EIR, ROW, Construction)
- Schedule and Budget Adherence
- Impact on Facility and System Performance

Non-Project Specific Multi-Modal Investments

Non-Project Specific Multi-Modal Transportation Investments

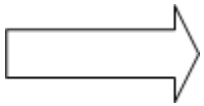
- Preservation
- Operations
- Arterial Improvements
- Active Transportation
- Other

Focus on:

- Actual Expenditures
- Major Initiatives
- Impact on Overall and Initiative-Specific System Performance

Enabling Strategies

Enabling Strategies



- Land Use Strategies
- Express Lane Network
- Mileage Based User Fees
- TDM
- Other

Focus on:

- Supporting Initiatives
- Relative Progress (e.g., increased carpooling or VMT/capita trends)
- Impact on System Performance

2012 RTP/SCS Implementation Monitoring Framework

- Do we have a reasonable segmentation framework?
- Are the focus areas for each RTP/SCS segment reasonable?
- For project-specific investments, where should we cut off the monitoring?
- Next Steps:
  - Get your feedback
  - Develop templates
  - Start collecting information needed.

Performance Monitoring and Assessment for RTP/SCS

Draft, December 11, 2013

Introduction and Summary

Through an extensive bottom-up collaborative process, the 2012-2035 RTP/SCS establishes regional goals and performance measures through which the performance of the plan could be monitored and assessed. For each performance measure, the plan also includes the desired outcome.

This paper outlines the scope of activities to monitor and assess the implementation of the 2012-2035 RTP/SCS. The paper first addresses key considerations for regional monitoring and assessment. It then highlights the two different levels of regional monitoring: implementation actions vs. performance outcomes. An important challenge of regional monitoring is to assess the performance outcomes in relation to implementation actions and other factors such as demographic changes and business cycles.

Key Considerations

Plan development, implementation, and monitoring/assessment are three interrelated components of the regional planning process. Historically, regional planning agencies have focused predominantly on only the plan development component. There has been increasing awareness of the interrelatedness among the three components and the need to take a more holistic approach.

The 2012 RTP/SCS contains two sets of performance measures. The first set is intended to be used for evaluating different plan alternatives during the plan development process. The second set is intended to be used to monitor the plan performance. While the two sets overlap in some areas, they are not exactly the same.

The proposed scope of regional monitoring takes into considerations the following development after the adoption of the 2012-2035 RTP/SCS. First, MAP-21 (recent federal transportation reauthorization) passed in July 2012 which establishes requirements of performance-based planning. In addition, MPOs in California has worked together and identified a draft set of performance monitoring indicators.

Levels of Monitoring

There are two levels of monitoring focus. The first level focuses on the implementation actions while the other focuses on the performance outcomes.

The term “implementation actions” is used in a broad way relative to the adoption of the regional RTP/SCS. It includes downstream activities which contribute to the RTP/SCS goals and desired outcomes. Implementation actions may include activities ranging from local general plan update, open space acquisition, TOD ordinance, rideshare program, transit projects and HOV lane construction. Implementation actions generally would take place at the local or regional levels.

The term “performance outcomes” is used to describe the impacts of the implementation actions on the sustainability of and qualities of life in the region. They are in the areas of, for example, location efficiency, accessibility and mobility, safety and health, environmental quality, etc.

In regional planning, there is generally a time lag between the execution of implementation actions and the realization of performance outcomes. This is particularly the case in land use-related implementation actions. For example, after the completion of a TOD specific plan, it may take several years until the first TOD project is built. Outcomes are also evolving over time and are not static in nature. Given the 2012-2035 RTP/SCS was adopted only in April 2012, the initial focus of regional monitoring is proposed to be on implementation actions while beginning to establish the basis of outcome-based monitoring.

Monitoring of Implementation Actions

Most implementation actions for the RTP/SCS will be taken by the cities, counties, county transportation commissions and SCAG.

Types of Implementation Actions

It should be noted that there are different types of implementation actions as the following:

- Plan/Policy:
  - Studies, plans (e.g. general plan updates, specific plans, community plans), research and evaluation of options, demonstration projects, inventories (e.g. sidewalk conditions)
- Program:
  - For example, rideshare program, recycling program
- Process:
  - For example, streamlined development review process for infill projects
- Regulation:
  - For example, zoning codes
- Development:
  - Land development projects, transportation projects, other major infrastructure projects
- Public Participation and Outreach:
  - Educating, promoting, and marketing initiatives
- Funding and Financing:
  - Public funding and financing opportunities: e.g. cap & trade proceeds, mileage-based user fees, affordable housing trust funds
  - Joint private-public funding and financing opportunities
- Others

While each implementation action has its own process, for the purpose of RTP/SCS, the focus is on monitoring the initiation and completion of key actions.

Categories of Implementation Actions

To monitor the implementation of the RTP/SCS, the following categories of actions are proposed:

- Local general plan related actions
- Active transportation and travel demand management
- Transportation network related action
- Safety and health
- Environmental sustainability and Environmental Justice
- Environmental review process
- Funding
- Other

Mechanisms

Mechanisms to collect information of implementation actions may include the following:

- RTP/SCS local input process
- Survey of local jurisdictions and CTCs
- On-going research of best practices for implementation
- IGR process/database for developments
- FTIP database for transportation projects
- Implementation progress report (from subregions taking the delegation for the 2016 RTP/SCS)

Attachment 1 includes the categories and examples of specific implementation actions that SCAG staff plans to collect relevant information. Attachment 1 could also be used as a reference and guide for subregions that take the delegation for developing the subregional SCS for the 2016-2040 RTP/SCS.

Monitoring of Outcomes

In addition to monitoring the implementation actions, staff will also begin to establish the basis to monitor the associated performance outcomes. While implementation actions may be taken, for example, by a city or county, the performance outcomes will focus primarily at the regional level. SCAG is currently pursuing the development of tools to facilitate the monitoring and assessment of performance outcomes across geographic scales. Finally, subregions that take delegation to development the subregional SCS for the 2016-2040 are not be expected to conduct monitoring of performance outcomes at the subregional level.

Attachment 2 was developed through updating the list of performance monitoring indicators in the 2012-2035 RTP/SCS. The updates consider primarily the upcoming MAP-21 requirements, and the collective work of California MPOs in identifying common performance monitoring indicators.

ATTACHMENT 1 - MONITORING OF IMPLEMENTATION ACTIONS			
Category of Actions	**Specific Implementation Actions**	**How**	**Who**
Local General Plan/Zoning	General Plan updates to support RTP/SCS (e.g., TOD, infill, concentrating destinations & complete communities)	Survey/IGR	Monitoring Staff
	Zoning update to support RTP/SCS	Survey/IGR	Monitoring Staff
	Specific plans overlapping with the Transit Priority Area per SB 743	Survey/IGR	Monitoring Staff
	Housing element compliance	On-going	Housing Staff
Active Transportation and TDM	Complete streets policy/Bike or pedestrian plan/	Survey	AT Staff
	TDM programs/ordinances (e.g., rideshare and telecommuting)	Survey	Transit Staff
	Parking management plan/ordinance	Survey	Monitoring Staff
Transportation Network and TSM	Timely implementation of FTIP Projects	FTIP database	FTIP staff
	Planning to support high speed rail		Transportation Staff
	Update of regional and county ITS architecture		Transportation Staff
	Express lane implementation		Transportation Staff
Safety and Health	Safe Routes to School Plan/Program	Survey	AT Staff
	Traffic calming plans/projects		AT Staff
	Active design guidelines		AT Staff
Environmental Sustainability	Climate action plans	Survey	Sustainability Staff
	Plans to protect open space and park lands	Survey	Sustainability Staff
	Programs/policies/ordinances for energy efficiency, renewable energy, green building, electric vehicle, water consumption efficiency	Survey	Sustainability Staff
	Develop Regional PEV Readiness Plan (e.g., charging infrastructure)	Study	Sustainability Staff
Environmental Justice	Mitigation (e.g., air filter installation) for housing within the 500' buffer		Monitoring Staff
Funding	Planning funds received for the region supportive of SCS		Monitoring Staff
	Development/impact fee ordinance	Survey	Monitoring Staff
	Dedicated federal funding for freight		Trans. Finance Staff
	Affordable housing trust fund		
Environmental Review Process	CEQA streamlining cases	Survey	Monitoring Staff
Others	SCAG Joint Work Programs with CTCs	On-going	SCAG/CTC Staff

	ATTACHMENT 2 - MONITORING OF IMPLEMENTATION OUTCOMES			
Outcome	**Performance Measures**	**Definition**	**Data Sources**	**Notes**
Location Efficiency	*Land consumption*	*Additional land developed*	CA Farmland Monitoring	Existing urban footprint
	Share of growth in HQTA		ACS, Info Group, EDD,	
	Household transportation cost		CNT	
	Housing & transportation costs		CNT	
	Acres of parks/1,000 residents		SCAG GIS database	
Mobility & Accessibility	*Average commute time*	*Average travel time for work trips*	ACS	
	Mode share (work trips)		ACS	
	Congested freeway VMT		Caltrans PeMS	Data available for urban freeways
	Person hours of delay		Caltrans PeMS	Data available for urban freeways
	Reliability (auto vs. truck)		Caltrans PeMS	Data available for urban freeways
Health and Safety	Fatalities	Number and per VMT of fatalities	Caltrans safety database	Additions per MAP-21 requirements
	Serious injuries	Number and per VMT of serious injuries	Caltrans safety database	Additions per MAP-21 requirements
	Asthma incidences	The share of population who are ever diagnosed with asthma	CA Health Interview Survey	
	% households living within 500 feet buffer		SCAG GIS database	
	Pre-mature death due to PM2.5		ARB	
Environmental Quality	Ambient air quality conditions	Number of days exceeding federal standards		
	GHG	*CO2 emissions/capita*	*Transportation model*	
		percent change of VMT/capita (as proxy)		
Preservation	*State of Good Repair*	Pending MAP-21 rule-making by U.S. DOT		Additions per MAP-21 requirements
Environmental Justice	*Share of growth for 500 feet buffer area*			
Italics: Proposed additional measures for monitoring subject to further input				
Note: Per MAP-21, after the U.S. DOT establishes the performance measures by April 2015, additional measures may be further proposed for monitoring				

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Item 3 Attachment: One-on-One Meetings with Local Jurisdictions to Update SCAG's Socioeconomic Data for the 2016-2040 RTP/SCS

One-on-One Meetings with Local Jurisdictions to Provide Assistance for a Bottom-up Local Input Process

December 19, 2013

At the October 3, 2013 CEHD meeting, staff presented the sample package for local input on SCAG's growth forecast and land use datasets for the 2016 RTP/SCS. Starting in November, all 197 local jurisdictions in the SCAG region have been contacted and were requested to provide input on their current and anticipated population, households, and employment figures for 2012, 2020, 2035, and 2040.

This is in accordance with Stage 2 of the Bottom-up Local Input Process for the 2016 RTP/SCS, as outlined in previous communication with local jurisdictions:

- Stage 1 - Preliminary General Plan, Zoning, Existing Land Use, and Resource Data Collection and Review (March 2013 - September 13, 2013)
- Stage 2 - Review of Base Year 2012 Socioeconomic Data and Future Years' (2020, 2035, and 2040) Growth Forecast, Green Region Initiative Survey, and Open Space Conservation Activity – Local Government Questionnaire (November 2013 - May 2014); and
- Stage 3 - Land Use Scenario Planning Exercises (May 2014 –September 2014)

SCAG's socioeconomic data was made available for local review at both the jurisdictional and sub-jurisdictional Transportation Analysis Zone (TAZ) levels. It was transmitted along with SCAG's Map Book, which has been updated based upon local input and represents the product of Stage 1 of the Local Input Process. Also included in the package was a survey to jurisdictions requesting information on the details of any recently adopted sustainability plans ("Green Region Initiative Survey") and a questionnaire on local openspace plans; policies; and approaches ("Local Government Questionnaire").

In order to facilitate the review of this data, SCAG will be presenting at each subregion's regularly scheduled planning directors' sessions and will be meeting individually with each local jurisdiction to collect data changes, answer questions, and provide individual assistance. SCAG staff will also conduct a survey on each jurisdiction's progress in implementing the 2012 RTP/SCS, and will gather data on local policies that have been adopted or are in process to be adopted that support the principles of development outlined in the 2012 RTP/SCS. The local implementation survey includes:

- Active Transportation
- Complete Streets/Safe Routes to School
- General Plan Updates
- TDMs/TSMs
- TODs/Infills
- Transportation Infrastructure Investment
- Openspace
- Green Region Initiatives

Work will begin in January 2014, with the first round of one-on-one meetings continuing through March 2014. By April and May 2014, SCAG staff will be available to meet for a second time with each local jurisdiction, if requested.

Involved in this effort will be staff from SCAG's Research & Analysis Department; Modeling & Forecasting Department; Sustainability Department; Compliance & Performance Monitoring Department; Transportation Department; and the Regional Affairs Department. Serving as the main point of contact will be Frank Wen, Manager of the Research & Analysis Department, and can be reached at RTPLocalInput@scag.ca.gov or 213-236-1854.

2012 - 2035 RTP/SCS Local Implementation Survey
Southern California Association of Governments
December 11, 2013 (DRAFT)

SCAG would like to collect information related to the initial implementation of the 2012-2035 RTP/SCS from local jurisdictions in the region. While participating in the survey is voluntary, it would be beneficial to the region to have each jurisdiction complete the survey. Please provide responses to the questions as they pertain to your jurisdiction.

Jurisdiction Name: _____ Date Completed: _____

Survey Respondent Name: _____ e-mail: _____

Title: _____ phone: _____

General Plan-related Questions

1. Please enter the year of the most recent General Plan Element update. Add information for any additional Elements contained in the General Plan but not listed:
   a) Land use _____
   b) Circulation _____
   c) Housing _____
   d) Conservation _____
   e) Open space _____
   f) Noise _____
   g) Safety _____
   h) Additional Element name & year updated: _____
   i) Additional Element name & year updated: _____
   j) Additional Element name & year updated: _____
   k) Additional Element name & year updated: _____
   l) Additional Element name & year updated: _____
   m) Additional Element name & year updated: _____

2. Is your jurisdiction currently in the process of updating the General Plan? Yes__, No__
   If yes, when do you expect to complete the update? _____

3. Does the most recently adopted general plan update support the following SCS strategies?
   a) TOD Yes ___, No ___
   b) Infill Yes___, No ___
   c) Concentrating destinations Yes ___, No ___
   d) Complete communities Yes ___, No ___

4. If you specified that your jurisdiction is currently developing a new general plan update, does the update intend to support the following SCS strategies?
   a) TOD Yes ___, No ___
   b) Infill Yes___, No ___
   c) Concentrating destinations Yes ___, No ___
   d) Complete communities Yes ___, No ___

5. When the zoning code was last updated? _____

6. What were the primary policy objectives of the recent zoning code updates since 2008?
   a) TOD Yes ___, No ___
   b) Infill Yes___, No ___
   c) Concentrating destinations Yes ___, No ___
   d) Complete communities Yes ___, No ___
   e) Others: _____

7. Is your jurisdiction currently in the process of updating the zoning code? Yes__, No__
   If yes, when do you expect to complete the update? _____

8. If your jurisdiction overlaps with the High Quality Transit Area (HQTA) as included in the 2012 RTP/SCS, does your jurisdiction have policy incentives to encourage development within the HQTA? (Please refer to the HQTA Map included in the Draft SCAG Data/Map Book, November 2013, for each local jurisdiction as applicable.)
   Yes ___, No ___

9. For the adopted specific plans overlapping with the existing Transit Priority Areas (TPAs)[1] and with certified EIRs, please list their names and years of adoption below. Please use another page if you have more than five.
   a) _____
   b) _____
   c) _____
   d) _____
   e) _____

[1]An existing "Transit Priority Area (TPA)", as defined in SB 743, means an area within one-half mile of an existing major transit stop. (A "major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.) (Please refer to the existing TPA Map included in the Draft SCAG Data/Map Book, November 2013, for each local jurisdiction as applicable.)

10. For any proposed specific plans overlapping with the existing Transit Priority Areas (TPAs), please list their names and anticipated years of adoption below. Please use another page if you have more than five.
    a) _____
    b) _____
    c) _____
    d) _____
    e) _____

11. For any other adopted specific plans not overlapping with the existing Transit Priority Areas (TPAs), please list their names and years of adoption below. Please use another page if you have more than five.
    a) _____
    b) _____
    c) _____
    d) _____
    e) _____

12. For General Plan-related questions, please provide:
    a) A primary web link to local jurisdiction's documents

       _____

    b) An additional staff contact, if different from the primary contact for this survey, for any follow-up questions as needed.

       Name: _____ e-mail: _____

       Title: _____ phone: _____

2012 - 2035 RTP/SCS Local Implementation Survey
Southern California Association of Governments
December 11, 2013 (DRAFT)

Transportation-related Questions

13. Has your jurisdiction adopted the following (if "Yes," please include the year adopted):
    a) Complete Streets Policy Yes__ Year _____, / No__
    b) Safe Routes to School Plan/Program Yes__ Year _____, / No__
    c) Bike plan/program Yes__ Year _____, / No__
    d) Pedestrian plan/program Yes__ Year _____, / No__
    e) Transportation Demand Management program/ordinance Yes__ Year _____, / No__
    f) Parking management plan/ordinance Yes__ Year _____, / No__
    g) Development/impact fee ordinance Yes__ Year _____, / No__

14. Is your jurisdiction currently engaged in developing the following (if "Yes," please include the anticipated completion year):
    h) Complete Streets Policy Yes__ Year _____, / No__
    a) Safe Routes to School Plan/Program Yes__ Year _____, / No__
    b) Bike plan/program Yes__ Year _____, / No__
    c) Pedestrian plan/program Yes__ Year _____, / No__
    d) Transportation Demand Management Program/ordinance Yes__ Year _____, / No__
    e) Parking management plan/ordinance Yes__ Year _____, / No__
    f) Development/impact fee ordinance Yes__ Year _____, / No__

15. For Transportation-related questions, please provide:
    a) A primary web link to local jurisdiction's documents
    _____

    b) An additional staff contact, if different from the primary contact for this survey, for any follow-up questions as needed.
    Name: _____ e-mail: _____

    Title: _____ phone: _____

2012 - 2035 RTP/SCS Local Implementation Survey
Southern California Association of Governments
December 11, 2013 (DRAFT)

Environmental Sustainability-related Questions (SCAG Green Region Initiative)

16. Please enter the year of adoption if your local jurisdiction has adopted any of the following:

Category	Plan / Year	Policy / Year	Ordinance / Year	Comments (Please note if work is underway)
Energy Efficiency				
Solar Energy				
Green Building				
Electric Vehicle				
Water Efficiency				
Solid Waste				
Climate Action Plan				

17. For Environmental Sustainability -related questions, please provide:
    a) A primary web link to local jurisdiction's documents
    _____

    b) An additional staff contact, if different from the primary contact for this survey, for any follow-up questions as needed.
    Name: _____ e-mail: _____

    Title: _____ phone: _____

Public Health-related Questions

18. Has your jurisdiction adopted plans, policies, or programs focusing on public health (if "Yes," please include the year adopted):
    Yes__ Year _____, / No__

19. Is your jurisdiction currently engaged in developing plans, policies, or programs focusing on public health (if "Yes," please include the anticipated completion year):
    Yes__ Year _____, / No__

CEQA Streamlining-related Questions

20. Does your jurisdiction have potential projects for CEQA streamlining (under SB 743, SB 375, or SB226)?
    Yes ___, No ___

21. In your opinion, what are the barriers, if any, to use CEQA streamlining in your jurisdiction?
    _____
    _____

OPEN SPACE CONSERVATION ACTIVITY – LOCAL GOVERNMENT QUESTIONNAIRE

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

SCAG is compiling an inventory of existing and future open space plans, programs, policies, mitigation and other activities related to open space conservation, preservation, and restoration that are currently occurring in the region. For the purposes of this effort, open space is defined as natural areas, habitat lands, parks or conservation easement areas used for passive recreation (like hiking, biking or equestrian uses).

As part of the 2012-2035 RTP/SCS, SCAG made a commitment to develop a conservation strategy as mitigation activity. The purpose of the strategy is to create a comprehensive database for the SCAG region as well as develop planning resources on wildlife and natural lands that County Transportation Commissions (CTCs) and local jurisdictions could voluntarily use to supplement its own planning activities, as appropriate. The strategy would initiate an information exchange process among the CTCs and other stakeholders. The strategy will build off of existing local plans and can be tailored to meet individual stakeholders' needs.

Jurisdiction:	**Date:**
Contact Person:	**Email:**
Position:	**Phone:**

1. **Does your jurisdiction have any open space plans, a greenprint, programs, policies, mitigation, mitigation ratios, easements, or other tools and activities related to open space conservation, preservation, and restoration activities?**

   If any of your answers are yes, please answer Q2 – Q6, otherwise skip to Q7.

OPEN SPACE TYPE	YES	NO
Natural Lands		
Agriculture		
Parks and Recreation		

2. Please provide a list of open space conservation, restoration, mitigation or similar plans, programs, and/or policies (such HCPs, NCCPs, TDR, mitigation banking, conservation or agricultural easements, etc.) that have been adopted by your jurisdiction.

3. We have developed an online, web application called MapCollaborator for collecting open space-related data. We are collecting two types of associated data, described below.

   Please go to http://www.mapcollaborator.org/scag/ to edit our map data. ***Detailed instructions are available on the webpage.***

   a. Open space **plans, programs, and/or policies** –

   ☐ **NO.** We did not provide MapCollaborator updates on **open space plans, program, and/or policies.**

   b. **California Protected Areas Database (CPAD) Data** – CPAD is a GIS inventory of all parks and other open space lands that are owned in fee by agencies or NGO groups for conservation purposes. ***See attached flyer for more information.***

   ☐ **NO.** We did not provide MapCollaborator updates to **CPAD**.

4. Are mitigation activities developed on a project-by-project basis or are there mitigation approaches, plans, policies, and/or procedures for comprehensively mitigating impacts to open space/natural lands in your jurisdiction?

5. If you have an HCP or NCCP or other conservation tool/mechanism in your county, describe how (*if*) it is related to current plans, programs, or policies in your agency.

☐ **NO.** There is **no relation** between our conservation plans, programs, or policies and any HCPs/NCCPs.

6. What kinds of existing or historic funds (from your general fund, special allocations, or voter-approved taxes/bonds) or other funding mechanisms are available to implement open space conservation plans, greenprints, programs, and policies and/or mitigation activities?

☐ **NO.** There are **no funds or funding mechanisms** available for implementing open space conservation / mitigation activities.

7. Do you have any pending or plans to develop open space conservation plans, programs, or polices in your jurisdiction in the near future? If yes, please list and describe them.

☐ **NO.** We **do not** plan on developing, conservation plans, programs, or policies in the near future.

8. What data resources, tools, examples, or information do you need for considering open space conservation planning or mitigation? What types of data would be useful to have?

9. What other agencies, non-profits, private entities are particularly active in open space planning, mitigation, and conservation in your jurisdiction? Who else should we talk to?

For more information or to return this questionnaire, please contact Jacob Lieb, Manager of Sustainability at (213)236-1921, lieb@scag.ca.gov or Chris Tzeng, Regional Planner at (213) 236-1913, tzeng@scag.ca.gov. *Please return this completed questionnaire by Friday, February 14, 2013.*

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Item 4 Attachment: Pavement and Bridge Condition Database/Management

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Southern California Association of Governments

Technical Working Group

December 19, 2013

System Metrics Group, Inc.

System Metrics Group

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Potential Preservation Framework

System Metrics Group

The 2012 RTP/SCS emphasized the importance of preservation

- Unmet needs through 2035 were estimated for transportation infrastructure and equipment:
  - SHOPP Plan for State Highway System (Roads and Bridges)
  - Statewide Needs Assessment for Transit
  - Statewide Needs Assessment for Local Roads
- This time around, SCAG is trying to get more detailed data to better inform decision makers and allow for scenario analysis:
  - Building on the update of the statewide needs assessment
  - Building on the recently developed statewide pavement management system
  - Potentially focusing on specific routes (on the SHS and on local roads)

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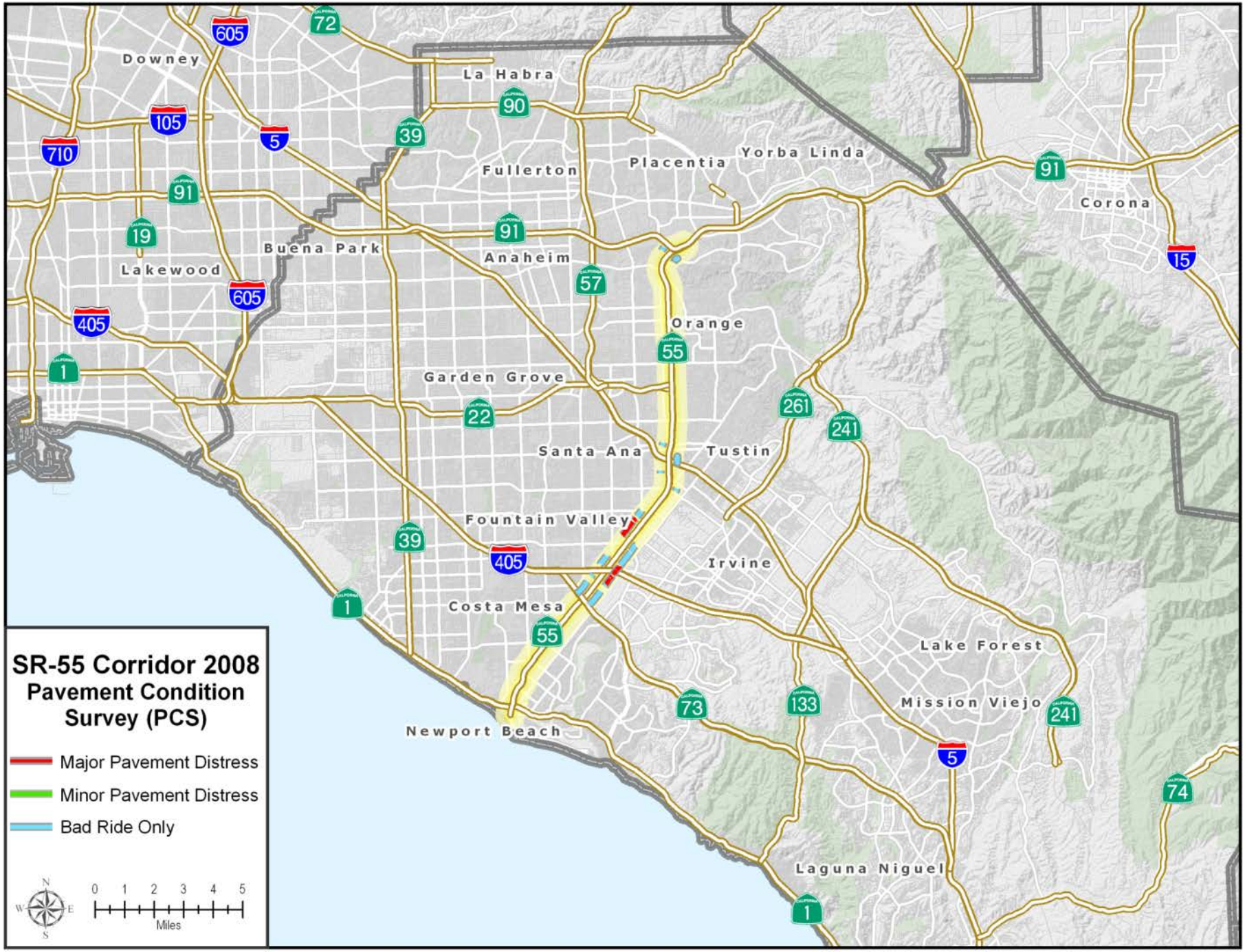
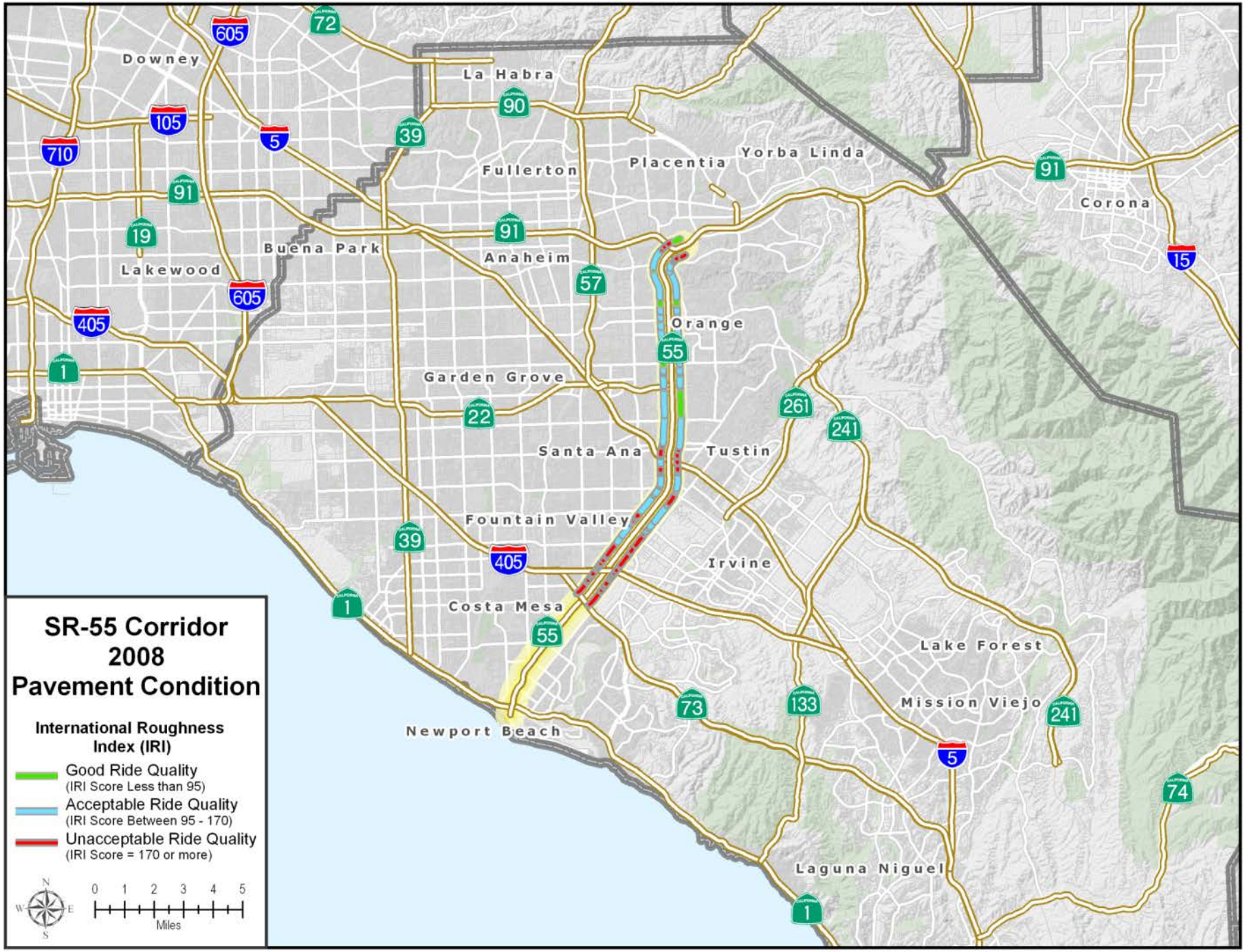
1. SHS Pavement Conditions

System Metrics Group


Downey
La Habra
Fullerton
Placentia
Yorba Linda
Corona
Buena Park
Anaheim
Lakewood
Orange
Garden Grove
Santa Ana
Tustin
Fountain Valley
Irvine
Costa Mesa
Lake Forest
Mission Viejo
Newport Beach
Laguna Niguel
605
72
105
90
710
5
39
91
19
57
15
405
55
1
22
261
241
73
133
74
SR-55 Corridor 2008
Pavement Condition Survey (PCS)
Major Pavement Distress
Minor Pavement Distress
Bad Ride Only
N
W
E
S
0 1 2 3 4 5
Miles


SR-55 Corridor
2008
Pavement Condition
International Roughness Index (IRI)
Good Ride Quality
(IRI Score Less than 95)
Acceptable Ride Quality
(IRI Score Between 95 - 170)
Unacceptable Ride Quality
(IRI Score = 170 or more)
0 1 2 3 4 5
Miles
Downey
La Habra
Fullerton
Placentia
Yorba Linda
Corona
Buena Park
Anaheim
Lakewood
Orange
Garden Grove
Santa Ana
Tustin
Fountain Valley
Irvine
Costa Mesa
Lake Forest
Mission Viejo
Newport Beach
Laguna Niguel
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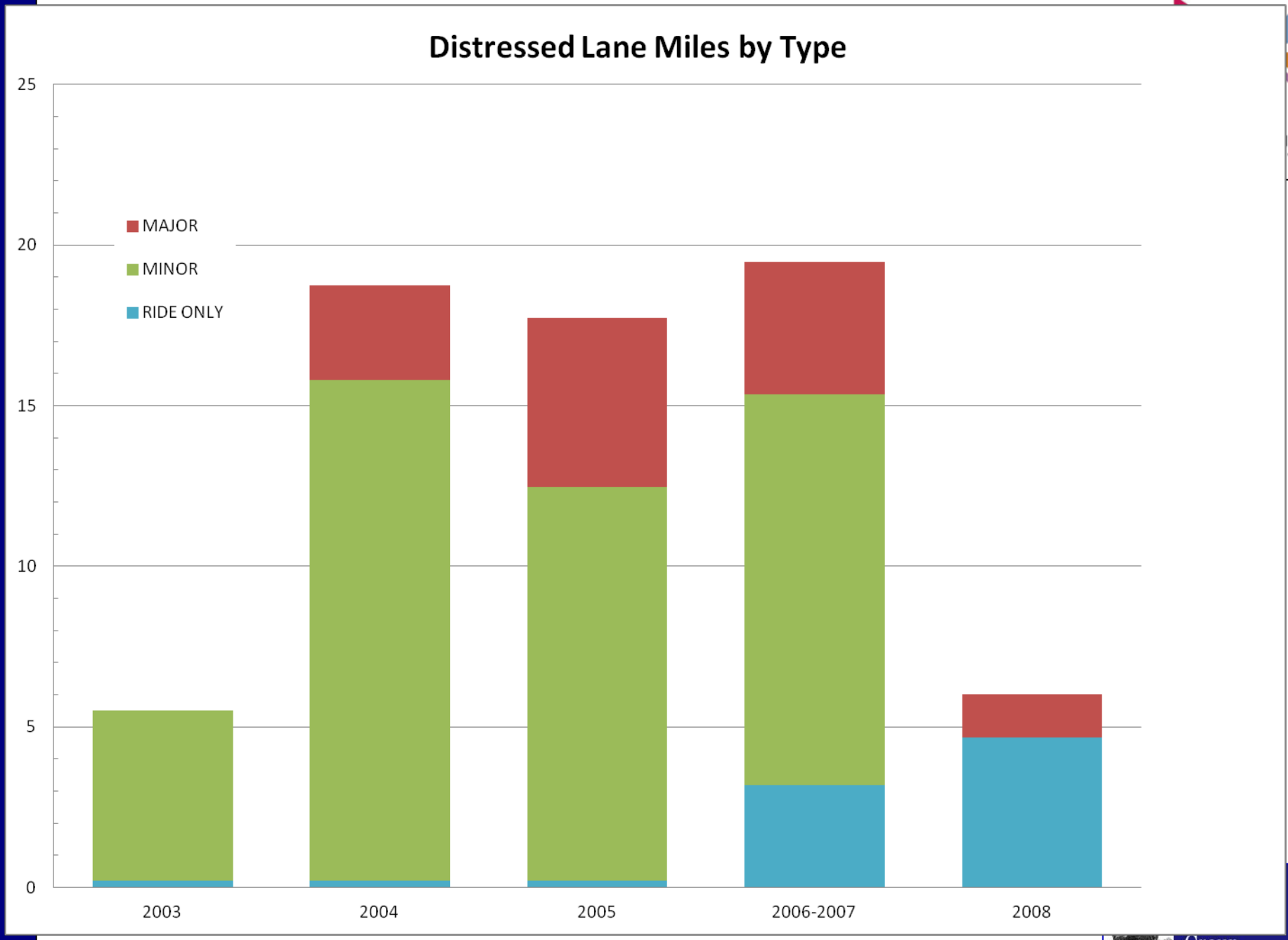
15
405
55
1
22
261
241
73
133
74


Distressed Lane Miles by Type
25
20
15
10
5
0
MAJOR
MINOR
RIDE ONLY
2003
2004
2005
2006-2007
2008

The recently developed State pavement management system would help with scenario analysis

- We already have access to all SHS data from 2011
- Data has been updated recently for some of the SHS
- Funding scenarios would have to be run by Caltrans (they have indicated that they would help)

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2. Current Summary Pavement Conditions for Local Roads

System Metrics Group

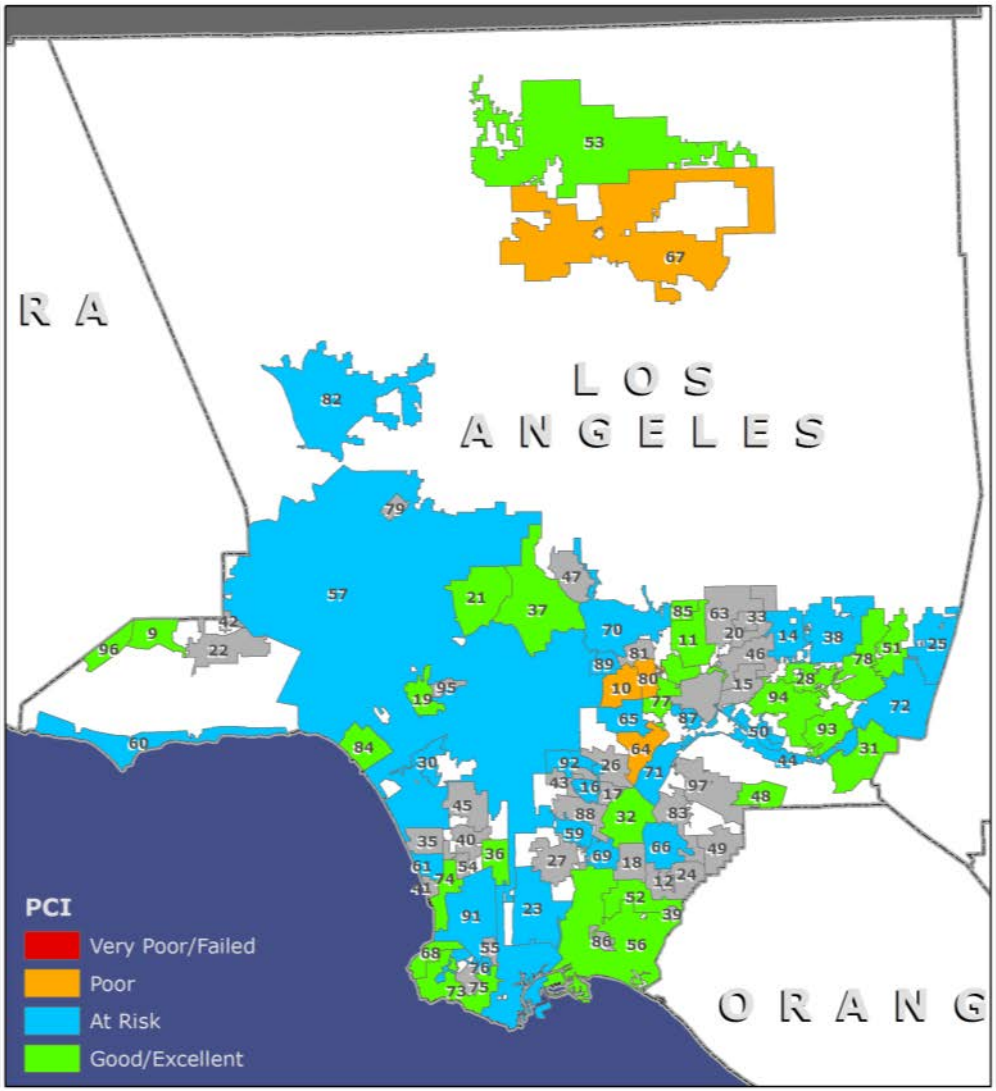
We developed some examples using the 2012 statewide survey

- Summary conditions can be displayed by jurisdiction
- Some data (about 1/3) is missing and had to be estimated in 2012
- This can improve this time around by combining SCAG and State initiatives
- Analytics (i.e., scenario analysis) are possible with summary data

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Los Angeles County

9 Agoura Hills
10 Alhambra
11 Arcadia
12 Artesia
13 Avalon
14 Azusa
15 Baldwin Park
16 Bell
17 Bell Gardens
18 Bellflower
19 Beverly Hills
20 Bradbury
21 Burbank
22 Calabasas
23 Carson
24 Cerritos
25 Claremont
26 Commerce
27 Compton
28 Covina
29 Cudahy
30 Culver City
31 Diamond Bar
32 Downey
33 Duarte
34 El Monte
35 El Segundo
36 Gardena
37 Glendale
38 Glendora
39 Hawaiian Gardens
40 Hawthorne
41 Hermosa Beach
42 Hidden Hills
43 Huntington Park
44 Industry
45 Inglewood
46 Irwindale
47 La Canada Flintridge
48 La Habra Heights
49 La Mirada
50 La Puente
51 La Verne
52 Lakewood
53 Lancaster
54 Lawndale
55 Lomita
56 Long Beach
57 Los Angeles
58 Los Angeles County
59 Lynwood
60 Malibu
61 Manhattan Beach
62 Maywood
63 Monrovia
64 Montebello
65 Monterey Park
66 Norwalk
67 Palmdale



68 Palos Verdes Estates
69 Paramount
70 Pasadena
71 Pico Rivera
72 Pomona
73 Rancho Palos Verdes
74 Redondo Beach
75 Rolling Hills
76 Rolling Hills Estates
77 Rosemead
78 San Dimas
79 San Fernando
80 San Gabriel
81 San Marino
82 Santa Clarita
83 Santa Fe Springs
84 Santa Monica
85 Sierra Madre
86 Signal Hill
87 South El Monte
88 South Gate
89 South Pasadena
90 Temple City
91 Torrance
92 Vernon
93 Walnut
94 West Covina
95 West Hollywood
96 Westlake Village
97 Whittier

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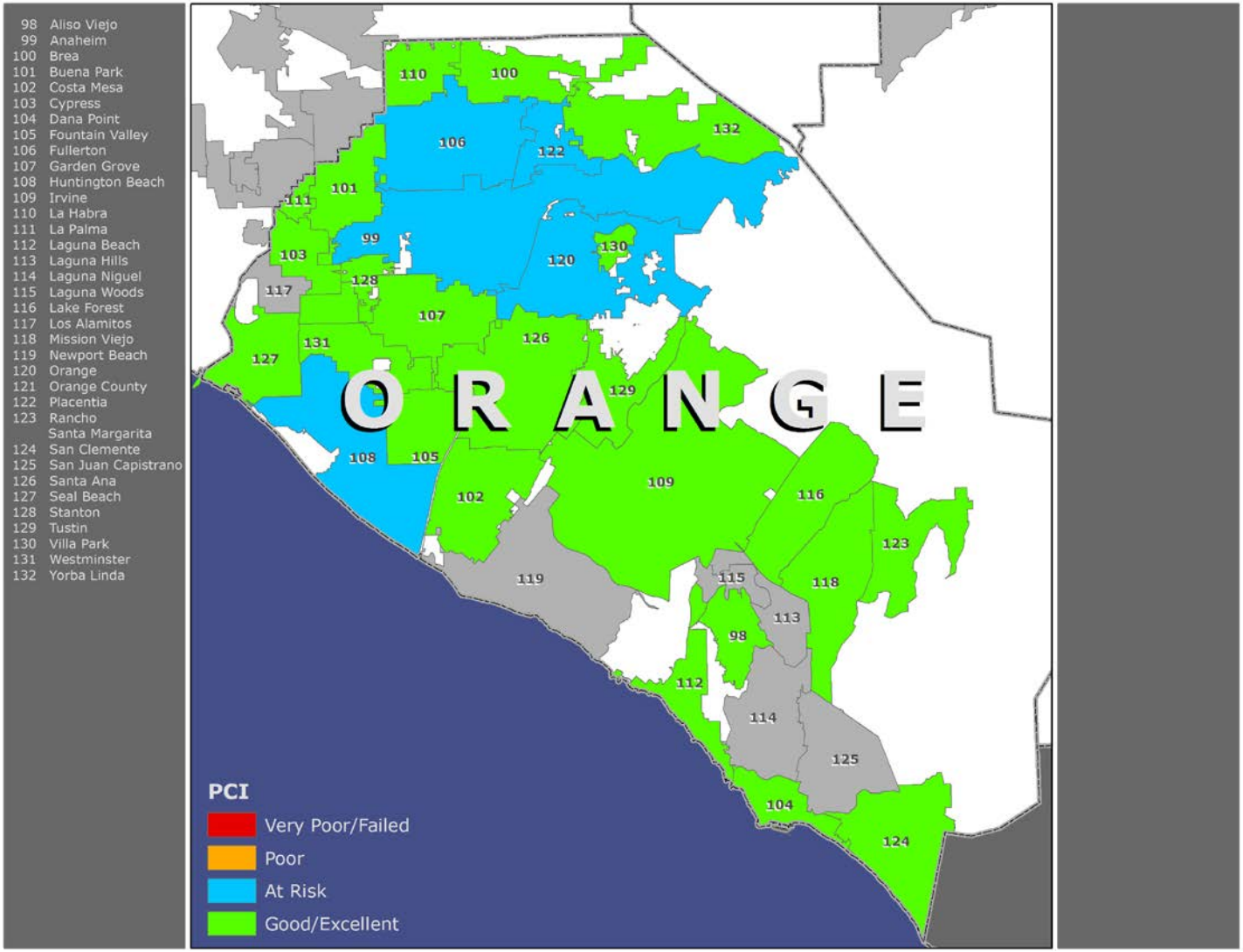
Orange County



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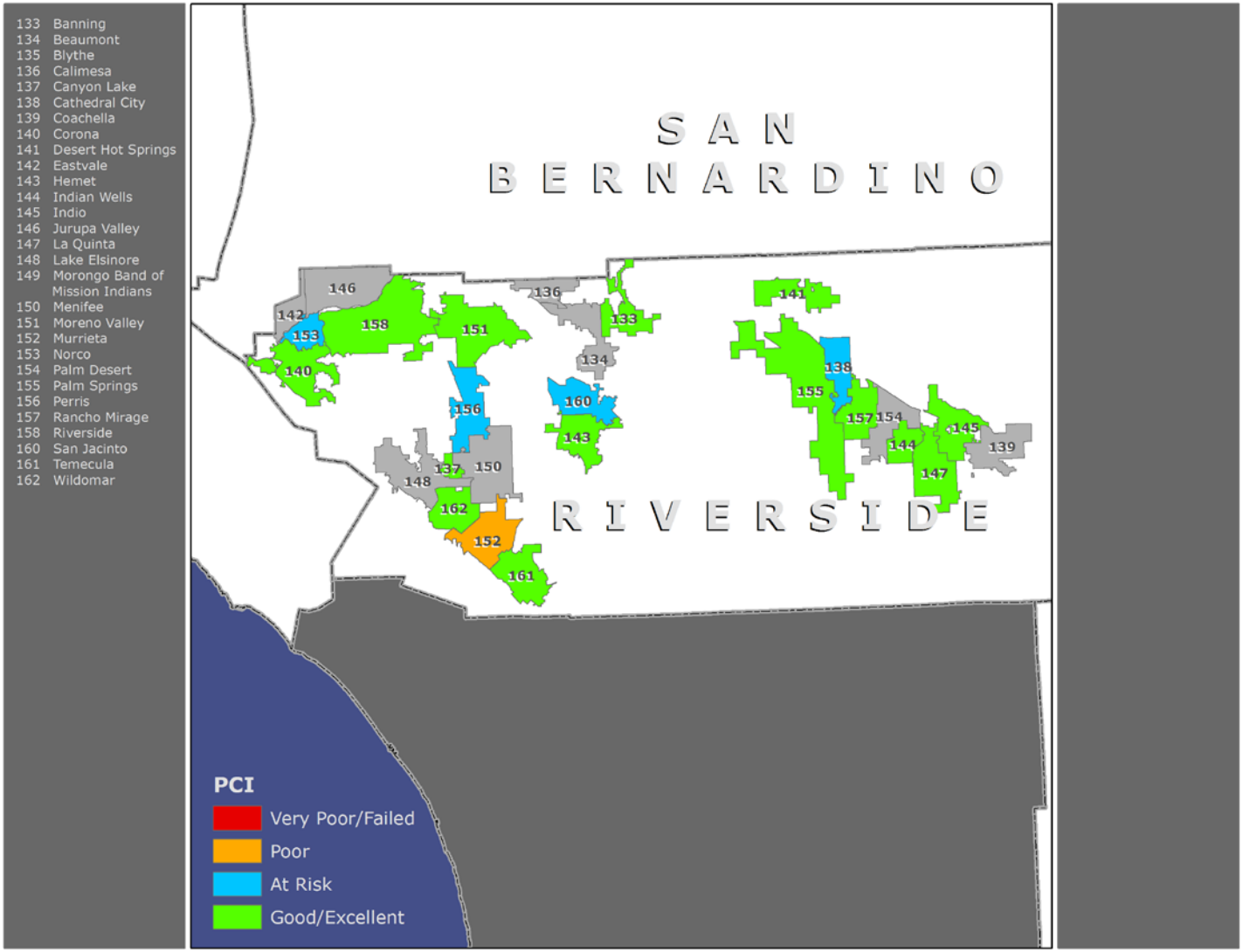
Riverside County



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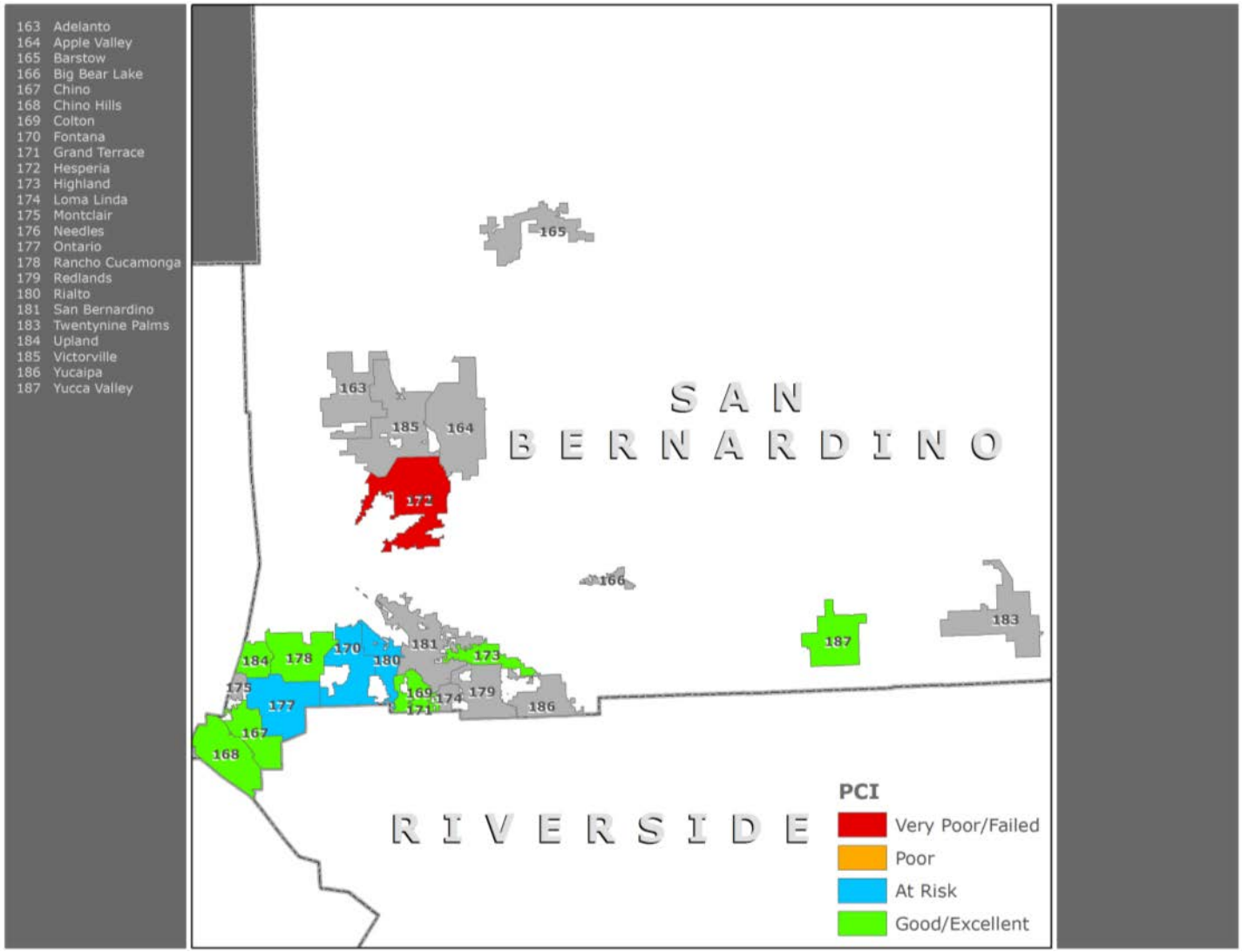
San Bernardino County



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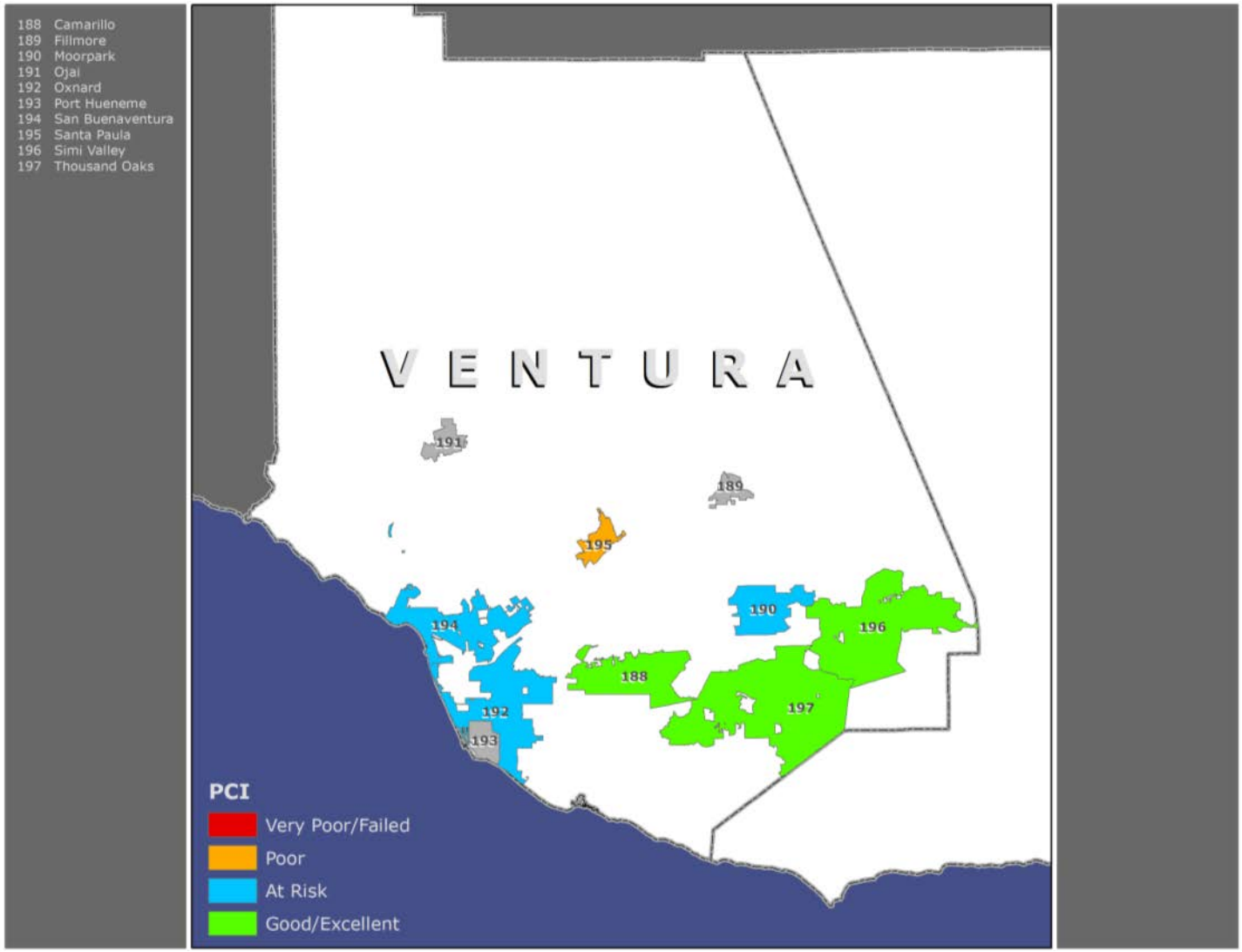
Ventura County



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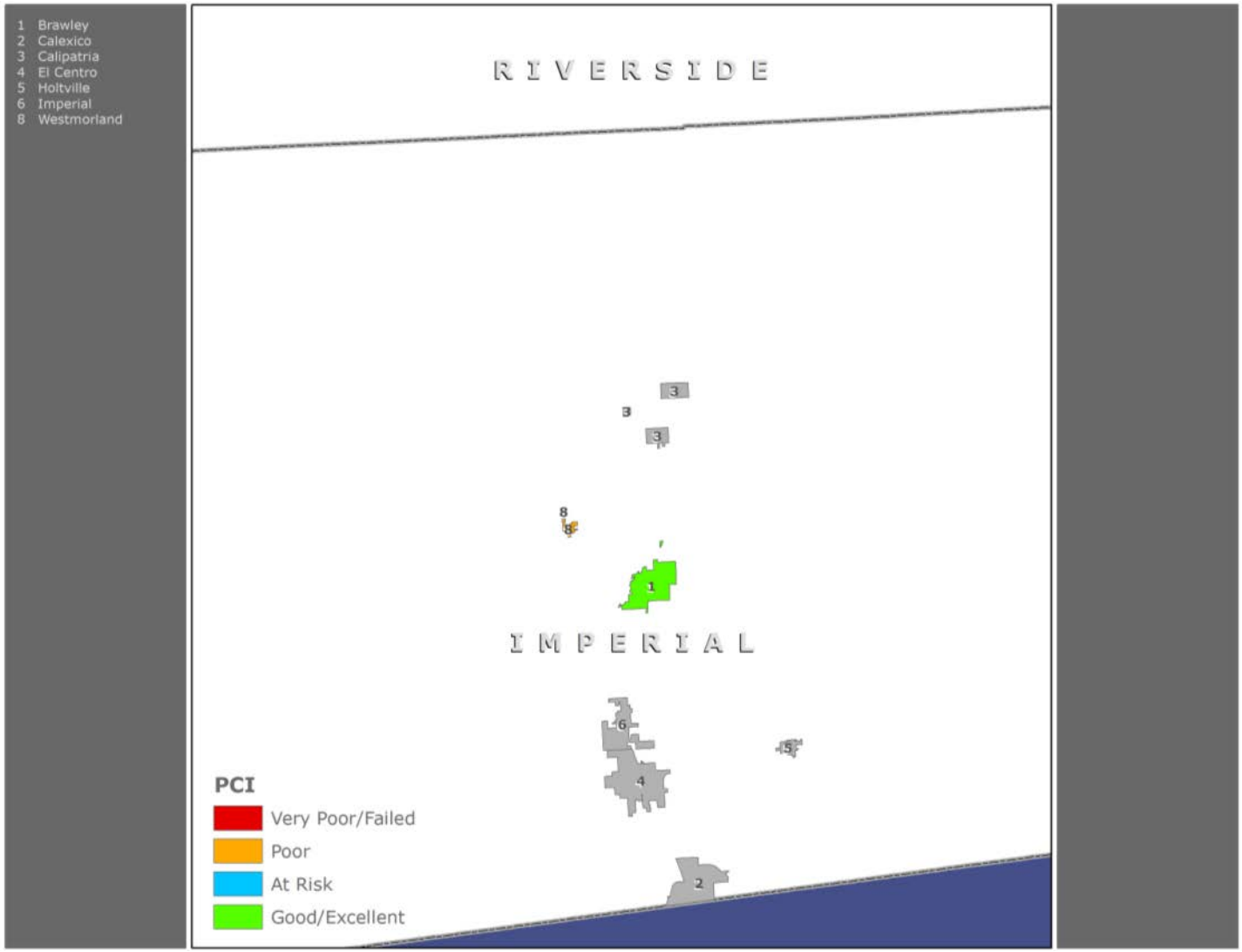
Imperial County



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3. Local Bridge Needs Projections

System Metrics Group

SCAG can rely on FHWA's bridge conditions data for local bridges to perform what-if analyses

	Value by Year										
Description	**Base**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Annual Budget: $0M											
Needs ($M)		878	1,150	1,371	1,636	1,722	1,894	2,104	2,598	3,099	3,650
Cumulative Work Done ($M)		0	0	0	0	0	0	0	0	0	0
Avg. Health Index	91.09	90.19	89.28	88.36	87.45	86.53	85.60	84.68	83.76	82.83	81.90
Avg. Sufficiency Rating	82.64	81.68	80.76	79.47	78.55	77.68	76.25	73.98	71.62	69.41	66.77
% Structurally Deficient	23.52	28.47	32.10	37.64	41.82	47.58	53.25	57.06	60.35	63.44	66.14
Annual Budget: $20M											
Needs ($M)		878	130	1,331	1,575	1,642	1,793	1,966	2,400	2,736	3,171
Cumulative Work Done ($M)		20	40	60	80	100	120	140	160	180	200
Avg. Health Index	91.09	90.21	89.38	88.52	87.68	86.83	86.04	85.27	84.43	83.71	82.91
Avg. Sufficiency Rating	82.64	81.74	80.91	79.76	78.95	78.21	76.95	74.92	72.81	70.94	68.52
% Structurally Deficient	23.52	28.41	31.71	37.08	40.83	46.69	51.51	54.73	57.95	60.46	63.25
Annual Budget: $40M											
Needs ($M)		878	1,061	1,242	1,451	1,497	1,614	1,729	1,948	2,132	2,404
Cumulative Work Done ($M)		40	80	120	160	200	240	280	320	360	400
Avg. Health Index	91.09	90.32	89.51	88.77	88.18	87.66	87.01	86.63	86.11	85.55	84.86
Avg. Sufficiency Rating	82.64	81.83	81.01	80.11	79.44	78.92	77.80	76.22	74.67	73.18	71.08
% Structurally Deficient	23.52	28.10	31.25	35.88	39.06	42.22	46.92	46.72	47.89	50.33	52.99
Annual Budget: $50M											
Needs ($M)		878	1,051	1,222	1,388	1,422	1,466	1,539	1,793	1,940	2,014
Cumulative Work Done ($M)		50	100	150	200	250	300	350	400	450	500
Avg. Health Index	91.09	90.33	89.54	89.00	88.56	88.12	87.81	87.41	87.02	86.62	85.98
Avg. Sufficiency Rating	82.64	81.85	81.10	80.32	79.76	79.33	78.48	77.05	75.62	74.33	72.33
% Structurally Deficient	23.52	28.07	31.13	35.01	36.98	38.72	40.55	41.00	41.77	43.93	46.54
Annual Budget: $60M											
Needs ($M)		878	1,041	1,202	1,326	1,351	1,412	1,435	1,677	1,800	1,861
Cumulative Work Done ($M)		60	120	180	240	300	360	420	480	540	600
Avg. Health Index	91.09	90.34	89.67	89.21	88.81	88.80	88.56	88.02	87.80	87.28	87.28
Avg. Sufficiency Rating	82.64	81.88	81.16	80.47	79.96	79.78	79.22	77.74	76.55	75.08	73.86
% Structurally Deficient	23.52	28.03	30.77	33.75	35.10	33.39	34.91	36.88	36.90	40.52	38.52
Annual Budget: $80M											
Needs ($M)		878	1,020	1,124	1,267	1,267	1,282	1,345	1,385	1,391	1,362
Cumulative Work Done ($M)		80	160	240	320	400	480	560	640	720	800
Avg. Health Index	91.09	90.36	89.98	89.70	90.06	89.76	89.95	90.48	91.03	92.14	92.58
Avg. Sufficiency Rating	82.64	81.93	81.47	80.92	80.95	80.74	80.32	79.87	79.58	79.85	79.78
% Structurally Deficient	23.52	27.95	29.16	30.20	26.35	27.41	27.11	24.09	23.03	22.31	20.83
Annual Budget: $100M											
Needs ($M)		878	998	1,052	1,135	1,099	1,096	1,050	980	932	898
Cumulative Work Done ($M)		100	200	300	400	500	600	700	800	899	998
Avg. Health Index	91.09	90.44	90.29	90.95	91.00	91.59	93.34	94.47	94.62	94.58	94.52
Avg. Sufficiency Rating	82.64	82.01	81.68	81.71	81.69	81.81	82.34	82.40	82.34	82.03	81.61
% Structurally Deficient	23.52	27.77	26.61	21.52	21.60	18.95	17.36	14.89	14.05	15.12	15.50

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4. Transit Needs

System Metrics Group

We can build on statewide needs assessment and direct discussions with local agencies

- Metro is developing an asset management tool we can likely use for updated data and what-if analysis
- We will use updated Metro numbers when they become available and build on previous statewide efforts
- It is unlikely that we can conduct significant what-if analyses with transit preservation.

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Discussion

System Metrics Group

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Item 5 Attachment: Pilot testing of Reliability Tools funded by SHRP-2

Testing of Travel Time Reliability Tools

DEVELOPED UNDER THE TRANSPORTATION RESEARCH BOARD STRATEGIC HIGHWAY RESEARCH PROGRAM (SHRP 2)

Naresh Amatya
Ryan Kuo
Margaret Lin
December 19, 2013

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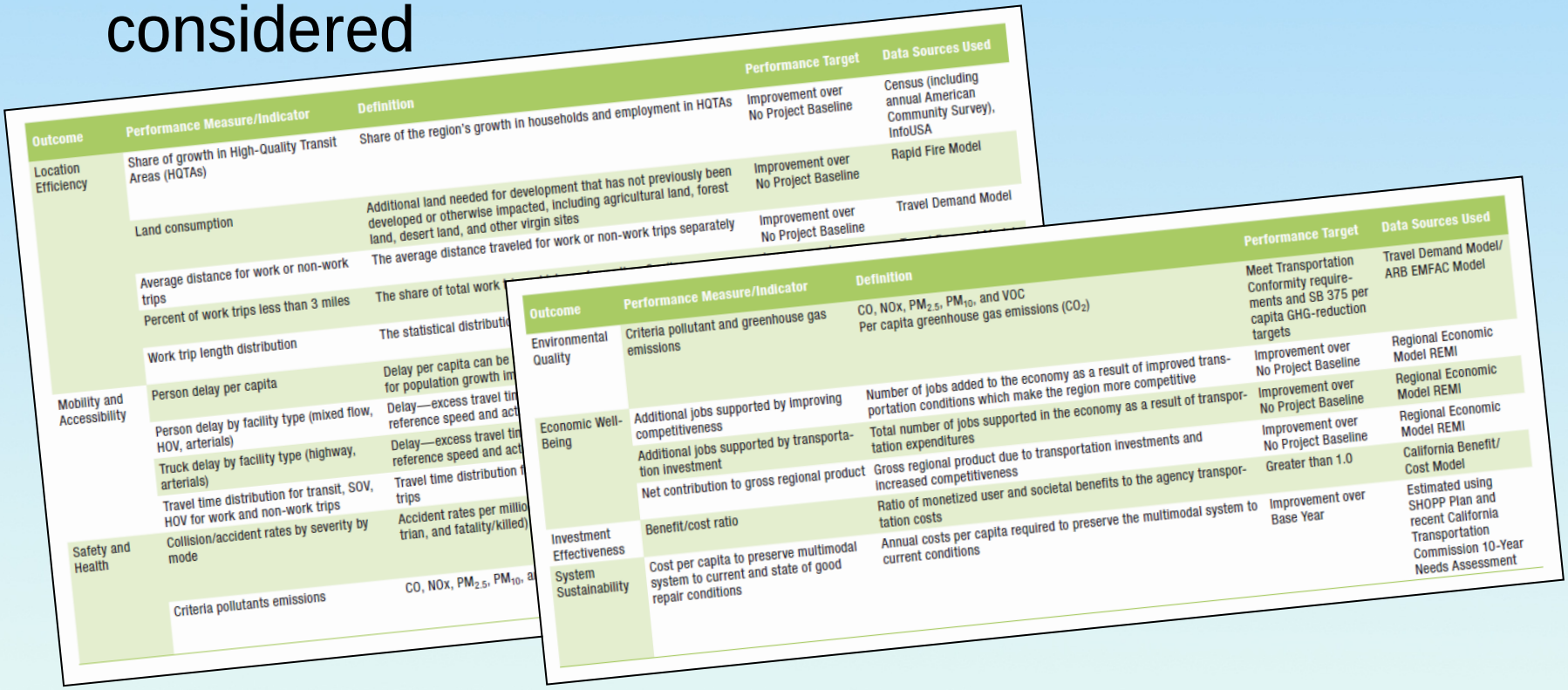
2012–2035 RTP/SCS
Focus on performance-based planning

- Built on years of performance-based RTPs
- Travel Time Reliability is one of the metrics considered



Outcome	Performance Measure/Indicator	Definition	Performance Target	Data Sources Used
Location Efficiency	Share of growth in High-Quality Transit Areas (HQTAs)	Share of the region's growth in households and employment in HQTAs	Improvement over No Project Baseline	Census (including annual American Community Survey), InfoUSA
	Land consumption	Additional land needed for development that has not previously been developed or otherwise impacted, including agricultural land, forest land, desert land, and other virgin sites	Improvement over No Project Baseline	Rapid Fire Model
	Average distance for work or non-work trips	The average distance traveled for work or non-work trips separately	Improvement over No Project Baseline	Travel Demand Model
	Percent of work trips less than 3 miles	The share of total work		
	Work trip length distribution	The statistical distributio		
Mobility and Accessibility	Person delay per capita	Delay per capita can be for population growth in		
	Person delay by facility type (mixed flow, HOV, arterials)	Delay—excess travel tin reference speed and act		
	Truck delay by facility type (highway, arterials)	Delay—excess travel tin reference speed and act		
	Travel time distribution for transit, SOV, HOV for work and non-work trips	Travel time distribution f trips		
Safety and Health	Collision/accident rates by severity by mode	Accident rates per millio trian, and fatality/killed)		
	Criteria pollutants emissions	CO, NOx, $PM_{2.5}$, PM_{10}, a		

Outcome	Performance Measure/Indicator	Definition	Performance Target	Data Sources Used
Environmental Quality	Criteria pollutant and greenhouse gas emissions	CO, NOx, $PM_{2.5}$, PM_{10}, and VOC Per capita greenhouse gas emissions (CO_2)	Meet Transportation Conformity requirements and SB 375 per capita GHG-reduction targets	Travel Demand Model/ ARB EMFAC Model
Economic Well-Being	Additional jobs supported by improving competitiveness	Number of jobs added to the economy as a result of improved transportation conditions which make the region more competitive	Improvement over No Project Baseline	Regional Economic Model REMI
	Additional jobs supported by transportation investment	Total number of jobs supported in the economy as a result of transportation expenditures	Improvement over No Project Baseline	Regional Economic Model REMI
	Net contribution to gross regional product	Gross regional product due to transportation investments and increased competitiveness	Improvement over No Project Baseline	Regional Economic Model REMI
Investment Effectiveness	Benefit/cost ratio	Ratio of monetized user and societal benefits to the agency transportation costs	Greater than 1.0	California Benefit/ Cost Model
System Sustainability	Cost per capita to preserve multimodal system to current and state of good repair conditions	Annual costs per capita required to preserve the multimodal system to current conditions	Improvement over Base Year	Estimated using SHOPP Plan and recent California Transportation Commission 10-Year Needs Assessment

Looking beyond the 2012–2035 RTP/SCS

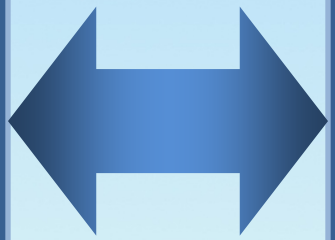
- **Lack of data and measurement/forecasting tools** were identified as major challenges to performance-based planning during the 2012–2035 RTP/SCS process
- MAP-21 calls for an **enhanced focus** on performance-based planning – travel time reliability is one of the 7 areas identified for performance monitoring
- SCAG continues to seek ways to enhance our ability to **support performance-based planning** by developing new tools, pursuing data collection, and improving applications and monitoring

Great partnership opportunity with the TRB

- TRB recently sought pilot sites to test highway **travel time reliability forecasting tools** developed through the SHRP 2 grant program
- Historical travel time reliability can be readily quantified for corridors for which a rich data source such as PeMS is available
- The challenge is to forecast travel time reliability and link them to specific investments
- SCAG applied for and won a TRB SHRP 2 grant to test the newly developed tools

Great partnership opportunity with the TRB

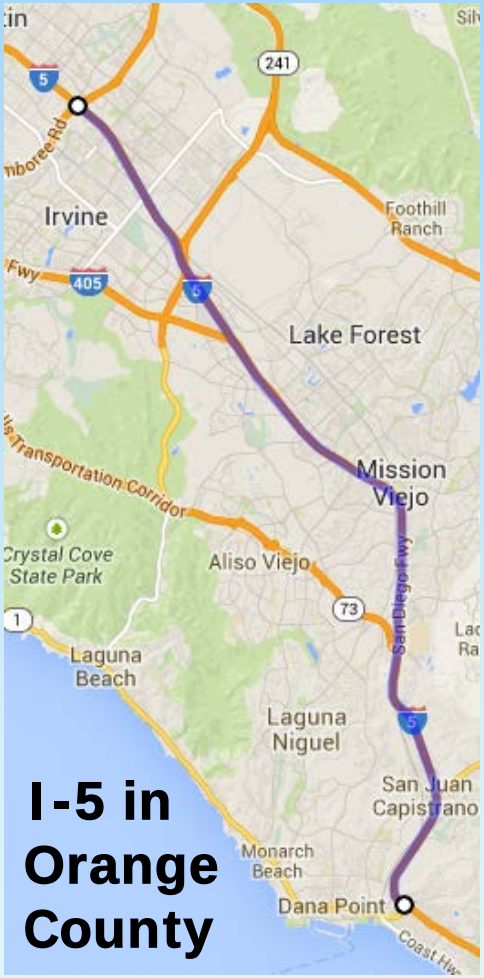
SCAG	TRB
Opportunity to experiment with new tools that could enhance our performance-based planning capabilities	Opportunity to have planning agencies ground-test newly developed tools for usability and technical validity



What has our work involved?

- Assess the usability and validity of tools
- Identify corridors to test the tools

Urbanized I-210 in Los Angeles County



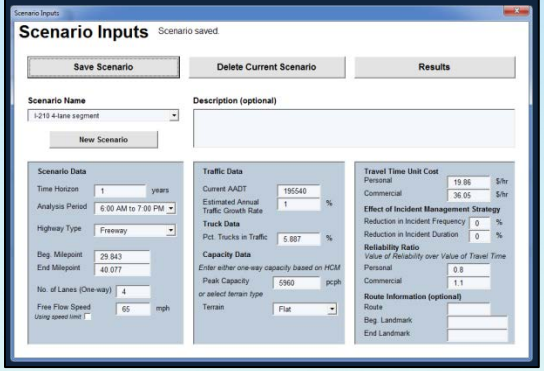
I-5 in Orange County

Ease of use of the tools

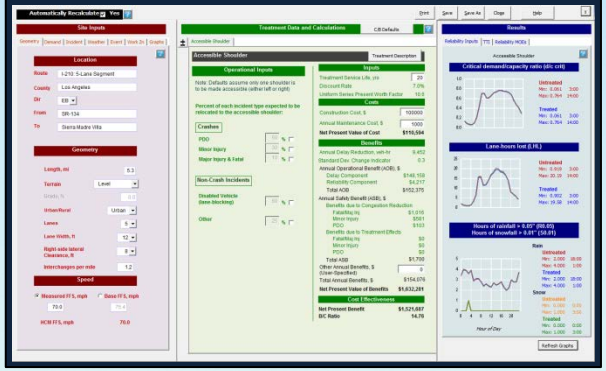
User interfaces vary in ease of use

SIMPLE & QUICK ⟷ **COMPLEX & TIME-CONSUMING**

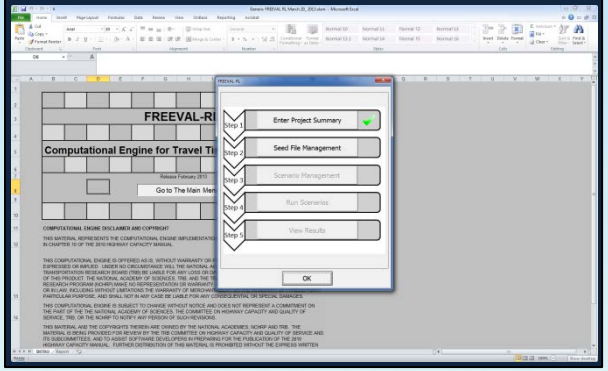
Project C11



Project L07



Project L08



Ease of use of the tools

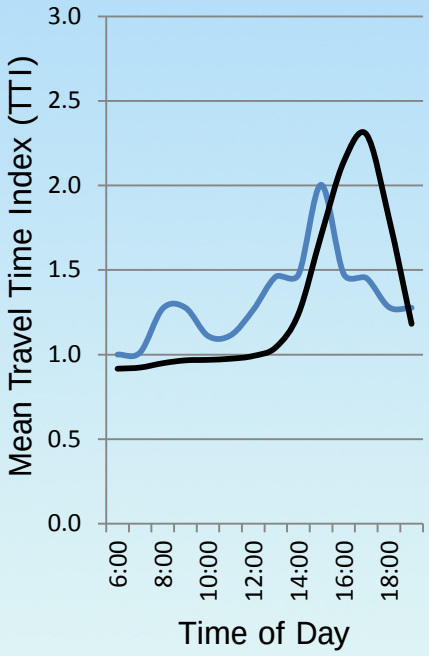
- C11 Tool: Quick to run, but offers a limited number of treatments
- L07 Tool: Requires more time to prepare, but offers a greater number of treatments, most of which are applicable to our region:
  - Accessible shoulder
  - Alternating shoulder
  - ~~Anti-icing systems~~
  - ~~Blowing sand~~
  - Control (gated) turnarounds
  - Crash investigation site
  - Drivable shoulder
  - Emergency access
  - Emergency crossovers
  - Emergency pull-off
  - Extra high median barrier
  - Incident screen
  - Moveable cable barrier
  - Runaway truck ramp
  - ~~Snow fence~~
  - ~~Wildlife crash reduction~~
  - Custom treatment flow
  - Custom raw treatment
  - Custom treatment incidents
- L08 Tool: Extremely time-consuming to prepare, but offers the ability to test very specific operational improvements

Technical validity of the tools

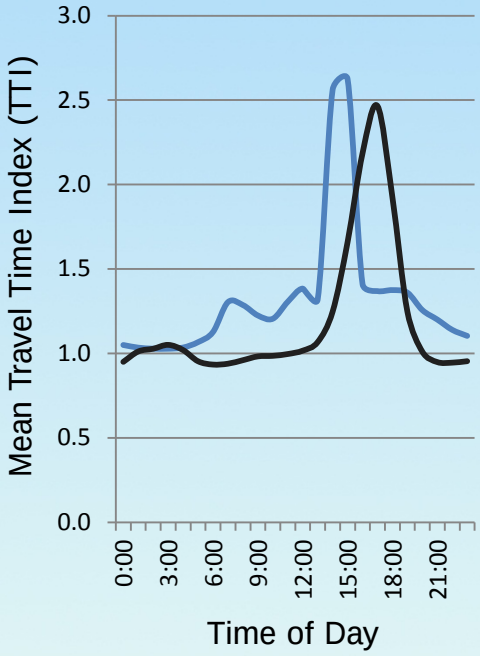
Tools may be overly simplistic or challenging to use

The tools have a limited ability to be calibrated to PeMS conditions

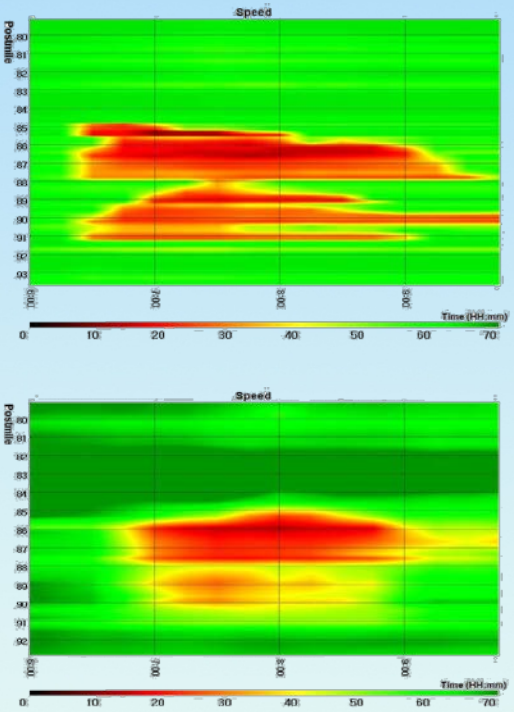
C11 Tool



L07 Tool



L08 Tool



Tool results

Real-world conditions (PeMS)

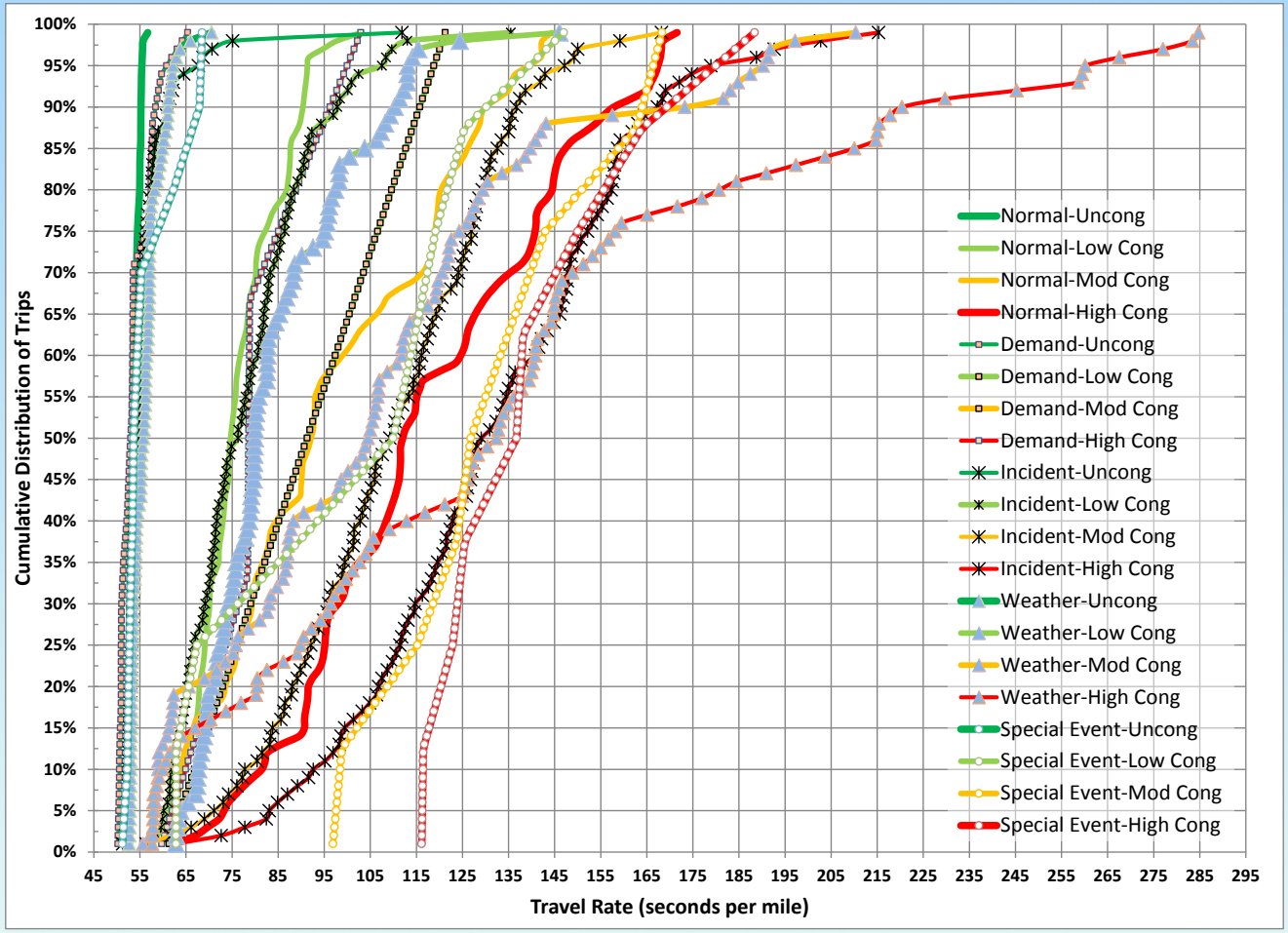
Initial thoughts on the usability of the tools

- Tools may have the potential to be used by SCAG for planning purposes **if several issues can be addressed**:
  - More guidance on how to calibrate tools for baseline conditions
  - Modifications to support modeling particular types of operational projects (i.e. advanced ramp metering, auxiliary lanes, ramp modifications)
  - Improvements to method for importing and saving data
  - Better support for adjustment of analysis periods

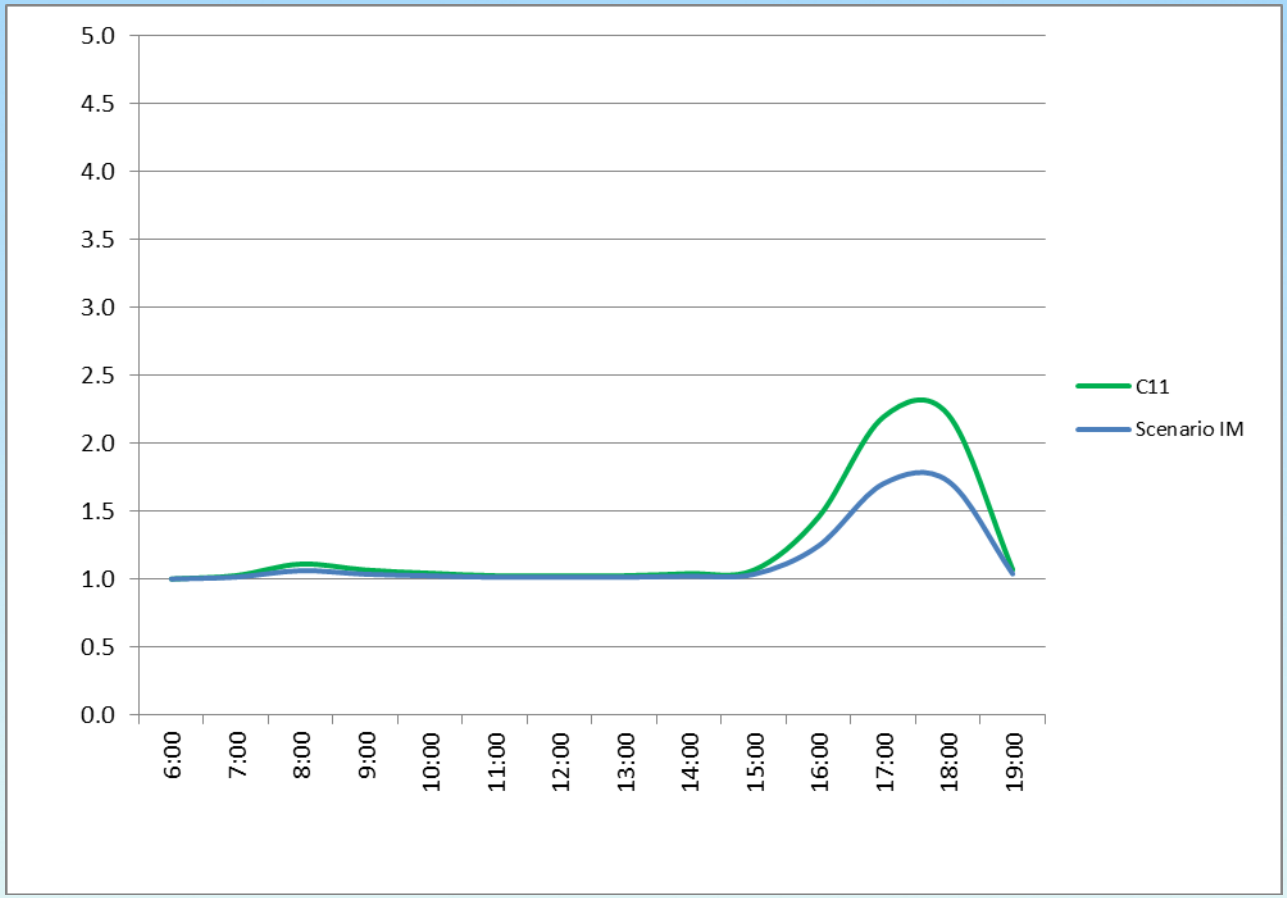
Questions for discussion

- Are you interested in including a consideration of reliability during project planning?
- Do you anticipate travel time reliability impacting project selection and prioritization?

Is this a useful graph for understanding the factors that contribute to unreliable travel?



Would seeing an improvement such as this affect your project selection?



For more information:

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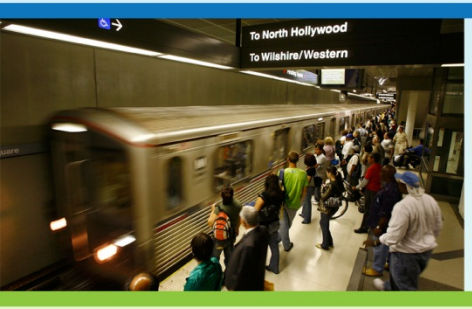



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Item 6 Attachment: No Attachment