

California Transportation Commission

Regional Transportation Plan Guidelines Work Group

Meeting Notes

Friday, July 27, 2007 1:00 p.m. – 3:00 p.m.

Department of Transportation, District 3 Office
2800 Gateway Oaks Drive, Sacramento, CA

Rusty Selix provided an overview of the outcome of the Smart Growth/Blueprint Planning Subgroup meeting held on July 27, 2007. The following additional comments were made:

Subgroups were asked to develop issues and have workgroups come back together to determine how the RTP guidelines can be updated to address the climate action goals of AB 32. There may be areas where the legislature needs to take action to alter our administrative program.

Blueprint planning should also address the types of energy supplied by working with energy supplies and energy conservation with regard to the population. At SANDAG, dollars were provided by the CA Energy Commission to aid with regional strategies related to the types of energy supplied and strategies related to energy conservation.

The Workgroup will also need to delineate how RHNA and energy portion fit within a blueprint. Specifically, what is the impact on various programs and projects? How can RHNA and energy fit into the RTP guidelines – possibly the environmental document required could address this?

The blueprint is an inter-related document. The nature of the blueprint is that the blueprint should recognize that players are coming to the table as we speak. All MPOs and RTPAs are at different stages in the blueprint development process.

CTC funding of priorities do not tie blueprint requirements as a prerequisite. The STIP cycle does not yet sync with blueprint requirements, as some are more ahead of others. Ideally by the 2010 STIP cycle, blueprints will be very well established. We are really finding out what a blue print should look like and the tie between transportation funding and blueprints.

Linking blueprints to RTPs is all good but how long does it take to do this? What about the regions that are behind? Are there ways to use the RTPs to get reduction that does not tie to land use and blueprints? It is important to not seek to resolve the climate action goals by putting plans on plans.

In about 18 months there will be a syncing up of targets and what is possible on the emission reduction side and blueprints for the land use side. This will also be an energy consumption side.

Primary objective is reducing VMT to achieve greenhouse gases. MPOs are also looking at energy conservation and energy supply.

Growth management structure from the state should be considered. We are backing into solving these concerns by a bottoms up approach by trying to force the CTC to assign funding to make this work.

The Smart Growth/Blueprint Planning subgroup will provide a first cut draft RTP guidelines to the RTP workgroup prior to the August 31st meeting.

Lynn Terry provided an overview of the outcome of the Climate Action Subgroup meeting held on June 19, 2007. The following additional comments were made:

The first meeting of the subgroup centered on a discussion of what the outcome of the group would be and the tie with the Smart Growth/Blueprint Planning subgroup. With the efforts currently underway by the Climate Action Team (CAT) that parallel with the subgroup effort, Commission staff was invited to become a member of the CAT team.

The timing of AB 32 was discussed in relationship to the transportation element. ARB is working on a scoping plan, using a sector based approach, and will begin the public process with an initial meeting in August or September. . It is important to include the Energy Commission in the process with ARB. Help will be needed with the forecasting effort. It is important to bring everyone into the process from each sector.

By March 2008, the ARB is hoping to have scenarios developed. Regional blueprints will need to tie to AB 32. The timeline discussed by ARB fits into our schedule to provide recommendations to the Legislature. January 1, 2009, the Scoping Plan is to be adopted by ARB.

We need to make sure that we are syncing up with other documents, such as general plans. If looking for transportation to help finance emissions reduction, will need to look at alternative funding for transportation.

ARB will report on the thought process of scenarios at the August 31st RTP Workgroup meeting.

Bob McCleary provided an overview of the outcome of the Modeling Subgroup meeting held July 27, 2007. The following additional comments were made:

There is a clear need for better information and credibility and need to open the “black box” to ensure that best information is provided for decision making. Need to communicate to decision makers of the sensitive data. As modeling can be a strain on

resources for agencies (especially in rural areas) collaboration with others who are currently working on modeling tools is important.

There was a discussion about standardized statewide surveys, with 20% to 30% of the survey questions developed at the local level. It was suggested that set state standards need to be developed on what models have to achieve. It was suggested that by working in collaboration with partners on fundamentals together common data sets might be developed to evaluate projects.

Existing models can be used, but how do you measure alternatives? How can we include investment scenarios that do not only concentrate on highways? Are testing scenarios feasible?

There is a “lack of a consistent set of performance measures”. It is not that we need standard models it is that we need standard performance measures. Such measures need to be made transparent and explain sensitivity to users and decision makers.

SCAG briefly discussed the modeling tool they are using.

The Modeling subgroup will meet in August (date to be determined). The group will provide discussion points to the Commission for distribution to the RTP Workgroup prior to the August 31st meeting.

The goal by the end of the year or early next year, is to have a list of recommendations to go to the Legislature on what the RTP can quickly address in regards to the reduction of greenhouse gas emissions, recommendations that will require Legislative action to implement, and recommendations on what can not be done in the RTP.

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The following links are documents/studies that were mentioned during discussions:

"Win-Win Emission Reduction Strategies: Smart Transportation Strategies Can Achieve Emission Reduction Targets And Provide Other Important Economic, Social and Environmental Benefits" can be found at: <http://www.vtpi.org/wwclimate.pdf>

"Review of U.S. and European Regional Modeling Studies of Policies Intended to Reduce Motorized Travel, Fuel Use, and Emissions" can be found at: <http://www.vtpi.org/johnston.pdf>