

To: Doug and Lezlie

From: Mike Rawson

Re: Comments on the 9-3-09 2nd Draft RTAC Report

Date: 9-7-09

Below are my specific comments on the draft. Thanks for all your work—this edition is a substantial improvement over the first. I'm using the page numbers based on how the version opened on my computer—hope that's ok. I didn't think it made sense to try to edit the draft itself given the number of comments you'll likely get.

Generally- You might want to include a footnote the first time you cite to the Government Code saying all citations are to the Government Code except as otherwise indicated—that'll save a little space and enhance the readability a bit.

Page 7, 2nd ¶

The Committee recognizes that travel demand and land use models, including off-model post-processors, are an essential, inextricable piece of the regional transportation planning process.

Page 7, 3rd ¶

To support both the development of the BMP list and BMP spreadsheet tool, and to improve the accuracy of regional travel and land use models, the Committee encourages the funding of more empirical studies, and recommends that any new information be appropriately incorporated into the SB 375 implementation process as it becomes available.

Page 9, Step 1, 4th bullet

- Demographic forecasts (e.g., aging of population and changes to household income and cost of living)

Page 10, Step 3, Add a 7th bullet

- Increased funding for and/or supply of housing affordable to the local workforce

Page 10, ¶ following the Step 3 bullets

In this step, the MPOs and ARB would also identify the data outputs that should be obtained from existing scenario assessments or new scenario assessments developed with existing travel demand and land use models, off-model tools, sketch planning analyses, or the BMP spreadsheet tool.

Page 10, 3rd ¶ following the Step 3 bullets

In this step, the MPOs and ARB staff would also identify the outputs that should be obtained from existing scenario assessments or new assessments developed with existing travel demand and land use models, off-model tools, sketch planning analyses, or the BMP spreadsheet tool.

Page 14, top, 1st sentence (in “Use of Empirical Studies “)

The “causes” or inputs include land use strategies such as infill development, development mix, density, urban design (4Ds), affordable housing development and transportation strategies such as pricing, incentives, service improvements and other forms of transportation demand management (TDM).

Page 15, 2nd ¶ under “Use of Modeling”

“Other modeling methods” refer to land use focused modeling or in general to tools which either augment or replace travel demand models, and are likely to be spreadsheet-based tools.

Page 17, “Recommendations on use of modeling” ¶

2) development of a model improvement program which addresses identified modeling needs, including housing affordability and other social equity factors, by the second round of SCS/APS development;

Page 18, “Model Improvement Program” ¶

Based on the assessment described above, each MPO should develop a multi-year program of improvements needed to address any modeling needs, including incorporation of relevant housing affordability and other social equity factors.

Page 19, 2nd ¶ of “Key Underlying Assumptions”

It is especially important that MPOs clearly document for ARB their assumptions made with regards to current economic activity as it relates to current and future residential and commercial development (including housing affordability relative

to wages), current and projected economic activity as they relate to future rates of growth and development, as well as assumptions made with regards to...

Page 20, 3rd ¶ after bullets

The BMP list consists of available land use and transportation policies and practices that local planners should consider when addressing the requirements of SB 375. They include social equity practices that have the potential to reduce VMT (such as the provision of affordable housing appropriate to wage levels).

Page 22, “Flexibility in Achieving Targets”

[I don't think the limitation to the “transportation sector” accurately describes the meaning of the boundaries of flexibility—it could be seen as constraining the use of land use based strategies that might reduce VMT. So, instead of saying “greenhouse gas reduction outside the transportation sector....,” say, “greenhouse gas reductions not related to reduced VMT should not be credited towards meeting of targets.” Or something like that.]

Pages 26 & 27, “Housing and Social Equity”

First, because the recommendations here are as much about target setting, target meeting and BMPs as they are about logistical implementation concerns, I think the section should be moved into Part II, probably to follow BMPs, but at least somewhere in Part II.

Second, whether the section is moved up or not, the references to the Parts of the report in the 1st ¶ on page 26 and in the 1st specific recommendation on page 27 need to be conformed to the renumbering of the Parts.

Page 43, “Performance Monitoring” Chart

Under Land Use Policies add:

- Affordable Housing Planning & Development

Under Land Use Performance Indicators Add:

- Changes in housing affordability relative to local wages (jobs/housing fit)
- Changes in housing unit to jobs ration (jobs/housing balance)

Page 45, “Model Enhancement,” 2nd bullet, 1st sentence

The Committee ~~supports~~ recommends the incorporation of housing affordability and social equity factors into regional and statewide model improvement efforts.