

From: [Bruce Griesenbeck](#)
To: [Kalandiyur, Nesamani@ARB](#)
Cc: [Yao, Zhuo@ARB](#); [Yanmei Ou](#); [Clint Holtzen](#); [Kirk Trost](#); [Dolney, Nicole@ARB](#); [Kimura, Lezlie@ARB](#); [Afzalan, Nader@ARB](#)
Subject: RE: Meeting next week (Week of Oct. 28)
Date: Friday, November 8, 2019 10:36:17 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

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Nesamani—thanks for your time on the phone Wednesday. Very helpful in getting a better understanding of what you are looking for.

To re-iterate what we have written and what we have explained previously, the screening questions are used as flags for identifying roadway capacity projects that could have construction delayed to a time past the horizon year for the MTP/SCS update. In some cases, the screening process results in discussions with the proposing agency about the nominated projects. The discussions with the proposing agency start with sharing our screening analysis, and focuses on:

- potential to delay construction of a capacity project past the horizon year of this MTP/SCS update;
- options to downscale a flagged project or phase construction to better match planned growth; and
- options for achieving the same goals of a flagged project with a different phasing of other nominated projects.

The process is described in greater detail below.

1. A horizon year SACSIM19 model scenario was prepared, using the draft horizon year growth allocation on the land use and population side, and including all nominated projects on the transportation projects side. The first iteration of the screening focuses on comparisons of this horizon year/all projects scenario to the 2016 base year.
2. The screening questions are applied to a combined database with the 2016 and horizon year/all projects roadway segments, aggregated in two ways: by project ID, and by a generic roadway segment ID. The aggregation variables are: lane miles of roadway by type of roadway; VMT by type of roadway by time period; and congested VMT (i.e. V/C ratio > 1.0) by time period. Changes between 2016 (base year) and the horizon year/all projects scenario (future year) can be compared by project ID and by roadway segment.
3. The three screening questions you reference above are applied to the database. Projects flagged in using the screening questions are candidates for delay of construction to a time past the horizon year of this MTP/SCS update, or for further discussion with proposing agency.
 - a. Question 1 compares base year and future year congested VMT as a percentage of total VMT for both base year and future year. The threshold used for initial screening was 50%*.
 - b. Question 2 compares change in lane mileage to change in VMT. The threshold used for initial screening was 0.7*.
 - c. Question 3 is based on future year only, and is based on V/C ratio in peak periods in the future year. V/C ration thresholds varied by project type.
4. As the project list and draft growth allocation are refined, additional iterations of the screening were run—however, the initial screening of the horizon year/all projects scenario is the most significant in terms of the identifying candidate projects for delay in construction past the horizon year of the MTP/SCS.
5. Additional project review was done based on mapping projects against growth, project readiness, financial capacity, potential for revenue generation, priority of the projects to the proposing agency, overall budget constraint, and other factors. The screening analysis was only one part of the process of refining the project list.
6. Aggregate results of the screening and overall project review:
 - a. Total roadway capacity projects nominated: 638 (Draft MTP/SCS includes 340)
 - b. Total cost of all nominated projects: \$12B (Draft MTP/SCS includes \$6.8B)
 - c. Projects flagged in initial screening: 170 (approx.)
 - d. Flagged projects not included for construction in Draft MTP/SCS: 100 (approx.)

Some projects were included in the Draft MTP/SCS, even though flagged in the screening process, for a range of reasons. Highway capacity cannot be added in half-lanes, and in some cases, projects are collector or local roadways, needed for access to growth projected in the MTP/SCS, and to connect to the arterial-and-above roadway network. Other reasons: safety; projects tied to growth included in the MTP/SCS and funded through impact fees generated by that growth; and projects tied to growth included in the MTP/SCS and identified as mitigation for that growth.

*I mention the numeric thresholds because of the emphasis on quantification in your questions. I want to emphasize that the specific thresholds were based on a little bit of logic and a lot of judgement. In general, the discussion that took place after our screening were more important than the specific variable and thresholds we used.

Bruce Griesenbeck | Data & Analysis Manager

Sacramento Area Council of Governments

916-340-6268

bgriesenbeck@sacog.org

From: Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>

Sent: Tuesday, November 5, 2019 2:24 PM

To: Bruce Griesenbeck <BGriesenbeck@sacog.org>

Cc: Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>; Yanmei Ou <YOu@sacog.org>; Clint Holtzen <CHoltzen@sacog.org>; Kirk Trost <KTrost@sacog.org>; Dolney, Nicole@ARB

<nicole.dolney@arb.ca.gov>; Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Afzalan, Nader@ARB <nader.afzalan@arb.ca.gov>

Subject: RE: Meeting next week (Week of Oct. 28)

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Hi Bruce,

Thank you for your responses to our questions about how you approached the elasticity analysis. Based on the description you provided and a follow up phone call between us, we understand that SACOG considers their land use allocation process to capture long-run induced demand effects, and that this is substantiated by the elasticity-based sensitivity test. In our questions to you on October 30 we requested supporting evidence or substantiation of the use of this test to determine whether the integration of your land use allocation and transportation project process captures long-run induced demand. While Appendix E of the MTP/SCS explains that SACOG undertakes a screening approach as noted below, it's unclear what quantitative criteria or methods are used to screen whether projects do or do not support the land use allocation. Can you please provide this information?

The screening questions included: 1) Is there evidence of significant congestion on the roadway, either in the base year or in the planning horizon year?; 2) where a capacity increase is proposed, is the scale of the capacity increase similar to the scale of the growth in demand?; and 3) with the proposed capacity increase in place, is the roadway well-utilized in peak periods in the planning horizon year?

Thanks,

Nesamani

From: Bruce Griesenbeck <BGriesenbeck@sacog.org>
Sent: Friday, November 01, 2019 3:56 PM
To: Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>
Cc: Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>; Yanmei Ou <YOU@sacog.org>; Clint Holtzen <CHoltzen@sacog.org>; Kirk Trost <KTrost@sacog.org>; Dolney, Nicole@ARB <nicole.dolney@arb.ca.gov>; Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Afzalan, Nader@ARB <nader.afzalan@arb.ca.gov>
Subject: RE: Meeting next week (Week of Oct. 28)

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Thanks for this. Great to talk to you and Zhuo today.

Filling in our responses to your questions from yesterday **IN BOLD CAPS** below.

Please consider this email a supplement to the "Technical Methodology for Greenhouse Gas Calculations for the 2020 MTP/SCS" submitted 8/10/2018, plus the two formal addendums (8/11/2019 and 9/2/2019).

Induced Demand

- The technical methodology addendum dated 9/02/2019 does not explain how the capacity expansion projects will be identified and screened for long-term induced demand analysis. Please provide the criteria and the threshold that will be used for identifying the capacity expansion projects. Also provide the rationale behind the elasticity approach for estimating the long-term induced demand and the sources of elasticities. **CAPACITY EXPANSION PROJECTS WILL BE IDENTIFIED THROUGH THE PROJECT TYPES USED IN THE MTP PROJECT LIST—NEW ROADWAYS & WIDENED ROADWAYS, MEASURED IN LANE MILES OF ADDED CAPACITY. THE ELASTICITY APPROACH, IS THE ONLY WAY WE KNOW OF TO REASONABLY LOOK AT CHANGE IN HOUSEHOLD-GENERATED VMT (BOTH TOTAL AND PER CAPITA) OVER THE ENTIRE SPAN OF OUR MTP/SCS (2016 TO 2040), THAT ALLOWS US TO REASONABLY CAPTURE THE MAJOR FACTORS INFLUENCING VMT, INCLUDING INDUCED DEMAND (DEFINED AS CHANGE IN VMT WITH RESPECT TO ADDED ROADWAY CAPACITY). THE USE OF AN ELASTICITY ANALYSIS WAS INSPIRED BY ONE OF THE EARLY DRAFTS OF THE ARB SCS EVALUATION GUIDANCE (WE NOTE THAT THIS APPROACH WAS DELETED FROM THE MOST RECENT DRAFT, BUT STILL BELIEVE IT PROVIDES A GOOD, PRACTICAL WAY FOR TESTING FOR INCLUSION OF INDUCED DEMAND EFFECTS FOR SACOG'S GROWTH FORECAST AND TRANSPORTATION FORECAST IN COMBINATION). TO THIS EXTENT, THIS APPROACH REALLY IS A REASONABLE-NESS CHECK OR SENSITIVITY TEST—THE APPROACH IS NOT INTENDED AS AN ESTIMATE OF INDUCED DEMAND ITSELF. IT'S A WAY OF DEMONSTRATING THAT THE GROWTH FORECAST, IN COMBINATION WITH THE SACSIM19 TRAVEL DEMAND MODEL, REASONABLY CAPTURES INDUCED DEMAND EFFECTS.**
- The elasticity analysis in your draft plan (Appendix E, pg. 59-61) includes strategies such as accessibility (jobs within 30 minutes of drive), transit accessibility (jobs within 30 minutes of transit) and density. All these three strategies might be correlated and the effects of it might be double counted. Please explain why you included these three strategies in this analysis and omitted others (e.g., pricing, ITS & TSM)? **FIRST WE NOTE THAT "ACCESSIBILITY" IS NOT REALLY A STRATEGY—IT'S A RESULT OF THE COMBINED EFFECTS MANY STRATEGIES ON BOTH THE LAND USE AND TRANSPORTATION SIDE OF THE SCS. WE INCLUDED THESE FACTORS FOR OUR REASONABLE-NESS AND SENSITIVITY TESTING BECAUSE: 1) THE RESEARCH LITERATURE TELLS US THEY ARE IMPORTANT FACTORS IN EXPLAINING VARIATION IN VMT; 2) THERE IS A SUFFICIENT BODY OF INDEPENDENT ACADEMIC RESEARCH ON THEM, INCLUDING ELASTICITY ESTIMATES AND META-ANALYSES, ON WHICH TO BASE THE TESTING. WE LOOKED AT PARTIAL CORRELATIONS BETWEEN ACCESSIBILITY AND DENSITY FACTORS IN OUR SCS INPUT DATA TO HELP DETERMINE WHICH FACTORS TO INCLUDE IN THIS ANALYSIS, AND WHICH FACTORS TO BOUND TO MINIMIZE CHANCE OF BOTH DOUBLE-COUNTING AND "SMALL BASE" EXAGGERATIONS (I.E. CASES WHERE THE PERCENT CHANGE IS UNREASONABLY HIGH FOR AN ELASTICITY ANALYSIS, SIMPLY BECAUSE THE BASE VALUES ARE VERY LOW—TRANSIT ACCESSIBILITY FALLS INTO THIS CATEGORY). WE FOUND NO RESEARCH ON ELASTICITY ESTIMATES FOR ITS OR TSM, NOR DID WE FIND STANDARDIZED METHODS OF QUANTIFYING DEPLOYMENT LEVELS OF ITS OR TSM. PLEASE SHARE THAT RESEARCH IF IT IS KNOWN TO YOU.**
- SACOG team stated in a meeting on Oct 1st, that both the travel demand modeling and the elasticity analysis results matches closely and hence the model might be already reflecting the long-term induced demand. It conflicts with your statement in the technical methodology addendum (on page 5) and the draft plan (Appendix E, pg. 58) that the travel demand model does not reflect induced demand. Please explain. **TO CLARIFY: WE ARE CONFIDENT THAT SACSIM19 DOES CAPTURE SHORT TERM EFFECTS OF INDUCED DEMAND, AND THE 9/2/2019 ADDENDUM TO THE 8/10/2018 TECHNICAL METHODOLOGY PROPOSAL DESCRIBES A TESTING APPROACH TO DEMONSTRATE THIS. LONG TERM INDUCED DEMAND IS MORE COMPLEX, BECAUSE SACOG DOES NOT USE AN INTEGRATED SPATIAL ECONOMIC MODEL* FOR PREPARING ITS GROWTH FORECASTS, THE ABILITY TO CAPTURE THE RELATIONSHIP BETWEEN HIGHWAY CAPACITY INVESTMENT AND FUTURE GROWTH MUST BE CAPTURED IN THE GROWTH ALLOCATION PROCESS WE USE, IN COMBINATION WITH THE SACSIM19 MODEL. THE ELASTICITY-BASED ANALYSIS APPROACH PRESENTED IN THE 9/2/2019 ADDENDUM, AND DISCUSSED SEVERAL TIMES SINCE THEN, IS A WAY OF TESTING THE HYPOTHESIS THAT INDUCED DEMAND EFFECTS ARE CAPTURED WHEN BOTH THE GROWTH ALLOCATION AND THE TRAVEL MODEL ARE COMBINED. AGAIN, THIS TESTING FALLS INTO THE CATEGORY OF REASONABLE-NESS CHECKING OR SENSITIVITY TESTING.**

***NOTE: SIMPLY USING AN INTEGRATED SPATIAL-ECONOMIC MODEL DOES NOT GUARANTEE IN ANY WAY THAT THE EFFECTS OF INDUCED DEMAND ARE CAPTURED IN THE INTEGRATED MODEL. THE CAPABILITY OF CAPTURING THOSE EFFECTS SHOULD BE TESTED FOR IN THOSE MODELS, AS WELL, AND WE FEEL THIS ELASTICITY-BASED APPROACH CAN BE USED FOR**

TESTING OF AN INTEGRATED MODEL IN A SIMILAR MANNER TO SACOGS RULE-BASED GROWTH ALLOCATION + SACSIM19.

- Your proposed induced demand methodology in Appendix E includes a range. Please provide your quantification methodology for including induced demand in the target calculation. **WE BASED THE RANGE ON THE SUBSET OF LAND USE /TRANSPORTATION RESEARCH PRESENTED IN RIGOROUS META-ANALYSIS PREPARED BY CERVERO & EWING (2011) AND PUBLISHED IN JAPA. WE SELECTED FROM STUDIES WITH SIMILAR DEFINITIONS OF VMT METRICS (PERSONAL VMT PER HOUSEHOLD OR PER PERSON), AND SIMILAR DEFINITIONS OF ACCESSIBILITY (JOBS ACCESSIBLE BY AUTO OR TRANSIT). STUDIES USED TO ESTABLISH THE RANGE LISTED BELOW.**

ACCESSIBILITY ELASTICITY RANGE

Author	Year	N	Y	X	e	Included	Density?	SACOG
Cervero & Duncan	2006	16503	Shopping VMT per Person	Job accessibility by auto	-0.31		0	y
Cervero & Duncan	1997	16503	VMT per Household	Job accessibility by auto	-0.17		0	y
Greenwald	2009	3938	VMT per Household	Job accessibility by auto	-0.06	y	1	y
Kockelman	1997	8050	VMT per Household	Job accessibility by auto	-0.31	Y	1	y
Kuzmyak	2009a	5926	VMT per Household	Job accessibility by transit	-0.04	Y	1	z
Kuzmyak	2009b	3615	VMT per Household	Job accessibility by transit	-0.03	Y	1	z
Sun et al	1998	4000	VMT per Household	Job accessibility by auto	-0.17	Y	0	y

DENSITY ELASTICITY RANGE

Author	Year	N	Y	X	e	Included	SACOG
Frank & Engelke	2005	4552	VMT per household	Net Residential	0.00	y	y
Greenwald	2009	3938	VMT per household	Net Residential	-0.07	y	y
Kockelman	1997	8050	VMT per household	Household	0.00	y	y
Kuzmyak	2009a	5926	VMT per household	Household	-0.04	y	y
Kuzmyak	2009b	3615	VMT per household	Household	0.00	y	y
Zegras	2007	4279	Daily auto use per household	Dwelling Unit	-0.04	y	y

Incremental Progress

- It is not clear from your technical methodology addendum dated 9/02/2019 (pg. 4), how SACOG is going to conduct the incremental progress analysis? Will it be based on the modeling approach or performance indicators? **WE WILL BE USING A MODELING APPROACH FOR THE ANALYSIS. SEE THE TABLE BELOW FOR MORE DETAIL ON THE APPROACH.**

ARB suggested Variables		SACOG scenarios			SACOG Notes
Category of Variable (as applicable)	Variables	SCS2	SCS3 Draft	SCS2 Landuse/Transportation with SCS3 assumptions	
Demographics	Population	3,041,000	2,909,000	3,041,000	Can't be normalized. They are the results of landuse pattern/policy from two different SCSs
	Employment	1,311,000	1,281,000	1,311,000	
	Housing	1,188,000	1,145,000	1,188,000	
	households	1,126,000	1,100,000	1,126,000	
Auto operating cost	Cents/Mile in Year 2000 dollars	20	17	17	Normalized
Vehicle fleet efficiency	Average fueleconomy	EMFAC11	EMFAC14	EMFAC14	Normalized
Household income	Median income in year 2000 dollars	\$40,700	\$42,200	\$42,200	Normalized
Share of TNC Trips, single and pooled2	HBW: 15% HBSH: 20% HBO: 10% NHB: 5%				TNC is not included in SCS
Household Characteristics	Persons/HH	2.70	2.64	2.70	The distributions of listed categories for household/person characteristics are controlled in population synthesizing process. The distribution and average per household or person measures are from 5 year ACS data and PUMS samples. These variables can't be normalized without rerun population synthesizing using the same distribution and PUMS samples.
	% one-person HH	24%	27%	24%	
	% two-person HH	33%	32%	33%	
	% three-person HH	17%	16%	17%	
	% four-person plus HH	27%	25%	27%	
	Workers/HH	1.11	1.05	1.11	
Person Characteristics	% 0 worker HH	29%	30%	29%	can't be normalized without rerun population synthesizing using the same distribution and PUMS samples.
	% one-worker HH	38%	37%	38%	
	% two-worker HH	28%	27%	28%	
	% three-worker plus HH	5%	5%	5%	
	% persons age 0-14	19%	17%	19%	
Commercial vehicle activity	% persons age 15-24	25%	27%	25%	Normalized by using the same gateway flows, but the percentages of VMT to total VMT may be different due to land use allocations and patterns.
	% persons age 25-34	36%	36%	36%	
	% persons age 35-44	21%	21%	21%	
	% persons age 65 or older	21%	21%	21%	
Interregional Travel	% of regional VMT	18%	17%	18%	Normalized by using the same gateway flows, but the percentages of VMT to total VMT may be different due to land use allocations and patterns.
	% of regional VMT (DOJ)	17%	15%	14%	
MPO travel demand model version	ABMVersion	SACSIM15	SASIM19	SASIM19	Normalized

- We would like SACOG to clarify whether it is also going to include other variables such as household demographics, commercial vehicle activity to normalize the results of the incremental progress. The list of recommended exogenous variables are provided in Table 5 of the draft SCS Program and Evaluation Guidelines. Please include them to the list of the variables you have provided on page 4 of the addendum or include a justification about why they were excluded. **SEE TABLE ABOVE.**

Bruce Griesenbeck | Data & Analysis Manager

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From: Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>
Sent: Wednesday, October 30, 2019 7:12 PM
To: Bruce Griesenbeck <BGriesenbeck@sacog.org>
Cc: Clint Holtzen <CHoltzen@sacog.org>; Yanmei Ou <YOu@sacog.org>; Shengyi Gao <SGao@sacog.org>; Afzalan, Nader@ARB <nader.afzalan@arb.ca.gov>; Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>; Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Dolney, Nicole@ARB <nicole.dolney@arb.ca.gov>
Subject: RE: Meeting next week (Week of Oct. 28)

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Hi Bruce,

Thank you and your team for the productive meeting yesterday on your draft plan. As we discussed in the meeting, please find the attached document with the remaining questions/comments on your technical methodology.

Please let me know if you have any follow up questions,

Thanks again,

Nesamani

Nesamani S Kalandiyur, Ph.D.,
Manager, Transportation Analysis Section
Sustainable Transportation & Communities Division
(916) 324-0466
CARB_Logo



From: Bruce Griesenbeck <BGriesenbeck@sacog.org>
Sent: Friday, October 25, 2019 3:31 PM
To: Afzalan, Nader@ARB <nader.afzalan@arb.ca.gov>
Cc: Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>; Clint Holtzen <CHoltzen@sacog.org>; Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>
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Sounds good. We are meeting on the 6th floor.

Bruce Griesenbeck | Data & Analysis Manager

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From: Afzalan, Nader@ARB <nader.afzalan@arb.ca.gov>
Sent: Friday, October 25, 2019 3:23 PM
To: Bruce Griesenbeck <BGriesenbeck@sacog.org>
Cc: Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>; Clint Holtzen <CHoltzen@sacog.org>; Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>
Subject: RE: Meeting next week (Week of Oct. 28)

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Hi Bruce,

We are planning to meet you at your office. Would that be fine?
I have changed the calendar invite to 3:15- 4:00 pm, so that we can have some time to get there. Most of us will be at a meeting until 3 pm.

Thanks,
Nader

From: Afzalan, Nader@ARB <nader.afzalan@arb.ca.gov>
Sent: Friday, October 25, 2019 1:34 PM
To: Bruce Griesenbeck <BGriesenbeck@sacog.org>; Clint Holtzen <CHoltzen@sacog.org>; Kacey Lizon <KLizon@sacog.org>
Cc: Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>; Dolney, Nicole@ARB <nicole.dolney@arb.ca.gov>
Subject: RE: Meeting next week (Week of Oct. 28)

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Thanks, Bruce for letting us know about the items you like to discuss.

Our main discussion item relates to some of our potential comments on SACOG's 2020 draft MTP.

Best,
Nader

From: Bruce Griesenbeck <BGriesenbeck@sacog.org>
Sent: Friday, October 25, 2019 1:25 PM
To: Afzalan, Nader@ARB <nader.afzalan@arb.ca.gov>; Clint Holtzen <CHoltzen@sacog.org>; Kacey Lizon <klizon@sacog.org>
Cc: Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>; Dolney, Nicole@ARB <nicole.dolney@arb.ca.gov>
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Thanks Nader.

Key items we'd like to discuss:
-inform you on the most likely MTP adoption schedule, and the constraints we are working with for that
-path to resolving issues on technical methodology given that schedule

Please let us know what items you want to cover.

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From: Afzalan, Nader@ARB <nader.afzalan@arb.ca.gov>
Sent: Friday, October 25, 2019 1:11 PM
To: Bruce Griesenbeck <BGriesenbeck@sacog.org>; Clint Holtzen <CHoltzen@sacog.org>; Kacey Lizon <KLizon@sacog.org>
Cc: Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>; Dolney, Nicole@ARB <nicole.dolney@arb.ca.gov>
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Hi Bruce,

Thanks for following up. We understand that figuring out calendars can be challenging, especially during the busy times.

I just sent a calendar invite for Mon 10/28, 3-4pm. I will check with my colleagues here at CARB to see if we can meet you at your office, or, should organize a conference call.

Regards,
Nader

From: Bruce Griesenbeck <BGriesenbeck@sacog.org>
Sent: Friday, October 25, 2019 12:20 PM
To: Afzalan, Nader@ARB <nader.afzalan@arb.ca.gov>; Clint Holtzen <CHoltzen@sacog.org>; Kacey Lizon <klizon@sacog.org>
Cc: Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>; Dolney, Nicole@ARB <nicole.dolney@arb.ca.gov>
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Nader, sorry for the slow response. Was tallying calendars.
Meeting our our side would include:
Kirk, Clint, Yanmei, Shengyi, me
Only time slot that works for us is Mon 10/28, 3-4pm.
Can work as teleconference or a meeting here—there is stuff right before or after for several here...

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From: Afzalan, Nader@ARB <nader.afzalan@arb.ca.gov>
Sent: Friday, October 25, 2019 12:12 PM
To: Clint Holtzen <CHoltzen@sacog.org>; Kacey Lizon <KLizon@sacog.org>
Cc: Kimura, Lezlie@ARB <Lezlie.Kimura@arb.ca.gov>; Kalandiyur, Nesamani@ARB <nesamani.kalandiyur@arb.ca.gov>; Yao, Zhuo@ARB <Zhuo.Yao@arb.ca.gov>; Dolney, Nicole@ARB <nicole.dolney@arb.ca.gov>; Bruce Griesenbeck <BGriesenbeck@sacog.org>
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Hi Clint and Kacey,

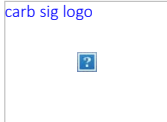
I hope you are doing well. We are exploring the idea of making comments on SACOG's draft MTP. And, we'd like to meet with you prior to submitting the comments. Could you please let me know if any of the following times and dates work for you? Sorry for the short notice!

- Oct. 28: 3-4 pm
- Oct. 29: 1-2 pm
- Oct. 30: 1-2 pm

I've already talked with Bruce about organizing the meeting. But, I thought I should probably also follow up with you since it is going to be more of a policy related meeting. Please suggest other times, if the dates/times I mentioned do not work for you.

Thanks,
Nader

carb sig logo



Nader Afzalan, Ph.D.
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