

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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Transportation

Keith Millhouse, Ventura County

Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

***Thursday, March 7, 2013
10:00 a.m. – 12:00 p.m.***

**SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Transportation Committee are also available at: www.scag.ca.gov/committees/tc.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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Transportation Committee

Members Roster – March 2013

Members

Representing

Chair*	1. Hon. Keith Millhouse	Moorpark	VCTC
Vice-Chair*	2. Hon. Alan Wapner	Ontario	SANBAG
*	3. Hon. Michael D. Antonovich		Los Angeles County
*	4. Hon. Bruce Barrows	Cerritos	District 23
*	5. Hon. Glen Becerra	Simi Valley	District 46
	6. Hon. Russell Betts	Desert Hot Springs	CVAG
*	7. Hon. Robert “Bob” Botts	Banning	RCTC
*	8. Hon. Stan Carroll	La Habra Heights	District 31
*	9. Hon. Gene Daniels	Paramount	District 24
*	10. Hon. Jeff DeGrandpre	Eastvale	District 4
	11. Hon. Steve Diels	Redondo Beach	SBCCOG
*	12. Hon. Paul Eaton	Montclair	District 9
	13. Hon. Aziz Elattar		Caltrans District 7
*	14. Hon. Mario Guerra	Downey	GCCOG
*	15. Hon. Frank Gurulé	Cudahy	District 27
	16. Hon. Bert Hack	Laguna Woods	OCCOG
*	17. Hon. Matthew Harper	Huntington Beach	District 64
*	18. Hon. Carol Herrera	Diamond Bar	District 37
	19. Hon. Bill Hodge	Calexico	ICTC
*	20. Hon. Jose Huizar	Los Angeles	District 61
*	21. Hon. Jim Hyatt	Calimesa	District 3
	22. Hon. Trish Kelley	Mission Viejo	OCCOG
	23. Hon. Randon Lane	Murrieta	WRCOG
	24. Hon. James C. Ledford	Palmdale	North L. A. County
*	25. Hon. Michele Martinez	Santa Ana	District 16
	26. Hon. Brian McDonald		Chemehuevi Indian Tribe
*	27. Hon. Ryan McEachron	Victorville	SANBAG
	28. Hon. Marsha McLean	Santa Clarita	North L. A. County
*	29. Hon. Dan Medina	Gardena	District 28
*	30. Hon. Barbara Messina	Alhambra	District 34
*	31. Hon. Leroy Mills	Cypress	District 18
*	32. Hon. Jim Morton	Lynwood	District 26
*	33. Hon. Brett Murdock	Brea	District 22
*	34. Hon. Steven Neal	Long Beach	District 29



Transportation Committee

Members Roster – March 2013

Members

Representing

* 35. Hon. Shawn Nelson		Orange County
* 36. Hon. Pam O'Connor	Santa Monica	District 41
37. Hon. Micheál O'Leary	Culver City	WSCCOG
* 38. Hon. Gary Ovitt		San Bernardino County
* 39. Hon. Bernard C. Parks	Los Angeles	District 55
* 40. Hon. Gregory Pettis	Cathedral City	District 2
* 41. Hon. Frank Quintero	Glendale	District 42
42. Hon. Teresa Real Sebastian	Monterey Park	SGVCOG
* 43. Hon. Ronald Roberts	Temecula	District 5
* 44. Hon. Mark Rutherford	Westlake Village	District 44
45. Hon. Damon Sandoval		Morongo Band of Mission Indians
46. Hon. David Spence	La Cañada/Flintridge	Arroyo-Verdugo Cities
* 47. Hon. Karen Spiegel	Corona	District 63
48. Hon. Tim Spohn	City of Industry	SGVCOG
* 49. Hon. Jeff Stone	Riverside County	Riverside County
50. Hon. Jess Talamantes	Burbank	SFVCOG
* 51. Hon. Donald Voss	La Cañada/Flintridge	District 36

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

MARCH 7, 2013

The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Keith Millhouse, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

Time **Page No.**

CONSENT CALENDAR

Approval Item

- | | | |
|---|-------------------|----------|
| 1. <u>Minutes of the February 7, 2013 Meeting</u> | Attachment | 1 |
|---|-------------------|----------|

Receive and File

- | | | |
|---|-------------------|-----------|
| 2. <u>Summary Report from Subcommittees</u> | Attachment | 6 |
| 3. <u>Federal Transit Administration (FTA) Final Rule for Major Capital Investment Projects</u> | Attachment | 10 |
| 4. <u>Update to Strategic Plan of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)</u> | Attachment | 13 |

ACTION ITEMS

- | | | |
|---|-------------------|-----------|
| 5. <u>Draft California State Rail Plan (CSRP) Update and SCAG Comment Letter</u>
<i>(Rich Macias, Director of Transportation Planning)</i> | Attachment | 15 |
|---|-------------------|-----------|

Recommended Action: Review staff comments on the Draft 2013 California State Rail Plan (CSRP); direct staff to revise comments as appropriate; and authorize the Executive Director to submit a comment letter to the Caltrans Division of Rail (DOR) by the March 11, 2013 deadline for public comments.

TRANSPORTATION COMMITTEE

AGENDA

MARCH 7, 2013

ACTION ITEMS - continued

Page No.

6. Sustainability Program Call For Proposals Ranking Criteria Attachment 41
(Huasha Liu, Director of Land Use & Environmental Planning)

Recommended Action: Recommend Regional Council approval of Call for Proposals ranking criteria.

SUBCOMMITTEES' REPORT

CHAIR'S REPORT

(Hon. Keith Millhouse, Chair)

STAFF REPORT

(Ryan Kuo, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The next TC meeting is scheduled for Thursday, April 4, 2013, at the SCAG Los Angeles Office.

The 2013 Regional Conference and General Assembly will be held on May 2-3, 2013 at the JW Marriott Desert Springs Resort & Spa, 74855 Country Club Drive, Palm Desert, CA 92260.

Transportation Committee
of the
Southern California Association of Governments
February 7, 2013
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Committee (TC) held its meeting at SCAG's office in downtown Los Angeles. There was a quorum.

Members Present:

Hon. Glen Becerra, Simi Valley	District 46
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Bob Botts, Banning	RCTC
Hon. Art Brown, Buena Park	Buena Park
Hon. Stan Carroll, La Habra Heights	District 31
Hon. Gene Daniels, Paramount	District 24
Hon. Jeff DeGrandpre, Eastvale	District 4
Hon. Frank Gurulé, Cudahy	District 27
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Bill Hodge, Calexico	ICTC
Hon. Jim Hyatt, Calimesa	District 3
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Randon Lane, Murrieta	WRCOG
Hon. Michele Martinez, Santa Ana	District 16
Hon. Ryan McEachron, Victorville	SANBAG
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Barbara Messina, Alhambra	District 34
Hon. Keith Millhouse, Moorpark (<i>Chair</i>)	VCTC
Hon. Leroy Mills, Cypress	District 18
Hon. Jim Morton	Lynwood
Hon. Brett Murdock, Brea	District 22
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Micheál O'Leary, Culver City	WCCOG
Hon. Gary Ovitt	San Bernardino County
Hon. Linda Parks	Ventura County
Hon. Greg Pettis, Cathedral City	District 2
Hon. Frank Quintero, Glendale	District 42
Hon. Ron Roberts, Temecula	District 5
Hon. David Spence, La Cañada-Flintridge	Arroyo Verdugo Cities
Hon. Karen Spiegel, Corona	WRCOG
Hon. Tim Spohn, City of Industry	SGVCOG
Hon. Jeff Stone	Riverside County

Hon. Jess Talamantes, Burbank	SFVCOG
Hon. Don Voss, City of La Cañada-Flintridge	District 36
Hon. Alan Wapner, City of Ontario (<i>Vice-Chair</i>)	SANBAG

Members Not Present:

Hon. Mike Antonovich	Los Angeles County
Hon. Bruce Barrows, Cerritos	District 23
Hon. Steve Diels, Redondo Beach	SBCCOG
Hon. Paul Eaton, Montclair	District 9
Hon. Mario Guerra, Downey	GCCOG
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Jose Huizar, Los Angeles	District 61
Hon. James C. Ledford	Palmdale
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Dan Medina, Gardena	District 28
Hon. Steven Neal, Long Beach	District 29
Hon. Shawn Nelson	Orange County
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Mark Rutherford, Westlake Village	LVMCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Mr. Aziz Elattar	Caltrans District 7

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Keith Millhouse, Ventura County, called the meeting to order at 10:10 a.m. Hon. Alan Wapner, SANBAG, led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Gary Gosliga, Airport Director, March Joint Powers Authority, introduced himself as the chair of SCAG’s Aviation Technical Advisory Committee (ATAC), and offered the services of the past three chairs of the ATAC as ex-officio members of an Aviation Subcommittee should it be formed.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no request to prioritize agenda items.

CONSENT CALENDAR

Approval Item

1. Minutes of the January 3, 2013 Meeting

A MOTION was made (Stone) to approve the Consent Calendar. The MOTION was seconded (Ovitt) and UNANIMOUSLY APPROVED. Motion passed.

Receive and File

2. Summary Report from Subcommittees

ACTION/INFORMATION ITEMS

3. ON THE MOVE Southern California Delivers the Goods Summary Report

Michael Fischer, Cambridge Systematics, provided an overview of the recently completed Comprehensive Regional Goods Movement Plan and Implementation Strategy. The report outlines a vision for Southern California's world-class goods movement system that includes nine (9) chapters that describe the goods movement system, key challenges, economic importance, strategies to improve the system and finance infrastructure improvements.

Mr. Fischer indicated that the Southern California goods movement system is critical to the national and regional economy as it provides access to international gateways, supports manufacturing, and serves the needs of local businesses and residents. Increasing demand on the system poses challenges as truck and rail volume, associated safety, congestion, and air quality impacts continue to grow. The strategies included in the Comprehensive Regional Goods Movement Plan and Implementation Strategy and 2012-2035 RTP/SCS addresses these needs and provide additional safety and air quality benefits. The plan's key strategies include developing a zero emission freight corridor system, truck bottleneck relief, rail improvement package with grade separation projects, mainline capacity enhancements, and other truck corridor and access improvement projects. Copies of the Summary Report are now available.

Hon. Linda Parks, Ventura County, asked why there is an increase in truck and vehicle collisions. Mr. Fischer stated that it is the result of increased truck activities in the region. Truck-involved collisions increase particularly in places of high truck volume as well as at locations where roadway geometry poses difficulty for maneuvering trucks.

Hon Karen Spiegel, Corona, asked about the cost of the Goods Movement projects under consideration. Annie Nam, SCAG Staff, stated that nearly \$60 billion in projects are identified in the current RTP/SCS.

4. Aviation Subcommittee for the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Due to time constraint this item was deferred to the March 2013 meeting.

5. Transportation Committee (TC) Video-conference Pilot Program

Darin Chidsey, Acting Director, Strategy, Policy & Public Affairs, stated that an initiative was presented to permit video-conferencing of Transportation Committee meetings for a 6-month trial period. Mr. Chidsey stated that a letter of support of the pilot program was received from the City of Palmdale. Chair Millhouse stated that the Brown Act requires a roll call vote for each action taken during a video-conference meeting.

Hon Bert Hack, Laguna Woods, expressed support for the Committee's monthly in-person meetings and that this interaction could not be realized with video-conferencing. Hon. Alan Wapner stated that he is supportive of the video-conferencing concept; however, the

best approach would be to seek legislation that modifies the Brown Act to eliminate the roll call requirement.

A motion was made (Ovitt) that SCAG seek a legislative proposal to update the Brown Act to better reflect modern technology so that roll call votes are not required for actions taken during video-conferenced meetings. The motion was seconded (Stone) and passed with a majority vote, with one abstention (Hack).

6. State Legislation Allowing Triple Bike Racks on Buses

Darin Chidsey, Acting Director, Strategy, Policy & Public Affairs, provided an update on state legislation that would allow triple bike racks on transit buses. Mr. Chidsey stated that current policy typically allows bike racks at the front of buses to extend only 36 inches accommodating only two bikes. Mr. Chidsey further stated that there are increasing reports of riders encountering full bike racks, requiring them to seek an alternative. It was further noted that SCAG would support as part of the 2013 Legislative Priorities new legislation that amends the state Vehicle Code to allow for bus bike racks to accommodate 3 bikes.

Hon. Barbara Messina, Alhambra, asked if progress on this initiative now depends on finding an author for the legislation. Mr. Chidsey responded and stated that there has been some discussion regarding the safety considerations of using a longer bike rack.

CHAIR'S REPORT

No report was provided.

STAFF REPORT

No report was provided.

FUTURE AGENDA ITEMS

There were no requests for future agenda items.

ADJOURNMENT

The meeting adjourned at 11:00 a.m. The next meeting of the Transportation Committee will be held on Thursday, March 7, 2013 at the SCAG Los Angeles office.



Ryan Kuo, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2013

	Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented					X = Attended				= No Meeting	NM = New Member								
			IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	July	Aug	Sept	Oct	Nov	Dec	
1	Antonovich, Michael*	Los Angeles County		X					X												
2	Barrows, Bruce*	Cermits		X					X												
3	Becerra, Glen*	Smi Valley		X						X											
4	Betts, Russell	CVAG				X			X	X											
5	Botts, Bob	Banning, RCTC							NM	X											
6	Brown, Art	Buena park							NM	X											
7	Carroll, Stan*	La Habra Heights			X				X	X											
8	Daniels, Gene*	Paramount		X					X	X											
9	DeGrandpre, Jeff	Eastvale							NM	X											
10	Diels, Steve	Redondo Beach		X					X												
11	Eaton, Paul*	Montclair		X																	
12	Elattar, Aziz	Caltrans - District 7																			
13	Guerra, Mario	Downey		X																	
14	Gurulé, Frank*	Cudahy		X							X										
15	Hack, Bert	Laguna Woods			X				X	X											
16	Harper, Matthew*	Huntington Beach			X				X												
17	Herrera, Carol*	Diamond Bar		X					X	X											
18	Hodge, Bill	Clexico, ICTC	X							X											
19	Huizar, Jose*	Los Angeles		X																	
20	Hyatt, Jim	Calimesa				X			X	X											
21	Kelley, Trish	Mission Viejo			X				X	X											
22	Lane, Randon	Murieta							NM	X											
23	Ledford, James C.	Palmdale/No. LA County		X																	
24	Martinez, Michele*	Santa Ana			X				X	X											
25	McDonald, Brian	Chemehuevi Indian Tribe					X														
26	McEachron, Ryan	Victorville					X		X	X											
27	McLean, Marsha*	Santa Clarita		X					X	X											
28	Medina, Dan*	Gardena		X																	
29	Messina, Barbara*	Alhambra		X					X	X											
30	Millhouse, Keith* (Chair)	Moorpark						X	X	X											
31	Mills, Leroy*	Cypress			X				X	X											
32	Morton, Jim	Lynwood								X											
33	Murdock, Brett	Brea			X				X	X											
34	Neal, Steven*	Long Beach		X					X												
35	Nelson, Shawn*	Orange County			X																
36	O'Connor, Pam*	Santa Monica		X					X	X											
37	O'Leary, Micheál	Culver City/WCCOG		X					X	X											
38	Ovitt, Gary*	San Bernardino County					X		X	X											
39	Parks, Bernard*	Los Angeles		X																	
40	Parks, Linda	Ventura County							NM	X											
41	Pettis, Gregory*	Cathedral City				X			X	X											
42	Quintero, Frank*	Glendale		X						X											
43	Real Sebastian, Teresa	Monterey Park/SGVCOG							X												
44	Roberts, Ron*	Temecula				X			X	X											
45	Rutherford, Mark	Westlake Village		X					X												
46	Sandoval, Damon	Morongo Band of Mission Indians				X															
47	Spence, David	Flintridge/Arroyo Verdugo Cities		X					X	X											
48	Spiegel, Karen	Corona/WRCOG				X			X	X											
49	Spohn, Tim	Industry/SGVCOG		X					X	X											
50	Stone, Jeff*	Riverside				X			X	X											
51	Talamantes, Jess	Burbank/SFVCOG		X						X											
52	Voss, Don*	La Cañada Flintridge		X					X	X											
53	Wapner, Alan* (Vice-Chair)	Ontario					X		X	X											
		Totals	1	24	8	7	4	1													
	* Regional Council Member																				

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DATE: March 7, 2013

TO: Community Economic and Human Development (CEHD) Committee
Energy Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

FROM: Michele Martinez, Chair, Active Transportation Subcommittee
Barbara Messina, Chair, Goods Movement Subcommittee
Pam O' Connor, Chair, Sustainability Subcommittee
Gary Ovitt, Chair, Transportation Finance Subcommittee
Deborah Robertson, Chair, Public Health Subcommittee
Karen Spiegel, Chair, High-Speed Rail and Transit Subcommittee

SUBJECT: Summary Report from Subcommittees

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The Active Transportation, Goods Movement, High-Speed Rail and Transit, Public Health, Transportation Finance, and Sustainability Subcommittees have been meeting since September 2012. Presentations by SCAG staff, industry professionals, and other stakeholders have provided background information and input on issues facing the region relevant to each Subcommittee to facilitate implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and develop policy recommendations for the next RTP/SCS. In an effort to keep all Regional Council and Policy Committee members informed, a monthly report will be provided summarizing the work and progress of the Subcommittees.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve regional decision-making providing leadership and consensus building on key plans and policies.

BACKGROUND:

At its April 5, 2012 meeting, the Regional Council approved the formation of Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. Charters for each Subcommittee were approved by the Regional Council in July 2012, and SCAG President Glen Becerra thereafter appointed to each of the six (6) Subcommittees both Regional Council and Policy Committee members representing the six SCAG counties as subcommittee members and representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Active Transportation, Goods Movement, High-Speed Rail and Transit, and Transportation Finance Subcommittees report to the Transportation Committee (TC). The Public Health Subcommittee reports to the Energy and Environment Committee (EEC). The Sustainability Subcommittee reports to the Community, Economic and Human Development Committee (CEHD). The Subcommittees began meeting in September 2012 with a goal of completing their discussions by February 2013 so that policy recommendations may be presented to TC,

REPORT

EEC and CEHD, and thereafter to the Regional Council, as well as to the General Assembly, as part of the annual meeting in May 2013.

The following represents a summary of the recent Subcommittee meetings:

Active Transportation, Public Health and Sustainability Subcommittees

The meeting was postponed and there is nothing to report.

Goods Movement Subcommittee

4th Meeting, January 28, 2013

This was a joint meeting with the Transportation Finance Subcommittee that focused on public-private-partnerships, innovative financing, and funding strategies for goods movement. Staff provided background and context for funding and financing freight transportation. Dan Smith, Principal, Tioga Group, provided a summary of research findings on potential new dedicated revenue mechanisms for freight transportation investment. Jack Kitowski, Chief, Freight Incentive Branch, California Air Resources Board (ARB), provided an overview of State's Cap-and-Trade Program and auction proceeds process. Geoffrey Yarema, Partner, Nossaman LLP, discussed public-private partnerships, tolling, innovative financing options, and new transportation revenue sources.

5th Meeting, February 11, 2013

This meeting focused on implementation and the next steps for the regional clean freight corridor system in the RTP and primarily focused on the East-West Freight Corridor (EWFC) component. Michael Fisher, Principal and Director of Business Development, Cambridge Systematics, discussed the analysis done to date including right-of-way analysis, proximity to manufacturing and warehousing, and the ability of the corridor to serve regional markets, improve air quality, improve safety and reduce traffic. J.D. Ballas, City Engineer, City of Industry, presented on potential engineering and design concepts related to the portion of the EWFC between the 605 and the 57 freeway. Jerry Wood, Director of Transportation & Engineering, Gateway Cities COG, presented the Gateway Cities Transportation Strategic Plan, which includes study of significant connections with the East West Freight Corridor as well as on-going studies to better understand feasibility of zero emission vehicles and Intelligent Transportation Systems.

High-Speed Rail & Transit Subcommittee

5th Meeting, February 7, 2013

This meeting was a joint meeting with the Transportation Finance Subcommittee.

6th and Final Meeting, February 15, 2013

This is the final meeting that began with discussions on transit/rail emergency preparedness and response procedures at Metro and Metrolink and the recently proposed California earthquake early warning system. Presentations were made by SCAG staff on the draft Transit System Performance Report and the draft Passenger Rail Report. The former report is intended to be an annual profile of performance indicators for the region's transit operators. The latter describes the region's passenger rail network, with performance statistics for Metrolink and Amtrak's Pacific Surfliner, and near-term and future rail improvements which will also be updated on a regular basis. The meeting concluded with the discussion and approval of the draft subcommittee recommendations. The recommendations are intended to strengthen the implementation of

REPORT

the 2012-2035 RTP/SCS and the development of the 2016-2040 RTP/SCS. The recommendations include developing a coordinated regional rail vision; identifying and evaluating potential transit best practices; and strategies for inclusion in the 2016-2040 RTP/SCS update. These recommendations will be taken to the Transportation Committee and Regional Council for review and approval.

Public Health Subcommittee

5th Meeting, February 12, 2013

This meeting focused on the subcommittee's policy recommendations for discussion and revision. The proposed policy staff recommendations was a result of combining all the discussions and input received from the past four (4) meetings of the subcommittee into three (3) policy recommendations: 1) "Seek opportunities to promote transportation options with an active component/physical activity" was based on the subcommittee's support of active transportation in order to encourage physical activity. The recommendation also reflects the subcommittee's discussion about not only promoting active transportation as a means to encourage active and healthy lifestyles, but also safe active transportation; 2) "Provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation" was for SCAG to assure, as much as possible, to allow for interested public health stakeholders the ability to better follow the plan development. Staff noted that SCAG currently does not have the capacity to include the technical work included in the policy recommendation, but are working with the appropriate staff and scenario-planning model developer to include information and enhancements included in the policy recommendation; and 3) "Promote and seek on-going partnerships with regional partners, local public health departments and other stakeholders" was to capitalize on the collaboration opportunities presented during the subcommittee meetings. There was a general consensus that the policy recommendations presented by staff reflected positively on the discussions of the subcommittee. Minor revisions were recommended and staff will revise and send out for review. These recommendations will be presented at a joint meeting of the Active Transportation, Public Health and Sustainability Subcommittees at the sixth meeting.

Transportation Finance Subcommittee

4th Meeting, January 28, 2013

This was a joint meeting with the Goods Movement Subcommittee that focused on public-private-partnerships, innovative financing, and funding strategies for goods movement.

5th Meeting, February 7, 2013

This was a joint meeting with the High-Speed Rail & Transit Subcommittee and focused on funding options for public transportation. Paul Sorensen, Associate Director, RAND Corporation, provided a report on mileage-fee design strategies to reduce system cost and increase public acceptance. Richard Bernard, Partner & Senior Vice President, FM3 Research, presented findings on public understanding and acceptance on transportation funding options for the SCAG region. Marv Hounjet, Vice President, Plenary Group, provided an overview of public-private partnerships (P3) and applicability to transit projects. Kern Jacobson, Principal Consultant, InfraConsult LLC, provided a report on the P3 rail component of the High Desert Corridor. Denny Zane, Executive Director, Move LA and Transportation Finance Subcommittee member, outlined funding options for rail initiatives.

Sustainability Subcommittee

5th Meeting, February 14, 2013

This meeting focused exclusively on draft policy recommendations. Staff proposed four policy recommendations for discussion and revision at the meeting. The subcommittee engaged in a wide range and collaborative discussion resulting in language change suggestions. However over all there was wide agreement that the four recommendations synthesized the discussions and important points raised at the subcommittee meetings. The following four recommendations represent the output of comments and discussions held at the meetings of the Sustainability Subcommittee along with input provided by ex-officio members and stakeholders.

- Adopt a definition of sustainability which recognizes the importance of local decision making, yet fosters regionally significant sustainability
- Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to sustainability, as defined
- Support regulatory framework and project delivery financing that allows for sustainable development
- Seek opportunities to promote transportation options with an active component/physical activity

The four recommendations and supporting goals will be revised based on subcommittee member input, and will be presented again at the next meeting which will be another joint meeting of the Active Transportation, Public Health and Sustainability Subcommittees.

FISCAL IMPACT:

Funding for the Subcommittees is included in the FY 2012-2013 Budget.

ATTACHMENT:

None

DATE: March 7, 2013
TO: Transportation Committee (TC)
FROM: Philip Law, Acting Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov
SUBJECT: Federal Transit Administration (FTA) Final Rule for Major Capital Investment Projects

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

On January 9, 2013, the FTA published a Final Rule for Major Capital Investment Projects, establishing a new regulatory framework for its evaluation and rating of major transit capital projects seeking federal funding under the discretionary “New Starts” and “Small Starts” programs. In issuing the Final Rule, the FTA intended to streamline the process and capture a wider range of benefits that transit projects provide. The FTA also released proposed policy guidance that describes the specific measures and calculations to be used in developing project ratings. The Final Rule will become effective on April 9, 2013.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

On January 9, 2013, the Federal Transit Administration (FTA) published a Final Rule for Major Capital Investment Projects, establishing a new regulatory framework for its evaluation and rating of major transit capital projects seeking federal funding under the discretionary New Starts and Small Starts programs. The Final Rule will become effective on April 9, 2013. In developing the Final Rule, the FTA states that it has been guided by two broad goals: to capture a wider range of benefits that transit projects provide, and to do so while establishing measures that support streamlining the New Starts and Small Starts processes.

The FTA also released policy guidance that provides information on their proposed implementation of the regulations, including additional detail on performance measures and calculation methods, weights, and ratings thresholds. The FTA invites comments on the proposed policy guidance by March 11, 2013. Prior to the effective date of the Final Rule, the FTA will publish final policy guidance.

Future interim guidance and rulemaking is forthcoming in the summer of 2013, to be finalized in early 2014, to address other provisions in the Moving Ahead for Progress in the 21st Century Act (MAP-21) that are not covered in the Final Rule. Such provisions include New Starts and Small Starts steps in the process, the new congestion relief measure, and a pilot program for expedited project delivery.

REPORT

Following are highlights of key changes adopted in the Final Rule.

- To streamline the process, the FTA will allow project sponsors to forgo detailed analysis of benefits that are unnecessary to justify a project. For example, project sponsors would not be required to forecast benefits out to some future horizon year, if a project rates “medium” overall based on benefit calculations developed using existing conditions in the project corridor today. If a sponsor chooses to prepare future year forecasts, they are allowed to use either a 10-year or 20-year horizon.
- Also in support of streamlining, the FTA is developing methods that can be used to estimate benefits using simple approaches. Project sponsors are allowed to undertake more elaborate analysis to identify benefits, at their option. For example, the FTA is developing a simplified national model to estimate trips for the purposes of the cost-effectiveness and mobility improvements criteria.
- The FTA will weight each of the project justification criteria equally. The six criteria are: mobility improvements, environmental benefits, congestion relief, economic development effects, cost-effectiveness, and existing land use.
- The cost-effectiveness measure is significantly streamlined, consistent with MAP-21, and is now calculated as the annualized capital cost and operating cost per trip taken on the project.
- The environmental benefits measure is expanded to include direct and indirect benefits to the natural and human environment, based on estimated changes in highway and transit vehicle miles traveled (VMT) resulting from mode shifts due the implementation of the project. The FTA will evaluate changes in air quality, energy use, greenhouse gas emissions, safety, and public health (once better methods for calculating this information are developed).
- The economic development measure will consider whether policies maintaining or increasing affordable housing are in place. The number of domestic jobs related to the design, construction, and operation of the project will also be reported, but not considered in the project rating.
- MAP-21 eliminated the requirement for a separate Alternatives Analysis as a prerequisite for entry into the New Starts or Small Starts program. Project sponsors will instead undertake a step called “project development,” during which the National Environmental Policy Act (NEPA) process is to be completed, a locally preferred alternative is to be adopted and included in the region’s Regional Transportation Plan, and information is to be developed for evaluation and rating of the project by the FTA. The FTA notes that project sponsors are still required to consider a reasonable range of alternatives as part of the NEPA process, prior to selection of a locally preferred alternative. MAP-21 creates a single subsequent step called “engineering,” at which point the FTA will evaluate and rate the proposed project.

Final Rule - <http://www.gpo.gov/fdsys/pkg/FR-2013-01-09/pdf/2012-31540.pdf>

Proposed Policy Guidance - <http://www.fta.dot.gov/documents/NewStartsPolicyGuidance.pdf>.

FISCAL IMPACT:

SCAG does not pursue New Starts or Small Starts funding. Therefore, there is no fiscal impact to SCAG.

ATTACHMENT:

Federal Register Notice of Availability of Proposed New Starts and Small Starts Policy Guidance

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

49 CFR Part 611

[Docket No. FTA-2010-0009]

Notice of Availability of Proposed New Starts and Small Starts Policy Guidance

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of availability of proposed policy guidance; request for comments.

SUMMARY: The Federal Transit Administration (FTA) is announcing the availability of proposed policy guidance to sponsors of New Starts and Small Starts projects, and inviting comment on this proposed guidance, which has been placed both in the docket and on the agency's web site. This proposed policy guidance will accompany the final rule for Major Capital Investment Projects published elsewhere in this issue of the *Federal Register*. Specifically, this proposed policy guidance describes the particular measures FTA intends to apply in evaluating projects seeking New Starts and Small Starts funding and the way these measures would be used in project ratings, if adopted. The final rule establishes the framework for the New Starts and Small Starts evaluation and rating process; this proposed policy guidance complements the final rule by providing a deeper level of detail about the methods for calculating the project justification and local financial commitment criteria required for New Starts and Small Starts projects.

DATES: Comments must be received on or before March 11, 2013. Any comments received beyond this deadline will be considered to the extent practicable.

ADDRESSES: You may submit comments to DOT docket number FTA-2010-0009 by any of the following methods:

Federal eRulemaking Portal: Go to <http://www.regulations.gov> and follow the online instructions for submitting comments.

U.S. Mail: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590-0001.

Hand Delivery or Courier: U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: 202-493-2251.

Instructions: You must include the agency name (Federal Transit Administration) and docket number (FTA-2010-0009) for this notice at the beginning of your comments. You must submit two copies of your comments if you submit them by mail. If you wish to receive confirmation FTA received your comments, you must include a self-addressed, stamped postcard. Due to security procedures in effect since October 2001, mail received through the U.S. Postal Service may be subject to delays. Parties submitting comments may wish to consider using an express mail firm to ensure prompt filing of any submissions not filed electronically or by hand.

All comments received will be posted, without change and including any personal information provided, to <http://www.regulations.gov>, where they will be available to internet users. You may review DOT's complete Privacy Act Statement published in the *Federal Register* on April 11, 2000, at 65 FR 19477. For access to the docket to read background documents and comments received, go to <http://www.regulations.gov> at any time or to the U.S. Department of Transportation, 1200 New Jersey Avenue SE., Docket Management Facility, West Building Ground Floor, Room W12-140, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: For program matters, Elizabeth Day, FTA Office of Planning and Environment, telephone (202) 366-5159 or Elizabeth.Day@dot.gov. For legal matters, Scott Biehl, FTA Office of Chief Counsel, telephone (202) 366-0826 or Scott.Biehl@dot.gov.

SUPPLEMENTARY INFORMATION: Pursuant to 49 U.S.C. 5309(g)(5), FTA is obliged to publish policy guidance on the review and evaluation process and criteria for major capital investment projects each time the agency makes significant changes to the process and criteria, and in any event, at least once every two years. Also, FTA is obliged to invite public comment on the guidance, and to publish its response to comments. In this instance, FTA is proposing policy guidance for the New Starts and Small Starts process and criteria consistent with the regulation at 49 CFR part 611 published elsewhere in this issue of the *Federal Register*, which will take effect on April 9, 2013. FTA asks that comments on the proposed policy guidance be submitted within 60 days of today's notice, so that FTA may respond to comments and make any

revisions to the guidance to coincide with the effective date of the regulation.

The proposed policy guidance is available in its entirety on FTA's public Web site at <http://www.fta.dot.gov>, and in the docket at <http://www.regulations.gov>. It is approximately 30 typewritten pages in length. The proposed policy guidance addresses, in detail, measures and methods for calculating both the local financial commitment criteria for a New Starts or Small Starts project, and the project justification criteria. The proposed policy guidance sets forth breakpoints for determining whether a project rates "high," "medium-high," "medium," "medium-low," or "low" against the various criteria for both project justification and local financial commitment. Also, the proposed policy guidance addresses the use of time horizons for calculating various measures and the weighting of the criteria and measures to arrive at an overall project rating.

The rulemaking that led to the issuance of the new regulation at 49 CFR part 611 began in June 2009, well before the enactment of the Moving Ahead for Progress in the 21st Century Act ("MAP-21") in July 2012, which has reauthorized the Federal transit programs at 49 U.S.C. Chapter 53 and made a number of significant changes, in particular, to the discretionary capital investment program authorized at 49 U.S.C. 5309. Both the new regulation and the proposed policy guidance pertain only to the evaluation and rating of New Starts and Small Starts projects under Section 5309; they do not pertain to the new Core Capacity Improvement program established by MAP-21, nor the evaluation of Programs of Interrelated Projects, the pilot program for expedited project delivery, or the process for expedited review of project sponsors' technical capacity. Nor does the new regulation or the proposed policy guidance address the procedural changes made to the steps in the process, such as the elimination of the requirement for Alternatives Analysis, the newly defined project development phase, and the newly defined engineering phase, which were enacted by MAP-21. Those subjects will be addressed through future rulemakings and policy guidance.

Issued on: December 27, 2012.

Peter Rogoff,

Administrator, Federal Transit Administration.

[FR Doc. 2012-31539 Filed 1-3-13; 11:15 am]

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DATE: March 7, 2013

TO: Transportation Committee (TC)

FROM: Rich Macias, Manager of Transportation Planning, 213-236-1805, macias@scag.ca.gov

SUBJECT: Update to Strategic Plan of the 2012-2013 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL: _____



RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

Since the adoption of the 2012-2035 RTP/SCS, staff has received a request from Congressman Adam Schiff to add five (5) freeway cap projects to the Strategic Plan project list of the 2012-2035 RTP/SCS. The addition of these projects as an update to the Strategic Plan does not affect the ability of the 2012-2035 RTP/SCS to meet the requirements of federal conformity (including fiscal constraint), or Senate Bill 375. It also does not affect the ability of the Program Environmental Impact Report (PEIR) associated with the 2012-2035 RTP/SCS to meet the requirements of the California Environmental Quality Act (CEQA). Therefore, as an update to the Strategic Plan, these projects are now recognized as projects in the Strategic Plan of the 2012-2035 RTP/SCS.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

At its April 4, 2012 meeting, the RC adopted the 2012-2035 RTP/SCS as developed and recommended by the Transportation Committee (TC). On June 4, 2012, the 2012-2035 RTP/SCS was certified by the California Air Resources Board (ARB) for compliance with Senate Bill 375, and by the US Department of Transportation (Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)) for compliance with the Clean Air Act (transportation conformity).

Since that time, staff has received a request from Congressman Adam Schiff to add the following freeway cap projects to the Strategic Plan project list of the 2012-2035 RTP/SCS:

Los Angeles County

1. Hollywood Central Park: Hollywood Central Park would cover a portion of the Hollywood Freeway (US-101) to create a 44-acre street-level community park.
2. PARK 101: PARK 101 would consist of three sub-districts (the Park, the Station, and the River), and would serve to connect downtown Los Angeles communities and destinations currently separated by the US-101 freeway trench.
3. Santa Monica Cap: Two sites are being considered to be capped over the I-10 freeway in Santa Monica to create a park/open space.

REPORT

4. Space 134: Space 134 would cap a portion of the SR-134 freeway roughly between Central and Brand in Glendale to create a park/open space.

Ventura County

5. BEACH+TOWN: BEACH+TOWN would cap the US-101 freeway for three blocks where the US-101 cuts off downtown Ventura from the nearby beach and pier, and include extensive development on the space created by the cap.

Unlike the constrained plan, the Strategic Plan presents a vision for regional improvements beyond committed, available, or reasonably available funding sources. It also identifies additional projects that require study and consensus building before the decision can be made as to whether to commit the funding to include these projects in a future RTP/SCS's constrained plan. While funding for projects in the Strategic Plan list have not been identified, the implementation of these projects would provide transportation, air quality and health benefits to the region. Both the 2012-2035 RTP/SCS and the associated PEIR does not analyze these strategic projects because their lack of funding indicates that implementation is still speculative. If these projects become reasonably foreseeable, their impacts will be addressed in future RTP/SCSs and associated PEIRs.

The addition of the five freeway cap projects supports the goals and policies of the 2012-2035 RTP/SCS. Furthermore, planning work for four of the five projects has been funded at least in part by SCAG Compass Blueprint grants. The addition of these projects to the Strategic Plan does not affect the ability of the 2012-2035 RTP/SCS to meet the requirements of federal conformity (including fiscal constraint), or Senate Bill 375. It also does not affect the ability of the PEIR associated with the 2012-2035 RTP/SCS to meet the requirements of CEQA.

Therefore, via an update to the Strategic Plan, the above-referenced projects are now recognized as projects in the Strategic Plan of the 2012-2035 RTP/SCS. This update to the Strategic Plan will also be incorporated as part of Amendment #1 to the 2012-2035 RTP/SCS, which is scheduled to be presented to TC later this spring.

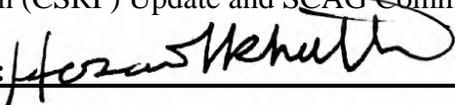
FISCAL IMPACT:

Funding for Strategic Plan Update is provided in the FY12-13 Overall Work Program under WBS No. 13-010.SCG00170.

ATTACHMENT:

None

DATE: March 7, 2013
TO: Transportation Committee (TC)
FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov
SUBJECT: Draft California State Rail Plan (CSRP) Update and SCAG Comment Letter

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Review staff comments on the Draft 2013 California State Rail Plan (CSRP); direct staff to revise comments as appropriate; and authorize the Executive Director to submit a comment letter to the Caltrans Division of Rail (DOR) by the March 11, 2013 deadline for public comments.

EXECUTIVE SUMMARY:

The Caltrans DOR released its Draft CSRP on February 8, 2013. The CSRP is a long-range document that sets priorities and implementation strategies for improving the state's passenger and freight rail networks. Caltrans DOR staff will present the Draft CSRP and SCAG staff will present comments for TC review. The public comment period closes on March 11, 2013.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

Caltrans DOR prepares the CSRP every two (2) years. The plan lays out a statewide vision for "a premier, customer-focused rail system that successfully moves people and products while enhancing economic growth and quality of life." This document reviews the current operations of the three state-supported intercity passenger rail services: Pacific Surfliner; San Joaquin; and Capital Corridor. The document also outlines ten-year plans for operations, marketing, capital improvements, service expansions and new services. The plan also examines freight operations, including goods movement and operations on shared corridors with passenger rail services. The 2013 CSRP is the first state plan to include the California High-Speed Train (CA HST) and the blended system. The CSRP serves as a basis for federal and state investments in the state's rail network.

SCAG staff has the following comments to the Draft CSRP:

- Implement Service in New Markets. California and the nation are undergoing a rail renaissance. Commuter and intercity rail in our region continue to experience year-over-year increases in ridership; yet there are existing travel markets with no existing daily rail service. Most prominent of these in the SCAG region is rail service between Los Angeles and the Coachella Valley. This corridor is currently served by the Amtrak Sunset Limited, but only three days a week arriving in

Palm Springs after midnight. Daily service would provide an alternative to the heavily congested I-10, and also could provide a direct rail connection to Ontario Airport. Additional projects in the SCAG region include the Coast Daylight intercity service between Los Angeles and San Francisco and the unconstrained projects listed in the RTP Strategic Plan.

- Emphasize Regional Connectivity and Seamless Travel. In the coming decades the SCAG region is poised to invest substantially in new rail services, including urban rail, commuter rail, and high-speed rail, and in increasing service levels on existing corridors. While these different types of rail services operate in distinct travel markets, the proper coordination of their schedules can attract crossover passengers to different markets, thereby increasing the region's rail and transit ridership. Interagency fare arrangements, code sharing, and smart fare media could also help make rail travel truly seamless for travelers. This coordination will also significantly relieve capacity constraints of the existing air and highway transportation system as demand for intercity travel in California increases. SCAG encourages Caltrans DOR to more clearly identify steps and actions to support regional connectivity and a seamless travel experience.
- Expedite the CA HST Blended System. The CA HST is breaking ground this year in the San Joaquin Valley, and is scheduled to reach Palmdale in 2021. The state legislature approved over \$500 million Prop 1A funding last year for the blended approach in our region. The Southern California HSR MOU identifies projects ready to start construction once the required matching funds are identified. SCAG supports the expedited implementation of these early investments in the region's existing rail system in preparation for future HST service in Southern California.
- Improve Connectivity to the Region's Airports. Currently, there is very limited rail connectivity to Southern California airports. Investment should be made to connect rail service to our airports to compete economically with other metropolitan areas in the nation that provide much better rail access. SCAG's recently adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) includes a plan for regional airport ground access. SCAG also recently assisted Metro in developing a Regional Airport Connectivity Plan. Caltrans DOR should consider and incorporate strategies in the CSRP to improve air-rail connectivity where appropriate and feasible.
- Emphasize Constraints to Efficient and Effective Goods Movement. SCAG has recently completed a comprehensive examination of goods movement in Southern California, and appreciates that Caltrans DOR has incorporated much of this work in the Draft CSRP. A more compelling argument could be made in the CSRP regarding existing freight rail constraints and challenges, including the need to address freight rail bottlenecks and to improve grade crossings to address mobility impacts on vehicular travel.

The Draft CSRP was released on February 8, 2013 and the public comment period closes on Monday, March 11, 2013. An open house will be held in the region on Wednesday, February 20, 2013 at Metro at 4:30 p.m. A webinar will be held on February 26, 2013 from 11:30 a.m. to 1:00 p.m. For more information please visit <http://californiastaterailplan.com/2012/12/18/please-join-us-at-one-of-our-upcoming-open-houses-in-february-2013/>.

REPORT

NEXT STEPS:

Staff will finalize comments, incorporating direction from the TC, and submit the comment letter to Caltrans DOR by the March 11, 2013 deadline. Staff will also continue to work with the LOSSAN Rail Corridor Agency Technical Advisory Committee on technical comments on the CSRP.

FISCAL IMPACT:

Staff work related to this project is included in the current OWP under Work Element No. 13-140.SCG00121-02 Regional High Speed Rail Transport Program.

ATTACHMENTS:

1. PowerPoint: Draft California State Rail Plan
2. California State Rail Plan Fact Sheet
3. Executive Summary California State Rail Plan 2013

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RAIL PLAN
California State Rail Plan

California State Rail Plan
Overview Presentation

SCAG Transportation Committee
March 7, 2013



Project Background

State Requirements

- State Rail Plan required by State law
- Must address passenger and freight rail

Federal Requirements (PRIIA 2008)

- Integrate high-speed rail and conventional rail to form an overall rail system
- States must develop Rail Plans to be eligible for intercity capital Federal funds
- Basis for Federal and State High-Speed and Intercity rail investments



Vision and Purpose

California has a premier, customer-focused rail system that successfully moves people and products while enhancing economic growth and quality of life.

The California State Rail Plan establishes a statewide vision, sets priorities, and develops implementation strategies to enhance passenger and freight rail service in the public interest.



Outreach and Communications

Stakeholder Meetings/Briefings

ongoing through March 2013:

- State and Regional Agencies
- Rail Corridor Committees
- Freight Railroads
- Passenger Railroad Owners
- Commuter Rail Operators
- Public
- Tribal Informational Meeting
- **Website**

www.californiastaterailplan.com



Project Schedule

- Draft California State Rail Plan Public Comment Period: February 8, 2013 – March 11, 2013
- Public Open Houses on Draft California State Rail Plan: February 2013
 - Sacramento – Feb. 12
 - Oakland – Feb. 14
 - San Diego – Feb. 19
 - Los Angeles – Feb. 20
 - Fresno – Feb. 21
 - Statewide Webinar – Feb. 26
- Service Development Plans: May 2013
- Final State Rail Plan: June 2013



LOSSAN Input into the Draft Rail Plan

- Southern California Rail Partners Working Group
- Rail Plan Advisory Committee
- LOSSAN TAC and Board
- Coachella Valley Planning Study



Rail Plan Highlights

- Comprehensive and wide-reaching plan
- Integrated High-Speed Rail, intercity, and commuter rail network
- Intercity passenger rail institutional roles are changing
- New State Transportation Agency role
- Expanding state-supported intercity passenger rail routes
- Additional expansions to intercity and commuter routes
- Rail Plan updates



LOSSAN Corridor in the Rail Plan

- Existing Pacific Surfliner, Metrolink and COASTER services described (Chapter 5)
- Planned LOSSAN Improvements (Chapter 8)
- New Intercity Rail Routes – Coast Daylight and Coachella Valley are proposed new intercity routes
- New commuter rail routes – includes proposed Ventura – Santa Barbara Commuter Service



The California High-Speed Rail System



- Northern California Unified Rail Service
- Early Investment in Caltrain and Metrolink Corridors
- Initial Operating Section
- Bay to Basin
- Phase 1 Blended
- Phase 2



Integrated California Rail System

- The Rail Plan creates an unprecedented vision of an integrated rail system
- The State Rail Plan describes a blended system plan, early improvements, and incremental development of California high-speed rail



Service Development Plans

Service Development Plans (SDPs) are the State's implementation plans for intercity rail corridors.

Caltrans is completing SDPs for:

- Pacific Surfliner (North and South)
- Coast Daylight Corridor
- Coachella Valley Planning Study
- San Joaquin Corridor

CCJPA prepares a SDP for the Capitol Corridor

Rail Plan Advisory Committee will review draft SDPs



SCAG Comments

- Transportation Committee comments
- Comment letter from SCAG



CALIFORNIA STATE RAIL PLAN



FACT SHEET

In California, a rail renaissance is underway. Ridership is approaching record levels. Growing numbers of Californians find train travel to be a smart transportation option as gas prices climb and freeways become more congested. Exciting plans are in the works to improve train service throughout the state and construct our nation’s first dedicated high-speed train system. Currently, Caltrans is developing a plan that will present the vision and strategies for building California’s rail network for the future.

California State Rail Plan

The California State Rail Plan will establish a vision, set priorities, and present implementation strategies to enhance passenger and freight rail service in the public interest. The State Rail Plan will be the first planning document that fully integrates the planned California High-Speed Rail system with existing and proposed conventional rail systems. It will be a critical document for successful development and implementation of the California High-Speed Rail Authority’s “blended system” which will combine high-speed rail and improved conventional rail. The State Rail Plan will serve as a basis for federal and state investments for high-speed and intercity passenger rail in California. The vision, priorities, and strategies will support the State’s goal of an integrated multimodal transportation system.

Caltrans will produce Service Development Plans for the existing Pacific Surfliner and San Joaquin routes and the proposed Coast Daylight route. Service Development Plans for California High-Speed Rail and the Capitol Corridor will also be incorporated into the State Rail Plan. These Service Development Plans will identify capital projects, operations plans, proposed funding sources, and planning timeframes for each of the rail corridors. They will also provide the criteria for corridor improvements that will be proposed in the State Rail Plan.

The California State Rail Plan will:

- Describe the existing conditions of the State’s passenger and freight rail systems including infrastructure and service levels, needs, and deficiencies.
- Present a clear picture of the role rail plays in key passenger and freight markets.
- Describe the blended system concept for high-speed rail and conventional intercity and commuter rail, planned for implementation in 2018.
- Describe the planned rail system and the economic and environmental benefits of freight and passenger rail improvements.
- Incorporate plans from California commuter rail authorities.

The State Rail Plan will also be prepared in parallel with the California Interregional Blueprint Interim Report, which will present strategies for integrating all transportation modes throughout the State, including air travel, roads and highways, ports, transit, passenger trains, and freight rail.

Schedule

Preparation of the California State Rail Plan began in June 2011. A draft of the State Rail Plan will be available to the public for review in early 2013. Responses to public comments will be included in the final California State Rail Plan which will be issued in mid 2013.

How to Participate

The project website www.californiastaterailplan.com will be updated with the latest project information as it is developed. There you can join the project e-mail list to receive future notifications and newsletters. Requests to join the project mailing list, questions, and input can also be directed by email to:

California State Rail Plan
 Caltrans Division of Rail
CSR@dot.ca.gov



California State Rail Plan 2013



FEBRUARY 2013

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CALIFORNIA STATE RAIL PLAN

Contract 75A0321



DRAFT

February 2013

CALIFORNIA STATE RAIL PLAN

Prepared for

California Department of Transportation

Division of Rail

1120 N Street

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Sacramento, CA 95814

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2101 Webster Street

Oakland, CA 94612

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Executive Summary

In 2008, the United States Congress enacted the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), which aimed to strengthen the national rail network by developing a long-term vision of the rail system. PRIIA underscored the benefits of integrating rail into the statewide transportation planning process. The federal law required states to develop state rail plans, no less frequently than every five years, that meet federal requirements, in order to be eligible for federal funding for high-speed rail (HSR) and intercity passenger rail programs. The law also encourages states to develop strategies and policies for enhanced passenger and freight rail services that benefit the public. State Government Code 14036 requires the California Department of Transportation (Caltrans) to produce a State Rail Plan every two years that includes a passenger and freight rail component.

The 2013 *California State Rail Plan* (CSRP) meets both federal and state requirements. CSRP completion will make the State compliant with 49 United States Code Section 22102 concerning state rail plans and state rail administration. The CSRP establishes a statewide vision and objectives, sets priorities, and develops policies and implementation strategies to enhance passenger and freight rail service in the public interest. The CSRP details a long-range investment program for California's passenger and freight infrastructure. It supports the State's goal to develop an integrated, multimodal transportation network. Finally, the CSRP will guide federal and state rail investments that will improve the movement of people and goods while enhancing economic growth and quality of life.

The CSRP has 10 chapters, as follows:

1. Introduction.
2. California Rail Transportation Context and Challenges.
3. Rail Vision Statement.
4. Public Outreach and Approval Process.
5. Existing Passenger Rail System.
6. Existing Freight Rail System.
7. Passenger and Freight Rail Integration.
8. Passenger Rail Improvements.
9. Freight Rail Improvements.
10. Rail Benefits and Next Steps.

Introduction

California's rail system performance over the past decade underscores the system's importance to the State. Intercity and commuter passenger rail ridership has been robust and increased during that period. At the same time, the freight rail network has become increasingly important for international, domestic, and intrastate trade.

Passenger and freight rail are positioned to help address environmental, economic development, and population growth challenges such as increased travel demand, traffic congestion, and greenhouse gas (GHG) emissions. The advent of a statewide HSR system that will be integrated into the existing passenger rail network provides opportunities to address these challenges.

Meeting these challenges will be complex. Additional funding for capital investments, ongoing operations, and maintenance is needed. Plans for HSR development and integration with intercity and commuter rail

systems—which leverage state and federal HSR investments—will require well-coordinated and integrated planning, programming, and execution by multiple agencies. Rail networks face increasing freight and passenger demand, often on freight-owned rail infrastructure. Additionally, multiple passenger rail operators (HSR, intercity, and commuter) must respond to traveler expectations of coordinated rail service operations, safety, ticketing, and traveler information.

The 2013 CSRP provides a planning framework for improving California’s rail system. It notes improvements made over the past decade, addresses future needs, and details plans for expansion and integration of rail services.

CSRP Highlights

The major findings and results of the CSRP are as follows:

- The 2013 CSRP is more comprehensive and wide-reaching than previous state rail plans because of new federal rail law, and includes changes to rail policy and funding programs.
- The CSRP establishes the following rail vision statement for the future:
California has a premier, customer-focused rail system that successfully moves people and products while enhancing economic growth and quality of life.
- The CSRP plans for an integrated HSR, intercity and commuter rail network that is consistent with the California High-Speed Rail Authority’s (Authority) California High-Speed Rail Program Revised 2012 Business Plan (2012 Business Plan). The plans for this network anticipate the travel needs of future population and employment growth.
- For years, California has invested in expanding high-capacity and high-performance intercity and commuter passenger rail services. These services attract high passenger volumes; the three state-supported services are the second, third, and fifth busiest routes in the country.
- Intercity passenger rail institutional roles may change in the future as the result of 2012 legislation that authorized the creation of two new joint powers authorities (JPA) to administer the Pacific Surfliner and San Joaquin routes.
- In 2013, Caltrans and the Authority will become part of a new State Transportation Agency. This agency’s actions may have a major impact on rail planning and service delivery.
- The CSRP summarizes plans for expanding state-supported intercity passenger rail routes by 2020 to support blended service on the first construction section of the Initial Operating Section (IOS) planned for 2018. The proposed expansion of services listed below and the anticipated associated passenger rail improvements described in the CSRP are the subject of on-going Class I railroad operations analysis and related studies. Project scope and costs will be refined as the result of this analysis.
 - *Pacific Surfliner*: One more daily roundtrip from San Diego to Los Angeles for a total of twelve; one more daily roundtrip from Los Angeles to Goleta for a total of six, with two of those trips continuing from Goleta to San Luis Obispo.
 - *San Joaquin*: As many as seven to eleven daily roundtrips on the first construction section of the IOS and as many as three to six daily roundtrips on the BNSF Railway line.
 - *Capitol Corridor*: One additional weekday roundtrip from Sacramento to Oakland for a total of sixteen, and four additional weekday roundtrips from San Jose to Oakland for a total of eleven.

- The CSRP describes the planned passenger rail system in 2025 when initial HSR operations are anticipated to be in effect. At that time, 34 round trips on the initial HSR segment from Merced to the San Fernando Valley are planned. Additional expansions to intercity and commuter routes are planned to integrate with the HSR operations and meet demand from population growth; they are subject to additional service planning and operations modeling.
- The CSRP describes plans for expansion of existing commuter rail services and new commuter and intercity rail services. Execution of these plans is contingent upon funding and agreement of the railroad that owns the right-of way.
- California is a major origin and destination for freight rail traffic, given its market size and position in international trade flows. The expansion of the Panama Canal and other Pacific Coast port expansions are unlikely to change Pacific Rim trade that moves on California freight railroads. Regional planning studies have identified a series of projects that can resolve freight chokepoints and bottlenecks.
- The CSRP emphasizes the critical role Class I freight railroads play in international trade to California shippers and to the national rail network.
- The CSRP stresses the importance of large annual expenditures by Class I freight railroads in maintenance, capacity expansion, locomotives, and rolling stock. The plan identifies currently planned projects among 4 types of freight improvements totaling \$15 billion.
- Many of the intercity and commuter rail services run on private Class I freight railroad right-of-way, which provides challenges and opportunities for both systems.
- Major conflicts in rail corridors will require careful coordination between multiple passenger and freight users. Some of these corridors include Oakland to Sacramento, Los Angeles to Colton, Los Angeles to Riverside, and Los Angeles to Burbank.
- The CSRP describes the following public benefits of the HSR and intercity passenger rail improvements:
 - Statewide carbon dioxide emission reduction of 37,000 tons per year in 2020, 573,000 tons per year in 2025, and almost 1.9 million tons per year by 2040 from the expanded HSR and intercity passenger rail system.
 - Annual user and non-user economic benefits increasing from \$164 million in 2020 to \$2.5 billion in 2025 to nearly \$7.4 billion in 2040. .
- Outreach was conducted to state, regional and local agencies to receive their input and feedback. A variety of methods and channels will be employed to receive public input. The California Transportation Commission (CTC) and the Federal Railroad Administration (FRA) are offering comments and suggestions in an ongoing process aimed to lead to approval of the CSRP by both entities.
- Dynamic changes have caused funding and planning for California’s passenger and freight rail system to evolve quickly. Class I Railroads are conducting operations analysis; Caltrans and the Authority will be updating planning documents; and environmental work at the program and project level is proceeding. This work will be reflected in future documents, including the 2014 CSRP and the 2014 High-Speed Rail Program Business Plan.

CSRP Chapter Summaries

Chapter 1: Introduction. Chapter 1 explains what the 2013 CSRP will accomplish and why the plan is more comprehensive and wide reaching than previous state rail plans. It details how the CSRP meets federal and state legal requirements for state rail plans, and describes the contents of each chapter in the CSRP. The chapter also explains how the 2013 CSRP responds to changes in federal rail policy, funding, and requirements, new California climate change legislation that ties transportation to emission reduction goals, and integration with the Authority’s 2012 Business Plan.

Chapter 2: California Rail Transportation Context and Challenges. Chapter 2 describes the policy, planning and legislative context for the CSRP as well as the socioeconomic and environmental background and rail transportation system challenges. The CSRP supports and is an element of the multimodal California Interregional Blueprint (CIB) and California Transportation Plan (CTP). Additionally, it supports and is consistent with the Authority’s 2012 Business Plan. This chapter describes rail transportation’s environmental benefits and notes environmental review processes for rail projects. The chapter also details the following rail system issues: demand factors for growth in passenger and freight traffic, needs for seamless passenger transportation connections, necessity of integrated planning for HSR, and intercity and commuter rail operations. Chapter 2 also reiterates the importance of integrated planning between HSR, intercity and commuter rail operations, both from a legal standpoint and out of necessity for operations and customer satisfaction.

Chapter 3: State Rail Plan Vision Statement. Chapter 3 presents California’s unified rail vision: *California has a premier, customer-focused rail system that successfully moves people and products while enhancing economic growth and quality of life.* The passenger rail system creates an integrated network with state-of-the-art, customer-focused services that enhance quality of life. The freight rail system connects industries and shippers to national and international markets, co-exists with growing passenger rail services, and also improves quality of life. Chapter 3 also describes how the CSRP vision fits into the CTP vision, goals and objectives, the CIB, and other modal plans.

Chapter 4: Public Outreach and Approval Process. This chapter details the public outreach goals and objectives, and support tasks such as stakeholder databases, website development, branding, and creation of collateral materials. The public outreach plan establishes a series of meetings and coordination with the CSRP Advisory Committee, other state agencies, and public meetings associated with the February 2013 Draft CSRP release. The chapter outlines this activity, summarizes comments received and their incorporation into the CSRP, and explains the approval process by the CTC and FRA. It details how state, regional, and local agencies are providing their input and feedback on the CSRP. Finally, it explains the review and approval process for the CSRP by the CTC and FRA.

Chapter 5: Existing Passenger Rail System. Chapter 5 includes a detailed description of California’s state-supported intercity routes: *Pacific Surfliner*, *San Joaquin* and *Capitol Corridor*, including the connecting Amtrak Thruway bus service. It also describes the Amtrak long-distance trains that operate in California. The chapter discusses commuter rail services in the State, and explains the State’s urban rail systems and their connectivity to intercity and commuter rail. Exhibit ES.1 shows the state-supported and Amtrak long distance intercity passenger rail routes in California. The chapter discusses passenger rail connectivity, rail station configurations, and operational aspects, and includes performance data for the state-supported and long-distance routes. Additionally, Chapter 5 explains current and emerging institutional roles and relationships among owners/operators of passenger rail and other regulatory agencies, and details safety and security agencies, programs and issues.



Exhibit ES.1: California Existing Intercity Passenger Rail Routes

Source: Caltrans, 2013.

Chapter 6: Existing Freight Rail System. This chapter describes and inventories California’s freight railroad system, which is shown in Exhibit ES.2. For Class I and short lines, this information includes system characteristics, capabilities, and functions. The chapter offers details on types of commodities moved along the current and future freight rail network. The chapter describes freight rail trends emphasizing the unique function of California’s freight rail network, international trade flows, logistics change, and upcoming Positive Train Control requirements. The chapter also discusses freight rail system bottlenecks and capacity issues, institutional structure of freight rail programs, statutes affecting freight rail, public initiatives for rail freight, and freight rail safety and security.

Chapter 7: Passenger and Freight Rail Integration. This chapter discusses current and future issues in California regarding passenger and freight trains sharing the same tracks. The chapter identifies corridors with high train volumes, challenges for ongoing shared conditions, and strategies and mitigation measures for corridors experiencing increased demand by multiple users. Major conflicts in several rail corridors will require careful coordination among multiple passenger and freight users. The chapter also discusses passenger and freight rail connectivity.

Chapter 8: Passenger Rail Improvements. This chapter discusses HSR phased implementation and modernization; the process for developing and prioritizing improvements to the three existing state-supported intercity rail routes and a list of potential improvements (subject to additional studies currently underway); proposed extensions to intercity rail routes and proposed new routes; a program of improvements for existing commuter rail services and proposed new commuter rail services; and the proposed X Train and XpressWest HSR services. Exhibit ES.3 shows a map of the planned California HSR system, and Exhibit ES.4 shows the integrated statewide passenger system map with conventional intercity and high-speed rail networks along with related blended systems and long-distance Amtrak routes. Finally, the chapter addresses station planning to enhance connectivity to transportation systems.

Chapter 9: Freight Rail Improvements. Chapter 9 outlines 4 kinds of freight rail issues and improvements: trade corridors, local rail, community impact mitigation, and economic development. The chapter describes new projects and programs for freight investments, policy issues, and best practices for consideration, and lists freight rail-related highway-rail grade separations. It also stresses the importance of large annual expenditures by Class I freight railroads in maintenance, capacity expansion, locomotives, and rolling stock. Chapter 9 identifies currently planned projects totaling \$15 billion.

Chapter 10: Rail Benefits and Next Steps. Chapter 10 summarizes the rail service planning assumptions for 2020, 2025, and 2040 for frequencies on the integrated HSR, intercity and commuter rail networks. Ridership and revenue projections for these planning scenarios are then presented. Projected GHG and air quality emission reductions and economic effects resulting from HSR and intercity rail improvements are quantified. Other environmental and land use and community benefits of planned rail are discussed. The chapter explains past and current rail funding programs at the federal and state level. Finally, the chapter suggests important next steps presented in the following categories: institutional changes, planning activities, and project execution. The next steps are:

- **Institutional Changes:** Relationships among organizations engaged in passenger rail planning and service delivery could change in the near future. In order to deliver the HSR Blended System, new institutional structures may evolve.
 - Effective July 1, 2013, a new State Transportation Agency will be created in California state government that will have jurisdiction over the Authority, Caltrans, the CTC and other transportation related state departments. The proposed 2013-14 Governor’s Budget states: “The Transportation Agency develops and coordinates the policies and programs of the state’s transportation entities to achieve the state’s mobility, safety, and air quality objectives from its transportation system.” This agency’s actions may have a major impact on rail planning and delivery.



Exhibit ES.2: California Class I Rail System, 2012

Source: Caltrans, 2013.



Exhibit ES.3: California High-Speed Rail Initial Operating Section and Phased Implementation

Source: California High-Speed Rail Authority, 2013.



Exhibit ES.4: California Intercity and High-Speed Rail Network

Source: Caltrans, 2013.

- In 2012, the California State Legislature authorized the creation of two new JPAs to administer the *Pacific Surfliner* and *San Joaquin* routes (described in more detail in Section 5.3.1 in Chapter 5). If JPAs are created under the requirements of state law, the JPAs can enter into interagency transfer agreements with Caltrans between June 30, 2014 and June 30, 2015. The legislation specifies several requirements that must be reached before the internal transfer agreements can be executed. Under the terms of the legislation, Caltrans would continue to administer the two routes through Fiscal Year 2013-14. The process of establishing JPAs has started. This process provides a forum for re-examination of the appropriate institutional structures to administer intercity rail in California.
- With the release of the 2012 Business Plan, the Authority, Caltrans, Capitol Corridor Joint Powers Authority, commuter rail agencies and other regional transportation and urban transit agencies realized new cooperative structures would need to be formed to plan and deliver the HSR Blended System. As discussed in Section 2.1.3 of Chapter 2 the Northern and Southern California Rail Partners Working Groups were formed to plan and deliver the HSR Blended System. These planning and delivery structures are still evolving.
- The Authority expects to enter into partnerships with private firms and/or consortia for funding, construction and/or operations of HSR services.
- Congressional deliberations on reauthorization of PRIIA and of MAP-21 may expand or alter federal programs for passenger and freight rail that could change responsibilities of federal and state agencies.
- **Planning Activities:** Entities engaged in rail planning and delivery will continue to plan a wide range of passenger and freight rail projects and services in California. These activities include developing plans for the HSR Blended System, planning for existing system expansion, and planning and delivering new rail systems: As noted above, the institutional structure to plan and operate the HSR Blended System is evolving, and it has not been fully determined what entities will be involved in the following planning activities:
 - Plans for integrating HSR and conventional passenger rail into a blended system will need to be developed, including: prioritization and delivery of capital projects for the 2018 and 2022 Blended System: administration and funding of operations and maintenance, including revenue and cost sharing; fleet delivery, utilization and maintenance; schedule integration and fare policy and systems; transit and other transportation connectivity; and integrated marketing and branding.
 - Detailed capital and service planning is necessary for some specific locations where the existing rail systems will need to be expanded to meet the needs of the statewide blended system, including; Stockton, the HSR San Fernando Valley terminus, and Los Angeles Union Station.
 - Railroads will be conducting ongoing and new rail operations simulation modeling to determine the effects of planned HSR, intercity, and commuter passenger rail operations in freight and publicly-owned rail corridors, and the necessary capital projects to allow delivery of the planned service.
 - Environmental clearance for HSR projects in the 2012 Business Plan and for necessary intercity and commuter rail projects on existing and the planned HSR Blended System will continue through the completion of program and project environmental documents.

- Service Development plans, which are the rail corridor-level companion documents to environmental documents, will be completed and possibly updated, particularly in relationship to planning the HSR Blended System.
- Station area planning activities for stations on the HSR network will be conducted.
- Detailed plans, including engineering and environmental, will be prepared for passenger and freight rail projects listed in Chapters 8 and 9.
- The CSRP and the Authority's 2012 Business Plan will be updated in 2014 in accordance with state law. These updates will include the latest information on future passenger rail operations and ongoing planning activities.
- Future passenger rail services or extensions of services described in Sections 8.3 and 8.4 of Chapter 8 will require future operational modeling and operational agreements with the applicable freight railroads.
- Planning for freight rail projects in the upcoming *California Freight Mobility Plan* will proceed.
- **Project Execution:** Even as public agencies complete detailed passenger and freight rail plans, many funded freight and passenger rail projects will move into procurement, construction, and/or manufacturing. These steps include the following:
 - Passenger rail locomotives and coaches for intercity service meeting new national equipment specifications will be manufactured domestically and will be tested and put into operating service.
 - New mainline track, sidings, switches and turnouts, and train signal and control systems will be constructed on rail lines throughout the State for freight rail operations and for passenger rail services.
 - New maintenance and layover facilities will be constructed to accommodate blended HSR service.

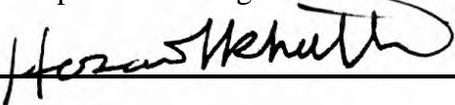
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DATE: March 7, 2013

TO: Energy and Environment Committee (EEC)
Community, Economic and Human Development Committee (CEHD)
Transportation Committee (TC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838, liu@scag.ca.gov

SUBJECT: Sustainability Program Call For Proposals Ranking Criteria

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION for CEHD, EEC, and TC:
Recommend Regional Council approval of Call for Proposals ranking criteria.

EXECUTIVE SUMMARY:
Staff has developed a consolidated Sustainability Program “call-for-proposals” grant program, as called for in the FY 2013/14 Overall Work Program (OWP). As previously reported to the Policy Committees, the goal of the Sustainability Program is to build on the success of the Compass Blueprint effort to provide additional member services for communities and partners with two new components: Active Transportation and the Green Region Initiative. As such, the new Sustainability Program will contain three components - the two new components in addition to Compass Blueprint. Project selection criteria will be used to evaluate grant proposals and rank them for available funding.

The Active Transportation component will provide funding to plan and facilitate bicycle and pedestrian plans and programs in the region. Compass Blueprint grants will continue to focus on integrated land use and transportation planning. The Green Region Initiative component will provide grants to assist local jurisdictions in funding sustainability plans or studies, such as climate action plans and water, energy, or open space studies. A new consolidated “call-for-proposals” will solicit project proposals for Active Transportation, Compass Blueprint, and the Green Region Initiative proposals. The Sustainability Program “Call for Proposals” criteria are being presented simultaneously to the three Policy Committees due to CEHD’s on-going oversight of Compass Blueprint. EEC’s role will be the development of the Green Region Initiative, and TC’s role will be Active Transportation. The Policy Committees’ recommendations will be presented to the Regional Council on April 4, 2013.

The intent is to grow the Sustainability Program each year. After the release of the “call for proposals” in April 2013, this program will begin in early Fall 2013. Proposed proposals will be evaluated and selected based on the criteria presented in this staff report.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

Since 2004, Compass Blueprint has been a successful component of SCAG's efforts to assist local jurisdictions and implement RTP/SCS policies. To date, 133 Compass Blueprint-funded local planning projects have been completed or are currently in progress. Each of these Demonstration Projects provides an example of integrated transportation and land use planning, tailored to local needs and aligned with regional priorities that other cities and counties can emulate.

At the May 2011 SCAG General Assembly, Executive Director Hasan Ikhtrata announced that SCAG would initiate a Green Region Initiative, a key element of SCAG's ongoing sustainability work, with funding to assist jurisdictions. The Green Region Initiative is part of a package of post-RTP/SCS follow-up activities, including Active Transportation, to assist local jurisdictions and others in implementing strategies identified in the RTP/SCS. The Green Region Initiative will join Active Transportation and Compass Blueprint in providing small grants to member jurisdictions to carry out a full suite of planning activities that help make the SCAG region more sustainable and implement the approved 2012-2035 RTP/SCS.

In coordination with the existing Compass Blueprint effort, a consolidated Sustainability Program "call-for-proposals" has been developed by SCAG staff to help fund innovative approaches to solving regional issues. The "call-for-proposals" will be released in April 2013, with work on approved planning activities to begin in Fiscal Year 2013-2014. Pending review and approval by the Policy Committees and the Regional Council, project proposals will be evaluated and selected based on the criteria below. We anticipate approximately \$1 million in total funding will be available as part of this "call for proposals".

Staff is seeking approval of the ranking criteria for the "call for proposals" and has placed emphasis on the following:

- Rollout of the Sustainability Program, including new Active Transportation and Green Region components, along with the on-going Compass Blueprint component
- Assistance in updating local General Plans consistent with RTP/SCS strategies
- Implementation of the 2012-2035 RTP/SCS
- Cross-jurisdictional and multi-party collaborations
- Promoting 'on-the-ground' implementation of the 2012-2035 RTP/SCS

Proposed 2013 Project Ranking Criteria:

General (for all proposals): [70 points]

- SCAG membership
- Demonstrates reasonable commitment to implement the project
- Implements the 2012-2035 RTP/SCS
- Promotes or encourages sustainability (3 E's: Economy, Equity and Environment)
- Demonstrates a clear need for the project and requested services
- Involves public and private and/or cross-jurisdictional partnerships
- Demonstrates innovative approaches to regional planning issues that can be replicated elsewhere
- Leverages other public and private funding sources
- Outlines a realistic timeline

REPORT

For Compass Blueprint Proposals: [30 points]

- Integrates land use and transportation planning
- Promotes infill, Transit Oriented Development (TOD), and other forms of sustainable development
- Promotes a sustainable land use mix, including new housing

For Green Region Initiative proposals: [30 points]

- Addresses climate change through GHG emission reduction or adaptation planning
- Promotes energy and/or water efficiency and savings
- Promotes overall sustainability on various resource issues

For Active Transportation proposals: [30 points]

- Promotes Active (Bicycle and Pedestrian) Transportation Planning
- Promotes physical activity, safety, education and outreach
- Promotes linkages within existing active transportation and transit networks

FISCAL IMPACT:

Funding for the selected proposals resulting from the Sustainability Program's Call for Proposals is proposed as part of the draft FY2013/14 Overall Work Program (OWP) Budget, which includes \$500,000 from a Strategic Growth Council grant awarded to SCAG. Funding of any work for FY2013/14 is contingent upon approval of the OWP Budget and availability of funding. Staff's work for the current fiscal year is included in FY2012/13 OWP 13-225.SCG01641E.01 and 13-065.SCG00137.01.

ATTACHMENT:

None.