



MEETING OF THE

TRANSPORTATION COMMITTEE

Main Office

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Human Development
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Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

Thursday, October 8, 2015
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 Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. Agendas & Minutes for the Transportation Committee are also available at:
<http://www.scag.ca.gov/committees/Pages/default.aspx>

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Transportation Committee

Members – October 2015

<u>Members</u>	<u>Representing</u>
Chair* 1. Hon. Alan Wapner	<i>Ontario</i> SANBAG
Vice-Chair* 2. Hon. Barbara Messina	<i>Alhambra</i> District 34
* 3. Hon. Michael D. Antonovich	Los Angeles County
* 4. Hon. Sean Ashton	<i>Downey</i> District 25
* 5. Hon. Rusty Bailey	<i>Riverside</i> District 68
* 6. Hon. Glen Becerra	<i>Simi Valley</i> District 46
7. Hon. Ben Benoit	<i>Wildomar</i> WRCOG
8. Hon. Russell Betts	<i>Desert Hot Springs</i> CVAG
* 9. Hon. Art Brown	<i>Buena Park</i> District 21
* 10. Hon. Joe Buscaino	<i>Los Angeles</i> District 62
11. Hon. Don Campbell	<i>Brawley</i> ICTC
12. Hon. Diana Lee Carey	<i>Westminster</i> OCCOG
* 13. Hon. Jonathan Curtis	<i>La Canada Flintridge</i> District 36
* 14. Hon. Gene Daniels	<i>Paramount</i> District 24
* 15. Hon. Paul Eaton	<i>Montclair</i> District 9
* 16. Hon. Felipe Fuentes	<i>Los Angeles</i> District 54
* 17. Hon. Jeffrey Giba	<i>Moreno Valley</i> District 69
* 18. Hon. Lena Gonzalez	<i>Long Beach</i> District 30
19. Hon. Bert Hack	<i>Laguna Woods</i> OCCOG
* 20. Hon. Curt Hagman	San Bernardino County
* 21. Hon. Jan Harnik	<i>Palm Desert</i> RCTC
22. Hon. Dave Harrington	<i>Aliso Viejo</i> OCCOG
* 23. Hon. Carol Herrera	<i>Diamond Bar</i> District 37
* 24. Hon. Steve Hofbauer	<i>Palmdale</i> District 43
* 25. Hon. Jose Huizar	<i>Los Angeles</i> District 61
* 26. Hon. Jim Hyatt	<i>Calimesa</i> District 3
* 27. Hon. Jim Katapodis	<i>Huntington Beach</i> OCTA
28. Hon. Linda Krupa	<i>Hemet</i> WRCOG
* 29. Hon. Randon Lane	<i>Murrieta</i> District 5
30. Hon. Severo Lara	<i>Ojai</i> VCOG
31. Hon. James C. Ledford	<i>Palmdale</i> North L. A. County
* 32. Hon. Antonio Lopez	<i>San Fernando</i> District 64
* 33. Hon. Clint Lorimore	<i>Eastvale</i> District 4



Transportation Committee

Members – October 2015

Members

Representing

* 34. Hon. Ray Marquez	<i>Chino Hills</i>	District 10
* 35. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
* 36. Hon. Andrew Masiel, Sr.		Pechanga Band of Luiseño Indians
* 37. Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
38. Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
* 39. Hon. Dan Medina	<i>Gardena</i>	District 28
* 40. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
41. Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
* 42. Hon. Gene Murabito	<i>Glendora</i>	District 33
* 43. Hon. Kris Murray	<i>Anaheim</i>	District 19
* 44. Hon. Frank Navarro	<i>Colton</i>	District 6
* 45. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
46. Hon. Micheál O'Leary	<i>Culver City</i>	WSCCOG
* 47. Hon. Sam Pedroza	<i>Claremont</i>	District 38
48. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
49. Hon. Dwight Robinson	<i>Lake Forest</i>	OCCOG
* 50. Hon. Ali Saleh	<i>Bell</i>	District 27
51. Hon. Damon Sandoval		Morongo Band of Mission Indians
* 52. Hon. Marty Simonoff	<i>Brea</i>	District 22
53. Hon. Zareh Sinanyan	<i>Glendale</i>	SFVCOG
* 54. Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
55. Hon. David Spence	<i>La Cañada/Flintridge</i>	Arroyo Verdugo Cities
* 56. Hon. Karen Spiegel	<i>Corona</i>	District 63
57. Hon. Barb Stanton	<i>Town of Apple Valley</i>	SANBAG
* 58. Hon. Michelle Steel		Orange County
* 59. Hon. Jess Talamantes	<i>Burbank</i>	District 42
60. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
61. Hon. Olivia Valentine	<i>Hawthorne</i>	SBCCOG
* 62. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
* 63. Hon. Chuck Washington		Riverside County
* 64. Hon. Michael Wilson	<i>Indio</i>	District 66
65. Mr. Gary T. Slater	<i>Caltrans, District 7</i>	Ex-Officio Member

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

OCTOBER 8, 2015

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. Alan Wapner, 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

CONSENT CALENDAR

Page No.

Approval Items

- | | | |
|--|-------------------|-----------|
| 1. <u>Minutes of the September 3, 2015 Meeting</u> | Attachment | 1 |
| 2. <u>Proposed 2017 Federal Transportation Improvement Program (FTIP) Guidelines</u> | Attachment | 8 |
| 3. <u>Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Air Cargo Forecast</u> | Attachment | 11 |

Receive and File

- | | | |
|--|-------------------|-----------|
| 4. <u>2015 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 20 |
| 5. <u>2016 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 21 |
| 6. <u>2015 Active Transportation Program Update</u> | Attachment | 22 |
| 7. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u> | Attachment | 27 |

TRANSPORTATION COMMITTEE

AGENDA

OCTOBER 8, 2015

<u>Receive and File - continued</u>	<u>Time</u>	<u>Page No.</u>
8. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Update: Draft Guidelines</u>	Attachment	35
9. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Public Health Guiding Principles and Framework</u>	Attachment	37
10. <u>Recap of Progress made on the Development of the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and Anticipated Next Steps</u>	Attachment	51

ACTION ITEMS

11. <u>Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Regional Express Lane Network</u> <i>(Annie Nam, SCAG Staff)</i>	Attachment	20 mins.	65
<p>Recommended Action: Support for inclusion in the Draft 2016 RTP/SCS the proposed Regional Express Lane Network and express lane strategies.</p>			
12. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Goods Movement Strategies</u> <i>(Annie Nam, SCAG Staff)</i>	Attachment	15 mins.	74
<p>Recommended Action: Support for inclusion in the Draft 2016 RTP/SCS the proposed Goods Movement Strategies.</p>			
13. <u>Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Active Transportation Plan Investment Framework</u> <i>(Alan Thompson, SCAG Staff)</i>	Attachment	15 mins.	82
<p>Recommended Action: Support for inclusion in the Draft 2016 RTP/SCS the proposed Active Transportation Plan Investment Framework.</p>			

TRANSPORTATION COMMITTEE

AGENDA

OCTOBER 8, 2015

ACTION ITEMS - continued

Time Page No.

14. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Regional Aviation Ground Access Strategies Attachment 15 mins. 94
(Ryan Hall, SCAG Staff)

Recommended Action: Support for inclusion in the Draft 2016 RTP/SCS the proposed Ground Access Improvement Framework.

CHAIR'S REPORT

(Hon. Alan Wapner, Chair)

STAFF REPORT

(Alison Linder, SCAG Staff)

FUTURE AGENDA ITEM/S

ADJOURNMENT

The next regular meeting of the Transportation Committee (TC) will be held on Thursday, November 5, 2015 at the SCAG Los Angeles Office.

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Continued Special Transportation Committee Meeting
of the
Southern California Association of Governments
September 3, 2015

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) met at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Alan Wapner, Ontario. A quorum was present.

Members Present:

Hon. Mike Antonovich	Los Angeles County
Hon. Sean Ashton, Downey	District 25
Hon. Rusty Bailey, Riverside	District 68
Hon. Ben Benoit, Wildomar	WRCOG
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Art Brown, Buena Park	District 21
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Don Campbell, Brawley	ICTC
Hon. Diana Lee Carey, Westminster	OCCOG
Hon. Gene Daniels, Paramount	District 24
Hon. Felipe Fuentes, Los Angeles	District 54
Hon. Jeffrey, Giba, Moreno Valley	District 69
Hon. Curt Hagman	San Bernardino County
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jim Hyatt, Calimesa	District 3
Hon. Jim Katapodis, Huntington Beach	District 64
Hon. Linda Krupa, Hemet	WRCOG
Hon. Randon Lane, Murrieta	Murrieta
Hon. Severo Lara, Ojai	VCOG
Hon. Antonio Lopez, San Fernando	District 67
Hon. Clint Lorimore, Eastvale	District 4
Hon. Ray Marquez, Chino Hills	District 10
Hon. Michele Martinez, Santa Ana	District 16
Hon. Andrew Masiel, Sr.	Pechanga Band of Luiseño Indians
Hon. Ryan McEachron, Victorville	District 65
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra (Vice-Chair)	District 34
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Kris Murray, Anaheim	District 19
Hon. Frank Navarro, Colton	District 6
Hon. Pam O'Connor, Santa Monica	District 41

Hon. Micheál O’Leary, Culver City	WCCOG
Hon. Sam Pedroza, Claremont	District 38
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Marty Simonoff, Brea	District 22
Hon. Barb Stanton, Apple Valley	SANBAG
Hon. Michelle Steel	County of Orange
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Alan Wapner, Ontario (<i>Chair</i>)	SANBAG
Hon. Michael Wilson, Indio	District 66
Mr. Gary Slater	Caltrans District 7

Members Not Present:

Hon. Glen Becerra, Simi Valley	District 46
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Paul Eaton, Montclair	District 9
Hon. Gonzalez, Lena, Long Beach	District 30
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. James C. Ledford	Palmdale
Hon. Gene Murabito, Glendora	District 33
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Zareh Sinanyan	Glendale
Hon. José Luis Solache, Lynwood	District 26
Hon. David Spence, La Canada-Flintridge	Arroyo Verdugo Cities
Hon. Karen Spiegel, Corona	District 63
Hon. Jess Talamantes, Burbank	District 42
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Olivia Valentine, Hawthorne	SBCOG
Hon. Chuck Washington, Temecula	Riverside County

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Alan Wapner, Ontario, called the meeting to order at 10:12 a.m. Hon. Barbara Messina, Alhambra, led the Pledge of Allegiance. Hon. Alan Wapner, Ontario, welcomed new committee members; Hon. Sean Ashton, Downey, Hon. Joe Buscaino, Los Angeles, Hon. Olivia Valentine, Hawthorne and Hon. Lena Gonzalez, Long Beach.

ACTION ITEMS

1. Minutes of the July 2, 2015 Meeting

A MOTION was made (Millhouse) and SECONDED (Messina) to approve the Minutes. The Motion passed by the following votes:

AYES: Ashton, Benoit, Betts, Brown, Carey, Daniels, Fuentes, Giba, Hagman, Harnik, Herrera, Hyatt, Katapodis, Krupa, Lane, Lara, Lorimore, Martinez, Marquez, Masiel, McEachron, Messina, Millhouse, Moore,

Murray, Navarro, O'Connor, Pedroza, Simonoff, Stanton, Steel, Viegas-Walker, Wapner, Wilson

NOES: None
ABSTAIN: Bailey

2. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Financial Strategies

Annie Nam, SCAG staff, reported on the proposed financial strategies for the 2016 RTP/SCS. Ms. Nam stated transportation revenues rely upon key areas including overall economic conditions and their implication on sales tax revenue as well as long term inflation's effect on purchasing power. Additional elements include the viability of the Federal Highway Trust Fund and the State Highway Operation and Protection Plan. Ms. Nam noted anticipated revenue through 2040 is \$356 billion with 71% derived from local sources, 18% from state and 11% from federal sources. However, total regional system needs during this time total \$554 billion resulting in a \$198 billion funding gap. Approximately half of funding needs is for Operations and Maintenance.

Ms. Nam further stated that costs have grown exponentially to achieve a state of good repair due to continued underinvestment. Additionally, existing funding mechanisms have underpriced our transportation system, resulting in increased congestion. There has not been an adjustment of the base excise gas tax rate in over two decades while vehicles have become more fuel efficient due to advancements in technology. Ms. Nam concluded the presentation with a review of the proposed reasonably available revenue strategies.

Hon. Curt Hagman, San Bernardino County, asked if cap-and-trade funding is identified in the revenue sources. Ms. Nam responded cap-and-trade revenue is part of the core forecast and is included in the \$356 billion projected revenue.

A MOTION was made (Hagman) to support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and the reasonably available revenue strategies outlined by staff but limiting reference to any specific legislation and confirming the idea that existing and future revenue raised for transportation would be used exclusively for transportation purposes. The motion was SECONDED (Antonovich). The Motion passed by the following votes:

AYES: Antonovich, Ashton, Bailey, Benoit, Betts, Brown, Buscaino, Campbell, Carey, Daniels, Fuentes, Hagman, Harnik, Herrera, Hofbauer, Hyatt, Katapodis, Krupa, Lane, Lara, Lopez, Lorimore, Marquez, Martinez, Masiel, McEachron, McLean, Medina, Messina, Moore, Murray, Navarro, O'Leary, O'Connor, Pedroza, Real Sebastian, Saleh, Simonoff, Stanton, Steel, Viegas-Walker, Wapner, Wilson

NOES: None
ABSTAIN: None

3. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Transit and Passenger Rail Element

Philip Law, SCAG staff, reported on the proposed transit and passenger rail element of the 2016 RTP/SCS. Mr. Law stated the 2016 RTP/SCS seeks to reaffirm the significant

commitments put forth in the 2012 RTP/SCS with strategy and information updates from county transportation commissions and transit operators on the latest projects. Mr. Law reviewed the passenger rail system in the 2012 RTP/SCS including California High-Speed Rail Phase One and Amtrak/LOSSAN corridor improvements. This includes a \$1 billion investment in the regional rail system that will increase capacity, reliability, safety and improve air quality. The 2012 RTP/SCS Urban and Commuter Rail System projects include extensions to Metro Rail and Metrolink. Additional Operational and Access Strategies include new Bus Rapid Transit service, increased frequencies in key corridors, improved real-time passenger information systems and regional and inter-county fare agreements and media.

Mr. Law reviewed 2012 RTP/SCS Metro Rail projects currently under construction including the Purple Line subway, the Regional Connector at Union Station, Exposition Line Phase 2 to Santa Monica, Gold Line Foothill extension Phase 2A and the Crenshaw/LAX corridor. Metrolink system projects include the Perris Valley line and downtown San Bernardino Station extensions as well as implementation of Positive Train Control. Additional progress includes transfer to local control of the LOSSAN JPA as well as High-Speed Rail construction in the Central Valley. Mr. Law noted the strategy for the 2016 RTP/SCS includes building upon passenger rail projects and implementation progress and to incorporate regional planning efforts and latest project information from county transportation commissions and transit agencies.

Hon. Alan Wapner, Ontario, asked about the Redlands Rail Project and planned rail connections to regional airports. Mr. Law responded that the Redlands Rail Project is currently in the Draft 2016 RTP/SCS planned projects and there are airport rail connection improvements in the plan including a recent request from San Bernardino Associated Governments to consider a rail connection from Rancho Cucamonga to Ontario Airport.

Hon. Jan Harnik, Palm Desert, asked about the Coachella Valley rail extension. Mr. Law responded that it is included in the Strategic Plan and SCAG staff has been working with the Riverside County Transportation Commission who is developing a Service Development Plan and evaluating different alternatives.

A MOTION was made (Brown) and SECONDED (Katapodis) to support for inclusion in the Draft 2016 RTP/SCS the proposed transit and passenger rail strategies. The Motion passed by the following votes:

AYES: Antonovich, Ashton, Bailey, Benoit, Betts, Brown, Buscaino, Campbell, Carey, Daniels, Fuentes, Hagman, Harnik, Herrera, Hofbauer, Hyatt, Katapodis, Krupa, Lane, Lara, Lopez, Lorimore, Marquez, Martinez, Masiel, McEachron, McLean, Medina, Moore, Murray, Navarro, O'Connor, O'Leary, Pedroza, Real Sebastian, Saleh, Simonoff, Stanton, Steel, Viegas-Walker, Wapner, Wilson

NOES: None

ABSTAIN: None

4. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Proposed Highways and Arterials Guiding Principles and Framework

Naresh Amatya, Acting Director, Transportation, reported that at the July 2, 2015 meeting the committee provided feedback on areas of focus for the 2016 RTP/SCS Highways and Arterial Guiding Principles and Framework. Mr. Amatya noted staff has subsequently updated the elements to include support for project lifecycle costs and support for local control of new fund sources and system improvements that will encourage seamless operation of roadways from the user perspective. Furthermore, as new projects are added to examine funding maintenance of the facility beyond construction.

Additional elements include supporting new funding for system preservation and to close gaps in the system and improve access where needed. Also, to support projects consistent with the Southern California Regional Intelligent Transportation System (ITS) Architecture and addressing non-recurring congestion with new technology and support Complete Street opportunities where feasible and practical.

A MOTION was made (O’Leary) and SECONDED (Navarro) to support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and framework for the development of the Highways and Arterials component. The Motion passed by the following votes:

AYES: Antonovich, Ashton, Bailey, Benoit, Betts, Brown, Buscaino, Campbell, Daniels, Fuentes, Hagman, Harnik, Herrera, Hofbauer, Hyatt, Katapodis, Krupa, Lara, Lopez, Lorimore, Marquez, Martinez, Masiel, McLean, Medina, Messina, Moore, Murray, Navarro, O’Connor, O’Leary, Pedroza, Real Sebastian, Saleh, Simonoff, Stanton, Steel, Viegas-Walker, Wapner, Wilson

NOES: Carey

ABSTAIN: None

CONSENT CALENDAR

Receive and File

5. 2015 Regional Council and Policy Committees Meeting Schedule
6. SCAG Sustainability Planning Grants Program – Monthly Update
7. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing and Sustainable Communities (AHSC) Program and State Expenditure Plan Update
8. Southern California Active Transportation Safety and Encouragement Campaign Update

A MOTION was made (Messina) and SECONDED (Wapner) to approve the Consent Calendar. The Motion passed by the following votes:

AYES: Antonovich, Ashton, Bailey, Benoit, Betts, Brown, Buscaino, Campbell, Carey, Daniels, Fuentes, Hagman, Harnik, Herrera, Hyatt, Katapodis, Krupa, Lara, Lopez, Lorimore, Marquez, Martinez, Masiel, McLean, Medina, Messina, Moore, Murray, Navarro, O’Connor, O’Leary, Real Sebastian, Saleh, Simonoff, Steel, Viegas-Walker, Wapner, Wilson

NOES: None

ABSTAIN: Hofbauer

ADJOURNMENT

Chair Hon. Alan Wapner, Ontario, adjourned the meeting at 11:41 a.m. The next meeting of the Transportation Committee will be held Thursday, October 8, 2015 at the SCAG Los Angeles office.



Alison Linder, Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2015

	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	23-Jul	6-Aug	Sept	Oct	Nov
1	Antonovich, Michael*	Los Angeles County		X						X					X			X		
2	Ashton, Sean*	Downey													NM			X		
3	Bailey, Rusty*	Riverside, WRCOG				X				X	X				X	X		X		
4	Becerra, Glen*	Simi Valley		X						X										
5	Benoit, Ben	Wildomar, WRCOG				X				X	X				X	X	X	X		
6	Betts, Russell	Desert Hot Springs, CVAG				X				X	X			X	X	X	X	X		
7	Brown, Art*	Buena Park			X					X	X			X	X	X	X	X		
8	Buscaino, Joe*	Los Angeles		X											NM			X		
9	Campbell, Don	ICTC	X							X					X	X		X		
10	Carey, Diana Lee	Westminster, OCCOG			X					X	X				X	X		X		
11	Curtis, Jonathan*	La Cañada Flintridge		X						X	X			X			X			
12	Daniels, Gene*	Paramount		X						X	X			X	X	X	X	X		
13	Eaton, Paul*	Montclair					X			X				X	X	X	X			
14	Fuentes, Felipe*	Los Angeles		X										NM	X	X		X		
15	Giba, Jeffrey*	Moreno Valley				X								NM	X	X	X	X		
16	Gonzalez, Lena	Long Beach		X													NM			
17	Hack, Bert	Laguna Woods			X					X	X				X	X	X	X		
18	Hagman, Curt*	San Bernardino County					X			X				X	X		X	X		
19	Hamik, Jan*	Palm Desert, RCTC				X				X	X			X	X	X	X	X		
20	Harrington, Dave	Aliso Viejo, OCCOG			X							NM			X	X				
21	Herrera, Carol	Diamond Bar		X							X				X	X	X	X		
22	Hofbauer, Steven*	Palmdale/No. LA County		X						X	X			X			X	X		
23	Huizar, Jose*	Los Angeles		X																
24	Hyatt, Jim*	Calimesa				X				X	X			X	X	X	X	X		
25	Katapodis, Jim*	Huntington Beach			X					X	X			X	X	X	X	X		
26	Krupa, Linda	Hemet, WRCOG				X				X	X			X	X			X		
27	Lane, Randon*	Murrieta				X								X	X	X	X	X		
28	Lara, Severo	Ojai, VCTC						X				NM		X	X		X	X		
29	Ledford, James C.	Palmdale/No. LA County		X											X		X			
30	Lopez, Antonio*	San Fernando		X										NM	X	X		X		
31	Lorimore, Clint*	Eastvale				X				X	X			X	X	X	X	X		
32	Marquez, Ray*	Chino Hills					X				X				X	X	X	X		
33	Martinez, Michele*	Santa Ana			X					X	X			X	X	X	X	X		
34	Masiel Sr., Andrew*	Pechanga Luiseno Indians														X		X		
35	McEachron, Ryan*	Victorville					X			X				X	X	X	X	X		
36	McLean, Marsha	Santa Clarita		X						X	X			X	X		X	X		
37	Medina, Dan*	Gardena		X						X	X			X	X	X	X	X		
38	Messina, Barbara* (Vice-Chair)	Alhambra		X						X	X			X	X		X	X		
39	Millhouse, Keith*	Moorpark						X		X	X				X		X	X		
40	Moore, Carol	Laguna Woods, OCCOG			X							NM		X	X	X	X	X		
41	Murabito, Gene*	Glendora		X										NM	X		X			
42	Murray, Kris*	Anaheim			X					X	X			X	X	X		X		
43	Navarro, Frank*	Colton					X			X	X			X	X		X	X		
44	O'Connor, Pam*	Santa Monica		X							X					X		X		
45	O'Leary, Micheal	Culver City/WCCOG		X						X				X	X			X		
46	Pedroza, Sam*	Claremont		X						X	X			X	X			X		
47	Real Sebastian, Teresa	Monterey Park/SGVCOG		X						X	X			X		X	X	X		
48	Robinson, Dwight	Lake Forest, OCCOG			X						X				X					
49	Saleh, Ali*	City of Bell, GCCOG		X														X		
50	Sandoval, Damon	Morongo Band of Mission Indians																		
51	Simonoff, Marty*	Brea			X						X				X	X		X		
52	Sinanyan, Zareh	Glendale		X										NM			X			
53	Slater, Gary	Caltrans District 7									NM						X	X		
54	Solache, José Luis*	Lynwood		X																
55	Spence, David	Flintridge/Arroyo Verdugo Cities		X						X	X			X	X	X	X			
56	Spiegel, Karen*	Corona/WRCOG				X				X	X			X	X	X	X			
57	Stanton, Barb	Apple Valley					X							X	X	X	X	X		
58	Steel, Michelle*	Orange County			X					X	X			X				X		
59	Talamantes, Jess*	Burbank/SFVCOG		X						X	X					X	X			
60	Tercero, Brent	Pico Rivera		X						X	X									
61	Valentine, Olivia	Hawthorne, SBCOG		X											NM	X				
62	Viegas-Walker, Cheryl*	El Centro	X							X	X			X	X		X	X		
63	Wapner, Alan* (Chair)	Ontario, SANBAG					X			X	X				X	X	X	X		
64	Washington, Chuck*	Riverside County				X					X				X		X			
65	Wilson, Michael*	Indio, CVAG				X				X	X			X				X		
		Totals	2	27	11	12	7	2												

* Regional Council Member

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DATE: October 8, 2015

TO: Regional Council (RC)
Transportation Committee (TC)

FROM: Naresh Amatya, Acting Director, Transportation Planner, (213) 236-1885;
amatya@scag.ca.gov

SUBJECT: Proposed 2017 Federal Transportation Improvement Program (FTIP) Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR TC:

Recommend approval of the proposed 2017 Federal Transportation Improvement Program (FTIP) Guidelines to the RC.

RECOMMENDED ACTION FOR RC:

Approve the proposed 2017 FTIP Guidelines.

EXECUTIVE SUMMARY:

SCAG is required under both federal and state laws to develop an FTIP. The FTIP is the short-range program that implements the goals and policies identified in the long-range Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statute, SCAG along with the Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the Federal Statewide Transportation Improvement Program (FSTIP). The Guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with Federal funding agencies (FHWA, FTA), the Department of Transportation (Caltrans), the County Transportation Commissions (CTCs), and the Transportation Conformity Working Group (TCWG) to ensure that all current legal, administrative, and technical requirements are met. These guidelines assist the county transportation commissions in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP.

SCAG staff has completed the update of the 2017 FTIP Guidelines. The proposed 2017 FTIP Guidelines and the Comments and Responses document are available online at:

<http://ftip.scag.ca.gov/Documents/Draft2017FTIPGuidelines.pdf>

<http://ftip.scag.ca.gov/Documents/Draft2017FTIPGuidelinesCRMATRIX.pdf>

The proposed guidelines reflect the latest federal and state statutes, including the Moving Ahead for Progress in the 21st Century (MAP-21). The FTIP Guidelines are updated every two years in advance of the biennial FTIP Update. Any changes or modifications that affect SCAG's policy will be brought to the attention of the Transportation Committee and the Regional Council for potential action.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 2: 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:

SCAG staff working in collaboration with Federal funding agencies, Caltrans, CTCs, and the TCWG, has completed its update of the 2017 FTIP Guidelines. SCAG received comments from the CTCs, Caltrans, and our federal partners during the month of July 2015, and revised the document to reflect and address the comments received. These Guidelines reflect the current process for transportation programming in the region and serve as guide to the CTCs in preparing their respective county TIPs for submittal to SCAG for incorporation into the 2017 FTIP. The following are the key updates to these Guidelines:

Overall, language has been clarified to reflect the Moving Ahead for Progress in the 21st Century (MAP-21) legislation. Additional updates to the 2017 FTIP Guidelines are as follows:

- Updates to the Congestion Management Plan (CMP) process in the FTIP database. The previously used \$50 million threshold to determine CMP for single occupancy vehicle (SOV) type projects was eliminated at the request of FHWA during SCAG's quadrennial MPO recertification review, since no other MPO in the nation used a threshold based on project cost to meet the CMP requirement. The total project cost threshold has been replaced by a project's length for SOV type projects.
- Includes language regarding the Active Transportation Plan (ATP) process
- Includes language on the automated Financial Plan module in the FTIP database
- Technical updates to regional emissions and modeling criteria
- Updates to database codes necessary to conduct transportation conformity analysis
- Language clarification where necessary

SCAG is required under both federal and state laws to develop an FTIP. The FTIP is the short-range program that implements the goals and policies identified in the long-range Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). Federal law requires that the FTIP be updated at a minimum of every four years, adopted by SCAG, and sent to the Governor for approval. Consistent with state statute, SCAG along with the Metropolitan Planning Organizations (MPOs) in California, update the FTIP every two years to coincide with the development of the Federal Statewide Transportation Improvement Program (FSTIP). The guidelines are updated prior to the FTIP update by SCAG staff working in collaboration with Federal funding agencies, Caltrans, the County Transportation Commissions, and the TCWG to ensure that all current legal, administrative, and technical requirements are met. These guidelines assist the county transportation commissions in developing and submitting their county Transportation Improvement Programs (TIPs) for inclusion into SCAG's FTIP.

The guidelines will be modified if programs are modified, added, and/or deleted to be consistent with applicable laws. However, any changes or modifications that affect SCAG's policy will be presented to the Transportation Committee and the Regional Council for potential action.

REPORT

FISCAL IMPACT:

Work associated with this item is included in the current FY 15-16 Overall Work Program (16-030.SCG00146 Federal Transportation Improvement Program)

ATTACHMENT:

None

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DATE: October 8, 2015

TO: Transportation Committee (TC)

FROM: Naresh Amatya, Acting Director, Transportation Planning, amatya@scag.ca.gov, 213-236-1885
Ryan N. Hall, Regional Aviation Planning Specialist, hall@scag.ca.gov, 213-236-1935

SUBJECT: 2016 - 2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Air Cargo Forecast

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Support for inclusion in the Draft 2016 RTP/SCS the proposed Air Cargo Forecast.

EXECUTIVE SUMMARY:

In 2014, airports in the SCAG region handled over 2.4 million metric tons of air cargo. Historically, the vast majority of air cargo has been handled by just two airports: Los Angeles International Airport (LAX) and LA/Ontario International Airport (ONT). By 2040, the total air cargo volume at airports in the SCAG region is forecast to increase to 3.78 million metric tons. Because of the structure of the air cargo industry, a small share of the overall demand is expected to shift to other airports in the region.

BACKGROUND:

At the August 6, 2015, Transportation Committee (TC) meeting, TC approved 2040 air passenger demand forecasts for the 12 airports in the region anticipated to have commercial passenger service by 2040. One of the next steps identified in the staff report for that action was the development of accompanying air cargo forecasts. Air cargo forecasts are developed after air passenger forecasts because approximately one quarter of the air cargo at SCAG region airports is carried in the bellies of passenger airplanes. Therefore, to a certain extent, the distribution of air cargo is limited by the anticipated distribution of air passenger traffic.

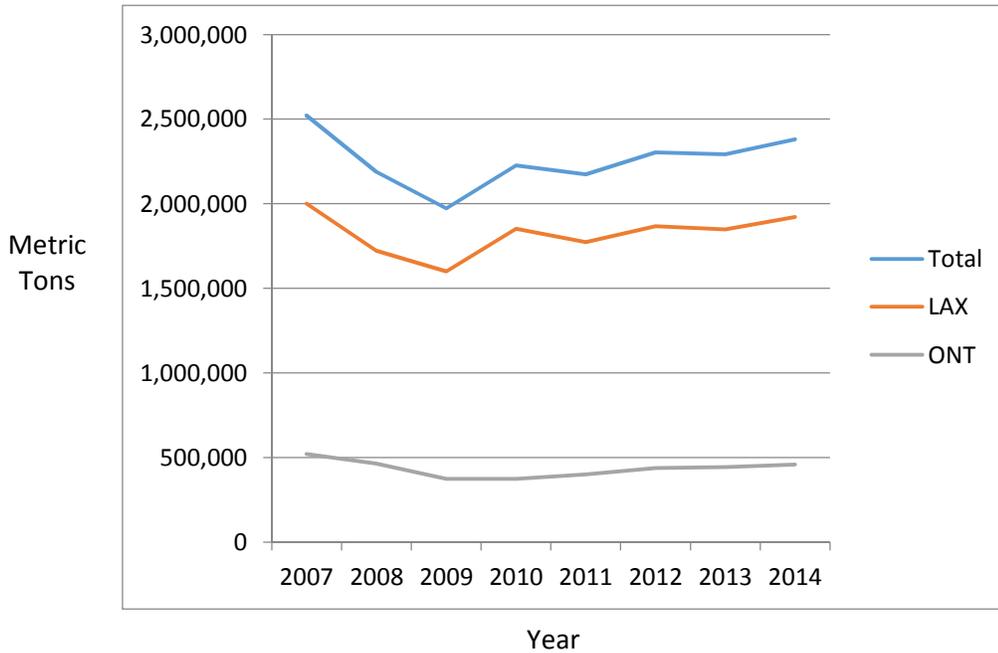
In 2014, airports in the SCAG region handled over 2.4 million metric tons of air cargo. Like air passenger demand, air cargo demand is very sensitive to the regional, national, and global economies. Although overall air cargo demand has recovered slightly in recent years, the 2014 total volume remains almost 10% below the peak demand seen in 2005 and, indeed, 5% below even year 2000 levels. Air cargo demand declined sharply during the 2001 recession and did not recover to year 2000 levels before the global financial crisis of 2007 and the ensuing recession.

Historically, over 96% of the air cargo in the SCAG region has been handled by just two airports: Los Angeles International Airport (LAX) and LA/Ontario International Airport (ONT). As shown in the figure below, air cargo demand at LAX and ONT fell sharply during the recession that began in 2007 and has since had an uneven recovery. At LAX, approximately one third of air cargo arrives in the bellies of

REPORT

passenger airplanes, while two thirds arrives on dedicated freighter aircraft. At ONT, almost all air cargo arrives on dedicated freighters. At LAX, air cargo is fairly evenly split between international and domestic cargo, with a somewhat larger share for international cargo. At ONT, air cargo is overwhelmingly domestic.

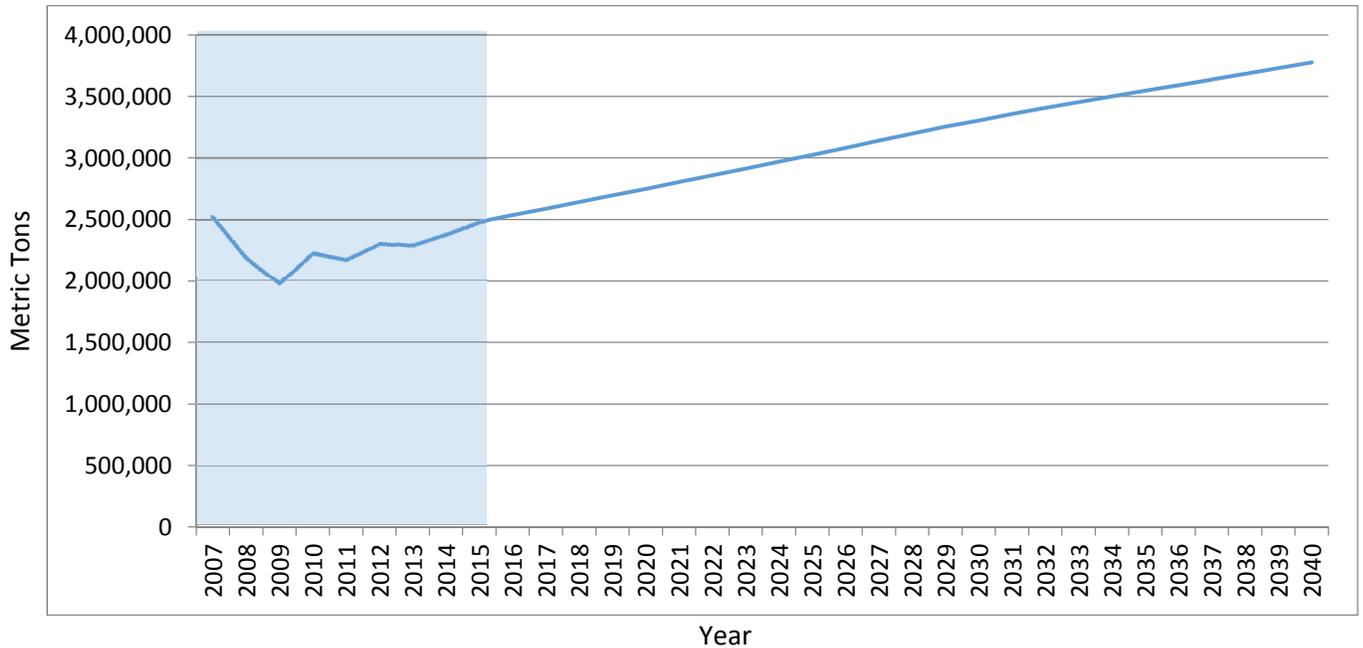
Air Cargo Volume at LAX and ONT, 2007-2014



The forecast for air cargo demand was developed using a methodology similar to that for air passenger demand. Based on historical relationships between economic activity and air cargo demand in different regions of the country and the world, and the interactions between the SCAG region and those other regions, growth in demand in each market was estimated. The total demand for air cargo in the SCAG region is the sum of the demands for air cargo to each other region.

The figure below shows the anticipated growth in total air cargo demand in the SCAG region. Total demand in 2014 was 2.43 million metric tons. Forecast total demand in 2040 is 3.78 million metric tons, a compound annual growth rate of approximately 1.8%. For comparison purposes, the 2012 RTP/SCS forecast a total air cargo demand of 5.08 million metric tons in 2035.

Forecast Air Cargo Volume at SCAG Region Airports



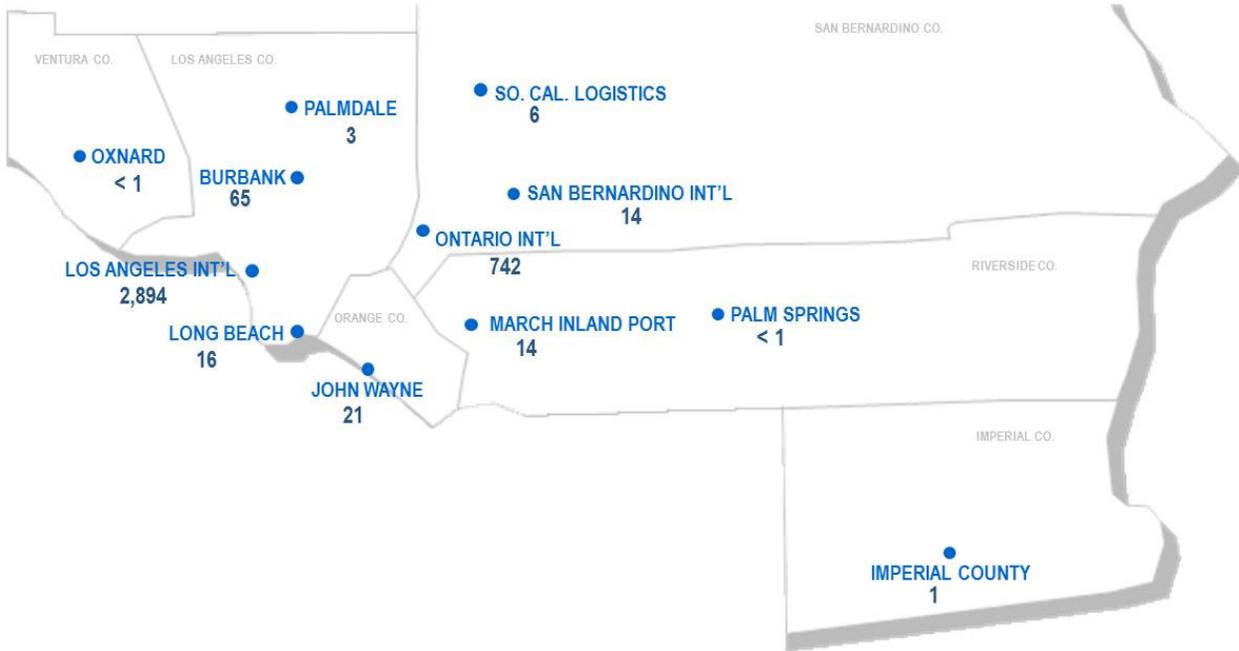
In the future, air cargo demand is expected to decentralize somewhat throughout the SCAG region. However, the extent to which such decentralization or regionalization can occur is limited by several factors. International air cargo is expected to grow at a faster rate than domestic air cargo, and the large majority of international cargo is carried on passenger airplanes. Therefore, international air cargo will continue to be concentrated at airports that have extensive international (and, specifically, overseas) air passenger service. In addition, since domestic all-cargo flights may carry some cargo with an ultimate domestic destination and some with an ultimate international destination, these all-cargo flights will likely continue to use airports that can provide international air cargo connections, thus limiting the overall amount of domestic air cargo that can use alternative airports.

In developing the airport-specific cargo forecasts, staff has employed similar assumptions about the regionalization of air cargo demand as were employed in the 2012-2035 RTP/SCS:

- Air cargo on passenger airlines follows the major passenger flows.
 - Belly cargo travels with passengers.
 - Cargo divisions share facilities with passenger operations.
- Major integrated carriers are unlikely to relocate from existing facilities.
- Therefore, only cargo on charter and all-cargo airlines (approximately 15% of total volume) is a candidate for diversion to regional airports.
- Of the cargo on charter and all-cargo airlines, 25% of domestic air cargo and 30% of international air cargo is potentially divertible to alternative airports.
- Half of the potentially divertible cargo will actually be diverted.

REPORT

With these assumptions, the figure below shows the forecast air cargo demand at each airport in 2040 (in thousands of metric tons).



CONCLUSION AND NEXT STEPS:

Staff will incorporate policy direction from TC as the Draft 2016-2040 RTP/SCS Aviation Element is prepared.

FISCAL IMPACT:

This task is currently budgeted in the FY15 OWP.

ATTACHMENT:

PowerPoint Presentation: “Regional Air Cargo Demand Forecasts”



2016 2040 RTPSCS

AIR CARGO FORECASTS

Transportation Committee

Ryan N. Hall
October 8, 2015

Air Cargo Forecasts

Approach to the Cargo Forecasts

- Overall regional forecast based on historical trends and economic forecasts
- Airport allocation based on existing structure of air cargo industry and potential changes

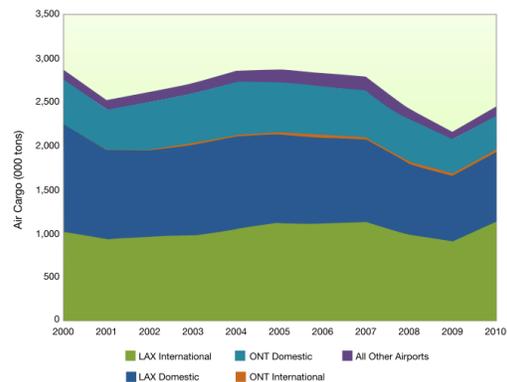
Air Cargo Forecasts

Current Air Cargo Volumes in the SCAG Region

- In 2014, SCAG region airports handled over 2.4 million metric tons of air cargo
- LAX, ONT, BUR, SNA, and LGB combined handled 99.9% of total volume
 - LAX handled 77% of total volume
 - 34% belly cargo in passenger planes, 66% full freighter
 - ONT handled 19% of total volume
 - 1% belly cargo in passenger planes, 99% full freighter

2012-2035 RTP/SCS Data

FIGURE 2 Historical Air Cargo 2000–2010



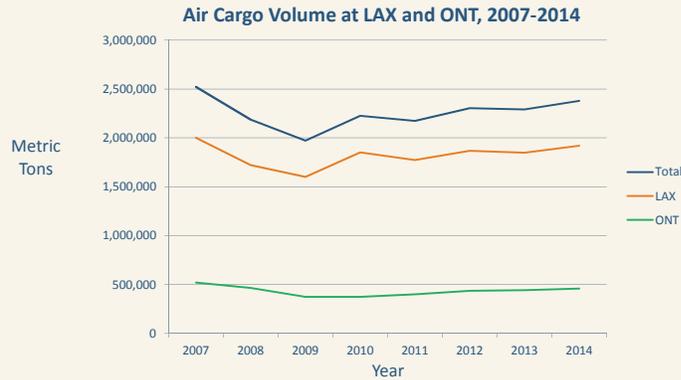
Trend in Air Cargo Activity at SCAG Region Airports

TABLE 2 LAX Air Cargo by Type of Carrier – 2010

	International Freight & Mail	Domestic Freight & Mail
Passenger Airlines	70.70%	29.80%
Cargo Divisions	11.90%	0.00%
Charter Airlines	0.40%	1.60%
Integrated Carriers	0.00%	57.10%
All-Cargo Airlines	17.00%	11.50%

Air Cargo Forecasts

Like passenger traffic, air cargo is very sensitive to the economy

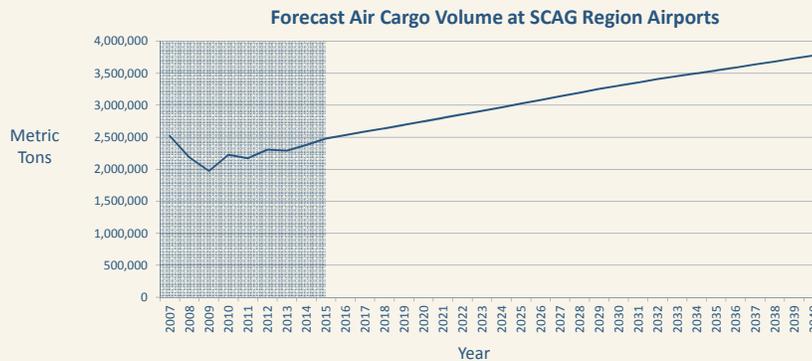


- Increase in two-day and same-day delivery (e.g., Amazon Prime) has resulted in development of huge distribution centers in markets across the country, not more air shipment

Air Cargo Forecasts

Like passenger traffic, air cargo is very sensitive to the economy

- Air cargo is forecast to increase from 2.38 million metric tons in 2014 to 3.78 million metric tons in 2040, an annual growth rate of 1.8%



- 2012 RTP/SCS forecast for 2035 was 5.08 million metric tons

Air Cargo Forecasts

Types of Air Cargo Carriers

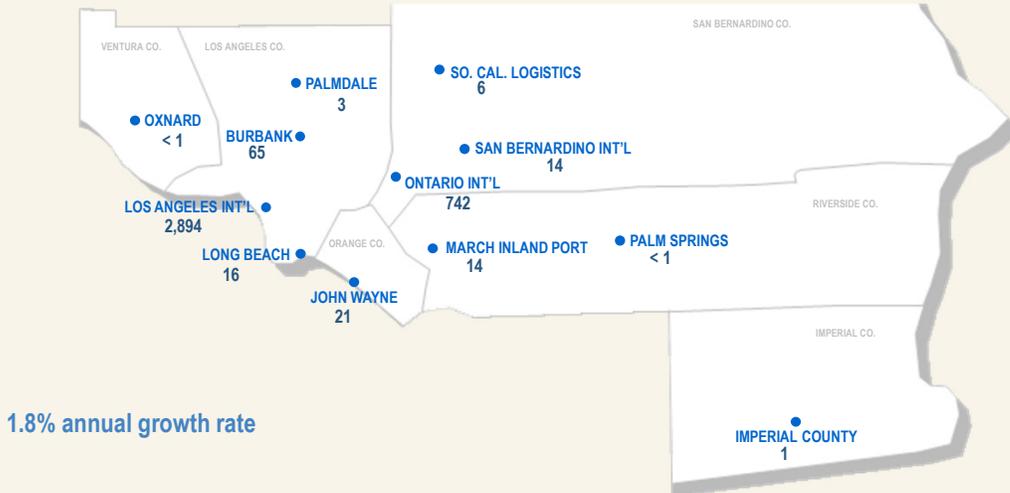
- Passenger airlines
 - Belly cargo
 - Cargo divisions
- Charter airlines
- Integrated carriers (e.g., FedEx, UPS)
- All-cargo airlines

Air Cargo Forecasts

Airport Cargo Allocation Assumptions

- Air cargo on passenger airlines follows the major passenger flows
 - Belly cargo travels with passengers
 - Cargo divisions share facilities with passenger operations
- Major integrated carriers unlikely to relocate from existing facilities
- Only cargo on charter and all-cargo airlines (approximately 15% of total volume) is candidate for diversion to regional airports
 - Per 2012 RTP/SCS, assume 25-30% of cargo on charter and all-cargo airlines is potentially divertible, and that half of that actually diverts
 - $15\% \times 30\% \times 50\% \approx 2\%$

2040 Forecast Air Cargo Demand (Thousands of Metric Tons)



Thank you!

Learn more by visiting www.scag.ca.gov.
 SCAG Staff Contact: Ryan N. Hall, hall@scag.ca.gov, 213-236-1935



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2015 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

Main Office

818 West 7th Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
f (213) 236-1825
www.scag.ca.gov

All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October*	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

Officers

President
Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

Executive/Administration Committee Chair

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

January 1, 2015 (DARK)

February 5, 2015

March 5, 2015

April 2, 2015

**May 7 – 8, 2015
(2015 SCAG Regional Conference & General Assembly)**

June 4, 2015

July 2, 2015

August 6, 2015 **(DARK)**

September 3, 2015

October 8, 2015*

(Note: League of California Cities Annual Conference, San Jose, CA, on Sept. 30 – Oct. 2)

November 5, 2015

December 3, 2015

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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SOUTHERN CALIFORNIA
**ASSOCIATION of
GOVERNMENTS**

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www.scag.ca.gov

2016 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October which is on the 5th Thursday of September* (Approved by the Regional Council 9-3-15)	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
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Community, Economic and Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino Associated Governments

January 7, 2016
(SCAG 6th Annual Economic Summit --- in lieu of the regularly scheduled Regional Council and Policy Committee Meetings)

February 4, 2016

March 3, 2016

April 7, 2016

May 5 – 6, 2016
(2016 SCAG Regional Conference and General Assembly, La Quinta)

June 2, 2016

July 7, 2016

August 4, 2016 (DARK)

September 1, 2016

September 29, 2016*

(Note: League of California Cities Annual Conference, Long Beach, CA, Oct. 5 - 7)

November 3, 2016

December 1, 2016

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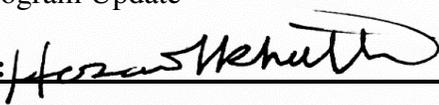
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DATE: October 8, 2015

TO: Executive/Administration Committee (EAC)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
Community, Economic and Human Development Committee (CEHD)
Regional Council (RC)

FROM: Sarah Jepson, Manager of Active Transportation & Special Programs, (213) 236-1955,
jepson@scag.ca.gov

SUBJECT: 2015 Active Transportation Program Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File

EXECUTIVE SUMMARY:

The California Transportation Commission (CTC) announced staff recommendations for the 2015 Active Transportation Program's (ATP) Statewide and Small Urban and Rural portions on September 15, 2015. These recommendations will be considered for adoption by the CTC on October 21, 2015. Proposed projects not selected through the statewide competition will be eligible for funding through the regional MPO portion of the ATP, which is administered in the SCAG region by SCAG in collaboration with the County Transportation Commissions. SCAG staff recommendations for the MPO portion will be considered for approval by the Regional Council and CTC in January 2016.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners.

BACKGROUND:

The Active Transportation Program (ATP) was created by [Senate Bill 99 \(Chapter 359, Statutes of 2013\)](#) and [Assembly Bill 101 \(Chapter 354, Statutes of 2013\)](#) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs into a single program to:

- Increase the proportion of biking and walking trips
- Increase safety for non-motorized users
- Increase mobility for non-motorized users

REPORT

- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding
- Ensure disadvantaged communities fully share in program benefits (25% of program)
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Program funding is segregated into three components and is distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to small urban and rural regions with populations of 200,000 or less (and which are not included within a large MPO, like SCAG) for the small urban and rural area competitive program, and 40% to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 for the large urbanized area competitive program.

The 2015 Active Transportation Program (ATP) will provide approximately \$360 million during Fiscal Years: FY 16-17; FY 17-18; and FY 18-19. In addition to the funding awarded for the Statewide and Small Urban and Rural portions, the SCAG region will receive \$76.296 million as part of the MPO portion.

2015 ATP Schedule

The ATP program includes two selection opportunities. The Statewide and Small Urban and Rural portions are combined into the Statewide portion, and the recommendations from MPOs are combined to create the MPO portion. The Statewide portion, which is completed first, selects the highest scoring projects statewide. CTC staff recommendations for the Statewide portion were released on September 15, 2015 (see attached for CTC staff recommendations for Statewide portion). The CTC will adopt the Statewide portion on Oct 21, 2015. Projects submitted by eligible applicants in the SCAG region that are not selected as part of the Statewide portion are eligible for the MPO portion.

The SCAG regional MPO portion is administered by SCAG and the six regional County Transportation Commissions. In April 2015, the Regional Council adopted regional guidelines that will be used to prioritize and rank projects recommended for funding through the MPO portion. Similar to previous funding cycles, the selection process involves seeking approval of the projects recommended for funding from all of the county transportation commissions, prior to SCAG's adoption and submission of the MPO portion to the CTC. SCAG staff recommendation for the MPO portion will be completed by mid-October and reviewed by SCAG's policy committees and the county transportation commissions this fall. The Regional Council will be asked to approve the final project funding recommendations in January 2016. These recommendations will be submitted to the CTC for final approval during their January 2016 meeting. The ATP program adoption schedule has changed slightly since the Statewide ATP Guidelines were issued last May. To accommodate the regional process and review by all of the county transportation commission boards, SCAG requested and received an amendment to the Highway Streets and Highways Code to delay adoption of the MPO portion of the ATP in the SCAG region from the original date of December 9, 2015 to January 20, 2016. This delay does not have any substantive

REPORT

impacts on the program and will not delay funding allocation. The 2015 ATP Statewide and MPO Project Selection Schedule is attached to this report (see Attachment 2).

FISCAL IMPACT: None. All staff costs associated with the administration of the ATP are included in the FY 15/16 Overall Work Program under 050.00169.06.

ATTACHMENTS:

1. 2015 Statewide and Small Urban and Rural Staff Recommendations
2. 2015 ATP Statewide and MPO Project Selection Schedule

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Statewide Funding Staff Recommendations

	Co	Applicant	Project Title	Total Project Cost	Total Project Request
1	LA	Los Angeles County	Los Nietos SRTS- Phase I	1,847	1,601
2	LA	Los Angeles County	Willowbrook/Rosa Parks	3,662	2,909
3	LA	Los Angeles	Pedestrian and Bicycle	1,883	1,506
4	LA	Los Angeles County	Rosemead Boulevard Complete	1,250	1,000
5	LA	City of Culver City	Washington-culver Pedestrian and	2,622	2,772
6	LA	Los Angeles County	West Carson Community	531	425
7	LA	Los Angeles Unified	LAUSD Middle School Bicycle	1,360	1,360
8	LA	Los Angeles County	Hawthorne/Lennox Green Line	3,070	2,406
9	LA	Los Angeles County	Vincent Community Bikeways	4,399	3,519
10	LA	Long Beach	Delta Avenue Bicycle Boulevard	1,335	1,075
11	LA	Pico Rivera	Regional Bikeway Project	4,917	3,932
12	LA	Santa Monica	Michigan Ace Greenway:	1,234	987
13	LA	Whittier	Whittier Greenway Trail East	5,332	4,516
14	LA	Lancaster	10th Street West Road Diet and	1,568	785
15	LA	Los Angeles County	Aviation /LAX Green Line	2,578	1,941
16	LA	Los Angeles	Orange Line-Sherman Way	1,441	1,153
17	LA	Lancaster	Pedestrian Gap Closure	7,824	6,259
18	LA	Arcadia	Bicycle and Facility Improvements	1,457	1,020
19	LA	Los Angeles County	Union Station Master Plan:	12,340	12,340
20	LA	Los Angeles	Boyle Heights Pedestrian	5,000	5,000
21	LA	Los Angeles	Rosemead SRTS Project	842	702
22	LA	South Gate	Long Beach Boulevard Pedestrian	2,586	2,250
23	LA	Santa Monica	Expo Station 4th Street Linkages	2,016	1,613
24	O	Santa Ana	Santa Ana and Fifth Protected	5,424	5,424
25	O	Santa Ana	Endinger Protected Bike Lanes	2,366	2,366
26	O	Santa Ana	Civic Center Bike Boulevard	3,879	3,729
27	RI	Riverside County	SRTS, East Riverside	628	500
28	RI	Riverside Co Transp.	3rd Place Sidewalk and Roadway	871	721
29	SB	Hesperia	Willow Street Shared Use Paseo	1,885	1,200
30	SB	Highland	Regional Connector Project	4,545	3,636
31	SB	Rialto	Etiwanda Corridor Improvements	850	629
32	SB	Big Bear Lake	Big Bear Blvd. Pedestrian and	1,899	1,519
33	SB	San Bernardino	Sidewalk Gap Closure SRTS	2,153	2,153
34	SB	Town of Yucca	Yucca Valley Elementary School	1,026	1,026
Total				96,620	83,974

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**Active Transportation Program Cycle 2
Project Selection Process Timeline**

- September 15, 2015 California Transportation Commission (CTC) Staff Recommendation for **Statewide and Rural/Small Urban Component**
- October 8, 2015 SCAG Regional Council, Policy Committees: Schedule Update
- October 16, 2015 October CEOs Meeting- SCAG Staff to Present Preliminary **MPO Component** Project List
- *October 22, 2015* *CTC Meeting: **Statewide and Rural/Small Urban Component** Approval (Action)*
- October/November 2015 County Transportation Commissions **MPO Component** Project List Approvals
- *January, 2016* *SCAG EAC: **MPO Component** Project List Recommendations Consideration/Approval (Action)*
- January, 2016 SCAG **MPO Component** Project List Submitted to CTC
- *January 20, 2016* *CTC adopts MPO Component for SCAG region (Action)*

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DATE: October 8, 2015

TO: Regional Council (RC)
Executive/Administration Committee (EAC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

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

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

SCAG is providing a monthly update (attached) regarding successful implementation of (75) Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. The remaining projects were funded in the fall of 2014. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, sixty-nine (69) grant projects have selected consultants, and sixty-three (63) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

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:

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects comprised Phase III and are proceeding as additional funds have become available in FY 2014/2015. An additional fifteen (15) projects were funded in the summer of 2014. On August 7, 2014 the Regional Council approved adding two (2)

REPORT

Sustainability Planning Grant projects to the approved list for a new total of seventy-five (75) projects. On October 2, 2014 the Regional Council approved funding for the remaining projects on the list.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, sixty-nine (69) grant projects have selected consultants, and sixty-three (63) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

FISCAL IMPACT:

Funding is included in SCAG's FY 2015-16 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2015-16 OWP 065.SCG02663.02.

ATTACHMENT:

Summary Progress Chart

SCAG Sustainability Planning Grants

September 14, 2015 Regional Council Progress Update

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
Phase 1 (Available funds FY 13-14)							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - Public health; Active transportation; Livability; Open space	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures	x	x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability	x	x	x	x	x
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability	x	x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development	x	x	x	x	x
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation	x	x	x	x	x
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation	x	x	x	x	x
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation	x	x	x	x	x
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan	x	x	x	x	x
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction	x	x	x	x	x
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation	x	x	x	x	x
Phase 2 (Available funds)							
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project	x	x	x	x	x
19	Beaumont	Climate Action Plan - GHG reduction	x	x	x	x	x
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement	x	x	x	x	x
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space	x	x	x	x	x
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability	x	x	x	x	x
23	Anaheim	Bicycle Master Plan Update - Active transportation	x	x	x	x	x
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning	N/A				
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - Multi-modal; Livability; Multi-jurisdiction	x	x	x	x	x
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability	x	x	x	x	x
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill	x	x	x	x	x
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; good value	x	x	x	x	x
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction	x	x	x	x	x
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation	x	x	x	x	x
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach	x	x	x	x	x
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability	x	x	x	x	x
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection	x	x	x	x	x
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation	x	x	x	x	x
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection	x	x	x	x	x
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation	x	x	x	x	x
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
39	Palmdale	Avenue Q Feasibility Study - Mixed-use; Integrated planning	x	x	x	x	x
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - Open Space; Resource protection	x	x	x	x	x
41	Indio	General Plan Sustainability and Mobility Elements - Sustainability; Multi-modal, General Plan update	x	x	x	x	x
42	Glendale	Space 134 - Open space/Freeway cap; Multi-modal	x	x	x	x	x
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - Urban Infill; Mixed-use; Multi-modal	x	x	x	x	x
44	Moreno Valley	Nason Street Corridor Plan - Multi-modal; Economic development	x	x	x	x	x
Phase 3 (Pending additional funds)							
45	Park 101/City of Los Angeles	Park 101 District - Open space/Freeway cap; Multi-modal	x	x	x	x	x
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability	x	x	x	x	x
47	San Dimas	Downtown Specific Plan - Mixed use; Infill	x	x	x	x	x
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining	x	x	x	x	x
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation	x	x	x	x	x
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	x	x	x	x	x
51	San Bernardino Associated Governments	Safe Routes to School Inventory - Active transportation; Public health	x	x	x	x	x
52	Burbank	Mixed-Use Development Standards - Mixed use; Urban infill	x	x	x	x	

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation	N/A				
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation	x	x	x	x	x
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability	x	x	x	x	x
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation	x	x	x	x	
57	Lancaster	Complete Streets Master Plan - Complete Streets Plan	x	x	x	x	
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	x	x	x	x	x
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	N/A				
60	Seal Beach	Climate Action Plan - Climate Action Plan	x	x	x	x	x
61	La Mirada	Industrial Area Specific Plan - Land Use Design	N/A				
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	x	x	x	x	x
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal	x	x	x	x	x
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation	N/A				
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	x	x	x	x	x
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x	x	x	x	x
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	x	x	x	x	
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	x	x	x	x	
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	x	x	x	x	x

Rank	Applicant	Project	Working /					Contract
			Last Contact	Scope	RFP	Selection		
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - Active Transportation	x	x	x	x		
71	Dana Point	General Plan Update - General Plan Update	x					
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill	x	x	x	x	x	
73	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design	x	x	x	x	x	
74	Bell	General Plan Update - General Plan Update	x	x	x	x	x	
75	Fountain Valley	Euclid/I-405 Overlay Zone - Mixed use; Urban infill	x	x	x	x	x	

DATE: October 8, 2015

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

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

SUBJECT: Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Update: Draft Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:

In June 2015, the Strategic Growth Council (SGC) formally awarded over \$27 million from the Greenhouse Gas Reduction Fund (GGRF) to support construction of more than 800 affordable housing units and associated transportation infrastructure in the SCAG region as part of the statewide 2014-2015 Affordable Housing & Sustainable Communities (AHSC) Program.

In September, the Strategic Growth Council (SGC) released Draft Revised Guidelines for the Fiscal Year 2015-2016 AHSC grant program. These Draft Revised Guidelines will be used for public discussion during SGC's public workshops, including a workshop on October 21st at the SCAG Downtown LA office. SGC is currently accepting public comment until October 30th.

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:

Last fiscal year was the first year of the statewide AHSC program, which resulted in funding for nine (9) housing and transportation improvements in the SCAG region related to lowering vehicles miles traveled. The SGC initiated the process for the 2015-2016 (Round Two) program and has released the Draft Revised Program Guidelines for public comment. Some key changes in the Draft Revised Program Guidelines include the removal of the jurisdictional cap, the creation of a new "Rural Innovation Project Areas" category, an increase in the maximum per project award size to \$20 million from \$15 million, modified greenhouse gas reduction scoring, and an increase in points for collaborative projects. The Draft revised Program Guidelines explicitly do not discuss any changes to the role of Metropolitan Planning Organizations, geographic distribution of funds, or technical assistance. The

REPORT

total funds available for the program is expected to be up to \$400 million and will be formally announced in the anticipated January 2016 Notice of Funding Availability. In October, SGC is seeking public comment at workshops across the state. The Los Angeles workshop will be held on October 21st at the SCAG Downtown Los Angeles office. Please visit <http://sgc.ca.gov/> for SGC workshop information. In the winter, SGC plans to release the Revised Guidelines and hold a Council meeting to vote on approval of the Guidelines.

In November, SCAG and our regional partners plan to host a regional workshop focused on providing technical assistance to potential AHSC applicants. SCAG's AHSC Action Plan proposed hosting regional workshops and ongoing dialogue to support the region's applications. The first California Gold workshop, entitled "California Gold: Bringing Cap and Trade Dollars to Southern California," was successfully hosted by SCAG and its regional partners on August 6, 2015. Presentations from the workshop are available at SCAG's Greenhouse Gas Reduction Fund webpage (<http://www.scag.ca.gov/programs/Pages/Programs/GreenhouseGasReductionFund.aspx>). Future dates for California Gold workshop will be announced and coordinated with the schedule of the SGC's guideline revision process.

The AHSC Action Plan outlines specific goals and strategies such as collaboration, technical assistance, and outreach to bolster the performance of the SCAG region in the competitive AHSC grant program for Round Two and future rounds. Specifically, the Action Plan called for outside expertise to help develop recommended changes to the AHSC Guidelines. A consultant has been procured and has commenced work in collaboration with SCAG's Cap-and-Trade Action Team (CTAT) to develop concrete and pragmatic recommendations by engaging stakeholders across the region. For the second phase, SCAG is procuring a second consultant team to work with potential AHSC applicants as they apply for AHSC funding in Round Two.

FISCAL IMPACT:

Work associated with this item is included in the current FY2015/16 Overall Work Program (16-065.03654: Greenhouse Gas Reduction Fund Support)

ATTACHMENT:

None

DATE: October 8, 2015

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

FROM: Rye Baerg, Associate Regional Planner, 213-236-1866, baerg@scag.ca.gov

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy
(2016 RTP/SCS) – Proposed Public Health Guiding Principles and Framework

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EEC:

Support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and framework for the development and presentation of public health analysis in the plan.

RECOMMENDED ACTION FOR CEHD and TC:

Receive and File

EXECUTIVE SUMMARY:

This report and attached presentation discuss guiding principles and the organizing framework for presenting public health-related analysis in the 2016 RTP/SCS. Staff will also present Draft Public Health Work Program that is being developed for the plan appendix. The work program outline steps SCAG can take following plan adoption to continue to support the integration of public health into regional and local transportation and land use planning efforts. The items presented support the Public Health Subcommittee recommendation to “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.”

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 c (Provide practical solutions for moving new ideas forward).

BACKGROUND:

During the 2012 RTP/SCS process, SCAG received numerous comments from public health stakeholders and direction from the Regional Council to address public health more broadly in its planning process. Since the adoption of the 2012 RTP/SCS, SCAG has taken several steps to integrate public health into its planning processes. These include the convening of the Public Health Subcommittee, the development of public health policy recommendations, and development of a public health work program. One of the Public Health Subcommittee’s primary recommendations was to “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.”

REPORT

On June 18, 2015, staff provided a presentation during the Joint Policy meeting on the overarching vision, goals, policies and performance objectives for the 2016 RTP/SCS. The proposed goals for the 2016 RTP/SCS are the same as the 2012 RTP/SCS and include “protecting the environment and health of our residents...” , as well as, ensuring travel safety, improving economic competitiveness, maximizing accessibility and other factors that contribute to public health. Staff also presented the proposed performance measures for the plan. The performance measures provide a means to quantify the extent to which the plan advances established goals, including those related to public health. Three performance outcomes are required to be included in the plan per federal and/or state requirements. These include air quality conformity, greenhouse gas emissions and environmental justice. The remaining outcomes are intended to provide stakeholders and decision-makers with more complete information of the impacts of the plan, as it relates to the plan goals. For the public health analysis, staff will group and report on the proposed performance measures as they relate to public health focus areas (outlined in 5 (a) below). The Guiding Principles below are proposed for the development and presentation of public health analysis.

Public Health Analysis Guiding Principles:

- 1) To reflect and provide information on the ways in which the investments and strategies of the 2016 RTP/SCS provide an opportunity to improve public health outcomes across the region and advance plan goals, SCAG shall provide robust public health data and information, as feasible.
- 2) Recognizing that public health outcomes are influenced by multiple policy elements of the plan (transportation and land-use), SCAG will utilize a “Health in All Policies” approach, which will include engaging a wide range of stakeholders, supporting interagency coordination and conducting analysis across relevant plan elements as appropriate.
- 3) SCAG will provide support and assistance as requested, to local jurisdictions interested in using public health analysis, policy support and data from the 2016 RTP/SCS to increase competitiveness for local grants and promote information sharing.
- 4) In response to stakeholder interest, SCAG will consolidate the relevant areas of the plan that relate to public health in the Public Health Appendix. The Public Health Appendix will organize and summarize analysis completed in the plan using a public health “lens.” The following framework will be used to present public health analysis in the appendix:
 - a) Analysis of the public health impacts will be targeted to focus areas where there is literature to support the relationship between public health and the built environment. The proposed focus areas include: 1) Access, 2) Air Quality, 3) Climate Resiliency, 4) Economic Wellbeing, 5) Physical Activity and 6) Transportation Safety.
 - b) Within each focus area, SCAG will compile the plan performance metrics that relate to each focus area. The reporting of the metrics will not be weighted or presented in a manner that would prioritize one focus area over another. Ex: Air Quality vs. Physical Activity vs. Economic Well-being.
 - c) The metrics will be reported at a regional-level to allow for comparison between the baseline and the plan.

REPORT

The approach reflected in the Guiding Principles is based on and responds to feedback SCAG received on the Public Health Analysis Framework, which was released in April 2015 and presented to the Public Health Working Group, Technical Working Group and EEC.

In addition to reporting on the public health impacts of the plan, the Public Health Appendix will include a work program that outlines steps SCAG can take following plan adoption to continue to provide support for the integration of public health into regional and local transportation and land use planning efforts, as requested. The Draft Public Health Work Program is organized into three main priority areas: 1) Leadership and Collaboration, 2) Policy and Analysis, and 3) Regional Support. Staff is presenting the Draft Public Health Work Program in order to receive feedback as part of the development of the Public Health Appendix for the 2016 RTP/SCS.

FISCAL IMPACT:

No fiscal impact. Staff work required for the 2016 RTP/SCS development is already included in this year's budget.

ATTACHMENTS:

1. PowerPoint Presentation: "2016 RTP/SCS Public Health Framework"
2. Draft Public Health Work Program for 2016 RTP/SCS
3. Draft Public Health Focus Areas and Relevant Performance Measures

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2016 RTP/SCS Public Health Framework

October 8, 2015

Rye Baerg
Active Transportation & Special
Programs



Framework Development

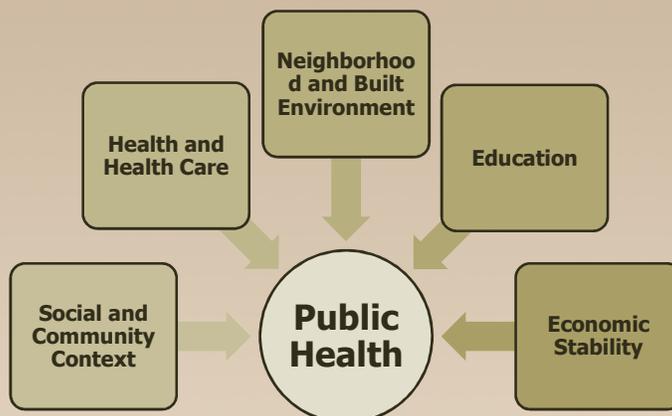
Guiding Documents

- Public Health Subcommittee Recommendations (2012-2013)
- Public Health Work Program (November 2014)
- Public Health Analysis Framework (April 2015)

Outreach

- Public Health Working Group
- Technical Working Group
- Policy Committees
- Stakeholder Meetings
- RTP/SCS Outreach

Social Determinants of Health



Social Determinants of Health – Includes the circumstances in which people are born, grow up, live, work, play, and age. Economic opportunities, government policies, and the built environment all play a role in shaping these circumstances and influencing public health outcomes.

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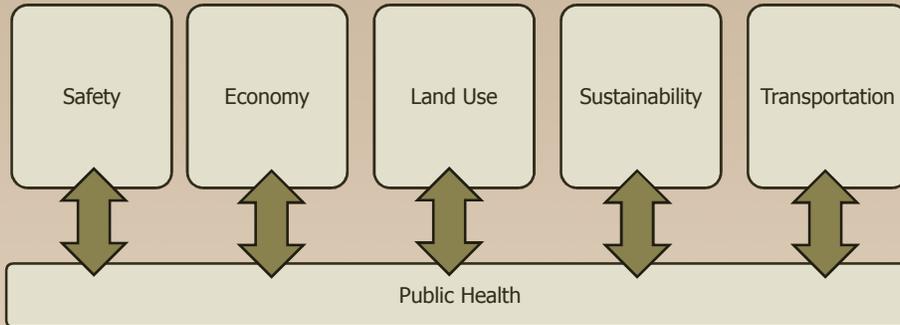
Surgeon General Call to Action

- One out of every two U.S. adults is living with a chronic disease, such as heart disease, cancer, or diabetes.
- Increasing people's physical activity levels will significantly reduce their risk of chronic diseases and related risk factors.
- *Step It Up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities* recognizes the importance of physical activity for people of all ages and abilities. It calls on Americans to be more physically active through walking and calls on the nation to better support walking and walkability. Improving walkability means that communities are created or enhanced to make it safe and easy to walk and that pedestrian activity is encouraged for all people.



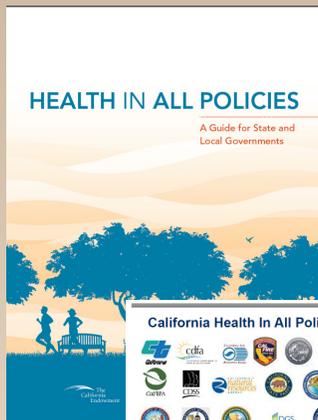
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Health in All Policies



Health in All Policies – HiAP is a collaborative strategy that aims to improve public health outcomes by including health considerations in the planning process across sectors and policy areas. HiAP addresses the social determinants of health by encouraging transportation practitioners to work with nontraditional partners who have expertise related to public health outcomes, such as city and county public health departments.

Health in All Policies



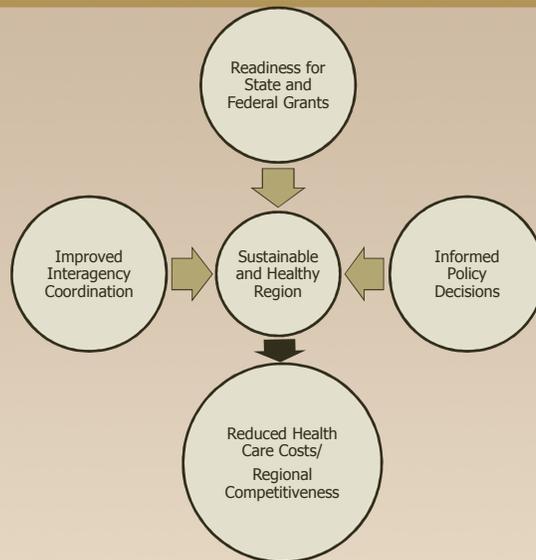
California Health In All Policies Task Force

Process:

- Consensus decision-making
- Focus on co-benefits
- Facilitated by California Department of Public Health, in partnership with Public Health Institute

- Affordable Housing and Sustainable Communities
 - The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects (...) including the following:
 - supporting or improving public health...
- Active Transportation Program
 - Describe the health status of the targeted users of the project/program/plan.
 - Describe how you expect your project/proposal/plan to enhance public health.

Benefits to the Region



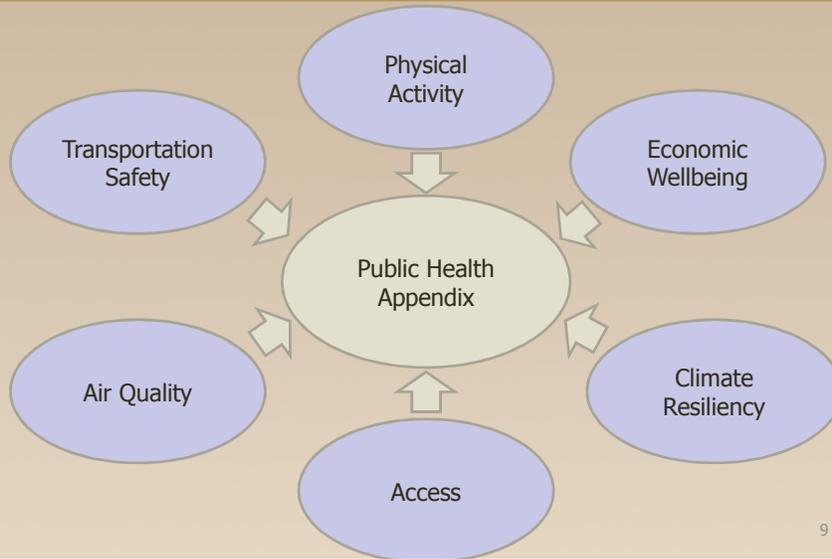
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Guiding Principles

1. Robust public health data for information sharing
2. Comprehensive/collaborative approach-- "Health in All Policies"
3. Provide support to local jurisdictions
4. Provide a "one-stop shop"
 - a) Six focus areas
 - b) Compile existing relevant performance measures
 - c) Baseline to plan analysis

8

2016 RTP/SCS Health Appendix Focus Areas



9

2016 RTP/SCS Goals

Focus Areas and Plan Goals						
RTP Goals	Access to Essential Destinations	Air Quality	Climate Resiliency	Economic Wellbeing	Physical Activity	Transportation Safety
Align the plan investments and policies with improving regional economic development and competitiveness.	✓	✓		✓	✓	
Maximize mobility and accessibility for all people and goods in the region.	✓			✓	✓	✓
Ensure travel safety and reliability for all people and goods in the region.	✓					✓
Preserve and ensure a sustainable regional transportation system.		✓	✓	✓	✓	✓
Maximize the productivity of our transportation system.	✓			✓		
Protect the environment and health of our residents by improving air quality and encouraging active transportation.		✓	✓		✓	✓
Actively encourage and create incentives for energy efficiency, where possible.		✓	✓	✓		
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	✓	✓	✓		✓	
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.						✓

2016 RTP/SCS Public Work Program

Strategies	Actions					
Leadership and Collaboration	Increase regional engagement and collaboration	Facilitate information exchange	Develop and sustain partnerships	Support Policy Adoption		
Policy and Analysis	Integrate public health in SCAG's activities	Develop information on a broad spectrum of health issues	Integrate public health into Joint Work Programs	Support local agency policy initiatives	Policy identification with regional partners	Data sharing and resource pooling
Regional Support	Provide technical assistance to local agencies		Develop informational resources		Seek funding to support demonstration programs	

13

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Draft Public Health Work Program for the 2016 RTP/SCS

Work Program

Strategy 1 - Leadership and Collaboration: Provide leadership in collaboration with regional partners (the county transportation commissions, the county and city departments of public health, subregional partners, health industry leaders, local cities, and other local stakeholder groups) to measure and improve public health and health equity outcomes by increasing awareness of the relationship between the social determinants of health and the built environment throughout the region.

Action A: Increase regional engagement and collaboration on the issue of public health, as related to the built environment and SCAG core planning functions, by defining the issue and raising awareness among policy leaders, agency staff, businesses, and the public.

Action B: Facilitate information exchange and region-wide collaboration through SCAG Committees, health forums, and issue integration within other SCAG-led forums (active transportation, poverty, economy, etc.).

Action C: Develop and sustain partnerships with governmental agencies, local non-profit organizations, colleges and universities, private foundations, and other stakeholder groups to identify, coordinate and leverage existing and planned public health activities.

Action D: Promote, develop and where feasible accelerate the adoption of policies that support public health considerations across the region in day to day planning activities that relate to the built environment.

Strategy 2 - Policy and Analysis: Develop and support balanced regional policies using a Health in All Policies approach to facilitate positive, equitable health outcomes for all residents of the SCAG region related to accessibility, air quality, climate resiliency, economic wellbeing, physical activity, and transportation safety.

Action A: Integrate public health considerations as related to the built environment throughout SCAG's decision making processes and planning activities.

Action B: Collaborate with regional partners to develop information on a broad spectrum of health issues through data/statistics collection, modeling enhancements, and research.

Action C: Collaborate with interested County Transportation Commissions to integrate public health related analyses and planning projects related to the built environment into the Joint Work Programs.

Action D: Support local and regional agencies in the application of health, equity and sustainability consideration in transportation and land use policy efforts.

Action E: In collaboration with regional partners, identify policies and examples of existing conditions that may create barriers to improving public health outcomes and identify solutions.

Action F: Support opportunities for cooperative multiagency/multi-municipality data systems, data sharing and resource pooling.

Strategy 3 - Regional Support: Provide support, if requested, to regional and local initiatives, agencies, and partners, including the sharing of data, statistics, benchmarks, analysis tools and best practices, to help local agencies integrate public health and health equity considerations into the multimodal transportation, economic development, job creation and land use planning processes.

Action A: Provide technical assistance to local agencies to support implementation of the 2016 RTP/SCS, such as continued support through the Sustainability Program Grants for transportation, land-use, and sustainability planning efforts that support improved health outcomes or providing support and assistance to local agencies seeking grant funding for projects that align with the public health goals of the RTP/SCS.

Action B: Eliminate knowledge gaps by developing resources such as fact sheets, documentation of best practices, policy templates, Toolbox Tuesday trainings, and website resources to support local jurisdictions interested in incorporating public health considerations into their planning processes.

Action C: Seek funding to support local regional, countywide and local planning efforts and consider implementing regional demonstration programs aimed at integrating elective public health considerations into planning efforts.

Definitions:

Health in All Policies – HiAP is a collaborative and voluntary strategy that aims to improve public health outcomes by including health considerations in the planning process across sectors and policy areas. HiAP addresses the social determinants of health by encouraging transportation practitioners to work with nontraditional partners who have expertise related to public health outcomes, such as city and county public health departments.

Social Determinants of Health – Includes the circumstances in which people are born, grow up, live, work, play, and age. Economic opportunities, government policies, and the built environment all play a role in shaping these circumstances and influencing public health outcomes.

RELVANT PERFORMANCE MEASURES			PUBLIC HEALTH FOCUS AREAS						ANALYSIS	
Outcome	Performance Measure	Data Source	Accessibility	Air Quality	Climate Resiliency	Economic Wellbeing	Physical Activity	Transportation Safety	Outcome Required	Supports Plan Goals
Economic Well Being	Additional jobs supported by improving competitiveness	Regional Economic Model REMI				X				Improvement (increase) over No Project Baseline
Economic Well Being	Additional jobs supported by transportation investments	Regional Economic Model REMI				X				Improvement (increase) over No Project Baseline
Economic Well Being	Net contribution to Gross Regional Product	Regional Economic Model REMI				X				Improvement (increase) over No Project Baseline
Investment Effectiveness	Benefit/Cost Ratio	California Benefit Cost				X				Greater than 1.0
Environmental Quality	Criteria pollutant and greenhouse gas emissions	Travel Demand Model/ARB EMFAC Model		X	X				Meet Transportation Conformity requirements and SB 375 per capita GHG reduction targets	
Location Efficiency	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data	X	X	X	X	X			Improvement (increase) over No Project Baseline
Location Efficiency	Average distance for work or non-work trips	Travel Demand Model	X							Improvement (decrease) over No Project Baseline
Location Efficiency	Percent of trips less than 3 miles	Travel Demand Model	X		X	X	X			Improvement (increase) over No Project Baseline
Location Efficiency	Work Trip Length Duration	Travel Demand Model	X							Improvement (decrease) over No Project Baseline
Location Efficiency	Vehicle Miles Traveled (VMT) per capita	Travel Demand Model		X	X					Improvement (decrease) over No Project Baseline
Location Efficiency	Mode share of transit	Travel Demand Model		X	X					Improvement (increase) over No Project Baseline
Location Efficiency	Land Consumption	Scenario Planning Model			X					Improvement (decrease) over No Project Baseline
Mobility and Accessibility	Person delay per capita	Travel Demand Model	X			X				Improvement (decrease in SOV share) over No Project Baseline
Mobility and Accessibility	Person delay by facility type (mixed flow, HOV, arterials)	Travel Demand Model	X							Improvement (decrease in SOV share) over No Project Baseline

RELVANT PERFORMANCE MEASURES			PUBLIC HEALTH FOCUS AREAS						ANALYSIS	
Outcome	Performance Measure	Data Source	Accessibility	Air Quality	Climate Resiliency	Economic Wellbeing	Physical Activity	Transportation Safety	Outcome Required	Supports Plan Goals
Mobility and Accessibility	Travel time distribution for transit, SOV, HOV for work and non- work trips	Travel Demand Model	X							Improvement (decrease in SOV share) over No Project Baseline
Safety and Health	Mode share of walking and bicycling	Travel Demand Model	X	X	X		X			Improvement (increase) over No Project Baseline
Safety and Health	Air pollution-related health measures	Scenario Planning Model		X		X				Improvement (decrease) over No Project Baseline
Safety and Health	Criteria pollutants emissions	Travel Demand Model/ ARB EMFAC Model		X					Meet Transportation Conformity requirements	
Safety and Health	Physical activity-related health measures	Scenario Planning Model				X	X			Improvement (decrease) over No Project Baseline
Safety and Health	Collison/accident rates by severity by mode	CHP Accident Data Base, Travel Demand Model Mode Split Outputs						X		Improvement (decrease) over No Project Baseline
System Sustainability	Cost per captia to preserve multi-modal system to current and state of good repairs	Estimated using SHOPP				X				Improvement (decrease) over No Project Baseline
Environmental Justice									Meet federal Environmental Justice requirements. No unaddressed disproportionately high and adverse effects for low income or minority communities	

DATE: October 8, 2015

TO: Regional Council (RC)
Executive/Administration Committee (EAC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Hasan Ikhata, Executive Director, 213-236-1944, ikhata@scag.ca.gov

SUBJECT: Recap of Progress made on the Development of the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and Anticipated Next Steps

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

Over the last several months, SCAG staff has been engaged in informing the Regional Council and Policy Committees about the various key issues, analyses, and policy considerations for the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and its associated Program Environmental Impact Report (PEIR). During this time, SCAG has also met with the subregional organizations within SCAG, the county transportation commissions, the Technical Working Group and other key stakeholders to apprise them of the development of the 2016 RTP/SCS. The purpose of these meetings was to ensure that the Regional Council and Policy Committees had the opportunity to learn, understand, review and provide input to staff regarding the 2016 RTP/SCS. This staff report recaps the information shared at these meetings and tracks the progress made thus far in developing the Plan. This report also provides the next steps that will lead to the Regional Council's anticipated release of the Draft 2016 RTP/SCS for formal public review and comment on December 3, 2015.

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:

Since early 2015, SCAG's Regional Council and Policy Committees have been taking part in numerous discussions on key issues, analyses, and policy considerations for development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). This report serves as a summary of RTP/SCS-related topics discussed at each Regional Council, Policy Committee, and Joint meetings held this year. The purpose of this report is to review the plan development process and clearly set forth objectives over the next several months, including preparing Regional Council members for the anticipated release of the Draft 2016 RTP/SCS for formal public review and comment on December 3, 2015, as well as the anticipated adoption of the plan.

February 5, 2015 – Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: Framework for Development of the 2016 RTP/SCS and Progress Report on the 2012-2035 RTP/SCS

SCAG's Executive Director, Hasan Ikhata, provided a presentation and general overview of the framework for development of 2016 RTP/SCS. The presentation included a summary of the components of the 2012 RTP/SCS, a progress report on the implementation of the 2012 plan, a discussion of emerging policy issues over the past several years, challenges and opportunities, and general assumptions for the 2016 RTP/SCS. In addition, the presentation included a schedule for the development of the 2016 RTP/SCS and a summary of the respective roles of the Regional Council and Policy Committees.

March 5, 2015 – Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: Potential Policy Committee Meetings and Agenda Items Related to the Development of the 2016 RTP/SCS for the Next Eight (8) Months

SCAG staff provided a schedule of upcoming potential Policy Committee meetings and corresponding items for discussion related to the development of the 2016 RTP/SCS.

Energy & Environment Committee Meeting

- Agenda Item: Release of the Notice of Preparation of a Program Environmental Impact Report for the 2016 RTP/SCS

SCAG staff requested the release of a Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS in accordance with provisions of the California Environmental Quality Act (CEQA). As the lead agency under CEQA, SCAG is responsible for preparing a PEIR for the 2016 RTP/SCS. The PEIR will serve as a first-tier, programmatic document that provides a region-wide assessment of potential significant environmental effects of the 2016 RTP/SCS.

ACTION taken: The EEC authorized the release of the NOP for a 30-day public review and comment period beginning March 9, 2015, to obtain input into the scope and content of the environmental information that will be evaluated in the 2016 RTP/SCS PEIR. Upon completion of the public review and comment period, SCAG staff noted that it will report back to the EEC regarding comments received.

- Agenda Item: 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS) Public Health Integration

Following the adoption of the 2012 RTP/SCS, the Regional Council established several committees, including a Public Health Subcommittee, to assist in implementing the Plan. Based on the recommendations from the subcommittee, SCAG staff developed a Public Health Work Program which included integrating public health considerations into the 2016 RTP/SCS. At the March EEC

meeting, staff presented SCAG's preliminary approach for addressing public health in the 2016 RTP/SCS. The preliminary strategy included strategies for engagement, developing a public health appendix and including a "Health in All Policies" approach to incorporate health throughout plan components where appropriate.

April 2, 2015 - Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: Southern California's Transportation System Preservation and Operations

This meeting included a discussion on improving the efficiency on the region's roadways and the preservation of transportation infrastructure, a top priority included in the 2012 RTP/SCS and a critical issue at the state and national level. According to SCAG's research, maintaining local streets and roads in the SCAG region over the next 20 plus years will require \$55 billion to ensure proper maintenance and, according to the California Transportation Commission, the State Highway Operation and Protection Plan (SHOPP) has an \$87 billion need over ten (10) years. Poor road quality from lack of investment in maintaining the region's infrastructure has resulted in the SCAG region having the highest vehicle operating costs in the country. Crumbling infrastructure poses a serious threat not just to mobility and safety, but also to the economic well-being of our region. Furthermore, deferring maintenance ends up costing substantially more in the long run, exacerbating the problem even more. Roadway expansion has also become limited as an option to address the region's mobility and accessibility challenges due to limited funding, environmental constraints and/or political challenges. This workshop provided the Regional Council and Policy Committee members with an opportunity to hear from experts and thought leaders on this important topic in preparation of the development of the 2016 RTP/SCS. Experts and thought leaders included:

- Susan Bransen, Deputy Executive Director of the California Transportation Commission (CTC), provided an overview on state highway system needs, deferred maintenance, and associated risks in light of the latest draft SHOPP Plan.
- Tarek Hatata, SCAG consultant, provided an update on the infrastructure condition of the region's local roads based on the most recent data collection efforts commissioned by SCAG.
- Ali Zaghari, Caltrans District 7 Deputy Director of Operations, provided an overview of the role of operations and discussed some of the state's current initiatives.
- Alexander Bayen, Director of the Institute of Transportation Studies at U.C. Berkeley, gave a presentation on operational improvement strategies, with a focus on the I-210 Corridor.
- Harry Voccola, Vice President of Nokia HERE, provided a private sector perspective on the role of technology in improving operations

June 4, 2015 – Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: 2016 RTP/SCS – Environmental Justice Workshops Update

SCAG staff provided a brief update on environmental justice outreach. As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis as part of the 2016 RTP/SCS development process. SCAG conducted three (3) workshops, one in November

2014 and two in April 2015, to provide information on the environmental justice process and seek input from stakeholders and the public. Over 130 individuals participated in the workshops. SCAG offered additional opportunities for input on the environmental justice analysis over subsequent months and provided participants with updates on the process.

Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Goods Movement Update

SCAG staff provided a brief overview of goods movement strategies that were included in the 2012 RTP/SCS and discussed on-going planning activities that would become the basis for the 2016 RTP/SCS Goods Movement element. Emphasis areas included:

- Documenting supply chain flows of key commodities moving through the SCAG region;
- Refining regional truck bottleneck analysis, including first / last mile connectors;
- Assessing roadway safety and pavement conditions of key truck routes (highways and arterials);
- Analyzing how urban delivery systems (including warehouses, distribution centers, and manufacturing activities) function to support the economy; and
- Expanding research, development, and demonstration of near-zero and zero-emission technologies.

- Agenda Item: 2016 RTP/SCS – Active Transportation Update

SCAG staff briefed TC on the progress on the Active Transportation element of the 2016 RTP/SCS. The presentation included information on existing conditions, needs and strategies, with a focus on the proposed greenway network. Staff explained that they had examined existing conditions and needs, and were studying strategies for increasing active transportation as a viable transportation option and for increasing the quality of life for Southern Californians. These options included:

- Expanding local and regional bikeway networks;
- Developing a regional greenway network using riverbeds and other rights-of-way for bike and pedestrian paths separate from automobile traffic, increasing opportunities for active lifestyles and to increase transportation options;
- Developing first mile/last mile to transit solutions to increase transit usage and to reduce the need for automobile usage;
- Developing bicyclist/pedestrian friendly districts that increase the quality of life of local residents; and
- Safety Educational and Encouragement Campaigns.

- Agenda Item: 2016 RTP/SCS – Overall Regional Aviation Demand

SCAG staff briefed TC on goals for the 2016 RTP/SCS Aviation element, which will be used to develop the Aviation and Aviation Ground Access elements for the 2016 RTP/SCS. Staff explained that the overall vision of the Aviation element is to recognize that the aviation industry is a business, not a public utility, with airlines and passengers choosing the airports they serve and use. In addition, every flight and every passenger that departs from a SCAG region airport is considered good for the

region, and is a sign of regional prosperity. Based on this vision, staff proposed five (5) goals for the Aviation element:

- Developing an Aviation element for the 2016 RTP/SCS that enjoys consensus and addresses all of the requirements and meets the region's needs;
- Utilizing a forecast methodology that is technically sound, transparent and inclusive;
- Highlighting the overall regional demand as the most important element of the aviation forecast, while still developing airport specific forecast numbers;
- Educating policy makers on the basic fundamentals of airline economics and passenger behavior; and
- Quantifying and highlighting the economic benefit of the SCAG region airports.

In addition, SCAG staff developed an overall regional aviation demand forecast of 136.2 million annual passengers in the year 2040. This forecast translates to a 1.6% annual growth rate between 2015 and 2040. Compared to previous RTP/SCS cycles, this forecast is more conservative, but consistent with the overall trends in the industry.

- Agenda Item: 2016 RTP/SCS – Passenger Rail Update

SCAG staff provided a review of the Passenger Rail element included in the 2012 RTP/SCS and progress in implementing it. Staff then provided passenger rail strategies for the 2016 RTP/SCS, which build upon the previous plan and incorporate planning and project development efforts that have taken place since the Plan's adoption, including the LOSSAN Strategic Implementation Plan and Metrolink's Strategic Assessment. These strategies included:

- Incorporating regional planning efforts that were initiated/completed since 2012;
- CA HSR Southern California MOU Projects;
- Metrolink Strategic Assessment;
- LOSSAN Strategic Implementation Plan;
- Advancing rail infrastructure projects such as grade separations, double-tracking and sidings to improve safety, capacity and speed;
- Implementing Metrolink and Pacific Surfliner express trips;
- Implementing Los Angeles to San Diego commuter rail service;
- Improving connectivity;
- Rail/airport connectivity;
- Bus rapid transit connecting to rail network;
- Integrated ticketing and fare media; fare cooperative agreements such as Rail2Rail and with local transit operators;
- Supporting greater transit-oriented development and first mile/last mile strategies at rail stations;
- Supporting local efforts to advance rail service in unserved markets;
- Los Angeles to Coachella Valley Service Development Plan;
- High-Desert Corridor Environmental Impact Statement/Report;
- Advancing rail service in underserved markets; and
- Advocating for increased and dedicated funding streams for rail capital projects and operations.

June 18, 2015 - Joint Meeting of the Regional Council and Policy Committees' Meeting

- Agenda Item: 2016 RTP/SCS – Goals, Guiding Policies and Performance Measures, and Preliminary Scenario Results Discussion (Land Use/Urban Form, Shared Mobility and Technology)

SCAG's Executive Director, Hasan Ikhata, provided an overview of the 2012 RTP/SCS, its goals, guiding policies and performance measures, and how it met requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) passed by Congress on June 29, 2012 and signed into law by President Obama on July 6, 2012. To build upon what was achieved in the 2012 RTP/SCS, he provided additional staff-recommended guiding policies and performance measures to be included in the 2016 RTP/SCS.

- Agenda Item: 2016 RTP/SCS – Scenario Results Focusing on Land Use and Urban Form

Joe DiStefano, Principal at Calthorpe Analytics, provided an overview of the key findings from the regional growth scenario analysis work associated with the 2016 RTP/SCS and potential benefits and impacts of key transportation and land use policies. His explanation of scenario alternatives included comparisons of potential land use patterns, housing, land consumption, estimates of household driving, fuel consumption, active transportation and health impacts, building energy and water use, local infrastructure costs and greenhouse gas emissions.

- Agenda Item: 2016 RTP/SCS – Road Charge and the Future of Transportation

Jim Madaffer, Commissioner of the California Transportation Commission, discussed shared mobility and implications of future technology on mobility and sustainability, how an efficient transportation system is critical to California's economy and quality of life, the State's infrastructure status, revenue solutions, a summary of proposed funding legislation. He also presented on the policy and principle of road charging, the role and composition of the Road Charge Technical Advisory Committee and the future of transportation.

July 2, 2015 - Energy & Environment Committee Meeting

- Agenda Item: 2016 RTP/SCS – Active Transportation Update

SCAG staff briefed EEC on the progress of the Active Transportation element of the 2016 RTP/SCS and provided the same presentation on Active Transportation that was given to TC on June 4, 2015 (see above).

- Agenda Item: 2016 RTP/SCS – Natural/Farm Lands Update

SCAG staff briefed EEC on the progress of the Natural/Farm Lands element of the 2016 RTP/SCS. Staff explained that the 2012 RTP/SCS had outlined a regional need to develop a habitat conservation planning policy. In response to that need, SCAG initiated data gathering efforts and commissioned an initial conservation framework. Additionally, SCAG convened an Open Space Conservation Working Group to share best practices. Over the past several months, the working group documented its

recommendations for refining and updating natural/farm land conservation strategies in the 2016 RTP/SCS. These recommendations addressed best practice sharing, funding, land use policies, natural corridor connectivity, climate smart conservation, and others. These recommendations were a result of thoughtful collaboration that considers the diversity of the SCAG region while moving towards an enhanced regional natural/farm lands conservation strategy. The working group also provided input on the scenario planning process for the 2016 RTP/SCS, including sea level rise and sensitive habitat conservation. Further staff noted that developing a regional conservation strategy with a collaborative approach may help to position the region for cap-and-trade funds.

- Agenda Item: 2016 RTP/SCS – Program Environmental Impact Report Update and Preliminary Draft Outline

SCAG staff explained that they were preparing a Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS to ensure that environmental compliance procedures under the California Environmental Quality Act and other applicable federal and state environmental laws and regulations are adequately addressed and fulfilled. The PEIR must evaluate region-wide, potential environmental effects, including direct and indirect effects, growth-inducing impacts, and cumulative impacts of the 2016 RTP/SCS at a programmatic level. The PEIR must also evaluate alternatives to the 2016 RTP/SCS and propose feasible mitigation measures. SCAG staff provided a status update on the Notice of Preparation (NOP) of a PEIR for the 2016 RTP/SCS, which SCAG released for a 30-day public review and comment period on March 9, 2015. Staff also provided the EEC with a preliminary draft outline of the PEIR and a schedule relating to the preparation of the PEIR over the next few months.

Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Highways and Arterials Update

SCAG staff provided an overview of the highways and arterials strategies included in the adopted 2012 RTP/SCS and described current planning for the 2016 RTP/SCS. Investments in the previous plan included \$56.7 billion for operations and maintenance of roadways and bridges, \$4.5 billion for Transportation Demand Management to reduce vehicular demand and congestion and \$7.6 billion for Transportation Systems Management to increase productivity of the existing transportation system, such as traffic signal synchronization and advanced ramp metering. HOV/HOT lane projects recently started or completed included I-405 Sepulveda Pass improvements, the I-110 and I-10 HOT lanes adopted as permanent facilities and the I-605 to I-405/SR-22 HOV connector. Current challenges described included closing critical highway network gaps and addressing congestion chokepoints. Additionally, the aging highway infrastructure will face accelerated preservation costs if deferred maintenance persists. Proposed guiding principles for the 2016 RTP/SCS included protecting and preserving the current network and adding capacity only to close gaps in the system and improve access where needed.

July 23, 2015 - Special Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Regional Aviation Forecasts Update

As a follow up to the June 4, 2015 Transportation Committee meeting on the regional aviation forecast, SCAG staff presented an updated aviation demand forecast of 136.2 million annual passengers in 2040. Developed with the assistance of a consultant team, the forecast was developed based on industry

accepted data, tools and methodology. In addition to the forecast, staff presented four (4) possible scenario options for distributing passenger demand to the regional airports (Unconstrained, Physical/Policy, New Hub and Fast Growth Regionalization). Staff proposed an option to adopt a range for each of the regional airports based on the four scenario options. After significant discussion, the committee recommended that staff seek additional input from several of the region's airports on their forecast distribution.

August 6, 2015 - Special Transportation Committee Meeting

- **Agenda Item: 2016 RTP/SCS – Regional Aviation Forecasts Update**

Based on feedback from regional stakeholders and committee members at the July 23rd Special Transportation Committee meeting, staff was directed to collaborate with three (3) specific airports on their aviation demand forecasts: Palmdale Airport, San Bernardino International Airport and John Wayne Airport. Staff reported they had successfully reached consensus with these airports and provided to the committee updated 2040 aviation demand forecasts for the twelve (12) airports in the region. Projection ranges were also eliminated at John Wayne Airport, March Inland Port, Palm Springs, Southern California Logistics Airport and Oxnard Airport. Staff then reviewed the four (4) possible scenario options (Unconstrained, Physical/Policy, New Hub and Fast Growth Regionalization) that would provide direction to staff in preparing the Aviation Element for the 2016 RTP/SCS.

ACTIONS taken: (1) Approved the use of a regional passenger demand distribution estimated at 136.2 million annual passengers in 2040; and (2) Approved the hybrid approach of ranges and fixed numbers for each of the twelve regional commercial airports.

- **Agenda Item: 2016 RTP/SCS – Highways and Arterials Guiding Principles and Framework Update**

On July 2, 2015, staff provided an overview of highways and arterials strategies that were included in the 2012-2035 RTP/SCS, in addition to on-going activities that will serve as the basis for the 2016 RTP/SCS Highways and Arterials section. In response to comments received from the July 2 Transportation Committee meeting, staff developed and provided a set of revised guiding principles and framework for Highways and Arterials for incorporation into the 2016 RTP/SCS.

Joint Meeting of the Regional Council and Policy Committees

- **Agenda Item: 2016 RTP/SCS Summary of Feedback from Public Outreach Open Houses**

SCAG staff provided a summary report on input received from the general public and key stakeholders at 23 RTP/SCS Open Houses held between May 26 and July 23, 2015. The traveling open house made stops in each county in the SCAG region and provided an overview of some of the key topics that will be discussed in the plan, including – transportation, air quality, land use development, open space, poverty/jobs, and the region's vital goods movement industry. Open house materials, handouts and kiosk surveys were also provided online at <http://scagrtpscs.net>. An initial review of the survey results showed considerable public support for system preservation, increased transit alternatives, safer walking and biking options and open space preservation.

- Agenda Item: 2016-2040 RTP/SCS – Program Environmental Impact Report Status and Progress

SCAG staff provided an overview of the contents and key approaches to the Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS. Staff gave a progress report on PEIR development and outreach activities, as well as an updated schedule of milestones relating to the preparation and recommended approval to release the Draft PEIR by the Regional Council.

August 20, 2015 - Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: 2016 RTP/SCS Transportation Finance

Staff provided a brief overview of the SCAG region's core revenue forecast and transportation system investment needs through 2040, highlighting the importance of finding new ways of paying for transportation. In accordance with federal fiscal constraint requirements, SCAG must develop a financial plan as part of the 2016 RTP/SCS. The financial plan must identify how much money is reasonably expected to be available to build, operate, and maintain the region's surface transportation system over the next 25 years. SCAG's latest forecast of existing core transportation revenues totals \$356 billion through 2040, while the region's transportation system expenditure needs are projected to total \$554 billion; a difference of \$198 billion. Total costs include capital costs for transit, state highways, and arterials, as well as operations and maintenance costs and debt service payments.

This funding gap is similar to the amount identified in the 2012 RTP/SCS, and staff introduced new revenue sources such as short-term adjustments to state and federal gas excise tax rates and the long-term replacement of gas taxes with mileage-based user-fees to fill the gap and establish a more sustainable funding future. A panel of experts in academia and practitioners provided additional context and information:

- Dr. Brian Taylor, Professor of Urban Planning at UCLA and Director of the Lewis Center for Regional Policy Studies, presented on the economics of transportation funding.
- Will Kempton, Executive Director of the California Transportation Commission, presented on California's Road Charge Pilot Program established under SB 1077.
- Jim Earp, California Transportation Commissioner, discussed focus group research on transportation funding.
- Mathew Dorfman, Managing Partner and President of D'Artagnan Consulting, presented on international and domestic case studies related to road charges and transportation funding.
- Dr. Genevieve Giuliano, Professor at USC's School of Public Policy and Director of METRANS, gave a brief commentary on the true costs and impacts of transportation.

September 3, 2015 - Community, Economic & Human Development Committee Meeting

- Agenda Item: 2016 RTP/SCS - Results of Local Review on SCAG's Policy Growth Forecast

SCAG staff provided an update on the growth forecast. As part of the regional planning process for the 2016 RTP/SCS, SCAG developed the Policy Growth Forecast, which is a locally-informed growth scenario that maximizes the efficiency of transportation investments and other sustainability factors.

Starting in late June and during the month of July 2015, SCAG sought input from local jurisdictions on the distribution of growth under this scenario at the neighborhood, or traffic analysis zone (TAZ) level. The review by jurisdictions of this data is a supplement to the initial round of feedback provided during SCAG's Bottom-Up Local Input Process, which was conducted in 2013 and 2014. The Policy Growth Forecast builds on input received during that period, as jurisdictional level totals on population, household, and employment growth are carried over from the Local Input Process. Staff provided a summary of the local review period, with a total of 80 jurisdictions providing input (41% of the cities and counties in the region). Staff planned to work with local partners to incorporate all of the technical feedback provided by jurisdictions, specifically information on planned development projects and entitlements.

Energy & Environment Committee Meeting

- Agenda Item: 2016 RTP/SCS - Updates and Highlights of the Environmental Justice Analysis

SCAG staff provided an update on the environmental justice analysis. As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis and outreach as part of the 2016 RTP/SCS development process. To maximize outreach and opportunities for stakeholder input, SCAG conducted a total of five (5) public workshops and also a number of focus groups and interviews. To determine if there were disproportionately high and adverse impacts to environmental justice groups and communities, SCAG staff reported that they would conduct a regional analysis, and would also evaluate specific areas of concern to address the impacts of the 2016 RTP/SCS for selected performance areas. Building on the analysis of the 2012 RTP/SCS, SCAG staff noted that it would continue to examine the impacts of the proposed plan for areas that are known to have specific environmental vulnerabilities. The 2016 RTP/SCS will also include a mitigation toolbox to address potential impacts as in the previous plan.

- Agenda Item: 2016 RTP/SCS – Program Environmental Impact Report (PEIR) Status and Progress

As a follow-up item to the staff presentation on August 6, 2015, at the Joint Regional Council and Policy Committees' meeting, SCAG staff provided an update on the PEIR development, including a summary of outreach to stakeholders in the month of July and a revised schedule of milestones relating to the EEC's review of the Draft PEIR.

Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Proposed Financial Strategies

As a follow-up to the discussions on August 20, 2015, at the Joint Regional Council and Policy Committees' meeting, SCAG staff provided an overview on transportation revenues and expenditures projected through 2040, as well as an explanation of federal fiscal constraint requirements allowing for the inclusion of reasonably available revenues. Staff sought reaffirmation of the guiding principles adopted as a part of the 2012 RTP/SCS financial plan. Further, staff sought approval of near-term transitional strategies and long-term initiatives for the Draft 2016 RTP/SCS. Staff will continue to track the development of pending legislative initiatives that may impact current assumptions for the financial plan and refine strategies accordingly.

ACTION taken: Support the inclusion of the proposed guiding principles and reasonably available revenue strategies in the Draft 2016 RTP/SCS but limiting reference to any specific legislation and confirming idea that revenue raised for transportation would be used exclusively for transportation purposes.

- Agenda Item: 2016 RTP/SCS – Proposed Transit and Passenger Rail Element

SCAG staff provided a brief summary of the adopted 2012 RTP/SCS transit and passenger rail projects and strategies. Collectively, these investments total \$246 billion, almost half of the total plan cost. In developing the transit and passenger rail elements of the Draft 2016 RTP/SCS, staff proposed to build upon the adopted 2012 RTP/SCS transit and passenger rail strategies and to incorporate recent regional planning and project development efforts, including the latest available project information received from the county transportation commissions and transit operators. Aside from these updates, there have been no substantive changes to the projects and strategies included in the adopted and financially constrained 2012 RTP/SCS.

ACTION taken: Support the inclusion of the proposed transit and passenger rail strategies in the Draft 2016 RTP/SCS.

- Agenda Item: 2016 RTP/SCS – Proposed Highways and Arterials Guiding Principles and Framework

On July 2, 2015, staff provided a brief overview of Highways and Arterials strategies that were included in the 2012 RTP/SCS, in addition to on-going activities that will serve as the basis for the 2016 RTP/SCS Highways and Arterials element. In response to comments received from the Transportation Committee, staff presented a set of revised guiding principles and framework for Highways and Arterials for incorporation into the 2016 RTP/SCS. These included:

- Protecting and preserving what we have first, supporting ‘Fix it First’ principle, including the consideration of life cycle costs beyond construction;
- Supporting new funding for system preservation;
- Focusing on achieving maximum productivity through strategic investments in system management and demand management;
- Focusing on adding capacity primarily (but not exclusively) to: Close gaps in the system and improve access where needed;
- Supporting policies and system improvements that will encourage seamless operation of our roadway network from user perspective; and
- Any new roadway capacity project must be developed with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit, and ITS, where feasible.

ACTION taken: Support the proposed guiding principles and framework for inclusion in the Highways and Arterials component in the Draft 2016 RTP/SCS

October 8, 2015 - Community, Economic & Human Development Committee Meeting

- Agenda Item: Support for inclusion in the Draft 2016 RTP/SCS the Proposed Guiding Principles and Framework of for the Policy Growth Forecast

As part of the Draft 2016 RTP/SCS development, staff used local-input-based jurisdictional growth totals as a foundation to develop a draft Policy Growth Forecast (PGF) for the region. The draft PGF is developed to meet statutory targets, and to maximize economic, environmental and social benefits throughout the region. The draft PGF applies strategies described below to envision population, household and employment growth in opportunity areas that are well served by transit where are appropriate for mixed-use and/or higher density housing in the future. In preparation for the release of the Draft 2016 RTP/SCS for public review and comments in early December, this item summarizes the development process of the PGF and seeks support by the CEHD Committee of its guiding principles and framework for incorporation into the 2016 RTP/SCS.

Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Regional Express Lane Strategy

A network of Regional Express Lanes was adopted as part of the 2012 RTP/SCS. Building on the success of the HOT Lane Pilot projects on I-10 and I-110 in Los Angeles County, and other initiatives in Riverside and San Bernardino Counties on I-10 and I-15, an update to the Regional Express Lanes will be incorporated into the Draft 2-16 RTP/SCS.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Goods Movement Strategies

The approach that SCAG staff is taking is to build upon the 2012-2035 RTP/SCS, incorporate findings through research and planning initiatives that commenced since the adoption of the 2012-2035 RTP/SCS, and incorporate recent regional planning and project development efforts, including the latest available project information received from our partner agencies. Aside from these updates, staff notes that there have been no substantive changes to the projects and strategies included in the adopted, financially constrained 2012-2035 RTP/SCS.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Active Transportation Plan Investment Framework

The proposed active transportation investment framework builds upon the 2012 Plan, which allocated \$6.7 billion toward improving safety, increasing active transportation usage and friendliness and implementing local active transportation plans. In the 2016 RTP/SCS, the recommendation is to double the funding available for active transportation to \$12.9 billion, including \$8.1 billion in capital projects and capturing \$4.8 billion by taking a “complete streets” approach and integrating pedestrian and bicycle improvements into operations and maintenance projects. The proposed strategies in the investment framework continue progress being made on key priorities established in the 2012 RTP/SCS, and also advance new approaches to support alignment of active transportation projects with local land-use planning and the multi-modal transportation network that will unfold over the next several decades.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Air Cargo Forecast

In 2014, airports in the SCAG region handled over 2.4 million metric tons of air cargo. Historically, the vast majority of air cargo has been handled by just two airports: Los Angeles International Airport (LAX) and LA/Ontario International Airport (ONT). By 2040, the total air cargo volume at airports in the SCAG region is forecast to increase to 3.78 million metric tons. At its August 6, 2015, meeting, the TC approved the 2040 air passenger demand forecasts for the 12 airports in the region anticipated to have commercial passenger service by 2040. One of the next steps identified in the staff report for that action was the development of accompanying air cargo forecasts. Air cargo forecasts are developed after air passenger forecasts because approximately one quarter of the air cargo at SCAG region airports is carried in the bellies of passenger airplanes. Therefore, to a certain extent, the distribution of air cargo is limited by the anticipated distribution of air passenger traffic.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Regional Aviation Ground Access Strategies

At its August 6, 2015 meeting, the TC reaffirmed its commitment to regionalization of air travel across the region's airports that currently have or are anticipated to have commercial passenger service by 2040. Some of the airports in the region already experience ground access congestion, and other airports are expected to see large increases in their passenger demand. At these airports in particular, it is important to develop strategies for ground access improvements that can accommodate the anticipated growth in passenger demand. The Airport Ground Access component of the 2016 RTP/SCS includes two components: 1) development of "trip tables" for the SCAG's regional travel demand model, and 2) development of strategies for improving ground access to the region's airports.

Energy & Environment Committee meeting

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Public Health Guiding Principles and Framework

During the 2012 RTP/SCS process, SCAG received numerous comments from public health stakeholders and direction from the Regional Council to address public health more broadly in its planning process. Since the adoption of the 2012 RTP/SCS, SCAG has taken several steps to integrate public health into its planning processes. One of the Public Health Subcommittee's primary recommendations was to "provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016 RTP/SCS, and support public health stakeholder participation." This item will summarize the guiding principles and the organizing framework for presenting public health-related analysis in the 2016 RTP/SCS. Staff will also present a Draft Public Health Work Program that is being developed for the Plan appendix. The strategies and actions outline steps SCAG can take following plan adoption to continue to support the integration of public health into regional and local transportation and land use planning efforts.

REPORT

NEXT STEPS

In the remaining months, staff will continue to prepare the Regional Council for the anticipated release of the Draft 2016 RTP/SCS and the Draft PEIR for public review and comment at the December 3rd, meeting. Additional committee discussions may be necessary in October or November to prepare for this release date.

November 5, 2015 – Joint Meeting of the Regional Council and Policy Committees

- Potential Agenda Item: Major Components of the Proposed Draft 2016 RTP/SCS.

This agenda item is intended to provide the Regional Council and Policy Committees with an inclusive overview of the major components of the Draft 2016 RTP/SCS. Staff intends to present the results from SCAG's modeling analysis, including the co-benefits of the Plan. While the Draft 2016 RTP/SCS document itself will not be presented at this meeting, comprehensive information shall be provided to allow the Regional Council and Policy Committees to provide SCAG staff with additional input to finalize the Draft Plan and to facilitate a recommendation to release the Draft Plan in December.

December 3, 2015

- Release the Draft 2016 RTP/SCS for a 55-Day Public Review and Comment Period
- Release the Draft PEIR for the 2016 RTP/SCS for a 55-Day Public Review and Comment Period

Immediately following the release of the Draft 2016 RTP/SCS and the Draft PEIR, SCAG will host a series of elected official workshops in each county to brief local jurisdictions on the key elements and benefits of the Draft 2016 RTP/SCS. Additionally, one public hearing will be held in each county to receive comments from the public on the draft Plan and PEIR. Individuals may also mail comments directly to SCAG's Los Angeles office or submit comments on the 2016 RTP/SCS website (<http://scagrtpscs.net>). The release of the Draft 2016 RTP/SCS and its PEIR will be properly noticed. Comments will be recorded and staff will provide responses as part of the process.

March 3, 2016

- Staff presents summary report of comments received on the Draft 2016 RTP/SCS and PEIR
- Committees make recommendation to the Regional Council to adopt the Final 2016 RTP/SCS
- Committees make recommendation to the Regional Council to adopt the Final PEIR to the 2016 RTP/SCS

April 7, 2016

- Regional Council adopts the Final 2016 RTP/SCS
- Regional Council adopts the PEIR to the 2016 RTP/SCS

DATE: October 8, 2015

TO: Transportation Committee (TC)

FROM: Annie Nam, Manager, Goods Movement & Transportation Finance; (213) 236-1827;
nam@scag.ca.gov

SUBJECT: Draft 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy
(2016 RTP/SCS) Proposed Regional Express Lane Network

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Support for inclusion in the Draft 2016 RTP/SCS the proposed Regional Express Lane Network.

EXECUTIVE SUMMARY:

In developing the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (2016 RTP/SCS), SCAG staff is updating the proposed Regional Express Lane Network. SCAG staff, along with Darren Henderson, Vice President and Managed Lanes Project Director, Parsons Brinkerhoff, will provide an update of SCAG's Regional Express Lane Network Study. The Transportation Committee will have an opportunity to provide guidance and approve for inclusion in the draft 2016 RTP/SCS the proposed regional express lane strategies.

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, a) create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

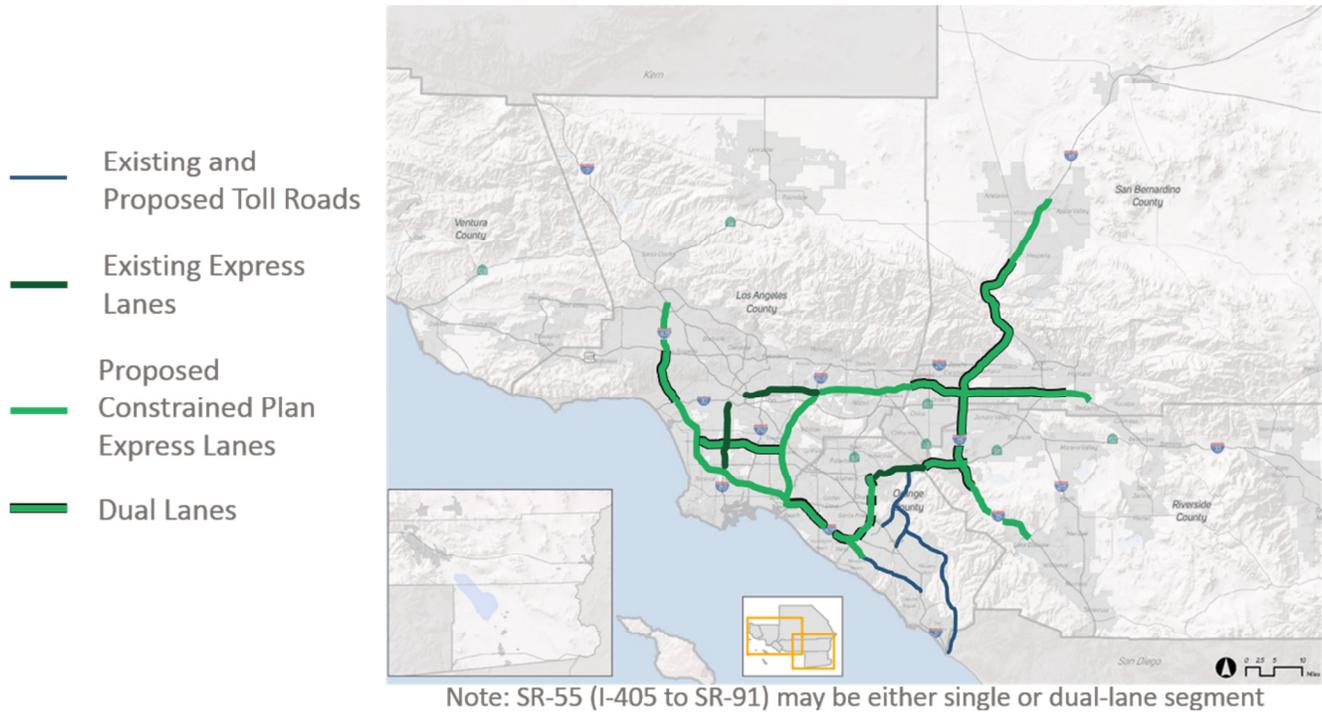
At the July 2 Transportation Committee Meeting, staff and consultant provided a brief overview of the SCAG Regional Express Lane Network Study, which is intended to serve as a blueprint for the phased implementation of a regional system of express lanes. The objective of the study is to develop a concept of operations (CONOPS) that addresses the operating, design, and policy issues of a regional system. This Study is expected to enhance the national and regional dialogue on congestion management strategies. The Study's key activities include:

- Building on previous corridor planning efforts to define regional network alternatives;
- Developing a uniform set of goals and policies for the Regional Express Lane Network;
- Evaluating the performance of regional network alternatives;
- Defining consistent technology and policy requirements across Express Lane corridors (taking into account different vehicle occupancy and pricing considerations in the event they cannot be harmonized in a uniform set of policies);
- Developing a regional investment/financial plan as may be appropriate; and
- Developing a CONOPS for a regional network of Express Lanes.

REPORT

The results of this Study include identification of the proposed network of express lanes in the SCAG region for inclusion in the 2016-2040 RTP/SCS as illustrated below.

Proposed Regional Express Lane Network



The Study is funded through a grant from the Federal Highway Administration (FHWA) Value Pricing Pilot Program that SCAG, the California Department of Transportation (Caltrans), and the Los Angeles County Metropolitan Transportation Authority (Metro) received to support the pre-implementation of value pricing projects in the SCAG region. The overall objective of the Value Pricing Pilot Program is for the FHWA to support state and local governments in establishing local value pricing pilot programs and to gather information about the role that various types of value pricing methods can play in improving the efficiency of transportation systems and in dealing with congestion, pollution, energy, and other problems related to automobile use in congested areas.

FISCAL IMPACT:

No fiscal impact. Staff work required for the SCAG Regional Express Lane Network Study is already included in this year's budget.

ATTACHMENT:

PowerPoint Presentation: "2016 RTP/SCS Proposed Regional Express Lane Network"



2016 2040 RTPSCS

PROPOSED REGIONAL EXPRESS LANE NETWORK

Transportation Committee

Annie Nam, Manager of Goods Movement and Transportation Finance
Darren Henderson, Parsons Brinkerhoff
October 8, 2015

Presentation Overview

- Brief Overview of Regional Express Lane Network Concept of Operations Study
- Review of Adopted 2012 RTP/SCS Regional Express Lane Network
- Proposed 2016 RTP/SCS Regional Express Lane Network

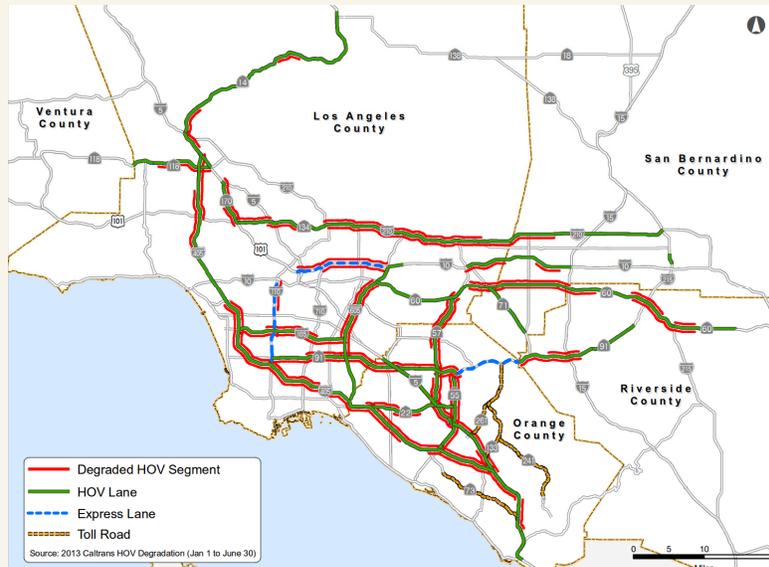
Brief Overview of Regional Express Lanes Study

- SCAG received FHWA Value Pricing Pilot grant to support pre-implementation activities
 - Local Funding Partners: Metro, OCTA, SANBAG and RCTC
- Builds on Express Travel Choices Phase I, 2012 RTP/SCS, and I-110/I-10 CRD Project and SR-91 Express Lanes to enhance implementation
- Refinement of 2012 RTP/SCS Regional Express Lane Network
- Blueprint for a Regional Express Lane Network Implementation – a network focus
- Provide for regional consistency with express lane operations, design, and business rules

Rationale for a Regional Express Lane Network

- Continuing challenges of traffic congestion and desire to manage traffic demand through system management strategies
- Most HOV facilities in the SCAG region are degraded and don't meet the Federal performance standard
- Limited rights-of-way for freeway expansion/widening
- Declining availability and reliability of traditional revenue sources to fully pay for new highway facilities
- Air quality non-attainment area designation, and greenhouse gas concerns
- Growing network of express lane facilities operated by multiple agencies with different facility designs and toll policies

Existing HOV Degradation in Southern California



What are Express Lanes?

What are Express Lane?

- Dedicated lanes
 - “Freeway within a freeway”
- Proactively managed
 - Real-time response to supply and demand
- Preservation of capacity
- Preservation of mobility
 - Assured benefits in perpetuity

What are Express Lane Benefits?

- Greater throughput
- Transit & carpools
- Travel time reliability
- Decreased fuel consumption
- Improved air quality
- Revenue generation

Not All Express Lanes Are the Same

Convert HOV Lanes



Overused HOV

- I-85 Atlanta



Underused HOV

- I-25 Denver
- I-15 Salt Lake City
- SR-167 Seattle
- I-394 Minneapolis

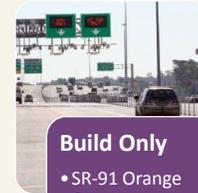


Build New Lanes



Convert + Build

- I-15 San Diego
- I-95 Miami
- I-495 Virginia



Build Only

- SR-91 Orange County
- I-10 Houston

Region's Success Stories

	 SR-91	METRO EXPRESSLANES I-110 I-10	
Opened:	Dec. 1995	Nov. 2012	Feb. 2013
Length:	10 miles	11 miles	14 miles
Cost:	\$135M (2005 \$)	\$79M (2012 \$)	
Avg Weekday Trips:	33,700 (2014)	30,000 (2014)	19,000 (2014)
Annual Gross Toll Revenue:	\$42.4 (est. for FY16)	\$60.2M (est. for FY16)	
Net Toll Revenue Reinvested:	\$22M (est. since inception to 2014)	\$19.9M (2012-2014)	\$6.8M (2012-2014)
Customer Satisfaction Rate:	91% (2014)	86% (2014)	

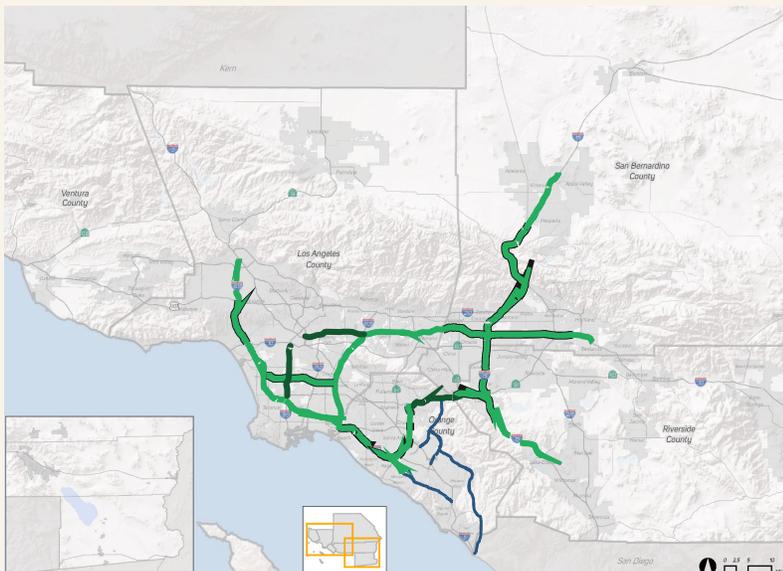
Adopted 2012 RTP/SCS Regional Express Lane Network

-  Existing Toll Roads
-  Existing Express Lanes
-  Proposed Express Lanes



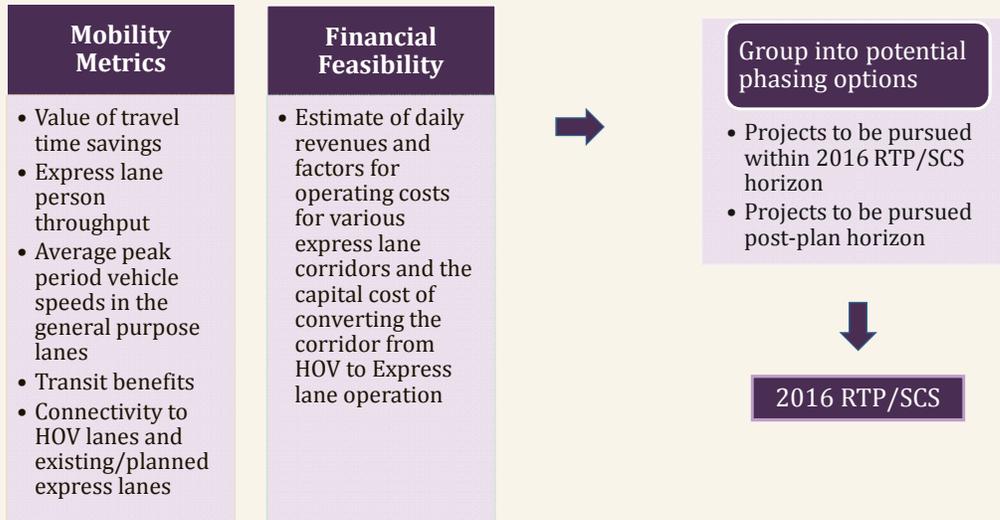
Proposed 2016 RTP/SCS Constrained Plan Regional Express Lane Network

-  Existing and Proposed Toll Roads
-  Existing Express Lanes
-  Proposed Constrained Plan Express Lanes
-  Dual Lanes



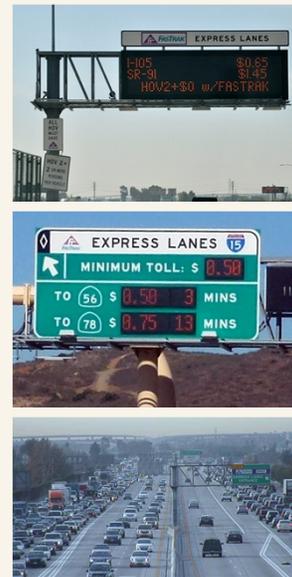
Note: SR-55 (I-405 to SR-91) may be either single or dual-lane segment

Screening and Evaluation Steps



Key Issues in Concept of Operations

- Tolling Authorization/Legal Requirements
- Vehicle Eligibility
- ILEV/ZEV Exemptions
- Performance Management
- Occupancy Requirements
- Toll Collection
- Cost/Revenue Sharing
- Pricing Schemes/Optimal Pricing
- Signage
- Access and Lane Separation
- Transit Integration
- Enforcement
- Customer Interaction
- Back Office Operations



Recommended Action

Support for inclusion in the Draft 2016 RTP/SCS the proposed regional express lane network



Thank you !

Learn more by visiting www.scag.ca.gov. SCAG Staff Contact: Annie Nam (nam@scag.ca.gov)



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DATE: October 8, 2015

TO: Transportation Committee (TC)

FROM: Annie Nam, Manager, Transportation Finance & Goods Movement, nam@scag.ca.gov, (213) 236-1827

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Goods Movement Strategies

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Support for inclusion in the Draft 2016 RTP/SCS the proposed goods movement investments and strategies.

EXECUTIVE SUMMARY:

Staff will provide a brief summary of the planning efforts that formed the basis of the adopted 2012-2035 RTP/SCS goods movement projects and strategies, and on-going efforts towards the development of the Draft 2016-2040 RTP/SCS. As updated, these investments total \$75 billion. The approach staff are taking for the Draft 2016-2040 RTP/SCS is to build upon the adopted 2012-2035 RTP/SCS goods movement strategies, and to incorporate recent regional planning and project development efforts, including the latest available project information received from our partner agencies. Aside from these updates, there have been no substantive changes to the projects and strategies included in the adopted, financially constrained 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 the Transportation Committee (TC) in June 2015, SCAG staff provided a summary of the adopted 2012-2035 RTP/SCS goods movement components and on-going efforts towards the development of the Draft 2016-2040 RTP/SCS. The approach staff is taking is to build upon the 2012-2035 RTP/SCS, incorporate findings through research and planning initiatives that commenced since the adoption of the 2012-2035 RTP/SCS, and incorporate recent regional planning and project development efforts, including the latest available project information received from our partner agencies. Aside from these updates, there have been no substantive changes to the projects and strategies included in the adopted, financially constrained 2012-2035 RTP/SCS.

Review of the 2012-2035 RTP/SCS Goods Movement Element

Staff commenced work on the Comprehensive Regional Goods Movement Plan and Implementation Strategy immediately after the adoption of the 2008 RTP. This was our effort to evaluate potential gaps and deficiencies of our region's goods movement system and to define the system needs that would ensure current and future freight mobility and accessibility. Findings and stakeholder input that were provided

through this work became the basis for the visionary strategies and projects that formed the 2012-2035 RTP/SCS goods movement element. They are designed to more effectively serve growing economic activities by addressing congestion, safety, accessibility and travel reliability while advancing the region's desire towards sustainability and environmental stewardship.

On-going Initiatives towards the Draft 2016-2040 RTP/SCS Development

To build upon the adopted 2012-2035 RTP/SCS goods movement strategies, staff initiated several research and planning activities to further our understanding of project feasibilities, freight flows through our land ports of entry in Imperial County, and regional warehousing needs. Additionally, staff continue to coordinate and collaborate with our partner agencies, including the county transportation commissions, ports, railroads and other regional project sponsor agencies to reflect the latest information concerning the status of various goods movement projects.

The Draft 2016 RTP/SCS goods movement investment and strategies reflect the findings from our on-going work and stakeholder input. Updated investments and strategies total \$75 billion. Key components include:

- **A Regional Clean Freight Corridor System**

The 2016 RTP/SCS continues to envision a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along I-710, connecting to an east-west segment, and finally reaching I-15 in San Bernardino County. Such a system would address growing truck traffic and safety issues on core highways through the region and serve key goods movement industries.

- **Truck Bottleneck Relief Strategy**

In the 2012 RTP/SCS, the top 50 truck bottlenecks were identified through a process that included a quantitative analysis of congestion in the region and stakeholder outreach. This analysis has been updated for the 2016 RTP/SCS. The 2016 RTP/SCS allocates an estimated \$5 billion toward goods movement bottleneck relief strategies.

- **Rail Strategy**

The 2016 RTP/SCS continues to incorporate key rail strategies as follows:

- Additional main line tracks for the BNSF San Bernardino and Cajon Subdivisions and the UPRR Alhambra and Mojave Subdivisions
- Expansion/modernization of intermodal facilities
- Highway-rail grade separations
- Port-area rail improvements, including on-dock rail enhancements

- **Goods Movement Environmental Strategy**

The 2016 RTP/SCS focuses on a two-pronged approach for achieving an efficient freight system that reduces environmental impacts. For the near term, the regional strategy supports the deployment of commercially available low-emission trucks and locomotives while centering on continued investments into improved system efficiencies. In the longer term, the strategy focuses on advancing technologies — taking critical steps now toward phased implementation of a zero-emission and near-zero-emission freight system.

REPORT

These strategies were submitted for inclusion in the California Freight Mobility Plan (CFMP) and will form the basis for Southern California's contribution towards the development of California's Integrated Sustainable Freight Strategy. Additionally, the draft National Freight Strategic Plan is expected to be released shortly and staff anticipates continuing coordination to ensure consistency with both state and federal freight planning initiatives.

FISCAL IMPACT:

No fiscal impact. Staff work required for the 2016-2040 RTP/SCS is already included in this year's budget.

ATTACHMENT:

PowerPoint Presentation: "2016-2040 RTP/SCS Goods Movement Draft Recommendations"



2016 2040 RTP/SCS

GOODS MOVEMENT DRAFT RECOMMENDATIONS

Transportation Committee

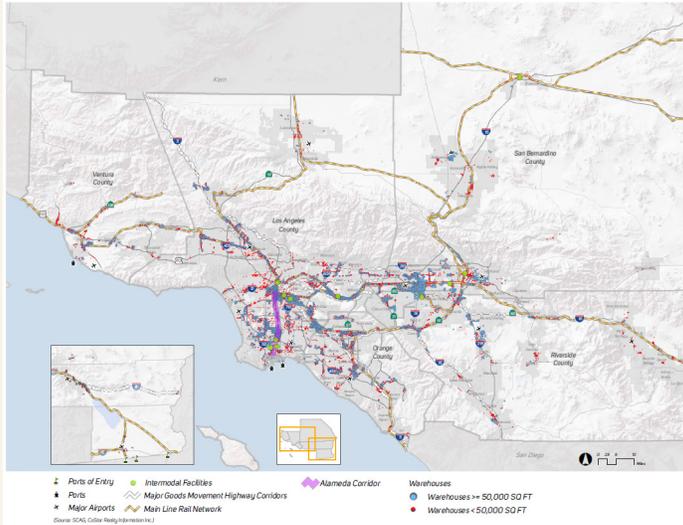
Annie Nam, Manager of Goods Movement and Transportation Finance
October 8, 2015

Presentation Overview

- Review of the Goods Movement Element from the 2012-2035 RTP/SCS
- Approach to Draft 2016-2040 RTP/SCS
 - Reaffirm commitments from current plan
 - Update with the latest information available
- Seek TC Direction for Draft 2016-2040 RTP/SCS

SCAG Region's Goods Movement System

Critical Infrastructure Facilitating Commerce



- 6 Commercial Airports
- 2 largest U.S. container ports (Long Beach/Los Angeles) and Port of Hueneme
- Extensive network of freeways and arterials
- 2 Class I rail-roads (BNSF/UP)
- 3 international border crossings
- Abundant warehousing facilities
- Large internal market

2012–2035 RTP/SCS Goods Movement Planning

Comprehensive Regional Goods Movement Plan & Implementation Strategy

- Developed a wide-range of strategies to serve growing regional industries through enhanced understanding of functions and markets
- Designed strategies to address multiple challenges including congestion, safety, and environmental concerns
- Developed strategies focused on reducing impacts on communities by moving goods movement activities closer to industrial areas, away from residential and commercial centers; also focused on introducing cleaner operations, fuels and technologies
- Included “last mile” connector issues to provide for local access improvements and expansion of terminal capacity for key facilities



Current Goods Movement Studies

Goods Movement Border Crossing Study

- Assess existing and future impacts of commerce on mobility at California-Baja California border
- Analyze trade flows between the border, San Pedro Bay Ports, and regional warehouse and distribution centers

Industrial Warehousing in the SCAG Region

- Assess variables affecting the supply and demand of warehouses and distribution centers in the SCAG region
- Evaluate the operational parameters and locations of the region's warehouses, distribution centers, and transload facilities

P3 Finance and Delivery Strategies Screening for the East West Freight Corridor (EWFC)



Goods Movement Emphasis Areas in 2016–2040 RTP/SCS

- Document supply chain flows of key commodities moving through the SCAG region
- Refine regional truck bottleneck analysis, including first / last mile connectors
- Assess roadway safety and pavement conditions of key truck routes (highways and arterials)
- Analyze how urban delivery systems (including warehouses, distribution centers, and manufacturing activities) function to support the economy
- Expand research, development, and demonstration of near-zero and zero-emission technologies

Goods Movement Projects and Strategies

Proposed Goods Movement Investments DRAFT 2016 RTP/SCS

Over \$75 Billion

- East-West Freight Corridor
- Truck bottleneck projects
- Port access
- Freight rail capacity
- Grade separations
- Intermodal facilities
- Emission reduction strategies



Recommended Action

- Support for inclusion in the Draft 2016 RTP/SCS the proposed Goods Movement investments and strategies.





Thank you !

Learn more by visiting www.scag.ca.gov. SCAG Staff Contact: Annie Nam,
nam@scag.ca.gov, 213-236-1827



DATE: October 8, 2015
TO: Transportation Committee (TC)
FROM: Alan Thompson, Senior Regional Planner, (213) 236-1940, thompson@scag.ca.gov
SUBJECT: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Active Transportation Plan Investment Framework

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Support for inclusion in the Draft 2016 RTP/SCS the proposed active transportation plan investment framework.

EXECUTIVE SUMMARY:

This report and presentation will provide a synopsis of the staff recommended investment framework for the active transportation component of the Draft 2016 RTP/SCS. The investment framework is built from the 2012 Plan, which allocated \$6.7 billion toward improving safety, increasing active transportation usage and friendliness and implementing local active transportation plans. SCAG staff is proposing to double the funding available for active transportation in the 2016 RTP/SCS to \$12.9 billion, including \$8.1 billion in capital projects and capturing \$4.8 billion by taking a “complete streets” approach and integrating pedestrian and bicycle improvements into operations and maintenance projects. The proposed strategies in the investment framework continue progress being made on key priorities established in the 2012 RTP/SCS, and also advance new approaches to support alignment of active transportation projects with local land-use planning and the multi-modal transportation network that will unfold over the next several decades.

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 C (Provide practical solutions for moving new ideas forward).

BACKGROUND:

Since the 2012 RTP/SCS was adopted, the region has offered people numerous improvements to encourage active transportation. Among them:

- More than 500 miles of new bikeways have been constructed in the region.
- Approximately \$350 million in active transportation investments is underway, leveraging close to \$200 million in grants awarded in the first cycle of the California Active Transportation Program (ATP). Similar levels of investment are anticipated as a result of the 2015 ATP, which will be adopted in January 2016.



REPORT

- A “complete streets” approach, where bicycle and pedestrian facilities are integrated into major transportation projects, is being advanced as part of many large infrastructure projects, including the High Desert Corridor, the 6th Street Viaduct replacement in Los Angeles and the Gerald Desmond Bridge replacement in Long Beach.
- First Mile/Last Mile studies have been completed for Los Angeles, Orange and San Bernardino counties.
- Safety and encouragement programs, including the roll-out of the SCAG-led Go Human campaign, are providing the education, training and encouragement to make walking and biking safe and attractive options for getting to the places we need to go.
- SCAG and each of the six counties have developed Joint-Work programs to help plan and coordinate active transportation, safe routes to school and other sustainability projects.

More than half of cities in the SCAG region applied for funding in the first cycle of California ATP to create safer routes to schools, employment centers and daily services. Most of the county transportation commissions are undertaking planning efforts to increase transit ridership by making it easier for people to walk and bike to transit. In addition, many local jurisdictions are revisiting their land-use policies to create more walkable and inviting communities.

Active travel has increased across the region as streets have become more “complete,” offering safer places to walk and bike. Bicycling as a share of all trips, for example, increased more than 70 percent between 2008 and 2012.¹ Walking has remained stable relative to the change in population.²

The continued growth of both the population and active transportation in the region and the response to that growth by cities and counties is reflected in the development of the draft 2016 Active Transportation Plan, as part of the RTP/SCS development.

2016 RTP/SCS Proposed Active Transportation Investment Framework

The Draft 2016 Active Transportation Plan updates and expands the 2012 plan to reflect the increasing role active transportation is having in connecting to transit, local and regional destinations and public health. As such, the proposed investment framework includes strategies to continue progress made in developing regional bikeway network, assumes all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. To accommodate the recent and estimated growth in active transportation, the investment framework also considers new strategies and approaches beyond those proposed in 2012, focusing on ways to augment the plan and active transportation analysis tools in order to:

- Better align active transportation investments with land-use and transportation strategies to reduce costs and maximize mobility benefits
- Increase the competitiveness of local agencies for federal and state funding

¹ California Household Travel Survey (2012)

² California Household Travel Survey (2012)



REPORT

- Develop strategies that serve the 8-80³ crowd to reflect changing demographics and make active transportation attractive to a wider audience
- Expand regional understanding of the role short-trips play in achieving RTP/SCS goals and performance objectives, and provide a strategic framework to support local planning and project development geared toward serving these trips

The proposed active transportation investment framework has 11 specific strategies for maximizing active transportation in the SCAG region in four broad categories: regional trips, transit integration, short trips and education/encouragement. All 11 strategies rely on a comprehensive local bikeway and pedestrian network that may serve multiple purposes in a community. For example, a bike route that is included the first-last mile network may support transit access and also be a leg in the regional bikeway network. To develop a cost estimate that avoids double counting, the investment framework assigns infrastructure improvements to one strategy area, but recognizes that most improvements will benefit multiple-types of users.

Regional Trip Strategies (\$2.8 Billion): Focused on longer trips that are made less frequently, but add to total miles traveled. Longer trips are primarily biking trips for commuting and recreation.

1. Regional Greenway Network—2,300-mile system of separated bikeways mostly using riverbeds, drainage channels and utility corridors.
2. Regional Bikeway Network—13 continuous corridors, comprised of on and off-street facilities, with unique route names/numbers allowing bicyclists to more easily travel across jurisdictions without having to frequently consult maps or risk having bikeways end on busy streets. Ex. Bike Route 66.
3. California Coastal Trail Access—Continuous public right-of-way along the California coastline established by the Coastal Act of 1976.

Transit Integration (\$2.2 Billion): Transit Integration refers to a suite of strategies designed to better integrate active transportation and transit by improving active transportation access around transit stations. Active transportation projects that fall within this suite of strategies are particularly competitive for Cap & Trade funding programs, like the Affordable Housing and Sustainable Communities Program, which aim to better link housing, transit and active transportation to reduce greenhouse gas emissions. With this in mind, the below strategies will be most successful if also coordinated with land-use strategies like Transit-Oriented Development and the provision of affordable housing.

4. First Mile/Last Mile (to transit)—enhancements at 224 transit stations including light rail, subway and fixed guideway bus stations and Metrolink stations.
5. Livable Corridors—resources to support pedestrian and bicycle improvements as part of comprehensive corridor redevelopment strategy to facilitate economic activity, improved mobility options, enhanced transit performance and greater housing options. 670 miles region-wide.

³ 8-80 years old is an age span that is used as a shorthand to refer to widening the potential for all people to use active transportation. The term refers to addressing the needs school aged children who would be conceivably allowed to walk or bike to school unaccompanied if the environment were safer, and older senior citizens who prefer physical separation from the noise and speed of vehicles.

6. Bike Share Services—approximately 8,800 bikes and 880 stations/kiosks to complement transit service and facilitate mobility in regional employment and entertainment centers.

Short Trip Strategies (\$7.6 Billion): For the purposes of this RTP/SCS, SCAG considers “short trips” as any trip under 3 miles. These are primarily the utilitarian trips we take every day to the store, school or a restaurant. The land-use strategies promoted by the 2016 RTP/SCS seek to improve “location efficiency” or minimize the distance between origins and destinations, creating even more “short trips” in the future. The below suite of “short trip” strategies aim to ensure the roadway network evolves to match and help realize the “walkable/bikeable” vision advanced by land-use strategies included in regional and local plans, as well as, to improve mobility and reduce travel times in locations that are already considered “location-efficient”.

7. Sidewalk quality—10,500 miles of sidewalk to be repaired or improved, including ADA compliance and amenities such as no-maintenance exercise spots, and rest seats for older walkers. This is in addition to sidewalk enhancements incorporated into the other active transportation strategies.
8. Local Bikeway Networks—implements 8,700 miles of locally planned networks. This is in addition to the bikeway miles that are incorporated into other active transportation strategies.
9. Neighborhood Mobility Areas—targeted to locations that have a high proportion of short-trips — due to the mix of land-uses, a fairly dense street grid pattern, and the presence of locally serving retail destinations – but do not benefit from high-quality transit. Where livable corridors focus on connections to a corridor, Neighborhood Mobility Areas focus on connections within the neighborhood, such as to schools, places of worship, and parks or greenways. This strategy is coordinated with a Neighborhood Electric Vehicle (NEV) strategy in the technology component of the plan.

Education/Encouragement (\$192 Million): To complement infrastructure improvements, the 2016 RTP/SCS includes two education and encouragement strategies: Safe Routes to School which focuses on instilling safe habits at a young age while encouraging walking and biking to school, and a Safety/Encouragement campaign which aims to reach all roadway users a mix of education and encouragement strategies.

10. Safe Routes to School—assumes resources to support programming at 50% of local jurisdictions region-wide.
11. Safety/Encouragement Campaigns—advertising, public service announcements and media kits and innovative strategies to educate bicyclists, pedestrians and motorists on the rights and responsibilities of sharing the road. Investment framework anticipates these campaigns to be conducted every five years during the course of the plan.

The proposed investment framework doubles the funding available for active transportation in the 2016 RTP/SCS to \$12.9 billion, including \$8.1 billion in capital projects and capturing \$4.8 billion by taking a “complete streets” approach and integrating pedestrian and bicycle improvements into operations and maintenance projects. The Complete Streets Act of 2008 (AB 1358) requires cities and counties to incorporate the concept of Complete Streets in their General Plan updates. Taking a complete streets approach when constructing, operating and maintaining transportation facilities can help public agencies make the most efficient use of scarce resources. All financial assumptions will be incorporated into the

REPORT

2016 RTP/SCS Financial Plan, to be considered in concert with the entire transportation funding program.

The proposed active transportation investment framework was developed with input from local, sub-regional and countywide active transportation plans and with input provided from the RTP/SCS Public Participation Process, Technical Working Group, CEO's Sustainability Committee and Active Transportation Working Group. Following the release of the Draft 2016 RTP/SCS, additional outreach will be conducted on the active transportation strategies and financial assumptions reflected in the proposed investment framework.

FISCAL IMPACT:

No fiscal impact. Staff work for the RTP/SCS development is already included in this year's budget.

ATTACHMENTS:

1. Handout: "2016 RTP/SCS Proposed Active Transportation Plan Investment Framework"
2. PowerPoint Presentation: "2016 RTP/SCS Proposed Active Transportation Plan Investment Framework"

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Proposed Active Transportation Plan Investment Framework	2012 (Existing)	Proposed Improvements	2040 (Existing and Proposed)	Preliminary Cost Estimates	Preliminary Cost Percentage
Regional-Trip Strategy				\$2.8 Billion	22%
Greenways	755 miles	1,543 additional miles of Class 1 and Class 4 Bikeways	2,233 Miles with wayfinding and connections to Regional/local Bikeways		
Reg. Bikeways	476 miles (excluding Greenways)	1,215 additional miles of Class 2, 3 bikeways (excluding greenways)	1,701 miles, excluding greenways. With Greenways, 2,220 miles		
Transit Integration Strategy				\$2.2 Billion	17%
1st/Last Mile	Some local improvements No Regional Coordination	Bike/Ped Improvements out to 1 mile from 224 rail stations	224 stations (fixed rail/guideway)		
Bike-Share	Active at UCI	880 stations (8,800 bikes)	880 stations (8,800 bikes)		
Livable Corridors	Local improvements. No Regional Coordination	Bike/ped and land-use improvements along and connecting to commercial/retail/ bus transit corridors	Estimated 670 miles of bike/ped improvements		
Short-Trip Strategy				\$7.6 Billion	59%
Sidewalks	Locally implemented. No regional strategy	Maintenance/improvements to existing sidewalks	10,582 miles		
Local Bikeways	2,686 miles, excluding greenways and Regional Bikeways	6,016 additional Miles, excluding greenways and regional bikeways	8,702 miles, excluding greenways or Regional Bikeway Network		
Neighborhood Mobility Areas	New Strategy	Complete Streets policies/ provisions for residential areas, connecting to local attractors	Focus on areas not served by transit, with favorable demographic and street characteristics		
Education and Encouragement Strategy				\$288 Million	2%
Safe Routes to School	28% of local jurisdictions covered	Collaboration with Cities and Counties in implementing SRTS Policies/Programs	% of jurisdictions covered increases to 50%		
Safety/ Encouragement Campaigns	New Strategy. Launched in 2015	Continuation of current campaign every 5 years	5 campaigns between 2016 and 2040		
TOTAL ESTIMATE				\$12.9 Billion	

Notes:

Includes all projects provided by County Transportation Commissions and local active transportation plans.

Bikeway Miles assigned to one of three categories (Greenway, Regional Bikeway or Local Bikeway) to prevent double counting. However, in many cases, these facilities will serve multiple purposes

Preliminary Cost Estimates reflect total costs for each integrated strategy

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2016
2040

RTPSCS

PROPOSED ACTIVE
TRANSPORTATION INVESTMENT
FRAMEWORK

Transportation Committee

Alan Thompson, Senior Regional Planner
October 8, 2015

Previous Discussions

- ✓ Existing Conditions
- ✓ Alternative Scenarios

Today's Discussion

- Draft Active Transportation Plan

Draft Active Transportation Plan for the 2016 RTP/SCS

- Updates and expands on the 2012 Plan and Progress
- Incorporates all local and countywide plans
- Expands “regional strategies” to coordinate and inspire local plan/project development
- Aims to position region for success in competitive grant programs (Active Transportation Program, Cap & Trade)

Something old....

2012 Plan

- Tripled investment in active transportation to \$6.7 billion
- Planned for 7,000 miles of additional bikeways
- Regional bikeway network corridors
- 10,000 miles of sidewalk repair

Progress

- 500 miles of additional bikeways built
- \$350 million in active transportation investments underway, leveraging close to \$200 million in grants from California Active Transportation Program (ATP).
- Sustainability Joint-Work Programs between SCAG and each of the six counties
- Bike Route 66 Concept Plan completed
- Safety and encouragement programs, including the roll-out of the SCAG-led Go Human campaign

Something new....

1. Maximize Transit Investments. Complement HQTAs
2. Integrate into urban Forms



First/Last Mile

-Connect to Rail
Complementary Strategies:
Transit-oriented development
Housing
Mobility services



Livable Corridors

-Connect to/along bus corridors
Complementary Strategies:
Transit service
Housing
Mixed-Use Nodes



Neighborhood Mobility Areas

-Connect to "Main Streets" and local destinations
Complementary Strategies:
NEV mobility
Commercial Nodes

Something new....

3. Serve everyone from age 8 to 80. Prioritize safety.



Greenways

Separate from motor vehicles
Part of Regional Bikeway Network
Supports walk/bike for all



Education

Safety for all roadway users
Public Information Campaigns and training



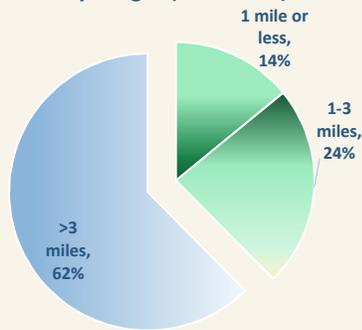
Encouragement

Safe Routes to School
Open Street Events
Other programs

Something new....

4. Focus on the “short” game

Percentage of (linked) Trips by Length (All Modes)



Average Bike Trip in SCAG region is 2 miles



Average Walking Trip in SCAG region is 0.5 miles



Something new....

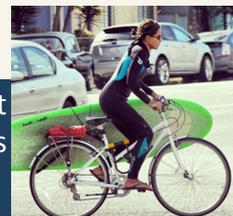
4. Focus on the “short” game

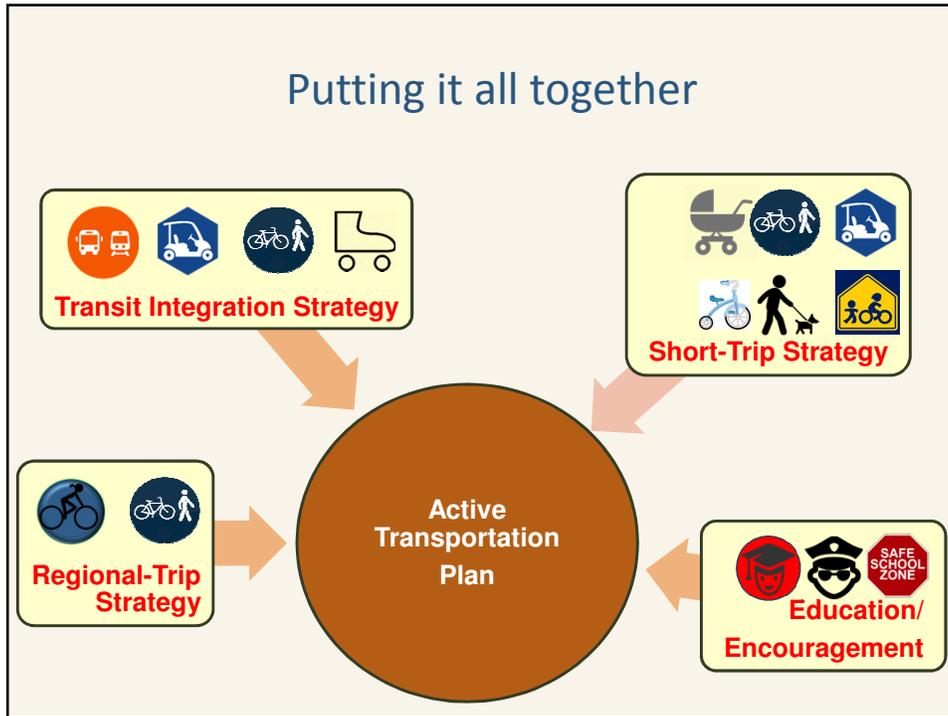
Improve local mobility for everyday trips—to schools, parks, neighborhood business districts



Promote Economic Development

Increase access in congested areas—complement “park once” programs





Proposed Active Transportation Plan Investment Framework

- Nearly doubles funding for Active Transportation to \$12.9 Billion.
- Includes capturing \$4.8 billion by taking a “complete streets” approach integrating pedestrian and bicycle improvements into operations and maintenance projects.

Proposed Active Transportation Plan Investment Framework	2012 (Existing)	Proposed Improvements	2040 (Existing and Proposed)	Preliminary Cost Estimates	
Regional-Trip Strategy				22%	\$2.8 Billion
Greenways	755 miles	1,543 additional miles of Class 1 and Class 4 Bikeways	2,233 Miles with wayfinding and connections to Regional/local Bikeways		
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				TOTAL ESTIMATE	\$12.9 Billion
<small>Notes: Includes all projects provided by County Transportation Commissions and local active transportation plans. Bikeway Miles assigned to one of three categories (Greenway, Regional Bikeway or Local Bikeway) to prevent double counting. However, in many cases, these facilities will serve multiple purposes Preliminary Cost Estimates reflect total costs for each integrated strategy</small>					



2016 RTPSCS 2040

Thank you !

Learn more by visiting www.scag.ca.gov. Contact me at: thompson@scag.ca.gov.



Southern California Association of Governments
50 YEARS

DATE: October 8, 2015

TO: Transportation Committee (TC)

FROM: Naresh Amatya, Acting Director, Transportation Planning, amatya@scag.ca.gov, 213-236-1885
Ryan N. Hall, Regional Aviation Planning Specialist, hall@scag.ca.gov, 213-236-1935

SUBJECT: 2016 - 2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Regional Aviation Ground Access Strategies

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Support for inclusion in the Draft 2016 RTP/SCS the proposed Ground Access Improvement Framework.

EXECUTIVE SUMMARY:

Improvements in ground access to airports throughout the region are important to address current and anticipated ground congestion, as well as to implement a policy of regionalization of air travel demand. In recent years, SCAG and its regional partners have engaged in extensive planning and implementation of such improvements. A framework to support continued planning and implementation is proposed for incorporation into the 2016-2040 RTP/SCS.

BACKGROUND:

At the August 6, 2015, Transportation Committee (TC) meeting, TC reaffirmed its commitment to regionalization of air travel across the region's airports that currently have or are anticipated to have commercial passenger service by 2040. At its August 6, 2015, meeting, TC approved 2040 aviation demand forecasts for the 12 airports in the region anticipated to have commercial passenger service by 2040. Some of the airports in the region already experience ground access congestion, and other airports are expected to see large increases in their passenger demand. At these airports in particular, it is important to develop strategies for ground access improvements that can accommodate the anticipated growth in passenger demand.

The Airport Ground Access component of the 2016-2040 RTP/SCS includes two components: 1) development of "trip tables" for the SCAG's regional travel demand model, and 2) development of strategies for improving ground access to the region's airports. The following sections discuss each of these two components.

Ground Access Model Trip Tables

In 2012, there were approximately 67 million air passenger trips that started or ended in the SCAG region. (This total does not include passengers who only had connecting trips through one of the region's airports, as those passengers do not use the region's ground transportation network.) Those 67 million annual air passenger trips translate to just over 200,000 daily ground trips between an airport in the

REPORT

region and another point in the region. Therefore, it is important that the travel demand model accurately reflect this large number of trips.

One component of the work effort for the Aviation Element of the 2016-2040 RTP/SCS is the development of “trip tables” that represent these air passenger trips for incorporation in SCAG’s travel demand model. The travel demand model divides the SCAG region into over 4,000 traffic analysis zones (TAZs) that each represent a portion of the region, usually about the size of a census tract. The air passenger trip tables include the number of passengers from each TAZ who travel to and from each airport on the region on a typical weekday. These tables include not only resident trips, but also visitors for both business and leisure). This distinction is relevant since more than half the passengers using SCAG airports are visitors and in general will not be as familiar with alternate travel modes or routes.

The 2016 RTP/SCS model will include a 2012 base year and a 2040 forecast year. Therefore, trip tables must be developed for both the base year and the forecast year. The base year trip tables are developed to match data about current travel patterns in the region. In a second step, the forecast year trip tables are developed by applying the methodology developed for the base year to SCAG’s forecast socioeconomic data.

The development of the base year trip tables follows three steps: trip generation, trip distribution, and mode choice (called “mode of arrival” for air passenger trips).

The **trip generation** step involves the calculation of the number of air passenger trips that start or end in each zone, without regard to which airport the trips are going to, or how they are getting there. The process involves developing mathematical relationships between socioeconomic data (such as population and employment) and the number of air passenger trips generated. The mathematical relationships are developed at a subregional level, based on FAA data on passenger volumes and data from surveys of air passengers. These relationships are then applied to each TAZ to calculate the number of air passenger trips to and from each zone, as illustrated in the attached presentation.

The **trip distribution** step matches each air passenger trip generated in the region to an airport. In the base year model, trip distribution must match the reported total number of passengers at each airport. The distribution of trips to airports is based on many factors, including ground travel time to the airports, the destinations served by each airport, and the frequency of service.

The **mode choice** (or “mode of arrival”) step takes the information from the trip generation and distribution steps and assigns a mode of travel based on the modes. Each air passenger trip depends on the mode available at each airport and at passengers’ ground origins (drive-alone, taxi, transit, shuttle, etc.). For each airport, a model based on passenger survey data was developed to determine the modes of arrival of ground access trips from different parts of the SCAG region. Mode of arrival is important for the ground access analysis because different modes of arrival result in different numbers of vehicle trips using the ground transportation network. For example, if a passenger is dropped off at an airport by a spouse or friend, two ground trips (one to the airport and one back home) are generated for every air trip. However, if a passenger drives by him- or herself to an airport, then only a single ground trip is generated for each air trip.

REPORT

Based on TC approval of the 2040 air passenger forecasts at each airport, the methodology described above for the development of base year trip tables has been applied to the forecast 2040 socioeconomic data to develop forecast trip tables.

Ground Access Strategies

SCAG and its regional partners have brought a new focus on improving ground access to the region's airports in recent years. In July 2012, the Metro Board directed its staff to develop a Regional Airport Connectivity Plan (RACP) that addresses transit connections to five Southern California airports: Burbank Bob Hope (BUR), Long Beach (LGB), LA/Ontario International (ONT), Los Angeles International (LAX) and LA/Palmdale Regional (PMD). The RACP was completed in January 2013. In November 2014, SANBAG completed its Ontario Airport Rail Access Study. SCAG is currently concluding a procurement for an L.A. and San Bernardino Inter-County Transit and Rail Connectivity Study, which will continue these prior planning efforts undertaken by Metro and SANBAG.

Airport operators have also undertaken their own initiatives, ranging from planning through to implementation, to improve ground access at their facilities. The City of Burbank and the Burbank-Glendale-Pasadena Airport Authority conducted the Bob Hope Airport Area Ground Transportation and Land Use Study to analyze potential transportation and related land use development in the Bob Hope Airport area. The airport recently opened the Regional Intermodal Transportation Center (RITC) to facilitate transit access to the airport, is currently designing a pedestrian bridge to connect the Metrolink Ventura Line station to the RITC, and is participating with Metro and Metrolink in the design of a new station on the Metrolink Antelope Valley Line to provide additional transit access to the airport.

Los Angeles World Airport (LAWA) has been working closely with Metro to improve transit access to LAX. The agency is currently in the environmental review phase of the LAX Transportation Program, a series of improvements including an Automated People Mover, a consolidated rental car facility, and two intermodal transportation facilities, one of which will provide direct access to the Metro Crenshaw Line, which is currently under construction.

With the current high level of airport ground access planning underway in the region, staff proposes that the 2016-2040 RTP/SCS adopt a conceptual framework for regional aviation ground access that supports these ongoing efforts, including the following principles:

- Advance Transportation Committee's policy of regionalization of air travel demand
- Continue to support regional and inter-regional projects that facilitate airport ground access (e.g., High Speed Rail, High Desert Corridor)
- Support on-going local planning efforts by
 - Airport operators
 - County Transportation Commissions
 - Local jurisdictions
- Encourage development and use of transit access to the region's airports
- Encourage use of modes with high average vehicle occupancy (AVO)
- Discourage use of modes that require "deadhead" trips to/from airports

This overall framework will guide recommendations and goals at individual airports depending on local circumstances, such as current ground congestion levels, anticipated growth, and potential demand for and feasibility of rail or other transit improvements. The following section presents potential recommendations based on this framework at four of the region's airports that either already experience ground access congestion or are expected to see large increases in passenger demand. For reference, key RTP projects at these airports are also identified.

Burbank Bob Hope Airport

- Key RTP projects
 - Increased Metrolink service systemwide
 - Metro Red Line extension from North Hollywood to BUR
 - New east-west BRT service from Orange Line/North Hollywood to Pasadena (but it does not connect to BUR)
- Potential recommendations
 - Construct new Metrolink Station on Antelope Valley Line
 - Support increased Metrolink service to stations on Ventura Line and Antelope Valley Line
 - Support recommendations of recent Ground Transportation and Land Use Study
 - Improved transit connection to North Hollywood Red/Orange Line Station
 - Improved transit connection to Pasadena and Glendale
 - Support the development of a High Speed Rail station on Hollywood Way and provide convenient access between the station and the airport

Los Angeles International Airport

- Key RTP projects
 - New Crenshaw/Green Line station at 96th/Aviation
 - Automated People Mover
- Potential recommendations
 - Support construction of Automated People Mover (APM) with connection to Metro Crenshaw Line
 - Support construction of Consolidated Rental Car facility and Intermodal Transportation Facilities to reduce private vehicles and shuttles in Central Terminal Area
 - Support expansion of FlyAway service to new markets
 - Support ability of ride-hailing services to pick up passengers, to reduce deadhead trips in the central terminal area

LA/Ontario International Airport

- Key RTP projects
 - New Rancho Cucamonga Metrolink to ONT rail connection
 - Numerous local freeway interchange, arterial, and grade separation improvements
- Potential recommendations
 - Support recommendations of SANBAG Ontario Airport Rail Access Study to initiate transit connection to Metrolink and build transit market

REPORT

- Continue analysis of transit options in upcoming SCAG Inter-County Transit and Rail Study
- Support development of intermodal transportation center
- Explore possibility of direct access from future I-10 HOT lanes
- Consider focus on tourist charters that can attract passengers and use high-capacity vehicles for ground access
- Continue improvements to highways and arterials

Palmdale Regional Airport

- Key RTP projects
 - High Speed Rail (does not stop directly at airport)
 - High Desert Corridor (south of airport)
- Potential recommendations
 - Support the development of a High Speed Rail station and study means to provide convenient connections to airport
 - Support the development of a multi-modal High Desert Corridor and study means to provide convenient connections to airport

CONCLUSION AND NEXT STEPS:

Airport ground access planning is on-going throughout the region by SCAG and its partner agencies. Staff will incorporate policy direction from TC as the Draft 2016-2040 RTP/SCS Aviation Element is prepared.

FISCAL IMPACT:

This task is currently budgeted in the FY15 OWP.

ATTACHMENT:

PowerPoint Presentation: “Airport Ground Access Analysis”



2016 2040 RTPSCS

AIRPORT GROUND ACCESS ANALYSIS

Transportation Committee

Ryan N. Hall
October 8, 2015

Ground Access Analysis

Outline of Today's Presentation

- Analysis approach
- Guiding principles in identifying improvements
- Review of key RTP projects and potential additional strategies at selected airports

Ground Access Analysis

Ground access methodology involves requires several steps

- Trip Generation
- Trip Distribution
- Mode of Arrival
- Conversion of air passenger trips to vehicle trips
- Calculation of auto and transit trips by time of day

Ground Access Analysis

How many airport trips does each part of the region generate?

- Because of small sample size in passenger surveys, data were aggregated into subregions that would have similar relationships with each airport



Ground Access Analysis

Trip Generation

- How many airport trips does each part of the region generate?
 - Identify socio-economic data that SCAG already has that correlate with the number of airport trips from each subregion
 - Apply correlations to each model zone (~4000)

	Resident	Visitor
Business	??	??
Non Business	??	??

Ground Access Analysis

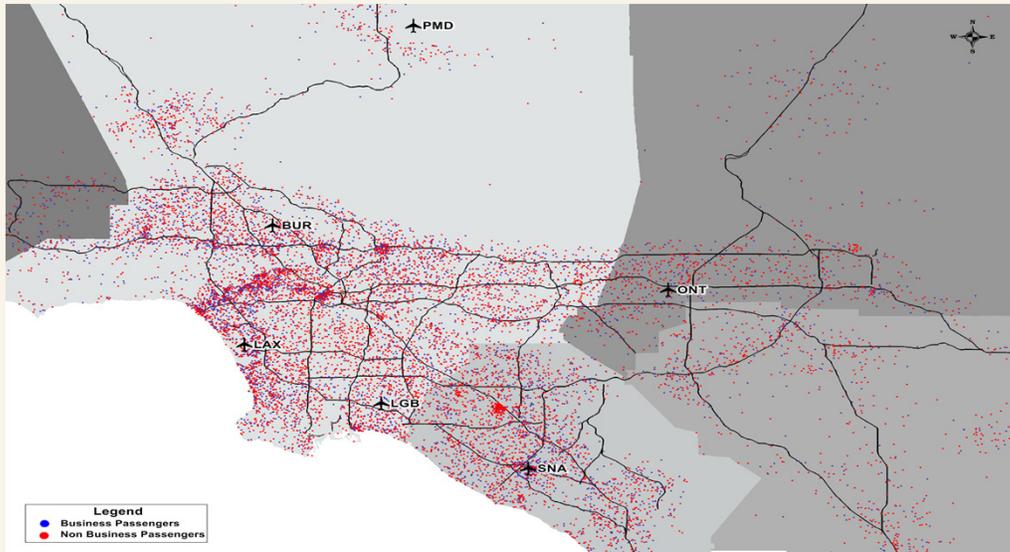
Trip Generation

- How many airport trips does each part of the region generate?
 - Identify socio-economic data that SCAG already has that correlate with the number of airport trips from each subregion
 - Apply correlations to each model zone (~4000)

	Resident	Visitor
Business	High Income Workers	Professional Employment
Non Business	Income Weighted Population	Hospitality Employment

- Adjustments for county, weekend destinations, and central business districts

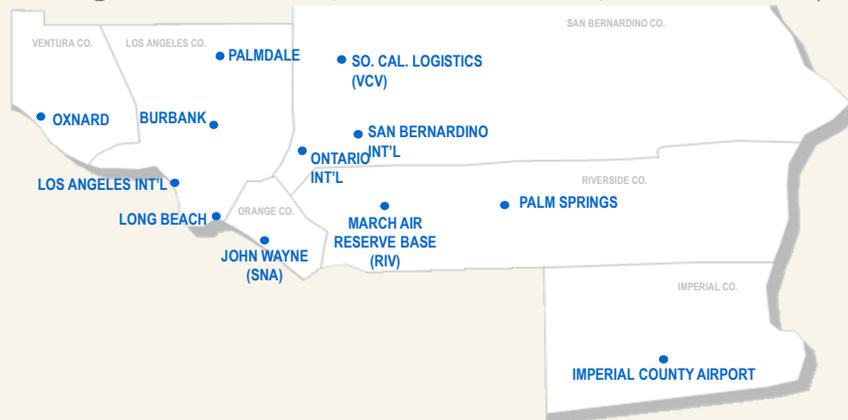
Regional Air Passenger Productions



Ground Access Analysis

Trip Distribution

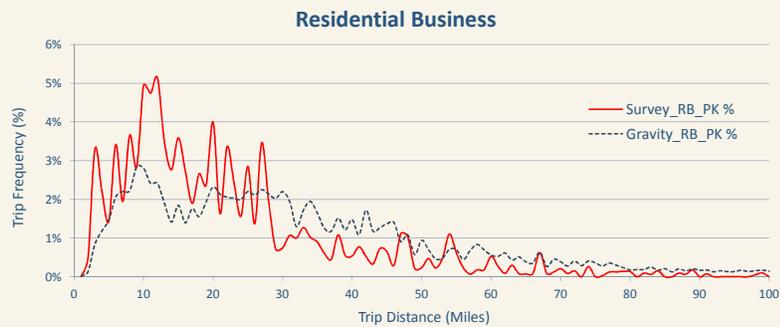
- Which trips go to which airport?
 - Based on ground travel time, destinations served, and service frequency



Ground Access Analysis

Trip Distribution

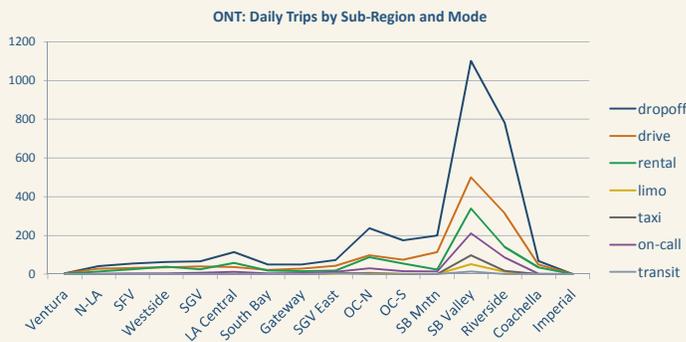
- Which trips go to which airport?
 - Based on ground travel time, destinations served, and service frequency
 - Match distribution of trip lengths from passenger surveys



Ground Access Analysis

Mode of Arrival

- What mode of transportation do passengers use to get to the airport?
 - Based on distribution of modes from passenger surveys and available modes at each airport



Ground Access Analysis

Conversion of air passenger trips to vehicle trips

MODE OF ARRIVAL	1 DEPARTING AIR PASSENGER TRIP GENERATES ¹ :	
	TO AIRPORT	FROM AIRPORT
Drop-off	1 HOV ² trip	1 SOV ³ trip
Drive self	1 SOV trip ⁴	—
Rental car	1 SOV trip	—
Limousine	1 HOV trip	1 SOV trip
Taxi	1 HOV trip	—
On-call (Shuttle)	Fraction of HOV trip	—
Transit	1 person trip	—
FlyAway	1 person trip	—

¹Arriving air passenger trip generates the same number of trips, but “to airport” and “from airport” are reversed.

²High occupancy vehicle

³Single occupancy vehicle; some drop-off return trips could be HOV trips if more than one person drops off a passenger.

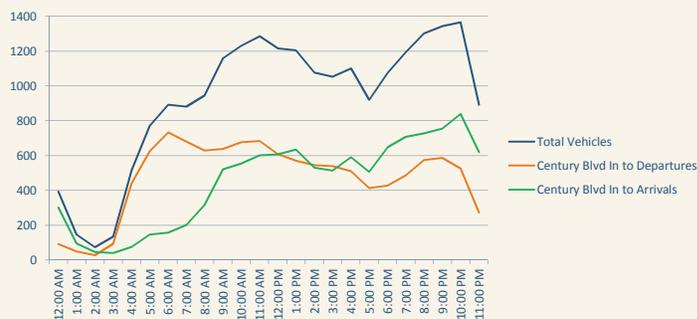
⁴Some “drive self” trips will be HOV trips if more than one passenger is traveling together.

Ground Access Analysis

Calculation of auto and transit trips by time of day

- LAX has a different peaking pattern than the other regional airports

LADOT Traffic Counts on Century Blvd, 8/24/12



Ground Access Strategies

The Airport Ground Access Strategies are based on the following principles:

- Advance Transportation Committee’s policy of regionalization
- Continue to support regional and inter-regional projects that facilitate airport ground access (e.g., High Speed Rail, High Desert Corridor)
- Support on-going local planning efforts by
 - Airport operators
 - County Transportation Commissions
 - Local jurisdictions
- Encourage development and use of transit access to the region’s airports
- Encourage use of modes with high average vehicle occupancy (AVO)
- Discourage use of modes that require “deadhead” trips to/from airports

Ground Access Strategies

BUR—Key RTP Projects

- Increased Metrolink service systemwide
- Metro Red Line extension from North Hollywood to BUR
- New east-west BRT service from Orange Line/North Hollywood to Pasadena (but it does not connect to BUR)

Ground Access Strategies

BUR—Possible Additional Strategies

- Construct new Metrolink Station on Antelope Valley Line
- Support increased Metrolink service to stations on Ventura Line and Antelope Valley Line
- Support recommendations of recent Multi-Modal Ground Access Planning Study
 - Improved transit connection to North Hollywood Red/Orange Line Station
 - Improved transit connection to Pasadena and Glendale
- Support the development of a High Speed Rail station on Hollywood Way and provide convenient access between the station and the airport

Ground Access Strategies

LAX—Key RTP Projects

- New Crenshaw/Green Line station at 96th/Aviation
- Automated People Mover

Ground Access Strategies

LAX—Possible Additional Strategies

- Support construction of Automated People Mover (APM) with connection to Metro Crenshaw Line
- Support construction of Consolidated Rental Car facility and Intermodal Transportation Facilities to reduce private vehicles and shuttles in Central Terminal Area
- Support expansion of FlyAway service to new markets
- Support ability of ride-hailing services to pick up passenger, to reduce deadhead trips

Ground Access Strategies

ONT—Key RTP Projects

- New Rancho Cucamonga Metrolink to ONT rail connection
- Numerous local freeway interchange, arterial, and grade separation improvements

Ground Access Strategies

ONT—Possible Additional Strategies

- Support recommendations of SANBAG Ontario Airport Rail Access Study to initiate transit connection to Rancho Cucamonga Metrolink station and build transit market
- Continue analysis of transit options in upcoming Inter-County Transit and Rail Study
- Support development of intermodal transportation center
- Explore possibility of direct access from future I-10 HOT lanes to ONT
- Consider focus on tourist charters that can attract passengers and use high-capacity vehicles for ground access
- Continue improvements to highways and arterials

Ground Access Strategies

PMD—Key RTP Projects

- High Speed Rail (does not stop directly at airport)
- High Desert Corridor (south of airport)

Ground Access Strategies

PMD—Possible Additional Strategies

- Support the development of a High Speed Rail station and study means to provide convenient connections to airport
- Support the development of the High Desert Corridor



Thank you!

Learn more by visiting www.scag.ca.gov.

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