REPORT

DATE: December 6, 2007

TO: Transportation and Communications Committee

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SUBJECT: Draft 2008 Regional Transportation Plan (RTP)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Approve release of the Draft 2008 Regional Transportation Plan (RTP) for public review and comments for a minimum of 45 days prior to finalizing the document.

The Executive Summary of the Draft 2008 RTP is attached to this memo. Staff anticipates distributing hard copies of the complete document at a special meeting of the TCC on November 27, 2007. Additionally, an electronic link to the Draft 2008 RTP will be emailed separately to Committee members.

BACKGROUND:
The SCAG Regional Council (RC) adopted the last RTP (also referred to as "Plan") in April 2004. The current planning cycle began shortly afterward, and was updated with the passage of the 2005 Federal Transportation Authorization, "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU).

The RTP must be updated at least every four years, and may be amended mid-cycle to add, remove or modify a project or series of projects. This Plan update is the culmination of this effort focusing on maintaining and improving the transportation system through a balanced approach that considers system preservation, system operation and management, improved coordination between land-use decisions and transportation investments, and strategic system expansion to accommodate future growth through the year 2035.

The Plan is broadly divided into two sections: a financially constrained plan and a strategic plan. The constrained plan only includes projects and strategies for which funding is available, committed, or reasonably available within the committed time frame for their completion. The strategic plan identifies additional needs that require further study and consensus building before difficult decisions can be made as to whether the region is willing to commit funds to include them in a future RTP's constrained plan.

Only the fiscally constrained portion of the plan is used to demonstrate transportation conformity. These projects can be reasonably funded within the planning horizon of the RTP after accounting for system operations and maintenance as well as implementation of committed projects, plans, and programs along with a recommended growth strategy.

The strategic plan describes additional projects, plans, programs, strategies, and policies that we need to pursue as a region. The strategic plan represents projects that merit funding and should

be considered for funding in the future as funding becomes available, but for which sufficient funding and commitments are not currently in place. Future RTP amendments should come from the strategic plan, but may include projects that are not in the strategic plan. The strategic plan would also serve to incubate innovative funding strategies that will require additional work in developing a consensus in addition to the necessary commitments.

The Draft 2008 RTP also includes a financial plan identifying the revenues available to support the SCAG region's surface transportation investments. The financial plan was developed following some basic principles including incorporation of county and local financial planning documents in the region where available, and utilization of published data sources to evaluate historical trends and augment local forecasts as needed.

The financially constrained plan, reported in nominal (or year of expenditure) dollars, includes total revenues of $545 billion and total expenditures of $532 billion. The 2008 RTP revenue forecast comprises core revenues from existing federal, state, and local funding sources as well as new funding sources considered to be reasonably available within the timeframe of the RTP.

In developing this RTP, SCAG solicited comments and feedback from the county transportation commissions, subregional organizations within SCAG, transit operators, federal and state resource agencies, Tribal Governments, representatives of the disabled, representatives of pedestrian walkways and bicycle transportation facilities, environmental groups, and other interested parties through mailings, email correspondence, workshops, presentations, meetings, telephone communications, and website postings. SCAG has encouraged interested parties to get involved with developing the RTP, which has included opportunities to develop strategies, procedures, and techniques for public participation regarding the RTP (as part of the SCAG Public Participation Plan.)

In addition, seven workshops were held between August and October 2007, each dedicated to various components of the Plan, including Goods Movement, Corridors, Transit, High-Speed Regional Transport, Aviation, Growth, and Transportation Finance. The workshops allowed stakeholders, elected officials, and the public to review the proposed alternatives, the pros and cons of each, and develop recommendations on which policies/options should proceed. The Draft 2008 RTP encompasses a culmination of the workshop recommendations.

TRANSPORTATION PLANNING CHALLENGES

Denser Development Patterns

Southern California is running out of land options to support low density future growth. The ocean and mountains pose natural barriers to development, and environmentally sensitive areas, such as coastal wetlands and natural habitat areas, hem in the region and dot the urbanized area. Nearly all natural locations for urban development have been consumed, leaving us with hard choices about how we grow and change to meet the demands of the future.

The Shape and Pattern of Future Growth

The SCAG region is the second most populated metropolitan area in the United States. Nearly one-half of all Californians live in the SCAG Region, and 1 in 17 people living in the entire United

States reside here. By January 1, 2007, the Region's population had reached 18.5 million residents, having grown by 2 million residents (12 percent) from just seven years ago. By the year 2035, the region is projected to be home to 24 million residents.

Mobility Challenges

The projected growth is expected to place even greater demands on the transportation system. Although the region's population has doubled since 1970, roadway capacity investments have declined since then. As a result of a major shift away from building roadways since the 1980s, the year 2005 saw the highest transit ridership per capita in about 20 years. However, due to the lack of a "complete" public transportation system with frequent service, extensive coverage, and good connectivity, less than 3 percent of all trips and person-miles are taken on public transit.

Aging Infrastructure

We must recognize that our roadway network and transit systems developed over the past decades are aging. Deferred maintenance poses safety risks to the public and results in much higher future costs for major repairs. For example, while pavement surface damage costs $64,000 a mile to repair, minor damage repair costs $387,000 per mile, and major damage repair $900,000. The region's system preservation continues to be under-funded, and the region's roadways, especially the state highway system, have not been adequately maintained.

Explosive Growth in Goods Movement

The SCAG region's goods movement system serves as the gateway for both international and domestic commerce, and will continue to grow at a tremendous pace over the timeframe of the RTP. The Port of Los Angeles and the Port of Long Beach forecast that by 2030, container volume could reach 42.5 million Twenty-Foot Equivalent Units (TEUs), tripling from 14.2 million in 2005. In addition, Port Hueneme handles over $4 billion in cargo annually. As the expanding goods movement sector continues to have a positive impact on our economy, it will also have critical and far-reaching impacts on our region's transportation system and public health.

Aviation Capacity and Ground Access Constraints

The airports of Southern California support both growing passenger and freight movement, and all four major urban airports in Los Angeles and Orange Counties face significant growth constraints. Their collective size of 5,540 acres is just 17 percent of the size of Denver International Airport, and still smaller than the 7,700-acre Chicago O'Hare. All of these urban airports have little room for much-needed future expansion because of adjacent developed areas.

Air Quality Challenges

The SCAG region continues to have the worst air quality in the nation, even despite improvements gained in the last two decades. Much of the region continues to exceed the National Ambient Air Quality Standards (NAAQS) identified in the Clean Air Act (CAA). In addition, efforts to reduce greenhouse gases (GHG) will present another tremendous challenge to the transportation sector. Transportation is the largest source of GHG emissions in California, representing 41 percent of emissions, and emissions from the transportation sector have grown more rapidly than from other sources over the past ten years. At the same time, environmental and geopolitical factors are causing energy experts to question the long term viability of a fossil fuel-based energy future. This uncertainty must be recognized as a constraint that our region must face in a matter of time.

Transportation Finance Challenges
While this region does not lack the creativity and resolve to develop innovative solutions to our problems, we continue to face shortfalls in transportation funding. As the critical factor that often determines whether beneficial projects can be implemented, transportation finance is perhaps the region's most imminent challenge. Over the past four decades, transportation revenues (primarily from gasoline taxes collected per gallon) in California have not kept pace with the tremendous increase in demand placed on our transportation system as indicated by vehicle miles traveled (VMT).

TRANSPORTATION STRATEGIES

Safety and Security First
SAFETEA-LU requires that each state develop a Strategic Highway Safety Plan (SHSP) and ensure its consistency with the RTPs. Accordingly, every effort was made to ensure consistency of the current Draft RTP with the adopted SHSP. This region must also ensure that it is responsible in its preparedness to quickly and adequately respond to major events, such as natural or human-caused disasters, civil unrest, and terrorism. This Plan details ten measures that SCAG, as a planning agency, will undertake to enhance the region's ability to prevent, respond to, and recover from natural or human-caused incidents in order to protect lives, property, the transportation network, and the regional economy.

Managing Our System Wisely
The region recognizes that maintaining and/or improving mobility will no longer depend solely on expanding the transportation system. Given our fiscal constraints, an integrated approach is needed to maximize mobility. The *Go California* initiative is a tiered approach based on the simple concept of getting the most out of the existing system before committing to more evasive and expensive remedies such as system expansion. The key elements of this approach are:

1. System Monitoring and Evaluation
2. Maintenance and Preservation
3. Integrated Land Use and Demand Management
4. Maximizing System Productivity
5. System Completion and Expansion

System Monitoring and Evaluation
We must have an in-depth understanding of how our system performs and why it performs that way. Towards this end, SCAG has developed performance measures to track and monitor the progress of the transportation system so that the region can make informed decisions regarding transportation investments. In addition, other investments including detection, closed circuit television systems, bus global positioning systems, and automatic ridership counting systems will help the region's leaders make more informed decisions.

Maintenance and Preservation
Preserving our multimodal transportation system is a critical priority, especially as preservation needs have been historically under-funded in our region. Recognizing that every dollar spent today towards maintenance and preservation will save much more in the future, this Plan commits $8 billion of new funding to preservation.

Integrated Land Use

The regional growth policies in the 2008 RTP forecast are built upon the Compass Blueprint Principles developed through the regional growth visioning efforts in preparation for the 2004 RTP. The following policies have proven to be both regionally beneficial relative to their transportation performance, and in tune with the emerging public policy, development patterns and community needs throughout the region.

- Identify strategic opportunity areas for infill development and increased investment in order to accommodate future growth.
- Identify strategic centers based on a 3-tiered system of existing, planned, and potential, relative to transportation infrastructure.
- Create mixed use districts or "complete communities" in strategic growth areas.
- Intensify nodes along corridors with people-scaled, mixed use developments.
- Plan for additional housing and jobs near transit.
- Plan for a changing demand in types of housing due to shifts in the labor force, as the large cohort of aging "baby boomers" retire over the next 15 years and are replaced by new immigrants and "echo boomers."
- Continue to protect stable existing single family neighborhoods as future growth and a more diverse housing stock are accommodated in infill locations near transit stations, in nodes along corridors and in existing centers.
- Ensure adequate access to open space and preservation of habitat.
- Incorporate local input and feedback on future growth.

Travel Demand Management

In an effort to address travel demand, travel demand management (TDM) strategies are designed to influence an individual's travel behavior by making alternatives to the single occupant automobile more attractive, especially during peak commute periods, or by enacting regulatory strategies. Some examples of TDM strategies are carpools and vanpools, public transit, non-motorized modes, congestion pricing, and providing the public with reliable and timely traveler information. In total, this Plan dedicates $2.2 billion to TDM investments.

Maximizing Transportation System Productivity

The region has built a vast and expensive transportation system, which can be tweaked and modernized to carry more people and goods in a day or during peak commute conditions. Such investments include implementing advanced traffic control strategies such as signal coordination and ramp metering, improved incident management, and smaller physical infrastructure modifications such as auxiliary lanes. Recognizing that funding productivity improvements provide a higher return on investments than most other transportation projects, this Plan allocates an additional $2 billion, representing 20 percent of the region's operations improvement needs. It also includes strategic transit service policies to maximize transit productivity throughout the region.

STRATEGIC SYSTEM EXPANSION INVESTMENTS IN THE REGIONAL TRANSPORTATION PLAN

Highway Improvements

Highway projects consist of High Occupancy Vehicle (HOV) lanes and connectors, mixed flow or general purpose lanes, toll facilities and High Occupancy Toll (HOT) lanes, and strategic arterial improvements. A significant number of system expansion projects have already been committed through SCAG's Regional Transportation Improvement Program (RTIP) for the highway network. These priority projects close critical gaps in the system, relieve significant bottlenecks, and address inter-county travel needs.

HOV GAP Closures and Connectors

This Plan includes many additional investments to extend the HOV network, strategically close gaps in the HOV network, and construct additional direct freeway-to-freeway connectors to maximize the overall system performance by minimizing weaving conflicts and maintaining travel speeds. In total, this plan dedicates $8.0 billion to HOV improvements.

One example is the *I-5 HOV and Truck Lanes*, which calls for HOV and truck climbing lanes on I-5 in Santa Clarita. There is a $1.5 million SAFETEA-LU earmark attached to this $507 million project, and $10 million has been committed for a draft EIR/EIS.

Mixed Flow

From a pure mobility perspective, mixed-flow capacity enhancements are also necessary to address traffic bottlenecks and relieve congestion on heavily traveled corridors, especially in areas outside of the urban core where transit service and the HOV network are not fully developed. As such, this Plan includes a variety of mixed-flow lane additions totaling $25.1 billion including interchanges and ramps.

One example is the *I-710 Tunnel*, which would eliminate the gap between the I-10 and the I-210. This is considered one of the best performing capacity projects, and a technical study has been completed for this $4.6 billion project.

Toll and High Occupancy Toll (HOT) Lane Corridors

This Plan also includes an expansion of the existing HOT lane and toll road system in Orange County to address the congested commuter corridor between housing-rich Riverside County and job-rich Orange County. The *CETAP Riverside County-Orange County Corridor* includes two corridors that have been examined: A) a new facility on or parallel to the SR-91 alignment, plus B) a new facility connecting Riverside County and Orange County. Out of a total project cost of $22.5 billion, a $15.8 million federal earmark has been obligated for technical feasibility work. In addition, improvements to major corridors in other parts of the region are proposed to be financed by tolls, such as the *High Desert Corridor*, which calls for the construction of a new freeway/tollway linking the high desert areas of Los Angeles County and San Bernardino County. This is expected to relieve congestion in high growth areas and allows through traffic to avoid the urban core. San Bernardino County has committed $70 million to this $7.0 billion project.

In total, this Plan dedicates $40 billion to toll lanes.

Transit Improvements

Transit is an integral strategy of Smart Land Use, as the completion of a transit facility often spurs changes in surrounding land use patterns. The investment in new rail and bus transit corridors has spawned investment throughout the region in new housing, retail, and business development at and near transit stations. This Plan recommends closing critical gaps in the transit system to improve service, and extending routes to serve a greater number of passengers, including the following projects:

Exposition Line, Phase II: This extension of the Exposition light rail line from Culver City to Santa Monica is estimated to cost $1.1 billion, of which $256 million has been committed.

Crenshaw Corridor: This project will potentially connect the Exposition Line and LAX along a high-transit use area. Estimated to cost approximately $1.1 billion, this project has $18 million programmed.

Regional Connector: This project links the Gold Line with the Blue Line through the Los Angeles Central Business District in order to connect all Light Rail in a continuous system, allowing all systems to interconnect for continuous trips. The estimated cost is $3.8 billion.

Orange Line Bus Rapid Transit Extension: This project will extend the Orange Line from Canoga Park to Chatsworth at a cost of $226 million, of which $118 million has been programmed.

Green Line Extension: This project will extend the Green Line into Los Angeles International Airport. The cost is estimated at $464 million.

Gold Line Extension: Two phases are listed. Phase One, SMV to Azusa has an estimated cost of $720 million. Phase Two, Azusa to Montclair, is projected to cost $1.3 billion.

Purple Line Extension: Phase One consists of an extension from Western to La Cienega at a cost of $1.5 billion.

Temecula Metrolink Extension: This project calls for extending Metrolink from South Perris to Temecula at an estimated cost of $657 million.

San Jacinto Metrolink Extension: This project calls for extending Metrolink from South Perris to San Jacinto at an estimated cost of $257 million.

High-Speed Regional Transport

SCAG has advanced a vision of a regional movement systems based on the introduction of a high-speed, high performance, and environmentally sensitive regional transport system. A High-Speed Regional Transport (HSRT) system has the potential for relieving both airport and freeway congestion in urbanized areas by providing an alternative to the single occupancy automobile as well as making less congested airports more accessible to air travelers.

The Initial Operating Segment (IOS): This fully grade-separated, elevated High-Speed Regional Transport (HSRT) system operates primarily within freeway corridors. The adopted IOS is from

West LA/LAX to LA Union Station to West Covina to Ontario Airport and would handle passengers only. The cost is estimated at $19 billion.

IOS plus San Bernardino: This additional segment extends the IOS to San Bernardino at an additional cost of $3.5 billion.

Anaheim to Ontario: The Anaheim to Ontario segment is 32 miles and will take approximately 18 minutes in travel time. This link would connect commuters from Riverside County to job centers in Orange County and shift air passengers from JWA to Ontario Airport, and carries an estimated cost of $6.7 billion.

California High-Speed Train: The California High Speed Rail Authority segment from LA Union Station to Orange County is a main SCAG region portion of a statewide 700-mile steel wheel high-speed rail network that will serve the Bay Area, Sacramento, the San Joaquin Valley, Los Angeles, Orange County, the Inland Empire and San Diego. The system would compete directly with air travel for intrastate trips. The cost of the system is assumed to be covered by state bond funding. As such state bond revenues for HSRT are not included in the regional revenue forecast.

Aviation

SCAG's Regional Aviation Decentralization Strategy calls for improved ground access for travelers to access the region's airports. To this end, SCAG is working closely with Los Angeles World Airports (LAWA) on planning and programming a regional system of FlyAways based on the successful Van Nuys FlyAway at which passengers park their cars and board a bus to LAX. Similar services that take advantage of our region's developing HOV and rail networks can provide direct links to our region's suburban airports such as Ontario and Palmdale. In the long run, however, the region will need a high-speed rail system, discussed above, to accommodate our aviation passenger forecasts.

The Aviation Task Force Preferred Scenario has an extended IOS and Anaheim-to-Ontario High-Speed Rail Transport (HSRT) Segment. Implementing market incentives for aviation decentralization should provide for 164 million annual passengers in 2035. The cost is expected to be $22.5 billion to implement the Extended IOS portion of adopted HSRT system (passengers only). Local airport ground access projects would cost an additional $5.2 billion.

Goods Movement

To continue to provide the critical service of the goods movement sector, the Plan calls for approximately $12.9 billion in freight rail investments, nearly $18 billion in a freight HSRT system, and over $7 billion in highway investments to enable the Region to handle the dramatic growth in goods movement. These investments integrate air quality mitigation into the goods movement system improvements, yielding substantial air quality benefits.

Dedicated Truck Lanes: Two dedicated truck lanes are planned for each direction of I-710 for 18 miles between Long Beach and SR-60, with an estimated cost of over $5 billion.

Freight Rail Expansion: Rail expansion and grade separations are needed for efficiency, expected growth, and Metrolink. Of a total estimated cost of $9.1 billion, approximately $800 million has been committed locally to the grade separations.

Clean Rail Technology: Clean Rail technology is included as a package with Freight Rail Expansion, with a $3.8 billion estimated cost.

Alternative Technology Conveyance for Freight Only Component: This mid-term HSRT system consists of a freight spur of the HSRT system connecting the San Pedro Ports to the passenger IOS at an estimated cost of $18 billion, and out to a potential inland port facility.

Financing Our Future Transportation System

The lack of funding from traditional sources has and will continue to hinder the implementation of many critical strategies. To this end, this Plan identifies a number of new revenue sources to provide additional funding beyond existing transportation dollars. The financially constrained Plan includes a core revenue forecast of existing local, state, and federal sources, along with new funding sources considered to be reasonably available over the time horizon of the Plan.

There are several new funding sources and innovative financing strategies that are expected to be reasonably available over the timeframe of the 2008 RTP. Appropriate action steps, proposed timelines as well as responsible parties for ensuring their availability over the timeframe of the 2008 RTP are identified in the report. These additional funding sources include:

State and Federal Gas Excise Tax Increase: The strategy proposes an additional ten cent per gallon gasoline tax imposed by the State and a ten cent per gallon gasoline tax imposed by the Federal government starting in 2011. This could account for a raise of up to $16.9 billion (2012-2035). For inclusion in the constrained plan, it would need Congressional and State Legislature approval.

Container Fees: This strategy assumes a charge imposed on containerized cargo moving through the ports and region. A $50/TEU container fee could bring as much as $41.5 billion between 2012 and 2035 for freight related projects such as the 710 South (Truck lanes) and Rail Capacity, Grade Separations, and Clean Technology Package. The plan assumes no more than $200 per container before diversion begins to occur.

Value Capture Strategies: This strategy in the constrained plan could include Mello Roos Community District Financing, Benefit Assessment Districts, and Joint Development Funds from private sector, and real estate sales of Caltrans owned property. The revenue potential can vary, possibly generating roughly 10% of total capital cost; real estate sales for Caltrans owned property is estimated to generate approximately $400 million to partially offset public contribution needs for the 710 Tunnel. This type of strategy could also be used for the Gold Line Extension. This strategy could raise up to $3.7 billion.

Imperial County Local Sales Tax Extension: This strategy assumes a one half cent tax on retail sales in Imperial County which expires in 2010 would be extended, providing up to $816 million between 2011 and 2035.

Highway Tolls: This strategy applies to specific projects (I-710 tunnel, I-710 South (truck lanes), CETAP Riverside-Orange, the High Desert Corridor). Revenue potential varies, but a general approximation would be that tolls would cover approximately 1/3 of capital costs. This strategy could raise up to $26 billion.

Public-Private Partnership (PPP): A Public-Private Partnership arrangement, which could raise up to $8.4 billion, is a strategy whereby a private entity designs, finances, builds, operates and maintains a transportation facility under a lease arrangement for a fixed period of time; project(s) must generate sufficient revenues to be economically viable (user-fees, tolls, etc.). Public sector would forgo revenue from these user-fees in exchange for private development. While not technically a revenue source, it's an innovative project delivery mechanism that can accelerate projects with potentially creditworthy revenue streams. Potential projects include:

- the High Desert Corridor
- CETAP Riverside-Orange
- 710 Tunnel
- 710 South (truck lanes)
- HSRT
- Freight Rail Expansion

Private Activity Bonds (PAB): This strategy applies interest savings from the issuance of tax-exempt private activity bonds for grade separation projects in a freight rail investment package, and could raise up to $0.4 billion.

Federal Funding (EPA) for clean freight rail technology: In accordance with the proposed 2007 State Implementation Plan (SIP), the federal government (US EPA) will need to provide subsidies to help mitigate locomotive emissions. The subsidies could total as much as $1.9 billion.

Interest Earnings: This strategy applies interest earnings from toll bonds proceeds to projects such as the High Desert Corridor, CETAP Corridor, I-710 tunnel, and I-710 truck lanes. This strategy could provide up to $0.4 billion.

Riverside County Measure A (Bond Anticipation Notes): This strategy issues short-term debt to help fund the CETAP Corridor prior to and in anticipation of the sale of Measure A revenue bonds. This strategy could raise up to $4.7 billion.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan: The TIFIA Loan program provides credit assistance for transportation investments of national/regional significance. This loan is assumed to provide up to $1.7 billion for the CETAP corridor, and the loan is assumed to be repaid by tolls.

HSRT Passenger System (Private Contribution & User Fee): This strategy assumes user fees and private sector development of the HSRT passenger system and is expected to provide up to $26.2 billion.

PLAN PERFORMANCE

This Plan follows the success of recent RTPs in the use of system performance measures, developed through extensive collaboration with technical experts from around the state and country, to demonstrate the effectiveness of this Plan in key areas, including:

- Mobility
- Accessibility
- Reliability
- Productivity
- Safety
- Sustainability
- Preservation
- Cost Effectiveness
- Environment
- Environmental Justice

Whenever quantifiable, the performance measures indicate that the Plan scenario makes improvements at a minimum over the Baseline 2035 scenario, which is based on the existing transportation system plus near-term constrained projects.

Air Quality Conformity

Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities "conform to" the purpose of the State Implementation Plan. The 2008 RTP must, upon adoption, pass the following four tests and analyses to meet the requirements for a positive conformity finding:

1. regional emissions analysis,
2. timely implementation of transportation control measures (TCMs),
3. financial constraint, and
4. interagency consultation and public involvement.

The draft conformity analysis indicates a positive conformity finding for the Draft 2008 RTP based on the draft emission budgets received by the Air Resources Board and the other required tests. The formal conformity finding will be based on the finalized emission budgets analyzed in comparison to the final RTP prepared for adoption.

Environmental Justice

As a government agency that receives federal funding, SCAG is responsible for implementing Title VI of the Civil Rights Act of 1964 and for conforming to federal Environmental Justice (EJ) principles, policies, and regulations. As part of meeting these requirements, SCAG has performed an EJ analysis to demonstrate responsiveness to potential imbalances caused by the development of the plans, programs, and policies in the 2008 RTP.

The intention of the EJ analysis is to demonstrate that SCAG's planning processes and methods are responsive to imbalances caused by the development of the plans, programs, and policies in the 2008 RTP. SCAG's EJ analysis examined performance measures to determine any disproportionate negative impacts. Performance measures provide a way to quantitatively assess the impact of the Plan. In the development of the Plan, SCAG utilized a number of performance measures designed to assess the overall equity. An overview of the findings is listed below:

- Accessibility: The results indicate that accessibility to jobs by auto will remain relatively constant for all income groups. Improvement in accessibility by transit is higher for the lower income groups. All income groups should benefit from improvements in accessibility due to the 2008 RTP.
- Plan Expenditures/Investments: Under the Plan, transportation investments would go to modes likeliest to be used by lower-income groups. Also, Plan expenditures will be distributed more equitably on the basis of system usage by ethnic/racial groups.
- Costs: Overall, tax burdens are anticipated to fall heavily on higher-income groups. Thus, those with limited financial means will not pay a disproportionate amount of overall taxes.
- Time Savings: Overall, the benefits of time savings will be enjoyed by the lower income groups, who pay a smaller share of taxes.
- Travel Distance Reductions: The results indicate that the lowest quintile group will have the least amount of benefit accounting for 12% of auto travel distance savings, while the highest quintile group will benefit the most. However, the taxes paid by the highest income group are anticipated to exceed their share of benefits.
- Environmental Impact Analyses: Overall, the region as a whole will generally experience an improvement in air quality via reductions in transportation-related emissions due to ongoing mobile source emission controls and investments in the Plan. Generally, air emissions will not disproportionately affect minorities and low-income groups. However, the results in the 2008 RTP analysis indicate that minority and low-income groups will be disproportionately impacted by aviation and highway noise.

CONCLUSIONS:

The Draft 2008 RTP represents the region's collective vision for addressing our transportation needs within the constraints of committed, available, and reasonably available revenue sources. Over the planning horizon (2035) of this RTP, our region can reasonably expect to generate and spend approximately $540 billion in nominal dollars for operating, maintaining and improving our transportation system. This investment will result in significant improvement in mobility, safety, reliability and productivity of our transportation system as indicated by the performance evaluation of the proposed plan over the 'do nothing' or baseline scenario. At the same time, the Draft RTP is in conformance with the requirements of SAFETEA-LU and is expected to comply with all federal and state requirements including transportation conformity, fiscal constraint, environmental justice mandates and the California Environmental Quality Act (CEQA).

Upon the authorization by the TCC, staff will circulate the Draft 2008 RTP for a period of 45 days for public review and comment. All comments will be addressed and presented to the Regional Council along with the final document for adoption.

FISCAL IMPACT:
No fiscal impact. Budget for the RTP Update work is included in the current Overall Work Program.

Reviewed by: _____
Division Manager

Reviewed by: for H.Z. _____
Department Director

Reviewed by: _____
Chief Financial Officer