

REGIONAL Vision

Southern California Association of Governments

Spring/Summer 2003
Vol. 1 Issue 1

Leadership

Vision

Progress

Leadership, **vision** and **progress** which promote economic growth, personal well-being, and livable communities for all Southern Californians.

Can We Pay for Southern California's Transportation Needs?

Major Budget Woes in Washington, Sacramento Threaten Regional Priority Projects. SCAG Organizes Unprecedented Leadership Delegation to Advocate for Regional Priorities to Congress.

News Briefs

SCAG/SANDAG Coming Together: On May 8, the metropolitan planning organizations for Southern California, SCAG and the San Diego Association of Governments (SANDAG), held a meeting to share information and discuss how to increase coordination of planning efforts between the two agencies.



In an effort to address the implications of varying growth patterns on the transportation systems in the SCAG and SANDAG regions, both agencies presented their growth visioning efforts and shared information regarding the Regional Comprehensive Plan elements, of which the long-range transportation plan is one component.

Specifically in relation to transportation planning, other items discussed included proposed improvements to Interstates 5 and 15 in Riverside, Orange and San Diego Counties. SCAG and SANDAG's ongoing dialogue is critical, not only to exchange

(See News Briefs, page 6)

Anyone who travels on Southern California freeways, uses transit services, or deals in the shipping of goods in and out of the area is well aware of the acute traffic congestion problems that have faced the Southland for years.

Southern California has long been considered the gridlock capital of the nation, if not the world, with pressures on our transportation network increasing each year as the Southern California population grows.

As the list of transportation investments to alleviate congestion lengthens, securing the necessary federal and state dollars has become significantly more difficult in recent months. With policy makers in both Washington and Sacramento facing huge budget deficits, steps have been taken to shrink, in part, these deficits by postponing or reducing funds for numerous priority transportation programs and projects.

(See Can We Pay for Transportation, page 2)

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Can We Pay for Transportation (Continued from page 1)

Complicating matters further, if state and federal funding reductions prevent Southern California from implementing the transportation improvements included in SCAG's 2001 Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), it will become nearly impossible for the region to meet federal air quality standards. Such a lapse in air quality conformity ultimately could result in the suspension of up to \$8 billion in additional transportation funding for Southern California.

Even as lawmakers continue efforts to get their budgets out of the red, SCAG has initiated aggressive advocacy efforts to coalesce Southern California's transportation leadership around a package of regional priority transportation investments and policies.

Closing An Unprecedented State Budget Hole

As state budget deliberations continue into the summer, funding for major priority investments seem to be jeopardized. In Sacramento, the state's General Fund deficit is expected to reach \$38 billion, a chasm larger than the entire budgets of many states. The Governor's May Revision modifies the initial budget proposal by:

- ▲ Transferring \$207 million in revenues from the General Fund to the Transportation Investment Fund (TIF) to meet the cash requirements and support needs of projects that received allocations prior to December 2002.
- ▲ Proposing budget trailer bill language to partially suspend \$938 million in the TIF and to specify that the General Fund shall be obligated to repay the TIF for the amount of the transfer that is suspended in FY2004. The TIF is expected to be repaid by June 30, 2009.
- ▲ Specifying that any excess sales tax revenues on gasoline, which would otherwise be designated as Public Transportation Account (PTA) spillover, be credited to the General Fund. The Governor estimates about \$87 million increase in General Fund sales tax revenue in FY2004 due to the PTA spillover.



Despite these recent modifications, the proposed shifts in funding could potentially impact the timely implementation of transportation improvement projects in the region. Moreover, any suspension of General Fund payments to transportation programs in future years could result in more than \$4 billion in transportation revenues for Southern California between now and Fiscal Year 2009.

In addition to these deficit-related reductions, significant cash shortfalls in the State Highway Account could produce even larger funding reductions for the region. Lower than forecasted truck weight fee revenues, coupled with little or no growth in federal reimbursement levels, could result in an additional \$2 billion hit to Southern California's transportation priorities.

Limited Help from Washington

Getting relief from Washington for these dire state projections will prove difficult with ever-growing federal budget deficits. According to President Bush's FY2004 budget proposal, \$7.2 billion was included for federal transit programs and \$29.3 billion for highways. The Administration proposal, which sets the framework for congressional reauthorization of these programs, represented no growth in federal transit spending, and a decline in overall highway spending compared to the previous year.

While the Concurrent Budget Resolution adopted by Congress in April included slight increases to the President's highway and transit spending requests, overall federal transportation spending is, at best, expected to experience nominal growth in FY2004 and in coming years. Recently adopted and newly proposed tax cuts, coupled with significant and sustained increases in military spending and homeland security, will likely mean that funding for needed transportation investments will take a back seat to longer-term efforts to curtail ever-growing federal budget deficits.

A New Collaboration

As the larger budget debates continue, Congress is deliberating the reauthorization of the Transportation Equity Act (now referred to as TEA-3), the federal government's comprehensive, six-year transportation measure. Even before congressional debate began in earnest, SCAG recognized that the competition over scarce federal dollars would be fierce.

Beginning late last year, SCAG convened regular meetings between the CEOs of Southern California's county transportation commissions in an effort to identify a package of regional transportation priorities. In addition to SCAG, these collaborative



efforts included the active participation of such transportation agencies as:

- ▲ Imperial Valley Association of Governments (IVAG)
- ▲ Los Angeles County Metropolitan Transportation Authority (MTA)
- ▲ Orange County Transportation Authority (OCTA)
- ▲ Riverside County Transportation Commission (RCTC)
- ▲ San Bernardino Associated Governments (SANBAG)
- ▲ Ventura County Transportation Commission (VCTC)
- ▲ Southern California Regional Rail Authority (Metrolink)

After several months of rigorous discussion and debate, the assembly of Southern California transportation leaders finalized the *Southern California Consensus Program for TEA-3*. This unparalleled consensus-building exercise resulted in a package of 27 regional priority investments totaling \$12 billion. In addition to the specific projects included for priority funding requests, the proposal includes a series of major policy positions on other aspects of TEA-3 that include:

- ▲ Spending down the unobligated balances in the Highway Trust Fund;
- ▲ Maintaining guaranteed funding levels established in the previous federal transportation measure that match transportation expenditures and revenues;
- ▲ Allowing easier access to innovative finance options for projects included in Regional Transportation Plans;
- ▲ Increasing funding capacity to support the safe and efficient movement of goods in corridors of national economic significance; and
- ▲ Ensuring that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund through gasoline taxes.

(See Transportation Funding, page 5)

Program Notes

Annual Report Card Reflects Major Challenges for Southern California

Southern California scored poorly on SCAG's 2002 State of the Region report card which compares Southern California to other major metropolitan regions in seven categories, including transportation, employment, income, housing and air quality. The alarming SCAG report identifies a number of areas where significant improvement is needed, including:

Transportation **D**

Southern California's infamous traffic jams earned it the title of most congested metropolitan region in the nation for the fourth year in a row. The average travel time to work in the Southland increased by about 3 minutes in each direction from 26 to 29 minutes between 1990 and 2000.

Housing **D+**

A growing number of Southern California residents are paying more than 30 percent of their total income on housing, pushing this score from a C- in 2001 to a D+ this year. High rents and a lack of affordable housing have resulted in 20 percent of Southern Californians living in crowded conditions, which is defined as more than one person per room, nearly 10 percent higher than that of most major metropolitan areas in the U.S.

Income **C**

Per capita income in the Southern California region has plummeted in recent years from the fourth highest in 1970 among the 17 largest metropolitan regions in the nation to seventh place in 1990 and 16th in 2000.

Air Quality **B-**

An 83 percent reduction in vehicle emissions since 1985 has led to less air pollution in Southern California. During the last decade, the number of days the region has exceeded federal or state standards for ozone and carbon monoxide pollution also has dropped consistently.

Employment **B**

Despite a loss of 200,000 manufacturing jobs during the 1990s, the majority of which were aerospace-related positions, the region's economic base is more diversified now, with stronger roles in international trade, entertainment and tourism and business services, making it more resilient to economic downturns.

The complete 2002 State of the Region Report and Report Card are posted on SCAG's website at www.scag.ca.gov. For more information about the 2002 State of the Region Report, please contact Ping Chang, the report's principal author, at 213-236-1839, or chang@scag.ca.gov.

Deployment Plans for Maglev Project Move Full Speed Ahead

In December, SCAG's Regional Council selected a 45-mile stretch from Ontario International Airport to West Los Angeles as the Initial Operating Segment (IOS) for a proposed high-speed Maglev (magnetic levitation) network. At the same time, the Regional Council directed SCAG staff to seek funding for this undertaking and two others – an OrangeLine route from downtown Los Angeles to Anaheim/Santa Ana and another from Los Angeles to Palmdale.

SCAG's Maglev team began the new year with a number of initiatives to make the IOS a reality, pursuing additional federal dollars to complete the environmental analysis and preconstruction planning efforts. The creation of a new Joint Powers Authority (JPA) that would oversee construction and operation of the new Maglev system is underway. And, the overall prospects for Maglev received a major boost in the new year with the inaugural run of the world's first commercial maglev system in Shanghai, China.

Unlike traditional "steel wheel" rail, Maglev trains are levitated by electro-magnets that allow passenger and cargo vehicles to move effortlessly along an elevated monorail guideway at speeds of more than 240 miles per hour. Due to its smooth acceleration, Maglev provides riders with a rapid and secure high-speed transportation solution that will provide an attractive alternative to traffic congestion in an environmentally friendly manner.

SCAG Launches New PILUT Effort

Earlier this year, SCAG introduced a new process to better coordinate, integrate and maximize the effectiveness of transportation, land use, and other regional planning activities. SCAG's Planning for Integrated Land Use & Transportation (PILUT) process establishes a more comprehensive approach to planning by considering the inter-relationships between transportation, housing, land use, and environmental decisions and investments. Through PILUT, SCAG also seeks to engage the public by providing a global message about the importance of coordinated regional planning and by offering the public real opportunities to help guide the region's future development.

(See Program Notes, page 7)



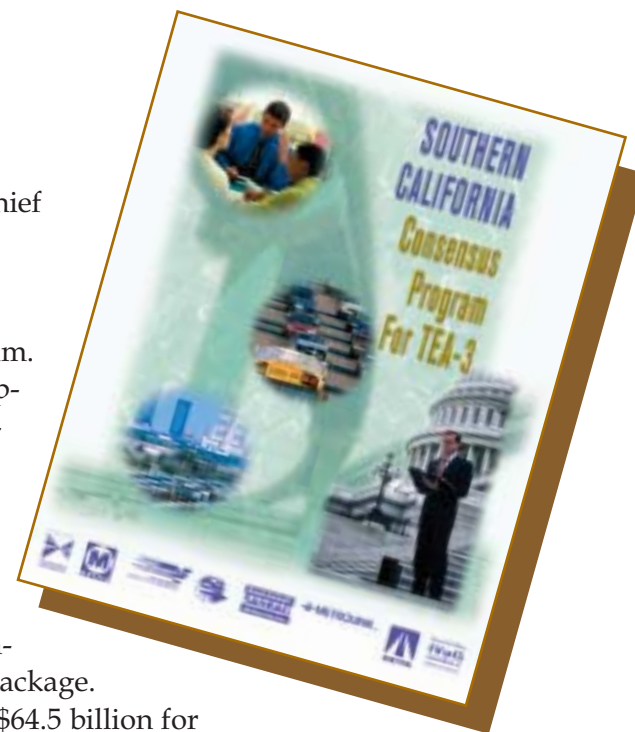
Legislative Report

SCAG continues to pursue a series of federal and state legislative initiatives in the areas of transportation, housing and appropriations. During the first quarter of 2003, SCAG undertook an ambitious agenda to advance many of these initiatives.

Federal

On February 9 – 13, an unprecedented regional transportation delegation – consisting of SCAG, Metrolink, and the chairs and chief executive officers of Southern California's county transportation commissions – traveled to Washington, D.C. to advocate for the inclusion of regional priority projects in the reauthorization of TEA-21 (now known as TEA-3), the federal transportation program. Meeting with the White House Administration, Congressional representatives from the SCAG region, and members of key committees and trade organizations, the delegation demonstrated the region's solidarity on reauthorization issues while conveying information about vital transportation projects.

In February, Congress passed a \$397.4 billion FY03 Omnibus Appropriations Conference Report that incorporates the 11 unfinished appropriations measures for domestic spending into one package. The conference report included a total appropriation of roughly \$64.5 billion for FY2003 transportation programs. Federal highways programs spending levels were set at \$31.8 billion, the full amount sought by transportation advocates. In April, Congress adopted the Concurrent Budget Resolution for FY2004, which includes \$33.8 billion for highway projects and \$7.6 billion for transit, representing modest proposed funding increases over FY2003 levels.



State

At the direction of the Regional Council in February, SCAG has initiated a legislative and administrative effort to seek reimbursement for the work that will be performed on the upcoming Regional Housing Needs Assessment (RHNA). SCAG is currently in discussions with the Senate Housing and Community Development staff regarding funding for the RHNA. SCAG is also in the process of developing a package of regional priority transportation investments that it will take to the Legislature as part of a delegation trip to take place later this summer.

Advocate Update

In February, after an extensive selection process for a federal government affairs advocate, SCAG retained the services of the C2 Group (formerly Murray, Scheer, Montgomery, Tapia and O'Donnell) who have represented SCAG in Washington, D.C. since 1997.

SCAG has also retained the services of a new state advocate, Bauer Government Relations, a skilled, energetic advocacy team with a wealth of experience in local government transportation, land use and energy issues.

For more information about SCAG's legislative program, contact Don Rhodes, SCAG Government Affairs Manager at 213-236-1840, or rhodes@scag.ca.gov. Copies of the 2003 Legislative Program can also be found at the SCAG Web site (www.scag.ca.gov).

A poster for a 'SAVE THE DATE! Home Investment Partnership Workshop'. The poster is green and white with a background image of a house. It includes the following text: 'Wednesday, June 25, 2003, 10 AM to 1 PM', 'SCAG Offices – 818 West 7th Street, 12th Floor', 'Los Angeles, California', and 'Financing Affordable Housing and Electronic Training Manual'. On the right side, there is a 'Topics:' section with three bullet points: 'Los Angeles Land Use Opportunities Tracking System web tools', 'Linking HOME investments to tax credit qualified and re-development areas', and 'Using HOME funds in Adaptive re-use, Historic Preservation and Mixed-use near transit'. At the bottom right, it says 'Contact Darryl Taylor at 213-236-1923 or taylor@scag.ca.gov for more information.' There are also logos for the Department of Housing and Community Development and the City of Los Angeles.

The Regional Council

OFFICERS

PRESIDENT: Mayor Bev Perry, Brea

FIRST VICE PRESIDENT: Supervisor Charles Smith, Orange County

SECOND VICE PRESIDENT: Councilmember Ron Roberts, Temecula

IMMEDIATE PAST PRESIDENT: Councilmember Hal Bernson, Los Angeles

IMPERIAL COUNTY: Hank Kuiper, Imperial County • Jo Shields, Brawley

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ORANGE COUNTY: Charles Smith, Orange County • Ron Bates, Los Alamitos • Art Brown, Buena Park • Lou Bone, Tustin • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Bev Perry, Brea • Tod Ridgeway, Newport Beach

RIVERSIDE COUNTY: Bob Buster, Riverside County • Ron Loveridge, Riverside • Jeff Miller, Corona • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Charles White, Moreno Valley

SAN BERNARDINO COUNTY: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

VENTURA COUNTY: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

RIVERSIDE COUNTY TRANSPORTATION COMMISSION: Robin Lowe, Hemet

VENTURA COUNTY TRANSPORTATION COMMISSION: Bill Davis, Simi Valley

SCAG Directors

Mark Pisano, Executive Director

James Gosnell, Deputy Executive Director

Bert Becker, Chief Financial Officer

John Cox, Deployment

Hasan Ikhtrata, Planning & Policy

Jim Sims, Information Services

Subregional Highlights

The Orange County Council of Governments (OCCOG) is the largest single-county council of governments in California and is one of the few in the nation that includes as voting members cities, the county, and special districts that represent transportation, water, air, sanitation and emergency service interests. OCCOG firmly believes that issues of common concern, including jobs, housing, and transportation, often extend beyond the purview of local jurisdictions and agencies, requiring insight and input from a wide range of affected interests.

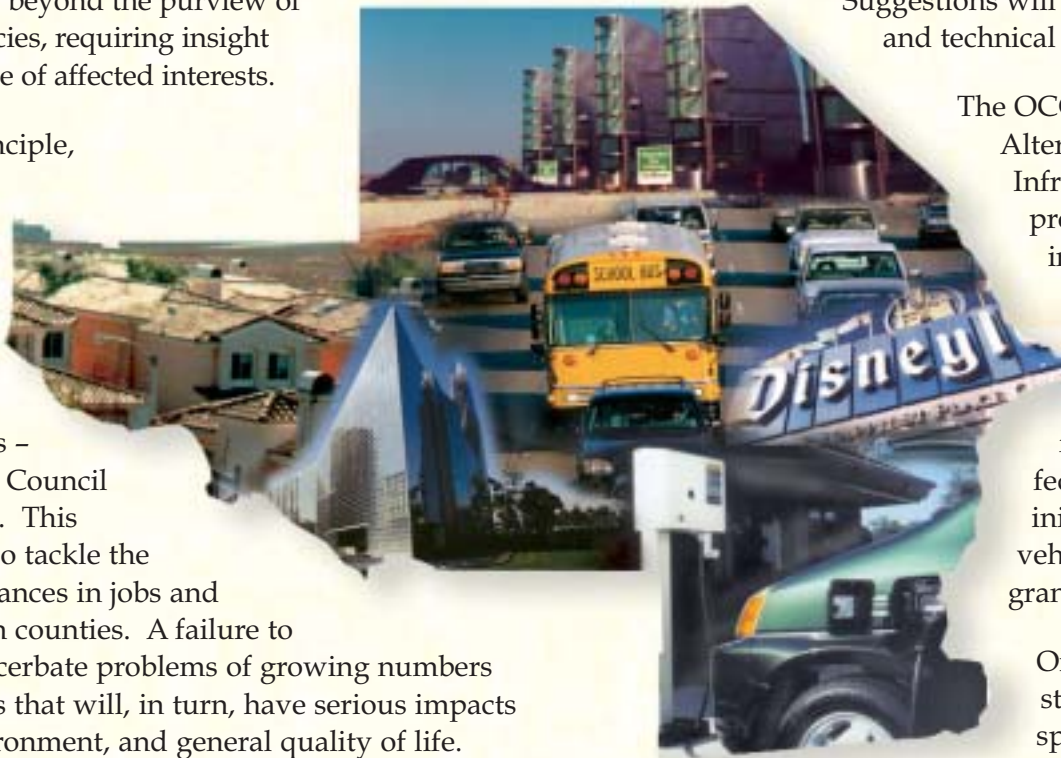
Following this guiding principle, OCCOG has recently commenced an Inter-Regional Partnership – a voluntary alliance between elected officials and other key decision-makers from public and private sector organizations – with the Western Riverside Council of Governments (WRCOG). This Partnership has convened to tackle the challenges of serious imbalances in jobs and housing growth across both counties. A failure to plan for the future will exacerbate problems of growing numbers of long distance commuters that will, in turn, have serious impacts on transportation, the environment, and general quality of life.

Recognizing the need to coordinate sound inter-county job and housing balance, this Interregional Partnership is working to provide feasible solutions for consideration by local agencies, the private sector and the state. The Partnership's primary objective is to promote an improved land use development plan providing employment closer to where people live in "housing-rich" areas, and more affordable housing closer to employment in "job-rich" areas.

In sum, the intent is to help reduce the number of commuter trips in this portion of the region. Through a committee structure, the Partnership will identify and prioritize various jobs/housing balance issues; propose strategies and model approaches to address the issues; and promote adoption of its recommendations into existing jurisdictional and agency plans and programs. Suggestions will be evaluated on both policy and technical levels.

The OCCOG is also engaged in an Alternative Fuel Vehicle and Infrastructure Program. This program, designed to provide information and support to Orange County fleets with regard to alternative fuel vehicles and related infrastructure, continues to facilitate compliance with federal and local clean fleet initiatives. The Program includes vehicle loans, fleet evaluation and grant writing assistance.

Orange County continually strives to remain a unified force, speaking with a collective voice on important subregional and regional issues, such as air quality, transportation and demographics. They endeavor to utilize existing resources, collaboratively finding new ways to perform needed activities for less, while eliminating duplicative efforts. For more information about the various initiatives underway at the OCCOG, please call Annabel Cook at 714-571-5844.



Transportation Funding (Continued from page 2)

In February, an unprecedented coalition of Southern California transportation leaders traveled to Washington to present the consensus package to Congress. Congressional leaders, particularly those within the Southern California delegation, welcomed the proposal and praised the group for its efforts to coalesce behind, and advocate for, a strategic set of priorities (For more information about the regional transportation leadership trip to

Washington, see the Legislative Report on Page 4). However, sustained collaboration and advocacy will be needed to insure that proposed project funding levels and policies are ultimately adopted by Congress as part of TEA-3.

SCAG and the region's transportation leadership will continue to advocate for the priorities outlined in *Southern California Consensus Program for TEA-3* as the federal debate over TEA-3 continues.

SCAG is also in the process of helping to craft a similar priority package document for submission to state lawmakers later this year.

For more information about the *Southern California Consensus Program for TEA-3* or SCAG's Legislative Program, visit the SCAG web site at www.scag.ca.gov, or call Don Rhodes, SCAG's Government Affairs Manager, at 213-236-1840.



Thursday, June 5th
and Friday, June 6th

Breia Community Center
965 East Madison Way
Breia, California
714-990-7140

a retreat

Resolving
Regional
Challenges

→the next step

RSVP to Barbara Dove at
213-236-1861 or dove@scag.ca.gov

join us



Compass
Southern California

*Charting the course for
a sustainable southland*

U • P • D • A • T • E

Beginning a new era of integrated, interactive regional planning, SCAG formally launched its ambitious *Southern California Compass* program, the nation's largest and most ambitious growth visioning effort through a series of public events and forums.

Compass is a unique new planning, policy and public involvement initiative designed to offer residents more direct opportunities to help guide the future direction of the Southern California region. This growth visioning effort will provide information to residents through a number of different means that allows the public to explore options, develop growth alternatives and create a new regional dialogue about those alternatives.

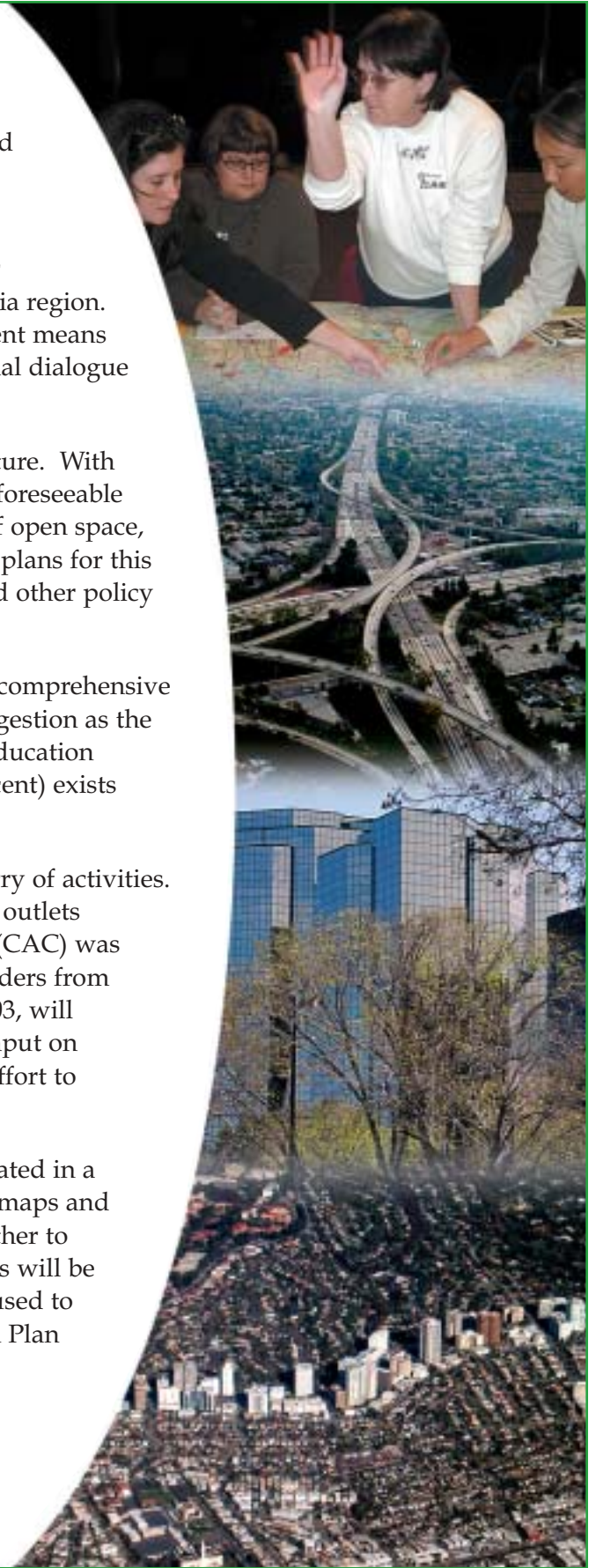
Compass directly addresses a series of obstacles facing Southern California now and in the future. With an estimated six million new residents living in the six-county region by the year 2030, major foreseeable problems include worsening traffic congestion and air pollution; strains on the preservation of open space, water resources and other environmental assets; and ever-increasing housing costs. *Compass* plans for this predicted growth and creates a framework for making transportation, land use, air quality and other policy decisions in an integrated, regional manner.

To encourage active public engagement on the major challenges facing Southern California, a comprehensive survey of more than 1,000 residents was initiated. At 29 percent, respondents cited traffic congestion as the "biggest problem" facing the region, followed by crime and violence (23 percent), quality of education (22 percent) and pollution (11 percent). The survey also indicated that strong support (78 percent) exists for more concerted planning as a means of maintaining Southern California's livability.

In January, *Compass* was formally launched to the Southern California community with a flurry of activities. The media outreach program commenced with a series of aerial tours and briefings for media outlets throughout Southern California. In February, a new *Compass* Citizen's Advisory Committee (CAC) was established, including business, labor, environmental, housing, civic and other community leaders from throughout the six-county region. The CAC, expected to meet six times over the course of 2003, will provide SCAG, the Growth Visioning Subcommittee and the *Compass* team with important input on the visioning process. CAC members will also serve as ambassadors, bringing the *Compass* effort to community organizations and media through Southern California.

In March and April, hundreds of residents, community, business and political leaders participated in a series of new growth visioning workshops held throughout Southern California. Using large maps and "chips" representing housing, jobs, green space and other elements, participants worked together to start developing new strategies to plan for growth in the six-county region. Additional forums will be held later this fall at locations throughout the region. The results of these workshops will be used to develop a series of alternatives to focus the policy debate for the 2004 Regional Transportation Plan on growth and growth-related impacts.

For more information about the *Compass* program and how you can participate in upcoming workshops or become involved in other elements of this unique effort, visit the *Compass* Web site at www.socalcompass.org, or call 1-800-337-4819.



News Briefs

(SCAG/SANDAG, Continued from page 1)

important information about common infrastructure investments, but also to ensure coordinated inter-regional planning.

Border issues, freight movement needs, and the engagement of Native American Tribes were among the broader planning matters also discussed at the SCAG/SANDAG session.

SCAG is committed to continuing a dialogue with our partners in San Diego so that important inter-regional issues are identified and addressed in a manner that preserves our collective quality of life.

Ikhata Hired as Permanent Planning and Policy Director:

In February, Hasan Ikhata was formally retained as SCAG's new permanent Director of Planning and Policy. He had been serving as the Interim Director since Jim Gosnell vacated the position in June 2002 to become the agency's new Deputy Director.



With more than 17 years experience in both the private and public sectors, Hasan is one of Southern California's brightest minds in the arena of transportation planning. Prior to joining SCAG in 1994, Hasan worked for the Los Angeles County Metropolitan Transportation Authority and the South Coast Air Quality Management District as senior staff responsible for managing transportation as well as air quality related projects.

In his current position, Hasan will be responsible for overseeing staff work on all of SCAG's major planning and policy initiatives, including the PILUT effort, the Southern California Compass program, and the 2004 Regional Transportation Plan, which is scheduled for release to the public later this fall.

Hasan holds a Master's degree in Civil Engineering and a PhD candidacy in Urban Planning from the University of Southern California in Los Angeles.

Program Notes (PILUT Launch, Continued from page 3)

More specifically, PILUT will integrate the scenarios developed through the Compass growth visioning initiative with future plans involving long-range transportation infrastructure investments, including:

- ▲ 2004 Regional Transportation Plan (RTP)
- ▲ Program Environmental Impact Report (PEIR)
- ▲ Regional Comprehensive Plan (RCP)



By bringing together transportation, housing and land use planning under a larger decision-making umbrella, effective strategies and planning decisions can be developed to assess the best combination of transportation investments and policies. Through the PILUT process, SCAG seeks to guide the process used to produce the 2004 RTP, the PEIR, and the RCP.



As part of the Compass initiative, SCAG will evaluate several growth scenarios. One or more of these scenarios will be carried forward as alternatives for consideration in the 2004 RTP, which is scheduled for release this fall and adoption in the spring of 2004. The 2004 RTP/PEIR Alternatives will undergo examination during the RTP/PEIR development and review processes, providing policy-makers with a more informed perspective regarding the regional impacts that various transportation investment options have on housing, land use, resources management and other planning issues.

In general, the integration of these parallel efforts through PILUT allows decision makers and the public to more easily understand the importance of regional planning by illustrating the relationships among transportation, housing, land use and environmental factors.

For more information about the PILUT process, contact Mark Butala of SCAG at 213-236-1945 or butala@scag.ca.gov.

2003 Draft Air Quality Management Plan

Southern Californians are currently breathing the cleanest air in decades, but it is still among the worst in the nation and barely meets state and federal air quality standards. Recent improvements in air quality have resulted from Southern California's comprehensive approach to air quality planning and monitoring. Southern California's Air Quality Management Plan (AQMP) provides the comprehensive blueprint of proposals that ensures Southern California's compliance with all state and federal air quality regulations. Areas that are not yet attaining air quality standards are required to update their AQMPs every three years to ensure inclusion of the most current socio-economic planning data and to make use of advances in technical and modeling methods.

Working in conjunction with the South Coast Air Quality Management District (AQMD) and the California Air Resources Board (CARB), SCAG plays an active role in the development of the 2003 Draft AQMP. The draft plan was released in February for public review and comment.

Recognizing the benefits of transportation planning on air quality and the need to carefully balance new transportation investments while supporting the goals for cleaner air, SCAG assists in developing a portion of the draft AQMP by outlining regional Transportation Control Measures (TCMs) that aid efforts to attain the federal air quality standards. The TCMs are part of SCAG's effort to improve air quality by reducing emissions from mobile sources, while enhancing mobility. SCAG has identified High Occupancy Vehicle (HOV) measures, Transit and System Management measures, as well as Demand Management and Information-based measures, as conforming to the federal TCM standards. These measures are consistent with the 2001 Regional Transportation Plan (RTP), as well as the 2002 Regional Transportation Improvement Program (RTIP), which specifies the investments needed to implement the RTP

As one of the agencies responsible for developing the strategies contained in the AQMP, SCAG assists sub-regions and local governments in managing the air quality impacts of transportation projects. SCAG also assesses the conformity of regionally significant transportation projects to the AQMP. In addition to the information contained in its triennial RTP, SCAG also provides other information pertinent to the development of the AQMP - socioeconomic forecasts (e.g., population and employment growth forecasts) and the Regional Transportation Improvement Program (RTIP) data, which includes growth assumptions and transportation improvement projects that could have significant air quality impacts.

The AQMD will be conducting public workshops in early summer, and the Final AQMP is scheduled to go before the AQMD Board some time in mid-summer.

For more information related to the 2003 Draft AQMP, contact Molly Hoffman of SCAG at 213-236-1804 or hoffman@scag.ca.gov. The 2003 Draft AQMP can be viewed at the AQMD Web site at www.aqmd.gov.



JUNE

5-6 Regional Council Retreat, Brea Community Center: Administration Committee 9 am; Community, Economic & Human Development Committee (CEHD) 10:00 am; Energy & Environment Committee (EEC) 10:00 am; Transportation & Communications Committee (TCC) 10:00 am; Regional Council 11:00 am

13 Transportation Conformity Working Group 10:00 am, Contact: Charles Keynejad 213-236-1915 or keynejad@scag.ca.gov

18 Maglev Task Force 11:00 am, Contact: Barry Samsten 213-236-1918 or samsten@scag.ca.gov

19 Aviation Task Force 10 am, Contact: Alan Thompson 213-236-1940 or thompson@scag.ca.gov

26 Subregional Coordinators Group Meeting 9:30 am; Growth Visioning Subcommittee Noon, Contact: Mark Butala 213-236-1945 or butala@scag.ca.gov

JULY

Happy 4th of July

11 Transportation Conformity Working Group 10:00 am, Contact: Charles Keynejad 213-236-1915 or keynejad@scag.ca.gov

16 Maglev Task Force 11:00 am, Contact: Barry Samsten 213-236-1918 or samsten@scag.ca.gov

17 Aviation Task Force 10 am, Contact: Alan Thompson 213-236-1940 or thompson@scag.ca.gov

23 Modeling Task Force 9:30 am, Contact: Mike Ainsworth 909-784-1513 or ainswort@scag.ca.gov

24 Subregional Coordinators Group Meeting 9:30 am; Growth Visioning Subcommittee Noon, Contact: Mark Butala 213-236-1945 or butala@scag.ca.gov

31 Administration Committee 9 am; Community, Economic & Human Development Committee (CEHD) 10:30 am; Energy & Environment Committee (EEC) 10:30 am; Transportation & Communications Committee (TCC) 10:30 am; Regional Council 12:30 pm

All meetings will be held at the SCAG offices except where noted. Some meeting dates and times are subject to change. For more information about meetings, please call 213-236-1800.

Send your comments or story suggestions to: jeff@cerrell.com, or call Jeff Lustgarten at 323-466-3445.

For subscription information or to change your Regional Vision mailing address, contact Barbara Dove at 213-236-1861; email, dove@scag.ca.gov.

Calendar

AUGUST

Note: RC and Policy Committee meetings will not be held this month

8 Transportation Conformity Working Group 10:00 am, Contact: Charles Keynejad 213-236-1915 or keynejad@scag.ca.gov

20 Maglev Task Force 11:00 am, Contact: Barry Samsten 213-236-1918 or samsten@scag.ca.gov

21 Aviation Task Force 10 am, Contact: Alan Thompson 213-236-1940 or thompson@scag.ca.gov

28 Subregional Coordinators Group Meeting 9:30 am; Growth Visioning Subcommittee Noon, Contact: Mark Butala 213-236-1945 or butala@scag.ca.gov

www.scag.ca.gov



For more information about SCAG's activities or any upcoming meetings, please visit the SCAG website.

Regional Vision

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