

[REDACTED]

From: Henry Fung [REDACTED]
Sent: Saturday, July 27, 2019 8:00 AM
To: Regional Housing
Subject: RHNA methodology comment on High Quality Transit Area (HQTA) definition

Hello, having read some of the jurisdictional comments, it is clear that some jurisdictions have questions regarding the HQTA. The draft RHNA methodology document clearly lays it out:

"To measure proximity to transit, the proposed RHNA methodology uses High Quality Transit Areas (HQTA)s, which are areas that are within a half-mile of transit stations and corridors that have at least a fifteen (15) minute headway (time in between the next scheduled service) during peak hours for bus service. Other types of transit, such as commuter rail stations, are included as HQTAs as well. The source used for this information is SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)."

Thus, all commuter rail stations are considered HQTA, as are corridors where a local and limited stop bus line combines for the minimum 15 minute headway (such as Westminster Avenue and Harbor Boulevard). SCAG's definition matches state law. In the allocation process, if HQTA is used as a planning factor, please follow the law and SCAG's existing definitions, and reject local input from jurisdictions who incorrectly claim that their transit is not high quality so they can reduce their allocation.

I reserve comments on the allocation options themselves for the public hearing period.

Sincerely,
Henry Fung