



REGULAR MEETING

TRANSPORTATION COMMITTEE

Main Office

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Please Note Time
Thursday, June 2, 2016
10:30 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 – June 2016

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Transportation Committee

Members – June 2016

<u>Members</u>	<u>Representing</u>	
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* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

JUNE 2, 2016

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. Barbara Messina, 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

ACTION/DISCUSSION ITEM

Time Page No.

- | | | | |
|--|--------------------------|-----------------------|-----------------|
| <p>1. <u>2017 Active Transportation Program Regional Guidelines</u>
<i>(Huasha Liu, Director, Land Use and Environmental Planning)</i></p> | <p>Attachment</p> | <p>5 mins.</p> | <p>1</p> |
|--|--------------------------|-----------------------|-----------------|

Recommended Action: Recommend the RC approve the 2017 Active Transportation Program (ATP) Regional Guidelines.

CONSENT CALENDAR

Approval Item

- | | | | |
|---|--------------------------|--|------------------|
| <p>2. <u>Minutes of the April 7, 2016 Meeting</u></p> | <p>Attachment</p> | | <p>12</p> |
|---|--------------------------|--|------------------|

Receive and File

- | | | | |
|--|--------------------------|--|------------------|
| <p>3. <u>SCAG Invitation to the 27th Annual Demographic Workshop – June 13, 2016</u></p> | <p>Attachment</p> | | <p>18</p> |
| <p>4. <u>2016 Regional Council and Policy Committees Meeting Schedule</u></p> | <p>Attachment</p> | | <p>21</p> |
| <p>5. <u>Cap-and-Trade/Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Update</u></p> | <p>Attachment</p> | | <p>22</p> |

TRANSPORTATION COMMITTEE

AGENDA

JUNE 2, 2016

INFORMATION ITEMS

	<u>Time</u>	<u>Page No.</u>
6. <u>Regional Pavement Management System</u> <i>(Annie Nam, SCAG Staff)</i>	Attachment 30 mins.	27
7. <u>Notice of Proposed Rulemaking Federal Aviation Administration "Eligibility of Airport Ground Access Transportation Projects for Funding Under the Passenger Facility Charge (PFC) Program"</u> <i>(Ryan N. Hall, SCAG Staff)</i>	Attachment 5 mins.	38

CHAIR'S REPORT

(Hon. Barbara Messina, Chair)

STAFF REPORT

(Daniel Tran, SCAG Staff)

FUTURE AGENDA ITEM/S

ADJOURNMENT

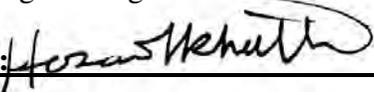
The next regular meeting of the Transportation Committee (TC) will be held on Thursday, July 7, 2016 at the SCAG Los Angeles Office.

DATE: June 2, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)
Transportation Committee (TC)

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

SUBJECT: 2017 Active Transportation Program Regional Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EAC/TC:

Recommend the RC approve the 2017 Active Transportation Program (ATP) Regional Guidelines.

RECOMMENDED ACTION RC:

Adopt Board resolution No. 16-580-1 by approving the 2017 Active Transportation Program (ATP) Regional Guidelines and authorizing staff to submit the Guidelines to the California Transportation Commission (CTC) for adoption.

EXECUTIVE SUMMARY:

As part of the 2017 ATP, SCAG is required to submit regional guidelines to the California Transportation Commission for the selection of projects in the ATP MPO component, or Regional Program. The 2017 ATP Regional Guidelines were developed by SCAG and the county transportation commissions and with input from Caltrans, CTC, local jurisdictions, non-profit organizations and other stakeholders. The guidelines outline the priorities and process for awarding approximately \$50 million to projects that promote walking and biking across the SCAG region. To be considered for funding, all eligible applicants are encouraged to submit applications through the CTC ATP Call for Projects by June 15, 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:

On March 26, 2016, the California Transportation Commission (CTC) adopted the 2017 Active Transportation Program (ATP) Statewide Guidelines. The Statewide Guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the ATP and include direction for the development of regional program guidelines. The 2017 ATP budget is anticipated to be approximately \$240 million and will cover fiscal years 2019/2020 and 2020/2021. Approximately sixty percent (60%) of the total funding awards will be recommended by CTC through



the Statewide Program and Small Urban/Rural Program components. Forty percent (40%) of the total funding awards will be recommended by regional MPOs. SCAG's share of the MPO component is approximately \$50 million, fifty percent (50%) of the MPO component.

The 2017 ATP Statewide Guidelines retain many of the same requirements as in previous cycles. Consequently, SCAG and county transportation commission staff have proposed that the 2017 Regional Guidelines also remain largely unchanged. The proposed Regional Guidelines retain population-based funding targets, maintain the same process for ensuring the regional program achieves disadvantaged communities' requirements, and dedicate up to \$2.5 million (5% of the regional funding) for planning and capacity building projects. For Cycle 3, SCAG is requesting the CTC approve two refinements to the Regional Program guidelines to better align the selection process with critical needs outlined in the 2016 Southern California Regional Transportation Plan and Sustainable Communities Strategy. These refinements include raising the limit on planning funding from two percent to up to five percent of the Regional Program, and expanding eligibility for planning funds to all communities, not just those designated by the state as disadvantaged.

To apply for funds, all eligible applicants, except as noted below in *Planning & Capacity Building Projects*, will be required to submit applications through the CTC issued 2017 ATP Call for Projects, which will close on June 15, 2016. All application materials can be found on the CTC's website at <http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-3.html>.

As in previous cycles, the Regional Program will include two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- **Implementation Projects**: No less than 95% of the funding will be recommended to proposals in this category. *Implementation Projects* may include the planning, design, and construction of active transportation facilities (e.g., bike paths, intersection improvements) and/or non-infrastructure projects (e.g., education, encouragement or traffic enforcement activities). The selection process for Implementation Projects is the same as in previous cycles and is primarily managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the CTC review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to ten (10) points, on a 110 point scale, to supplement the CTC-provided base scores. As in 2014 and 2015 ATP Regional Guidelines, the Board of each county transportation commission would be required to approve the methodology for assigning the ten (10) points, as well as, approve the final project scores.
- **Planning & Capacity Building Projects**: No more than five percent (5%) of the funding will be recommended to proposals in this category. As in previous cycles, the project selection process will rely on the statewide ATP application, scoring and ranking process. To reduce administrative burden and ensure disadvantaged communities can effectively participate in the process, SCAG will also provide the option for new project sponsors seeking awards of less than \$200,000 to apply through a supplemental call for projects. Each county transportation commission will take an active role in scoring and ranking the projects submitted in their

REPORT

respective county through the supplemental call for projects. Total funding available for programming in each county will be based on population-based funding targets. SCAG is exploring opportunities to leverage Sustainable Program resources to expand the reach and expedite the delivery of projects in Planning & Capacity Building category. The Regional Guidelines have been designed to facilitate this coordination.

The guidelines direct staff to recommend a draft Regional Program of Projects, assembled by combining recommendations from the Implementation and Planning & Capability Building categories. The draft Program of Projects will be reviewed by the CEOs of the county commissions to address any outstanding issues and achieve consensus prior to submitting a final recommended list of projects to the boards of the county transportation commissions and the SCAG Regional Council for approval.

NEXT STEPS:

If approved, the 2017 ATP Regional Guidelines will be provided to the California Transportation Commission for review and final approval during their next meeting on June 29, 2016. Concurrent with efforts to finalize the Regional Guidelines, SCAG staff, in collaboration with the CTC and county transportation commission staff, will continue outreach efforts to encourage eligible applicants to apply for resources available through the statewide and regional ATP program through the CTC-issued 2017 ATP Call for Projects, which will close on June 15, 2016.

In July, SCAG staff will report back to the Policy Committees with more information on the supplemental call for projects, including a stakeholder engagement and communication strategy to ensure new project sponsors seeking less than \$200,000 for planning and capacity building are aware of the new opportunity to access regional ATP funds.

ATTACHMENTS:

1. 2017 Active Transportation Program Regional Guidelines
2. Resolution 16-580-1



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2017 Active Transportation Program

Southern California Association of Governments Regional Guidelines

1

Purpose

The intent of this document is to successfully implement the active transportation related programs and funding components of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and California Senate Bill 99 (SB 99). The following Regional Guidelines outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2017 California Active Transportation Program (ATP). The SCAG region's annual share is approximately \$25 million, which includes 100% of SCAG's federal Transportation Alternative Program apportionments (approximately \$14 million) plus approximately \$11 million/year from other federal and state funding programs that were consolidated by SB 99 into the ATP. These Guidelines relate to the 2017 California Active Transportation Program only, which includes two years of funding in Fiscal Years 2019/20 and 2020/21. The Regional Guidelines may be revisited and modified for future rounds of funding.

Background

- The goals of the ATP program are to:
 - Increase the proportion of trips accomplished by biking and walking.
 - Increase the safety and mobility of non-motorized users.
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375.
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
 - Ensure that disadvantaged communities fully share in the benefits of the program.
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2017 Active Transportation Program Statewide Guidelines, adopted by the California Transportation Commission on March 26, 2016 describe the policy, standards, criteria and procedures for the development, adoption and management of ATP.
- Per the requirements of SB 99 and Map-21, 40% of the funds for the ATP program must be distributed by Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.
- The ATP Statewide Guidelines establish four eligible project types:
 - Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are

posted on the Commission's website: <http://www.catc.ca.gov/programs/ATP.htm>.

A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.

- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The Commission intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for ATP funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.
- Infrastructure projects with non-infrastructure components.
- Per SB 99 and the ATP Statewide Guidelines, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commission, the California Transportation Commission (CTC), and the State Department of Transportation (Caltrans) in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity, consistent with program objectives;
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
 - SCAG must obtain concurrence from the county transportation commissions.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the CTC for the statewide competition may defer its project selection to the CTC.
- 25% of the regional funds must benefit disadvantaged communities.
- The ATP Statewide Guidelines allow for a large MPO to make up to 2% of its funding available for active transportation plans in disadvantaged communities; SB 99 does not impose a funding cap on planning nor does it limit the development of active transportation plans to disadvantaged communities.
- Pending legislation, including AB 2796, could impact the statewide guidelines by increasing funding thresholds for planning projects to 5% and establishing a 10% funding set-aside for non-infrastructure projects. If the legislation is approved, the proposed Regional Guidelines will be revised to meet all legislative requirements.

Regional Program Project Selection

The Regional Program will be segmented into two categories. These categories include:

1. Implementation Projects; and
2. Planning & Capacity Building Projects.

Implementation Projects may include Infrastructure, Non-Infrastructure, and Infrastructure projects with non-infrastructure components, as defined by the statewide ATP Guidelines and included in the Background (above). No less than 95% of the total regional funds will be dedicated to funding Implementation Projects.

Planning & Capacity Building Projects may include the development of Non-Infrastructure projects and Plans, as defined by the statewide ATP Guidelines and included in the Background (above). In addition, SCAG intends to extend eligibility for the development of Plans to all communities, not just those covering disadvantaged communities.¹ No more than 5% of the total regional funds will be allocated in this category. SCAG does not intend to set further limits or funding targets within this category for planning versus non-infrastructure projects; rather, the funding allocation to different project types will be determined by the quality of proposals received.¹ In the event that the funding requested in this category is below the 5% threshold, and/or in consideration of geographic equity, the funding surplus will be directed accordingly to Implementation Projects.

Implementation Projects Category

In this category, SCAG intends to build upon the CTC statewide application, scoring and ranking process and forgo its option to issue a supplemental application and call for proposals. This means that an evaluation committee will not be required at the county or regional level within the SCAG region to separately score Implementation Projects. The selection process will occur as follows:

- Prior to scoring by the CTC, SCAG will provide each county with the Implementation Project applications submitted through the statewide call for proposals.
- The county transportation commissions will review the Implementation Project applications and determine which projects “are consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. If a project is consistent, the county may assign up to 10 points to each project.

¹ SCAG is requesting the CTC approve two refinements to the Regional Program guidelines to better align the selection process with critical needs outlined in the 2016 Southern California Regional Transportation Plan and Sustainable Communities Strategy. These refinements include raising the limit on planning funding from two percent to up to five percent of the Regional Program, and expanding eligibility for planning funds to all communities, not just those designated by the state as disadvantaged. If these refinements are denied, the selection of projects as outlined in these Regional Guidelines will proceed but in accordance with the limitations established in the Statewide ATP Guidelines.

- If a county transportation commission assigns additional points (up to 10, as noted above) to a project for which they are the lead applicant, an explanation must be provided to SCAG on how the scoring process resulted in an unbiased evaluation of the project.
- The Board of each respective county transportation commission will approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the preliminary ranking of regional projects.
- SCAG will establish a preliminary regional Implementation Projects list based on the county's submissions that will program no less than 95% of the total regional funds and rely on population-based funding targets to achieve geographic equity.

Planning & Capacity Building Projects Category

In this category, SCAG intends to build upon the CTC application, scoring and ranking process for the selection of planning and non-infrastructure projects. To reduce administrative burden and ensure disadvantaged communities can effectively participate in the process, SCAG will provide the option for "new" project sponsors seeking awards of less than \$200,000 to apply through a supplemental call for projects. This supplemental application option will only be available to project sponsors that have not received an ATP award in previous funding cycles.

- Application Process:
 - All eligible applicants are encouraged to first submit proposals for planning and non-infrastructure projects to the CTC to be considered for funding in the statewide funding program. Projects seeking more than \$200,000 or project sponsors that have previously been awarded ATP grants are required to submit a proposal through the CTC application process to be eligible for funding awards in the Regional Program. Projects submitted but not funded through the statewide process, will be considered for funding in the Regional Program. SCAG intends to use the scores provided by the statewide review process to rank and select projects, alongside projects submitted through the supplemental call as described below.
 - A supplemental call for projects and application process will be available to "new" project sponsors for projects seeking funding requests of less than \$200,000. To qualify as "new", a project sponsor must not have received funds in a previous ATP funding cycle. There will be no minimum project size.
 - Proposals received through the supplemental call will be scored using the same project selection criteria and weighting, match requirement, and definition of disadvantaged communities as used by the CTC in the statewide selection process.
 - SCAG in consultation with the counties and a multi-disciplinary working group will develop supplemental call for project applications to score the proposals that are submitted through the supplemental call.

- County-specific evaluation committees comprised of county transportation commission and SCAG staff will be assembled to score the projects submitted in each county through the supplemental call.
- Project sponsors that have submitted projects in the statewide competition, but were unsuccessful, may also choose to complete a supplemental application, if desired. If a supplemental application is not provided, SCAG will rely on the scores provided by the CTC through the statewide review process to rank and select projects, alongside projects submitted through the supplemental call. The \$200,000 cap will not be applied to projects that first submitted an application through the statewide call for projects.
- To establish a preliminary Planning & Capacity Building project list, project proposals will be ranked by county and prioritized by score and in consideration of the following principles:
 - The total funding recommended in this category shall not exceed 5% of the total Regional Program.
 - Each county shall receive its population based share of funds available in this category.

Recommended Regional Program of Projects

SCAG shall create a draft Regional Program List that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program list to ensure it meets the disadvantaged communities' requirements by allocating at least 25% to disadvantaged communities' projects (as defined by the state guidelines).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- Across all counties, the highest scored disadvantaged communities' project that is below the funding mark will be added to the regional project list. This project will displace the lowest scoring project that is above the funding mark and does not benefit a disadvantaged community, regardless of the county.
- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the disadvantaged communities' requirements for the regional program are met.

The final recommended Regional Program of Projects will be reviewed by the CEOs of the county commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to

submitting the Regional Program recommendations to SCAG’s Regional Council and the Boards or Chief Executive Officers of the county transportation commissions for approval and submission to the CTC.

Technical Adjustments: The SCAG CEO, the CEO of each County Transportation Commission, and their designees may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Schedule

- 9/05/16 Regional Program Supplemental Call for Projects Opens
- 10/28/16 Statewide Staff Recommendations
- 11/11/16 Regional Program Supplemental Project Application Deadline
- 12/7/16 Statewide Projects Adopted
- 12/09/16 ATP Subcommittee recommended Draft Regional Program
- December-January 27 2017—County Transportation Commission Approvals
- 2/02/17 Regional Council Approval of 2017 Regional Program
- 2/02/17 Submit 2017 ATP Regional Program to CTC
- 3/17 CTC adopts Regional Program



RESOLUTION NO. 16-580-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG)
IN SUPPORT OF ADOPTING THE
2017 ACTIVE TRANSPORTATION REGIONAL PROGRAM**

Main Office

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WHEREAS, the Southern California Association of Governments (“SCAG”) is the Metropolitan Planning Organization, for the six county region comprising of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial pursuant to 23 U.S.C.§ 134 et seq. and 49 U.S.C. §5303 et seq.;

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

Officers

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Michele Martinez, Santa Ana

First Vice President
Margaret E. Finlay, Duarte

Second Vice President
Alan Wapner, San Bernardino
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Bill Jahn, Big Bear Lake

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Carmen Ramirez, Oxnard

Transportation
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WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission to adopt separate guidelines for the metropolitan planning organizations charged with allocating funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, the Active Transportation Program Guidelines (Resolution G-14-05) requires the Commission to adopt a metropolitan planning organization’s use of project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged communities when differing from the statewide guidelines adopted by the Commission on March 17, 2016; and

WHEREAS, the Active Transportation Program Guidelines (Resolution G-14-05) require metropolitan planning organizations to submit their guidelines to the Commission by June 29, 2016.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments does hereby adopt the 2017 Active Transportation Program Regional Guidelines as presented by SCAG staff on June 2, 2016.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes staff to submit the 2017 Active Transportation Regional Guidelines to the California Transportation Commission for approval.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 2nd^{day} of June, 2016.

Michele Martinez
President, SCAG
Councilmember, City of Santa Ana

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

Transportation Committee Meeting
of the
Southern California Association of Governments
April 7, 2016
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. Sean Ashton, Downey	District 25
Hon. Rusty Bailey, Riverside	District 68
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Art Brown, Buena Park	District 21
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Diana Lee Carey, Westminster	OCCOG
Hon. Jonathan Curtis, La Cañada Flintridge	District 36
Hon. Gene Daniels, Paramount	District 24
Hon. Paul Eaton, Montclair	District 9
Hon. Felipe Fuentes, Los Angeles	District 54
Hon. James Gazeley, Lomita	District 39
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Curt Hagman	San Bernardino County
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Jim Hyatt, Calimesa	District 3
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. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra (Chair)	District 34
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Gene Murabito, Glendora	District 33
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. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. David Spence, La Canada-Flintridge	Arroyo Verdugo Cities
Hon. Karen Spiegel, Corona (Vice Chair)	District 63
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes, Burbank	District 42
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1

Hon. Alan Wapner, Ontario	SANBAG
Hon. Chuck Washington, Temecula	Riverside County
Mr. Gary Slater	Caltrans District 7

Members Not Present:

Hon. Mike Antonovich	Los Angeles County
Hon. Glen Becerra, Simi Valley	District 46
Hon. Ben Benoit, Wildomar	WRCOG
Hon. Jeffrey, Giba, Moreno Valley	District 69
Hon. Gonzalez, Lena, Long Beach	District 30
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jose Huizar, Los Angeles	District 61
Hon. Jim Katapodis, Huntington Beach	District 64
Hon. Linda Krupa, Hemet	WRCOG
Hon. Randon Lane, Murrieta	Murrieta
Hon. Severo Lara, Ojai	VCOG
Hon. James C. Ledford	Palmdale
Hon. Ryan McEachron, Victorville	District 65
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Sam Pedroza, Claremont	District 38
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Marty Simonoff, Brea	District 22
Hon. Zareh Sinanyan	Glendale
Hon. José Luis Solache, Lynwood	District 26
Hon. Barb Stanton, Apple Valley	SANBAG
Hon. Michelle Steel	County of Orange
Hon. Michael Wilson, Indio	District 66

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Alan Wapner, Ontario, called the meeting to order at 10:03 a.m. Hon. Pam O'Connor, Santa Monica, led the Pledge of Allegiance.

PUBLIC COMMENT

No members of the public requested to comment.

ACTION ITEMS

1. Election of 2016-17 Chair and Vice Chair

Joann Africa, SCAG Chief Counsel, announced that the committee will elect its 2016-17 Chair and Vice Chair. Ms. Africa stated the candidate for Chair is Hon. Barbara Messina, Alhambra, and the candidates for Vice Chair are Hon. Karen Spiegel, Corona, and Hon. Ali Saleh, City of Bell. After statements were presented by the candidates the Committee voted.

Hon. Barbara Messina, Alhambra, received the majority of votes and was elected Chair as follows:
Messina: Bailey, Betts, Brown, Buscaino, Carey, Curtis, Daniels, Eaton, Gazeley, Hack, Hagman, Herrera, Hyatt, Lorimore, Marquez, Martinez, Messina, Millhouse, Moore, Murabito, Murray, Navarro, O'Connor, O'Leary, Saleh, Spence, Spiegel, Sternquist, Talamantes, Viegas-Walker, Wapner

Hon. Karen Spiegel, Corona, received the majority of votes and was elected Vice Chair as follows:
Spiegel: Bailey, Betts, Carey, Curtis, Eaton, Gazeley, Hack, Hagman, Herrera, Hyatt, Messina, Millhouse, Moore, Murabito, Murray, Navarro, O'Leary, Spence, Spiegel, Sternquist, Talamantes, Viegas-Walker, Wapner, Washington

Saleh: Brown, Buscaino, Daniels, Lorimore, Marquez, Martinez, O'Connor, Saleh

CONSENT CALENDAR

2. Minutes of the February 4, 2016 Meeting

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

AYES: Bailey, Betts, Brown, Buscaino, Carey, Curtis, Daniels, Eaton, Gazeley, Hack, Hagman, Herrera, Hyatt, Lorimore, Marquez, Martinez, Messina, Millhouse, Moore, Murabito, Murray, Navarro, O'Connor, O'Leary, Spence, Spiegel, Saleh, Sternquist, Talamantes, Viegas-Walker, Wapner, Washington

NOES: None

ABSTAIN: None

Receive and File

3. Save the Date: The 27th Annual SCAG/USC Demographic Workshop – June 13, 2016
4. SCAG Housing Summit, October 11, 2016
5. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Concept Application Review
6. 2016 Regional Council and Policy Committees Meeting Schedule

A MOTION was made (Martinez) and SECONDED (Millhouse) to approve items 3-6 of the Consent Calendar. The Motion passed by the following votes:

AYES: Bailey, Betts, Brown, Buscaino, Carey, Curtis, Daniels, Eaton, Gazeley, Hack, Hagman, Herrera, Hyatt, Lorimore, Marquez, Martinez, Messina, Millhouse, Moore, Murabito, Murray, Navarro, O'Connor, O'Leary, Saleh, Spence, Spiegel, Sternquist, Talamantes, Tercero, Viegas-Walker, Wapner, Washington

NOES: None

ABSTAIN: None

7. 2017 Active Transportation Program (ATP) Regional Guidelines

Stephen Patchan, SCAG staff, reported on the 2017 Active Transportation Program (ATP) Regional Guidelines. Mr. Patchan noted on March 17, 2016 the California Transportation Commission adopted the 2017 Active Transportation Program Guidelines which includes procedures for the development, adoption and management of Cycle 3 of the ATP. Similar

to previous cycles, the ATP will include statewide and regional competitions. Approximately \$240 million will be available across all areas of the program, of which, approximately \$50 million will be awarded through the SCAG regional program. Accordingly SCAG is required to submit guidelines for the regional program selection of projects on June 2, 2016.

Mr. Patchan further stated the goals of the ATP include increasing biking and walking trips, safety, greenhouse gas reduction as well as insuring disadvantaged communities share fully in the benefits. Eligible projects include Planning, Non-Infrastructure and Infrastructure. It was noted key issues looking forward include seeking a more diverse application process that explores opportunities to tailor applications for non-infrastructure and planning projects. Additionally, 50% of SCAG jurisdictions do not have plans and there is a significant delay in funding. Awards will be issued this year but funding will not be available until fiscal year 2019/2020. Approval for the Regional Program Guidelines will be sought from the Regional Council June 2, 2016.

Gary Slater, Caltrans, stated it is California's goal to triple bike lanes and double walking by 2020. Since inception the ATP has funded \$720 million in projects. Additionally, submissions go first to Caltrans and the call for projects begins April 15, 2016 and closes June 15, 2016 with selections of projects by October 2016. Previous projects can be re-submitted although it is advised to seek improvements to the original submission.

Hon. Barbara Messina, Alhambra, noted that smaller cities that may not have a large staff to develop and seek active transportation funding may find it more useful to work through their respective council of governments.

8. Go Human - Update

Sarah Jepson, SCAG staff, provided an update on the Go Human safety and encouragement campaign. Ms. Jepson thanked elected officials for their participation in the campaign to date, including by attending community events, writing editorials and providing feedback for tool development.

The Go Human campaign goals include creating safer streets, reducing collisions, increasing rates of active transportation and greenhouse gas reduction. The three phases of the campaign include planning and advertising in the first phase, open streets and temp events in Phase 2 and safety trainings and toolkits in Phase 3. It was further noted the advertising campaign's total impressions were tripled as approximately 30 agencies joined the effort increasing the campaign's reach. The campaign's next phase includes Open Streets events and so far two events have been completed in Los Angeles and El Centro. Upcoming events include an Active Transportation and Leadership Symposium May 4, 2016 prior to the General Assembly and an Open Streets event in Palm Desert May 7, 2016.

Hon. Cheryl Viegas-Walker, El Centro, expressed thanks for the event that was held in Imperial County and the continued efforts of the Go Human campaign.

ADJOURNMENT

Chair Alan Wapner, Ontario, adjourned the meeting at 10:51 a.m. The next meeting of the Transportation Committee will be June 2, 2016.



Courtney Aguirre, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2016

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

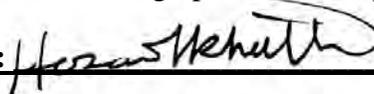
* Regional Council Member

DATE: June 2, 2016

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

FROM: Simon Choi, Chief of Research and Forecasting; 213-236-1849; choi@scag.ca.gov

SUBJECT: SCAG Invitation to the 27th Annual Demographic Workshop – June 13, 2016

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG and the University of Southern California (USC) Sol Price School of Public Policy will convene the 27th Annual Demographic Workshop at the California Science Center on June 13, 2016. We are pleased to invite all Regional Council and Policy Committee members to the workshop. Registration is free for all elected officials.

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 Objective (a): Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

SCAG and the USC Sol Price School of Public Policy are pleased to invite all Regional Council members and elected officials to the 27th Annual Demographic Workshop at the California Science Center on Monday, June 13, 2016 from 7:30 AM to 3:00 PM. This year's program, "*The Continued Rise of the Millennials?*" provides new insights and research on this important demographic group and what that means for the region's future, including housing, employment and services.

As we approach the next census in 2020, there is a lot to report. The Census Bureau will present their experimental data collections in Los Angeles, where we have a local population that is rapidly outgrowing our stagnant housing capacity, and a burgeoning millennial generation trying to make its home. The luncheon keynote by Fernando Guerra, Director of the Leavey Center for the Study of Los Angeles at Loyola Marymount University, will also offer fresh interpretations gleaned from this spring 2016 survey. Presenters and participants will discuss what these coming changes will mean for the remainder of the decade.

REPORT

For registration and parking arrangements for Regional Council and Policy Committee members, please contact: Tess at REY@scag.ca.gov or (213) 236-1908; all others, please contact John Cho at CHOJ@scag.ca.gov or (213) 236-1847.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2015-16 Budget under 800-0160.04.

ATTACHMENT:

Draft Program of the 27th Annual Demographic Workshop

**27th Annual Demographic Workshop (5-1-2016):
The Continued Rise of the Millennials?
Monday, June 13, 2016**

AGENDA

- AM 7:30 Registration/Continental Breakfast
8:00 Welcome/Introductions
Jack Knott, Dean, Sol Price School of Public Policy, USC
Hon. Michele Martinez, Councilmember, City of Santa Ana, President, Southern California Association of Governments (SCAG), Introduced by
Hasan Ikhrata, Executive Director, SCAG
James T. Christy, Regional Director, Los Angeles Regional Office, U.S. Census Bureau
- 8:15 **2020 Census Goes Digital: Early Findings from the LA Experiment**
James T. Christy, Regional Director, Los Angeles Regional Office, U.S. Census Bureau
- 8:45 **Growth and Diversity of Millennials: Is Decline Coming?**
Dowell Myers, Professor and Director of the Population Dynamics Research Group, Sol Price School of Public Policy, USC
- 9:25 **Panel 1: Critical Importance of Millennials and Housing**
Leslie Appleton-Young, Vice President and Chief Economist, California Association of Realtors
Stephen Levy, Director, Center for the Continuing Study of the California Economy
Randall Lewis, Executive Vice President and a Principal, Lewis Operating Corp
Glen Campora, Assistant Deputy Director, California Department of Housing and Community Development
Dowell Myers (Moderator), Professor and Director of the Population Dynamics Research Group, Sol Price School of Public Policy, USC
- 10:40 Coffee Break
10:50 **Panel 2: Urban Revitalization and Gentrification**
Mathew Glesne, City Planner, City of LA
Liz Falletta, Associate Professor, Sol Price School of Public Policy, USC
Jan Lin, Professor of Sociology, Occidental College.
Bianca Barragan (Moderator), Associate Editor, Curbed LA
- PM 12:00 Working Lunch
12:15 Luncheon Keynote Speech
Fernando Guerra, Professor of Political Science and Director of Leavey Center for the Study of Los Angeles, Loyola Marymount University
- 1:15 Greetings
Ethan Sharygin, Demographer, State Census Data Center, California Department of Finance
- 1:25 **Afternoon Roundtables**
Table 1 – Exploring American FactFinder (**Jerry Wong**)
Table 2 – State/County Population Estimates (**Phuong Nguyen**)
Table 3 – Population Projections (**Ethan Sharygin**)
Table 4 – Millennials and their School Choices (**Valerie Edwards & Mary Ehrental Prichard**)
Table 5 – SCAG REVISION – Performance Monitoring Tool (**Juan Matute, Ping Chang & Michael Gainor**)
- 2:35 Takeaways of Roundtables, Questions & Answers
3:00 **Concluding Remarks**

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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
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

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Second Vice President
 Alan Wapner, San Bernardino
 Associated Governments

Immediate Past President
 Cheryl Viegas-Walker, El Centro

Executive/Administration Committee Chair
 Michele Martinez, Santa Ana

Policy Committee Chairs

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

Energy & Environment
 Carmen Ramirez, Oxnard

Transportation
 Barbara Messina, Alhambra

January 7, 2016
 (SCAG Sixth Annual Economic Summit --- in lieu of the regularly scheduled Regional Council and Policy Committees' 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

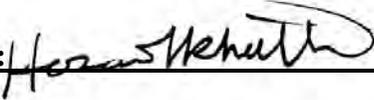
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DATE: June 2, 2016

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
In the second round of the Cap-and-Trade Affordable Housing Sustainable Communities (AHSC) statewide competitive grant program, twenty-one (21) project applicants in the SCAG region were invited by the Strategic Growth Council (SGC) to submit a full application out of the thirty-six (36) concept applications submitted from the region. The full applications are due to SGC on June 20, 2016. SGC plans to announce the final awards in September 2016. SCAG has formed a Cap-and-Trade Assistance Team comprised of staff and consultants to assist applicants to prepare high quality and competitive full applications.

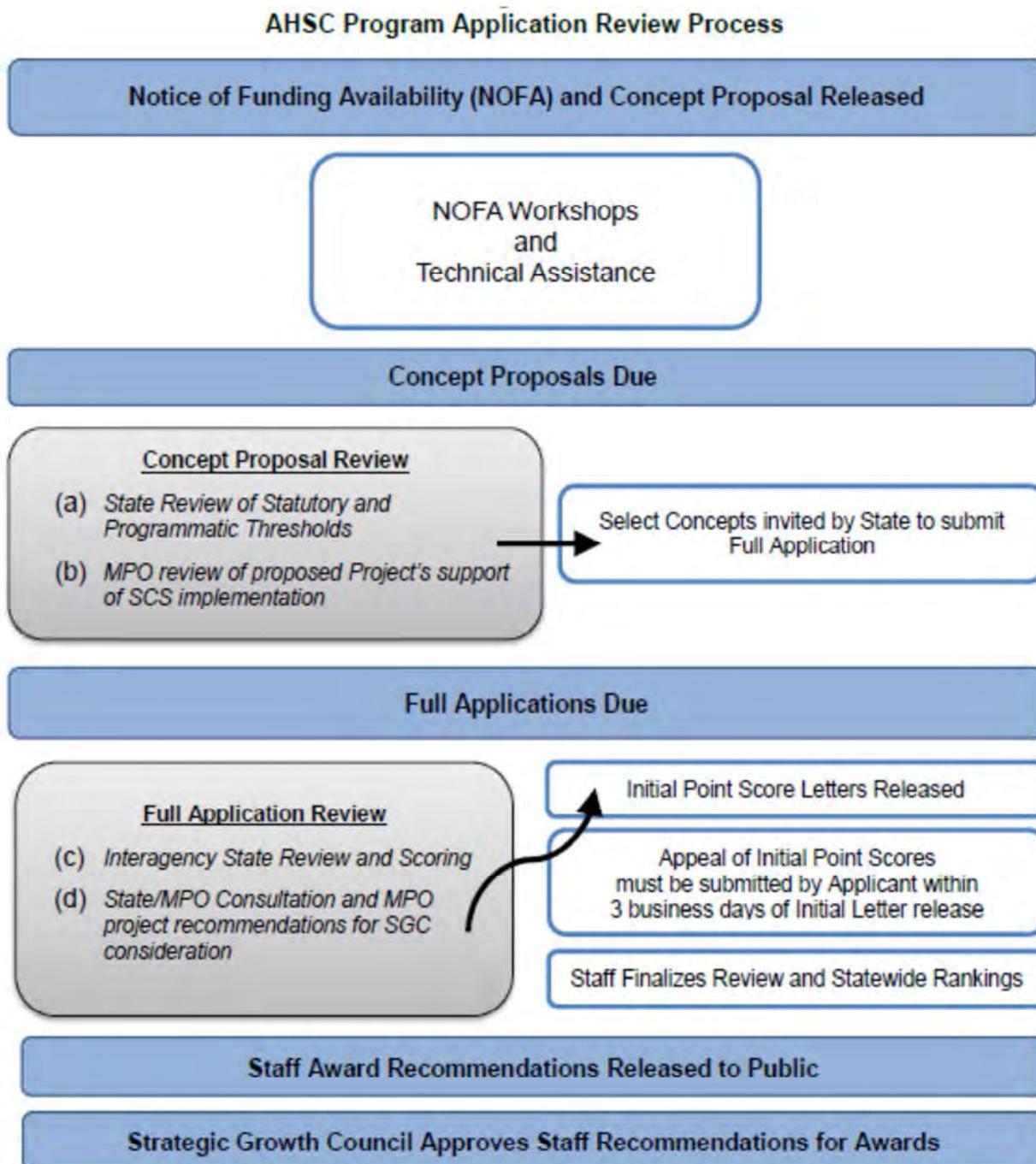
STRATEGIC PLAN:
This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
Through the State budget process, Cap-and-Trade auction proceeds are appropriated from the Greenhouse Gas Reduction Fund (GGRF) to State agencies and programs. The SGC is administering the competitive AHSC program, which is intended to further the regulatory purposes of AB 32 and SB 375 by investing GGRF proceeds in projects that reduce greenhouse gas emissions through more compact, infill development patterns, integrating affordable housing, encouraging active transportation and mass transit usage, and protecting agricultural land from sprawl development. For the 2015-2016 fiscal year, SGC and the California Department of Housing and Community Development (HCD) announced that \$320 million of funding would be available for the AHSC program Statewide.

SB 862 provides that SGC "shall coordinate with the metropolitan planning organizations (MPO) and other regional agencies to identify and recommend projects within their respective jurisdictions that best

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reflect the goals and objectives of this division.” Table 1 illustrates the overall AHSC application review process, including where in the process MPO coordination takes place.



Applications

Concept applications were due to SGC on March 16, 2016. On March 24, SGC forwarded SCAG staff thirty-six (36) concept applications to review whether the proposed project supports the implementation of the Sustainable Communities Strategy (SCS). By county, Los Angeles County was represented by twenty-four (24) submittals, followed by Ventura County with five (5) submittals, and Imperial County, Orange County, and San Bernardino County with two (2) each, and Riverside County with one (1). The total amount requested by all 36 concept applications was \$310.5 million.

The SCAG staff Evaluation Team thereafter reviewed the 36 projects and found all except one would support the implementation of the SCS. Upon review, one application was not recommended because the proposed project did not help implement the SCS. SCAG staff then provided an update of the concept application review to the CEHD Committee on April 7, 2016 and forwarded recommendations to SGC on April 12.

On May 2, 2016, SGC shared with SCAG staff the list of selected applicants invited to submit a full application. Across the SCAG region, seventeen (17) projects were initially selected. SCAG staff provided an update on the full application invitations information to the Regional Council at its May 5, 2016 meeting. On May 16, 2016, SGC announced that four (4) additional concept applications have been invited to submit a full application. Los Angeles County is represented by twelve (12) invitations, followed by Ventura County with four (4), Imperial County and San Bernardino County with two (2) each, Orange County with one (1), and Riverside County with none. The total requested funding for the twenty-one (21) projects invited to submit a full application is \$195.8 million.

Statewide, one hundred and thirty (130) concept applications requesting \$1.1 billion in funds were submitted. According to the most recent information disseminated by SGC on May 16, eighty-five (85) projects requesting a total of \$789.9 million were invited to submit a full application. While SGC has shared the number of invited projects and total amount requested by MPO, it has not publicly shared information on concept applications submitted by MPO or information on individual projects.

Technical Assistance

SCAG has formed a Cap-and-Trade Assistance Team including twelve (12) staff members and four (4) consultant firms, with its mission to assist successful applicants to prepare high quality full applications. Technical assistance has been offered to all applicants and includes grant narrative development, greenhouse gas (GHG) reduction quantification, provision of data, partnership development, and mapping. SCAG sponsored consultation sessions with SGC and other state staff on May 23, 2016 in Los Angeles, and the majority of final applicants attended in order to maximize available support. Numerous calls and meetings with most applicants have already taken place, and additional consultations are being scheduled well in advance of the final application deadline. Moreover, SCAG is coordinating with other technical assistance providers in the region such as LA Thrives, the Annenberg Foundation, and Enterprise Community Partners to maximize benefits to regional stakeholders.

SCAG staff will review full applications and will be guided by Evaluation Criteria adopted by the Regional Council as needed at its March 3, 2016 meeting. The criteria are based on the 2012 RTP/SCS

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strategies, reflecting both the most recently adopted RTP/SCS at the time the AHSC Notice of Funding Availability (NOFA) was released, as well as the SCAG Sustainability Grant Program Call for Projects criteria. The approved AHSC criteria will help staff identify competitiveness of the applications, if necessary.

Next Steps

Full applications are due to SGC on June 20, 2016. Full application review by SGC is scheduled between late-June and August 2016. Awards will be announced by SGC in September 2016. SCAG staff will provide updates to the Regional Council, Policy Committees, and Technical Working Group on the status of the applications as information becomes available.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 16-080.SCG00153.04: Regional Assessment).

ATTACHMENT:

Summary of AHSC concept and Invited Full Applicants, By Jurisdiction

Summary of AHSC Concept and Invited Full Applicants, by Jurisdiction

	Concept Applications		Invited Applicants			Invited Full ICP Applications		Invited Full TOD Applications	
City	Number of projects	Requested Funding	Number of projects	Requested Funding	% of total invited funding	Funding	%	Funding	%
Imperial County									
Calexico	1	\$8,925,301	1	\$8,925,301	4.6%	\$8,925,301	7.8%		
El Centro	1	\$7,360,132	1	\$7,360,132	3.8%	\$7,360,132	6.5%		
Los Angeles County									
Los Angeles	15	\$144,525,798	9	\$87,189,122	44.5%	\$23,078,771	20.2%	\$64,110,351	78.3%
Long Beach	2	\$34,048,734	1	\$17,723,734	9.0%			\$17,723,734	21.7%
Palmdale	1	\$12,632,161	1	\$12,632,161	6.4%	\$12,632,161	11.1%		
South Gate	1	\$2,570,520	1	\$2,570,520	1.3%	\$2,570,520	2.3%		
Baldwin Park	1	\$5,000,000	0						
Glendale	1	\$2,000,000	0						
Pasadena	1	\$5,521,890	0						
Pomona	1	\$1,100,000	0						
South El Monte	1	\$18,386,565	0						
Orange County									
Santa Ana	1	\$12,028,626	1	\$12,028,626	6.1%	\$12,028,626	10.5%		
Huntington Beach	1	\$1,724,440	0						
Riverside County									
Riverside	1	\$6,407,684	0						
San Bernardino County									
Loma Linda	1	\$15,012,624	1	\$15,012,624	7.7%	\$15,012,624	13.2%		
Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, City of San Bernardino	1	\$6,598,973	1	\$6,598,973	3.4%	\$6,598,973	5.8%		
Ventura County									
Moorpark	1	\$3,721,717	1	\$3,721,717	1.9%	\$3,721,717	3.3%		
Oxnard	2	\$11,312,276	2	\$11,312,276	5.8%	\$11,312,276	9.9%		
San Buenaventura	1	\$10,777,571	1	\$10,777,571	5.5%	\$10,777,571	9.5%		
Santa Paula	1	\$800,000	0						
Total	36	\$310,455,012	21	\$195,852,757	100.0%	\$114,018,672	100.0%	\$81,834,085	100.0%

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DATE: June 2, 2016

TO: Transportation Committee (TC)

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

SUBJECT: Regional Pavement Management System

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
Staff, along with Margot Yapp, Vice President of Nichols Consulting Engineers, will provide an overview of the Regional Pavement Management System (RPMS). The RPMS is an essential tool for estimating system preservation needs in the SCAG region and was used for setting investment levels in the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS invests \$37.3 billion for operations and maintenance of regionally significant local streets and roads.

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:
The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) requires the calculation of operations and maintenance needs for the SCAG region’s local streets and roads. Maintenance (or sometimes referred to as capital maintenance) consists of activities that extend the useful life of the roadway asset by five or more years. Maintenance operations of local streets and roads include preventive maintenance such as surface seals as well as rehabilitation (e.g., overlays and reconstruction).

All SCAG region local jurisdictions were surveyed for information on pavement treatment unit costs, non-pavement asset inventories and revenues available for local street and road maintenance activities. This regional database of survey information, combined with condition, inventory and cost data derived from jurisdictions was used to calculate the long-range local street and road needs and revenues incorporated into the RTP/SCS. Updates to the regional database will inform the 2020 RTP/SCS update and provide SCAG’s policy makers investment options and performance implications for consideration.

FISCAL IMPACT:
No fiscal impact. Staff work required for the Regional Pavement Management System is already included in this year’s budget.

ATTACHMENT:
PowerPoint Presentation: Regional Pavement Management System



Regional Pavement Management System Overview

SCAG Transportation Committee (TC)
June 2, 2016

1



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A Two Part Story

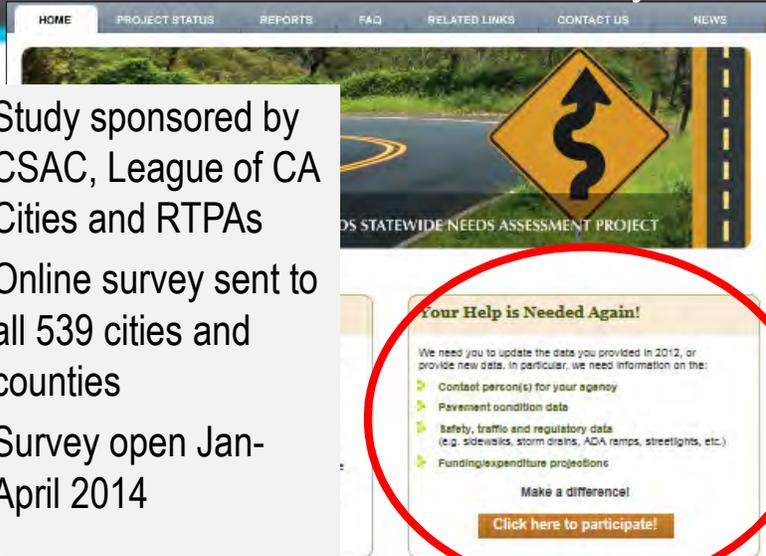
- California Statewide Needs Analysis for Local Streets and Roads (2014)
 - Data source
- Regional analysis for local streets and roads analysis
 - 25 years
 - Needs analysis
 - Funding scenarios

2



2014 CA Statewide Survey

- Study sponsored by CSAC, League of CA Cities and RTPAs
- Online survey sent to all 539 cities and counties
- Survey open Jan-April 2014



3

Responses by Agency (SCAG region only)

County	Total Agencies	Final Submittal	Incomplete Submittal	Total	% of SCAG
Imperial	8	3	1	4	2%
Los Angeles	89	46	17	63	32%
Orange	35	28	7	35	18%
Riverside	29	11	4	15	8%
San Bernardino	25	10	8	18	9%
Ventura	11	7	3	10	5%
Total	197	105	40	145	74%

Final response rate = 74%

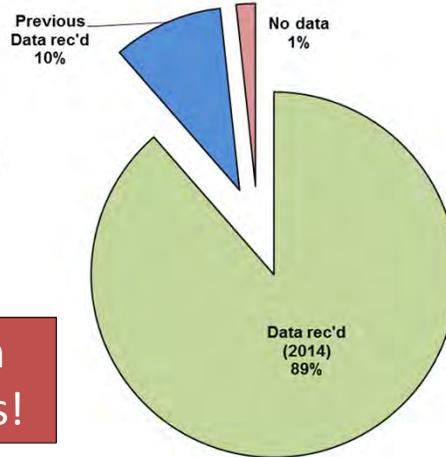
4



Responses by Miles (SCAG region only)

- 145 responses
- 52 no responses
 - 3 have >200 miles
 - Redlands (San Bernardino)
 - Menifee (Riverside)
 - Perris (Riverside)
 - 29 have < 100 miles

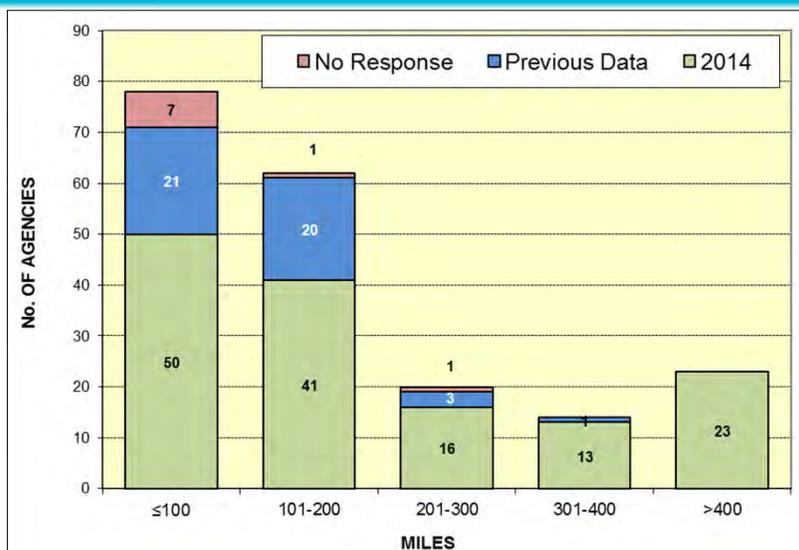
We have data on 89% of total miles!



5



Are Data Representative?



6



Regional Local Street Network

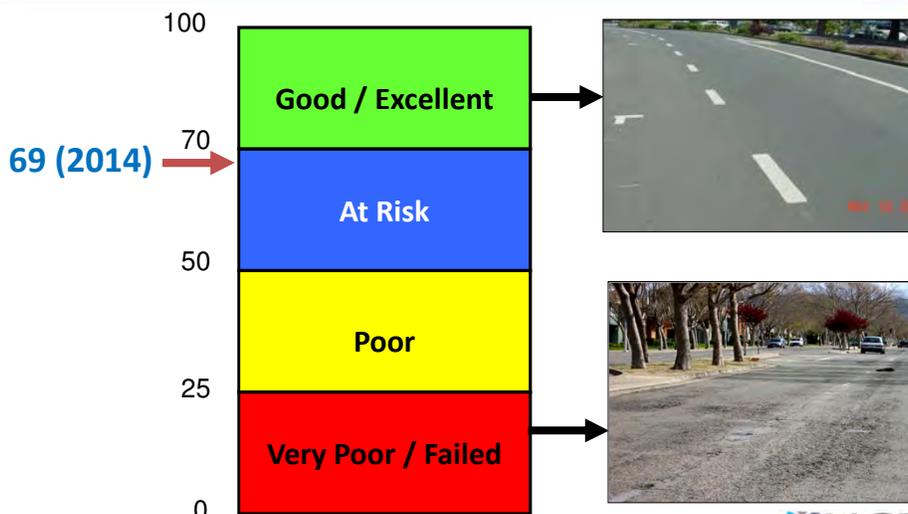
Functional Class	Centerline Miles	Lane Miles	Paved or Improved (%)
Major Roads	29,259	54,067	429,420,003
Minor Roads	30,004	66,067	573,097,528
Unpaved	2,495	5,011	33,804,346
Total	50,118	125,145	1,036,321,877

Asset value is \$80 billion!

7



What is Average PCI for SCAG?

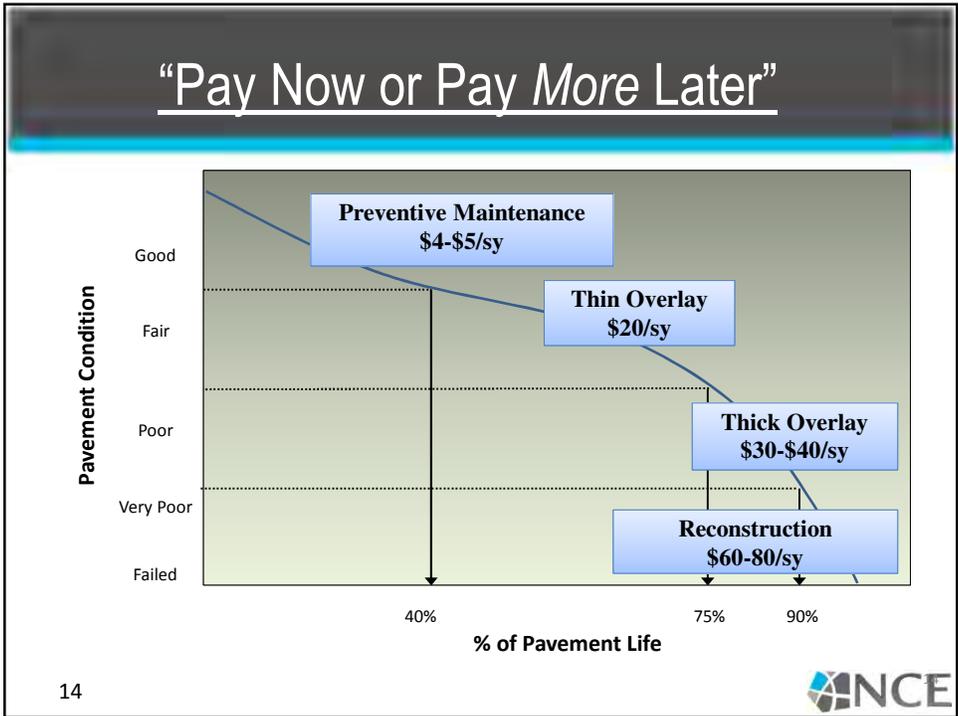


8









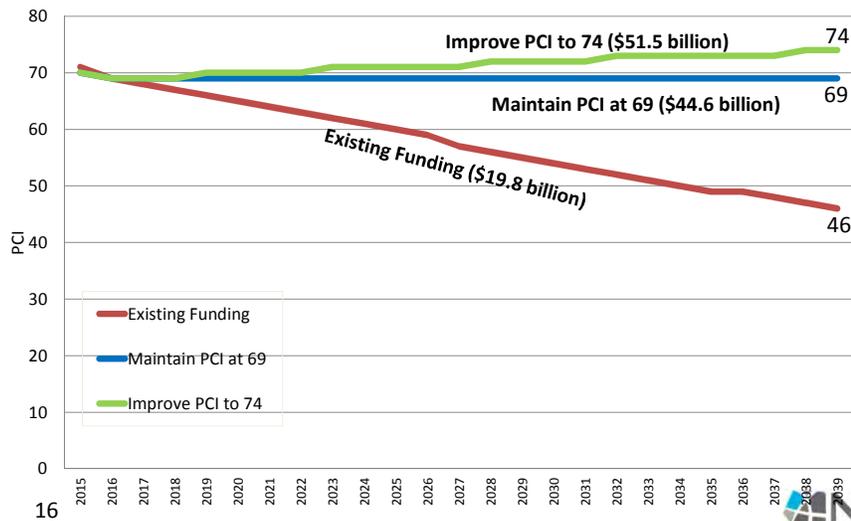
25 Year Funding Needs & Shortfall

County	Total Miles	Total 25 year Needs (\$M)	Total 25 year Funding (\$M)	Shortfall (\$M)
Imperial	4,251	\$ 2,946	\$ 779	(\$2,168)
Los Angeles	21,543	\$ 31,946	\$ 9,881	(\$22,065)
Orange	6,600	\$ 8,276	\$ 2,878	(\$5,398)
Riverside	7,876	\$ 9,359	\$ 3,360	(\$5,999)
San Bernardino	9,825	\$ 11,153	\$ 2,249	(\$8,904)
Ventura	2,515	\$ 3,184	\$ 691	(\$2,493)
Total	52,610	\$ 66,862	\$ 19,838	(\$47,025)

15



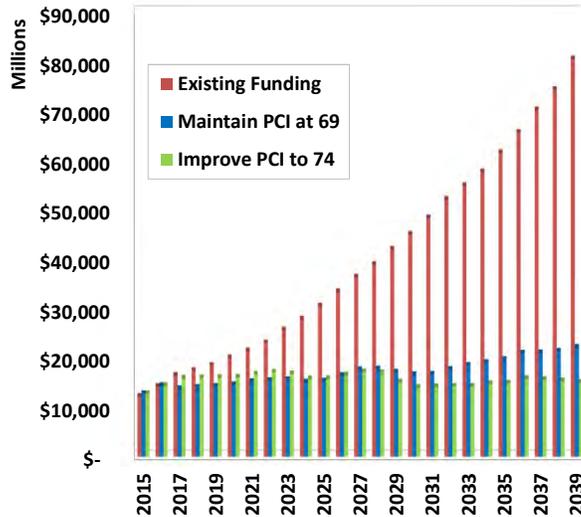
Funding Scenarios



16



Deferred Maintenance



17



Summary

- **Regional Local Street Network**
 - Over 52,000 miles of local streets and roads
 - Total asset value estimated at \$80 billion
 - Average PCI is 69 (2014)
- **25 year needs analysis**
 - Average PCI will drop to 46
 - Deferred maintenance increases to \$80.5 billion
 - Funding needs are \$66.8 billion, shortfall is \$47 billion

18





Questions?

Margot Yapp, PE
Vice President
NCE
myapp@ncenet.com

19



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DATE: June 2, 2016
TO: Transportation Committee (TC)
FROM: Ryan N. Hall, SCAG Aviation Specialist, hall@scag.ca.gov, 213-236-1935
SUBJECT: Notice of Proposed Rulemaking Federal Aviation Administration “Eligibility of Airport Ground Access Transportation Projects for Funding Under the Passenger Facility Charge (PFC) Program”

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
The Federal Aviation Administration (FAA) has issued proposed rulemaking that would allow more flexible use of airport generated Passenger Facility Charges (PFC) for ground access projects. The proposed change would be beneficial for the region because it allows for more efficient use of PFC funds while improving ground access for airport users. SCAG is currently working with the County Transportation Commissions (CTCs) to assess interest towards providing letters of support for the proposed rulemaking.

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 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:
It is common practice for airports to use Passenger Facility Charges (PFC) to plan and pay for ground access improvements to airports. The Federal Aviation Administration (FAA) guidelines associated with the use of PFC to date have been stringent in their use. Airports only have the ability to pay for ground access improvements on airport property and the connections that are solely for airport users. The theory behind this is that these funds are coming from passengers of the airport so the projects also need to be exclusively for airport users.

Yet, as airports have grown to become more nodes of activity or points along a line (as opposed to the end point) the applicability of FAA guidelines has been questioned. Taking note, FAA has proposed more flexibility in how airports can use PFC funds for ground access improvements. The proposed rulemaking provides a mechanism for airports to compare the costs of building systems using the old (status quo) approach, versus being able to incorporate the airport into the larger transit system.

Within the SCAG region this proposed rulemaking is beneficial to our airports, local jurisdictions and passengers. As we continue to contemplate and plan for rail improvements to our airports this will allow for more efficient use of PFC funds as well as provide a higher level of customer service to our 136.2 million annual passengers in the year 2040.

FISCAL IMPACT:

None.

ATTACHMENT:

Federal Aviation Administration, *“Passenger Facility Charge (PFC) Program: Eligibility of Ground Access Projects Meeting Certain Criteria”*

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 3 hours.

Estimated Total Annual Burden: 75 hours.

Issued in Washington, DC, on April 27, 2016.

Ronda Thompson,

FAA Information Collection Clearance Officer, Performance, Policy, and Records Management Branch, ASP-110.

[FR Doc. 2016-10346 Filed 5-2-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Passenger Facility Charge (PFC) Program: Eligibility of Ground Access Projects Meeting Certain Criteria

AGENCY: Federal Aviation Administration (FAA); DOT.

ACTION: Notice of Proposed Policy Amendment and Request for Comments

SUMMARY: The FAA proposes to amend its "Notice of Policy Regarding the Eligibility of Airport Ground Access Transportation Projects for Funding Under the Passenger Facility Charge (PFC) Program,"¹ regarding the requirements for PFC funding of on-airport, rail access projects.

DATES: Comments must be received on or before June 2, 2016. Comments that are received after that date will be considered only to the extent practical.

ADDRESSES: You may send written comments by any of the following methods. Identify all transmissions with "Docket Number FAA 2016-XXXX" at the beginning of the document.

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

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

- **Hand Delivery:** Deliver comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** (202) 493-2251.

To read background documents or comments received, go to <http://www.regulations.gov> at any time or to Room W12-140 on the ground floor of the DOT West Building, 1200 New

Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3831; facsimile (202) 267-5302.

SUPPLEMENTARY INFORMATION: Section 123(e) of Public Law 108-176, Vision 100-Century of Aviation Reauthorization Act (December 12, 2003) directed the FAA to publish a policy on the eligibility of ground access projects for PFC funding. The FAA's Notice of Policy Regarding Eligibility of Ground Access Transportation Projects for Funding Under the Passenger Facility Charge Program (2004 Notice), 69 FR 6366, was published on February 10, 2004. The 2004 Notice presented the relevant statutory requirements as well as FAA's regulations and guidance on PFC-funded ground access transportation projects in a consolidated form.² As stated in the 2004 Notice, the statutory requirements include the significant contribution test for PFC contributions higher than \$3 per passenger (49 U.S.C. 40117(d)(3)); the Airport Improvement Program (AIP) funding test (49 U.S.C. 40117(b)(4)(B); 14 CFR 158.17(a)(2)) and the airside needs test (49 U.S.C. 40117(d)(4); 14 CFR 158.17(a)(3)).³ Other requirements can be found in 14 CFR part 158; FAA Order 5500.1, "Passenger Facility Charge" (August 9, 2001); "The AIP Handbook," FAA Order 5100.38D (September 30, 2014); and FAA PFC records of decision and final agency decisions on about the use of PFC revenue to finance airport ground access transportation projects.⁴

For purposes of the policy, airport ground access includes all potential surface transportation modes (*i.e.*, road, light and heavy rail, and water).

The 2004 Notice restated the agency's longstanding policy requirement from the AIP Handbook, FAA Order 5100.38, that to be AIP and/or PFC eligible, an airport ground access transportation project must meet the following conditions:

(1) The road or facility may only extend to the nearest public highway or facility of sufficient capacity to accommodate airport traffic;

(2) the access road or facility must be located on the airport or within a right-of-way acquired by the public agency; and

(3) the access road or facility must exclusively serve airport traffic.⁵

The first and second of these requirements are relatively straightforward to apply and evaluate. The third requirement (exclusive use) requires more explanation. The 2004 Notice stated that "exclusive use of airport patrons and employees means that the facility can experience no more than incidental use by non-airport users."⁶ By incidental use, the 2004 Notice explains, routine use of the rail ground access transportation facility by non-airport users must "be unattractive and non-airport users in fact constitute only a minor percentage of total system ridership." However, the 2004 Notice also stated that "Exclusive airport use does not mean that any non-airport use must be prevented at all costs."⁷

The 2004 Notice also stated that related facilities, such as acceleration and deceleration lanes, exit and entrance ramps, lighting, equipment to provide operational control of a rail system or people mover, and rail system or people mover stops at intermediate points on the airport are eligible when they are a necessary part of an eligible access road or facility. In addition, the public agency must retain ownership of the completed ground access transportation project. The public agency may choose to operate the facility on its own or may choose to lease the facility to a local or regional transit agency for operation within a larger local or regional transit system.

During the 12 years that have ensued since publication of the 2004 Notice, the FAA has consistently applied these criteria. However, as FAA's experience in administering the program has developed, it has become clear that strictly applying criteria originally designed to judge eligibility for on-airport road access projects, to on-airport rail projects, can produce financially and practically inefficient outcomes. The concept of "exclusive use" has been the subject of particular interest because of the underlying principle that the stakeholders who pay excise taxes on airline passenger tickets or passenger facility charges should not have to pay the costs of facilities, except to the extent necessary to meet the needs of airport patrons and employees. Over the years, the FAA has had to decide whether all or portions of proposed on-airport ground access projects utilizing rail, or portions thereof, met the policy requirement that

² 69 FR 6367.

³ *Id.*

⁴ *Id.*

⁵ *Id.* at 6367.

⁶ *Id.* at 6368.

⁷ *Id.*

¹ 69 FR 6366 (Feb. 10, 2004).

the rail right-of-way exclusively served airport traffic.

In the past, both before and after the publication of the 2004 Notice, the FAA has found that almost all otherwise eligible *rail stations* located on-airport are eligible for PFC funding under agency guidelines, because they are exclusively used by airport patrons and employees.⁸ However, whether the right of way or guideway itself met the historical interpretation of exclusive use depended upon the configuration of the rail line (e.g., whether a spur line terminating at the airport, or a through-line where the airport station is not the terminus). Historically, the FAA has approved funding only for tracks or guideways that clearly meet the requirement of exclusive use, by virtue of the physical configuration of the rail line.⁹

As discussed below, the FAA recently received a request for the use of PFC revenue to fund an on-airport ground access rail station and related trackage, where the trackage would not exclusively serve airport traffic because the rail line would not terminate at the airport station but continue beyond the airport property. Our review and evaluation of the application has caused the agency to consider whether the exclusive use policy is unduly limiting, thereby preventing the approval of PFC funds for some airport ground access projects that might be consistent with the agency's mission to "encourage the development of intermodal connections on airport property between aeronautical and other transportation modes and systems to serve air transportation passengers and cargo efficiently and effectively and promote economic development." 49 U.S.C. 47101(a)(5).¹⁰

Specifically, the agency notes that by extending the rail line beyond the airport, thereby providing more transit options for more travelers and increasing the utility of the system consistent with the agency's mission, the financing options for that system become conversely limited. There are fundamental differences between fixed-guideway systems like rail and public roads. With road access, all that is needed to facilitate efficient access to the air transportation system is a direct connection from the airport to a main

thoroughfare or population center, as individual drivers can then choose their own path to their destination. The roads used by airport visitors are typically part of a broader system that may be funded, constructed, and maintained by multiple levels of government or private entities for multiple purposes and journeys. Given the open and variable nature of road systems, it is critical for the FAA to apply strict eligibility criteria that tie the funding of the on-airport project to the exclusive use of the airport. Without such criteria, users of the infrastructure could benefit from federally-approved funds designed to improve access to the national air transportation system without ever intending to visit, or actually visiting, the airport. Airport rail access projects, however, are planned, funded, constructed, operated, and used differently from on-airport road projects. By their nature, passenger rail and rail transit aggregate passenger traffic along fixed routes with a limited number of stops, each with their own justification and purpose. Users of road infrastructure have more flexibility and control in determining their route that users of rail, who are more limited in their options. Without a very strict exclusive use requirement, users of access roads could take advantage of that infrastructure, and make a choice to never pass through the airport itself. Users of rail, however, have little choice of route and their degree of control over that route. Non-airport users are not taking advantage of the airport portions of track by choice, but are more likely to be passing through the airport because they cannot use rail travel to their destination without doing so. The FAA is seeing an increasing number of circumstances and physical configurations in which strict adherence to the historical interpretation of 'exclusive use' may not be in the balance of the public interest. Indeed, rigid application of the historical policy, designed primarily for road access projects, potentially frustrates the FAA's own objectives as set forth in 49 U.S.C. 47101(b)(5) and (6).

Additionally, population and demographic trends have changed since the ground access policy was developed. Many airports that were originally constructed on the periphery of population centers, now find themselves ensconced as suburban growth has extended to and beyond the airport. As such, it may no longer make sense for a "downtown" rail or transit line to terminate at the airport, as there now exists a pool of potential users beyond the airport. However, under

current policy, which equates on-airport rail projects with "access roads," extending rail/transit access beyond the airport so that these populations can also access the airport precludes the use of federally-approved funds, such as PFCs, for significant portions of the project since the line would go beyond the airport and no longer serves airport traffic exclusively.

Accordingly, the FAA is considering amending the 2004 Policy so that on-airport rail access projects are no longer treated identically to access roads.

The FAA is evaluating whether, consistent with intermodal policy under 49 U.S.C. 47101(b)(5) and (6), it should reconsider its policy to only permit ground access projects where the airport terminal is the terminus of the rail line, or whether PFCs should also be available for other types of rail projects. The FAA is soliciting comment on whether it should amend its policy to consider rail projects that are located on airport, but that may not exclusively serve air traffic, where the creation of a separate spur into the airport (in order to ensure exclusive use of the right-of-way) would be materially more expensive than having the rail line transit the airport property and continue beyond and/or would be contrary to the agency's mission to "encourage the development of intermodal connections at airports." 49 U.S.C. 47101(a)(5). The FAA requests comments on several policy alternatives for determining when rail projects on airport are eligible for PFC funding. After reviewing comments, the FAA may permit some of the alternatives to establish PFC eligibility or may permit other alternatives raised by commenters. One recent PFC application received by the FAA highlights the agency's experience with intermodal objectives, and a need for flexibility in using PFCs to fund on-airport rail access. In March 2014, the FAA received a PFC application from the Metropolitan Washington Airports Authority (MWA) that included a request to use PFCs to help fund both an on-airport station and a portion of the on-airport tracks that would be located immediately adjacent to the station. Although both segments of the track would be located on airport property and connect to the nearest public transportation facility, the tracks would not be exclusively used by airport patrons and employees, as has been historically required based on the FAA's policy, per the 2004 Notice, to analyze rail projects under the same framework as access roads.¹¹ The tracks would not be for the exclusive use of

⁸ 64 FR 53763 (Oct. 4, 1999); PFC Record of Decision, Application No. 01-08-C-00-PDX (July 20, 2001) at 8.

⁹ *Id.*

¹⁰ This policy, when completed, will also apply to AIP eligibility. However, due to AIP rules that limit funding for airport terminal development, rail access projects would not likely be funded with AIP funding.

¹¹ *Id.*

airport patrons and employees because the rail line in question would not terminate at the airport station, but continue to other destinations beyond the airport.

In a July 11, 2014, final agency decision, the FAA approved portions of the application and the Dulles Airport Metrorail Station project in particular, but deferred consideration of “the track portions of this project (beyond the Airport station footprint).”¹²

The FAA’s final agency decision stated that “The FAA is generally reviewing the historical interpretation of exclusive use, and considering possible refinements in the general eligibility criteria relating to track and guideway elements, on airport, in certain circumstances.”¹³

In its consideration of this potential policy change, the FAA must be mindful of how such a change could

affect future airport ground access project approvals. The agency will have to balance the benefit to the airport (e.g., increasing ease of access for airport patrons, and employees; decreased ground congestion; preserving or enhancing capacity, etc.) against the use of PFCs to pay for the trackage or guideway where use of that right-of-way would not exclusively serve airport traffic as historically interpreted.

Discussion on Proposed Policy: As a result of its review and evaluation of the MWAA application, and past PFC decisions relating to airport ground access, the FAA has identified three proposed means by which an airport could demonstrate eligible costs of on-airport rail trackage to be funded through PFC revenues. These proposals are based on the underlying principle that the stakeholders who pay PFCs should not have to pay the costs of facilities, except to the extent necessary to meet the needs of airport patrons and employees, and also promote the

agency’s statutory mission to expand intermodal links at the nation’s airports. The three proposals are:

1. Incremental Cost Comparison: The increased cost of a through-track solution (compared to a track that bypasses the airport) benefits no one but the airport passengers and employees.

Detailed Discussion of Alternative:

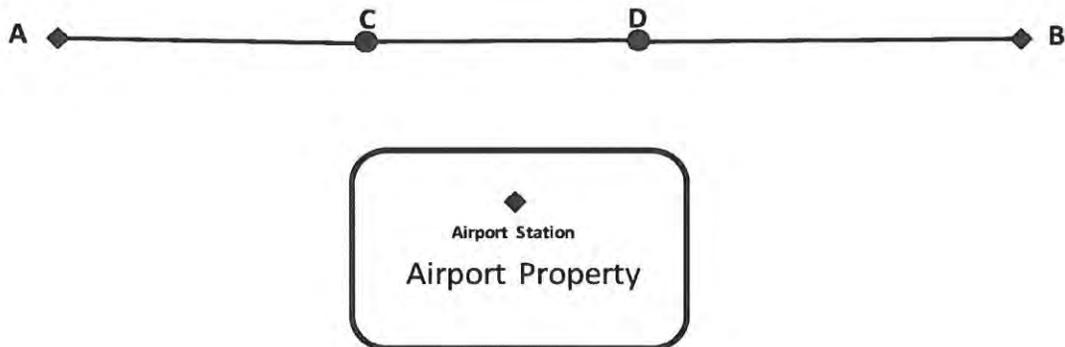
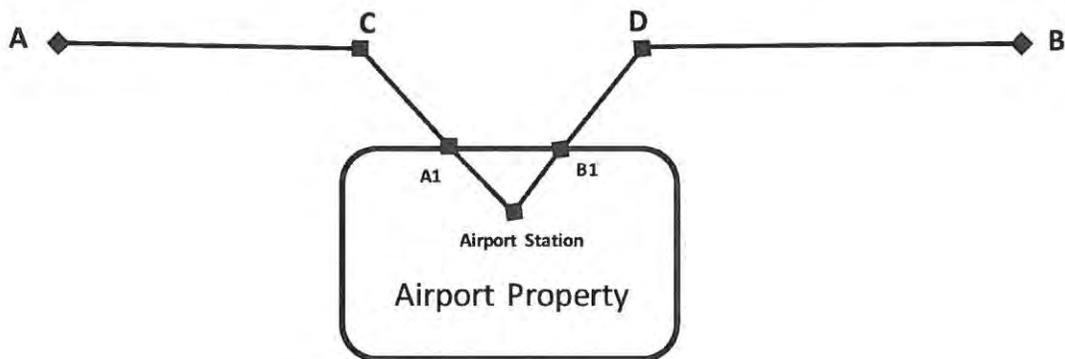
- For this alternative, the public agency could demonstrate that the rail line would be built from Point A to Point B regardless of whether the airport station is added.

- This approach would compare the actual cost needed to serve airport passengers and employees against the cost of the PFC project (airport station).

- If not for the service to the airport, the track alignment in this section (Section C–D) would typically be shorter, straighter, and less expensive than that of a design that includes the Airport Station (C–A1–Airport Station–B1–D).

¹² FAA Final Agency Decision dated July 11, 2014, page 22.

¹³ *Id.*

Track that Bypasses the AirportTrack that Includes the Airport Station

- The approximate incremental cost to serve the airport is the difference between the track cost to serve the airport (C–A1–Station–B1–D) and the cost if the track did not deviate to serve the airport (C–D). This incremental cost represents the costs needed to directly benefit airport passengers and employees. This incremental cost forms

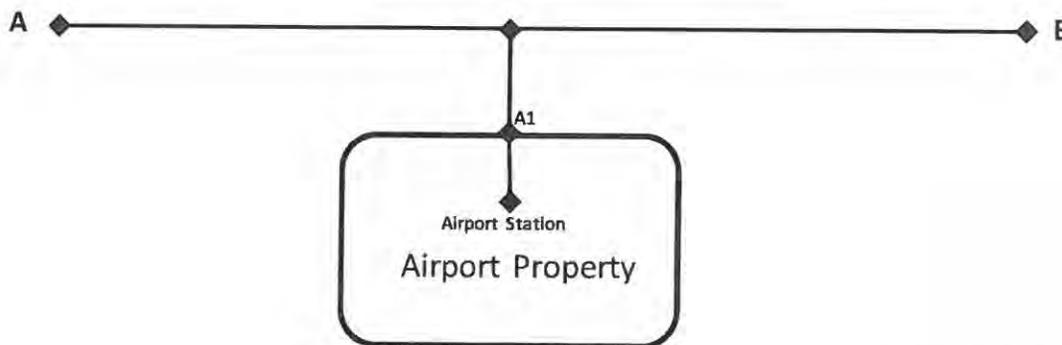
the basis of PFC eligibility. However, only that trackage on airport property (A1–Airport Station–B1) is eligible for PFC funding.

2. Separate System Comparison: The project costs of a through-track solution is less expensive than a stand-alone people-mover bringing passengers in from an off-airport station.

Detailed Discussion of Alternative:

- The full costs of a hypothetical people mover system including the costs of the Airport Station, the transport vehicles, and the full costs of the rail line between the Airport Station and A1 (theoretical airport property line) would typically be eligible for PFC funding.

Hypothetical People Mover



- This alternative would compare the cost of developing a hypothetical people mover system (on airport) against the cost of bringing the transit line to and through an on-airport station.

If the airport can demonstrate that the costs to be funded through PFC revenues would be less than the cost of building a separate system, then the costs to be funded through PFC revenues would be eligible.

3. Prorate the costs of the trackage on airport property based on ridership forecast. If the airport can demonstrate that the costs to be funded through PFC revenues would be no more than the prorated costs of the trackage on airport property, based on ridership forecasts and the percentage representing passengers and employees utilizing the airport, then those costs could be considered eligible.

Comments Invited

The FAA invites interested persons to submit written comments, data, or views concerning this proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, please send only one copy of written comments, or if you are filing comments electronically, please submit your comments only one time.

The FAA will file in the docket all comments received, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposal. Before acting on this proposal, the FAA will consider all comments received on or before the closing date for comments and any late-filed comments if it is possible to do so without incurring expense or delay. The

FAA may change this proposal in light of comments received.

Issued in Washington, DC, on April 27, 2016.

Elliott Black,

Director, Office of Airport Planning and Programming.

[FR Doc. 2016-10334 Filed 5-2-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Application for Employment With the Federal Aviation Administration

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a currently approved information collection. The information collected is used to evaluate the qualifications of applicants for a variety of positions within the FAA.

DATES: Written comments should be submitted by July 5, 2016.

ADDRESSES: Send comments to the FAA at the following address: Ronda Thompson, Room 441, Federal Aviation Administration, ASP-110, 950 L'Enfant Plaza SW., Washington, DC 20024.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of

information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

FOR FURTHER INFORMATION CONTACT:

Ronda Thompson at (202) 267-1416, or by email at: Ronda.Thompson@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0597.

Title: Application for Employment with the Federal Aviation Administration.

Form Numbers: There are no FAA forms associated with this collection. Information is collected via the Office of Personnel Management (OPM) online USAJOBS system and the FAA's Automated Vacancy Information Access Tool for Online Referral (AVIATOR) staffing tool.

Type of Review: Renewal of an information collection.

Background: Under the provisions of Public Law 104-50, the Federal Aviation Administration (FAA) was given the authority and the responsibility for developing and implementing its own personnel system. The agency requests certain information needed to determine basic eligibility for employment and potential eligibility for veteran's preference and Veteran's Readjustment Act appointments. In addition, occupation specific questions assist the FAA in determining candidates' qualifications so that only the best-qualified candidates may be hired for the many aviation safety-related occupations.