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MEETING OF THE

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

Wednesday, December 2, 2015

10:00 a.m. – 1:00 p.m.

SCAG Los Angeles Main Office

818 W. 7th Street, 12th Floor,
Policy Committee Room A
Los Angeles, California 90017
(213) 236-1800

Teleconferencing Available:

To join the meeting: <http://scag.adobeconnect.com/rttac/>

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If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Matt Gleason at (213) 236-1832 or gleason@scag.ca.gov.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1993. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

TRANSIT TECHNICAL ADVISORY COMMITTEE

AGENDA

December 2, 2015

4.0 INFORMATION ITEMS

4.1	<u>Metro Long Range Transportation Plan Update</u> <i>(Lori Abrishami, Metro)</i>	5	
4.2	<u>Affordable Housing & Sustainable Communities Grants</u> <i>(Kristen Pawling, SCAG Staff)</i>	5	8
4.3	<u>Federal Transit Administration (FTA) Transit Asset Management Notice of Proposed Rulemaking</u> <i>(Philip Law, Manager, Transit/Rail Department, SCAG)</i>	20	13
4.4	<u>FTA Triennial Review</u> <i>(Philip Law, Manager, Transit/Rail Department, SCAG)</i>	20	17
4.5	<u>Overview of 2016-2040 RTP/SCS</u> <i>(Philip Law, Manager, Transit/Rail Department, SCAG)</i>	20	21
4.6	<u>2016-2040 RTP/SCS Environmental Justice Element</u> <i>(Ma'Ayn Johnson, UECI)</i> <i>and Ht cpnlY gp, O cpci gt 'Tgugctej 't'pf 'Cpci'uku 'UECI)</i>	25	38

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5.0	<u>STAFF UPDATE</u>	5	
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ADJOURNMENT

The next Regional Transit Technical Advisory Committee meeting is tentatively scheduled for October 30, 2018.

* Attachment under separate cover

Regional Transit Technical Advisory Committee (RTTAC)
of the
Southern California Association of Governments

July 29, 2015

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE (RTTAC). AN AUDIO RECORDING OF THE MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Regional Transit Technical Advisory Committee held its meeting at SCAG's Downtown Los Angeles Office. The meeting was called to order by Wayne Wassell, Chair.

Members Present:

Wayne A. Wassell (Chair)	Metropolitan Transportation Authority
Lori Abrishami	Metropolitan Transportation Authority
Joshua Palazzo	Riverside Transit Agency
Kristin Warsinski	Riverside Transit Agency
Joyce Rooney	Redondo Beach Transit
Shirley Hsiao	Long Beach Transit
Kirk Schneider	Caltrans District 7

Video Conference:

Vic Kamhi	Ventura County Transportation Commission
Claire Johnson-Winegar	Gold Coast Transit
Greg Nord	Orange County Transportation Authority
Eric Carlson	Orange County Transportation Authority
Aaron Bonafilio	Ventura County Transportation Commission
Jeremiah Bryant	Omnitrans
Dietter Aragon	Antelope Valley Transit Authority

Teleconference:

Joe Raquel	Foothill Transit
Josh Landis	Foothill Transit
Henry Lopez	Foothill Transit

SCAG Staff:

Philip Law	Christopher Tzeng
Matthew Gleason	Joseph Briglio
Stephen Fox	

1.0 CALL TO ORDER

Wayne Wassell, Chair, called the meeting to order at 10:05 a.m.

2.0 PUBLIC COMMENT PERIOD

No member of the public requested to comment.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of the April 29, 2015 Regional Transit TAC Meeting

The Consent Calendar was approved by consensus.

4.0 INFORMATION ITEMS

4.1 2016-2040 Regional Transportation Plan/Sustainable (RTP/SCS) Communities Strategy Innovation

Christopher Tzeng, SCAG staff, reported on innovations for the 2016-2040 RTP/SCS. Mr. Tzeng noted there is a focus on technology with the promise to create a more seamless transportation system. Three areas currently under investigation include neighborhood electric vehicles, car sharing and ride sourcing. Further, SCAG research in this area over the past four years (4) led to the region's first shared mobility conference and an internal white paper that identified 55 separate technological innovations. Mr. Tzeng stated that while some innovations are not relevant in every part of the region, many areas have a population and employment density to support much lower automobile usage if there were better and safer options.

Mr. Tzeng reviewed neighborhood electric vehicle usage noting that a significant portion of our roadway network is suitable for neighborhood electric vehicles, as well as biking and walking. Car sharing and ride sourcing companies such as Uber and Lyft are seen as transportation network companies. While growth is anticipated in these services they are heavily influenced by urban form and density. Additionally, travel planning connected vehicle technology and travel planning applications while having potential to influence travel there is not yet enough data to model these innovations.

Wayne Wassell, MTA, questioned the use of ride sourcing companies as first-mile connectors to transit. Kirk Schneider, Caltrans, noted transit and ride sourcing services are sometimes used in tandem, for example, a passenger may chose transit to get to a destination and use ride sourcing to return from it. It was also noted ride sourcing trips occur in clusters which may suggest service differs geographically.

4.2 2016-2040 Transit Element Overview

Matt Gleason, SCAG staff, reported on the 2016-2040 Transit Element Overview. Mr. Gleason began by reviewing the transit projects started or completed since 2008. Mr. Gleason noted trends include a change in the way transit service is

delivered with a decline in bus ridership in the large urban areas and a growth in rail and demand response. Mr. Gleason reviewed the trends in service hours, annual ridership and per capita ridership. Next the peer regions benchmarking exercise was reviewed. It was noted areas of the country with greater than five (5) million residents were used as the peer analysis group. Peer region comparisons for unlinked passenger trip per vehicle revenue hour, operating cost per unlinked passenger trip, operating cost per passenger mile, operating cost per revenue hour as well as demand response trips were reviewed.

Mr. Gleason stated the benchmarking exercise revealed that regional transit service ranks as expected based on population and service levels, however, the region ranks second in demand response trips coming statistically close to the New York-New Jersey area in demand response trips and passenger miles. This is seen as a significant indication of the growth of demand response service regionally.

Mr. Gleason noted the 2016-2040 RTP/SCS is in development and it is anticipated that it will look similar to the 2012 RTP/SCS with strategy and information updated from county transportation commissions and transit operators. Major transit capital projects, operations and maintenance and fixed guideway gap closure projects were reviewed. Mr. Gleason reported on emerging travel behavior trends such as First Mile Last Mile connectivity, emerging fuel technologies, emergency preparedness, poverty, stagnating per capita demand and the aging baby boomer population.

Joyce Rooney, Redondo Beach Transit, commented that there are complex issues associated with a shift toward electric busses such as developing the needed support infrastructure. A significant capital investment is needed in land, charging infrastructure and maintenance which can be challenging to agencies with large fleets as well as smaller agencies with limited resources.

Lori Abrishami, MTA, also noted, that there are funding concerns beyond the purchase of electric busses that agencies need to consider including the acquisition of land and personnel training.

4.3 2016-2040 RTP/SCS Active Transportation and First Mile Last Mile Overview

Alan Thompson, SCAG staff, reported on the 2016-2040 RTP/SCS Active Transportation and First Mile Last Mile Strategies. Mr. Thompson reported that bicycle trips in the region have increased 72% since 2008 while bikeways increased 11.5%. It was further noted the average biking trip is approximately 1 mile and the average walking trip is less than one-half mile. There has been an increase in biking and walking fatalities in recent years and biking injuries have increased 43% since 2008. However, with the increased growth in the number of biking trips this represents a declining trend. Biking collisions peak in the summer months and pedestrian collisions peak in the winter months generally around the time change. Most biking and pedestrian accidents occur in the daytime with morning rush hour most common for pedestrian incidents and afternoon for biking. The most common location for pedestrian incidents is intersection crosswalks.

Mr. Thompson noted the 2016 RTP/SCS seeks to provide a greater focus for current efforts and in addition to the Regional Local Bikeway Network that connects every city, to develop a Greenway Network that provides the physical separation for cyclist and pedestrians along river paths and drainage channels. Also, First-Mile, Last-Mile efforts and Livable Corridors.

Kirk Schneider, Caltrans, noted Nevada regularly stations a police vehicle at school zones which is an effective policy for improving pedestrian and school zone safety.

Lori Abrishami, MTA, confirmed from experience the effectiveness of Nevada's policing of school zones and their benefit to public safety and asked if it's worth investigating how their effort is structured and funded.

4.4 Overview of 2016-2040 RTP/SCS Premium Transit

Steve Fox, SCAG staff, reported on 2016-2040 RTP/SCS Premium Transit Corridors. Mr. Fox stated premium transit corridors have been identified as eligible for enhanced service and includes corridors with increased headways, point-to-point express and standard and light Bus Rapid Transit. Additionally, the premium services strategy was originally included in the 2012 RTP/SCS and has been updated for 2016. Further, this effort has been benefitted by the High Quality Transit Corridors outreach where information has been gathered on corridors with 15 minute or better headways.

4.5 Overview of 2016-2040 RTP/SCS Metrolink Availability Analysis

Stephen Fox, SCAG staff, provided an overview of the 2016-2040 Metrolink Accessibility Analysis. Mr. Fox stated the effort examined the distance between Metrolink stations and the region's population, households and employment. They were examined at the one-half mile and 3 mile buffer zones. It was noted the population and employment accessibility is highest in Ventura County's where 44% of the population and 47% of its employment is within 3 miles of its Metrolink stations.

Mr. Fox next reviewed the bicycle facility accessibility and noted slightly over half of Metrolink stations are within a mile of Class 1 bike lanes and over two-thirds have access to Class 2 bike lanes, however, the lanes do not connect with the stations. Transit connectivity was next reviewed and it was noted of the 56 Metrolink stations in the region, only 13 have connecting transit that operates with 15-minute headways in peak periods. In total 21 transit agencies serve Metrolink stations but only six have service of 15-minutes or better in peak periods.

STAFF UPDATE

Philip Law, SCAG staff, stated the Draft 2016-2040 RTP/SCS will be released in Fall 2015.

ADJOURNMENT

The meeting adjourned at 12:01 p.m. The next meeting of the Regional Transit Technical Advisory Committee is December 2, 2015.

Section 101. AHSC Program Overview

The **AHSC Program** furthers the purposes of [AB 32](#) (Chapter 488, Statutes 2006) and [SB 375](#) (Chapter 728, Statutes, 2008) by investing in projects that reduce GHG emissions by supporting more compact, infill development patterns, encouraging active transportation and transit usage, and protecting agricultural land from sprawl development. Funding for the **AHSC Program** is provided from the Greenhouse Gas Reduction Fund (GGRF), an account established to receive Cap-and-Trade auction proceeds. The Cap-and-Trade Program, a key strategy for achieving the GHG emission reduction goals of AB 32, issues a limited number of GHG emissions permits (called allowances) each year. A portion of these allowances can be purchased from the State at quarterly auctions, thereby generating auction proceeds. These State auction proceeds are then deposited in the GGRF, where they become available for appropriation by the Legislature to further the purposes of AB 32.

The **AHSC Program** is administered by the **Strategic Growth Council (Council)**. The **Department of Housing and Community Development (Department)** will implement the transportation, housing and infrastructure component of the **AHSC Program**. The **Council** staff will coordinate efforts with **Department** staff, working with the **California Air Resources Board (ARB)** and the **Council** to administer the broader **AHSC Program**, including developing program guidelines, evaluating applications, preparing agreements, monitoring agreement implementation, reporting and amendments.

The **Council** will coordinate with **ARB** to develop and incorporate consistent guidance in the following areas, which will apply to all GGRF programs:

- Expenditure records to ensure investments further the goals of AB 32.
- SB 535 (Chapter 830, Statutes 2012) requirements to maximize benefits to **Disadvantaged Communities** and determining whether an investment provides a “benefit to” or “is located within” a **Disadvantaged Community**.
- Consistent methodologies for quantifying GHG reductions and other economic, environmental and public health co-benefits.
- Project tracking and reporting.

The **AHSC Program** will provide grants and/or loans to projects that will achieve GHG reductions and benefit **Disadvantaged Communities** through increasing accessibility of affordable housing, employment centers and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled (VMT) through shortened or reduced vehicle trip length or mode shift to transit, bicycling or walking. **Three project prototypes have been identified to implement this strategy: 1) Transit Oriented Development (TOD) Project Areas, or 2) Integrated Connectivity Project (ICP) Project Areas, or 3) Rural Innovation Project Areas (RIPA).**

Funds will be allocated through a competitive process, based on the merits of applications submitted and the proposed use of funds within the identified **Project Area**. The threshold requirements and application selection criteria focus on the extent to which developments realize the **AHSC Program’s** objectives of reducing GHG emissions, benefiting **Disadvantaged Communities**, providing affordable housing, demonstrating project readiness, and meeting other policy considerations, as reflected in Section 107 of these guidelines.

Figure 1
AHSC Program Summary

Project Area Types	Transit Oriented Development (TOD) Project Area	Integrated Connectivity Project (ICP) Project Area	Rural Innovation Project Area (RIPA)
Transit Requirements (All Project Areas) §102	<ul style="list-style-type: none"> MUST include Qualifying Transit, which means a transit line serving the public that is operated by a public entity (directly or via contract), or operated as a grant recipient (or sub-recipient) from a public entity. Qualifying Transit includes various forms of Rail Service, Bus Service and Flexible Transit Service. All Project Areas MUST also include a Transit Station/Stop, which is a designated drop-off and pick-up location served by at least one Qualifying Transit line departing two or more times during Peak Hours (unless it is Flexible Transit Service). <p><i>Note: Transit requirements based on transit that exists as of date of application submission. ICP/RIPA projects that would build High Quality Transit will remain eligible as an ICP/RIPA.</i></p>		
Project Area Specific Requirements §102	<ul style="list-style-type: none"> MUST be served by High Quality Transit Headway frequency of 15 minutes or less during Peak Hours Requires dedicated right-of-way or multiple Bus Rapid Transit (BRT) features Project Area MUST include an Affordable Housing Development (funded either through AHSC Program funds or other sources). 	<ul style="list-style-type: none"> CANNOT be served by High Quality Transit 	<ul style="list-style-type: none"> CANNOT be served by High Quality Transit MUST be located within a Rural Area
Required AHSC Funded Components §102	<p>AHSC Program funds MUST be used for Affordable Housing (which includes Affordable Housing Developments or Housing Related Infrastructure) AND at least one (1) other type of Eligible Use</p>		<p>AHSC Program funds MUST be used for Sustainable Transportation Infrastructure AND at least one (1) other type of Eligible Use</p>
Eligible Uses §103	<ul style="list-style-type: none"> Affordable Housing Developments Housing Related Infrastructure Sustainable Transportation Infrastructure (Active Transportation and Transit Infrastructure) Transportation-Related Amenities (includes transit-related amenities, active transportation related amenities and green streets) Programs 		
Affordable Housing Development Requirements §103	<p>Affordable Housing Developments may be:</p> <ul style="list-style-type: none"> New construction Acquisition and Substantial Rehabilitation including preservation of affordable housing at-risk Conversion of one or more nonresidential structures to residential dwelling units 		
Funds Available §106	Target 40 percent of available to TOD Project Areas	Target 30 percent of available to ICP Project Areas	Target 10 percent of available funds to RIPAs
<p><i>Only applications which meet all Threshold Requirements will be eligible and considered for funding. If insufficient eligible applications are received in any Project Area Type (TOD, ICP or RIPA) funds targeted to that Project Area Type will roll over to fund additional applications in other Project Area Types.</i></p>			
Project Awards §104	<p>All Project Area Types are subject to the following minimum and maximum award amounts: Minimum: \$1 Million Maximum: \$20 Million</p>		
Statutory Funding Set-asides §106	<ul style="list-style-type: none"> 50 percent of the annual proceeds for the AHSC Program shall be for Affordable Housing (Health & Safety Code § 39719(a)(1)(C)) 50 percent of AHSC Program expenditures shall be for projects benefitting Disadvantaged Communities (Public Resources Code § 75214) <p><i>Note: A single project can address both set-asides above, and are not mutually exclusive.</i></p>		

Appendix B. Examples of Eligible Costs

Figure B-1
Examples of Eligible Costs

		Affordable Housing Developments and Housing-Related Infrastructure	Sustainable Transportation Infrastructure	Transportation-Related Amenities	Active Transportation Programs	Transit Ridership Programs	Criteria Air Pollutant Reduction Programs
Housing Construction							
	Construction, rehabilitation, demolition, relocation, preservation, acquisition or other physical improvement of affordable housing	X					
	Site Acquisition or preparation costs related to an Affordable Housing Development, including easements and rights of way	X					
Complete Streets and Non-Motorized Transportation							
	Development and/or improvement of walkways or bikeways that improve mobility, access, comfort and safety		X				
	Development or improvement of frequent and safe crossing opportunities		X				
	Sidewalk or non-capacity increasing streetscape improvements, including, but not limited to, the reconstruction or resurfacing of sidewalks and streets or the installation of lighting, signage, or other related amenities		X				
	Street crossing enhancements including installation of accessible pedestrian signals		X				
	Traffic calming projects including development of curb extensions, roundabouts, median islands, "road diets," lane narrowing projects		X				
	Signage and way-finding markers			X			
	Installation of traffic control devices to improve safety of pedestrians and bicyclists		X				
	Street furniture (e.g. benches, shade structures, etc.			X			
	Bicycle repair kiosks			X			
	Bicycle routes, lanes and paths; cycle tracks and multi-use paths		X				
	Secure bicycle storage or parking	X		X			
	Bike Sharing infrastructure	X		X			
	Bicycle carrying structures on public transit		X	X			

Transit and Station Areas							
	Development of special or dedicated bus lanes		X				
	Development and/or improvement of transit facilities or stations		X				
	Necessary relocation of transportation related infrastructure or utilities		X				
	Capital purchases of transit related equipment which will increase transit service and/or reliability		X				
	Transit Signal Priority technology systems		X				
	Real-time arrival/departure information systems		X				
	Installation of at-grade boarding infrastructure		X				
	Development or improvement of bus and transit shelters or waiting areas			X			
	Improvement or addition of lighting to a station area or pedestrian walkways		X				
	Transit ticket machine purchase or improvements			X			
	Transit passenger amenities - e.g. WiFi access			X			
	Transit Vehicle Procurement for service expansion		X				
	Station area signage			X			
	Removal of access barriers to transit stations		X				
	Safety related intersection improvements		X				
	Facilities that support pedestrian and bicycle transit		X				
Green Infrastructure, Urban Greening and Element Beyond Title 24							
	Energy efficiency measures that meet or exceed Title 24 Part 6 Efficiency Standards	X	X				
	Green Building measures that meet or exceed Title 24 Part 11 Green Building Standards	X	X				
	Low Impact Design measures including: <ul style="list-style-type: none"> • soil restoration and permeable surfaces • heat island mitigation (e.g. reflective and vegetated surfaces, shade canopy) • rainwater recycling, flow and filtration systems including rain gardens • stormwater planters and filters • vegetated swales, • bioretention basins • infiltration trenches • integration with riparian buffers • drought tolerant plants and tree species • vegetative or permeable alternatives to turf 	X	X				
	Community demonstration or outdoor education gardens or orchards	X		X			

	Creation, development or rehabilitation of parks and open space	X		X			
Pre-Development Costs Related to Project Implementation							
	Analysis to update adopted General or Specific/Area Plan, zoning ordinances, etc. which are required to implement a capital project	X	X	X			
	Implementation of anti-displacement strategies						
Programs							
	Pedestrian and bicycle safety education programs				X		
	Development and publishing of community walking and biking maps, include school route/travel plans				X		
	Development & implementation of "walking School Bus" or "bike train" programs				X		
	School crossing guard training programs				X		
	Bicycle clinics				X		
	Public outreach efforts to increase awareness and understand the needs of active transportation users				X		
	Bike sharing programs				X		
	Ride and/or car share programs				X		
	Transit subsidy programs					X	
	Education and marketing of transit subsidy programs					X	
	Transportation Demand Management (TDM) programs					X	
	Outreach and marketing of Consolidated Transportation Service Agency (CTSA) programs					X	
	E-Mobility programs which include the expansion or development of internet based applications that allow customers, clients and/or the public to conduct transactions online, circumventing vehicle travel						X

REPORT

DATE: December 2, 2015

TO: Regional Transit Technical Advisory Committee (RTTAC)

FROM: Philip Law, Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov

SUBJECT: Comments on FTA Proposed Rulemaking for Transit Asset Management

EXECUTIVE SUMMARY:

The Federal Transit Administration (FTA) has issued a Notice of Proposed Rulemaking (NPRM) regarding transit asset management requirements from the Moving Ahead for Progress in the 21st Century Act (MAP-21). The proposed rule calls for the development of a National Transit Asset Management System, requires transit providers to develop Transit Asset Management (TAM) plans, defines “state of good repair,” and requires States, Metropolitan Planning Organizations (MPOs), and transit providers to collaboratively develop performance targets. SCAG staff submitted comments to FTA regarding the NPRM by the comment deadline of November 30, 2015. This staff report summarizes the NPRM and SCAG staff comments.

BACKGROUND:

In the NPRM issued on September 30, 2015 (<http://www.regulations.gov/#!docketDetail;D=FTA-2014-0020>), the FTA proposes a new part 625 to Title 49 CFR, Chapter VI, which sets forth a National Transit Asset Management System, requires transit providers to develop Transit Asset Management (TAM) plans, defines “state of good repair,” and requires States, MPOs, and transit providers to collaboratively develop regional performance targets. These requirements apply to all recipients or subrecipients of 49 U.S.C. Chapter 53 federal funds that own, operate, or manage capital assets used in the provision of public transportation.

In the NPRM, state of good repair (SGR) is officially defined as “the condition in which a capital asset is able to operate at a full level of performance.” In determining whether a capital asset is in a state of good repair, a transit provider must consider the life cycle of that asset, and whether scheduled maintenance, repair, and rehabilitation have been completed. SGR standards must be met in order for an asset to achieve a state of good repair. These SGR standards include: the capital asset is able to perform its designed function; the use of the asset in its current condition does not pose a known and unacceptable safety risk; and the life-cycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements. The FTA proposes four categories of SGR performance measures (equipment, rolling stock, infrastructure, and facilities) with one measure for each asset class.

Public transportation providers are separated into two tiers. All tier I providers (having 101 or more vehicles in peak revenue service, or operating rail fixed-guideway service) must develop a TAM Plan. Group TAM plans are to be developed by a State or a direct recipient to cover tier II transit providers (those with 100 bus vehicles or less and which do not operate any rail service) and all subrecipients under the 5311

REPORT

Rural Area Formula Program. Native American tribes can elect to participate in a group TAM plan or develop their own TAM plan. Tier II providers must carry out the TAM plan.

Requirements for TAM plans include:

- TAM plans should be developed in coordination with the State and applicable MPO;
- TAM plans must include a project-based prioritization of investments, by year;
- TAM plans must cover at least 4 years, be updated every four years, and coincide with the federal TIP/STIP; and
- An initial TAM plan must be developed within 2 years of the effective date of the rule.

Requirements for target setting include:

- State of good repair performance targets must be set for the following fiscal year for each asset class in the TAM plan, and this must be done within 3 months of the effective date of the rule;
- At least once every fiscal year, every transit provider or group TAM plan sponsor must set a performance target for the following fiscal year; and
- To the maximum extent practicable, a transit provider or group TAM plan sponsor must coordinate with the State and MPO in selecting the State and MPO performance targets.

Requirements for documentation and reporting include:

- A transit provider or group TAM plan sponsor must make its TAM plan and any supporting documents available to the State and MPO to aid in the planning process; and
- Annual reports must be submitted to FTA's National Transit Database including targets for the following fiscal year, a current assessment of the condition of the provider's system, and a narrative description about the progress made to meet targets set in the previous year.

Not included in this NPRM, but to be addressed in a forthcoming NPRM for metropolitan transportation planning to be issued jointly by FTA and the Federal Highway Administration (FHWA), are requirements that the Regional Transportation Plan (RTP) include TAM performance measures and targets and a report evaluating the condition of the transit system(s) with respect to MPO performance measures and targets. Also, the Federal Transportation Improvement Program (FTIP) must include to the maximum extent practicable a discussion of the anticipated effects of the FTIP toward achieving the TAM performance targets in the RTP by linking TAM investment priorities to those targets.

SCAG had previously commented to FTA regarding the need for flexibility to develop mutually agreed upon local processes to address the requirements for target setting and integration of transit providers' TAM plans into the metropolitan planning process. Accordingly, FTA recognizes in the NPRM that target-setting is a "local decision." SCAG had also previously requested clarification that only public transportation system operators must develop TAM plans, and FTA has made this clarification in the NPRM. However, in its comments SCAG requests additional clarification from FTA regarding the identification of group TAM plan sponsors, as FTA has provided conflicting information on this matter. The attached comment letter was submitted by the comment period deadline of Nov. 30, 2015.

ATTACHMENT:

SCAG comment letter to U.S. Department of Transportation dated Nov. 30, 2015.



November 30, 2015

Docket Operations
U.S. Department of Transportation
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RE: Federal Transit Administration [Docket Number FTA-2014-0020] – Transit Asset Management; National Transit Database

Dear Sir or Madam:

The Southern California Association of Governments (SCAG) appreciates the opportunity to comment on the above referenced Notice of Proposed Rulemaking (NPRM) issued by the Federal Transit Administration (FTA). SCAG is the metropolitan planning organization (MPO) representing six counties and 191 cities in Southern California.

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SCAG supports the commitment in the Moving Ahead for Progress in the 21st Century Act (MAP-21) to improve the safety of the Nation's public transportation systems and ensure that those systems are in a state of good repair. We acknowledge that several of the MAP-21 safety and transit asset management (TAM) requirements directly impact the metropolitan and statewide planning processes. States and MPOs must consider and integrate transit operators' TAM plans and targets, as well as Transit Agency Safety Plans and targets, into the planning process, including decision-making on funding allocations and prioritization of investment strategies.

In previous comments to FTA, SCAG had asked FTA to recognize that many MPOs such as SCAG already address multi-modal capital, operations and maintenance needs in a comprehensive manner, and FTA should provide MPOs, States and operators with the flexibility to develop mutually agreed upon processes to cooperatively ensure that these new requirements are met. We appreciate that in the proposed rule, FTA recognizes that a specific target-setting approach and methodology is a "local decision" and supports the integration of transit providers' TAM plans into the metropolitan planning process through the sharing of information regarding transit system condition, targets, investment priorities and strategies between MPOs, States and operators.

SCAG understands that a separate final rule will soon be published jointly by FTA and FHWA to further address the selection of performance targets by States and MPOs and guide the new performance-based approach to metropolitan planning, and we look forward to further coordination on that matter.

Also in previous comments to FTA, SCAG had asked for clarification that only public transportation system operators must develop TAM plans. We appreciate that in the proposed rule, FTA states that an MPO that merely receives funds from FTA and passes the funds along to transit operators would not be required to develop and carry out a TAM plan (see p. 58925, Federal Register Vol. 80, No. 189, analysis of Section 625.25). SCAG is such an MPO and should not be required to prepare TAM plans. However, there is no such statement regarding the development of group TAM plans. In attempting to determine whether SCAG would be required under the proposed rule to develop a group TAM plan, we note the following inconsistencies:

- In the section-by-section discussion (see p. 58926, analysis of Section 625.27), FTA identifies States and direct recipients of sections 5307 and 5311 funds, or the designated recipients of section 5310 funds, as the sponsors of a group TAM plan for their tier II provider subrecipients.
- In the proposed regulation itself, both sections 625.5 and 625.27(a)(3) (see p. 58945 and 58946) state that a group TAM plan sponsor would be a State or direct recipient, but there is no specific reference to the applicable grant programs (e.g., sections 5307, 5310, or 5311).
- In the October 2015 webinar (http://www.fta.dot.gov/documents/NPRM_website_508.pdf, slide 24), FTA states that the State or designated recipient for section 5307 or section 5311 would be the group TAM plan sponsor, which contradicts the NPRM.

SCAG is the designated recipient for the 5307, 5337, and 5339 grant program funds, and the direct recipient of 5339 funds. SCAG allocates the funds for 5307 and 5337 to eligible direct recipients, who in turn apply directly to FTA for the funds. For 5339, SCAG applies directly for the funds and sub-awards to eligible subrecipients, who double as 5307 and 5337 direct recipients. It is our understanding that SCAG would not be required to develop group TAM plans for its tier II provider subrecipients. This would ensure that we avoid duplication and save resources. SCAG requests that FTA add explicit clarifying language to the final rule stating that an MPO that merely receives funds from FTA and passes the funds along to transit operators would not be required to develop and carry out a TAM plan or a group TAM plan, consistent with the analysis of Sections 625.5 and 625.27 in the NPRM.

In conclusion, we thank FTA for the opportunity to comment on the NPRM and for your consideration of SCAG's viewpoints. Should you have any questions regarding this letter, please contact Philip Law, Manager of Transit/Rail at law@scag.ca.gov or 213-236-1841.

Sincerely,



Hasan Ikhrata
Executive Director

HI:pl

REPORT

DATE: December 2, 2015

TO: Regional Transit Technical Advisory Committee (RTTAC)

FROM: Philip Law, Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov

SUBJECT: Transit Operators' Triennial Reviews and MPO Coordination

EXECUTIVE SUMMARY:

The Federal Transit Administration (FTA) Triennial Review Workshop Workbook for Fiscal Year 2016 (Triennial Review Guide FY 2016) identifies several areas of review which directly relate to SCAG planning and programming processes and/or documentation. This report provides information to the RTTAC to facilitate consistent responses among the region's transit providers, specifically regarding questions on Planning/Program of Projects and Technical Capacity (Associated Transit Improvements).

BACKGROUND:

As mandated by Congress in 1982, the Federal Transit Administration (FTA) conducts triennial reviews of recipients of Urbanized Area Formula Program funds to examine grantee performance and adherence to statutory and administrative requirements and policies. In FTA's Triennial Review Guide FY 2016, there are several areas of review which directly relate to SCAG planning and programming processes and/or documentation. These include: 10. Planning/Program of Projects and 2. Technical Capacity (specifically, Associated Transit Improvements).

10. PLANNING/PROGRAM OF PROJECTS

The basic requirement is that the grantee must participate in the transportation planning process in accordance with FTA requirements, Moving Ahead for Progress in the 21st Century (MAP-21), and the metropolitan and statewide planning regulations. Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP). Questions 3, 4 and 5 in the questionnaire refer to these requirements and directly relate to SCAG planning and programming processes and/or documentation.

Question 3: How does the grantee participate in the MPO planning process? Is the grantee a voting member of the Metropolitan Planning Organizations (MPO) policy board?

Discussion: Transit operators participate in SCAG's planning process primarily through participation on county and regional forums, such as technical advisory committees, task forces, and committees, to ensure that their plans, programs, studies, and other issues are integrated into the county and regional planning processes. Specific roles and responsibilities are further described in the agreements between SCAG, county transportation commissions (CTCs), and transit providers (see discussion below for Question 4).

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On September 11, 2014, SCAG’s governing board approved the addition of a “Public Transportation Representative” (Representative) on the SCAG Regional Council (RC) to comply with the MAP-21 provisions that required representation by providers of public transportation in each MPO that serves a transportation management area (TMA) by October 1, 2014. Based upon consultation with interested parties including the CTCs, it was recommended that there be one Representative appointed to the RC to represent the transit interests of all the operators in the SCAG region. Like existing RC members, the Representative is a voting member and serves a two-year appointment on the Regional Council. The position will rotate among the six counties, and the appropriate CTC makes the two-year appointment subject to the SCAG President’s official appointment. Given that it is the largest transit operator in the SCAG region, it was also approved that an elected representative from the Los Angeles County Metropolitan Transportation Authority (Metro) serve as the initial Representative appointed to the RC. Metro is currently in the process of filling this position and plans to make the appointment shortly. For more information, please see RC staff report at http://scag.granicus.com/MetaViewer.php?view_id=9&clip_id=731&meta_id=13418.

Question 4: Does the grantee have an agreement with the MPO that specifies cooperative procedures for carrying out transportation planning and programming? What is the date of the agreement/document?

Discussion: In 2007, SCAG executed Memoranda of Understanding (“2007 Agreements”) with the CTCs and transit providers in the region, in compliance with the requirements for metropolitan planning agreements under 23 CFR 450.314(a). These 2007 Agreements describe the roles and responsibilities of SCAG, the CTCs, and transit providers in the cooperative development of the Regional Transportation Plan, the Regional Transportation Improvement Program, and the Overall Work Program.

Action: SCAG staff are working with the CTCs to ensure that copies of the executed MOUs are provided to the signatory agencies in their respective county.

Question 5: Does the grantee rely on the MPO’s public participation process to satisfy its public participation requirements for the program of projects (POP)?

Discussion: Some transit operators rely on SCAG’s Federal Transportation Improvement Program (FTIP) public participation process to satisfy the public participation requirements for their POP. Two years ago, several operators received corrective actions on their triennial reviews which determined language must be included in SCAG’s Public Participation Plan to reflect that the public participation process for the FTIP is intended to satisfy FTA Section 5307 funding recipients’ public participation process for the POP. Another corrective action was issued regarding FTIP public notices, finding the grantee must request that the MPO revise the public notice for the FTIP to include new language (in addition to the statement which already provided that the FTIP public participation process is intended to satisfy the POP public participation requirements), that the proposed POP will be the final program unless amended, and that a final notice is not published. SCAG worked successfully with the transit operators and FTA to update its Public Participation Plan and FTIP processes to address the corrective actions and close out the affected triennial reviews.

Action: In an effort to promote consistency in responses amongst the transit providers in the SCAG region who do rely on SCAG’s FTIP public participation process, staff have provided information below which transit operators may consider incorporating into their responses for questions 5a, 5b, and 5c.

Question 5a: Does the MPO have an adopted public participation plan? What is the date of the document?

Suggested response: Yes. SCAG’s most recently updated Public Participation Plan was adopted on April 3, 2014 and is available at <https://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx>. Refer to page 32, Item E of the document regarding the FTA Program of Projects.

Question 5b: Does the public notice for the TIP state that public notice of public participation activities and time established for public review of and comments on the TIP will satisfy POP requirements?

Suggested response: Yes. Refer to the 2015 FTIP Technical Appendix Volume II, Section V Public Notices at <http://ftip.scag.ca.gov/Pages/2015/adopted.aspx>.

Question 5c: Does the agreement with the MPO state whether the grantee will rely on the MPO’s public participation process?

Suggested response: No, the 2007 Agreements do not currently state that the grantee will rely on the MPO’s public participation process, as applicable statutes, regulations and FTA guidance do not currently require such an explicit provision be included in the MPO agreements with transit operators. FTA Circular 9030.1E, Ch. V, issued in January 16, 2014, after the 2007 Agreements were executed, states that if recipients intend to follow such an ongoing practice, FTA *encourages* them to include such a reference in the metropolitan planning agreement required between public transportation operators, MPOs, and states, as called for in 23 CFR 450.314. (Italics added.) Additionally, consistent with FTA Circular 9030 1E, Ch. V, the new FTA Triennial Review Guide FY 2016, states that “FTA *encourages* grantees to state in the agreement with the MPO that it relies on the public participation process for the TIP to satisfy Section 5307 public involvement requirements for the POP.” (Italics added.) Thus, the grantee urges FTA not to find any deficiencies or corrective actions in this regard, since the suggested statement is not currently required to be included in the agreements between the MPO and transit operators. In order to address this new inquiry set forth under the FTA Triennial Review Guide FY 2016 (p. 10-3- 10-5), the MPO would need to amend the 2007 Agreements with the affected CTCs and municipal transit operators (with over 35 signatory agencies). SCAG has indicated there are a number of reasons they will need to update the 2007 Agreements, including to address forthcoming US DOT rulemaking regarding new metropolitan planning requirements under MAP-21. SCAG has indicated that the process for amending the 2007 Agreements will commence once the final new planning regulations have been published. When that process is initiated, the 2007 Agreements would also be amended to address matters including the grantee’s reliance on SCAG’s FTIP public participation process to meet its public involvement requirements for the POP.

2. TECHNICAL CAPACITY (Associated Transit Improvements)

In UZAs with a population of at least 200,000, the designated recipient(s) must certify that no less than one percent of the fiscal year’s 5307 apportionment will be expended on associated transit improvements. Recipients must submit an annual Associated Transit Improvement Report listing projects carried out in the preceding fiscal year in accordance with the list of projects described above. Alternatively, the designated recipient or MPO may submit an Associated Transit Improvement Report on behalf of all recipients in a

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UZA. When several grantees are in a UZA with at least 200,000 in population, each individual grantee is not required to spend one percent of its Section 5307 program funds on associated transit improvements, and instead the grantees together must spend one percent of the UZA's apportionment on projects and project elements that qualify as improvements. To certify that this requirement will be met, either the designated recipient(s) or the MPO must submit an annual "split" letter identifying the amounts planned to be spent by each direct recipient on associated transit improvements and a list of qualifying associated transit improvement projects that will be undertaken with funding from the relevant fiscal year for all recipients in a UZA.

Question 17: Are Section 5307 Associated Transit Improvement Reports submitted annually?

Discussion: Yes, SCAG submits the annual reports to FTA directly. In the near future, SCAG plans to provide this information electronically on the SCAG FTIP web page.

REPORT

DATE: December 2, 2015

TO: Regional Transit Technical Advisory Committee (RTTAC)

FROM: Philip Law, Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov

SUBJECT: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

EXECUTIVE SUMMARY:

On December 3, 2015, the Regional Council will consider action to release the Draft 2016 RTP/SCS and Draft 2016 RTP/SCS Program Environmental Impact Report (PEIR) for a 60-day public review and comment period, beginning December 4, 2015 and ending February 1, 2016. The Regional Council staff report and presentation are attached to this report. The full Regional Council agenda packet is available at: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/rc120315fullagn.pdf>. The complete Draft 2016 RTP/SCS and its corresponding appendices are available at: <http://scagrtpscs.net/Pages/Draft2016RTPSCS.aspx>.

BACKGROUND:

On November 5, 2015, SCAG's policy committees (Transportation Committee, Energy and Environment Committee, and Community, Economic, and Human Development Committee) jointly reviewed and discussed the proposed elements of the Draft 2016 RTP/SCS and recommended that the Regional Council approve the official release of the Draft 2016 RTP/SCS. The Regional Council will consider that recommendation at its December 3, 2015 meeting.

The Draft 2016 RTP/SCS incorporates transit and passenger rail elements that have been discussed with the RTTAC over the past year, including: development of the high quality transit corridor methodology and network identification, transit system performance, premium transit services, first mile/last mile strategies, technology and innovation, transit asset management, sustainable communities strategies, and transportation finance.

ATTACHMENT:

The attached December 3, 2015 staff report and presentation to the Regional Council summarize the Joint Policy Committee discussion and the content of the Draft 2016 RTP/SCS.

DATE: December 3, 2015

TO: Regional Council (RC)

FROM: Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

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

SUBJECT: Release of the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

RECOMMENDED ACTION:

Based upon the joint recommendation of SCAG's three (3) Policy Committees, release the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (hereinafter referred to either as the "2016 RTP/SCS" or the "Plan") for a 60-day public review and comment period, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS PEIR, beginning December 4, 2015 and ending February 1, 2016.

EXECUTIVE SUMMARY:

Over the last several months, SCAG's Regional Council and Policy Committees have been discussing the key elements of the Draft 2016 RTP/SCS culminating on November 5, 2015 with a joint recommendation from CEHD, EEC and TC for the Regional Council to approve the official release of the Draft 2016 RTP/SCS. In order to allow more time to review the Draft 2016 RTP/SCS, the public comment period is changed to 60-days, commencing December 4, 2015 and ending February 1, 2016 concurrent with the Draft 2016 RTP/SCS PEIR.

The Draft 2016 RTP/SCS Executive Summary is attached to this report for your review. The complete Draft 2016 RTP/SCS and its corresponding Appendices are available on our website at <http://scagrtpscs.net/Pages/Draft2016RTPSCS.aspx>

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:

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the RTP must conform to applicable air quality standards. The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO prepare and adopt a Sustainable Communities Strategy (SCS) that

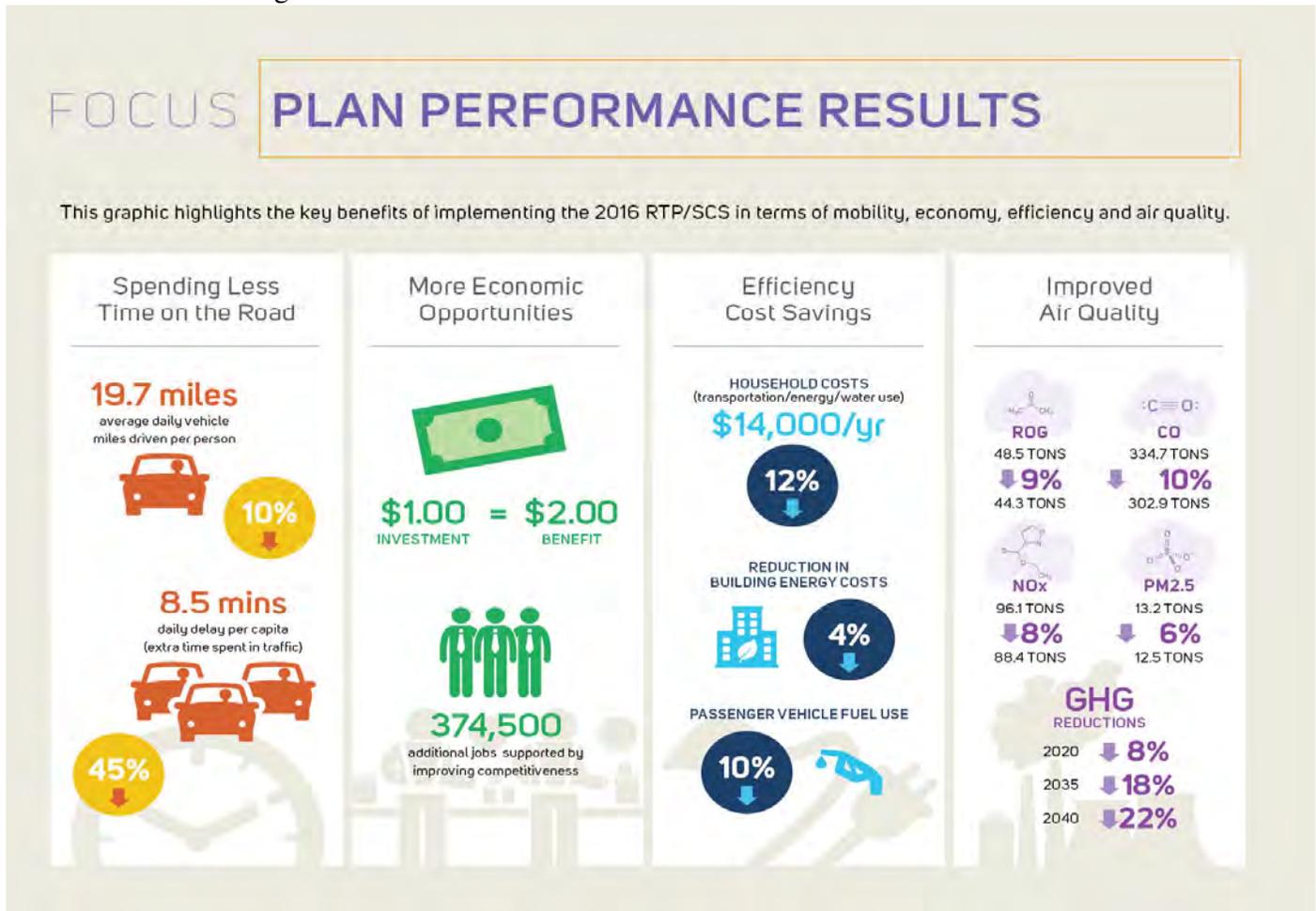
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sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximizes transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

SCAG staff is pleased to present to the Regional Council the Draft 2016 RTP/SCS, which builds from many of the policies in the currently approved 2012 RTP/SCS. During the last three years, SCAG staff has worked to develop a comprehensive update of the current Plan that we believe provides good options for the future of the SCAG region. Over the last several months, SCAG’s Regional Council and Policy Committees have jointly discussed the key elements of the Draft 2016 RTP/SCS culminating on November 5, 2015 with a joint recommendation from CEHD, EEC and TC for SCAG staff to finalize the Draft Plan and for the Regional Council to approve today the official release of the Draft 2016 RTP/SCS for public review and comment.

As further detailed in the Executive Summary, the Draft 2016 RTP/SCS proposes to invest over \$556.5 billion between 2016 and 2040 to significantly improve every component of our multi-modal transportation system and strategically integrate land use strategies with transportation investments, resulting in greater economic opportunity and a higher quality of life in the region.

Investments and strategies in the Plan will result in:



Summary of the November 5 Joint Meeting of the Policy Committees (CEHD, EEC, TC)

A number of public comments were received by the Policy Committees at the Joint Policy Committee meeting that were mostly supportive of the Draft 2016 RTP/SCS. Most of the comments received were positive and related to support for the Active Transportation and Public Health elements contained in the Draft Plan and the willingness of the speakers and the organizations they represented to continue to engage with staff on further refining these issues through and beyond the Plan adoption.

The Joint Policy Committee members' discussion was focused on a select number of issues: High-Speed Rail; Mileage-Based User Fee; Regional Aviation and criteria for project inclusion.

The Draft Plan includes support for the proposed California High-Speed Rail Phase 1 project as well as funding projects associated with the Memorandum of Understanding (MOU) in the constrained portion of the Draft 2016 RTP/SCS based upon the collective approve of the Policy Committee members on November 5, 2015. This MOU is between CHSRA, SCAG and several of the region's local transportation agencies to fund \$1 billion of local rail improvement projects and was approved by the SCAG Regional Council on February 2, 2012. The Transportation Committee approved the passenger rail strategy and framework proposed in the Draft 2016 RTP/SCS on September 3, 2015, which includes these projects.

In the 2012 RTP/SCS, SCAG became the first MPO in the country to include in the financial plan a Mileage Based User Fee as a replacement to the gas tax in the outer years of the plan. Since that time, the Governor has signed SB 1077, creating a task force to further study a Mileage Based User Fee in California. The Transportation Committee took action on September 3, 2015, and the Policy Committees took action jointly on November 5, 2015, to include a Mileage Based User Fee program or equivalent revenue strategy as one of the possible reasonably available revenue sources for inclusion in the Plan.

To address concerns raised by some Policy Committee members at the November 5, 2015 Joint Policy Committee meeting, the Draft 2016 RTP/SCS clarifies that a Mileage Based User Fee program should feature specific governance, accountability, and approaches for protecting privacy as well as address income and geographic (e.g., rural vs. urban) equity impacts.

With respect to Regional Aviation, on August 6, 2015, the Transportation Committee held a special meeting on the Regional Aviation Forecast and approved for inclusion in the Draft Plan the use of a regional passenger demand distribution estimated at 136.2 million annual passengers in 2040 and an approach to distributing the growth to the region's twelve commercial airports. The Draft Plan is consistent with this action. To address a public comment received at the November 5, 2015 Joint Policy Committee meeting regarding adequate support for regionalization policy in the Plan, the Draft 2016 RTP/SCS maintains the importance of regionalization of aviation demand and recognizes that additional actions to realize its full implementation will be explored post-adoption of the 2016 RTP/SCS. Further, the airport impact analysis will be based on the higher range of the demand at the airports where ranges were assigned in order to simulate the worst case scenario from airport-related impacts.

Finally, regarding the criteria for project inclusion, SCAG's planning process and the Draft 2016 RTP/SCS respect the local planning process on specific projects. For projects that are still going through the local review process, there is adequate flexibility within the regional planning process to

allow SCAG to reflect the locally selected project specifics at the conclusion of the local review process, either through a special amendment to the RTP/SCS or through future updates.

Highlights of the Draft 2016 RTP/SCS

The remainder of the staff report provides key highlights of the proposed Draft 2016 RTP/SCS.

Our Vision

The Plan envisions vibrant, livable communities that are healthy and safe and which offer transportation options that provide timely access to schools, jobs, services, health care and other basic needs. These communities will be conducive to walking and bicycling and offer residents improved access to parks and natural lands. Collectively, these communities will support opportunities for business, investment and employment, fueling a more prosperous economy. This vision recognizes the region's tremendous diversity and that "one-size fits all" solutions are not practical or feasible.

Integrating Land Use and Transportation

The Draft 2016 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain our resources and expand efficiency, mobility and accessibility for people across the region. The integrated strategies, programs and projects included in the Plan are designed to improve a region with very specific changes underway: Over the next 25 years, our region's population is projected to grow by more than 20 percent, from about 18 million people to more than 22 million people. Diverse households will reside in all types of communities, including urban centers, cities, towns, suburban neighborhoods and rural areas. Much of the region will continue to be populated by households living in detached single-family dwellings located in lower-density suburban areas. However, 67 percent of new residences will be higher density multifamily housing, built as infill development within High Quality Transit Areas (described further below). We anticipate that households will demand more direct and easier access to jobs, schools, shopping, healthcare and entertainment, especially as Millennials mature and seniors grow in number. Our Southern California region will remain a vital gateway for goods and services, an international center for innovation in numerous industries and a place that offers its residents a high standard of living. We know that our future growth will add new pressures to our transportation system and to our communities. However, through long-term planning that integrates strategies for transportation and land use, we can ensure that our region grows in ways that enhance our mobility, sustainability and quality of life.

Major Transportation Initiatives and Sustainable Communities Strategies

The Draft 2016 RTP/SCS includes several major transportation initiatives and Sustainable Communities Strategies that will move us in the direction towards achieving our vision for 2040.

- **Preserving the transportation system we already have (Fix it First):** The Draft 2016 RTP/SCS calls for the investment of \$274.9 billion toward preserving our existing system. The allocation of these expenditures includes the transit and passenger rail system, the state highway system, and regionally significant local streets and roads.
- **Expanding the regional transit system to give people more alternatives to driving alone:** The Draft 2016 RTP/SCS includes \$56.1 billion for capital transit projects and \$156.7 billion for operations and maintenance. This includes significant expansion of the Metro subway and Light

Rail Transit (LRT) system in Los Angeles County. Meanwhile, new Bus Rapid Transit (BRT) routes will expand higher speed bus service regionally; new streetcar services will link major destinations in Orange County; and new Metrolink extensions will better connect communities in the Inland Empire. Other extensive improvements are planned for local bus, rapid bus, BRT and express service throughout the region. To make transit a more attractive and viable option for people, the 2016 RTP/SCS also supports implementing and expanding transit signal priority, regional and inter-county fare agreements and media, increased bicycle carrying capacity on transit and rail vehicles, real-time passenger information systems to allow travelers to make more informed decisions, and implementing first/last mile strategies to extend the effective reach of transit.

- **Expanding passenger rail:** The Draft 2016 RTP/SCS plans for an investment in passenger rail of \$38.6 billion for capital projects and \$15.7 billion for operations and maintenance. The Plan calls for maintaining the commitments in the 2012 RTP/SCS and the High Speed Rail Memorandum of Understanding (MOU), which identifies a candidate project list to improve the Metrolink system and the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, thereby providing immediate, near-term benefits to the region while laying the groundwork for future integration with California's High Speed Rail project. These capital projects will bring segments of the regional rail network up to the federally defined speed of 110 miles per hour or greater, and help lead to a blended system of rail services.
- **Improving highways and arterials:** The Draft 2016 RTP/SCS calls for investing \$54.5 billion for capital projects and \$102.5 billion for operations and maintenance toward strategies to improve efficiency of our highway and arterial system throughout the region. This includes focusing on achieving maximum productivity by adding capacity primarily by closing gaps in the system and improving access, and other measures. The plan also continues to support a regional network of High Occupancy Toll (HOT) Lanes building on the success of the SR-91 Express Lanes in Orange County, and I-10 and I-110 Express Lanes in Los Angeles County.
- **Managing demands on the transportation system:** The Draft 2016 RTP/SCS calls for investing \$6.9 billion toward Transportation Demand Management (TDM) strategies throughout the region. These strategies focus on reducing the number of drive-alone trips and overall vehicle miles traveled (VMT) through ridesharing, which includes carpooling, vanpooling and supportive policies for shared ride services such as Uber and Lyft; redistributing or eliminating vehicle trips from peak demand periods through incentives for telecommuting and alternative work schedules; and reducing the number of drive-alone trips through increased use of transit, rail, bicycling, walking and other alternative modes of travel.
- **Optimizing the performance of the transportation system:** The Draft 2016 RTP/SCS earmarks \$9.2 billion for Transportation System Management (TSM) improvements, including extensive advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g. auxiliary lanes), expansion and integration of the traffic signal synchronization network, data collection to monitor system performance, integrated and dynamic corridor congestion management, and other Intelligent Transportation System (ITS) improvements.

- Promoting walking, biking and other forms of active transportation:** The Draft 2016 RTP/SCS plans for continued progress in developing our regional bikeway network, assumes all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. The Plan also considers new strategies and approaches beyond those proposed in 2012, including promoting active transportation for short trips by improving sidewalk quality, local bike networks, and neighborhood mobility areas; and for regional trips by improving a regional greenway network, bike network and access to the California Coastal Trail. Active transportation will also be promoted by integrating it with the region’s transit system; promoting 16 regional corridors that support biking and walking; supporting bike share programs; and educating people about the benefits of active transportation for students, as well as promoting safety campaigns.
- Strengthening the regional transportation network for goods movement:** The Draft 2016 RTP/SCS includes \$74.8 billion in goods movement investment. Among these are establishing a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710, connecting to the State Route 60 east-west segment to Interstate 15 in San Bernardino County; working to relieve the top 50 truck bottlenecks; adding mainline tracks for the Burlington Northern Santa Fe (BNSF) San Bernardino and Cajon Subdivisions and the Union Pacific Railroad (UPRR) Alhambra and Mojave Subdivisions; expanding/modernizing intermodal facilities; building highway-rail grade separations; improving port area rail infrastructure; reducing environmental impacts by supporting the deployment of commercially available low-emission trucks and locomotives; and in the longer term, advancing technologies to implement a zero-emission and near zero-emission freight system.
- Leveraging technology.** Advances in communications, computing and engineering – from shared mobility innovations to zero emission vehicles – can lead to a more efficient transportation system with more mobility options for everyone. Technological innovations also can reduce the environmental impact of existing modes of transportation. For example, alternative fuel vehicles continue to become more accessible for retail consumers and for freight and fleet applications – and as they are increasingly used, air pollution can be reduced. Communications technology, meanwhile, can improve the movement of passenger vehicles and connected transit vehicles. As part of the Draft 2016 RTP/SCS, SCAG has focused location-based strategies specifically on increasing the efficiency to Plug-in Hybrid Electric Vehicles (PHEV) in the region. These are electric vehicles powered by a gasoline engine when their battery is depleted. The Draft 2016 RTP/SCS proposes a regional charging network that will increase the number of PHEV miles driven on electric power, in addition to supporting the growth of the PEV market generally. In many instances these chargers may double the electric range of PHEVs, reducing vehicle miles traveled that produce tail-pipe emissions.

Sustainable Communities Strategies

- Focusing new growth around transit:** The Draft 2016 RTP/SCS plans for focusing new growth around transit, which is supported by the following policies: Identify regional strategic areas for infill development and investment; develop “Complete Communities;” develop nodes on a corridor; plan for additional housing and jobs near transit; plan for changing demand in types of housing; continue to protect stable, existing single-family areas; Ensure adequate access to open space and preservation of habitat; and incorporate local input and feedback on future growth. These policies support the development of:

- High Quality Transit Areas (HQTAs) – areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. While HQTAs account for only 3 percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth, and 50 percent of the future employment growth.
 - Livable Corridors – arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.
 - Neighborhood Mobility Areas (NMAs) – these areas represent the synthesis of various planning practices and are applicable in a wide range of settings. Strategies are intended to provide sustainable transportation options for residents of the region who lack convenient access to high-frequency transit but make many short trips within their urban neighborhoods. NMAs are conducive to active transportation and include a “complete streets” approach to roadway improvements to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, neighborhood electric vehicles and senior mobility devices.
- **Preserving natural lands:** Many natural land areas near the edge of existing urbanized areas do not have plans for conservation and are vulnerable to development pressure. The Draft 2016 RTP/SCS recommends redirecting growth from high value habitat areas to existing urbanized areas. This strategy avoids growth in sensitive habitat areas, builds upon the conservation framework, and complements an infill-based approach.

Overall Financial Plan

As further detailed in the Executive Summary, the Draft 2016 RTP/SCS proposes to invest \$556.5 billion through the forecast horizon year of 2040 to significantly improve every component of our multi-modal transportation system, including much needed investment for the operation and maintenance of our existing system. Operating and maintenance (O&M) expenditures needed to achieve a state of good repair total \$274.9 billion (49 percent).

The funding of the Plan is based on \$356.1 billion in core revenue sources and \$200.4 billion in new revenue sources that are reasonably expected to be available over the plan period. Local sources, totaling \$254.7 billion, comprise the largest share of core revenues at 71 percent, followed by state sources totaling \$63.8 billion (18 percent) and federal sources totaling \$37.7 billion (11 percent). Core revenues are existing transportation funding sources projected through 2040. The core revenue forecast does not include future increases in tax rates or adoptions of new tax measures.

The forecast of expenditure needs totals \$556.5 billion. The difference between the expenditure forecast total (\$556.5 billion) and the core revenue forecast total (\$356.1 billion) is \$200.4 billion. This funding gap is similar to the amount identified in the 2012 RTP/SCS. As part of the 2012 RTP/SCS, reasonably available new revenue sources including short-term adjustments to state and federal gas excise tax rates and long-term replacement of gas taxes with mileage-based user fees (or other comparable source such as equivalent adjustment to fuel tax adjustments) were included to fill the gap.

State and Federal Compliance

The Draft 2016 RTP/SCS meets all of the federal and state requirements. Based upon SCAG's modeling analysis, the Draft Plan meets all the provisions of transportation conformity rules under the Clean Air Act. Cleaner fuels and new vehicle technologies will help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region. The Plan meets state-mandated targets for reducing greenhouse gas emissions from cars and light trucks. The state's targets for the SCAG region are an eight (8) percent per capita reduction in greenhouse gas emissions from automobiles and light duty trucks by 2020, and a 13 percent reduction by 2035 (compared to 2005 levels). The Draft RTP/SCS achieves a greenhouse gas reduction of 8 percent per capita in 2020, 18 percent per capita in 2035, and a 22 percent reduction by 2040 as compared to 2005 levels. Thus the Draft Plan meets and/or exceeds the targets established by the California Air Resources Board (ARB) for the SCAG region.

Next Steps

The official release of the Draft 2016 RTP/SCS triggers a 60-day public review and comment period. Staff will continue to conduct significant outreach efforts targeting elected officials key stakeholders, community groups and the general public to ensure ample opportunities to provide feedback on the Plan. In January 2016, staff will conduct a minimum of 14 Elected Officials' Briefings and three (3) Public Hearings throughout the six-county SCAG region to solicit feedback on all elements of the Plan. At the end of the 60-day comment period, staff will document and provide a written response to each comment received. These comments will be summarized and presented to the Regional Council on March 3, 2016. Based on policy direction from the Regional Council at the March 3, 2016 meeting, staff will make final revisions to the Draft Plan. On April 7, 2016, the Regional Council will be asked to consider the Final 2016 RTP/SCS for adoption.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation).

ATTACHMENTS:

1. Draft 2016 RTP/SCS Executive Summary
2. PowerPoint Presentation: "2016 RTP/SCS – A Plan For Our Future"



2016 2040 RTPSCS

A PLAN FOR OUR FUTURE

December 3, 2015
Regional Council Meeting

Why Update the RTP/SCS?

- Move people & goods more efficiently
- Increase accessibility
- Meet all legal & statutory requirements
 - ARB targets
 - Transportation air quality conformity
- Enhance sustainability through integrating land use and transportation resulting in numerous co-benefits
- Align with major trends in demographics & technology



Our Vision:

Vibrant, livable communities that are...

- Healthy and safe
- Offer transportation options that provide easy access to schools, jobs, service, health care, and other basic needs
- Conducive to walking and bicycling
- Provide access to parks and natural lands
- Supportive of opportunities for business, investment and employment, fueling a more prosperous economy



3

Major Transportation Strategies

- Expanding our regional transit system to give people more alternatives to driving alone
- Expanding passenger rail
- Promoting walking, biking and other forms of active transportation
- Preserving the transportation system we already have (Fix it First)



Major Transportation Strategies

- Improving highways and arterials
- Managing demands on the transportation system
- Optimizing the performance of the transportation system
- Strengthening the regional transportation network for goods movement
- Leveraging technology
- Improving airport access



5

Major Land Use Strategies

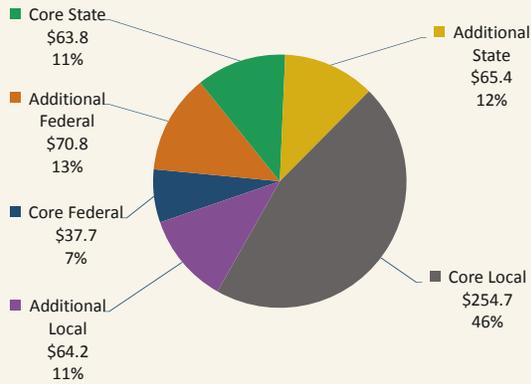
- Focusing new growth around transit
 - High Quality Transit Areas (HQTAs)
 - Livable Corridors
 - Neighborhood Mobility Areas
- Preserving Natural Lands



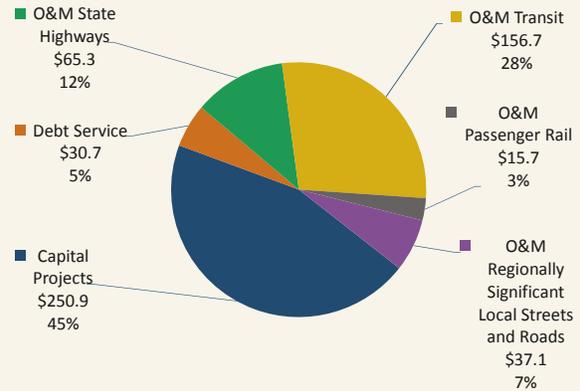
6

2016 RTP/SCS Financial Plan - \$556.5 Billion

FY16-FY40 RTP/SCS Revenue Sources



FY15-FY40 RTP/SCS Expenditures

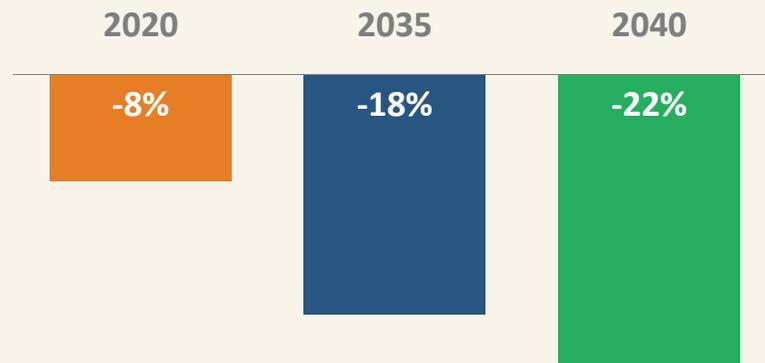


Note: numbers may not sum to total due to rounding

7

Greenhouse Gas (GHG) Emissions

Draft Plan Per Capita Reduction from 2005 (Draft)

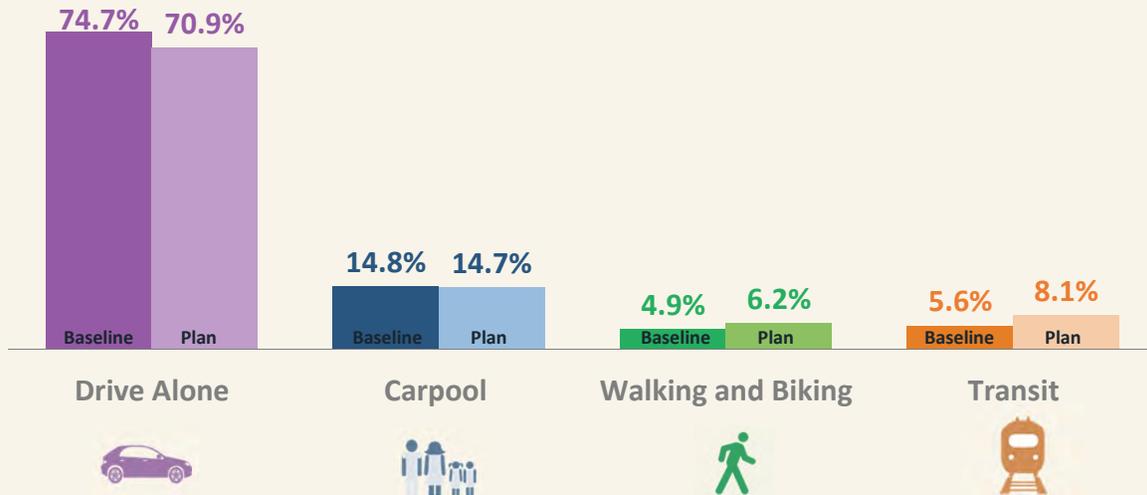


Meets State Targets & Promotes Sustainability



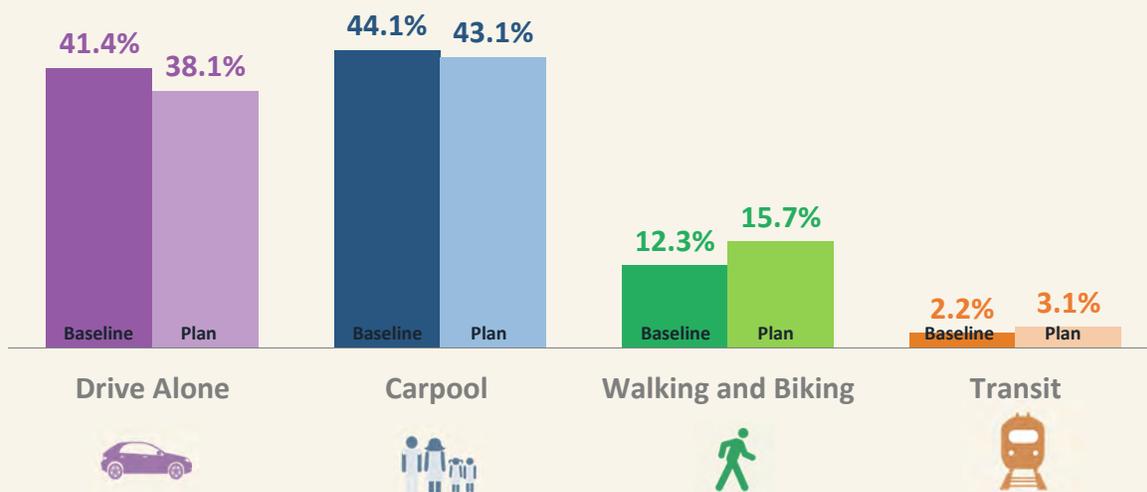
8

Mode Choice – Work Trips Draft Plan vs. Trend Baseline (Draft)



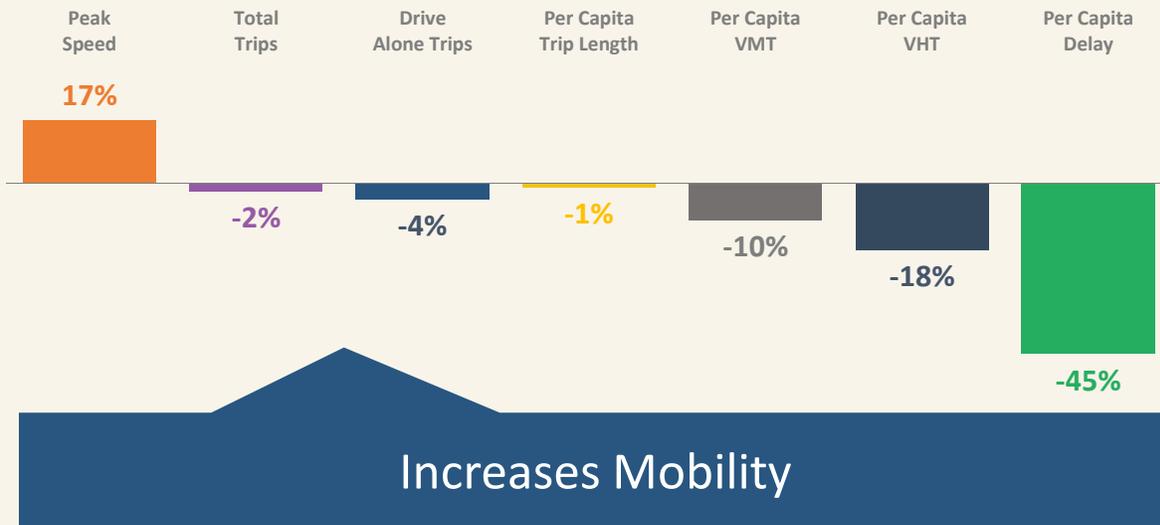
Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement 9 to SCAG's Regional Trip Based Model

Mode Choice – Total Trips Draft Plan vs. Trend Baseline (Draft)



Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement 10 to SCAG's Regional Trip Based Model

Roadway Results Draft Plan vs. Trend Baseline (Draft)



Note: Per Capita VMT takes into account improvements from new technologies and active transportation investments, which were analyzed in supplement to SCAG's Trip Based Model

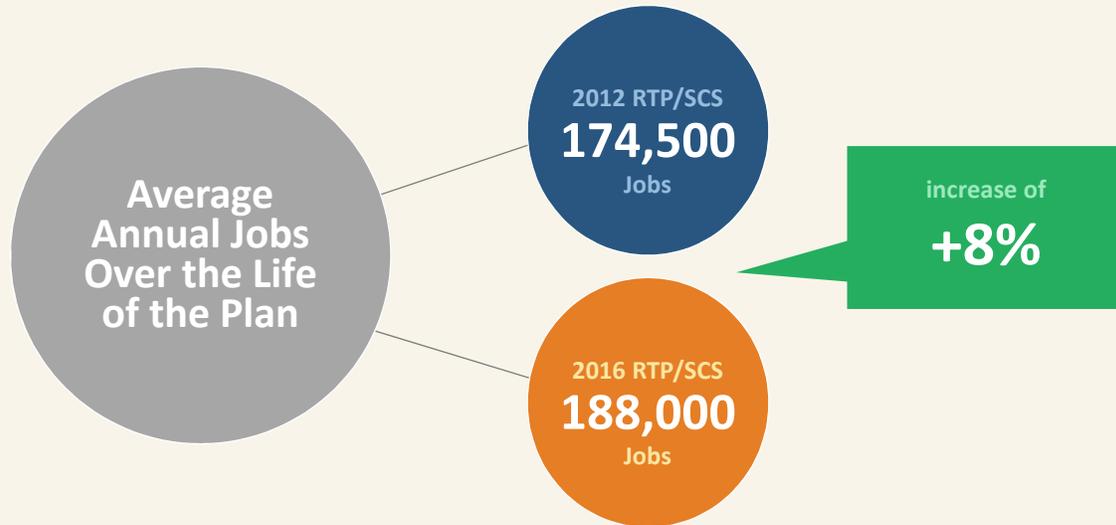
11

Options for Our Future - RTP/SCS Scenario Overview SCS Co-Benefits – Reduction from Trend Baseline

SCS Co-Benefits	Trend Baseline	Scenario 2 2012 RTP/SCS Updated with Local Input	Draft 2016 RTP/SCS	Scenario 4 Exceeding Expectations
Land Consumption	N/A	-10 %	-23 %	-41 %
Respiratory Health Costs	N/A	-9 %	-13 %	-19 %
Local Infrastructure and Services Costs for New Residential Growth (O&M+ Capital)	N/A	-6 %	-8 %	-11 %
Building Energy Use, cumulative (2012-2040)	N/A	-2 %	-4 %	-5 %
Building Water Use, cumulative (2012-2040)	N/A	-0.4 %	-0.7 %	-1.0 %
Per Household Transportation Costs (fuel + auto)	N/A	-9 %	-13 %	-19 %
Per Household Utilities Costs (energy + water)	N/A	-4 %	-9 %	-11 %

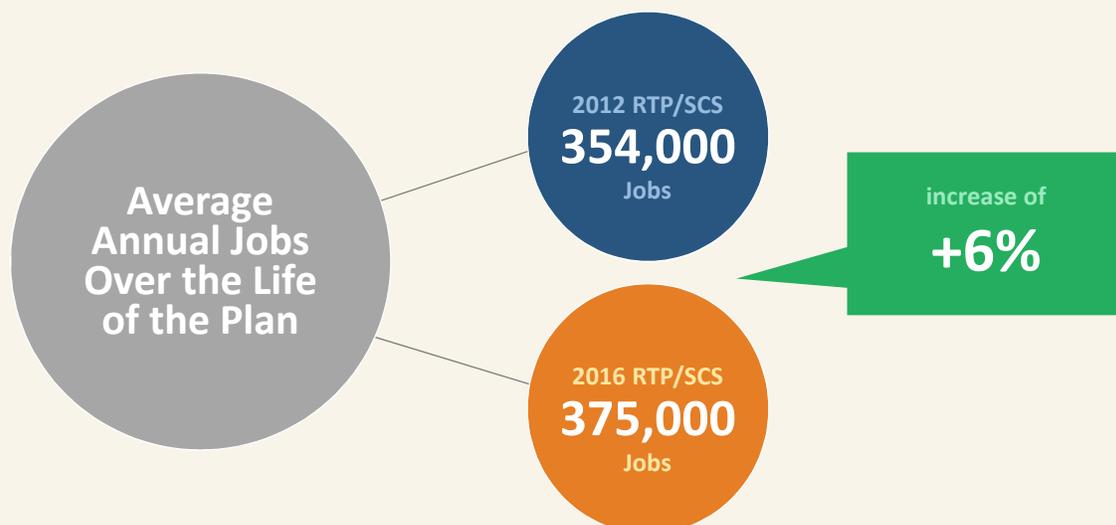
12

Economic Benefits through 2040 Construction, Operations and Maintenance (Draft)



13

Economic Benefits through 2040 Network Benefits (Draft)



14

Upcoming Schedule

**2016 RTP/SCS
Public Comment Period** Minimum 55 Days

**2016 RTP/SCS
PEIR Public Comment Period** Minimum 45 Days

Elected Officials Briefings January 2016

Public Hearings January 2016

**Final Adoption of
2016 RTP/SCS & PEIR** April 7, 2016



15

RECOMMENDED ACTION

Based upon the joint recommendation of SCAG's three (3) Policy Committees, release the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (hereinafter referred to either as the "2016 RTP/SCS" or the "Plan") for a 60-day public review and comment period, concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS PEIR, beginning December 4, 2015 and ending February 1, 2016.

16



2016
2040 RTPSCS
ENVIRONMENTAL JUSTICE

Regional Transit Technical Advisory Committee

A Presentation by the Southern California Association of Governments

Overview



- Outreach
- Methodology/analysis
- Next Steps

Background on Environmental Justice

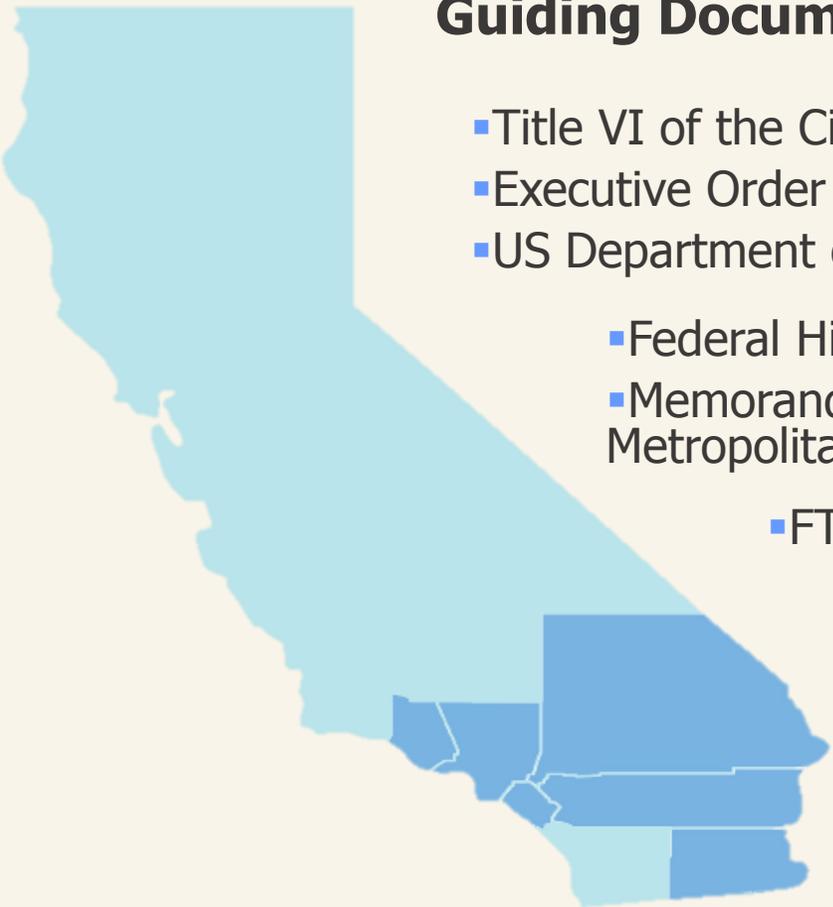
Fundamental Principles



- To **ensure the full and fair participation** by all potentially affected communities in the transportation decision-making process
- To **avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations**
- To **prevent the denial of, reduction in, or significant delay in the receipt of benefits** by minority and low-income populations

- U.S. Department of Transportation, An Overview of Transportation and Environmental Justice

Background on Environmental Justice



Guiding Documents:

- Title VI of the Civil Rights Act of 1964
- Executive Order 12898 (1994)
- US Department of Transportation Order (1997)
 - Federal Highway Administration Order (1998)
 - Memorandum: Implementing Title VI Requirements in Metropolitan and Statewide Planning (1999)
- FTA Circular Title VI Guidelines (2007, 2011, 2012)
 - FTA Circular 4703.1 on Environmental Justice (2012)
 - SCAG’s Environmental Justice Compliance Procedures (2000)
 - SCAG’s Public Participation Plan (2014)



Background on Environmental Justice

SCAG's Environmental Justice Policy



- When disproportionately high and adverse impacts on minority or low-income populations are identified, SCAG takes steps to consider alternative approaches or propose mitigation measures for the SCAG region
- Continues to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG's regional plans
- If disproportionate impacts are found, SCAG will analyze the impacts and identify potential solutions to incorporate into the long-range transportation plan.



Outreach Efforts to Date



Regional, Local, and Community Analysis

Regional Analysis:

- *Appropriate when determining system-wide impacts (e.g. Financial Benefits and Burdens)*

Localized Analysis:

- *Appropriate for determining adverse impacts at the community level (emissions, noise, etc.)*

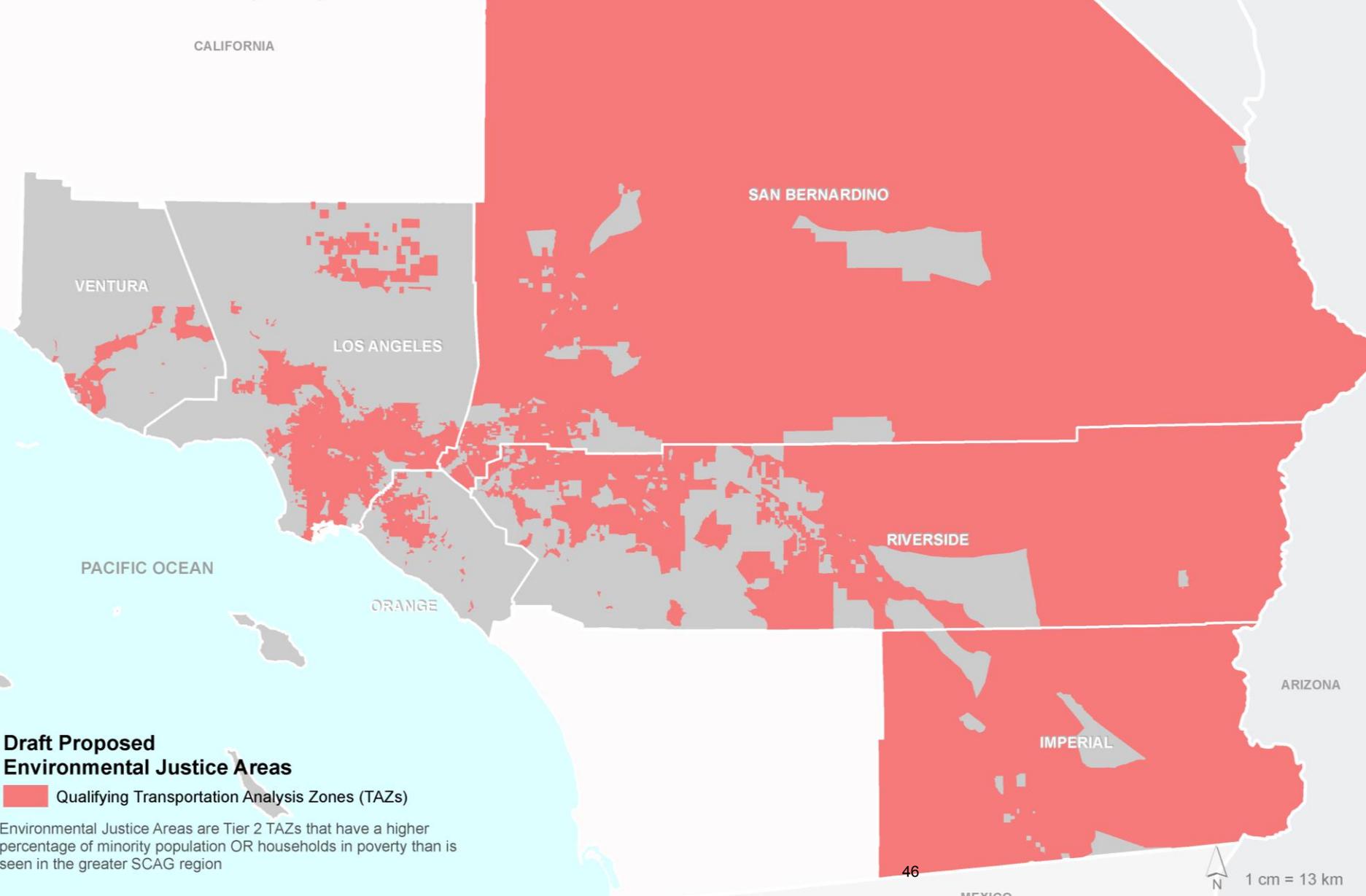
Community Analysis:

- *Appropriate for tabulating impacts of the RTP/SCS in selected places according to a “Communities of Concern” approach*

Community Analysis

- **Environmental Justice Areas** - *Transportation Analysis Zones (TAZs)*, which are similar to block groups, that have a ***higher concentration of minority OR low income households*** than is seen in the region as a whole. The inclusion of this geography helps to fulfill SCAG's Title VI requirements, along with other state and federal environmental justice guidelines
- **SB 535 Disadvantaged Areas** – *Census tracts* that have been identified by *Cal/EPA as Disadvantaged Communities* based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution
- **Communities of Concern** – *Census Designated Places (CDPs) and City of Los Angeles Community Planning Areas (CPAs)* that fall in the upper 1/3rd of all communities in the SCAG Region for having the ***highest concentration of minority population AND low income households***

DRAFT PROPOSED ENVIRONMENTAL JUSTICE AREAS
(2009-13 American Community Survey 5-Year Estimates)



Draft Proposed Environmental Justice Areas
■ Qualifying Transportation Analysis Zones (TAZs)
 Environmental Justice Areas are Tier 2 TAZs that have a higher percentage of minority population OR households in poverty than is seen in the greater SCAG region

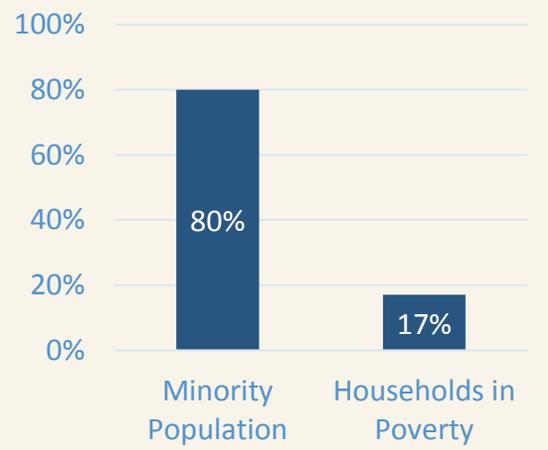
Sources: SCAG, 2014; 2009-2013 American Community Survey (ACS), U.S. Census Bureau

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 MEXICO
 N
 1 cm = 13 km

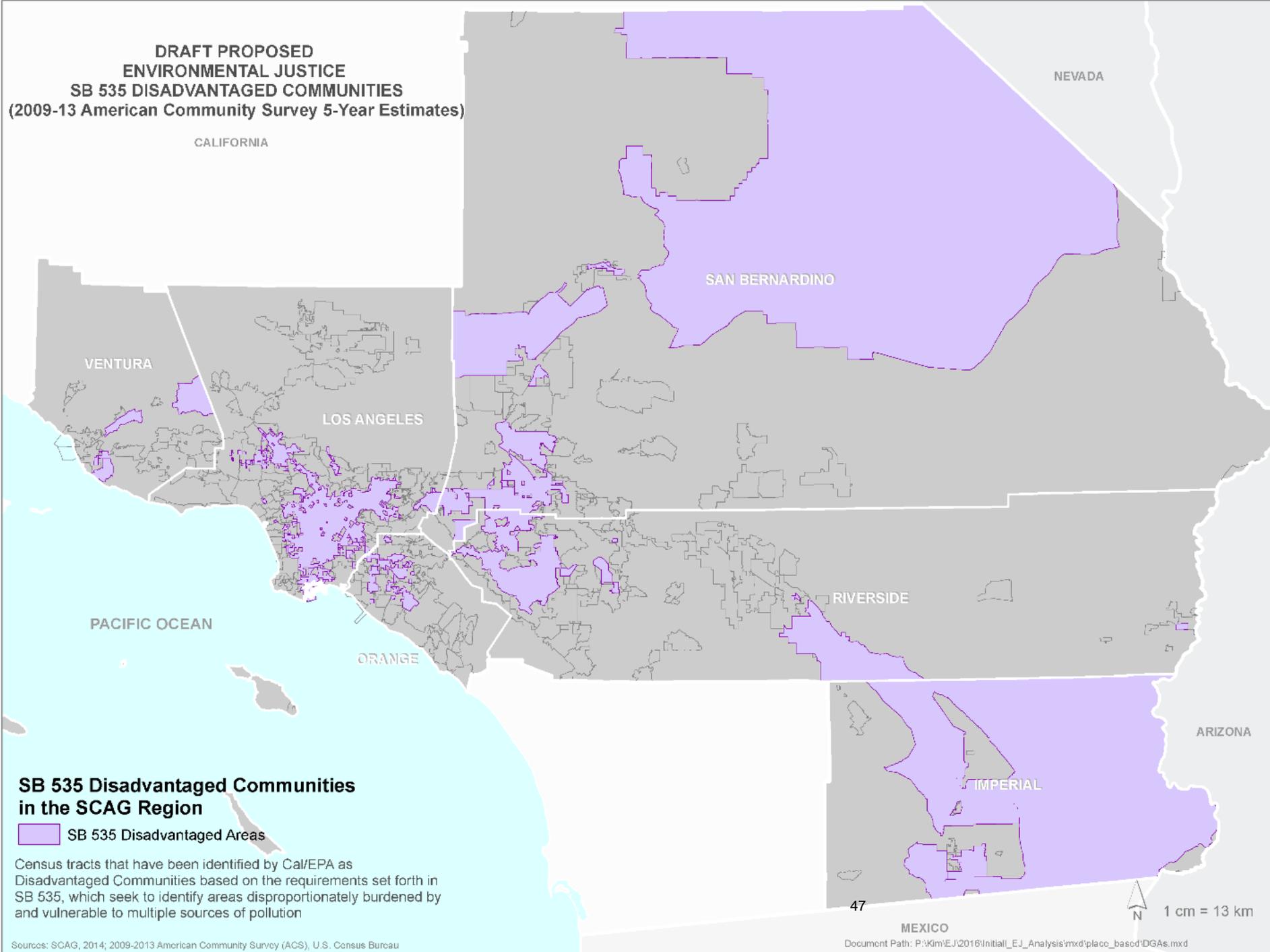
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12.4 Million People

68% of Region

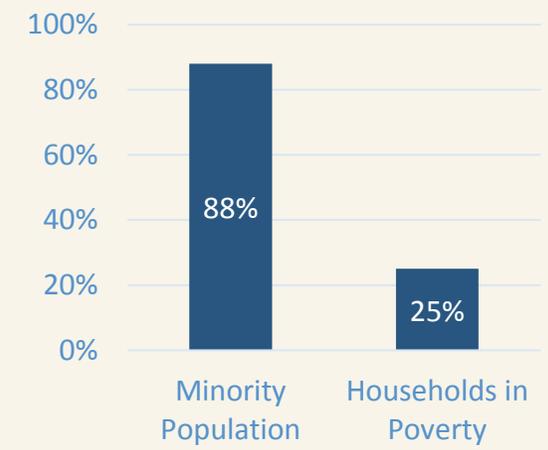


DRAFT PROPOSED ENVIRONMENTAL JUSTICE SB 535 DISADVANTAGED COMMUNITIES (2009-13 American Community Survey 5-Year Estimates)



6.4 Million People

35% of Region



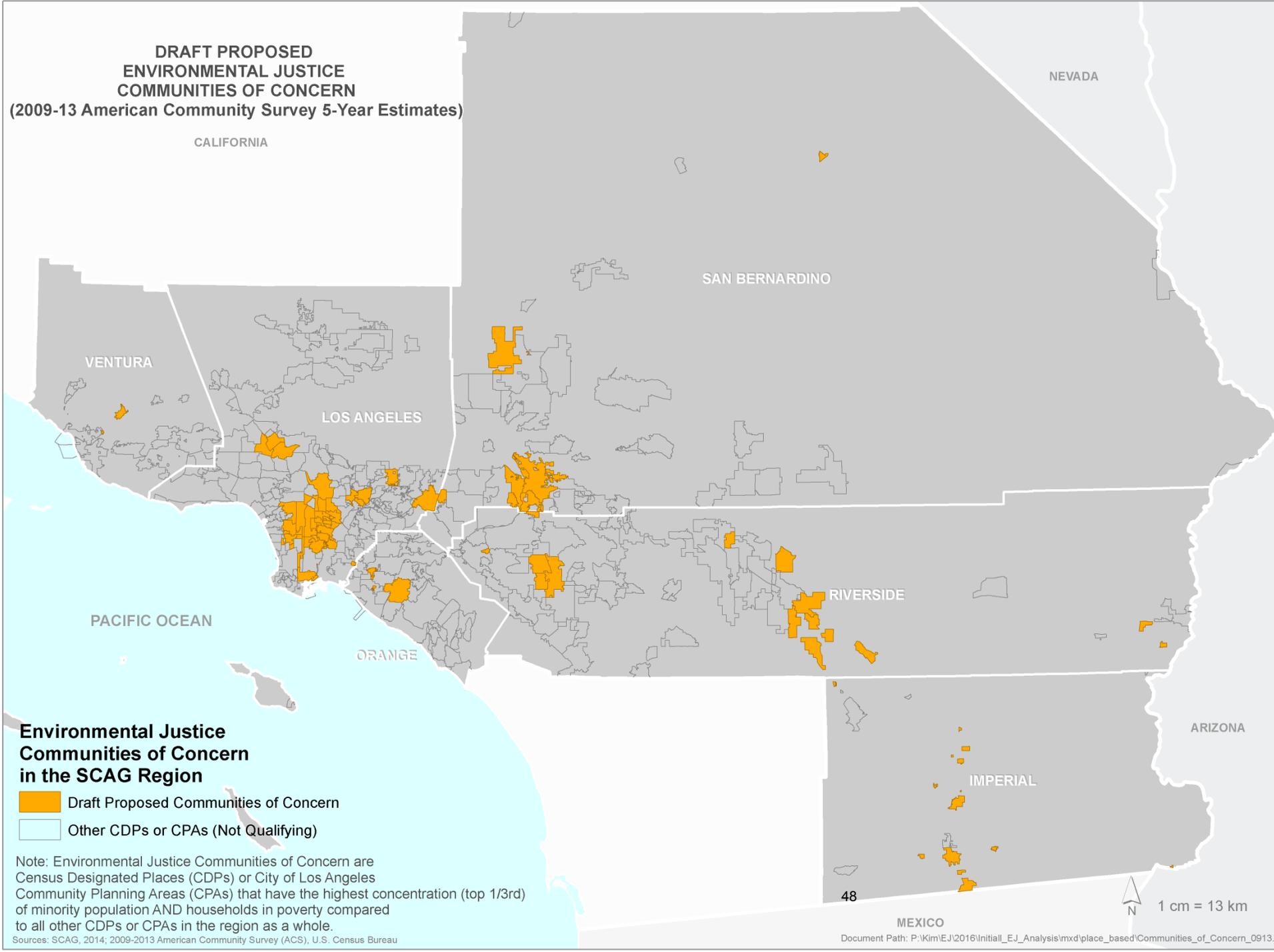
SB 535 Disadvantaged Communities in the SCAG Region

SB 535 Disadvantaged Areas
 Census tracts that have been identified by Cal/EPA as Disadvantaged Communities based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

Sources: SCAG, 2014; 2009-2013 American Community Survey (ACS), U.S. Census Bureau

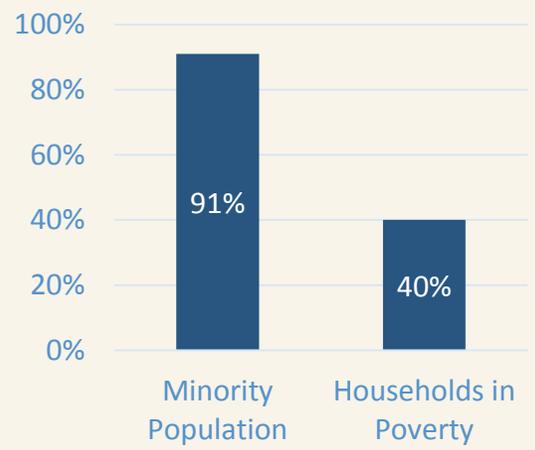
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DRAFT PROPOSED ENVIRONMENTAL JUSTICE COMMUNITIES OF CONCERN
 (2009-13 American Community Survey 5-Year Estimates)



4.2 Million People

23% of Region



Environmental Justice Communities of Concern in the SCAG Region

- Draft Proposed Communities of Concern
- Other CDPs or CPAs (Not Qualifying)

Note: Environmental Justice Communities of Concern are Census Designated Places (CDPs) or City of Los Angeles Community Planning Areas (CPAs) that have the highest concentration (top 1/3rd) of minority population AND households in poverty compared to all other CDPs or CPAs in the region as a whole.

Sources: SCAG, 2014; 2009-2013 American Community Survey (ACS), U.S. Census Bureau

Imperial County

- Brawley
- Calexico
- Calipatria
- Desert Shores
- El Centro
- Heber
- Holtville
- Niland
- Seeley
- Westmorland
- Winterhaven

Los Angeles County

- Alondra Park
- Arleta - Pacoima
- Azusa
- Bell
- Bell Gardens
- Boyle Heights
- Central City North
- Commerce
- Compton
- Cudahy
- East Los Angeles
- East Rancho Dominguez
- El Monte
- Florence-Graham
- Harbor Gateway
- Hawaiian Gardens
- Hawthorne
- Huntington Park
- Inglewood
- Lennox
- Lynwood

Los Angeles County (Con't)

- Maywood
- Mission Hills - Panorama City - North Hills
- Northeast Los Angeles
- Paramount
- Pomona
- Rosemead
- South El Monte
- South Gate
- South Los Angeles
- Southeast Los Angeles
- Sun Valley - La Tuna Canyon
- Vernon
- Walnut Park
- West Adams - Baldwin Hills - Leimert
- West Athens
- West Rancho Dominguez
- Westlake
- Westmont
- Willowbrook
- Wilmington - Harbor City

Orange County

- Midway City
- Santa Ana
- Stanton

Riverside County

- Coachella
- Garnet
- Good Hope
- Highgrove
- Home Gardens
- Indio Hills
- Mead Valley
- Mecca
- Mesa Verde
- North Shore
- Oasis
- Perris
- Ripley
- Thermal
- Vista Santa Rosa

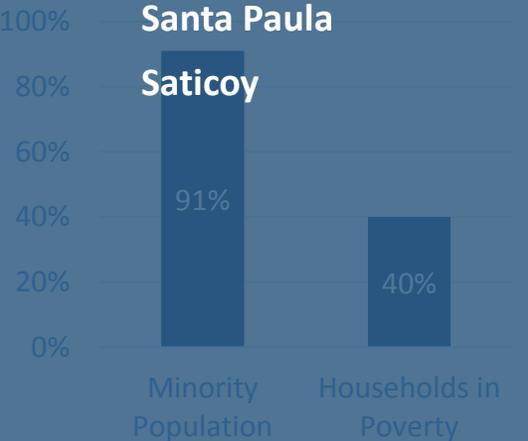
San Bernardino County

- Adelanto
- Baker
- Bloomington
- Colton
- Montclair
- Muscoy
- Rialto

San Bernardino

Ventura County

- Santa Paula
- Saticoy



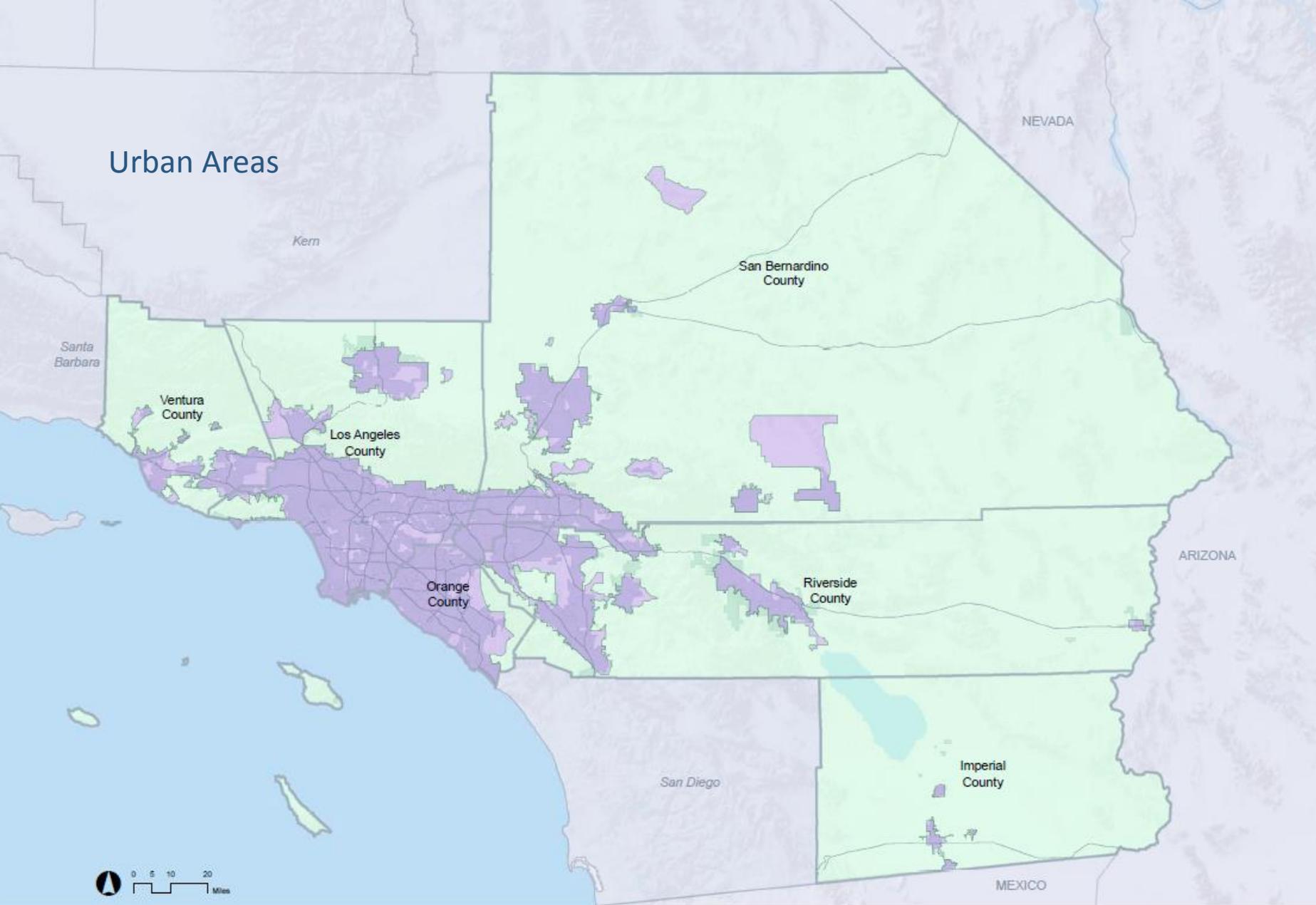
4.2 Million People
23% of Region

DRAFT PROPOSED ENVIRONMENTAL JUSTICE COMMUNITIES OF CONCERN (2016-2020 American Community Survey 5-Year Estimates)

Environmental Justice Communities of Concern in the SCAG Region

- Draft Proposed Communities of Concern
- Other CDPs or CPAs (Not Qualifying)

Note: Environmental Justice Communities of Concern are Census Designated Places (CDPs) or City of Los Angeles Community Planning Areas (CPAs) that have a concentration (top 1/3rd) of minority population AND households in poverty compared to all other CDPs or CPAs in the region as a whole.
Sources: SCAG, 2014, 2009-2013 American Community Survey (ACS)



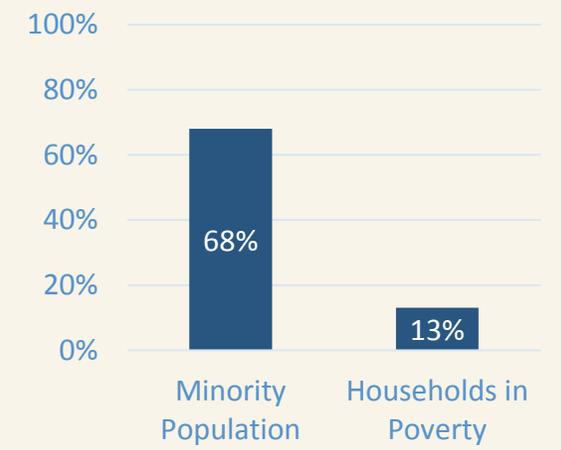
Environmental Justice
Urban and Rural Areas in the SCAG Region

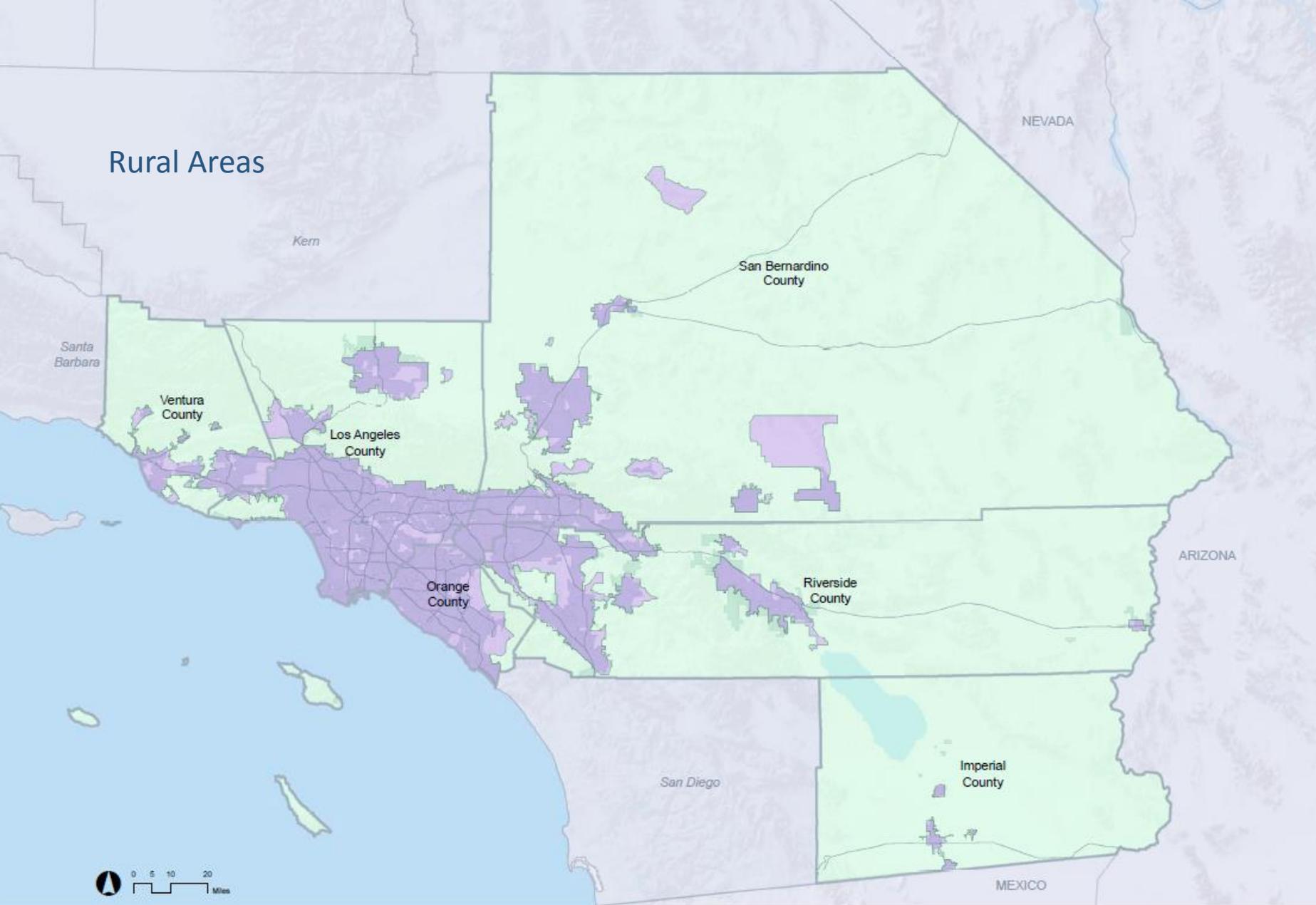
Urban Rural

(Source: SCAG, 2015; Caltrans, U.S. Census Bureau)

17.9 Million People

98% of Region

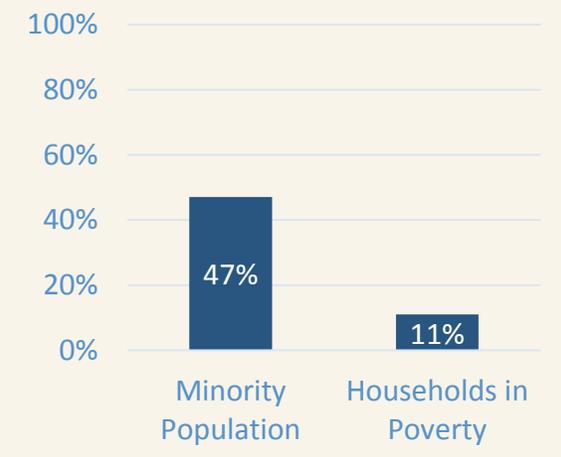




Rural Areas

**434,000
People**

**2%
of Region**



**Environmental Justice
Urban and Rural Areas in the SCAG Region**

Urban Rural

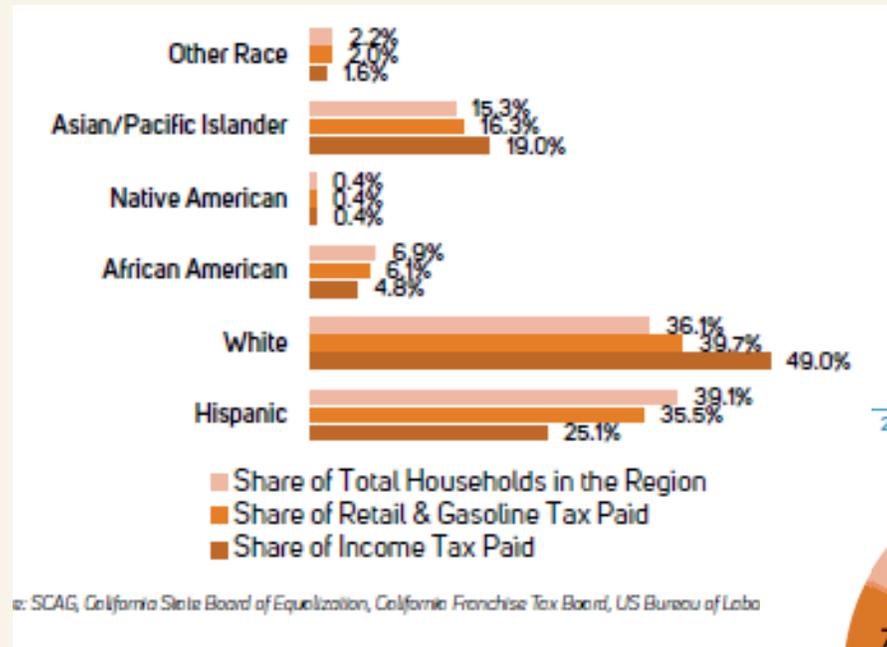
(Source: SCAG, 2015; Caltrans, U.S. Census Bureau)

Performance Indicators

- Benefits and Burdens Analysis
 - RTP revenue sources in terms of tax burdens
 - Share of transportation system usage
 - RTP/SCS investments
- Distribution of travel time savings and travel distance reductions
- Geographic distribution of transportation investments (NEW in 2016)
- Jobs-housing imbalance or jobs-housing mismatch
- Impacts from funding through mileage-based user fees
- Accessibility to employment and services
- Accessibility to parks and schools
- Gentrification and displacement
- Air quality impacts along freeways
- Emissions impacts
- Aviation noise impacts
- Roadway noise impacts
- Active transportation hazards (NEW in 2016)
- Public Health Impacts (NEW in 2016)
- Rail-related impacts
- Climate Vulnerability (NEW in 2016)

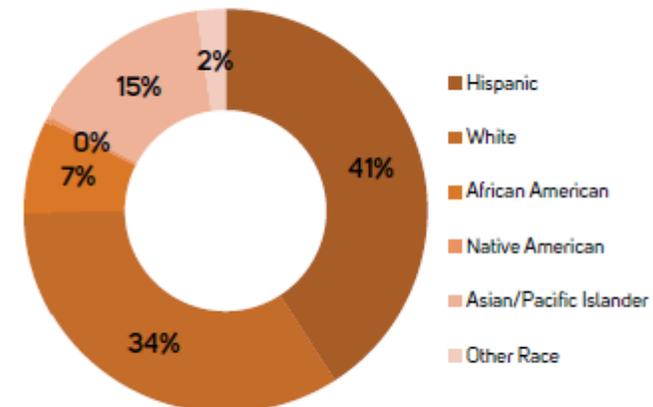
Performance Indicators - Benefits and Burdens

Share of Retail & Gasoline Taxes Paid & RTP Investments by Ethnicity (2012 RTP/SCS)



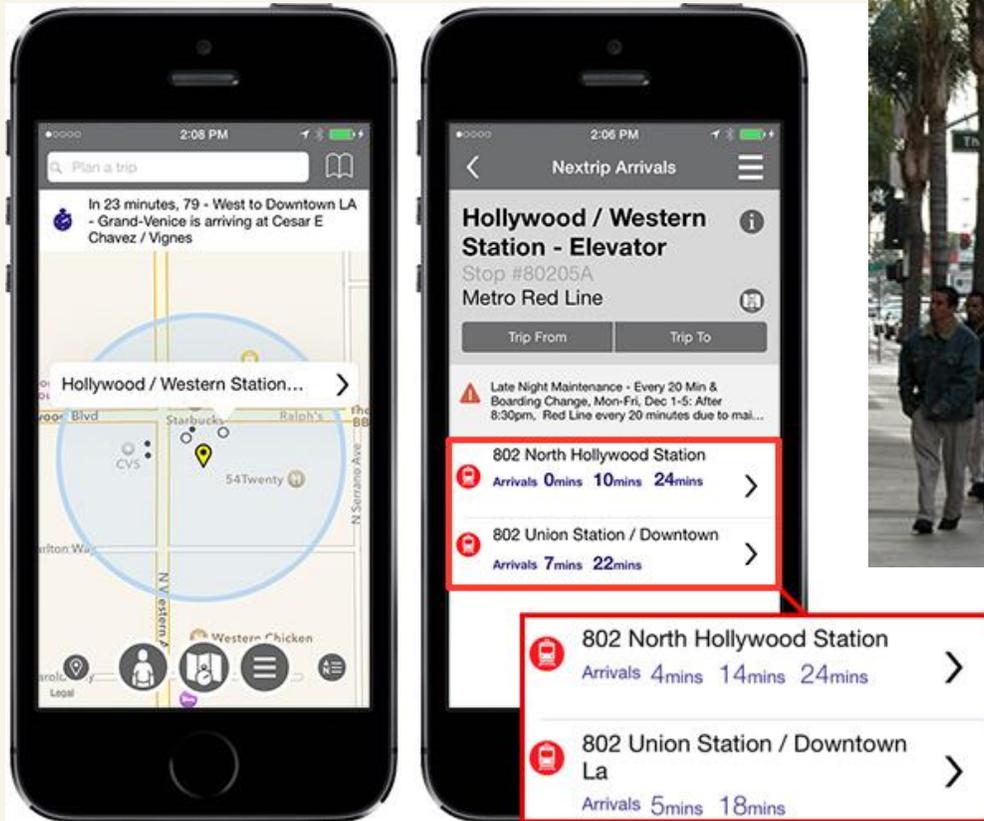
- Examines who will pay for the RTP/SCS and who will benefit from the Plan

2016 RTP/SCS Transportation Investments by Ethnicity



Source: SCAG 2010 Household Travel Survey, 2009 National Household Travel Survey

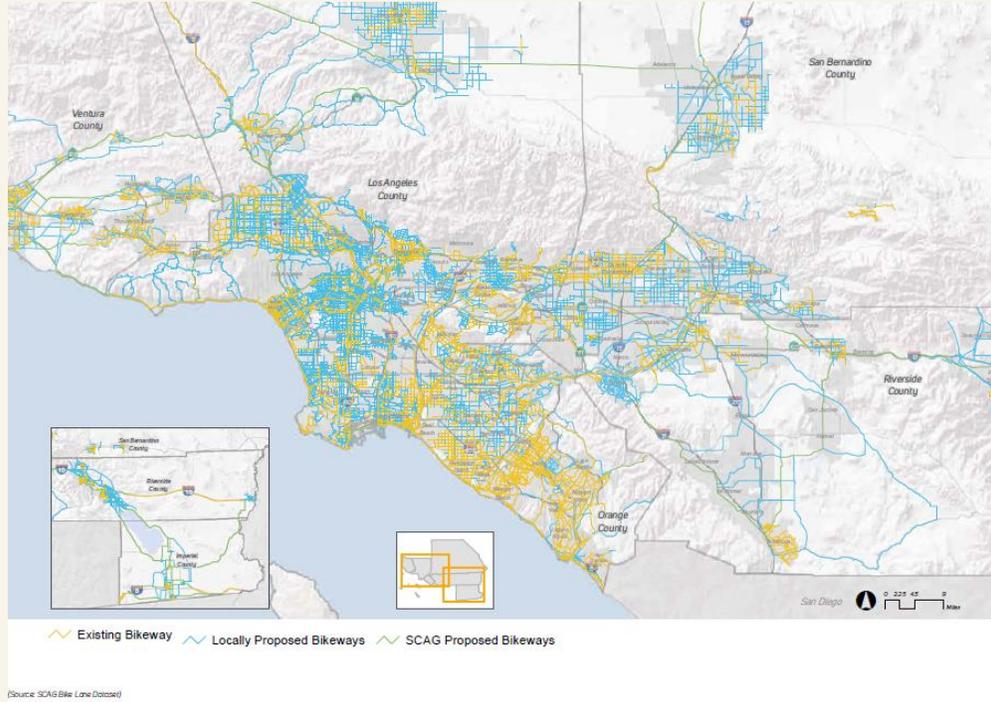
Performance Indicators – Travel Time Savings



- Examines the potential savings in travel time that results from the 2016 RTP/SCS based on each group's usage of the transportation system



Performance Indicators – Geographic Distribution of Transportation Investments



Project Type	Region	EJ	DAC	CoC	Urban	Rural
HOT	40%	66%	49%	19%	88%	12%
HOV	13%	54%	40%	14%	88%	12%
Mixed-Flow	32%	45%	48%	17%	77%	23%
Toll (excl. Freight)	15%	50%	18%	8%	70%	30%
Total	100%	55%	43%	16%	82%	18%

Source: SCAG

Mode	Region	EJ	DAC	CoC	Urban	Rural
Local Bus	17%	66%	35%	10%	100%	0%
Express Bus	26%	54%	36%	14%	90%	9%
Rapid Bus	30%	80%	53%	37%	100%	0%
BRT	2%	89%	80%	62%	100%	0%
Heavy/Light Rail	12%	75%	57%	44%	100%	0%
Metrolink	10%	54%	55%	23%	98%	2%
High Speed Rail	4%	63%	30%	10%	48%	52%
TOTAL	100%	68%	46%	26%	95%	5%

Source: SCAG

- Examines where transportation investments will occur throughout the region and in communities of concern

Performance Indicators – Job Housing Balance



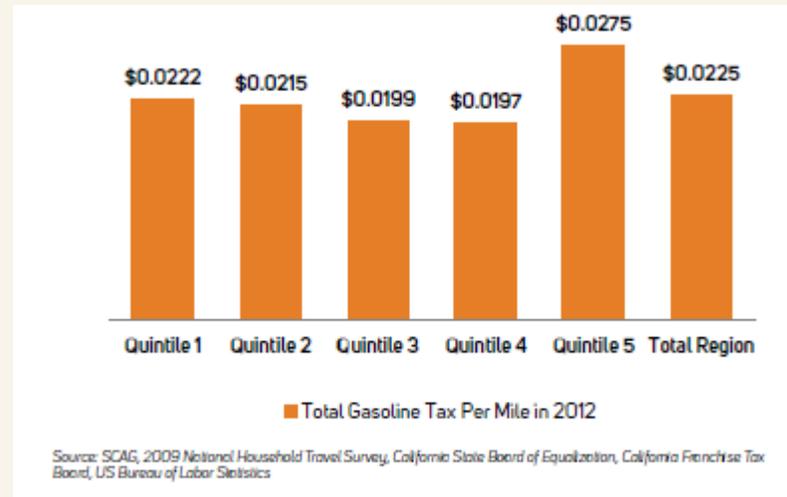
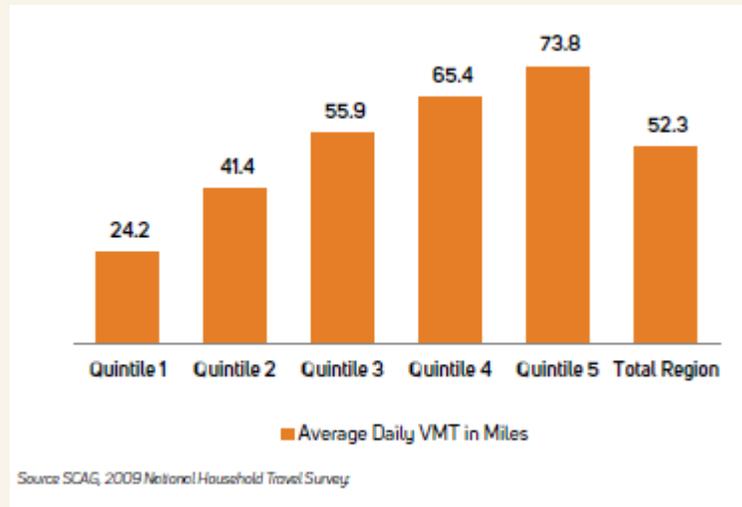
- Looks at the travel behavior of commuters and their relative incomes
- Also the distribution of low wage jobs and affordable housing throughout the region



Performance Indicators – Mileage-Based User Fee



- Examines the regressive impact of the gasoline tax on low income households and compares the mileage-based user fee



Performance Indicators – Accessibility to Employment and Services



- Looks at the accessibility to employment, shopping destinations, and hospitals within a 30 minute travel area by car and 45 minute travel area by transit (rail and bus), also looks at the share of destinations within a 1 and 2 mile travel distance by EJ group

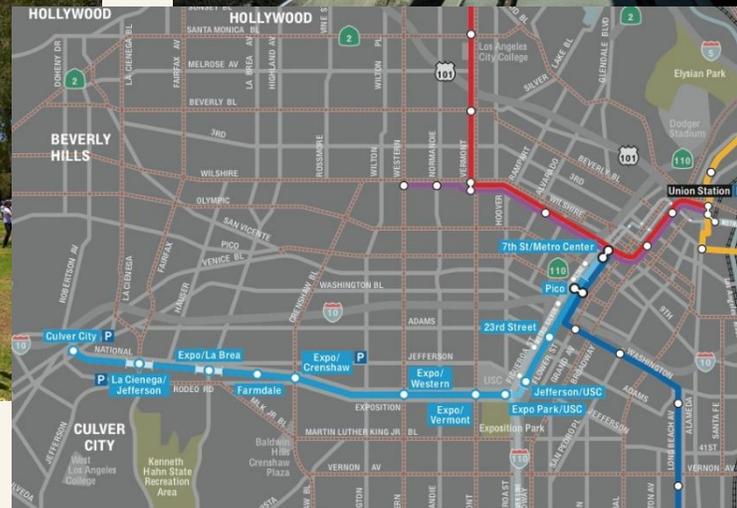
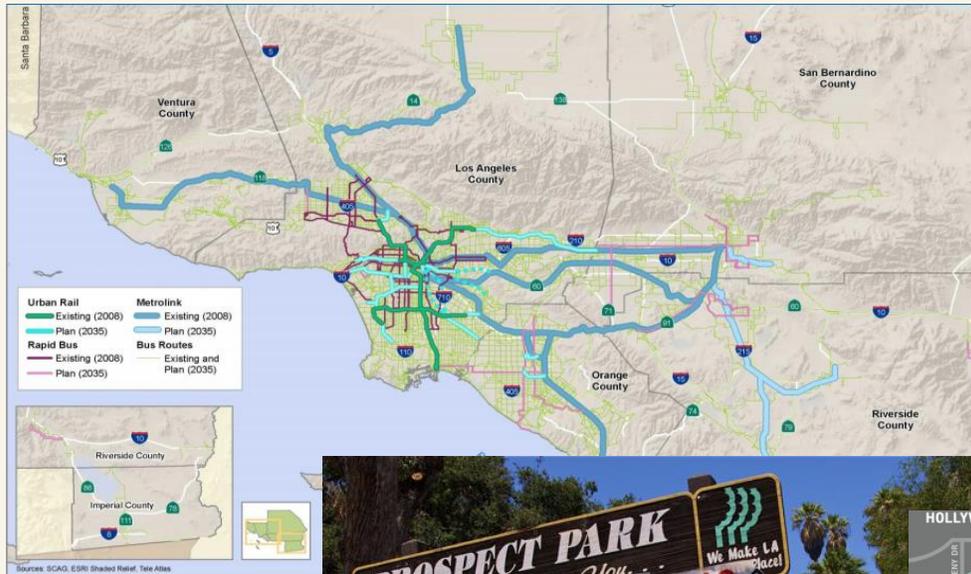
Performance Indicators – Accessibility to Parks and Schools



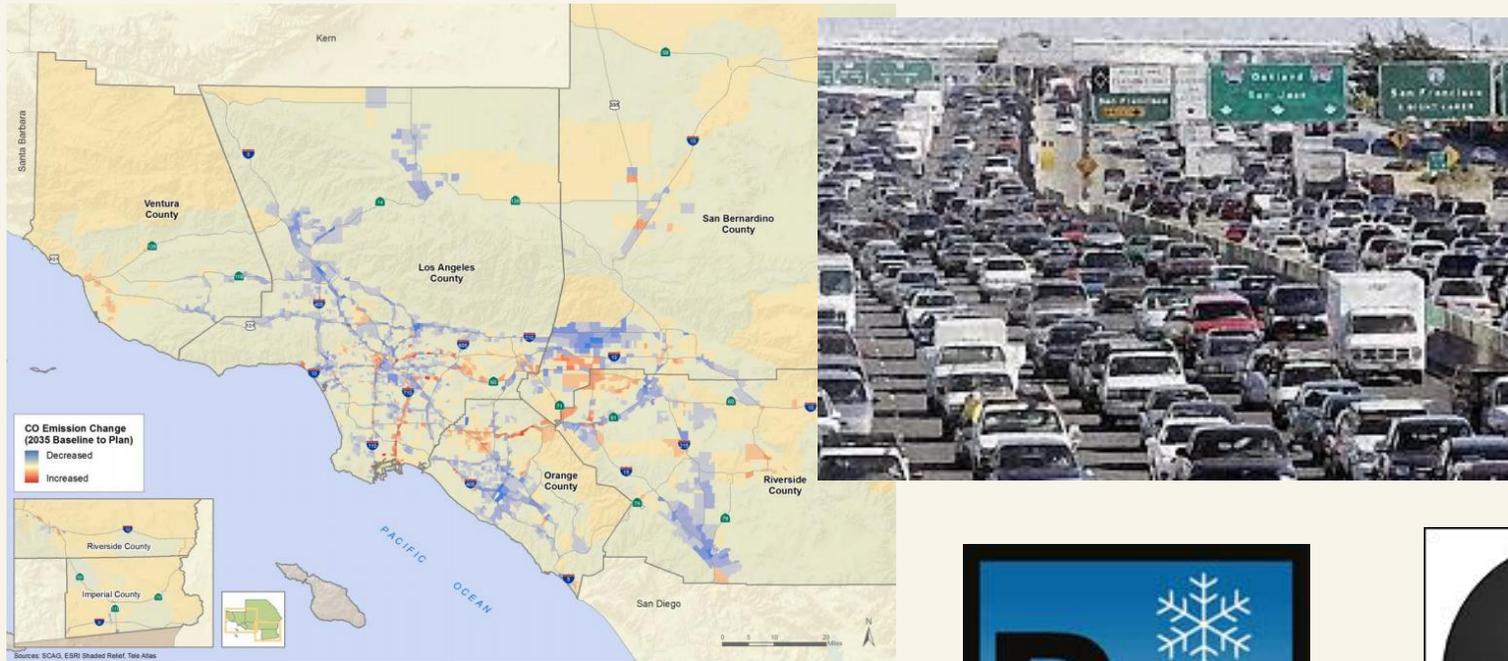
- Looks at the accessibility to local and regional parks within a 45 minute travel area by car and transit (rail and bus), also looks at the share of population within 1 and 2 miles travel distance of the region's parks and schools

Performance Indicators – Gentrification and Displacement

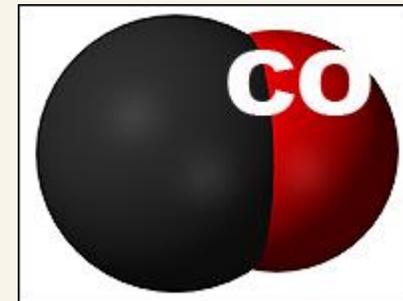
- Examines historical trends in high quality transit areas and neighborhoods in close proximity to rail transit stations



Performance Indicators – Emissions Impacts



- Examines air quality impacts for particulate matter and carbon monoxide of the RTP/SCS at the regional level and for SCAG's environmental justice areas



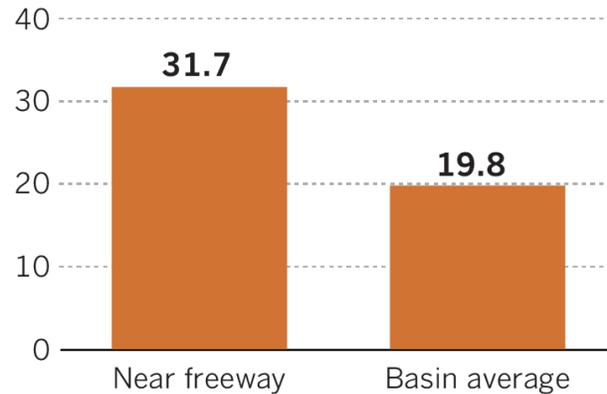
Performance Indicators – Air Quality Impacts Along Highways



Pollution high near freeways

Nitrogen dioxide levels

(January-March 2014 average, in parts per billion)



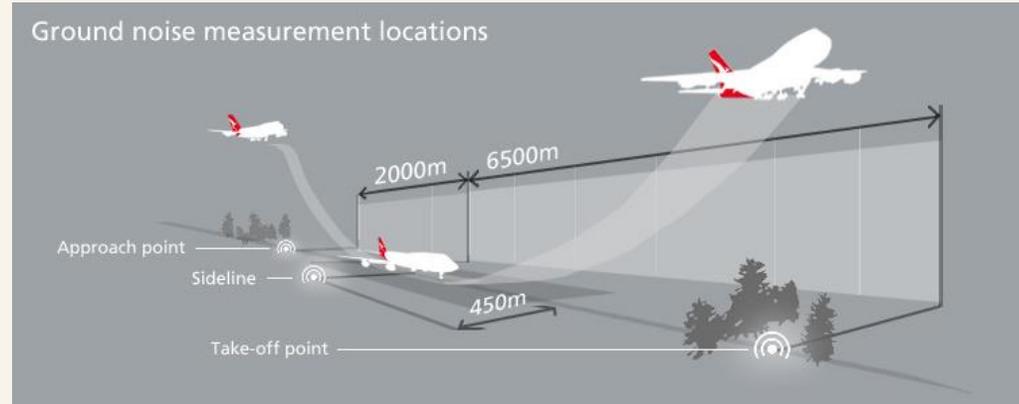
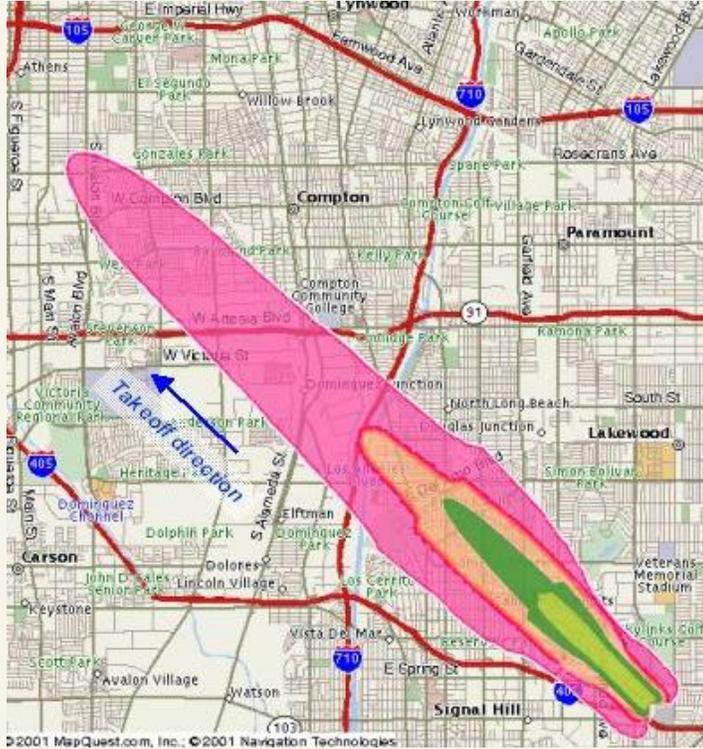
Sources: South Coast Air Quality Mgmt. District, ESRI



Doug Stevens / @latimesgraphics

- Examines air quality impacts of the RTP/SCS for areas in close proximity to highways

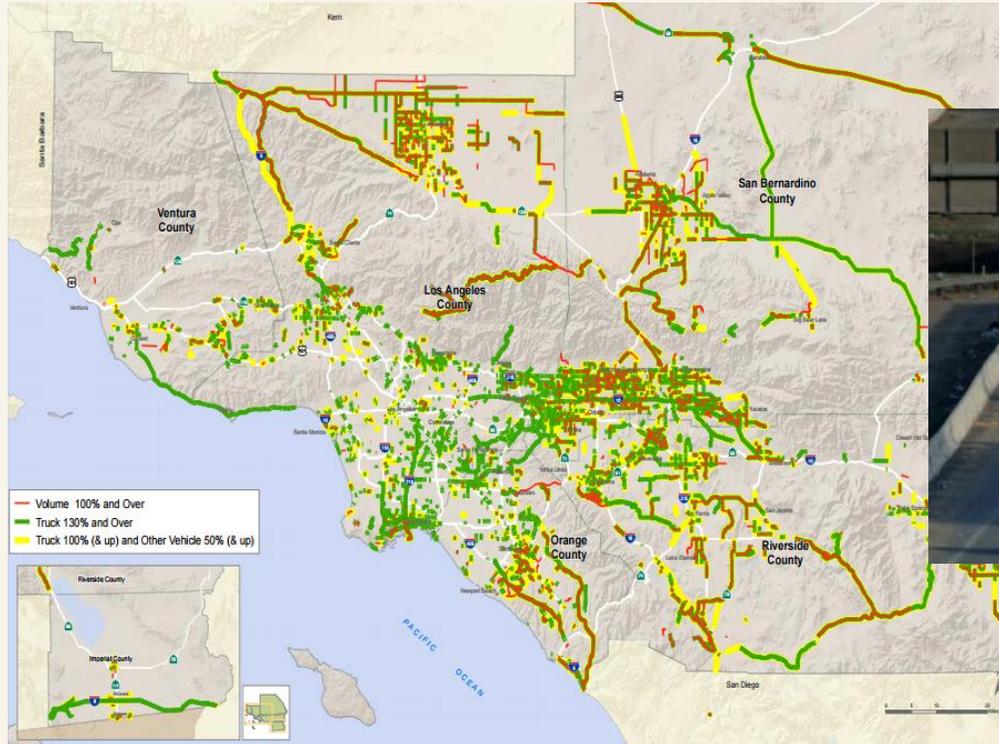
Performance Indicators – Aviation Noise Impacts



- Examines population in areas incurring aviation noise at or above 65 dB Community Noise Equivalent Level (CNEL), a measure of noise that takes into account both the number and the timing of flights, as well as the mix of aircraft types

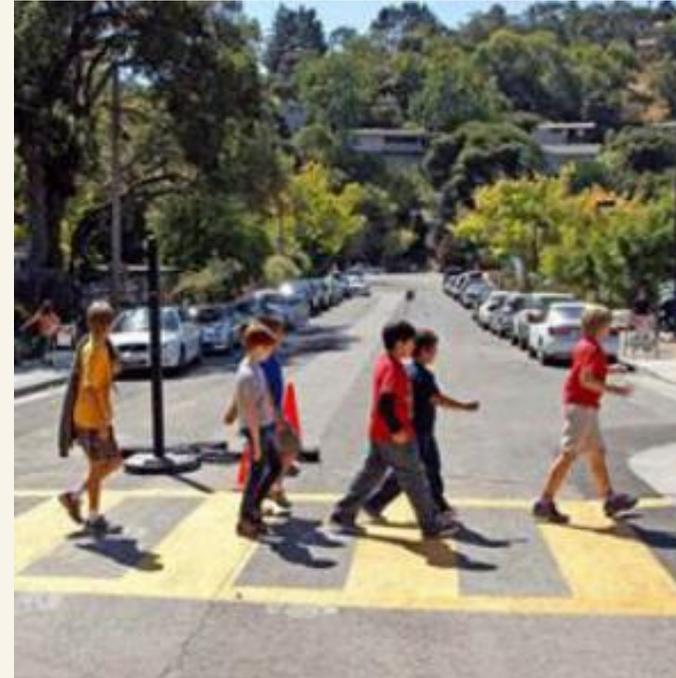


Performance Indicators – Roadway Noise Impacts



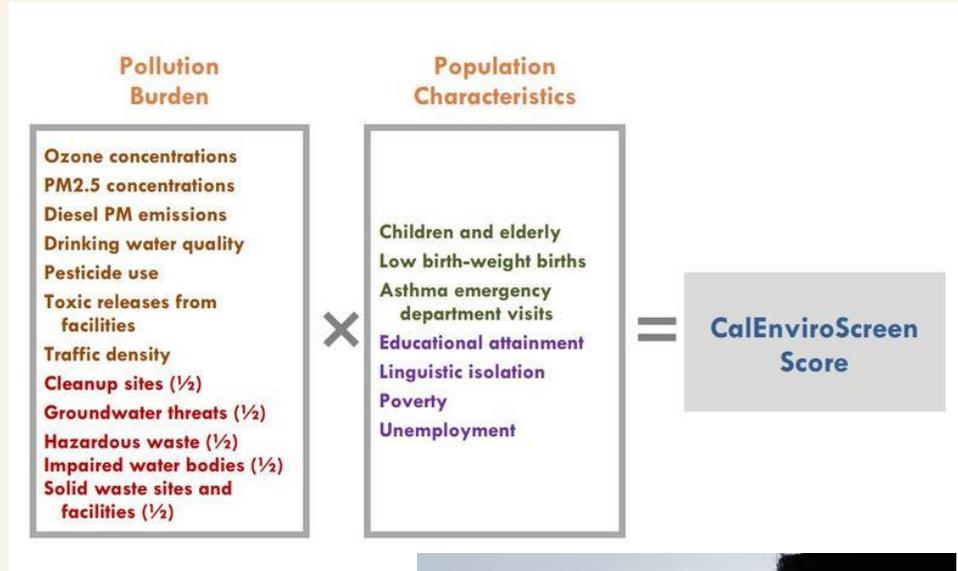
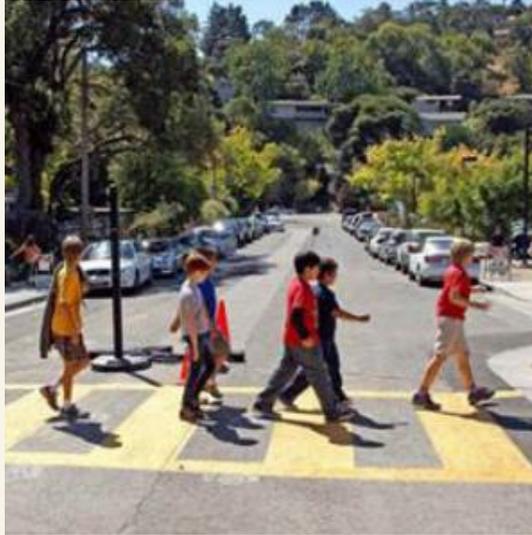
- Examines population in areas incurring noise along roadways at or above 65 dB Community Noise Equivalent Level (CNEL), which accounts for traffic volume, speed, and vehicle types including heavy duty trucks

Performance Indicators – Active Transportation Hazards

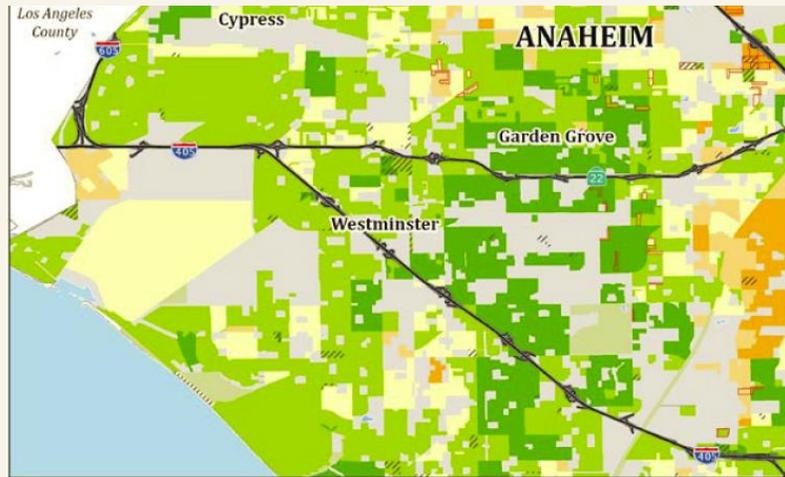


- Examines population in areas that experience the highest levels of bicycle and pedestrian collisions in recent periods

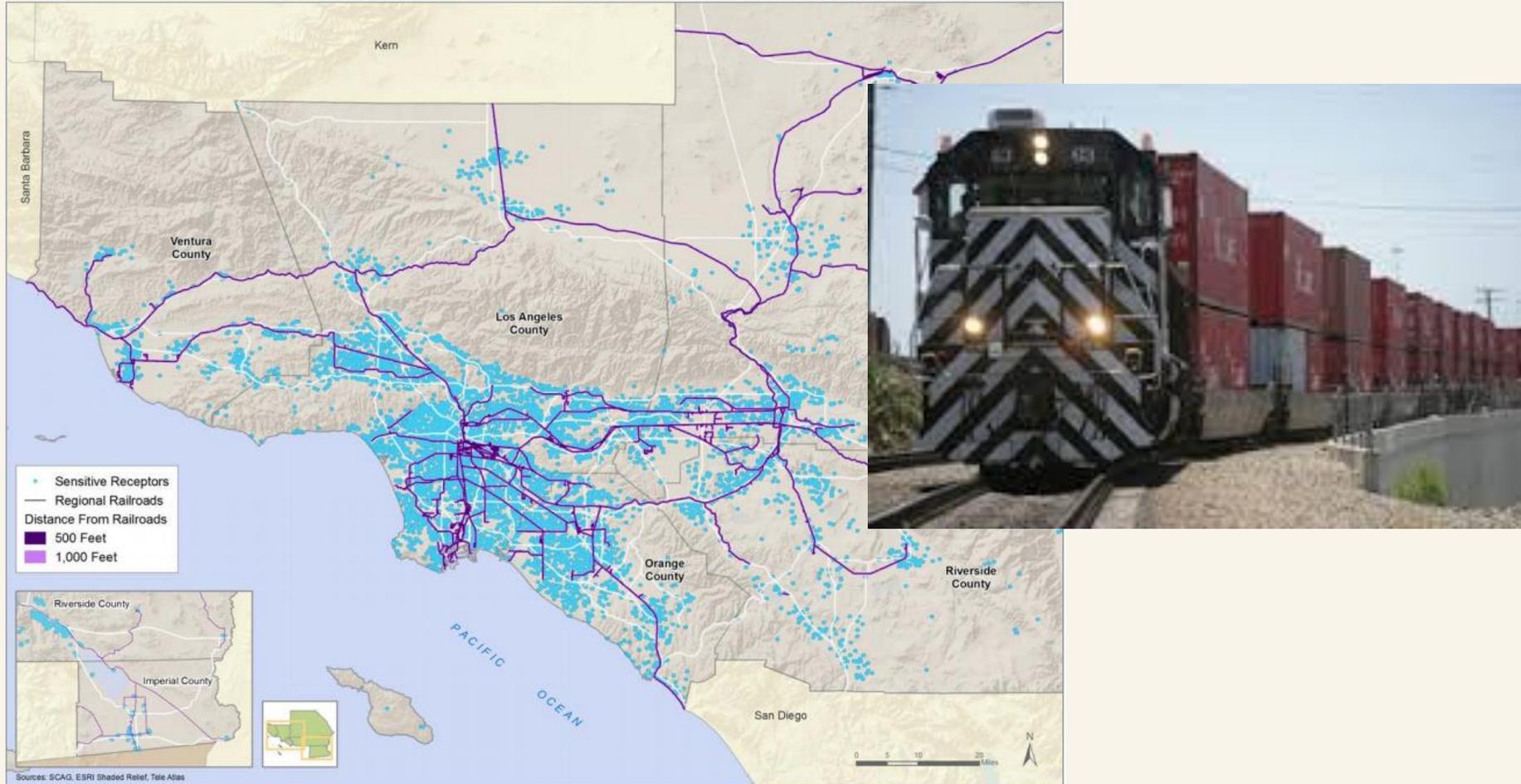
Performance Indicators – Public Health Impacts



- Examines existing public health conditions throughout the region based on Cal/EPA's CalEnviroScreen data

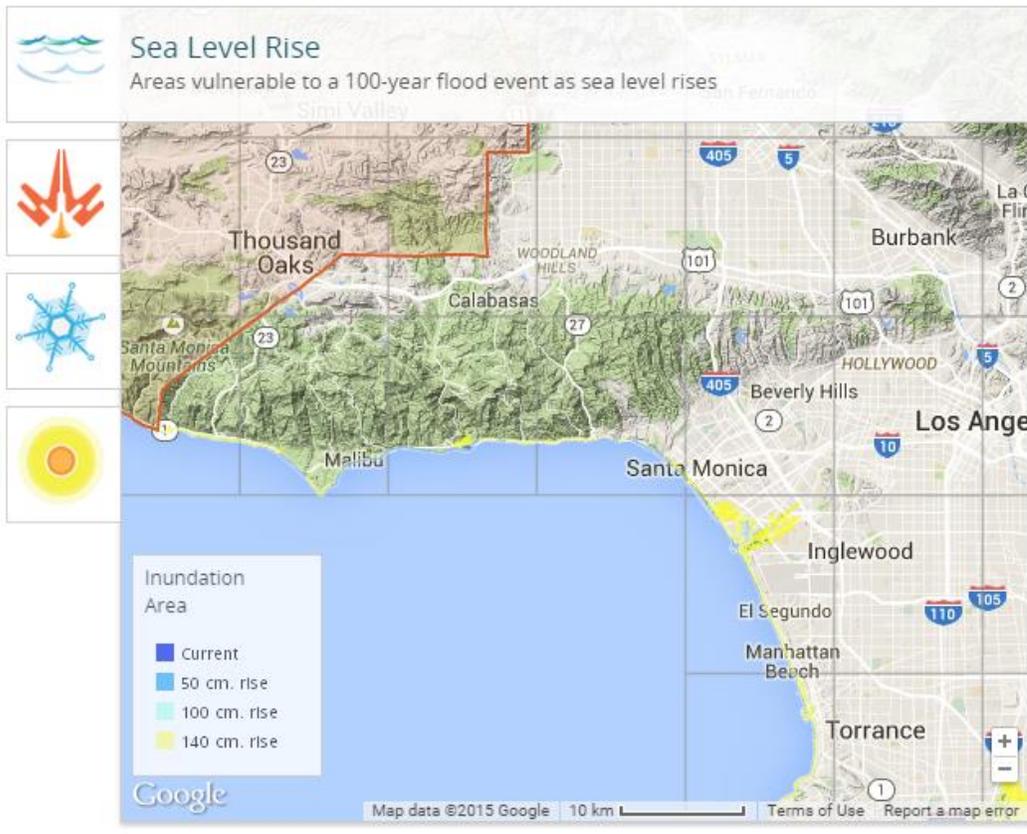


Performance Indicators – Rail Related Impacts



- Examines population living in close proximity to freight/commuter rail lines, along with future grade separations

Performance Indicators – Climate Vulnerability



- Examines conditions in environmental justice communities related to potential climate vulnerability (e.g. sea level rise, wildfire risk)

SCAG 2016-2040 RTP/SCS Timeline





Thank you!

Learn more by visiting www.scag.ca.gov

Contact us at: EnvironmentalJustice@scag.ca.gov.

