DATE:       June 6, 2013

TO:         Regional Council (RC)

FROM:       Keith Millhouse, Chair, Transportation Committee (TC)

SUBJECT:    Recommendations of the Goods Movement Subcommittee, the High Speed Rail and Transit Subcommittee, the Active Transportation Subcommittee, and the Transportation Finance Subcommittee

EXECUTIVE DIRECTOR'S APPROVAL: [Signature]

RECOMMENDED ACTIONS:
The TC recommends approval of the recommendations of the following Subcommittees:

1) **Goods Movement Subcommittee**: Approve the recommendations as preliminary, recognizing these are starting points subject to further input through an open process during the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) over the next three (3) years which will culminate in adoption of the final plan in spring 2016.

2) **High-Speed Rail and Transit Subcommittee**: Approve the recommendations as preliminary, recognizing these are starting points subject to further input through an open process during the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) over the next three years which will culminate in adoption of the final plan in spring 2016.

3) **Active Transportation Subcommittee**: Approve the recommendations (no additional language).

4) **Transportation Finance Subcommittee**: Approve the recommendations (no additional language).

EXECUTIVE SUMMARY:
At its April 5, 2012 meeting, the Regional Council (RC) approved the formation of six (6) subcommittees to follow up on implementing the 2012-2035 RTP/SCS and develop next steps for the development of the 2016-2040 RTP/SCS. The Goods Movement Subcommittee, High-Speed Rail and Transit Subcommittee, Active Transportation Subcommittee, and Transportation Finance Subcommittee (collectively referred to in this report as “Subcommittees”) were formed which reported to the Transportation Committee (TC). In early 2013, each subcommittee approved a set of recommendations and took action to forward the recommendations to the TC for review and recommended approval by the RC. On April 4, 2013, the TC approved the Subcommittees’ respective recommendations, in some cases with additional language denoting the preliminary nature of the recommendations and/or minor modifications. At the 2013 Regional Conference and General Assembly, these recommendations were reviewed at a joint meeting of the RC and the Policy Committees held on May 3, 2013 to provide an opportunity for further dialogue and additional stakeholder input. The Subcommittees’ recommendations, as approved by the TC, are now brought forward to the RC for adoption.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan, Goal 1: Improve regional decision-making providing leadership and consensus building on key plans and policies.
BACKGROUND:
At its April 5, 2012 meeting, the RC approved the formation of six (6) subcommittees to follow up implementing of the 2012-2035 RTP/SCS and develop next steps for the development of the 2016-2040 RTP/SCS. The Regional Council approved the charter for each of the subcommittees. SCAG’s Immediate Past President Glen Becerra appointed to each of the subcommittees both RC and Policy Committee members, representing the six (6) SCAG counties, as subcommittee members. Hon. Becerra also appointed representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Goods Movement Subcommittee, High-Speed Rail and Transit Subcommittee, Active Transportation Subcommittee, and Transportation Finance Subcommittee reported to the TC.

The subcommittees began meeting in the fall of 2012 and held a total of six (6) meetings each. Presentations by SCAG staff, industry professionals, and other stakeholders provided background information and input on issues facing the region relevant to each subcommittee’s area of focus to facilitate implementation of the 2012-2035 RTP/SCS and develop next steps on additional work and policy recommendations for the 2016-2040 RTP/SCS.

In early 2013, each of the six (6) subcommittees approved a set of recommendations and took action to forward the recommendations to its respective Policy Committee for review and recommended approval by the RC. On April 4, 2013, the TC approved the Subcommittees’ recommendations, in some cases with additional language denoting the preliminary nature of the recommendations and/or with minor modifications. Specifically, with respect to the recommendations from the Goods Movement Subcommittee and the High Speed Rail Subcommittee, the TC approved the recommendations as preliminary, recognizing these are starting points subject to further input through an open process during the development of the RTP/SCS over the next three (3) years which will culminate in adoption of the final plan in spring 2016 (the text in italics represents the additional language approved by TC). With respect to the recommendations from the Active Transportation Subcommittee and the Transportation Finance Subcommittee, the TC approved each of their recommendations without the additional language. In addition, on April 11, 2013, the recommendations were shared and discussed with the Technical Working Group (TWG). The TWG will provide technical input into the development of the 2016-2040 RTP/SCS.

At the May 3, 2013 Joint Policy Committee meeting, additional comments were provided by stakeholders. Thirteen (13) individuals representing a variety of organizations offered primarily positive comments on the Subcommittees’ process and recommendations. Specific comments received are highlighted below:

1. Request that SCAG develop guidelines for determining project consistency with the SCS to facilitate CEQA streamlining.
   Response: SCAG staff will review further. Staff is reviewing the CEQA streamlining process for consistency findings with the SCS.

2. Request that SCAG use/develop robust data to track the implementation of the RTP/SCS.
   Response: SCAG is in the process of developing additional data/tools to monitor the growth and development of the region, among other objectives, and will also explore additional methods by which to track the implementation of the RTP/SCS.
3. Request that SCAG collaborate with the County Transportation Commissions on a MOU workplan for active transportation similar to the one with Metro.
   Response: This is a goal shared by SCAG. SCAG hopes to develop similar agreements with our other County Transportation Commissions.

There was a recognition that the Subcommittees’ recommendations are intended to serve as a starting point in the development of the 2016-2040 RTP/SCS, and will be subject to further policy direction as additional discussions and analysis occur over the next several years. Described below, the Subcommittees’ recommendations, as approved by the TC, are now brought forward to the RC for adoption.

**Goods Movement Subcommittee Recommendations**

1. **Facilitate implementation of MAP-21 freight provisions—including participation in national freight network designation, state freight plan and national freight plan development.**
   - Collaborate with regional, state and federal partners on implementation of MAP-21 freight provisions, including analyses and recommendations pertaining to the national freight network designation and development of both state and national freight plans.
   - Provide analytical support, share data of critical importance to Southern California’s freight needs, and incorporate SCAG’s Comprehensive Regional Goods Movement Plan and Implementation Strategy (2012-2035 RTP/SCS goods movement strategies) into the California Freight Mobility Plan.
   - Continue to promote SCAG’s Comprehensive Regional Goods Movement Plan and Implementation Strategy—throughout California and nationally—to emphasize the importance of continued investment in Southern California’s goods movement system.

   **Next Steps to 2016-2040 RTP/SCS Development:** Active staff participation in partnerships to implement MAP-21 freight provisions, including technical advisory committees and working groups, as appropriate. Staff also anticipates continued participation in national freight dialogues and forums.

2. **Facilitate implementation of freight initiatives identified in the 2012-2035 RTP/SCS—including monitoring of emerging supply chain trends to adapt key infrastructure strategies as needed.**
   - Collaborate with SANDAG and other regional partners on continuing analyses and understanding of international land border crossing freight distribution patterns.
   - Collaborate with regional partners to continue to evaluate domestic trade flows and local distribution activities—particularly as it relates to the East West Freight Corridor.
   - Collaborate with LA Metro, SANBAG, and other regional partners to pursue further feasibility work on the East West Freight Corridor, as identified in the 2012-2035 RTP/SCS.

   **Next Steps to 2016-2040 RTP/SCS Development:** Continue to meet and collaborate with industry stakeholders and other regional partners to monitor and refine as needed, the regional goods movement initiatives identified in the 2012-2035 RTP/SCS. Specifically, key next steps...
for the EWFC include continued feasibility assessments and preliminary design work conducted jointly with regional partners.

3. Continue to promote and seek on-going partnerships with regional partners to further advance deployment of near-zero and zero emission goods movement strategies.
   - Continue to support and seek opportunities to demonstrate viable (viability includes emission reducing, cost-effective, and safe) near-zero and zero-emission goods movement technologies as identified in the 2012-2035 RTP/SCS—in collaboration with regional partners, including the South Coast Air Quality Management District.
   - Continue to engage with regional partners, including the Los Angeles County Zero-Emission Collaborative, to identify opportunities for further research, development, demonstration, and deployment of zero-emission technologies for the regional freight corridor.
   - Continue to support and seek funding opportunities for zero-emission goods movement initiatives, including California’s Cap-and-Trade auction proceeds.

Next Steps to 2016-2040 RTP/SCS Development: Actively participate in regional partnerships and continue to pursue environmental action plan steps identified in the 2012-2035 RTP/SCS.

High-Speed Rail and Transit Subcommittee Recommendations

Regional Rail Vision
   - Develop and refine a coordinated regional rail vision element for inclusion in the 2016-2040 RTP/SCS update. The regional rail vision will build upon current and future statewide and regional efforts as follows.
   - Continue coordination with the California High Speed Rail Authority and the county transportation commissions on California High Speed Rail planning efforts, including the Southern California Memorandum of Understanding projects to be funded by Prop. 1A funds, and the Authority’s upcoming 2014 Business Plan update. Also continue participating in other high speed rail planning efforts including Xpress West and High Desert Corridor.
   - Continue coordination with the Caltrans Division of Rail on the State Rail Plan to support the expansion, integration, connectivity, and coordination of rail services and policies to provide travelers with seamless and efficient regional and inter-regional passenger rail transportation. The Draft State Rail Plan was released on February 8, 2013 for public review and comments, and is expected to be finalized by May 2013.
   - Continue to support the ongoing process to facilitate local control of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor Pacific Surfliner passenger rail service by the LOSSAN Corridor Rail Agency. The Agency is authorized to enter into an Interagency Transfer Agreement with the State as early as June 30, 2014.
   - Build upon the freight rail analysis in SCAG’s recently completed Comprehensive Regional Goods Movement Plan and Implementation Strategy to address existing and future passenger and freight rail capacity constraints and potential coordinated passenger and freight use.
   - Identify and evaluate strategies and policies to optimize access to the regional rail system, coordinate inter-modal transfers, and maximize connectivity and ease of travel, including improving ground access to the region’s airports.
Next Steps: Continue coordination with CTCs, Caltrans, and local jurisdictions on planning and programming of 2012-2035 RTP/SCS projects and strategies, as appropriate, and continue to provide regular updates to the Transportation Committee.

Transit Best Practices

- Identify, evaluate, and refine potential transit best practices and strategies for inclusion in the 2016-2040 RTP/SCS update. This effort will build upon the issues discussed by the HSR&T Subcommittee as follows.
- Support ongoing efforts to facilitate seamless travel on the region’s transit system, including the development of smart fare media and coordinated fare policies.
- Continue to work with Metro to complete the First Mile/Last Mile Strategic Plan and incorporate recommended strategies into the RTP/SCS update as appropriate.
- Review and update the Regional Intelligent Transportation Systems (ITS) Architecture to ensure that it continues to support the development and implementation of real-time traveler information systems.
- Build upon current understanding and research to identify and evaluate cost-effective ways to improve transit service frequency and reliability, and improve fare policy and pricing strategies.
- Review the Safety and Security element of the RTP/SCS and revise as appropriate for the 2016-2040 RTP update to further address transit/rail emergency preparedness.
- Continue to work with the Regional Transit Technical Advisory Committee on developing and refining an annual transit and rail system performance report to provide a technical foundation for RTP/SCS performance analysis.

Next Steps: Identify potential research areas and resource needs for inclusion in a future Overall Work Program (OWP).

Finance Strategies

- The HSR&T Subcommittee held a joint meeting with the Transportation Finance Subcommittee to discuss financing options related to transit and high speed rail. The Transportation Finance Subcommittee will develop recommendations pertaining to multiple modes, including transit and high speed rail.

Next Steps: Pursue strategies and recommendations identified by the Transportation Finance Subcommittee.

Active Transportation Subcommittee Recommendations

1. Develop a definition of active transportation which recognizes the varying types and needs of active transportation users

   - **Existing**: Active Transportation refers to transportation such as walking or using a bicycle, tricycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping cart, or similar low-speed electrical devices. *(source: 2012-2035 RTP/SCS)*
   - **Proposed**: Active transportation refers to human powered transportation, and low speed electronic assist devices. Examples include but are not limited to bicycle, tricycle, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart.
Next Steps: Disseminate local definition throughout the organization, and its deliberative bodies. Pending further discussion and action by TC and Regional Council, include language in drafting the 2016-2040 RTP/SCS.

2. Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to active transportation policy
   • Provide the technical foundation for any potential improvements to performance measures and indicators by conducting research and identifying best methods for RTP/SCS alternatives evaluation and monitoring
   • Strengthen performance indicators to facilitate measuring the benefits of active transportation development
   • Expand our data collection efforts by working with counties, cities and stakeholders.

Next Steps to 2016 RTP/SCS Development: Identify and assist local agencies that are adopting Active Transportation plans and programs. Train local planners through SCAG Programs.

3. Develop, with partner agencies, a methodology for selecting and prioritizing regionally supported active transportation projects
   • Continue to work with local jurisdictions in coordinating and integrating active transportation data and plans
   • Support the development of cost effectiveness data and methodology to determine which projects may have the greatest benefit/cost
   • Work with partners and stakeholders in Public Health, Land-Use Planning, Environmental Quality and Habitat Conservation to further enhance active transportation options.

Next Steps: Continue to work with partners to develop methodologies that may determine active transportation demand (e.g. walkscore/bikescore) and benefits of projects.

4. Seek opportunities to promote and support transportation investments with an active transportation component
   • Support regulatory framework that considers active transportation an integral part of all transportation planning and development
   • Support regulatory framework that considers active transportation an integral part of land-use planning and development
   • Support and promote the consideration and accommodation of active transportation users, particularly in underserved communities, in all transportation projects, where applicable
   • Support goals and principles of Complete Streets recognizing context of local land uses
   • Support and seek opportunities to promote and implement safety in active transportation
   • Continue to support research, and/or development of best practices to justify investment in active transportation
   • Support and seek opportunities to increase active transportation funding (including, but not limited to Safe Routes to School, Cap and Trade, River Parkway Grants, legislative strategies and other public and private grant opportunities
   • Seek opportunities to streamline environmental review of active transportation projects.
Next Steps to 2016 RTP/SCS Development: Develop cost effective investments and strategies that promote active transportation as part of 2016 RTP/SCS development process, subject to further stakeholder input and technical review, and work with transportation finance division to quantify costs and identify funding.

Transportation Finance Subcommittee Recommendations

1. Continue to investigate cost-efficiency measures for transportation investments
   - Continue to highlight analysis of system preservation and full life-cycle costs for major transportation initiatives in the 2012-2035 RTP/SCS
   - Track results of economic benefits analysis of expedited project delivery
   - Support and seek opportunities to promote expedited project delivery
   - Support and promote public-private partnership (P3) opportunities for viable transportation initiatives throughout the region
     - Continue to analyze P3 opportunities for viable transportation initiatives identified in the 2012-2035 RTP/SCS and assess opportunities to expand current legislative enabling provisions

Next Steps to 2016-2040 RTP/SCS Development: Develop framework for a regional asset management system to better gauge system preservation and state of good repair needs as a part of the 2016-2040 RTP/SCS financial plan development process, consistent with SCAG’s FY2013 Overall Work Program (OWP).

2. Continue to monitor and analyze emerging transportation funding options for multimodal investments
   - Collaborate with regional partners to pursue opportunities for cap-and-trade auction proceeds to support transportation investments, including freight technology advancement demonstration projects
   - Track potential measures to augment and stabilize state and federal transportation revenues, including adjustments to fuel excise taxes, sales taxes on transportation fuels, and vehicle registration fees

Next Steps to 2016-2040 RTP/SCS Development: Develop a white paper analyzing a comprehensive set of multimodal funding options—including near-term options to supplement strategies already adopted for the 2012-2035 RTP/SCS—for consideration as part of the 2016-2040 RTP/SCS financial plan development process.

3. Promote and seek on-going partnerships with regional partners, business leaders, and other stakeholders to further SCAG’s 2012-2035 RTP/SCS financial plan strategies
   - Continue to finalize concept of operations plan for a regional network of express lanes
   - Engage regional partners, including transportation agencies, in research, development, and demonstration efforts for a mileage-based user fee system
   - Support and promote a dedicated funding source for goods movement, including implementation of MAP-21 freight provisions
Next Steps to 2016-2040 RTP/SCS Development: Staff participation in partnerships and continue to pursue foundational efforts for new revenue strategies.

4. Continue to investigate and recommend strategies to mitigate cost to taxpayers (including mitigation measures that are not strictly transportation related) over the course of subsequent RTP cycles

Moving Forward

Following approval by the RC, staff will carry out the “Next Steps” outlined in the recommendations, and utilize the recommendations as a starting point in the development of the 2016-2040 RTP/SCS. During the course of the next few years, staff will also return to the Policy Committees and RC to seek further policy direction as additional discussion and analysis occur.

FISCAL IMPACT:
Funds related to the work of the Subcommittees are included in the FY 2012-2013 budget.

ATTACHMENT:
None