

## Talking points on 2016 RTP/SCS by

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### Draft 2016 RTP/SCS Transportation Strategies – Highlights

- **Preserving the transportation system we already have (Fix it First).**
  - Calls for investment of \$274.9 billion toward preserving our existing system, including 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.**
  - Includes \$56.1 billion for capital transit projects and \$156.7 billion for operations and maintenance.
  - Includes significant expansion of the Metro subway and LRT system in LA County; new BRT routes throughout the region; new streetcar services in Orange County; and new Metrolink extensions.
  - Examples of other strategies: expanding transit signal priority and implementing first/last mile strategies to extend the effective reach of transit.
  
- **Expanding passenger rail.**
  - Calls for an investment in passenger rail of \$38.6 billion for capital projects and \$15.7 billion for operations and maintenance.
  - Continues supporting Phase 1 of the proposed High Speed Rail in the constrained plan consistent with the 2012 RTP/SCS and the High Speed Rail MOU.
  
- **Improving highways and arterials.**
  - 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.
  - Includes a focus on achieving maximum productivity by adding capacity primarily by closing gaps in the system and improving access.
  - Continues to support a regional network of High Occupancy Toll (HOT) Lanes.
  
- **Managing demands on the transportation system.**
  - Calls for investing \$6.9 billion toward TDM strategies (e.g., ridesharing, telecommuting, etc.).
  
- **Optimizing the performance of the transportation system.**
  - Calls for \$9.2 billion for TSM improvements (e.g., including advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g. auxiliary lanes, etc)).
  
- **Strengthening the regional transportation network for goods movement.**
  - Includes \$74.8 billion in goods movement investment.
  - Examples of strategies: 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 and working to relieve the top 50 truck bottlenecks.

- **Continue Supporting Regionalization of Airports and associated ground access improvements**
  - Regional Passenger demand total of 136.2 MAP in 2040 distributed to the regional airports.
  - Supports projects that facilitate ground access improvements at the regional airports
  - Supports ongoing local planning efforts by:
    - Airport Operators
    - County Transportation Commissions
    - Local Jurisdictions
  - Encourage development and use of transit to access airports
  
- **Promoting walking, biking and other forms of active transportation.**
  - 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.
  
- **Leveraging technology.**
  - SCAG has focused location-based strategies specifically on increasing the efficiency to Plug-in Hybrid Electric Vehicles (PHEV) in the region.
  - 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.

#### **Discussion Points from the November 5 Joint Meeting of the Policy Committees (CEHD, EEC, TC)**

- A number of public comments were shared at the November Joint Policy Committee meeting that were mostly supportive of the Draft 2016 RTP/SCS.
- Joint Policy Committee members' discussion was focused on a select number of issues:
  - **High-Speed Rail**
    - Some expressed concern regarding the region's support for California High-Speed Rail.
    - Draft Plan includes support for the proposed California High-Speed Rail Phase 1 project as well as funding projects (\$1 billion of local rail projects) associated with the MOU.
    - MOU was approved by the Regional Council on February 2, 2012.
    - Transportation Committee approved passenger rail strategy and framework proposed in the Draft 2016 RTP/SCS on September 3, 2015, which included these projects.
  - **Mileage-Based User Fee**
    - Some concerns were expressed about issues related to privacy, governance and equity.
    - Draft 2016 RTP/SCS not tied exclusively to Mileage-Based User Fee. The revenue needed could be generated through equivalent gas tax adjustment, if the region, state and feds choose to take that route in the future.
    - Further, 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.

- **Regional Aviation**
  - To address concerns regarding adequate support for the aviation regionalization policy in the Plan- 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.
  - 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.
- **Local concerns for Specific Project Inclusion**
  - Some expressed concern regarding respect for local planning processes and projects selection.
  - To clarify, SCAG's planning process and 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 flexibility within the regional planning process to allow SCAG to reflect the locally selected project at the conclusion of the local review process, either through a special amendment to the RTP/SCS or through future updates.