

Try to Make Sense of
Transportation Planning

SBCCOG

MISSION

Provide a leadership forum for South Bay local governments to act collaboratively and advocate for regional issues with a focus on **improving transportation** and the environment, and strengthening economic development.

VISION

*The South Bay region is environmentally sustainable, with **reduced congestion** and a healthy economy, due to the local government collaborations and advocacy facilitated and supported by SBCCOG.*

Sustainable South Bay Strategy

- The SSBS is essentially a *neighborhood strategy*. It proposes that cities begin to create compact destinations in the center of each neighborhood to facilitate a mode shift to walking with cycling and specialized neighborhood vehicle modes for circulation between the centers.
- Guide to cities
- Voluntary, unfunded

LA City Mobility 2035 Plan

- Citywide conceptual guide - unfunded
- Implementation at the community level will focus on each neighborhood's unique challenges and needs
- Variety of policies and strategies, no specific solutions

LA Metro

- Long Range Transportation Plan
- Short Range Transportation Plan
- Sales Tax Measures

Metro Long Range Transportation Plan (LRTP)

- Last adopted in 2009 to be updated in 2016
- Blueprint for how Metro will spend anticipated revenues for the next 30 years to:
 - Operate and maintain our current and planned system;
 - Continue to deliver on our commitments from previous plans; and
 - Identify any new projects, programs, or initiatives.
- Must be financially constrained – i.e. have funding for projects proposed
- Will also be considering possible new revenue sources, including a potential ballot measure that may be presented to the voters in 2016.

Metro Short Range Transportation Plan (SRTTP)

- Last one done 2014
- Ten-year action plan that guides Metro programs and projects (through 2024).
- Advances towards the long-term goals identified in the Long Range Transportation Plan which is a 30-year vision for addressing growth and traffic in Los Angeles County
- Identifies the short-term challenges, provides an analysis of financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives
- Addresses sustainability, future funding strategies, and measures the Plan's performance.

Planning through Metro's Sales Tax Measures – A, C, R

- Majority of Metro funding, all one-half of 1% tax on most retail sales in LA County
- Proposition A sales tax – approved by voters in 1980, no sunset clause
 - 25% - local return to cities by population
 - Must be used exclusively to benefit public transit related to fixed route and paratransit services, Transportation Demand Management, Transportation Systems Management and fare subsidy programs that exclusively benefit transit are all eligible uses
 - May be traded to other Jurisdictions in exchange for general or other funds.
 - 35% - rail development
 - 40% - discretionary – almost all of which is used to fund bus service provided by Metro and 16 other municipal bus operators within the County
- Proposition C sales tax - approved by voters in 1990, no sunset clause
 - 20% - local return to cities by population
 - To benefit public transit, as described above, but also provides an expanded list of eligible project expenditures including, Congestion Management Programs, bikeways and bike lanes, street improvements supporting public transit service, and Pavement Management System projects.
 - Cannot be traded.
 - 40% - construction and operation of the bus transit and rail system
 - 5% - expand rail and bus security
 - 10% for commuter rail, construction of transit centers, park and ride lots and freeway bus stops
 - 25% for transit-related improvements to freeways and state highways

Metro's Sales Tax Measures – A, C, R (cont'd)

- Measure R - approved by voters in 2008 for 30 years.
 - Expected to raise \$40 billion
 - 1.5% for administrative costs, the remaining money must be spent as follows:
 - 35% for transit capital projects, e.g. new rail and [bus rapid transit](#) lines
 - 3% for transit capital on the [Metrolink commuter rail](#) system
 - 2% for miscellaneous transit capital, e.g. rail rolling stock, maintenance facilities
 - 20% for highway capital projects
 - 5% for operations on new rail lines
 - 20% for bus operation improvements
 - 15% for local return, i.e. transportation money that individual cities decide how to spend

Air Quality Management Plan (AQMP)

Prepared by South Coast Air Quality Management District (AQMD)

- Comes out periodically
- To meet the federal requirements and/or to incorporate the latest technical planning information
- Each iteration of the plan is an update of the previous plan
- Comprehensive and integrated Plan primarily focused on addressing the ozone standards
- Regional and multi-agency effort (SCAQMD, California Air Resources Board, Southern California Association of Governments (SCAG) and US Environmental Protection Agency)
- State and federal planning requirements include developing control strategies, attainment demonstrations, reasonable further progress, and maintenance plans
- The 2016 AQMP will incorporate the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, SCAG Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories

Regional Transportation Plan (RTP)

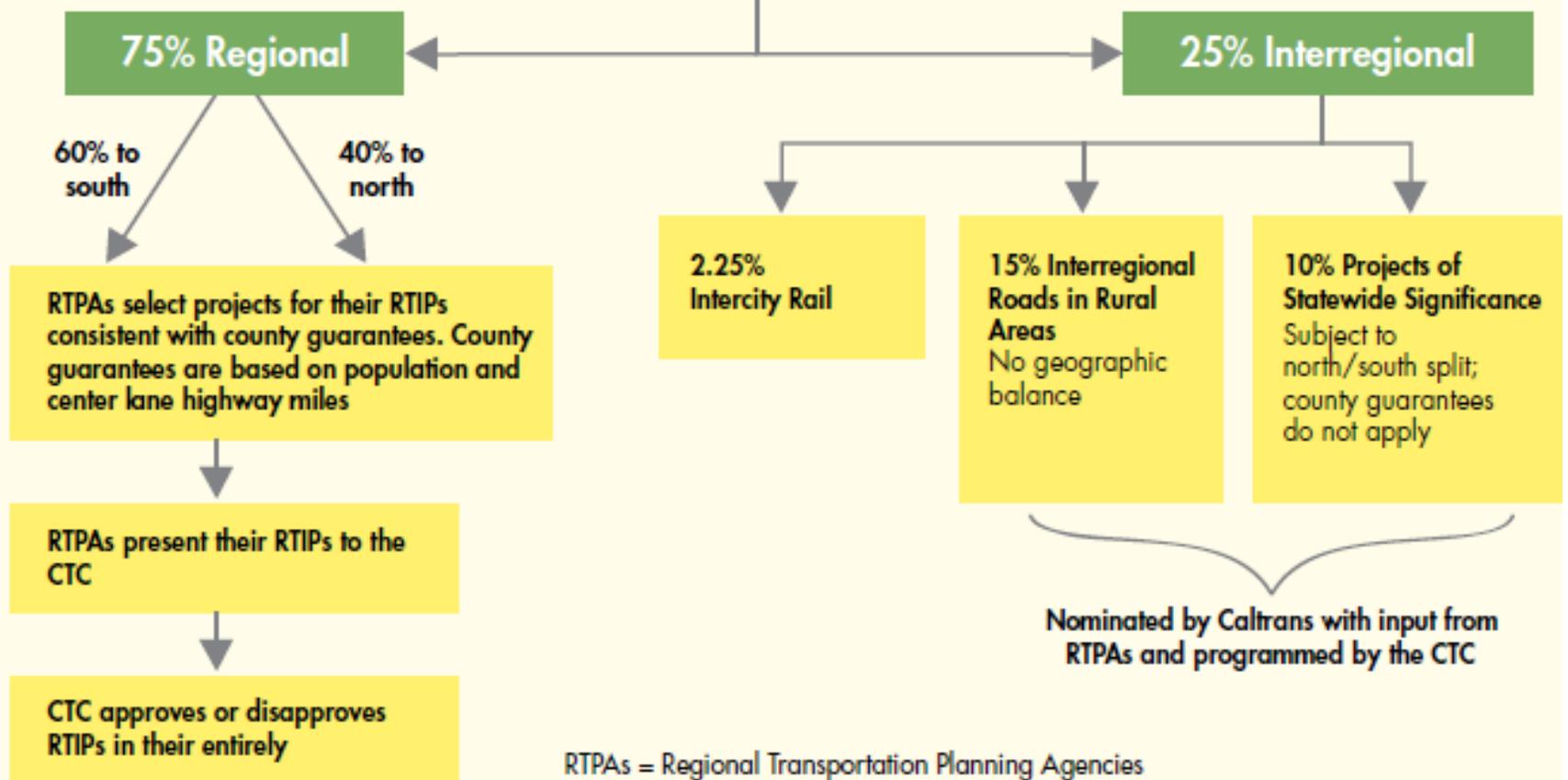
Prepared by Southern California Association of Governments (SCAG)

- Long-range
- Developed and updated by SCAG every four years
- Provides a vision for transportation investments throughout the region (6 counties).
- Uses growth forecasts and economic trends that project out over a 20-year period
- Considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs.
- Projects must be in the RTP to receive state & federal funding

- **STIP** – *State Transportation Improvement Program*: a multi-year capital improvement program of transportation projects, funded with revenues from a wide range of sources. STIP programming generally occurs every two years.
- **RTIP** - *Regional Transportation Improvement Program*: State funding program. Regional Transportation Planning Agencies (SCAG for us) prepare the RTIP consistent with the Regional Transportation Plan (*see RTP*) to reflect priorities identified by counties, project sponsors and members of the public. The CTC must approve or reject the RTIP list in its entirety. Once the CTC approves an RTIP, it is combined with those from other regions to make up 75% of the funds in the STIP.
- **RTP** - *Regional Transportation Plan*: The blueprint to guide the region's transportation development for a 20-year period. In Ventura, Los Angeles, San Bernardino, Orange, Riverside, and Imperial Counties, the RTP is prepared by SCAG. The plan is based on projections of the economy, population growth, and travel demand. State and federal law require the document.
- **RTPA** - *Regional Transportation Planning Agency* - **SCAG**: A state-designated agency responsible for preparing the SRTP, the LRTP, and the RTIP, administering state funds, and other tasks. Metro is the RTPA for Los Angeles County.

State Transportation Improvement Program (STIP)

STIP Programming Process



RTPAs = Regional Transportation Planning Agencies
RTIPs = Regional Transportation Improvement Programs
CTC = California Transportation Commission

Conformity

- Federal requirement
- Process by which transportation plans and spending programs are reviewed for consistency with federal clean air requirements; transportation projects collectively must not worsen air quality.
- Conformity is determined by the USDOT and metropolitan planning organizations (MPOs) such as SCAG, and is based on whether transportation plans and programs meet the provisions of the State Implementation Plan.
- If plans don't conform which includes ability to do the measures described, federal transportation funding can be withheld.