

CHAPTER 6 IMPLEMENTING OUR PLANS AND MONITORING OUR PROGRESS

This section discusses how SCAG, as the MPO for the six-county Region, monitors the implementation of the 2004 RTP and monitors its progress in achieving its stated goals and system performance.

As discussed in Chapter 2, the 2004 RTP comes at a time of great challenges. SCAG and its partners believe they have addressed these challenges from a planning perspective. However, as with any plan, its success or failure depends on execution.

SCAG intends to continue its longstanding role as the monitoring agency for Plan implementation in all its facets.

Securing the Planned Funding

When establishing funding strategies for the 2004 RTP, current policies of the State and federal governments must be taken into account. State government policies are especially important in that the State can provide revenues directly or it can authorize various local and regional transportation funding programs. With the enactment of Senate Bill 45 (Chapter 622, Statutes of 1997), the State restructured its transportation policies governing transportation planning and investments. Because of this legislation, transportation investment priorities were to be established at the regional and county level. To support this effort, 75 percent of the State revenue for the construction of transportation projects was allocated to the Region. In accordance with the regional emphasis of SB45, the objective of SCAG's proposed funding strategy is to create a predictable stream of revenue for new transportation projects while ensuring local/regional control over the prioritization of the projects.

■ **Action Plan for Implementing Funding Strategy**

To realize the SCAG Region's proposed program of transportation funding, several activities must be undertaken. The following provides a list of some actions to be taken:

Milestone	Action	Years
1	Undertake a regionwide, multiyear public awareness program to familiarize decision-makers with the issues being addressed in the RTP and the importance of the funding strategies to regional mobility, economic well-being and the quality of life.	Ongoing
2	Initiate one-on-one communications with State and federal legislators representing the Region, to explain the long-term transportation requirements of the Region and the funding options needed to address these requirements.	Ongoing
3	Create a regional partnership involving SCAG, the County Transportation Commissions, the subregions and private interests to advocate the implementation of the funding strategies.	2003-2005

SCAG believes that these three actions provide the framework for a multiyear implementation program. The funding components of the program would likely be implemented over the next five to ten years and would require the formation of coalitions both within the Southern California Region and throughout the State. Each funding proposal has its own set of conditions that will influence implementation. Recognizing this, SCAG proposes the following actions:

Join with the “self-help” counties and other groups to obtain authorization for a less than two-thirds vote requirement to continue the local transportation sales tax programs.

Local sales taxes have become a central feature of transportation funding over the last two decades in the SCAG Region and elsewhere in California. The objective is to obtain passage of a Constitutional Amendment that would reduce the approval requirement from two-thirds vote for a local sales tax measure to a 55 percent majority. There is statewide consensus within the transportation community that this is necessary. Current legislative initiatives including ACA 7 (Dutra) and SCA 2 (Torlakson) would reduce the vote threshold requirement to 55 percent for transportation sales taxes. SCA 2, however, would require that 25 percent of the funds be dedicated to smart-growth projects.

It should be noted that despite the existing two-thirds voter approval requirement, some counties in the SCAG Region are planning to pursue reauthorization of their respective sales taxes. The process for pursuing reauthorization of the sales tax measures in the SCAG Region would entail a series of important actions including:

Milestone	Action(s)
1	Establishing a Measure Renewal Committee
2	Campaign Finance
3	Marketing/Public Awareness Surveys
4	Expenditure Plan
5	Local Consensus
6	Ballot Measure by County CTC/Extension of Local Sales Tax

Development Mitigation Strategy.

In coordination with the Measure I renewal effort in San Bernardino County, steps have already been taken to consider the feasibility of integrating a development mitigation program that would generate revenues for regional arterials and interchanges in San Bernardino County. More recent polls (January 2003) indicated support by a majority of county voters to consider mechanisms for ensuring that new development pays a portion of the cost of new transportation improvements. Accordingly, an Ad Hoc Development Mitigation Committee was formed to consider a development mitigation strategy associated with the Measure I renewal program. Further study is required.

Adjust the fuel excise tax rate to maintain historical purchasing power. Further, maximize fuel tax revenue through pay-as-you-go and debt financing.

To ensure adequate revenues for the 2004 RTP, SCAG proposes a five-cent gas tax increase in 2010 with an additional penny per year until 2015. By the year 2010, it also will have been about 16 years since the motor vehicle fuel tax was last increased in California. Clearly, there will be a statewide interest in increasing fuel tax revenues to offset the continuing decline in the revenue's purchasing power.

Further, it is proposed that a portion of the revenue stream from the increase in the gas tax be committed to the issuance of debt to accelerate RTP project development (assisting the Region to secure and maintain conformity). The remaining portion of the revenue generated from the incremental increase in the gas tax could be utilized for direct pay-as-you-go projects. For this to occur, it will be necessary for the State to pass enabling legislation authorizing the issuance of debt guaranteed by future gas tax revenues. Alternatively, the Legislature could authorize the Region to impose a local gas tax/user fee for funding projects along with revenue bond authority. While the Plan anticipates the fuel tax increase to begin in 2010, the actual implementation strategy must begin now. This entails the following actions:

- ❖ Developing stakeholder consensus on a statewide and regional funding strategy
- ❖ Evaluating the merits of a regional gas tax/user fee measure and the institutional framework necessary to implement and manage such a regional program

❖ Focusing on public education

The above three activities should begin now because there are numerous technical and policy issues that must be addressed prior to introducing the tax/fee measure during the 2007-2009 period for imposition between 2010 and 2015. Moreover, there is a need for increasing the public's awareness regarding the transportation investment requirements and revenue needs.

Milestone	Action(s)	Year(s)
1	Subsequent updates to the Regional Transportation Plan to develop a blueprint program of expenditures	(2005–2009)
2	Develop State/regional consensus	(2003–2009)
3	Evaluate whether to pursue State or regional fuel tax initiative	(2005)
4	Public education/outreach	(2002–2009)
5	Introduce legislation	(2007–2009)
6	Adjust the State motor vehicle fuel excise tax/user fees (or regional fuel tax imposition)	(2010–2015)

Pursue user-fee- supported project financing for major regional investments where applicable.

The success of pursuing user-fee–supported project financing for our proposed large-scale projects, including Maglev, special purpose facilities and the rail capacity improvement program, is predicated on the enactment of enabling statutes and administrative actions. SCAG's initial evaluation of the proposed project-financing program identified three core objectives:

- ❖ Creating an institutional authority for project implementation and management
- ❖ Facilitating access to innovative financing mechanisms
- ❖ Accelerating State and federal environmental review processes

Institutional Arrangements/Governance and Management Structure

The pursuit of State legislation would be necessary to facilitate the implementation of this program. The legislation would establish an institutional framework for the governance and management of an implementing authority for the user-fee–backed special purpose facilities and rail capacity programs. A separate Joint-Powers Authority (JPA) is currently under development for the proposed Maglev component. In addition to SCAG, the other agencies involved in the institutional structure would include the county transportation commissions, Southern California Regional Rail Authority (SCRRA), Caltrans, and private sector partners.

Financing Mechanisms

As stipulated in the adopted 2001 RTP and previously in Chapter 4, innovative user-fee approaches would be employed to finance special purpose facilities, railway capacity, and Maglev projects. The financing structure includes the issuance of tax-exempt revenue bonds, secured by user-fee revenues generated by specific transportation facilities. Additionally, lower-cost federal credit enhancement programs would be utilized. The rail capacity improvement program would rely on federal legislation authorizing the use of federal tax credit bonds. Already, industry groups are pursuing legislation to amend current tax code provisions—facilitating the use of private activity bonds including tax credit bonds.

Environmental Streamlining/Accelerated Project Development/Joint EIS.

To facilitate project implementation, the objective is to streamline the environmental documentation process by preparing one document that would cover all three projects: Maglev, “special purpose facilities,” and rail improvements. This would be advantageous in analyzing corridor impacts. In the best case scenario, an EIR/EIS (or three simultaneous documents) would require about two years to prepare, with 6 months to prepare preliminary engineering and a minimum of a year and a half to complete the environmental document(s).

Milestone	Action(s)	Year(s)
1	Continue stakeholder meetings (regional, statewide, and national)	2003–2004
2	Initiate media and public outreach campaign	2003–2004
3	Develop State and federal legislation relating to institutional authority structure and financing mechanisms	2003–2004
4	Introduce legislation to stakeholders for discussion and input	2003–2004
5	Secure bill endorsement from local, State, and federal stakeholders (public and private interests)	2003–2004
6	Secure State and federal legislators to introduce legislation and achieve enactment	2003–2004

These actions need to be pursued aggressively. Also, monitoring the progress of these actions is an important part of the Plan—ensuring that SCAG will consider creative actions as necessary through the course of Plan updating. Continued development of new revenue sources for transportation and the expansion of financing techniques depend upon institutional readiness. SCAG and the transportation community as a whole must continue to push the envelope and develop creative means to address our transportation challenges.

Embracing System Management and Operation

SCAG will take a proactive role in ensuring that the management and operation of the system is given high priority in the funding plans of the implementing agencies. This will be accomplished by working closely with our stakeholders in developing expenditure guidelines through existing regional planning and interagency consultation and coordination processes.

Integrating the Growth Vision Strategy

■ Action Plan for Implementing Regional Growth Vision Alternative

The SCAG 2004 RTP Preferred Alternative—the Growth Vision Alternative—addresses the mandates of transportation planning law through the integration of land-use decisions and transportation investments. To a greater extent than previous Plans, this integration is central to the performance of the Plan and, thus, specific action items addressing the implementation of the land-use component have been identified in conjunction with the financial, aviation, and other plans and programs identified in the 2004 RTP.

The previously discussed Growth Vision Alternative Tenets form the framework for the implementation of the Growth Vision Alternative to meet the system improvement and performance objectives of the 2004 RTP. Transportation modeling analysis confirms that these tenets, if implemented, realize significant regional benefits in the form of transportation congestion relief and improved air quality. However, the success of the Growth Vision can take many forms. It is not any one specific action that will define success, but rather the combination of policies, strategies and efforts by all that share the responsibility of creating the Region's future.

To ensure the realization of our Growth Vision, SCAG will continue its Growth Visioning efforts for at least seven years in order to continue working throughout the Region to accomplish needed urban form strategies after 2010. There will be two RTP updates prior to 2010 that will allow us to check our progress. We will be able to assess the regional feasibility of full implementation during this period.

A first step for the Region is to identify barriers to implementing the vision and develop policy strategies and decisions that guide change at the local, regional, State and federal levels. A sustained effort involving numerous actions is required to foster the level of cooperation needed by all levels of decision-makers. In particular, engaging those city and county governments, subregions, county transportation commissions (CTCs) and other agencies directly responsible for individual land-use and transportation decision-making that have regional implications is imperative.

The following actions, identified by responsible party, are intended to bring about the realization of the Growth Vision Alternative by the Plan's horizon year of 2030.

Key Growth Vision Alternative Actions - SCAG		
1	Continue working through the Growth Visioning program to refine the Vision and identify additional strategies, policies and implementation tools to realize the Growth Vision Alternative	2007
2	Host a series of "Policy Forums" with regional stakeholders to explore the directions, policies and partnerships necessary for realizing the Growth Vision Alternative	2004
3	Utilize the <i>State of the Region</i> report to measure progress toward quantifiable goals derived from the Growth Vision Alternatives. SCAG will annually monitor progress on growth vision strategies in the plans for inclusion in appropriate reporting on the Plan as a whole.	Ongoing
4	Provide technical assistance and other resources, as appropriate, to leaders/agencies involved in land-use decision-making	Ongoing
5	Support legislation that provides incentives to public and private agencies that incorporate the Growth Vision Alternative strategies into development projects	Ongoing
6	Support federal and State funding initiatives designed to promote mixed-use and multi-modal development	Ongoing
7	Continue exploring strategies to ensure implementation of regionally significant transportation projects	Ongoing

The following actions seek to establish or enhance coordination and communication with SCAG's fourteen subregional bodies and six county transportation commissions (CTCs).

Key Growth Vision Alternative Actions – Transportation Planning Agency Coordination

1	Evaluate projects within the RTP in consideration of the tenets of the Growth Vision	2005
2	Establish objective transportation performance measures of local city and county plans to recognize and measure regional impacts	2005
3	Consider an incentive mechanism to showcase and reward exemplary achievements	2007
4	Encourage coordination and cooperation between SCAG and other regional, subregional, county, State, local and other levels of planning	Ongoing
5	Support and pursue legislation and funding that is supportive of the goals and strategies associated with the Growth Vision Alternative	Ongoing

There are myriad actions that only local governments can take that will ensure the continued shared benefits of the Growth Vision Alternative. SCAG must seek out partnerships with cities, counties, subregions, and others that have land-use authority to develop locally based strategies aimed at achieving regional goals. Through the development and revision of general plans and related regulations, changes in land-use development can occur that support the goals and strategies of the Plan.

Key Growth Vision Alternative Actions – Local Government

1	Detail specific local actions that support the Plan and document impacts and benefits	Ongoing
2	Increase and facilitate the ease of use of various planning tools, such as specific plans, that will aid public and private agencies in projects that support the goals and strategies of the Growth Vision Alternative plan	Ongoing
3	Incorporate in the development of General Plans and in exercising zoning authority redevelopment of underutilized low-intensity corridors as higher-density, mixed use arterials	Ongoing
4	Identify and revise regulations, such as variable parking requirements for areas well served by transit, that facilitate mixed-use multi-modal corridors	Ongoing
5	Develop policies which foster the development of housing near employment centers and appropriate employment activities near housing	Ongoing

Key Growth Vision Alternative Actions – Local Government		
6	Develop policies that encourage a variety of housing types to accommodate the Region’s changing demographic and lifestyle needs	Ongoing
7	Encourage design standards that focus on the efficient movement of pedestrian traffic and other, non-automobile, modes of transit	Ongoing
8	Encourage the preservation of open space within urbanized areas and on the development fringe of the Region	Ongoing

SCAG cannot implement the Growth Vision alone. Its realization is dependent on the efforts and collaboration of literally thousands of leaders. To this end, SCAG, our member governments and other responsible agencies will all need to contribute and work together. The actions identified above provide the necessary foundation to ensure the implementation of the 2004 RTP, and achieve its transportation system performance and air quality goals.

Implementing the RTP

■ Regional Transportation Improvement Program

Every even-numbered year, SCAG prepares the Regional Transportation Improvement Program (RTIP). This document is the short-term implementation tool for the transportation goals described in the adopted RTP.

The RTIP provides a listing of projects proposed for implementation in the Region during the six-year period covered by the document. The RTIP projects are described in detail, with funding amounts allocated by source and fiscal year. RTIP projects are categorized according to the transportation system to which they apply: State Highways, Local Highways, or Transit.

One of the first steps in RTP implementation is that during each RTIP development cycle, SCAG provides the County Transportation Commissions (CTCs) and Imperial Valley Association of Governments (IVAG) with RTIP Guidelines. The RTIP Guidelines is the tool used by the counties in the development of their county transportation improvement programs (TIPs).

The RTP non-motorized, rideshare, ITS, and TDM investments were developed in consultation with the county transportation commissions and the Imperial Valley Association of Governments. These TDM investments are annualized in the RTIP Guidelines in order to provide the county commissions and the Imperial Valley Association of Governments with average yearly investments. The investments are reflected in the RTIP Guidelines by category, in order to facilitate monitoring and ensure RTP implementation.

The RTIP Guidelines also contains the RTP constrained project listing. The counties need to program these projects for initiation within an appropriate timeframe to ensure that they become operational during the time frame indicated in the RTP.

The RTP and RTIP must be financially constrained. The RTIP guidelines provide the RTP funding forecasts for the programming years associated with the RTIP cycle under development. The CTC's and IVAG should program within the RTP forecasts. If a county programs more in project costs than can be accommodated by the RTP financial forecasts, then appropriate justification must accompany the county TIP documentation and be accepted by SCAG prior to TIP approval.

■ Regionally Significant Transportation Investment Studies

Within the context of regional transportation planning, the first step toward strategy or program development is the Regionally Significant Transportation Investment Study (RSTIS) or a corridor feasibility study of alternatives including a National Environmental Policy Act (NEPA) "purpose and need" statement and preliminary environmental documentation.

SCAG, in cooperation with other stakeholders, will approve the initiation and scope of an RSTIS. Before a project can be included in the RTIP for construction, the project must be one of the alternatives in a completed RSTIS, and must have a completed project initiation document and cleared environmental documents. The RSTIS will be included in SCAG's Overall Work Program.

Regionally significant alternatives must be evaluated by the RTP performance measures in order to be considered for incorporation in the RTP. RSTIS analyses are currently being performed for corridors in the Region, including I-405, SR-57, and SR-91. The 2004 RTP includes alternative modes and technology (intelligent transportation vehicle and highway systems), general alignment, number of lanes, the degree of demand management and operating characteristics. Furthermore, an RSTIS is required to evaluate the effectiveness and cost-effectiveness of alternatives in attaining local, regional, State and national goals and objectives. This analysis will consider the direct and indirect costs (of capital, operating and maintenance and rights-of-way) of alternatives; benefits or impacts of mobility improvements; air quality requirements; social, economic and environmental impacts, including environmental justice; safety, operating efficiencies; financing (federal, State and private sources); energy consumption; and public outreach. The results of the RSTIS will help lead to a decision by SCAG, in cooperation with participating public and private organizations, on the design and scope of the investment for the RTP. The preferred alternative of an RSTIS must meet the performance and financial criteria established by the RTP, and it must be approved by the Regional Council before being included in the RTP and RTIP.

An RSTIS is eligible for funds authorized under Sections 8, 9 and 26 of the Federal Transit Act, State planning funds, as well as planning and capital funds appropriated under Title 23, United States Code.

RSTISs or other analyses are appropriate when regionally significant investments in the RTP do not have complete environmental analysis, design concept and scope (mode and alignment not fully determined). In cases requiring further analysis, the RTP may stipulate either a set of assumptions concerning the proposed improvement or no-build condition pending the completion of a corridor or sub-area analysis. The RTP should have enough detail to provide a plan conformity determination.

Monitoring Our Progress

As the designated MPO for the six-county Region, SCAG monitors transportation plans, projects and programs for consistency with regional plans. SCAG also monitors the performance of the transportation system. This performance monitoring is especially important to inform the planning process for future RTPs. We cannot solve our regional transportation problems until we can identify and measure them.

SCAG is required to prepare the RTP using performance-based measures that will help public officials to better analyze transportation options and trade-offs. By examining performance of the existing system over time, the RTPA can monitor trends and identify regional transportation needs that may be considered in the RTP. Performance measurement helps to clarify the link between transportation decisions and eventual outcomes, thereby improving discussion of planning options and communication with the public. This may also help determine which improvements provide the best means for maximizing the system's performance within cost and other constraints.

SCAG has developed performance measures (see Chapters 2 and 5) for the regional transportation system. New tools are being developed that will help SCAG to monitor system performance over time. The Freeway Performance Measurement System (PeMS) is being developed and has the ability to measure freeway speeds, delay, and reliability for the regional freeway system. SCAG monitors a number of performance measures through a benchmarking process in the annual *State of the Region* report.

Transportation planning for the Region requires continually improved information on the condition and utilization of the transportation system. Special reports are required periodically from SCAG to show the condition of the highway infrastructure and to monitor the Region's overall traffic. The Highway Performance Monitoring System (HPMS) is a federally mandated program designed by the Federal Highway Administration (FHWA) to assess the performance of the nation's highway system. Under the Clean Air Act, SCAG is also required to report periodically on vehicle miles traveled in each air basin to determine whether traffic growth is consistent with the projections on which the State Implementation Plans (SIPs) are based.

The HPMS is one of the components of an Internet-based transportation system currently under development, the Regional Transportation Monitoring System (RTMS). RTMS is the source for real-time and historical transportation data collected from different local and regional transportation agencies as well as from private data sources. Based on a GIS mapping system, RTMS will be the main monitoring system for collection and distribution of

highway and transit data, local and regional traffic information and activities, as well as hosting the subregional transportation monitoring programs.

The following sections outline several of the significant tools used by SCAG to monitor regional progress in advancing the 2004 RTP.

■ RTIP Database Management

To manage the RTIP process efficiently, SCAG has developed an RTIP database. The RTIP database serves as a listing for projects in the RTIP, as well as a mechanism for monitoring project implementation in the approved RTIP. The RTIP database provides a data repository for tracking proposed transportation projects. Data regarding State, local and transit projects include: project sponsors, project descriptions, tracking numbers, funding sources and programmed years, as well as environmental information and proposed project completion dates. The County Transportation Commissions, Imperial Valley Association of Governments and SCAG staffs input this data in the RTIP database. Once the SCAG Regional Council approves the RTIP, the data are transmitted to Caltrans for incorporation into the statewide database, or California Transportation Improvement Program System (CTIPS).

■ Conformity

In federally designated non-attainment or maintenance areas, specific monitoring procedures and tests for consistency are required under the federal Transportation Conformity Rule. At the time of conformity determination, the RTIP must be consistent with the RTP. At any given time, there is only one federally approved and conforming RTP or RTIP in place as the operating document. During project implementation, sponsor agencies must implement only those projects that are consistent with the conforming RTIP and RTP. The project design concept and scope must be consistent with those reflected in the conforming RTIP.

The project sponsors must inform SCAG (as the Region's MPO) of any delay in implementing any Transportation Control Measure (TCM) project that is included in an approved SIP. SCAG must also be informed of any project that is regionally significant and modeled, regardless of funding sources. The Timely Implementation Report and a complete list of TCMs is provided in the Technical Appendix. In association with CTCs and the air districts, SCAG must report on the timely implementation of TCMs. Additionally, SCAG monitors changes resulting from legal, legislative or election processes that may impact the transportation conformity requirements, the implementation of any TCM or regionally significant project. SCAG informs the sponsor agency of required actions. In the case of TCM projects, the sponsor agency must officially substitute or replace the affected TCM project.

In addition to the federally required Timely Implementation Reports and any other required reports, staff will report to its Regional Council on progress in implementing regionally significant projects, programs and strategies, as part of the RTIP update process.

SCAG's Transportation Conformity Working Group and Modeling Task Force are two official forums used for interagency consultation. There may be additional ad hoc forums, if needed, to facilitate the required course of action.

■ **Highway Performance Monitoring System (HPMS)**

HPMS is used as a transportation monitoring and management tool to determine the allocation of federal aid funds, to assist in setting policies and to forecast future transportation needs as it analyzes the transportation system's length, condition and performance. Additionally, HPMS is used to provide data to the Environmental Protection Agency (EPA) to assist in monitoring air quality conformity, and its data are used in support of the Biennial Report to Congress on the Status of the Nation's Highways. In California, the California Department of Transportation (Caltrans) implements the program annually. SCAG's responsibility is to assist Caltrans in collecting data from local jurisdictions. SCAG's responsibility also includes distribution, collection and administration of all HPMS survey packages in the six-county Region.

■ **VMT, Emission and Congestion Report**

Beginning six years after the date of enactment of the Clean Air Act Amendments of 1990, any state containing serious and worse ozone non-attainment areas, or moderate and/or serious carbon monoxide non-attainment areas, is required to demonstrate whether current aggregate vehicle miles traveled (VMT), aggregate vehicle emissions, congestion levels and other relevant parameters are consistent with those used for the area's demonstration of attainment. Within the SCAG Region, the South Coast Air Basin (SCAB), the South Central Coast Air Basin (SCCAB) and the three areas within the Southeast Desert are designated as ozone non-attainment areas. Additionally, SCAB is designated as a non-attainment area for carbon monoxide. As the Region's MPO, SCAG is responsible for forecasting and tracking VMT, emissions and congestion, and submitting these reports to the California Air Resources Board (CARB). VMT reports for carbon monoxide non-attainment areas are submitted annually. VMT reports for ozone non-attainment areas are submitted every three years.

■ **Transit System Performance Assessment**

Implementation of the RTP requires changes in the operating practices of transit agencies and integration of the three tiers of transit into a single functioning system. The process of integration is the responsibility of the operators. SCAG will be evaluating the performance of selected operators to provide feedback and to transfer applicable lessons to other operators in the Region. Issues to be evaluated include the application of advanced transportation technologies applied to the scheduling and routing of transit.

■ Intergovernmental Review

Under federal law, SCAG is designated as the Regional Clearinghouse for review of all submitted plans, plan changes, projects and programs for consistency with adopted regional plans and policies. Regionally significant transportation projects reviewed for consistency with regional plans are defined as: construction or expansion of freeways; State highways; principal arterials; routes that provide primary access to major activity centers, such as amusement parks, regional shopping centers, military bases, airports and ports; goods movement routes, including both truck routes and rail lines; intermodal transfer facilities, such as transit centers, rail stations, airports and ports; and fixed transit routes, such as light and heavy rail and commuter rail. Any project involving transportation improvements is reviewed to determine whether such improvements are included in the RTIP.

■ The State of the Region

The annual *State of the Region* report published by SCAG is intended to help members of the public and private sectors analyze the trends and challenges that confront the Region. The report tracks a series of indicators on major issues facing the Region including:

- ❖ vehicle hours of delay (to measure congestion)
- ❖ vehicle miles traveled (which are directly related to mobile source emissions and are also important in determining the demand for infrastructure improvements)
- ❖ daily person trips (both home-to-work and total trips, which are used in regional models to measure the amount of travel and forecast trends expected to continue)
- ❖ total passenger trips for the major transit operators
- ❖ airport activity for the major airports (including passenger traffic, aircraft operations and air cargo)