

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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Associated Governments

## MEETING OF THE

# COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

***Thursday, October 2, 2014  
10:00 a.m. – 12:00 p.m.***

**SCAG Main Office  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Policy Committee Room B  
Los Angeles, CA 90017  
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email [harris-neal@scag.ca.gov](mailto:harris-neal@scag.ca.gov)

Agendas & Minutes for the Community, Economic, and Human Development Committee are also available at:  
<http://www.scag.ca.gov/committees/Pages/default.aspx>

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**Community, Economic, and Human Development Committee**  
**Members – September 2014**

**Members**

**Representing**

<b>Chair*</b>	<b>1. Hon. Margaret E. Finlay</b>	<i>Duarte</i>	<b>District 35</b>
<b>Vice Chair*</b>	<b>2. Hon. Bill Jahn</b>	<i>Big Bear Lake</i>	<b>District 11</b>
	3. Hon. Sam Allevato	<i>San Juan Capistrano</i>	OCCOG
	4. Hon. Don Campbell	<i>Brawley</i>	ICTC
	5. Hon. Carol Chen	<i>Cerritos</i>	GCCOG
*	6. Hon. Steven Choi	<i>Irvine</i>	District 14
	7. Hon. Jeffrey Cooper	<i>Culver City</i>	WSCCOG
	8. Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
	9. Hon. Debbie Franklin	<i>Banning</i>	WRCOG
	10. Hon. Ron Garcia	<i>Brea</i>	OCCOG
*	11. Hon. James Gazeley	<i>Lomita</i>	District 39
*	12. Hon. Micheal Goodland	<i>Jurupa Valley</i>	WRCOG
	13. Hon. Julie Hackbarth-McIntyre	<i>Barstow</i>	SANBAG
	14. Hon. Tom Hansen	<i>Paramount</i>	GCCOG
	15. Hon. Robert Joe	<i>South Pasadena</i>	Arroyo Verdugo
*	16. Hon. Jim Katapodis	<i>Huntington Beach</i>	District 64
	17. Hon. Paula Lantz	<i>Pomona</i>	SGVCOG
	18. Hon. Joe Lyons	<i>Claremont</i>	SGVCOG
	19. Hon. Charles Martin		Morongo Band of Mission Indians
*	20. Hon. Larry McCallon	<i>Highland</i>	District 7
*	21. Hon. Kathryn McCullough	<i>Lake Forest</i>	District 13
	22. Hon. Joseph McKee	<i>Desert Hot Springs</i>	CVAG
	23. Hon. Susan McSweeney	<i>Westlake Village</i>	LVMCOG
*	24. Hon. Carl Morehouse	<i>Ventura</i>	District 47
*	25. Hon. Gene Murabito	<i>Glendora</i>	SGVCOG
	26. Hon. Ray Musser	<i>Upland</i>	SANBAG
	27. Hon. Steve Nagel	<i>Fountain Valley</i>	OCCOG
*	28. Hon. John Nielsen	<i>Tustin</i>	District 17
	29. Hon. Edward Paget	<i>Needles</i>	SANBAG
	30. Hon. John Palinkas	<i>Pechanga Band of Luiseño Indians</i>	Tribal Government Representative
*	31. Hon. Julio Rodriguez	<i>Perris</i>	District 69
	32. Hon. Sonny R. Santa Ines	<i>Bellflower</i>	GCCOG
	33. Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
*	34. Hon. Tri Ta	<i>Westminster</i>	OCCOG
	35. Hon. Ray Torres		Torres Martinez Band of Cahuilla Indians
	36. Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

\*Regional Council Member

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# COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA OCTOBER 2, 2014

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*The Community, Economic and Human Development (CEHD) Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.*

## **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

*(Hon. Margaret E. Finlay, Chair)*

**PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **RHNA AND HOUSING ELEMENT REFORM SUBCOMMITTEE UPDATE**

*(Hon. Bill Jahn, Chair)*

### **CONSENT CALENDAR**

**Time      Page No.**

#### **Approval Item**

- |   |                   |          |
|---|-------------------|----------|
| 1. <u>Minutes of the September 11, 2014 Meeting</u> | <b>Attachment</b> | <b>1</b> |
|---|-------------------|----------|

#### **Receive and File**

- |   |                   |           |
|---|-------------------|-----------|
| 2. <u>2014 Regional Council and Policy Committees Meeting Schedule</u>                                      | <b>Attachment</b> | <b>6</b>  |
| 3. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u>                                      | <b>Attachment</b> | <b>7</b>  |
| 4. <u>2014 Southern California Regional Active Transportation: Funding Recommendations and Project List</u> | <b>Attachment</b> | <b>15</b> |

### **INFORMATION ITEMS**

- |  |                   |                 |           |
|--|-------------------|-----------------|-----------|
| 5. <u>Update on SCAG’s Growth Forecast of Population, Households, and Employment for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)</u><br><i>(Simon Choi, SCAG Staff)</i> | <b>Attachment</b> | <b>25 mins.</b> | <b>26</b> |
|--|-------------------|-----------------|-----------|

# COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA OCTOBER 2, 2014

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## INFORMATION ITEMS - continued

- |  |            |          |     |
|--|------------|----------|-----|
| 6. <u>Update on SCAG's Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)</u><br><i>(Kimberly Clark, SCAG Staff)</i> | Attachment | 15 mins. | 32  |
| 7. <u>Update on the California Environmental Protection Agency's (CalEPA) CalEnviroScreen Tool</u><br><i>(Ping Chang, SCAG Staff)</i>  | Attachment | 25 mins. | 58  |
| 8. <u>Socioeconomic Characteristics of Millennial and Baby Boomers—Implications upon Regional Planning</u><br><i>(Simon Choi, SCAG Staff)</i>  | Attachment | 40 mins. | 82  |
| 9. <u>SCAG GIS Services Program Status Report</u><br><i>(Ping Wang, SCAG Staff)</i>  | Attachment | 10 mins. | 114 |

## CHAIR'S REPORT

*(Hon. Margaret E. Finlay, Chair)*

## STAFF REPORT

*(Frank Wen, SCAG Staff)*

## FUTURE AGENDA ITEM(S)

## ADJOURNMENT

*The next CEHD meeting will be held on Thursday, November 6, 2014 at the SCAG Los Angeles Office.*

**COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**September 11, 2014  
Minutes**

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE  
COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIO  
RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING.**

The Community, Economic & Human Development Committee held its meeting at SCAG’s downtown Los Angeles office.

**Members Present**

- |   |                                 |
|---|---------------------------------|
| Hon. Don Campbell, Brawley                    | ICTC                            |
| Hon. Carol Chen, Cerritos                     | GCCOG                           |
| Hon. Steven Choi, City of Irvine              | District 14                     |
| Hon. Rose Espinoza, City of La Habra          | OCCOG                           |
| Hon. Margaret Finlay, Duarte ( <b>Chair</b> ) | District 35                     |
| Hon. James Gazeley, Lomita                    | District 39                     |
| Hon. Michael Goodland, Jurupa Valley          | WRCOG                           |
| Hon. Robert Joe, South Pasadena               | Arroyo Verdugo Cities           |
| Hon. Jim Katapodis, Huntington Beach          | District 64                     |
| Hon. Paula Lantz, Pomona                      | District 38                     |
| Hon. Joe Lyons, City of Claremont             | SGVCOG                          |
| Hon. Charles Martin                           | Morongo Band of Mission Indians |
| Hon. Larry McCallon, Highland                 | District 7                      |
| Hon. Kathryn McCullough, Lake Forest          | District 13                     |
| Hon. Joe McKee, City of Desert Hot Springs    | CVAG                            |
| Hon. Carl Morehouse, San Buenaventura         | District 47                     |
| Hon. Ray Musser, Upland                       | SANBAG                          |
| Hon. Steve Nagel, City of Fountain Valley     | OCCOG                           |
| Hon. Ed Paget , Needles                       | SANBAG                          |
| Hon. Julio Rodriguez, Perris                  | District 69                     |
| Hon. Sonny Santa Ines, Bellflower             | GCCOG                           |
| Hon. Becky Shevlin, Monrovia                  | SGVCOG                          |
| Hon. Frank Zerunyan, Rolling Hills Estates    | SBCCOG                          |

**Members Not Present**

- |  |        |
|--|--------|
| Hon. Sam Allevato, City of San Juan Capistrano | OCCOG  |
| Hon. Jeffrey Cooper, Culver City               | WSCCOG |
| Hon. Debbie Franklin, Banning                  | WRCOG  |
| Hon. Ron Garcia, Brea                          | OCCOG  |
| Hon. Joseph Gonzales, South El Monte           | SGVCOG |
| Hon. Tom Hansen, City of Paramount             | GCCOG  |

**Members Not Present (Cont'd)**

Hon. Bill Jahn, Big Bear Lake (Vice-Chair)	District 11
Hon. Julie Hackbarth-McIntyre, Barstow	SANBAG
Hon. Susan McSweeney, Westlake Village	LVMCOG
Hon. Gene Murabito, Glendora	SGVCOG
Hon. John Nielsen, Tustin	District 17
Hon. Tri Ta, Westminster	District 20
Hon. Ray Torres	Torres-Martinez Desert Cahuilla Indians

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Margaret Finlay, Chair, called the meeting to order at approximately 10:00 A.M. Hon. Sonny Santa Ines led the Committee in the Pledge of Allegiance in commemoration of September 11, 2001.

**PUBLIC COMMENT PERIOD**

There were no public comments.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no reprioritization of the agenda.

**RHNA AND HOUSING ELEMENT REFORM SUBCOMMITTEE UPDATE**

Ma’Ayn Johnson, Housing and Land Use Planner, provided an update on the Subcommittee’s activities. Ms. Johnson reported that the Change in Circumstance survey was sent out to Planning Directors, City Managers, and County Operating Officials on July 31, 2014. The deadline for responding to the survey was August 22, 2014. As of Monday, September 8, 2014, fifty (50) jurisdictions have completed the survey. The Subregional Coordinators will assist in facilitating responses from the remaining jurisdictions. The next meeting of the RHNA and Housing Element Reform Subcommittee will be held on September 29, 2014 at 1:00 P.M. at SCAG’s Los Angeles office. Ms. Johnson stated that topics for that meeting will focus on housing element issues and the California Department of Housing and Community Development (HCD) staff will be in attendance.

**CONSENT CALENDAR**

**Approval Item**

1. Minutes of the August 7, 2014 Meeting

**Receive and File**

2. 2014 Regional Council and Policy Committees Meeting Schedule
3. SCAG Sustainability Planning Grants Program – Monthly Update
4. Funding Awarded to SCAG for the Southern California Active Transportation Safety and Encouragement Campaign

5. 2014 Active Transportation Program Statewide Competition Funding Awards
6. Cap-and-Trade Funding Update: Allocation Guideline Development and Schedule
7. 2014 Quadrennial Federal Certification of SCAG
8. Annual “Walk to School Day” and the Success of Riverside County’s Safe Routes to School Program

A MOTION was made (Chen) to approve the Consent Calendar. The MOTION was SECONDED (McCallon) and APPROVED by the following vote:

**AYES:** Chen, Choi, Espinoza, Finlay, Gazeley, Goodland, Joe, Katapodis, Lyons, Martin, McCallon, McCullough, McKee, Morehouse, Musser, Nagel, Paget, Rodriguez, Santa Ines, Shevlin, Zerunyan

**NOES:** None

**ABSTAIN:** None

### **INFORMATION ITEMS**

9. Metropolitan Futures Initiative: Second Regional Progress Report 2014  
Hon. Steven Choi introduced Dr. John Hipp, Director, Metropolitan Futures Initiative; Professor, Department of Criminology, Law & Society, University of California, Irvine (UCI). Dr. Hipp provided an overview of the Second Regional Progress Report prepared by UCI researchers. He explained that the report, which uses SCAG GIS data, presents the analysis of the changing land use in the region between 1993 and 2005. Dr. Hipp noted in his slide presentation the diversity in land use and racial composition and how it relates to the complexity of the social context. Dr. Hipp stated that the next steps are to continue the dialogue with community and regional partners to identify new opportunities for problem-solving and engagement.
10. Eco-Rapid Transit’s Transit-Oriented Development (TOD) Plan  
Michael Kodama, Executive Director of Eco-Rapid Transit, provided an overview of the agencies transit corridor and station area TOD plans, and the examination of actions to better link the investment in transit to local economic development strategies, including TOD. Mr. Kodama stated that the next steps are to create local and regional partnerships and build upon our communities.

### **CHAIR’S REPORT**

There was no Chair’s Report presented.

### **STAFF REPORT**

There was no Staff Report presented.

### **FUTURE AGENDA ITEMS**

There were no future agenda items presented.

**ANNOUNCEMENTS**

There were no announcements presented.

**ADJOURNMENT**

The Chair adjourned the meeting at 12:00 PM.

Minutes Approved By:

A handwritten signature in black ink, appearing to read 'Frank Wen', is written over a horizontal line. The signature is enclosed in a thin black rectangular box.

---

Frank Wen, Manager  
Research & Analysis

**Community, Economic & Human Development Committee Attendance Report**

		2014																	
Member (including Ex-Officio) LastName, FirstName	Representing	X = County Represented						X = Attended		No Meeting		NM = New Member		EA = Excused Absence					
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Allevato, Sam	OCCOG			X															
Campbell, Don*	ICTC	X						X	X		X		X				X		
Chen, Carol	Gateway Cities		X					X	X		X		X			X	X		
Choi, Steven	City of Irvine (District 14)			X				X	X		X		X			X	X		
Cooper, Jeffrey	WSCCOG		X					X					X						
Espinoza, Rose	OCCOG			X				X	X		X		X			X	X		
Finlay, Margaret* (Chair)	Duarte (District 35)		X						X		X		X				X		
Franklin, Debbie	WRCOG				X			X	X		X		X			X			
Garcia, Ron	OCCOG			X					X				X			X			
Gazeley, James*	Lomita (District 39)		X					X	X		X		X			X	X		
Gonzales, Joseph J.	SGVCOG		X						X										
Goodland, Michael*	WRCOG				X						X		X			X	X		
Hansen, Tom	Gateway Cities							X	X		X		X			X			
Jahn, Bill* (Vice-Chair)	SANBAG (District 11)					X		X	X							X			
Joe, Robert	Arroyo Verdugo		X					X	X		X		X			X	X		
Katapodis, Jim	District 64			X										NM		X	X		
Lantz, Paula*	Pomona (District 38)		X					X	X		X		X			X	X		
Lyons, Joe	SGVCOG		X											NM		X	X		
Martin, Charles	Morongo Indians				X			X								X	X		
McCallon, Larry*	Highland (District 7)					X			X				X			X	X		
McCullough, Kathryn*	OCCOG			X				X	X				X			X	X		
Hackbarth-McIntyre, Julie	SANBAG																		
McKee, Joe	CVAG				X									NM		X	X		
McSweeney, Susan	Las Virgenes/Malibu COG		X																
Morehouse, Carl*	VCOG (District 47)							X	X	X		X		X		X	X		
Murabito, Gene*	SGVCOG		X																
Musser, Ray	SANBAG					X		X	X		X		X			X	X		
Nagel, Steve	OCCOG			X										NM		X	X		
Nielsen, John*	Tustin (District 17)			X				X			X		X			X			
Paget, Ed	SANBAG					X		X	X				X			X	X		
Rodriguez, Julio	District 69													NM		X	X		
Santa Ines, Sonny	GCCOG		X					X			X		X			X	X		
Shevlin, Becky	SGVCOG		X						X		X					X	X		
Ta, Tri*	District 20			X					X				X						
Torres, Ray	Torres Martinez				X														
Zerunyan, Frank	SBCCOG		X					X	X		X					X	X		
Regional Council Member*																			

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Margaret Finlay, Duarte  
  
Energy & Environment  
Deborah Robertson, Rialto  
  
Transportation  
Alan Wapner, San Bernardino Associated Governments

# 2014 MEETING SCHEDULE

## REGIONAL COUNCIL AND POLICY COMMITTEES

<b>All Regular Meetings are scheduled on the <u>1<sup>st</sup> Thursday of each month, except for September*</u></b>	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

January 2, 2014

February 6, 2014

March 6, 2014

April 3, 2014

**May 1 – 2, 2014  
(SCAG 2014 Regional Conference & General Assembly)**

June 5, 2014

**DARK IN JULY**

August 7, 2014

**September 11, 2014\***  
**(Note: League of California Cities Annual Conference in Los Angeles, Sept. 3 – 5)**

October 2, 2014

November 6, 2014

December 4, 2014

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**DATE:** October 2, 2014

**TO:** Regional Council (RC)  
Executive/Administration Committee (EAC)  
Community, Economic, and Human Development (CEHD) Committee  
Energy and Environment Committee (EEC)  
Transportation Committee (TC)

**FROM:** Hasan Ikhata, Executive Director, [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov), 213-236-1944

**SUBJECT:** SCAG Sustainability Planning Grants Program – Monthly Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

Receive and File.

**EXECUTIVE SUMMARY:**

*SCAG is providing a monthly update regarding successful implementation of the seventy-five (75) grants Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six (6) of these projects will be funded by an award to SCAG from the California Strategic Growth Council. At the time this report was distributed, forty-six (46) grant projects have had Scopes of Work developed and finalized, forty-six (46) grant projects have had Request for Proposals (RFPs) released, forty-four (44) grant projects have selected consultants, and forty (40) grant projects have had contracts executed.*

**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; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

**BACKGROUND:**

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects comprise Phase III and will proceed as additional funds become available in FY 2014/2015. An additional fifteen (15) projects were funded in the summer of 2014. On August 7, 2014 the Regional Council approved adding two (2) Sustainability Planning Grant projects to the approved list for a new total of seventy-five (75) projects.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, forty-six (46) grant projects have had scopes of work developed in partnership with the cities, forty-six (46) grant projects have had RFPs released, forty-four (44) grant projects have consultants selected and forty (40) grant projects have completed negotiations and have contracts executed.

# REPORT

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**FISCAL IMPACT:**

Funding is included in SCAG's FY 2014-15 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2014-15 OWP 065.SCG02663.02.

**ATTACHMENT:**

Summary Progress Chart

# SCAG Sustainability Planning Grants

*September 23, 2014* Regional Council Progress Update

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
<b>Phase 1 (Available funds FY 13-14)</b>							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - <b>Public health; Active transportation; Livability; Open space</b>	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - <b>Economic development; TOD; Livability</b>	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - <b>Active transportation; performance measures</b>	x	x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - <b>Public health; Multi-jurisdiction coordination; Sustainability</b>	x	x	x	x	x
5	Santa Ana	Complete Streets Plan - <b>Complete streets; Active transportation; Livability</b>	x	x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - <b>GHG reduction; Multi-jurisdiction coordination; Implementation</b>	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - <b>GHG reduction; Infrastructure investment; Economic development</b>	x	x	x	x	x
8	Orange County Parks	Orange County Bicycle Loop - <b>Active transportation; Multi-jurisdictional; Public health</b>	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - <b>Active transportation; Public health; Adaptive re-use</b>	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - <b>Multi-modal; Active transportation</b>	x	x	x	x	x
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - <b>Complete Streets; TOD</b>	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - <b>Active transportation; Public health; Adaptive re-use</b>	x	x	x	x	x
13	Eastvale	Bicycle & Pedestrian Master Plan - <b>Active Transportation</b>	x	x	x	x	x
14	West Covina	Downtown Central Business District - <b>Multi-modal; Active transportation</b>	x	x	x		
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - <b>General Plan Update; Sustainability Plan</b>	x	x	x	x	x
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - <b>Active transportation; multi-jurisdiction</b>	x	x	x	x	x
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - <b>Active Transportation</b>	x	x	x	x	x
<b>Phase 2 (Available funds)</b>							
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - <b>Active transportation; Livability; Demonstration project</b>	x	x	x	x	x
19	Beaumont	Climate Action Plan - <b>GHG reduction</b>	x	x	x	x	x
20	Palm Springs	Sustainability Master Plan Update - <b>Leverages larger effort; commitment to implement</b>	x	x	x		
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - <b>Multi-modal; Economic development; Open space</b>	x	x	x	x	x
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - <b>Integrated planning, Sustainability</b>	x	x	x	x	x
23	Anaheim	Bicycle Master Plan Update - <b>Active transportation</b>	x	x	x	x	x
24	Ontario	Ontario Airport Metro Center - <b>Multi-modal; Visualization; Integrated planning</b>	x				
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - <b>Active transportation; Public health; Multi-jurisdiction</b>	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - <b>Multi-modal; Livability; Multi-jurisdiction</b>	x	x	x	x	x
27	Chino Hills	Climate Action Plan and Implementation Strategy - <b>GHG reduction; Implementation; Sustainability</b>	x	x	x	x	x
28	Coachella	La Plaza East Urban Development Plan - <b>Mixed-use, TOD, Infill</b>	x	x	x	x	x
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - <b>Active transportation; implementable; good value</b>	x	x	x	x	x
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - <b>Multi-modal; Active transportation; GHG reduction</b>	x	x	x	x	x
31	Chino	Bicycle & Pedestrian Master Plan - <b>Multi-modal; Active transportation</b>	x	x	x	x	x
32	Stanton	Green Planning Academy - <b>Innovative; Sustainability; Education &amp; outreach</b>	x	x	x	x	x
33	Hermosa Beach	Carbon Neutral Plan - <b>GHG reduction; Sustainability</b>	x	x	x	x	x
34	Palm Springs	Urban Forestry Initiative - <b>Sustainability; Unique; Resource protection</b>	x	x	x	x	x
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - <b>Sustainability; implementation</b>	x	x	x	x	x
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - <b>Active transportation; Resource protection</b>	x	x	x	x	
37	Western Riverside Council of Governments	Climate Action Plan Implementation - <b>GHG Reduction; Multi-jurisdiction; implementation</b>	x	x	x	x	x
38	Lynwood	Safe and Healthy Community Element - <b>Public health &amp; safety, General Plan update</b>	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
39	Palmdale	Avenue Q Feasibility Study - <b>Mixed-use; Integrated planning</b>	x	x	x	x	x
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - <b>Open Space; Resource protection</b>	x	x	x	x	x
41	Indio	General Plan Sustainability and Mobility Elements - <b>Sustainability; Multi-modal, General Plan update</b>	x	x	x	x	
42	Glendale	Space 134 - <b>Open space/Freeway cap; Multi-modal</b>	x	x	x	x	x
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - <b>Urban Infill; Mixed-use; Multi-modal</b>	x	x	x	x	x
44	Moreno Valley	Nason Street Corridor Plan - <b>Multi-modal; Economic development</b>	x	x	x	x	x
<b>Phase 3 (Pending additional funds)</b>							
45	Park 101/City of Los Angeles	Park 101 District - <b>Open space/Freeway cap; Multi-modal</b>	x				
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - <b>Multi-jurisdiction; Economic development; Sustainability</b>	x	x	x		
47	San Dimas	Downtown Specific Plan - <b>Mixed use; Infill</b>	x				
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - <b>CEQA streamlining</b>	Sep-14				
49	Pico Rivera	Kruse Road Open Space Study - <b>Open space; Active transportation</b>	x				
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	x				
51	San Bernardino Associated Governments	Safe Routes to School Inventory - <b>Active transportation; Public health</b>	x	x	x	x	x
52	Burbank	Mixed-Use Development Standards - <b>Mixed use; Urban infill</b>	x				

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - <b>Open Space; Active Transportation</b>	x				
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - <b>Public health; implementation</b>	Sep-14				
55	Pasadena	Form-Based Street Design Guidelines - <b>Complete Streets; Multi-modal; Livability</b>	Sep-14				
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - <b>Land Use Design; Mixed Use; Active Transportation</b>	x				
57	Lancaster	Complete Streets Master Plan - <b>Complete Streets Plan</b>	Sep-14				
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - <b>Transit Access</b>	x				
59	Santa Clarita	Soledad Canyon Road Corridor Plan - <b>Land Use Design; Mixed Use Plan</b>	x				
60	Seal Beach	Climate Action Plan - <b>Climate Action Plan</b>	Sep-14				
61	La Mirada	Industrial Area Specific Plan - <b>Land Use Design</b>	Sep-14				
62	Hemet	Downtown Hemet Specific Plan - <b>Land Use Design; Mixed Use Plan</b>	Sep-14				
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - <b>Open Space/Freeway Cap; Multi-modal</b>	x				
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - <b>Active Transportation</b>	Sep-14				
65	Cathedral City	General Plan Update - Sustainability - <b>General Plan Update; Sustainability Plan</b>	Sep-14				
66	Westminster	General Plan Update - Circulation Element - <b>General Plan Update; Complete Streets</b>	x	x	x	x	
67	La Canada Flintridge	Climate Action Plan - <b>Climate Action Plan</b>	Sep-14				
68	Huntington Beach	Neighborhood Electric Vehicle Plan - <b>Electric Vehicle</b>	x				
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - <b>Climate Action Plan</b>	Sep-14				

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - <b>Active Transportation</b>	Sep-14				
71	Dana Point	General Plan Update - <b>General Plan Update</b>	Sep-14				
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - <b>Active Transportation; Infill</b>	Sep-14				
73	Barstow	Housing Element and Specific Plan Update - <b>Housing; Land Use Design</b>	Sep-14				
74	Bell	General Plan Update - <b>General Plan Update</b>	x				
75	Fountain Valley	Euclid/I-405 Overlay Zone - <b>Mixed use; Urban infill</b>	x				

**DATE:** October 2, 2014

**TO:** Regional Council (RC)  
Executive/Administration Council (EAC)  
Transportation Council (TC)  
Community, Economic and Human Development Committee (CEHD)  
Energy and Environment Committee (EEC)

**FROM:** Hasan Ikhata, Executive Director, 213-236-1944, [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov)

**SUBJECT:** 2014 Southern California Regional Active Transportation Program: Funding Recommendations and Project List

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION FOR CEHD AND EEC:**  
For Information Only – No Action Required.

**RECOMMENDED ACTIONS FOR EAC AND TC:**  
Recommend that the Regional Council adopt Resolution No. 14-563-2 approving (1) the 2014 Southern California Regional Active Transportation Program; and (2) authorize the submittal of the recommended project list to the California Transportation Commission for programming in the 2014 Active Transportation Program.

**RECOMMENDED ACTIONS FOR RC:**  
Adopt Resolution No. 14-563-2 approving: 1) the 2014 Southern California Regional Active Transportation Program; and 2) authorize the submittal of the recommended project list to the California Transportation Commission for programming in the 2014 Active Transportation Program.

**EXECUTIVE SUMMARY:**  
*Per the California Transportation Commissions (CTC)'s adopted Active Transportation Program Guidelines and SCAG's adopted Southern California Active Transportation Program Project Selection Process, SCAG and the County Transportation Commissions in the SCAG region have collaborated to develop a recommended list of projects to be funded under the Southern California Regional Program (Regional Program) of the 2014 State Active Transportation Program (ATP). The Regional Program includes 54 projects recommended for awards totaling \$78.205 million. Upon approval by the Regional Council, the Regional Program will be submitted to the CTC and programmed into the ATP during November 12, 2014 CTC meeting.*

**STRATEGIC PLAN:**  
This item supports SCAG Strategic Plan, Goal 2 Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities, Objective 1 Identify new infrastructure funding opportunities with State, Federal and private partners, of the Strategic Plan.

## **BACKGROUND:**

### ***Active Transportation Program Overview***

The ATP was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with MAP-21. The ATP will award approximately \$124.2 million statewide per year for active transportation projects. The first three-years of funding, approximately \$360 million statewide, is being awarded in the 2014 Call for Projects, which was issued by Caltrans between March 21 and May 21, 2014. The state has recommended and approved funding awards for 60% of the total program funds; Metropolitan Planning Organizations (MPOs) are responsible for recommending regional programs of projects to be funded with their population-based share of the remaining 40%. Each MPO's recommended regional program must be approved by the CTC. In the SCAG region, the regional program must be developed in collaboration with the county transportation commissions and Caltrans, and SCAG must obtain concurrence from the CTC's on the final recommended project list.

### ***Regional Project Selection Process***

On April 2, 2014, the RC approved the *2014 Active Transportation Program: Regional Project Selection Process*, which outlined the process for selecting projects to receive funding from the SCAG region's share, approximately \$78 million, of the MPOs allocation. As required by state law, the *Regional Project Selection Process* was developed in collaboration with and approved by the CEOs of the County Transportation Commissions on February 21, 2014 and adopted by the California Transportation Commission on June 25, 2014. Key elements of the selection process include:

- Projects not selected from the statewide competition will be considered for funding in the regional program. SCAG will not issue a separate Call for Projects.
- Initial scoring will be completed as part of the statewide competition managed by Caltrans.
- Each county will have the ability to modify preliminary scores by adding up to 10 points to projects that are consistent with local and regional plans within each county, as adopted by the respective county transportation commission.
- Geographic equity will be achieved by establishing a preliminary recommended funding list that dedicates no less than 95% of the total regional funds to Implementation Projects proportionate to the population of each county. Implementation Projects may include capital projects as well as non-infrastructure projects, like Safe Routes to School programs and other educational and enforcement activities.
- Up to 5% will be reserved at the regional level for Planning Projects, which may include the development of active transportation plans in disadvantaged communities or non-infrastructure projects. The intent of this reserve to ensure a broad spectrum of projects is funded per the goals of SB 99, while also allowing but not exceeding the requirement that no more than 5% of the regional program be spent on planning.

# REPORT

## **Recommended Regional Project List**

Per the adopted 2014 Active Transportation Program: Regional Project Selection Process, SCAG has reached consensus with the County Transportation Commissions on a recommended Regional Program of Projects. The recommended program has been approved by:

- Imperial County Transportation Commission on August 27, 2014
- Riverside County Transportation Commission on September 10, 2014
- San Bernardino Associated Governments on September 3, 2014
- Ventura County Transportation Commission on September 12, 2014.

The Regional Program will be before the Boards of Orange County Transportation Authority and Metro later in October. Approval by the Regional Council is required in advance of the California Transportation Commission's consideration on November 12, 2014.

The Regional Program includes two (2) funding categories: Implementation Projects and Planning Projects. Ninety-five percent (\$74.3 million) of the total Regional Program budget is recommended to fund 42 Implementation Projects. Five percent (\$3.876 million) of the total Regional Program budget is being recommended to fund 12 Planning Projects. The final recommended project list meets all requirements established by the state, including exceeding the 25% target for investment in disadvantaged communities, funding a broad spectrum of projects, and considering geographic equity. The Regional Program Funding Analysis below provides greater detail on how the Regional Program meets these goals.

County	Total Received	Implementation	Planning	DAC	SRTS
Imperial County	\$797	\$797	\$0	\$797	\$797
Los Angeles County	\$42,122	\$40,424	\$1,698	\$40,424	\$5,811
Orange County	\$13,052	\$12,389	\$663	\$3,819	\$2,295
Riverside County	\$9,542	\$9,012	\$530	\$6,963	\$4,142
San Bernardino County	\$9,361	\$8,376	\$985	\$6,644	\$7,453
Ventura County	\$3,331	\$3,331	\$0	\$3,274	\$2,697
<b>Total</b>	<b>\$78,205</b>	<b>\$74,329</b>	<b>\$3,876</b>	<b>\$61,921</b>	<b>\$23,195</b>

\*DAC=Disadvantaged Community

\*\* SRTS=Safe Routes to School

\*\*\*Amounts are in thousands

In addition to recommending projects for inclusion in the Regional Program, Resolution No. 14-563-2, recommends a Contingency List of projects to be funded should an awarded project fail to move forward.

## **Next Steps**

Upon review and approval by the Regional Council, the Regional Program will be submitted to the CTC who will consider adoption of the Regional Program to be programmed into the ATP, during its November 12, 2014 meeting. Caltrans is responsible for the administration of the Regional Active Transportation Program following program adoption by the CTC. Successful project sponsors will be notified by Caltrans

# REPORT

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of their award and receive further direction on program requirements and funding allocation. SCAG will work in partnership with Caltrans and the CTCs to support project sponsors, track project delivery, and recommend modifications to the Regional Program, if needed. The County Transportation Commissions will continue to play a leading role in programming activities for the Implementation Projects within each county, while SCAG will provide support for all awarded Planning Projects regionwide. A contact list including lead ATP staff at SCAG, Caltrans Districts, and the CTCs is attached and will be posted on SCAG's website, in addition to other information for successful project sponsors.

## **FISCAL IMPACT:**

Work associated with this item is included in the current FY 2014-15 Budget under 050.SCG00169.01.

## **ATTACHMENTS:**

- (1) Resolution No. 14-563-2 approving 2014 Southern California Regional Active Transportation Program which includes the Recommended Project List and Contingency List
- (2) Southern California ATP Staff Contact List

**RESOLUTION NO. 14-563-2**

**RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS APPROVING THE  
2014 SOUTHERN CALIFORNIA REGIONAL  
ACTIVE TRANSPORTATION PROGRAM (ATP)**

**WHEREAS**, the Southern California Association of Governments (“SCAG”) is the designated Metropolitan Planning Organization (MPO), pursuant to 23 U.S.C. Section 134 et seq. and 49 U.S.C. Section 5303 et seq., serving the nation’s largest metropolitan planning area comprised of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties;

**WHEREAS**, Senate Bill 99 and Assembly Bill 101 established the California Active Transportation Program (ATP) to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21);

**WHEREAS**, the California Transportation Commission (CTC) adopted the 2014 ATP Guidelines in March 2014;

**WHEREAS**, SCAG is required under the ATP Guidelines to recommend to the CTC a Southern California Regional Active Transportation Program of projects (“2014 Regional Program”) to be funded by the ATP. \$78.205 million of the \$368.08 million ATP budget for Fiscal Year 2014-15 is set aside for the Southern California Regional Program.

**WHEREAS**, SCAG’s Regional Council also adopted the “2014 Active Transportation Program: Regional Project Selection Process” on April 4, 2014, which outlined the process for selecting the projects for the Regional Program;

**WHEREAS**, SCAG collaborated with the County Transportation Commissions and California Department of Transportation to meet these requirements and reached consensus on the recommended list of projects for the 2014 Regional Program (“Recommended Project List”), as further described in Exhibit A of this Resolution;

**WHEREAS**, the 2014 Regional Program was approved by the Imperial County Transportation Commission on August 27, 2014, by the Riverside County Transportation Commission on September 10, 2014, by the San Bernardino Associated Governments on September 3, 2014, and by the Ventura County Transportation Commission on September 12, 2014. The 2014 Regional Program is scheduled to be will be reviewed by the Boards of the Orange County Transportation Authority and the Los Angeles County Metropolitan Transportation Authority later in October;

**WHEREAS**, 95% percent (\$74.3 million) of the total 2014 Regional Program budget is recommended to fund 42 Implementation Projects, and 5% (\$3.876 million) of the total 2014 Regional Program budget is being recommended to fund 12 Planning Projects;

**WHEREAS**, in addition to selecting projects for inclusion in the 2014 Regional Program, SCAG is also authorized to recommend to the CTC a contingency list of projects (“Contingency List”) as further described in Exhibit B of this Resolution) to be funded should an awarded project fail to move forward; and

**WHEREAS**, upon review and approval by the Regional Council, the 2014 Regional Program will be submitted to the CTC who will consider adoption of the 2014 Regional Program to be programmed into the ATP, during its November 12, 2014 meeting.

**NOW, THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments does hereby approve and adopt the 2014 Southern California Regional Active Transportation Program.

**BE IT FURTHER RESOLVED:**

1. The Regional Council hereby authorizes submittal of the Recommended Project List (Exhibit A to this Resolution) to the California Transportation Commission for approval and programming in the 2014 State Active Transportation Program, as well as the Contingency List (Exhibit B to this Resolution) should an awarded project fail to move forward.
2. That SCAG’s Executive Director or his designee is hereby designated and authorized by the Regional Council to submit this Resolution to the California Transportation Commission and other necessary documentation, if requested.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at a regular meeting this 2<sup>nd</sup> day of October, 2014.

[SIGNATURES ON THE FOLLOWING PAGE]

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Hon. Carl E. Morehouse  
President, SCAG  
Councilmember, City of San Buenaventura

Attested by:

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Hasan Ikhata  
Executive Director

Approved as to Form:

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Joann Africa  
Chief Counsel

**Regional ATP  
Staff Recommended Project List**

**Implementation Projects**

									Federal	State
ID	Co	Agency	Project Title	Total Project Cost	Funding Award	14-15	15-16		\$57,978	\$16,317
1	0643	IMP	El Centro	Prepare ATP/SR2S Plan and make bike/ped improvements	797	797	209	588		797
2	0440	LA	Los Angeles	San Fernando Rd Bike Path, Ph 3	25,430	21,195		21,195	21,195	
3	0437	LA	Los Angeles	LA River Bike Path, Headwaters, Owensmouth-Mason	6,136	5,432		5,432	5,432	
4	0439	LA	Los Angeles	Sixth St Viaduct Replacement, Bike/Ped Facilities	434,263	2,552	1,000	1,552	2,552	
5	0426	LA	Los Angeles	Expo Line Ped Improv, Crenshaw-City Lim.	2,890	2,311	178	2,133	2,176	135
6	0456	LA	Norwalk	Foster Road Side Panel SRTS Improvement Project	2,208	2,208	100	2,108	2,108	100
7	0376	LA	Baldwin Park	Maine Ave Corridor Complete Streets Improvement	3,651	2,201	2,201			2,201
8	0476	LA	Santa Clarita	Sierra Hwy Ped & Bicycle Bridge and Street Improvements	3,229	1,402		1,402	1,402	
9	0400	LA	Huntington Park	State Street Complete Street	1,184	1,184	1,184			1,184
10	0383	LA	Covina	Covina Bicycle Network	1,048	839	839			839
11	0479	LA	Santa Monica	4th St Bike/Ped upgrades	750	600	600			600
12	0393	LA	Glendale	Citywide Safety Education Initiative	500	500	500			500
13	0712	ORA	Brea	The Tracks at Brea, Segments 2 & 3	2,889	2,557	2,557		2,557	
14	0711	ORA	Brea	The Tracks at Brea, Segment 4	3,026	2,484	-	2,484	2,484	
15	0761	ORA	Santa Ana	Maple Bicycle Trail Safety Enhancements	1,101	1,101	82	1,019		1,101
16	0709	ORA	Anaheim	Anaheim Coves Northern Extension	832	832	-	832		832
17	0714	ORA	Costa Mesa	West 19th Street Bicycle Trail Project	1,704	1,319	-	1,319	1,319	
18	0727	ORA	La Habra	Union Pacific Rail Line Bikeway	800	708	-	708		708
19	0716	ORA	Cypress	Cerritos Ave Bike Corridor Improvements	714	632	-	632		632
20	0728	ORA	Laguna Hills	La Paz Sidewalk Widening	540	478		478		478
21	0745	ORA	Orange Co	County Bicycle Loop, Segments F and H	525	465	465			465
22	0749	ORA	San Juan Capistrano	San Juan Capistrano Bikeway Gap Closure	553	437	53	384		437
23	0753	ORA	Santa Ana	Monte Vista Elementary SRTS Enhancements	430	430	30	400		430
24	0744	ORA	Orange Co	Lambert Road Bikeway Project	445	394	-	394		394
25	0743	ORA	Orange Co	Bicycle Loop - Segment D	300	266	266			266
26	0720	ORA	Garden Grove	Harbor & Twintree HAWK	160	160	160			160
27	0747	ORA	San Clemente	Concordia School Ped/Bike Improv.	1,180	126	126			126
28	0530	RIV	Riverside Co	Grapefruit Blvd/4th St Ped and Roadway Safety Improvements	2,300	2,300	143	2,157	2,157	143
29	0522	RIV	Riverside	Norte Vista Sidewalk Improvement	2,833	1,822		1,822	1,822	
30	0521	RIV	Riverside	Wells/Arlanza Sidewalk Improvement	1,961	1,782		1,782	1,782	
31	0571	RIV	Coachella	ATP Improvements	1,764	1,764	100	1,664	1,664	100
32	0527	RIV	Riverside Co	Clark St Sidewalk and Intersection Safety Improvements	721	721	200	521		721
33	0525	RIV	Riverside Co	Avenida Rambla Sidewalk Safety Improvements	356	356	85	271		356
34	0517	RIV	Riverside	Iowa Ave and Martin Luther King Blvd Bike Improvements	332	267	267			267
35	0565	SBD	Victorville	Interagency SRTS	4,097	4,097	505	3,592	3,997	100
36	0545	SBD	Chino Hills	Los Serranos SRTS	4,188	1,732	279	1,453	1,453	279
37	0547	SBD	Fontana	City of Fontana SRTS	1,624	1,624	166	1,458	1,458	166
38	0539	SBD	Apple Valley	Mojave Riverwalk South	963	923	923			923
39	0502	VEN	Ventura	Westside Ped and Bicycle Facility Improvements	1,500	1,500	200	1,300	1,300	200
40	0498	VEN	Simi Valley	Arroyo Simi Greenway Bike Trail Phase 3	1,330	1,197	77	1,120	1,120	77
41	0497	VEN	Santa Paula	10th St (SR 150) Bicycle and Ped Improvements	635	577	577			577
42	0495	VEN	Oxnard	Oxnard Blvd Bike Lanes	1,215	57		57		57
<b>Total</b>				<b>523,104</b>	<b>74,329</b>	<b>14,072</b>	<b>60,257</b>	<b>\$57,978</b>	<b>16,351</b>	

**Planning Projects**

ID	Co	Agency	Project Title	Total Project Cost	Funding Award	14-15	15-16
1	0473	LA	San Gabriel Valley COG	SGV Regional Active Transportation Planning Initiative	643	643	643
2	0399	LA	Huntington Park	Randolph St Shared Use Bik/Trail Rails to Trails Project Study	400	400	400
3	0453	LA	MTA	Metro Blue Line First/Last Mile Plan	280	280	280
4	0406	LA	Lancaster	SRTS - Master Plan	366	322	322
5	0489	LA	Vernon	City of Vernon Bicycle Master Plan	60	53	53
6	0726	ORA	Irvine	Citywide Bicycle, Ped, Motorist Safety Program	500	500	500
7	0734	ORA	OCTA	Orange County Sidewalk Inventory	185	163	163
8	0534	RIV	Western Riverside COG	Wester Riverside County Subregional Active Transportation Plan	333	333	333
9	0570	RIV	State Coastal Conservancy	Santa Ana River Trail and Parkway	218	197	197
10	0541	SBD	Barstow	City of Barstow's Active Transportation Plan	300	300	300
11	0536	SBD	SANBAG	SANBAG Points of Interest Ped Plan	400	400	400
12	0558	SBD	Rim of the World Recreation and Park	Rim of the World Active Transportation Program	285	285	285
<b>Planning Total</b>				<b>3,970</b>	<b>3,876</b>	<b>2,256</b>	<b>1,620</b>

**Overall Total** **78,205**

**2014 Regional Active Transportation Program  
Contingency List**

	ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16
1	0648	IMP	Quechan Indian Tribe	Fort Yuma Multi-purpose Pathway	640	168	87	81
2	0647	IMP	Imperial CTC	Heber Bus Stop & Ped Access Improvement Project at SR-86	800	707	707	
3	0704	IMP	Imperial Co	Sidewalk Improvement Grace Smith ES	785	785	77	708
4	0642	IMP	Calexico	SRTS Infrastructure	384	340	340	
5	0644	IMP	Holtville	Holtville Class I Bike Path	2,111	2,111	884	1,227
6	0646	IMP	Imperial Co	Sidewalk Improvements on Rio Vista Street in Seeley California	399	399	70	329
7	0645	IMP	Imperial	Aten Rd Bike Improvements	971	860	860	
8	0484	LA	South El Monte	Santa Anita Ave Walkability	15,282	15,282	1,273	14,009
9	0432	LA	Los Angeles	MLK/Bill Robertson Lane Linkages	6,369	3,980		3,980
10	0388	LA	Downey	South Downey SRTS	711	711	711	
11	0423	LA	Los Angeles	Central Av Historic Corridor Streetscape	2,588	1,698	340	1,358
12	0441	LA	Los Angeles Co	Willowbrook Area Bikeway Improvements	656	446		446
13	0413	LA	Long Beach	Market Street Ped Enhancements	4,460	2,982	352	2,630
14	0402	LA	La Mirada	La Mirada Bicycle and Pedestrian Safety Enhancement Project	991	55		55
15	0472	LA	San Gabriel	Las Tunas Drive Active Transportation Corridor Improvements	1,856	1,485	58	1,427
16	0483	LA	South El Monte	South El Monte High School & Monte Vista Elementary School SRTS Project	4,060	4,060	338	3,722
17	0468	LA	Redondo Beach	Redondo Beach Bicycle Transportation Plan Implementation	2,770	2,419	131	2,288
18	0405	LA	Lancaster	15th St East and Ave J-8 Corridor Improvements	1,848	1,848	37	1,811
19	0427	LA	Los Angeles	LA River Bike Path, Ph 4, Riverside-Forest Lawn	3,201	2,744		2,744
20	0438	LA	Los Angeles	Broadway Historic Theater Dist. Ped Improvements	7,220	6,392	797	5,595
21	0481	LA	Santa Monica	17th Street Station First/Last Mile Bike and Ped Improvements	5,477	4,819	482	4,337
22	0474	LA	San Gabriel Valley COG	San Gabriel Valley Regional Greenway Network Initiative	19,918	18,013	1,068	16,945
23	0387	LA	Downey	Blodgett Ave Sidewalk Improvements	375	375	375	
24	0486	LA	Temple City	Las Tunas Dr Bicycle Lane Project	2,402	1,921		1,921
25	0419	LA	Los Angeles	LANI-Santa Monica Blvd. Improvement Project	1,375	1,225	125	1,100
26	0433	LA	Los Angeles	Boyle Heights - Chavez Ave Ped Improvements	5,227	4,182	836	3,346
27	0465	LA	Pomona	Foothill Blvd/Summer Ave Active Transportation	800	705	47	658
28	0455	LA	La Canada Flintridge	La Canada Flintridge Citywide School Route improvement Project	3,520	3,520	250	3,270
29	0421	LA	Los Angeles	Imperial Hwy Bike Lane & Median Modification	1,957	1,580		1,580
30	0415	LA	Los Angeles	Western Ave Expo Line State Linkage Project (south)	858	686	70	616
31	0380	LA	Burbank	San Fernando Bikeway	8,239	5,743		5,743
32	0462	LA	Pasadena	Traffic Signal at Orange Grove Blvd and Sunnyslope Ave	515	456	53	403
33	0463	LA	Pasadena	Cordova Street Road Diet	3,252	2,597	214	2,383
34	0491	LA	West Hollywood	Design District Streetscape - Melrose Av	7,786	4,876		4,876
35	0391	LA	El Monte	Rosemead Blvd Bicycle and Ped Safety Gap Closure	1,785	1,785	135	1,650
36	0375	LA	Arcadia	Gold Line first Last Mile Access Improvements	3,540	2,478	201	2,277
37	0452	LA	Montebello	Montebello Blvd ATP Improvement	6,108	4,205	1,470	2,735
38	0460	LA	Paramount	West Santa Ana Branch Bike Trail Phase 2	3,701	3,277	27	3,250
39	0411	LA	Long Beach	LA River Bike Path Gap Closures	1,049	839	108	731
40	0490	LA	Watershed Conservation Authority	San Gabriel River Bike Trail Extension and Roundabout	999	885	885	
41	0487	LA	Temple City	Las Tunas Drive Ped Improvement Project	4,689	3,751		3,751
42	0444	LA	Los Angeles Co	North County Bikeways	1,825	941		941
43	0492	LA	Whittier	Whittier Greenway Trail Extension	3,747	2,998	185	2,813
44	0386	LA	Downey	Rio Hondo Elementary School Route	360	360	360	
45	0417	LA	Los Angeles	Main St Ped Enhance, 2nd-4th St	1,034	827	165	662
46	0471	LA	San Fernando	Pacoima Wash Bikeway and Ped Trail	2,796	1,997		1,997
47	0395	LA	Glendale	Regional Bike Share/Station Network	2,404	1,500		1,500
48	0390	LA	El Monte	Main Street Bicycle Blvd and Ped Access Improvements	995	995	46	949
49	0404	LA	La Verne	Ped safety improvements and bicycle connections in the City of La Verne	591	523	523	
50	0467	LA	Rancho Palos Verdes	Palos Verdes Dr So. Bike Compatible Roadway Safety & Linkage	788	631	115	516
51	0482	LA	So El Monte	General Plan Update (Circulation Element)	350	350	75	275
52	0385	LA	Culver City	La Ballona Elementary School Improvements, Speed Reductions and Citywide Transition Plan Project	1,400	1,371		1,371
53	0464	LA	Pico Rivera	Pico Rivera iBike Place	4,014	3,553	334	3,219
54	0407	LA	Lancaster	SRTS - Endeavor MS	910	783		783
55	0469	LA	Rosemead	Bicycle Safety Improvements for Valley Boulevard and Mission Drive	603	603	603	
56	0454	LA	La Canada Flintridge	Foothill Blvd link Bikeway and Ped Greenbelt	2,038	1,366	122	1,244
57	0459	LA	Palos Verdes	Palos Verdes Estates Citywide Ped Mobility Project	755	746	129	617
58	0403	LA	LA Unified School District	LA Unified School District Sustainable 50 Middle Schools SRTS Project	982	982	982	
59	0414	LA	Los Angeles	Wilmington Community/Waterfront & Alameda Corridor Freight Line West Terminus Ped Grade Sep	12,000	680	170	510
60	0480	LA	Santa Monica	CA Incline Ped Overcrossing Replacement and Idaho Trail Improvement	1,511	1,077		1,077
61	0470	LA	San Dimas	San Dimas Canyon at Foothill Blvd Safety Enhancement Project	174	174		174
62	0412	LA	Long Beach	Walnut Ave & 52nd St Bicycle Blvd	1,645	1,645	226	1,419
63	0379	LA	Beverly Hills	Pedestrian Safety improvements at selected locations within Beverly Hills	1,300	136		136
64	0398	LA	Hermosa Beach	Hermosa Valley Middle School SR25	756	605	101	504
65	0397	LA	Hermosa Beach	Veterans parkway Bikeway Herendo St to Gould Ave on Valley Dr, Admore Ave, and Greenbelt Path	456	268	41	227
66	0485	LA	South Pasadena	Arroyo Seco Bike and Ped Trail	2,000	1,304		1,304
67	0493	LA	William Hart Union HS	SRTS - Castaic Trail	4,543	1,852	1,852	
68	0475	LA	Santa Clarita	Valley Vista Property Acquisition/Crest to Coast Trail	4,500	250	250	
69	0410	LA	Lawndale	City of Lawndale Mobility Plan	350	350		350
70	0451	LA	Monterey Park	Monterey Park Bike Corridor Project	675	540	540	
71	0759	ORA	Santa Ana	Lincoln Ave Ped Pathway Connectivity	1,099	882		882
72	0762	ORA	Seal Beach	Lampson Ave Bike Lane Gap Closure	1,002	887	95	792
73	0763	ORA	Tustin	Peters Canyon Trail Gap Closure	1,744	1,565	133	1,432
74	0764	ORA	Tustin	Tustin Legacy Ped/Bike Trail and Bridges	11,942	2,859	528	2,331
75	0765	ORA	Westminster	Garden Grove Blvd Bike Lanes, Sidewalk, and Roadway Widening Improvement Project	2,500	2,500	500	2,000
76	0766	ORA	Yorba Linda	Lakeview Ave Sidewalk Gap Closure	100	100		100
77	0508	RIV	Eastvale	SRTS at Multiple Schools-Signalized Crossing and Radar Speed Display	479	479	66	413
78	0528	RIV	Riverside Co	Install sidewalks and safety improvements	878	878	167	711
79	0526	RIV	Riverside Co	Mecca Sidewalk and Roadway Safety Improvements	605	571	65	506
80	0520	RIV	Riverside	Railroad Crossing Sidewalk Safety Improvements	2,057	1,655		1,655

**2014 Regional Active Transportation Program  
Contingency List**

81	0514	RIV	Palm Springs	Bicycles on Every Street (Class II & III)	1,920	1,700		1,700
82	0518	RIV	Riverside	Bridge Lighting Improvements	403	326		326
83	0523	RIV	Riverside	Santa Ana River Trail (SART) Improvements	3,991	3,211		3,211
84	0529	RIV	Riverside Co	3rd Place Sidewalk and Roadway Safety Improvements	881	881	182	699
85	0533	RIV	Temecula	Santa Gertudis Creek Ped/Bicycle Trail Extension and Interconnect	4,362	3,543	168	3,375
86	0535	RIV	Wildomar	Murrieta Creek Multi-Use Trail Connectivity Phase 1	973	861	18	843
87	0524	RIV	Riverside	Ramona Sidewalk Improvement	4,316	3,923		3,923
88	0513	RIV	Murrieta	Murrieta Creek Trail - Copper Canyon Bridge and Clinton Keith Trail	643	577	577	
89	0531	RIV	Riverside Co Parks	Salt Creek Parkway, Phase III	4,223	3,251		3,251
90	0572	RIV	Jurupa Area Rec & Park Dist.	Horseshoe Lake Park Trailhead	438	391	391	
91	0549	SBD	Highland	Boulder Ave/Orange St/Santa Ana River Trail Bikeway	6,462	3,493	194	3,299
92	0568	SBD	Victorville	Mojave Riverwalk Multi-Use Bike Facility	4,676	4,258	421	3,837
93	0553	SBD	Ontario	Mission Blvd Bike Route	1,600	1,600	215	1,385
94	0544	SBD	Chino Hills	Citywide Bike Lane Improvement Project	426	376	25	351
95	0543	SBD	Big Bear Lake	Big Bear Blvd Ped and Bicycle Mobility Project	993	993	10	983
96	0556	SBD	Redlands	Redlands Bikeway Route System Implementation	6,341	5,614	842	4,772
97	0554	SBD	Rancho Cucamonga	Healthy RC SRTS	849	849	849	
98	0567	SBD	Yucaipa	Safe Routes to Dunlap Elementary School	993	868		868
99	0548	SBD	Highland	Palm Ave/Pacific St Bikeway and Pedestrian Improvements	1,662	118	118	
100	0542	SBD	Barstow	North 1st Ave Ped and Bicycle Enhancements	44,306	6,700		6,700
101	0560	SBD	San Bernardino Co	Sunburst Street Class II Bicycle Lanes	1,118	1,118	357	761
102	0562	SBD	Twentynine Palms	Baseline Rd Bike/Sidewalk	450	450	30	420
103	0564	SBD	Twentynine Palms	Sunyslope Drive Bike Path and Sidewalk Project (Mesquite Springs Dr to Encella Ave.)	1,101	1,101		1,101
104	0555	SBD	Redlands	Redlands Blvd/OBT Connector	5,141	4,551	4,551	
105	0551	SBD	Needles	Safe Sidewalks to/around Schools	407	407	407	
106	0559	SBD	San Bernardino Co	Trona Road Class I Bikeway Searles Valley	1,257	1,257	339	918
107	0563	SBD	Twentynine Palms	SR62 Improvement Project Phase 1	602	602	602	
108	0501	VEN	Ventura	Bike Bath Crossing Safety Beacons	426	377	35	342
109	0505	VEN	Ventura Co	Las Posas Road Bike Lanes (South), Phase II	690	610		610
110	0499	VEN	Thousand Oaks	Rancho Rd Ped/Bike Improv	1,027	909	109	800
111	0506	VEN	Ventura Co	Santa Ana Rd Widening and Bike Lanes (Central)	1,300	1,150		1,150
112	0504	VEN	Ventura Co	Camarillo Heights and Somis Schools ped improv	625	578		578
113	0496	VEN	Oxnard	Vineyard Ave Bike Lanes	746	57		57
114	0500	VEN	Thousand Oaks	City Ped & Bicycling Improv	1,656	1,466	176	1,290
115	0503	VEN	Ventura Co	Rio Real Elementary School, Ped and street improv	400	365		365
<b>Total</b>					<b>326,986</b>	<b>217,704</b>	<b>32,397</b>	<b>185,307</b>

**Southern California ATP Staff Contact List**

Attachment 2

	<b>Name</b>	<b>Organization</b>	<b>Email</b>	<b>Phone</b>
1	Sarah Jepson	SCAG	<a href="mailto:jepson@scag.ca.gov">jepson@scag.ca.gov</a>	213-236-1955
2	Stephen Patchan	SCAG	<a href="mailto:patchan@scag.ca.gov">patchan@scag.ca.gov</a>	213-236-1923
3	Adriann Cardoso	Orange County Transportation Agency	<a href="mailto:acardoso@octa.net">acardoso@octa.net</a>	714-560-5915
4	Patricia Chen	Metro	<a href="mailto:chenp@metro.net">chenp@metro.net</a>	213-922-3041
5	Philip Chu	San Bernardino Association of Governments	<a href="mailto:pchu@sanbag.ca.gov">pchu@sanbag.ca.gov</a>	909-884-8276
6	Shirley Medina	Riverside County Transportation Agency	<a href="mailto:smedina@rctc.org">smedina@rctc.org</a>	951-787-7141
7	Virginia Mendoza	Imperial County Transportation Agency	<a href="mailto:virginiamendoza@imperialctc.org">virginiamendoza@imperialctc.org</a>	760-592-4494
8	Stephanie Young	Ventura County Transportation Agency	<a href="mailto:syoung@goventura.org">syoung@goventura.org</a>	805-642-1591 x108
9	Dale Benson	Caltrans District 7	<a href="mailto:dale.benson@dot.ca.gov">dale.benson@dot.ca.gov</a>	<u>213-897-2934</u>
10	Sean Yeung	Caltrans District 8	<a href="mailto:sean.yeung@dot.ca.gov">sean.yeung@dot.ca.gov</a>	909- 383-4030
11	Erwin Gojuangco	Caltrans District 11	<a href="mailto:erwin.gojuangco@dot.ca.gov">erwin.gojuangco@dot.ca.gov</a>	619-278-3756
12	Jim Kaufman	Caltrans District 12	<a href="mailto:jim.kaufman@dot.ca.gov">jim.kaufman@dot.ca.gov</a>	949-756-7805

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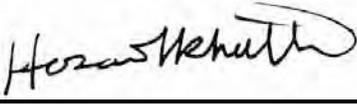
# REPORT

**DATE:** October 2, 2014

**TO:** Community, Economic and Human Development (CEHD) Committee

**FROM:** Simon Choi, Chief of Research and Forecasting; 213-236-1849; [choi@scag.ca.gov](mailto:choi@scag.ca.gov)

**SUBJECT:** Update on SCAG’s Growth Forecast of Population, Households, and Employment for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

**EXECUTIVE DIRECTOR’S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*Staff will provide a status report on local input for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) growth forecast.*

**STRATEGIC PLAN:**  
This item supports SCAG’s Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

**BACKGROUND:**  
At the September 12, 2013 CEHD meeting, staff presented a draft preliminary range of growth forecasts for 2016-2040 RTP/SCS to be used for small area disaggregation and collecting local input. Since November 2013, staff has been collecting such local input on the preliminary growth forecasts.

As of September 11, 2014, 81% of 197 jurisdictions provided input on SCAG’s preliminary growth forecasts. The tables in the attached presentation provide the regional totals of local input population, household, and employment figures along a draft preliminary range of growth forecasts in 2012, 2020, 2035, and 2040. The key findings from input data include: 1) All three (3) growth figures are within the preliminary range of growth forecasts; 2) All three (3) growth figures from local jurisdictions are lower than the preliminary mid forecasts, but higher than the preliminary low forecasts, in 2040; and 3) 2040 regional unemployment rate would be measured at a normal rate, 5.4% for the SCAG region. The population to household ratio is 3.0 and consistent with that of the preliminary growth forecasts. The local input growth forecast at the regional level is found to be technically sound. SCAG staff presented the status of local input growth forecasts and the findings from input data at the Technical Working Group (TWG) on September 18, 2014.

Next Steps:  
SCAG staff will continue to work with the Technical Working Group (TWG), subregions, and local jurisdictions in the SCAG region to develop the complete local input growth forecasts, and move forward to refine the city and Traffic Analysis Zone (TAZ) level dataset as a basis for the development of 2016-2040 RTP/SCS. In addition, staff will present at today’s Regional Council and Policy Committee meetings, an update on SCAG’s bottom-up Local Input Process for the 2016 RTP/SCS.

# REPORT

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**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2014-15 Budget under 055.SCG00133.05: Regional Growth and Policy Analysis.

**ATTACHMENTS:**

PowerPoint: Update on SCAG's Growth Forecast of Population, Households, and Employment for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

# Status on Local Input for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Growth Forecasts

Simon Choi, Chief of Research and Forecasting  
Frank Wen, Manager of Research and Analysis

Community, Economic & Human Development (CEHD) Committee  
October 2, 2014



 SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

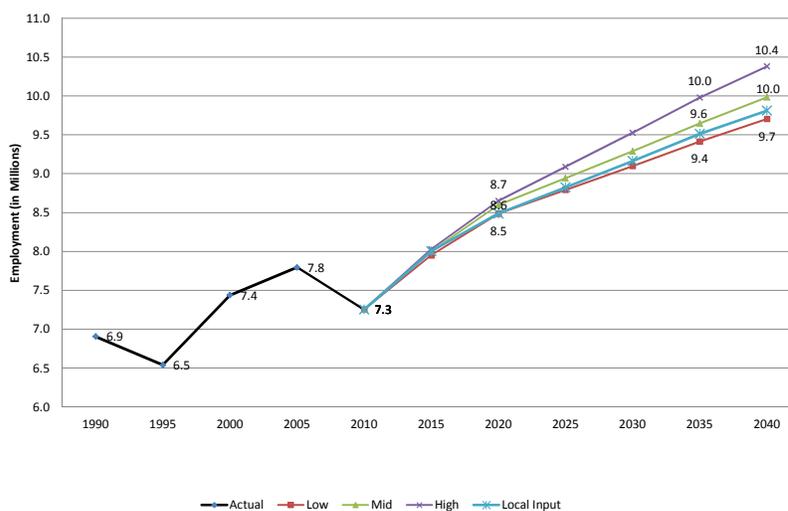
## Background

- September 12, 2013: Staff presented a draft preliminary range of growth forecasts for 2016-2040 RTP/SCS at the CEHD meeting.
- November 2013 – August 29 2014: Staff collected local input on the preliminary growth forecasts.
- As of September 11, 2014, Staff received input on the preliminary growth forecasts from 81% of 197 jurisdictions in the region.

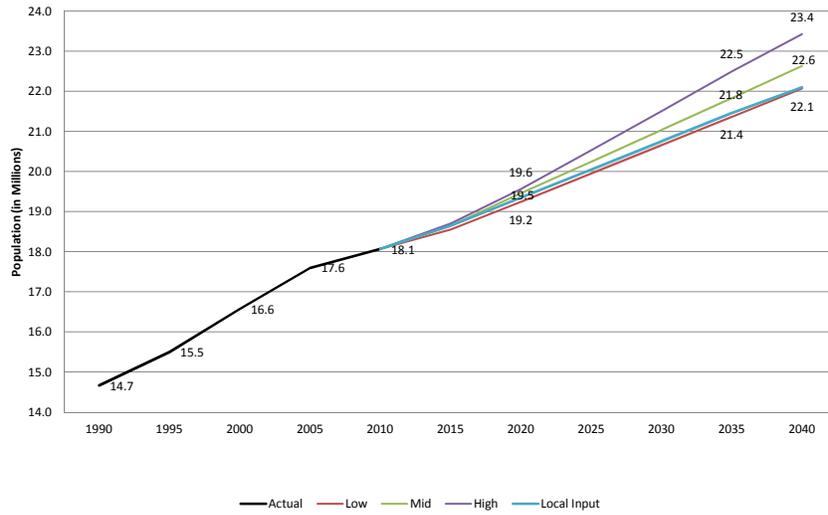
## Key Findings from Input Data

- All three growth figures are within the preliminary range of growth forecasts.
- All three growth figures from local jurisdictions are lower than the preliminary mid forecasts, but higher than the preliminary low forecasts, in 2040.
- 2040 regional unemployment rate would be measured at a normal rate, 5.4% for the SCAG region. Population to household (P/H) ratio is 3.0 and consistent with that of the preliminary growth forecasts.
- The local input growth forecast at the regional level is found to be technically sound.

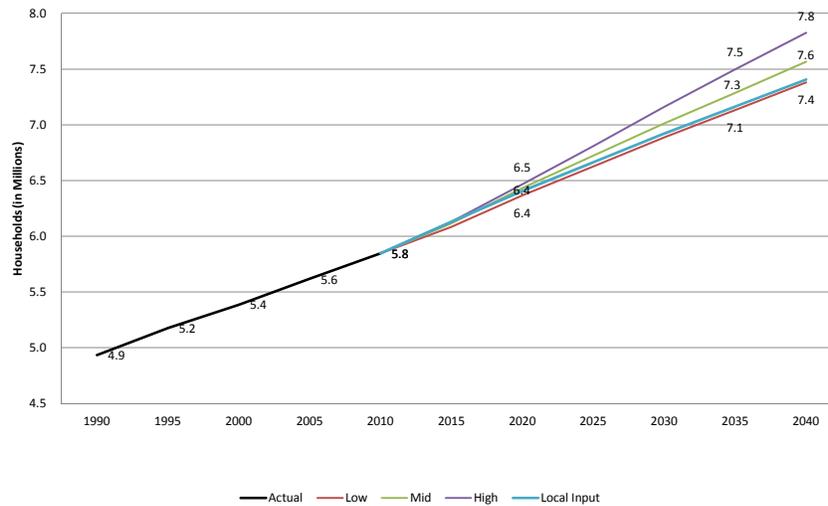
## SCAG Region Range of Preliminary Employment Forecasts and Local Input



## SCAG Region Range of Preliminary Population Forecasts and Local Input



## SCAG Region Range of Preliminary Household Forecasts and Local Input



Thank You



 SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

**DATE:** October 2, 2014

**TO:** Community, Economic and Human Development (CEHD) Committee  
Energy and Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)

**FROM:** Kimberly Clark, Senior Regional Planner, Land Use and Environmental Planning,  
213-236-1844, clark@scag.ca.gov

**SUBJECT:** Update on SCAG's Bottom-Up Local Input Process for the 2016-2040 Regional  
Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**

*SCAG staff continues with its past practice of engaging in a bottom-up local input process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (“2016 RTP/SCS” or “Plan”), which employs a “local control - regional collaboration” strategy for the Plan update. To facilitate and assist in the local review of the draft socioeconomic and geographic datasets for the 2016 RTP/SCS, SCAG conducted extensive outreach with local jurisdictions over the course of 18 months, including meeting one-on-one to collect data changes, answer questions, and provide technical guidance to local staff. To date, staff requested sessions with all 197 jurisdictions, and completed meetings with 195 jurisdictions, or 99% of all cities and counties in the SCAG region. This effort, which received extensive support from our subregional partners, has resulted in feedback from 93% of jurisdictions on all or a portion of the current information requests for the Local Input Process. SCAG staff is working to integrate this input into SCAG’s technical models, and a summary of the input received during the process will be provided. Additionally, results from the Local Surveys will be presented to SCAG’s Technical Working Group (TWG) which is comprised of representatives from our subregional partners, and SCAG’s Policy Committees for future intergration into the 2016 Plan and also as a basis to document implementation of the 2012-2035 RTP/SCS.*

**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:**

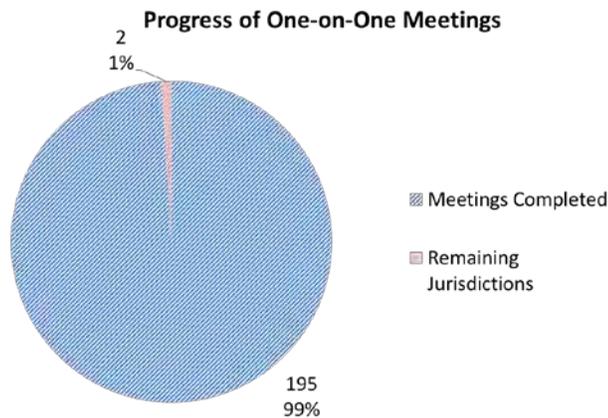
SCAG’s Bottom-Up Local Input Process began in March 2013 and has been designed to engage local jurisdictions in establishing the base geographic and socioeconomic datasets for the 2016 RTP/SCS.

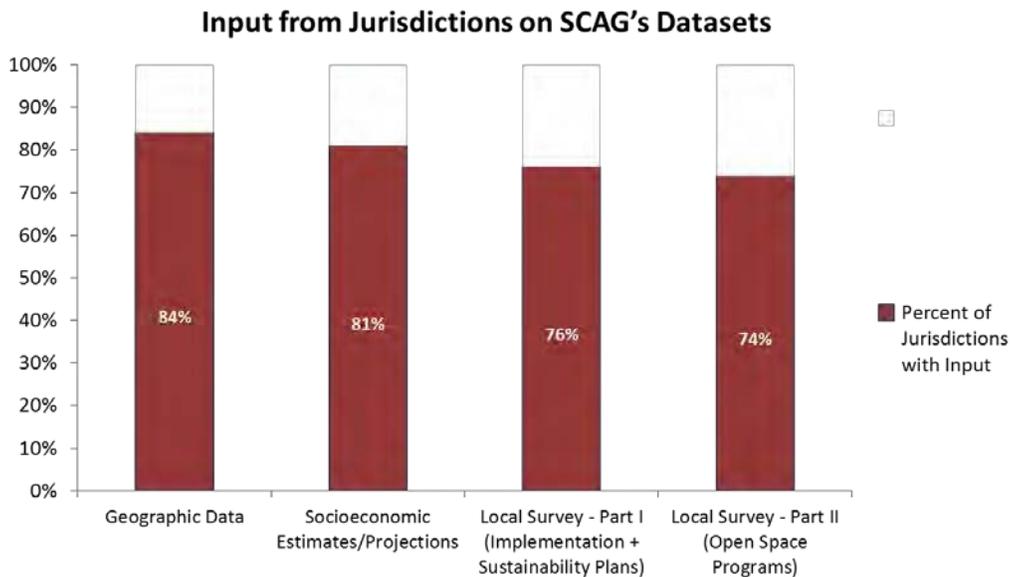
# REPORT

Early in this effort, staff sought guidance from the CEHD, the TWG, and our subregional partners to engage with local jurisdictions and to establish the schedule and protocol for this effort. Here is a summary of actions taken to date:

- March 2013 – Each jurisdiction was contacted individually and was requested to provide their base general plan land use and zoning data to SCAG
- June 2013 – With approval from the CEHD, the protocol for local jurisdictions to provide input and approval of SCAG’s geographic and socioeconomic datasets was established
- October 2013 – Based on guidance from the CEHD, the TWG, and our subregional partners, staff distributed the schedule, protocol, and summary descriptions of SCAG’s base datasets in a letter to all regional city managers, planning directors, city clerks (for forwarding to all elected officials), subregional executive directors, and subregional coordinators. This letter also identified whom at each jurisdiction was assumed to be the main contact person to provide input to SCAG, and provided an opportunity for local jurisdictions to revise this information
- November 2013 through January 2014 – With input from the CEHD, TWG, and subregional staff, SCAG staff rolled-out our base geographic datasets and socioeconomic data in an individualized package for each jurisdiction (known as the “Data/Map Book”). At this time, staff also sought input from jurisdictions on any local sustainability plans and open space programs through SCAG’s Local Surveys
- November 2013 through August 2014 – Staff presented at standing subregional planning directors’ and city managers’ meetings and sought one-on-one meetings with each of SCAG’s 197 jurisdictions to go over the base datasets, answer questions, and provide assistance, as needed
- December 2013 through August 2014 – With support from our subregional partners and oversight from the CEHD, staff met with 99% of SCAG’s 197 jurisdictions one-on-one and received feedback from 93% of jurisdictions on all or a portion of our information requests. The deadline for providing input to SCAG was August 29, 2014. Although staff are still accepting input, feedback provided up until the deadline will be used to establish a ‘working dataset’ for development of the 2016 RTP/SCS. Staff will also be revising each jurisdiction’s Data/Map Book based on input provided so that it can be used as a day-to-day resource for cities and counties.

Additional information on the progress of SCAG’s one-on-one meetings with local jurisdictions and the level of input from each jurisdiction on SCAG’s datasets are available in the following graphs:





Here is an initial summary of input for each of SCAG datasets:

### Geographic Data

- 84% of jurisdictions provided feedback on SCAG’s Geographic Data
- 79% of jurisdictions provided feedback on SCAG’s general plan land use or zoning data
- 69% of jurisdictions provided feedback on SCAG’s existing land use data
- 42% of jurisdictions provided feedback on our resource area datasets (farmland, flood areas, protected open space, habitat conservation areas, etc.)

### Socioeconomic Estimates/Projections

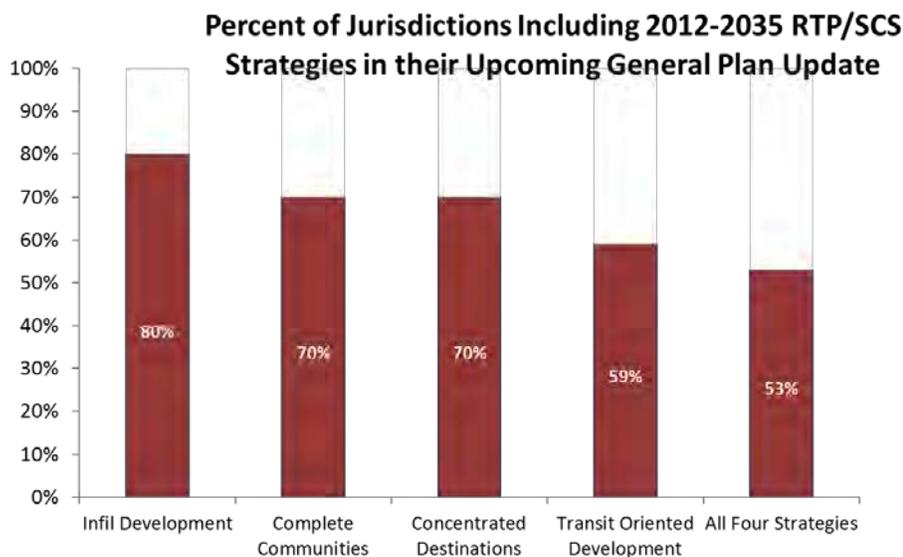
- 81% of jurisdictions provided input on SCAG’s Socioeconomic Estimates and Projections
- Approval of SCAG’s draft population, household, and employment estimates and projections was given by 45% of jurisdictions
- 36% of jurisdictions reviewed SCAG’s data and provided revised figures to be used in place of the draft figures; 0% rejected SCAG’s draft figures and did not include specific revisions

### Local Survey – Part I (Sustainability Plans)

- 76% of jurisdictions provided a response to Part I of the Local Survey
- Just under 20% of local jurisdictions have updated their General Plan within the last two (2) years, 39% did so within the last five (5) years, and more than 58% have updated their General Plan within the last 10 years. About 33% are currently in the process of updating their General Plan
- Of jurisdictions currently updating their General Plan, strategies outlined in the 2012-2035 RTP/SCS are much more prevalent, with about 80% reporting ‘Infill Development’ as a strategy to be supported by the new Plan, 70% selecting ‘Complete Communities’, 70% selecting ‘Concentrated Destinations’, & 59% reporting TOD to be a supported strategy in their updated General Plan. 53% of respondents currently updating their General Plan selected all four (4) SCS strategies to be supported in their update (see graph below)

# REPORT

- About 76% of respondents indicate having an RTP-designated ‘High Quality Transit Area’ (HQTA) within their jurisdiction. Of these, about 40% report having policy incentives in place to encourage HQTA development
- About 20% of jurisdictions have adopted a ‘Complete Streets’ policy, and 25% are in the process of doing so. Just over 41% of localities have adopted a ‘Safe Routes to School’ policy, and 24% are in the planning stages. Nearly 20% of respondents have adopted a local Pedestrian Plan, with another 22% in the process of doing so. 60% of reporting jurisdictions have adopted a Bicycle Plan, with another 35% planning to implement a policy. More than 57% of jurisdictions have adopted a Transportation Demand Management (TDM) policy, with another 12% in the process of doing so. Nearly 20% of respondents have adopted a local parking policy, with another 7% in the planning stages. About two-thirds of respondents have adopted an impact fee policy, with another 18% anticipate implementing a policy. About 33% of jurisdictions have adopted a public health policy, with another 26% in the process of doing so



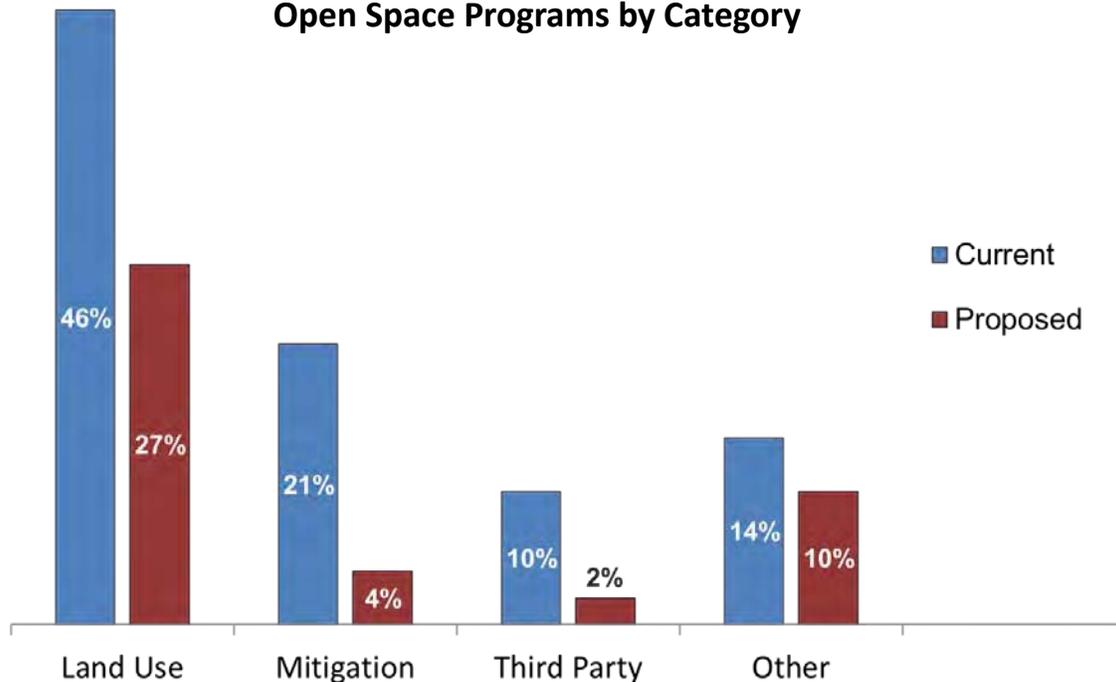
## Local Survey – Part II (Open Space Programs)

- 74% of jurisdictions provided a response on Part II of the Local Survey
- Many jurisdictions have different types of open space programs or policies. 47% of jurisdictions have a program related to the protection of natural lands, 15% for the protection of agricultural areas, and 60% have parks and recreation open space programs
- Almost half of respondents (46%) listed land use programs/policies for open space in their jurisdiction, which were primarily general plan elements, such as open space element, parks and recreation element, natural resources element or conservation element. Other prevalent programs/policies were mitigation programs such as Natural Community Conservation Programs and Habitat Conservation Programs (21%). Third party programs, such as those administered through non-profits, represent 10% and several jurisdictions have other programs related to open space (14%). Many more jurisdictions have plans to implement open space programs (see graph below)

# REPORT

- 45% of respondents said mitigation activities are developed on a project-by-project basis, while about 20% said they develop on both a comprehensive and project-by-project basis. Only 4% develop projects solely on a comprehensive basis

**Percent of Jurisdictions with Current and Proposed Open Space Programs by Category**



To ensure adequate resources are allocated, various departments within SCAG have been involved and Frank Wen, Manager, Research & Analysis Department, continues to serve as the main point of contact for this process. He can be reached at: 213-236-1854 or [RTPLocalInput@scag.ca.gov](mailto:RTPLocalInput@scag.ca.gov).

**FISCAL IMPACT:**

Activities related to the 2016 RTP/SCS development are included in the FY15 OWP under 010.SCG0170.01, 020.SCG1635.01, 055.SCG0133.025, and 070.SCG0130.10.

**ATTACHMENT:**

PowerPoint: Update on SCAG’s Bottom-Up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

***Update on SCAG's Bottom-Up  
Local Input Process for the 2016  
Regional Transportation Plan  
and Sustainable Communities  
Strategy (RTP/SCS)***

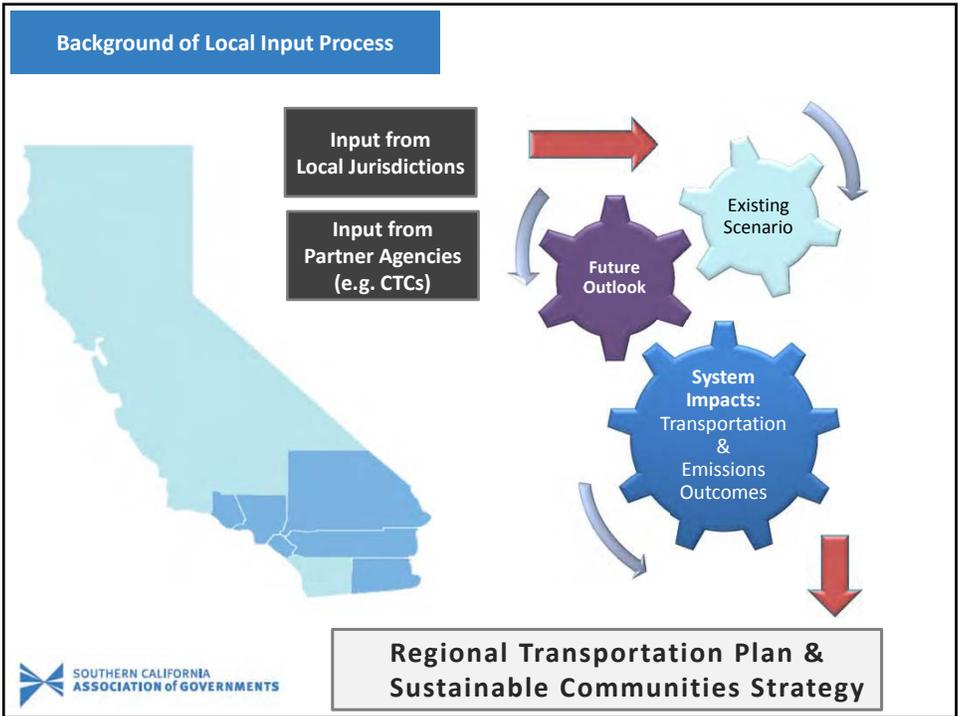
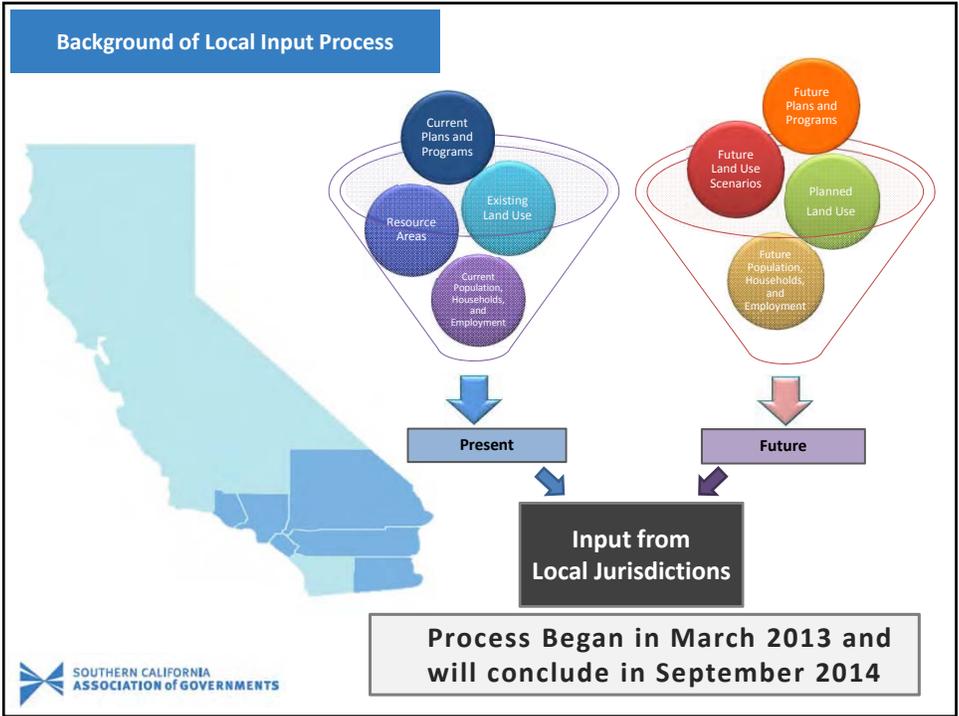


**Overview**

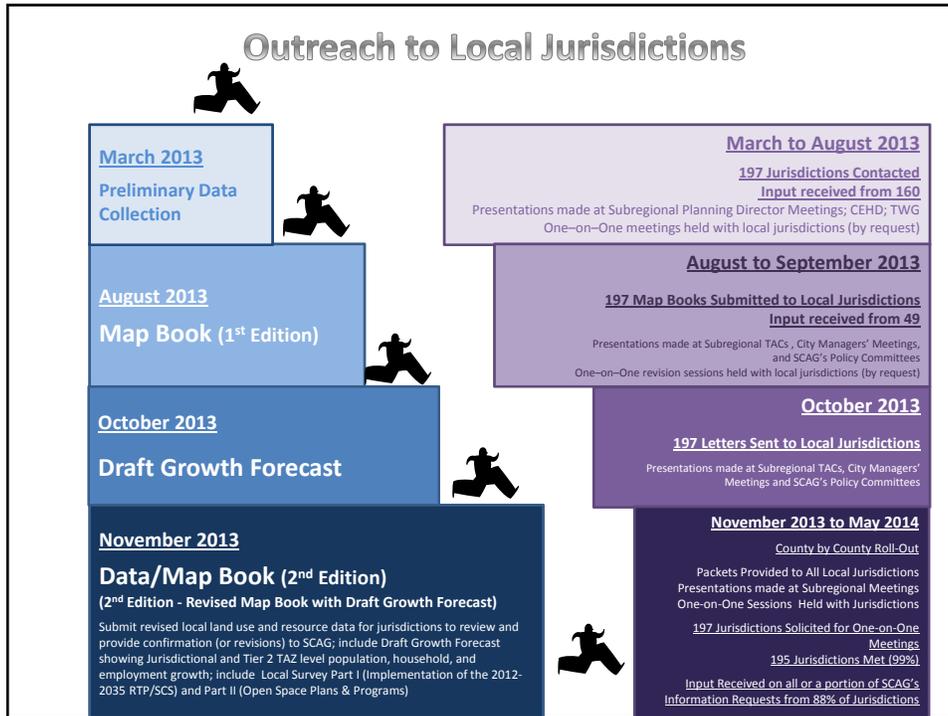
- Background on Local Input Process
- Outreach to Local Jurisdictions
- Progress to Date

Input Results





## Outreach to Local Jurisdictions



## Role of One-on-One Meetings



### Goals

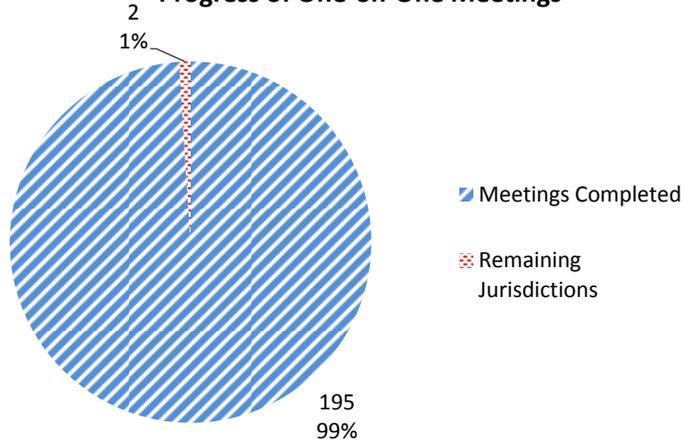
Provide an opportunity for jurisdictions to offer local knowledge and input to inform SCAG's regional datasets

Ensure that all local governments are fully informed of the 2016 RTP/SCS Planning Process

Improve the overall accuracy and local relevance of the Plan

## Progress to Date

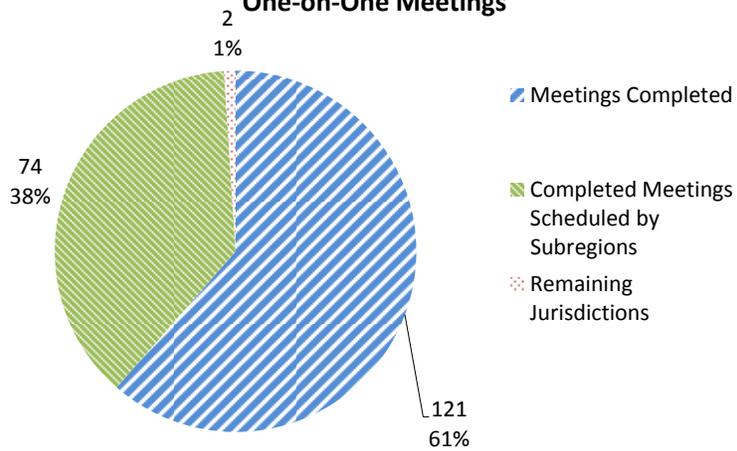
### Progress of One-on-One Meetings



Percent of Jurisdictions Solicited for One-on-One Sessions: 100%

## Progress to Date

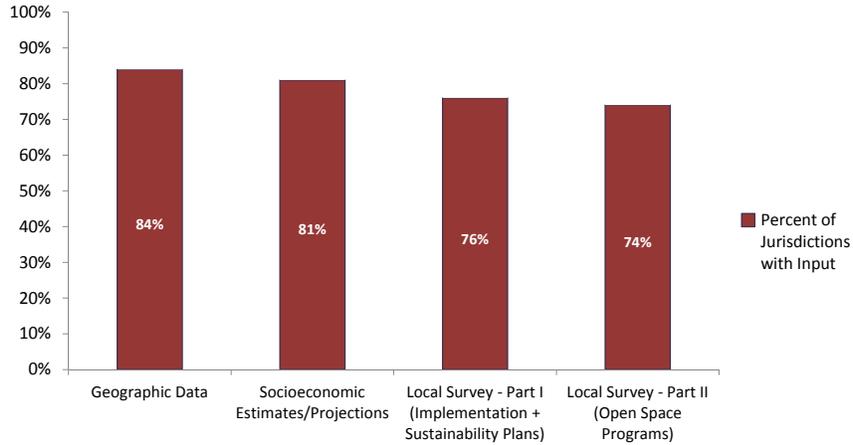
### One-on-One Meetings



Percent of Jurisdictions Solicited for One-on-One Sessions: 100%

## Progress to Date: 2016 RTP/SCS Local Input Process

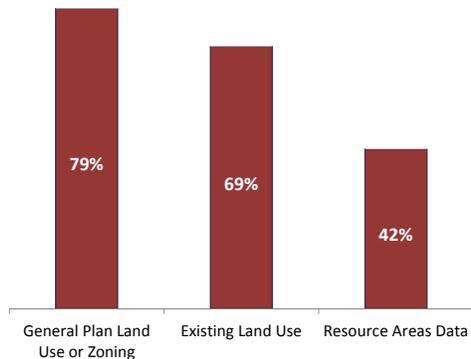
### Input from Jurisdictions on SCAG's Datasets



## Geographic Data Input Results

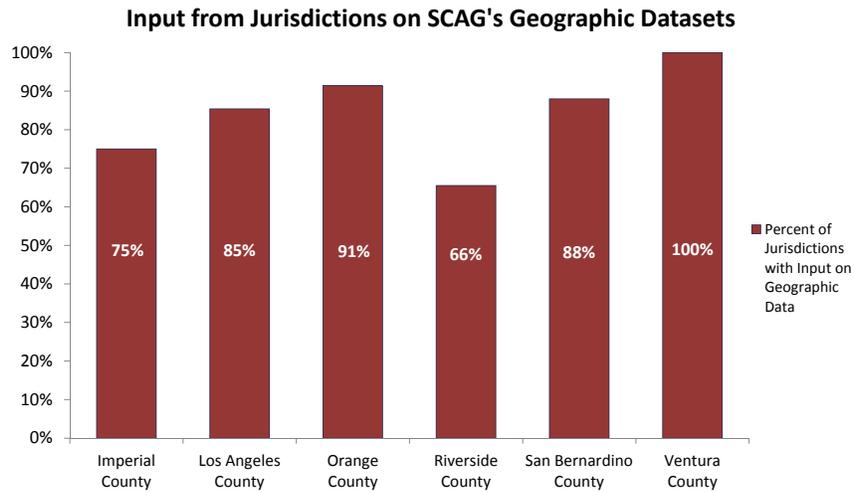
Total Jurisdictions  
Providing Input:  
**166**

Response Rate:  
**84%**

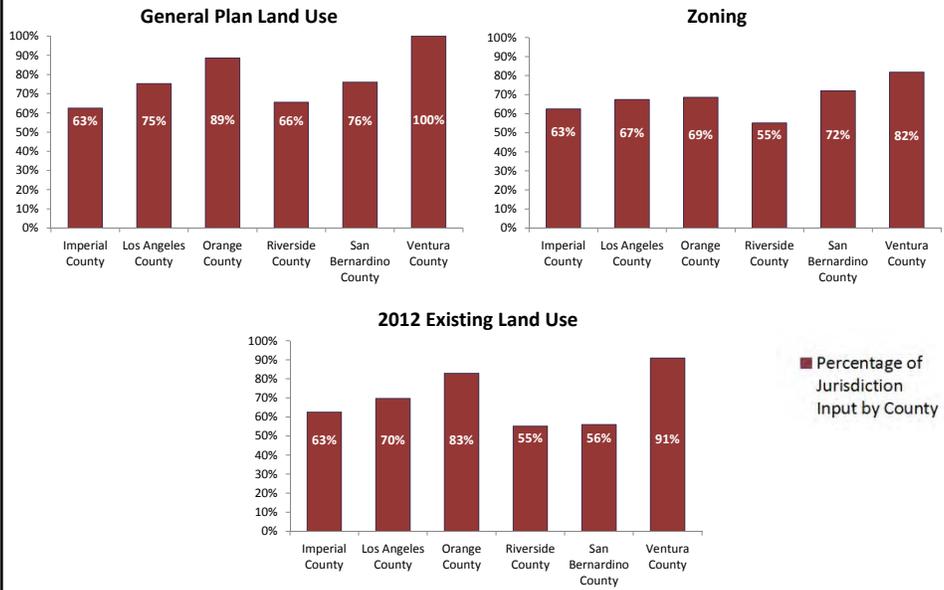


Percent of Jurisdictions Providing Input on SCAG's  
Geographic Datasets

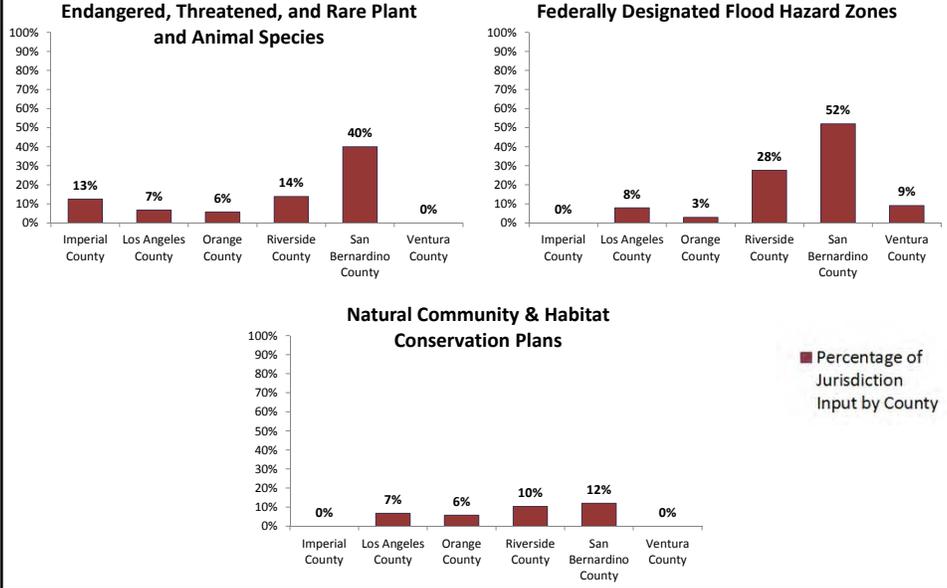
## Geographic Data Input Results by County



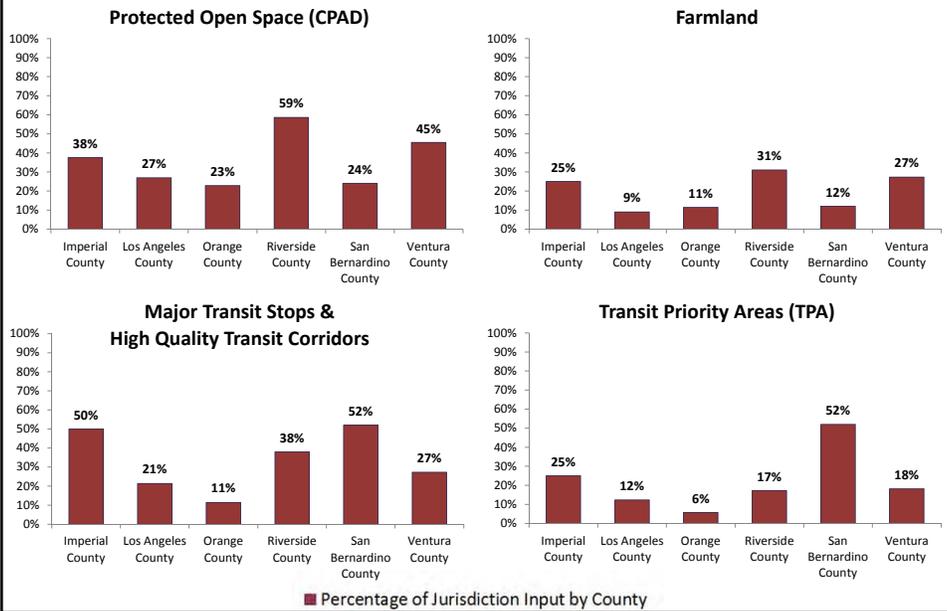
## Map Type Input Results by County



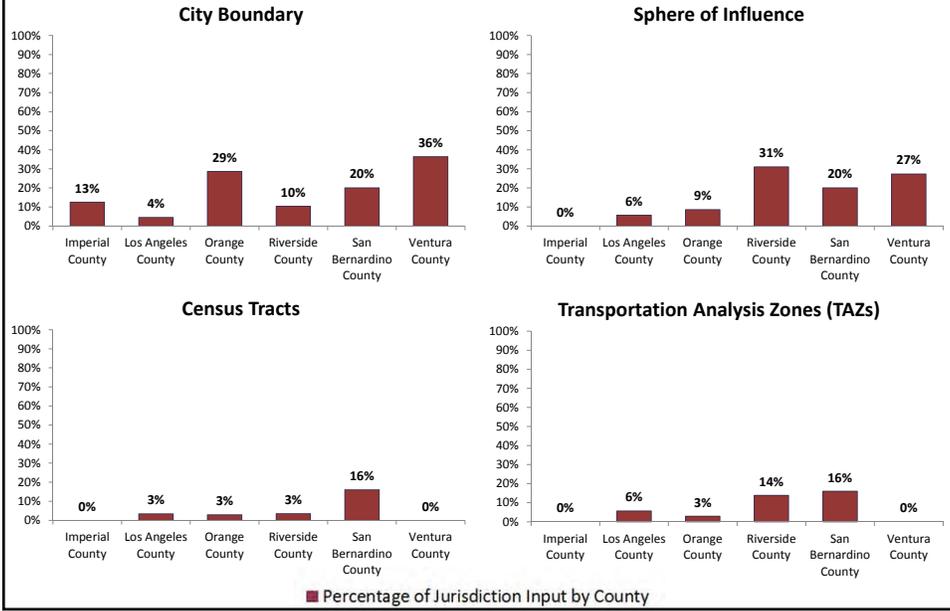
## Map Type Input Results by County



## Map Type Input Results by County

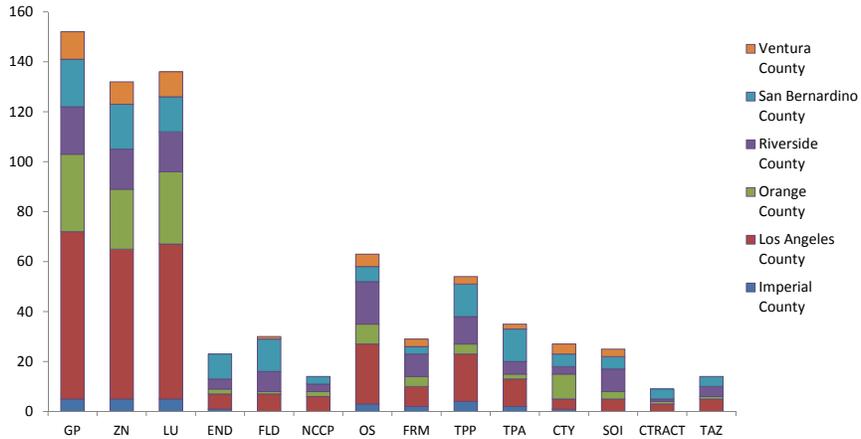


# Map Type Input Results by County



# Geographic Data Input Results by County

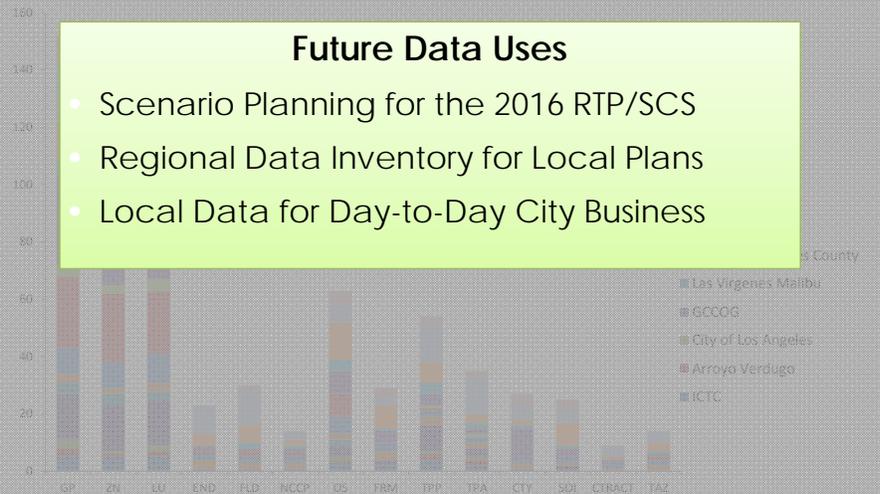
## Map Type Input Results by County



**KEY:** GP = General Plan; ZN = Zoning; LU = Land Use; END = Endangered Species; FLD = Flood Hazard Zone; NCCP = Natural Communities and Habitat Conservation Plans; OS = Open Space; FRM = Farmland; TPP = High Quality Transit Areas (SB 375); TPA = Transit Priority Areas (SB 743); CTY = City Boundary; SOI = Sphere of Influence; CTRACT = Census Tracts; TAZ = Transportation Analysis Zones

## Geographic Data Input Results by Subregion

Map Type Input by Subregion

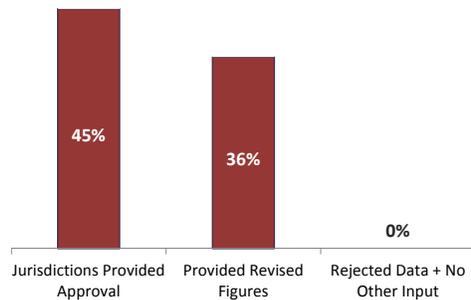


KEY: GP = General Plan; ZN = Zoning; LU = Land Use; END = Endangered Species; FLD = Flood Hazard Zone; NCCP = Natural Communities and Habitat Conservation Plans; OS = Open Space; FRM = Farmland; TPP = High Quality Transit Areas (SB 375); TPA = Transit Priority Areas (SB 743); CTY = City Boundary; SOI = Sphere of Influence; TRACT = Census Tracts; TAZ = Transportation Analysis Zones

## Socioeconomic Estimates/Projections Input Results

Total Jurisdictions  
Providing Input:  
**159**

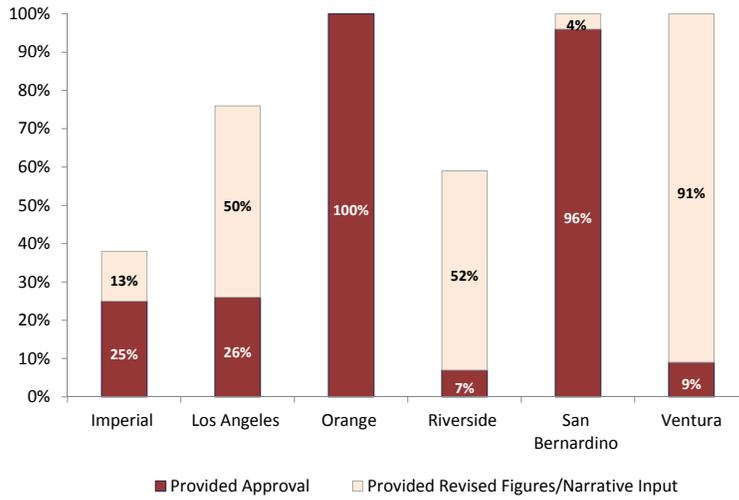
Response Rate:  
**81%**



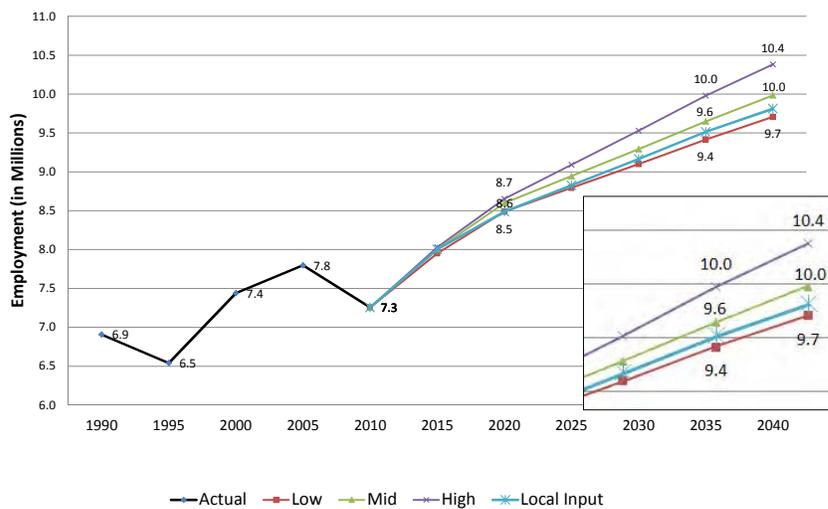
Nature of Input on SCAG's Socioeconomic Data

# Socioeconomic Estimates/Projections Input Results

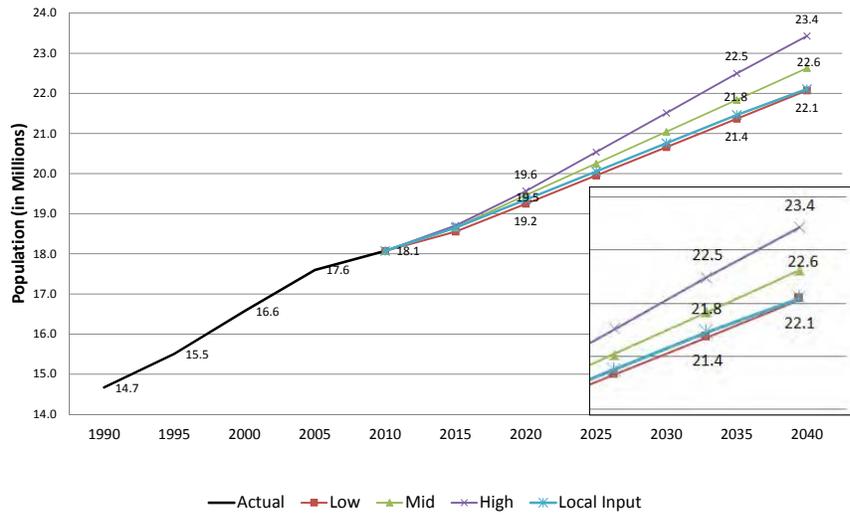
Input from Jurisdictions by County on SCAG's Datasets



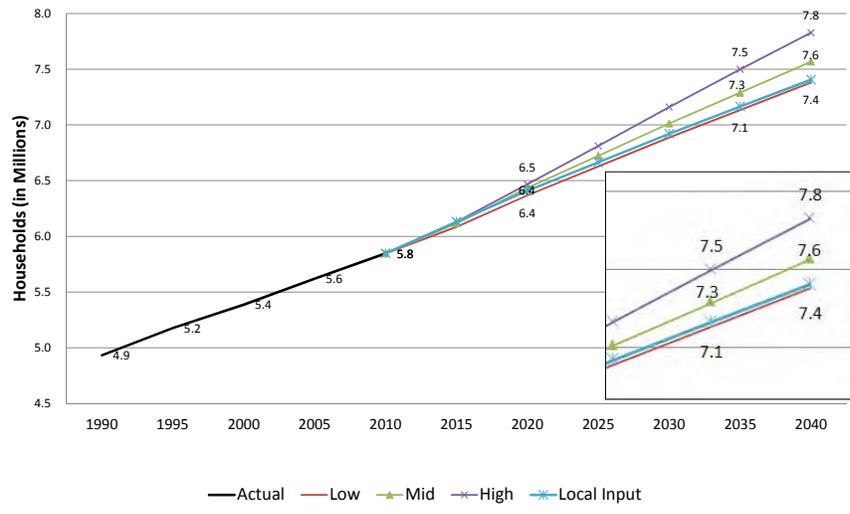
# SCAG Region Range of Preliminary Employment Forecasts and Local Input



## SCAG Region Range of Preliminary Population Forecasts and Local Input



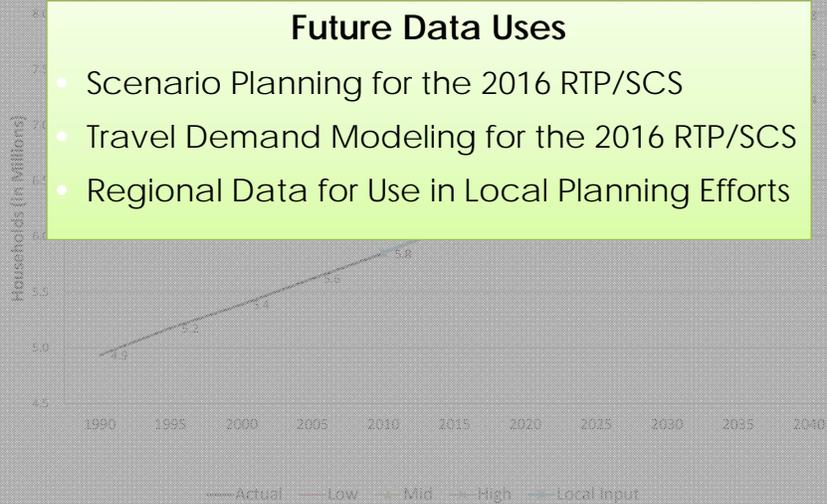
## SCAG Region Range of Preliminary Household Forecasts and Local Input



## SCAG Region Range of Preliminary Household Forecasts and Local Input

### Future Data Uses

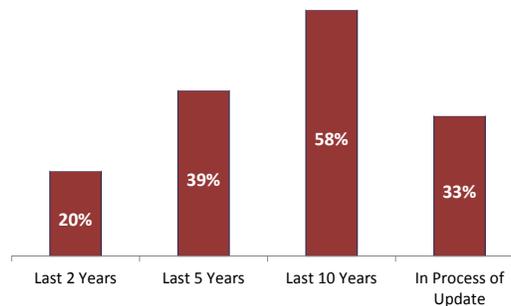
- Scenario Planning for the 2016 RTP/SCS
- Travel Demand Modeling for the 2016 RTP/SCS
- Regional Data for Use in Local Planning Efforts



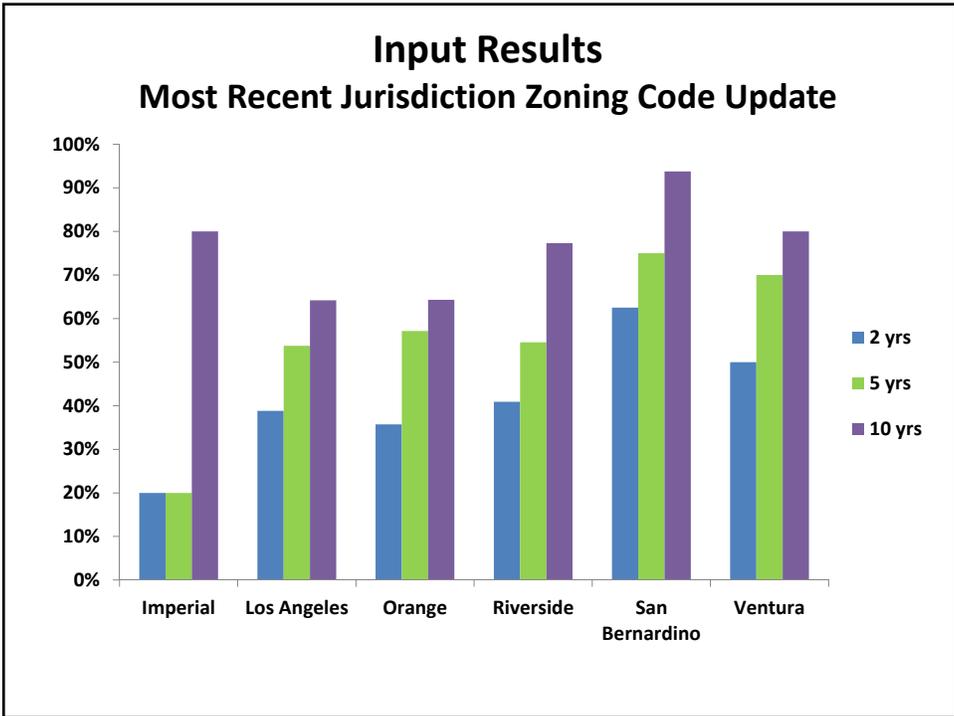
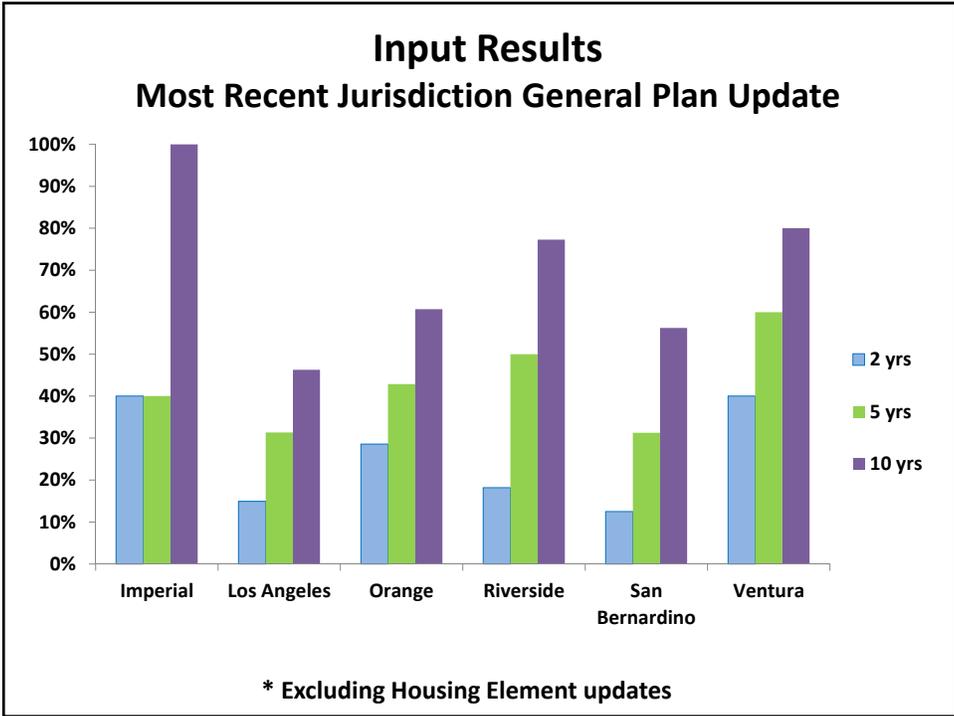
## Local Survey Part I – Implementation Input Results

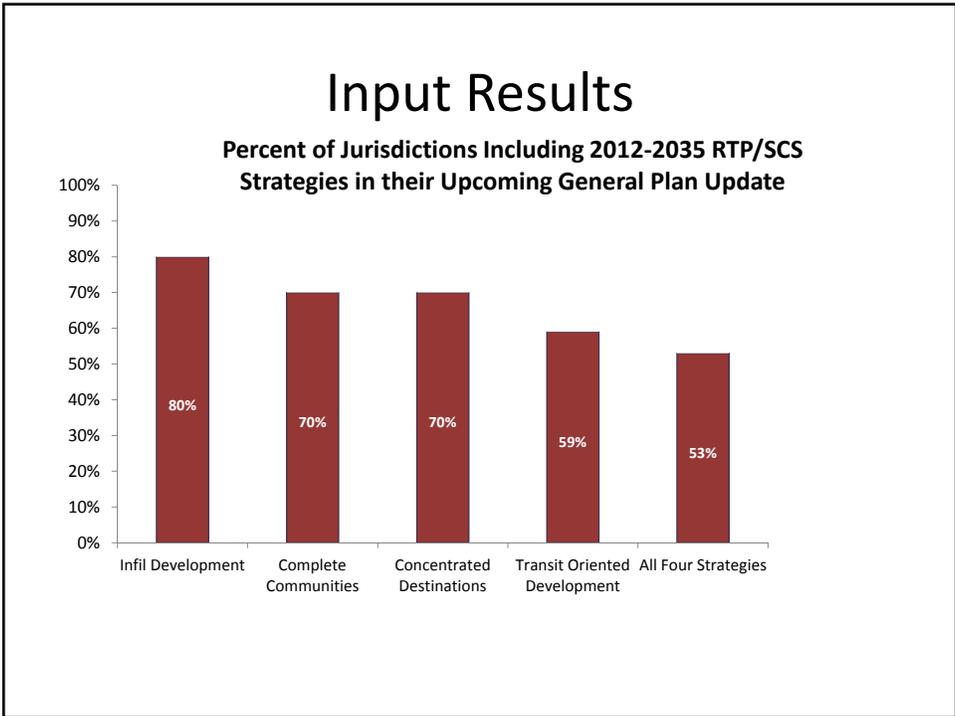
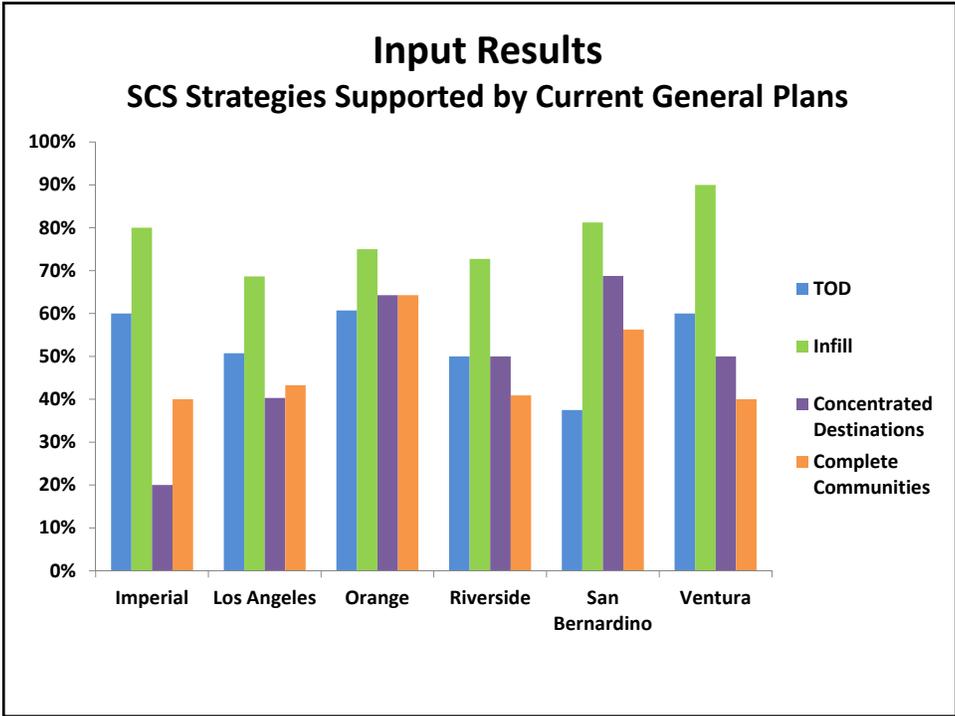
Total Surveys Completed:  
**149**

Response Rate:  
**76%**



Updates to Local Jurisdictions' General Plans



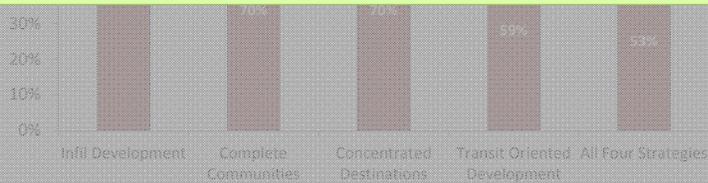


# Initial Input Results

Percent of Jurisdictions Including 2012-2035 RTP/SCS

## Future Data Uses

- Monitor Initial Implementation of 2012-2035 RTP/SCS
- Regional Database of Local Sustainability Programs
- Establish framework for outcome-based monitoring

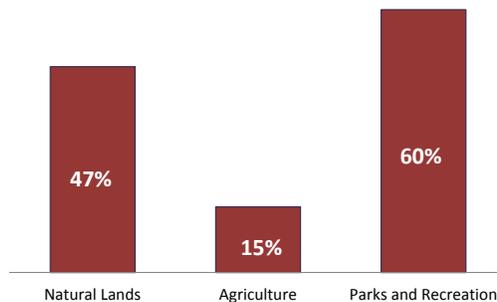


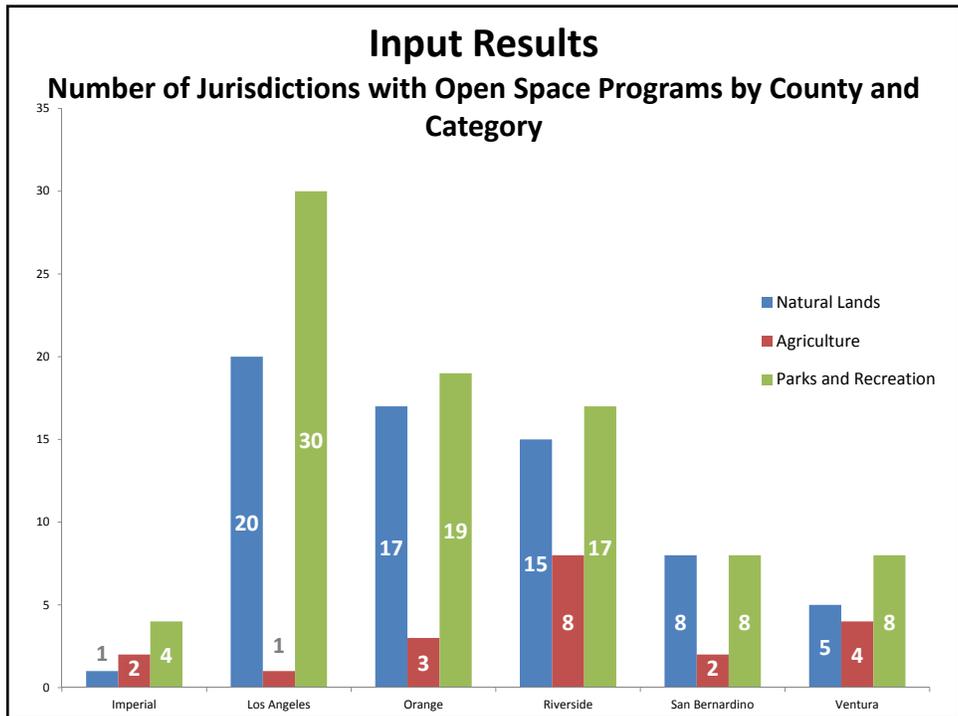
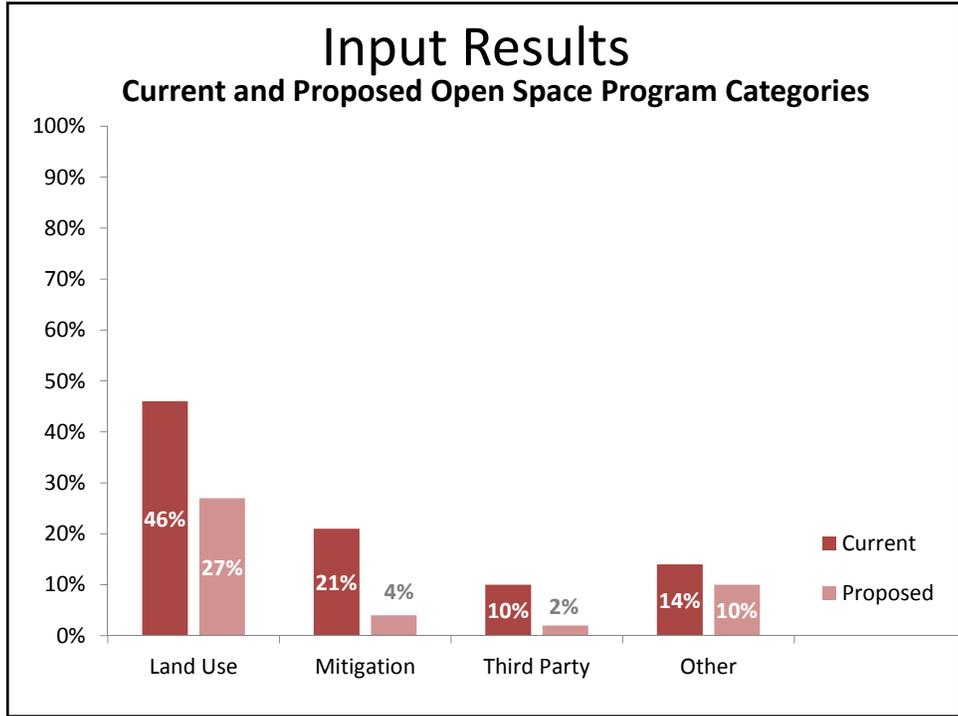
# Local Survey Part II – Open Space Input Results

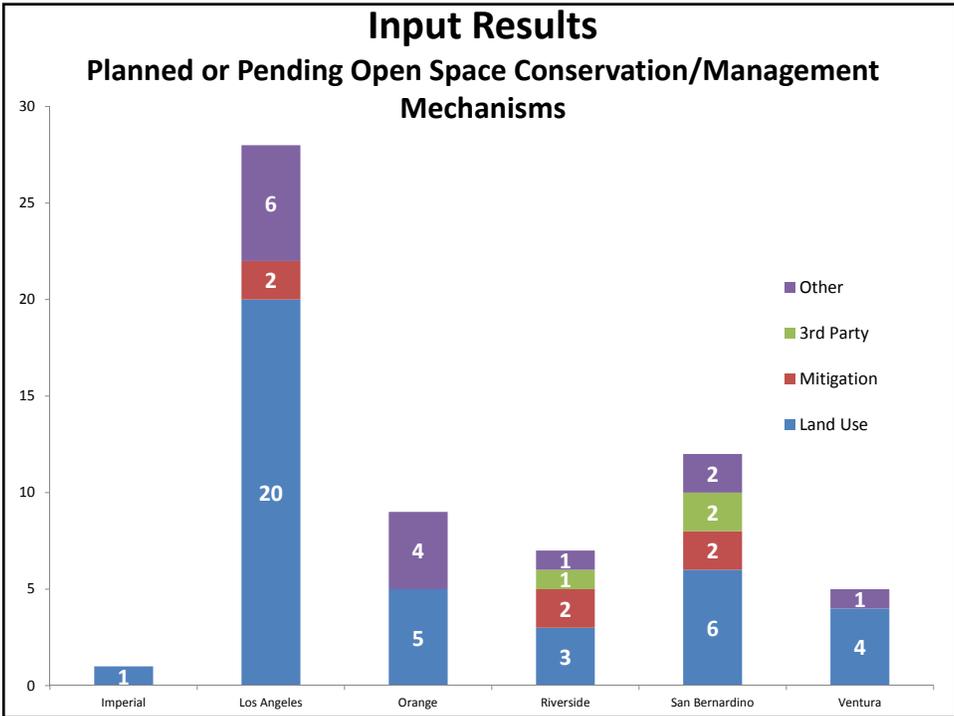
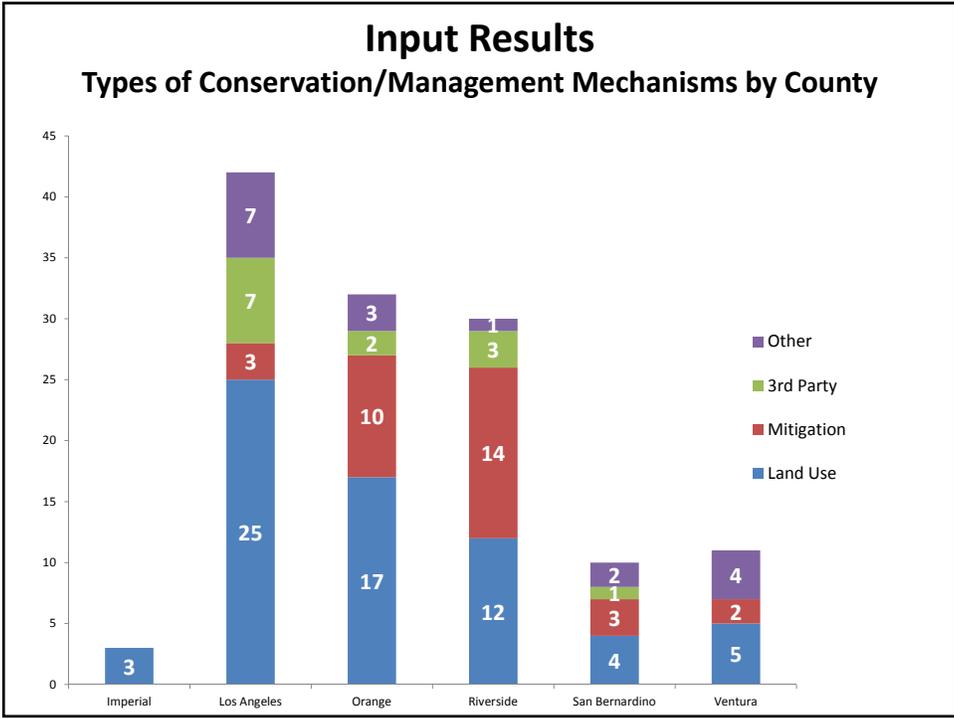
Total Surveys Completed:  
**146**

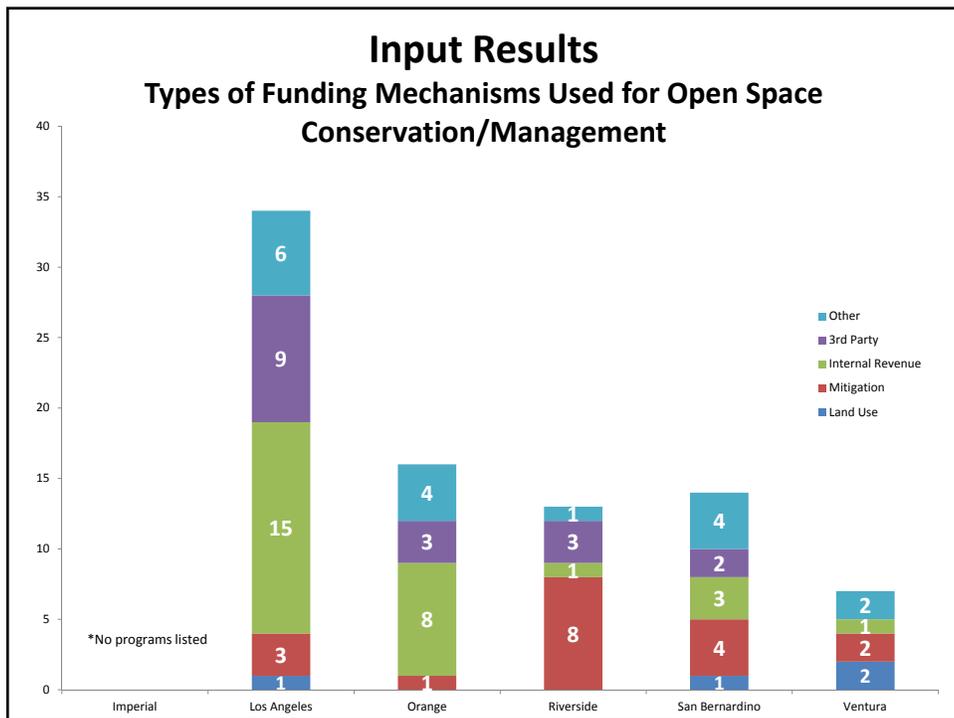
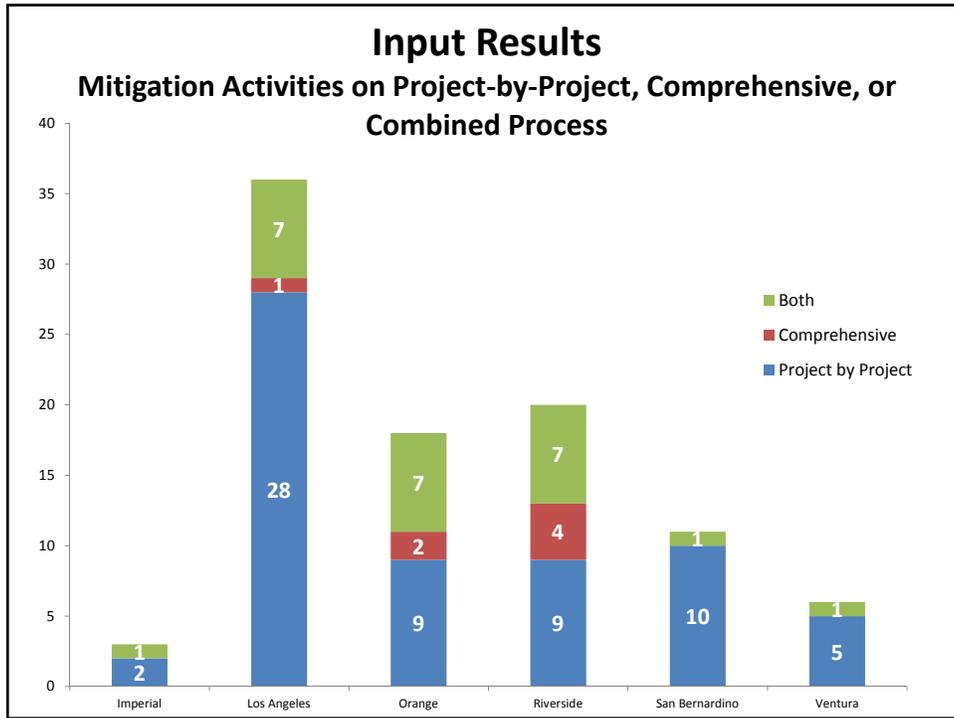
Response Rate:  
**74%**

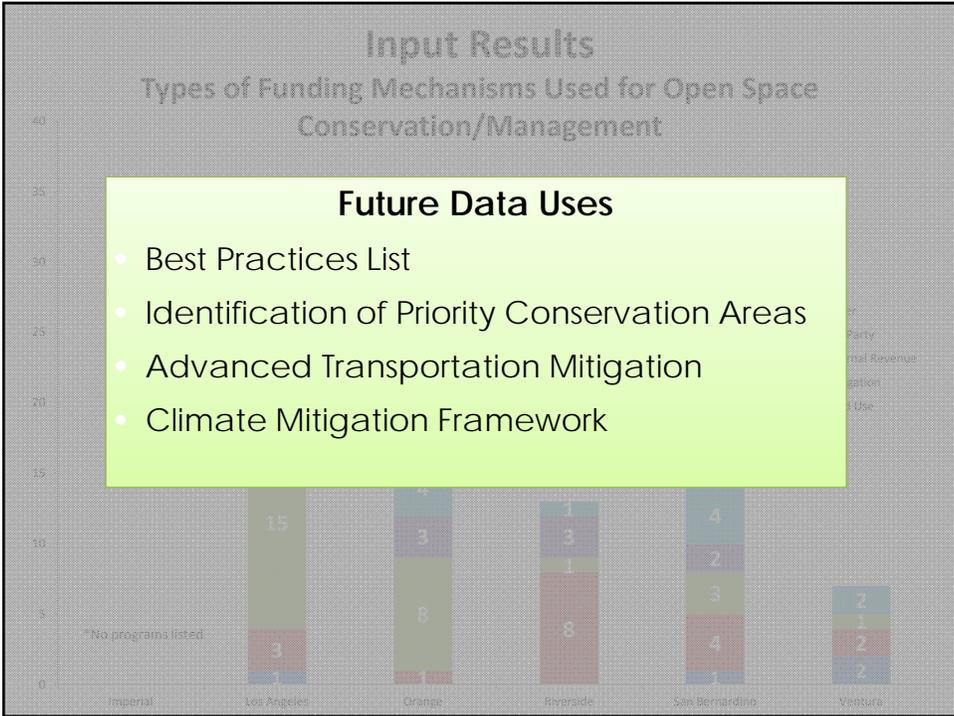
Jurisdictions with Open Space Programs and Policies by Type











## Local Collaboration

### Subregional Organizations

## Local Collaboration

Collaboration with Staff at Local Jurisdictions

**Staff Hours Varied According to:**

**Jurisdiction Size**

**Amount of Available Data**

**GIS Capabilities**

SCAG Assistance + Future Applications

## Next Steps

**SCAG Staff will continue to**

**Work with local jurisdictions**

**Regional Datasets will be finalized**

**by the end of September**

Questions?

Thanks!!

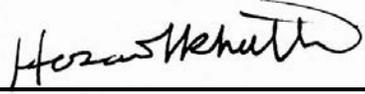
Kimberly Clark  
Senior Regional Planner  
Land Use & Environmental Planning  
[clark@scag.ca.gov](mailto:clark@scag.ca.gov)

**DATE:** October 2, 2014

**TO:** Community, Economic and Human Development (CEHD) Committee  
Energy and Environment (EEC) Committee

**FROM:** Ping Chang, Program Manager, [chang@scag.ca.gov](mailto:chang@scag.ca.gov), 213-236-1839

**SUBJECT:** Update on the California Environmental Protection Agency's (CalEPA) CalEnviroScreen Tool

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*The California Communities Environmental Health Screening (CalEnviroScreen), developed by the Cal/EPA, is a screening tool to identify California communities that are both vulnerable due to sensitive populations and socioeconomic factors and also disproportionately burdened by multiple sources of pollution. Pursuant to SB 535 (De Leon) which approved by the Governor back in September 2012, CalEnviroScreen is expected to be used to focus a portion of the state's Cap-and-Trade auction proceeds to the most impacted communities. On August 14, 2014, Cal/EPA released the CalEnviroScreen Version 2.0, which included the additional indicators of drinking water quality and unemployment rate, and used census tracts instead of zip codes as the basic geographic unit. Most recently, Cal/EPA is considering five different approaches for identifying "disadvantaged communities" based on the tool. As with the previous versions, CalEnviroScreen is not intended to be a substitute for focused risk assessment for a specific area or site, nor will the results of the tool be used for California Environmental Quality Act (CEQA) purposes.*

**STRATEGIC PLAN:**  
This item supports Strategic Plan Goal 2. Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities. a. Develop, monitor, or support state legislation that promotes increased investment in transportation programs in Southern California.

**BACKGROUND:**  
CalEnviroScreen presents a screening methodology to identify California communities that are both vulnerable due to sensitive populations and socioeconomic factors and also disproportionately burdened by multiple sources of pollution and presents the statewide results of the analysis using the screening tool. CalEnviroScreen uses existing environmental, health, and socioeconomic data to consider the extent to which communities across the state are burdened by and vulnerable to pollution. The results generated by CalEnviroScreen represent the confluence of numerous environmental, economic, social, and health related factors.

Cal/EPA expects the tool to enable state decision makers to focus their time, resources, and programs on those portions of the state that are in greater need of assistance due to their higher environmental burdens and greater vulnerability to, or reduced ability to withstand, these burdens as compared to other areas. Specifically, CalEnviroScreen will inform Cal/EPA's implementation of the mandate to identify communities per SB 535 for the purposes of targeted investment of a portion of California Cap-and-Trade auction proceeds. Specifically, SB 535, as codified in California Health and Safety Code Section 39713, requires that at least 25% of the Cap-and-Trade auction proceeds will benefit the “disadvantaged communities”, while at least 10% of Cap-and-Trade auction proceeds will be used for investment within the “disadvantaged communities”. As set forth in a guidance document prepared by Cal/EPA and discussed in stakeholder meetings, the tool is not intended to be a substitute for focused risk assessment for a specific area or site, nor will the results of the tool be used for CEQA purposes.

The five proposed methodologies for identifying disadvantaged areas were released by Cal/EPA in August 2014, and all five methods utilize information generated by the CalEnviroScreen Tool. Methods 1 through 4 identify areas scoring in the top 15<sup>th</sup> percentile, in the 15<sup>th</sup> to 20<sup>th</sup> percentile, and in the 20<sup>th</sup> percentile to the 25<sup>th</sup> percentile, whereas Method 5 uses a different metric.

- Method 1 (“CES Scores Approach”) uses the methodology previous defined by the second release of the Tool (“Draft Version 2.0”), which established a quantitative method to evaluate pollution, both the burden of pollution based on a community’s exposure to emissions and environmental stressors, along with vulnerability to pollution based on socioeconomic factors and health vulnerability measures.
- Method 2 (“Pollution Burden Only Approach”) examines pollution burden only, and excludes socioeconomic factors and health vulnerability measures, which are required for consideration under SB 535. This approach was suggested during the public comment period, and Cal/EPA provided detailed information for comparison purposes.
- Method 3 (“Population Characteristics Only Approach”) is the inverse of Method 2, and focuses solely on socioeconomic factors and health vulnerability measures – to the exclusion of pollution factors. This Method is also not consistent with the requirements identified in SB 535.
- Method 4 (“Equal Cutpoint Approach”) is similar to Method 1 in that it considers both pollution factors as well as socioeconomic factors, but differs in its process. Whereas Method 1 establishes a single unified score that combines both pollution and socioeconomic factors, Method 4 considers both scores independently and establishes thresholds where both scores for a single tract must fall in a certain percentile (0% to 15%, 15% to 20%, and 20% to 25%) for that tract to qualify as disadvantaged.
- Method 5 (“Low-Medium-High Categories Approach”) sorts census tracts into high, medium, and low categories for both pollution burden and population characteristics. If a census tract scores as high for both pollution burden and population characteristics, it is sorted into the high-high group. Others are sorted based on their scores of medium for one component and high for the other, or vice versa. Census tracts that do not fall in any of these categories are not considered. The cutpoint for the high score for each component is at the top 25<sup>th</sup> percentile, and for the medium score is between the 50<sup>th</sup> and 25<sup>th</sup> percentiles.

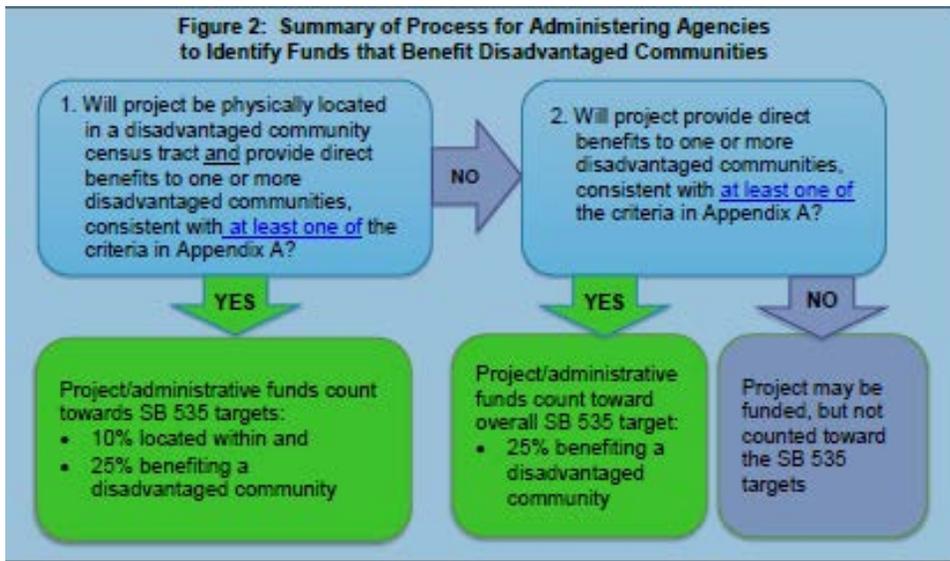
# REPORT

Cal/EPA is expected to finalize the methodology for identifying disadvantaged communities by approximately October 2014.

Table 1 identifies the share of population in “disadvantaged communities” for each county in the SCAG region as compared to the entire state. Regional maps showing this information is presented in Attachment 1, as well.

Finally, it should be noted that on September 18, 2014, ARB adopted the “Interim Guidance to Agencies Administering Greenhouse Gas Reduction Fund Monies.” The purpose of this document is to provide interim guidance for agencies that administer investments of Greenhouse Gas Reduction Fund (GGRF) monies generated by the AB 32 Cap-and-Trade program. The guidance includes criteria for agencies to evaluate projects based on whether the projects are located within Disadvantaged Communities or provide benefits to the Disadvantaged Communities as set forth by SB535. Specifically, for selected categories of the Cap-and-Trade funding program (such as the Affordable Housing and Sustainable Communities Program), eligible projects located within a half mile of a Disadvantaged Community may be considered to provide benefits to the subject Disadvantaged Community. The Interim Guidance is available at <http://bit.ly/1Dm4VPp>.

A summary of the process to identify funds that benefit disadvantaged communities is illustrated in the following chart.



Staff will further review this Interim Guidance, monitor its implementation, and report back to the Regional Council, Policy Committees, and our stakeholders as appropriate.

# REPORT

## POPULATION SHARE OF DISADVANTAGED COMMUNITIES IN THE SCAG REGION

(CalEnviroScreen Methods 1 to 5)

METHOD 1: CES SCORES APPROACH								
	TOP 15%		TOP 15% - 20%		TOP 20% - 25%		Top 25%	
	Population	Percentage	Population	Percentage	Population	Percentage	Population	Percentage
Imperial	0	0.0%	36,482	1.9%	26,215	1.4%	62,697	0.7%
Los Angeles	2,858,177	51.1%	824,881	42.3%	689,006	36.1%	4,372,064	46.3%
Orange	174,666	3.1%	138,683	7.1%	224,382	11.8%	537,731	5.7%
Riverside	277,952	5.0%	109,622	5.6%	144,021	7.6%	531,595	5.6%
San Bernardino	552,770	9.9%	190,801	9.8%	119,125	6.2%	862,696	9.1%
Ventura	16,859	0.3%	9,400	0.5%	7,209	0.4%	33,468	0.4%
<b>SCAG Region</b>	<b>3,880,424</b>	<b>69.4%</b>	<b>1,309,869</b>	<b>67.2%</b>	<b>1,209,958</b>	<b>63.4%</b>	<b>6,400,251</b>	<b>67.7%</b>
California	5,594,054	100.0%	1,949,097	100.0%	1,907,507	100.0%	9,450,658	100.0%

Method 2: POLLUTION BURDEN ONLY APPROACH								
	TOP 15%		TOP 15% - 20%		TOP 20% - 25%		Top 25%	
	Population	Percentage	Population	Percentage	Population	Percentage	Population	Percentage
Imperial	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Los Angeles	2,916,089	50.8%	935,363	49.5%	859,990	45.7%	4,711,442	49.5%
Orange	525,131	9.1%	182,788	9.7%	206,543	11.0%	914,462	9.6%
Riverside	369,468	6.4%	79,824	4.2%	113,427	6.0%	562,719	5.9%
San Bernardino	670,407	11.7%	185,748	9.8%	117,434	6.2%	973,589	10.2%
Ventura	35,773	0.6%	941	0.0%	12,809	0.7%	49,523	0.5%
<b>SCAG Region</b>	<b>4,516,868</b>	<b>78.7%</b>	<b>1,384,664</b>	<b>73.3%</b>	<b>1,310,203</b>	<b>69.6%</b>	<b>7,211,735</b>	<b>75.8%</b>
California	5,741,379	100.0%	1,888,326	100.0%	1,883,798	100.0%	9,513,503	100.0%

Method 3: POPULATION CHARACTERISTICS ONLY APPROACH								
	TOP 15%		TOP 15% - 20%		TOP 20% - 25%		Top 25%	
	Population	Percentage	Population	Percentage	Population	Percentage	Population	Percentage
Imperial	98,881	1.8%	16,019	0.8%	11,868	0.6%	126,768	1.4%
Los Angeles	1,948,422	35.0%	621,640	32.8%	691,017	37.3%	3,261,079	35.0%
Orange	82,072	1.5%	130,449	6.9%	108,930	5.9%	321,451	3.4%
Riverside	374,960	6.7%	138,624	7.3%	93,566	5.1%	607,150	6.5%
San Bernardino	500,397	9.0%	124,952	6.6%	127,926	6.9%	753,275	8.1%
Ventura	58,735	1.1%	22,708	1.2%	46,010	2.5%	127,453	1.4%
<b>SCAG Region</b>	<b>3,063,467</b>	<b>55.0%</b>	<b>1,054,392</b>	<b>55.7%</b>	<b>1,079,317</b>	<b>58.3%</b>	<b>5,197,176</b>	<b>55.8%</b>
California	5,573,399	100.0%	1,894,341	100.0%	1,851,838	100.0%	9,319,578	100.0%

METHOD 4: EQUAL CUTPOINT APPROACH								
	Top 15%		Top 15 to 20%		Top 20 to 25%		Top 25%	
	Population	Percentage	Population	Percentage	Population	Percentage	Population	Percentage
Imperial	0	0.0%	3,685	0.2%	38,480	2.0%	42,165	0.4%
Los Angeles	2,796,804	50.5%	828,125	43.3%	719,994	36.5%	4,344,923	46.1%
Orange	253,164	4.6%	190,441	10.0%	190,985	9.7%	634,590	6.7%
Riverside	269,845	4.9%	105,085	5.5%	83,755	4.3%	458,685	4.9%
San Bernardino	485,061	8.8%	135,013	7.1%	185,085	9.4%	805,159	8.5%
Ventura	18,726	0.3%	10,124	0.5%	46,756	2.4%	75,606	0.8%
<b>SCAG Region</b>	<b>3,823,600</b>	<b>69.1%</b>	<b>1,272,473</b>	<b>66.5%</b>	<b>1,265,055</b>	<b>64.2%</b>	<b>6,361,128</b>	<b>67.5%</b>
California	5,536,257	100.0%	1,912,292	100.0%	1,970,375	100.0%	9,418,924	100.0%

METHOD 5: LOW-MEDIUM-HIGH CATEGORIES APPROACH								
	HIGH (POL*) - HIGH (POP*)		HIGH (POL*) - MEDIUM (POP*)		MEDIUM (POL*) - HIGH (POP*)		Top 25%	
	Population	Percentage	Population	Percentage	Population	Percentage	Population	Percentage
Imperial	0	0.0%	0	0.0%	37,280	1.4%	37,280	0.4%
Los Angeles	1,842,179	50.4%	1,551,700	54.1%	968,174	36.6%	4,362,053	46.1%
Orange	128,181	3.5%	241,456	8.4%	144,479	5.5%	514,116	6.7%
Riverside	171,503	4.7%	188,606	6.6%	149,682	5.7%	509,791	4.9%
San Bernardino	315,482	8.6%	293,250	10.2%	247,536	9.4%	856,268	8.5%
Ventura	11,580	0.3%	9,118	0.3%	27,879	1.1%	48,577	0.8%
<b>SCAG Region</b>	<b>2,468,925</b>	<b>67.5%</b>	<b>2,284,130</b>	<b>79.6%</b>	<b>1,575,030</b>	<b>59.5%</b>	<b>6,328,085</b>	<b>69.0%</b>
California	3,656,533	100.0%	2,867,821	100.0%	2,645,892	100.0%	9,170,246	100.0%

\*POL = POLLUTION; POP = POPULATION

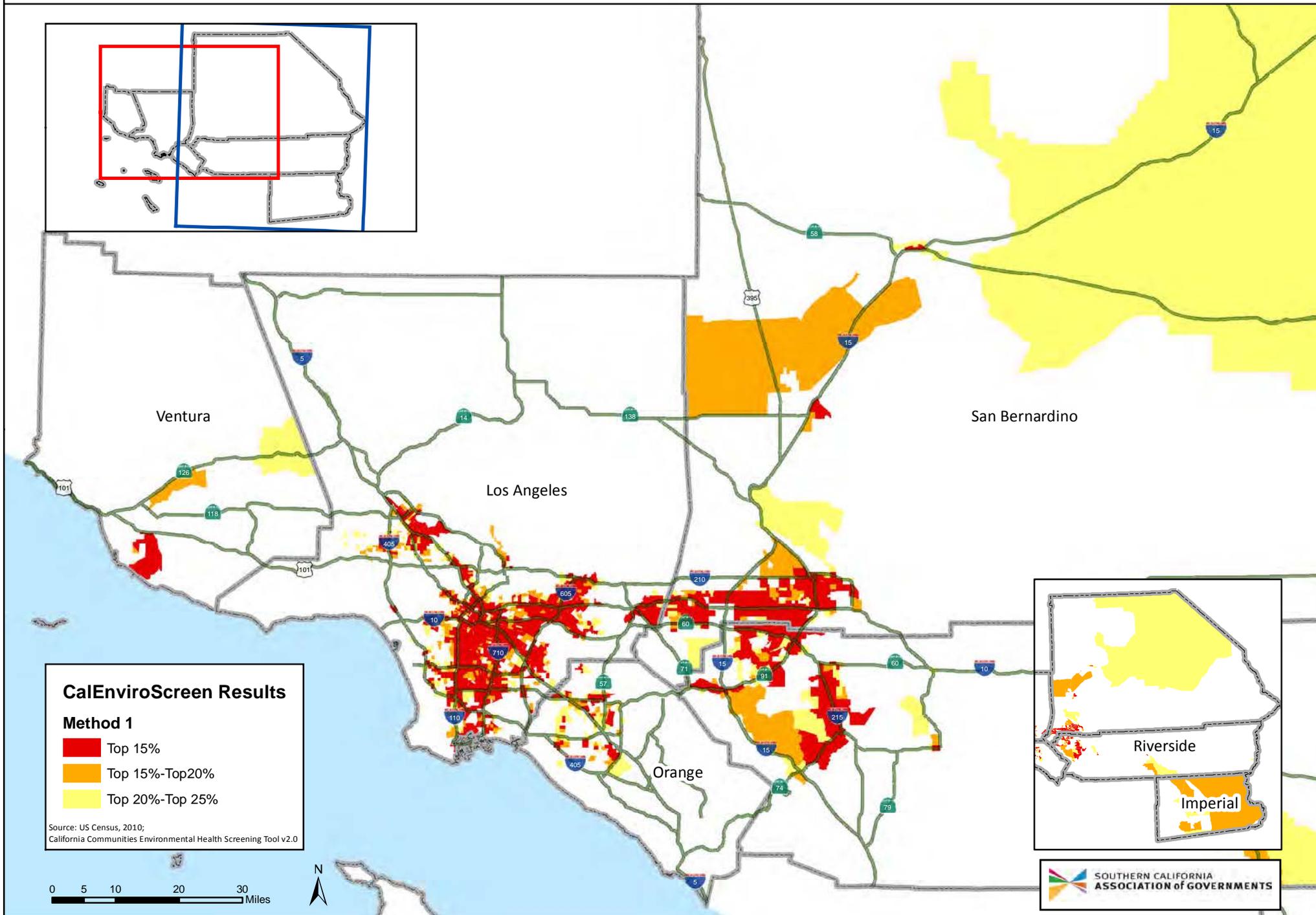
**FISCAL IMPACT:**

Work associated with this item is included in the current FY 15 Overall Work Program (080.SCG00153.04).

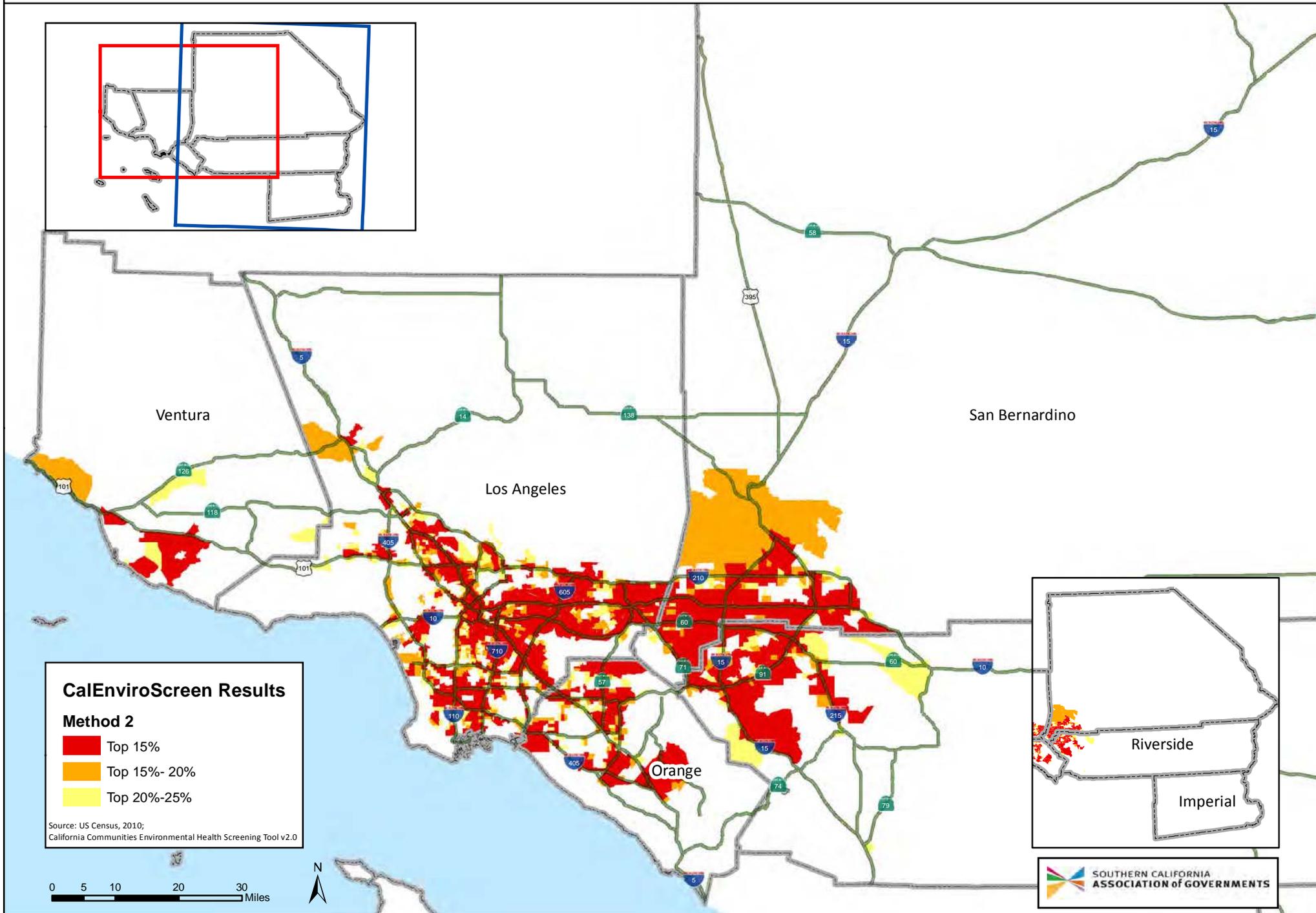
**ATTACHMENTS:**

1. Regional Maps Showing Location of “Disadvantaged Communities” According to Each Method
2. Criteria for Evaluating Benefits to Disadvantaged Communities by Project Type (Appendix 1 of the ARB “Interim Guidance to Agencies Administering Greenhouse Gas Reduction Fund Monies” Revised Draft adopted on September 18, 2014)

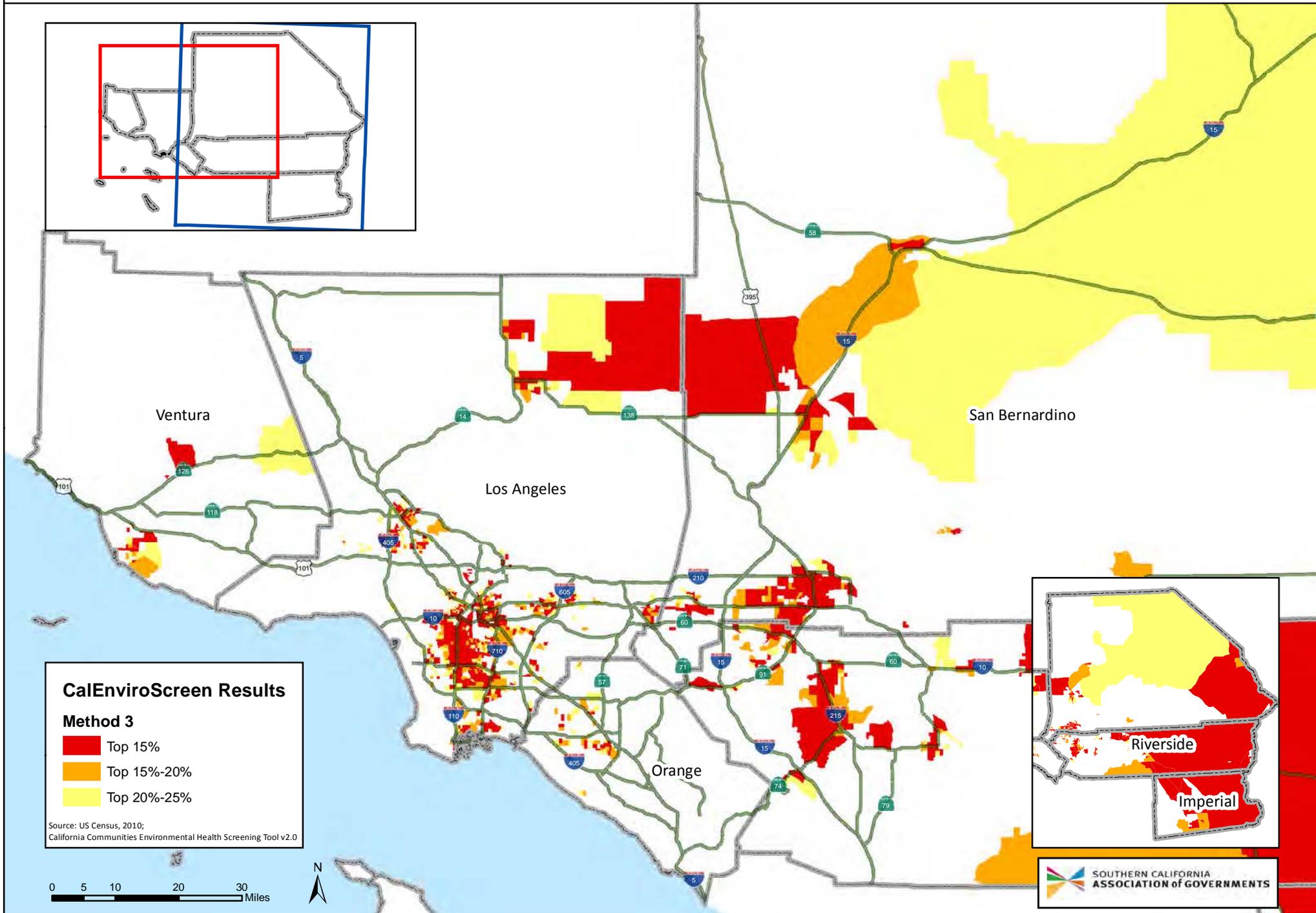
# SCAG Region CalEnviroScreen Disadvantaged Communities Method 1 (Census Tract)



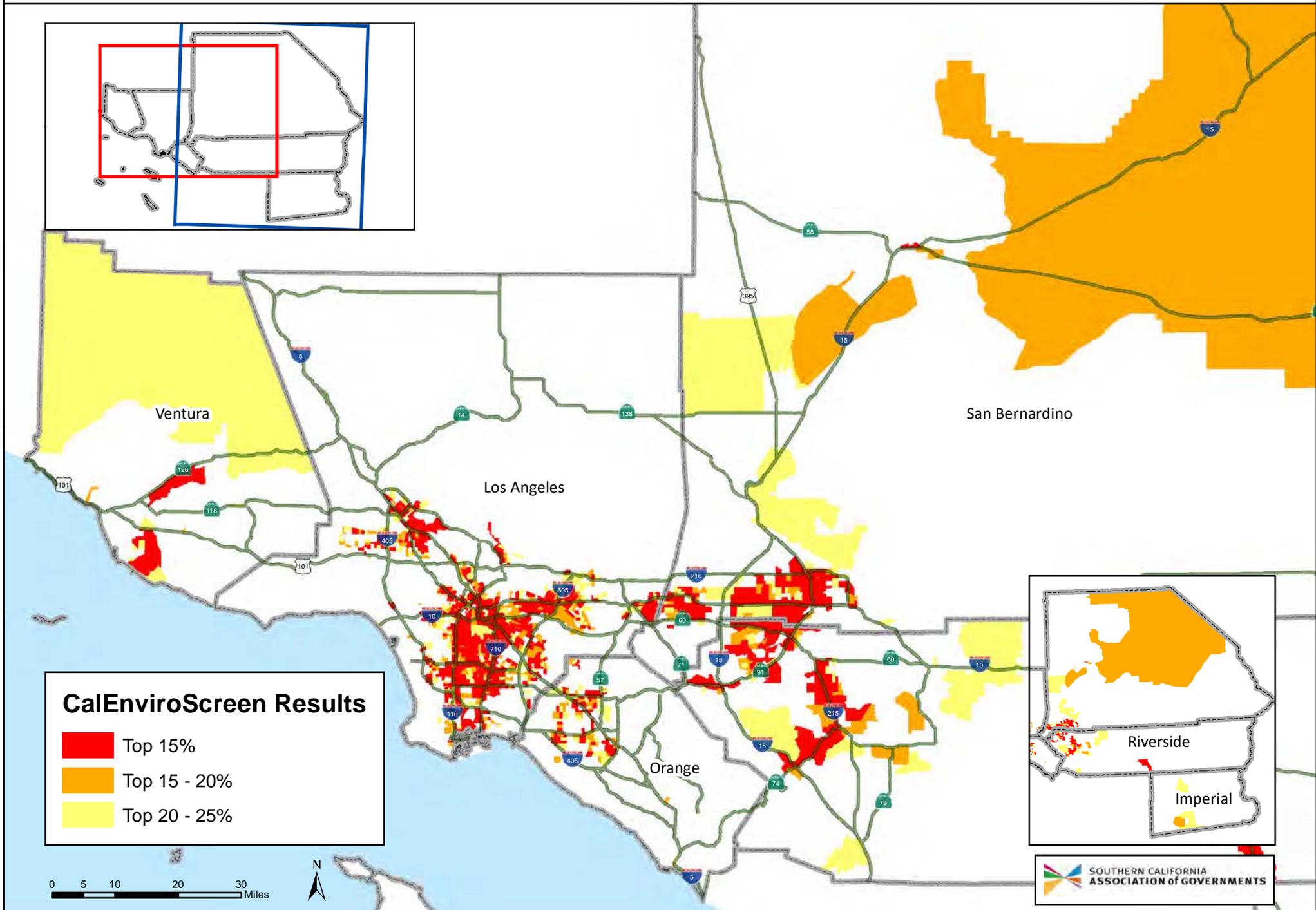
# SCAG Region CalEnviroScreen Disadvantaged Communities Method 2 (Census Tract)



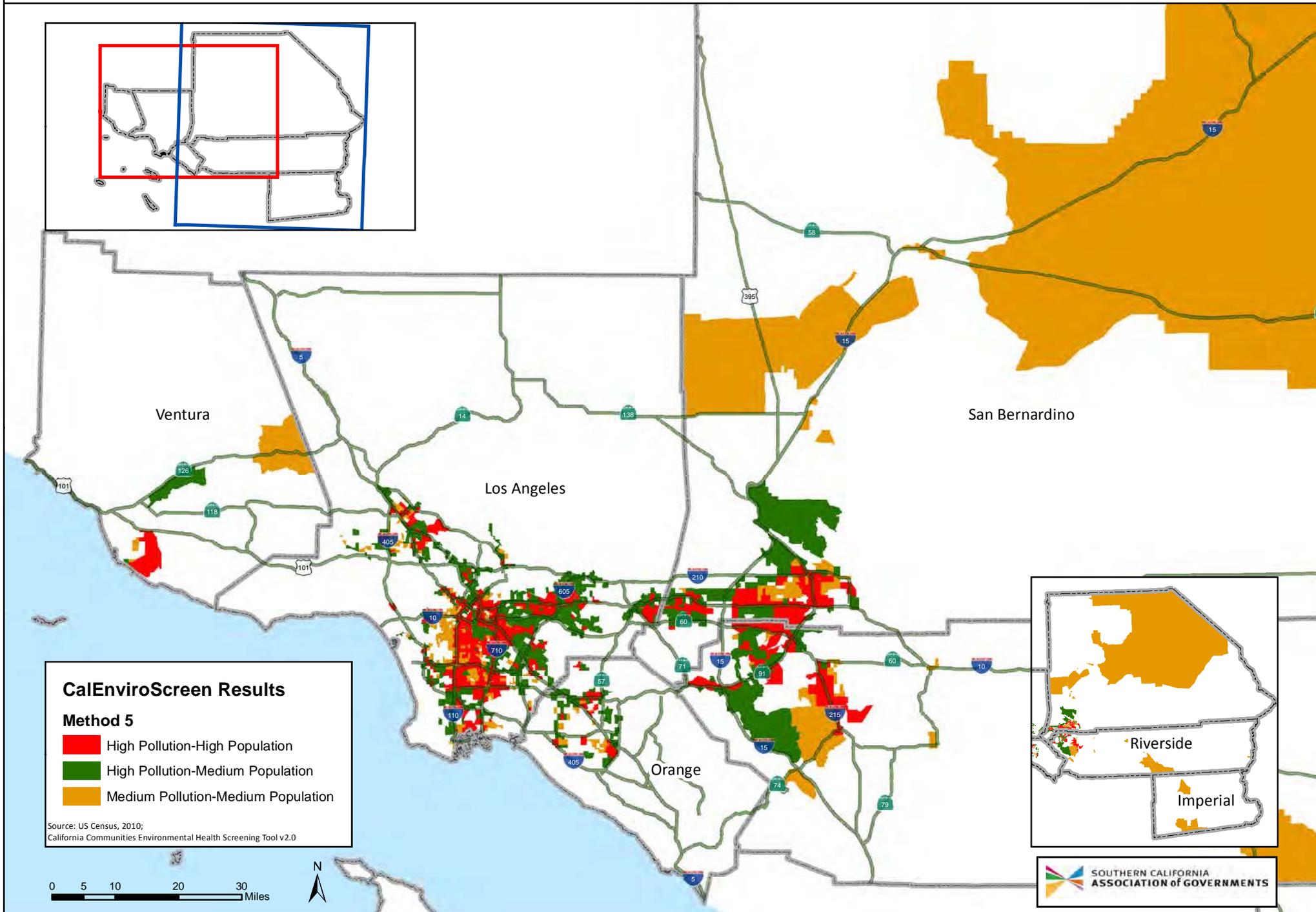
# SCAG Region CalEnviroScreen Disadvantaged Communities Method 3 (Census Tract)



# SCAG Region CalEnviroScreen Disadvantaged Communities Method 4 (Census Tract)



# SCAG Region CalEnviroScreen Disadvantaged Communities Method 5 (Census Tract)



**APPENDIX A**

**CRITERIA FOR EVALUATING BENEFITS TO  
DISADVANTAGED COMMUNITIES BY PROJECT TYPE**

## APPENDIX A

This Appendix contains draft criteria that agencies will use to determine whether a project is located within or provides direct, meaningful, and assured benefits to a disadvantaged community.

Much of the criteria in this Appendix are based on a project being located within the boundaries of a disadvantaged community or a specified distance from the boundary of a disadvantaged community. Maps that identify the census tract boundaries of disadvantaged communities will be available on the CalEnviroScreen 2.0 website (<http://oehha.ca.gov/ej/ces2.html>) after the Secretary for Environmental Protection finalizes the identifications of those communities in September 2014.

After the identification of disadvantaged communities and the release of the final Interim Guidance document~~To support implementation of the criteria in the final Interim Guidance~~, ARB expects to post on the program website (<http://www.arb.ca.gov/auctionproceeds>) supplemental maps that show: -the disadvantaged community census tracts, those tracts with a ½ mile extended zone around the tract boundary, ZIP codes containing one or more census tracts identified as a disadvantaged community, and a list of impacted corridors.

The criteria in this Appendix are to be used in a two-step process to evaluate each project for direct, meaningful, and assured benefits to one or more disadvantaged communities.

**Step 1 – Located Within:** First, agencies should find the appropriate table for their project type and evaluate the project to see if it meets the criteria for being located within a disadvantaged community. If the project meets the located within criteria, which also requires the project to provide benefits to a disadvantaged community, the funding can be counted toward the SB 535 targets and no further evaluation is needed.

**Step 2 – Provides Benefits To:** If the project does not meet the criteria for “located within,” agencies should move to this second step and evaluate whether the project meets the criteria for providing benefits to one or more disadvantaged communities.

To facilitate public input and provide transparency, the criteria in the following tables identify the project qualities that ARB staff considers sufficient to meet the “direct, meaningful, and assured” standard as used in this document. Each criterion is independent; a project need only meet one criterion to qualify as eligible to considered as located within or providing benefits to one or more disadvantaged communities.

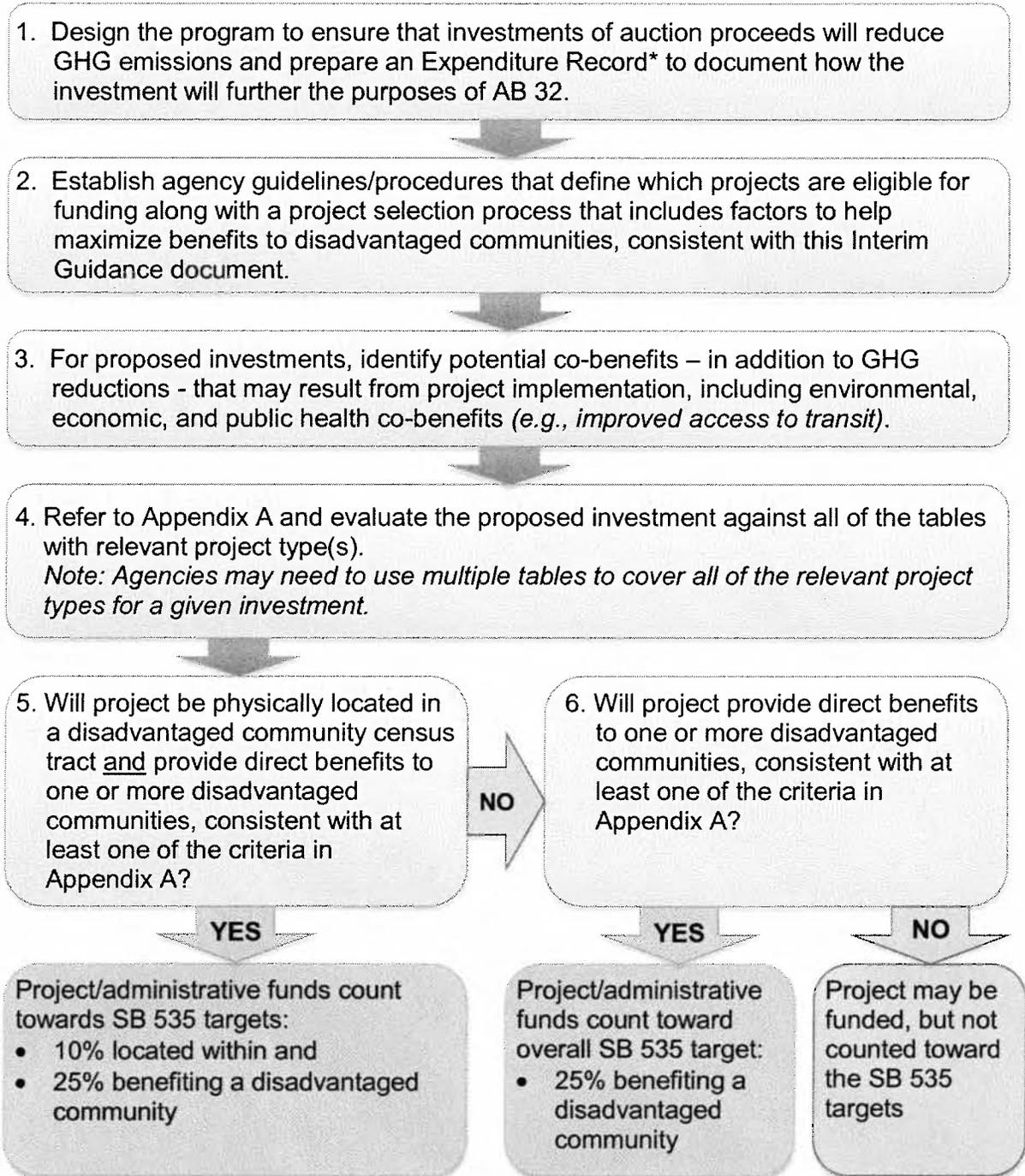
If a project qualifies, all of the GGRF funding needed to implement that project will be considered part of the investment that benefits disadvantaged communities. This means that the total investment dollars include both the state operations overhead to

administer the project (prorated based on that agency's GGRF-funded program costs) and any local administrative expenses such as staffing, outreach, equipment, etc. ARB funding guidelines forthcoming in 2015 will include provisions for each agency to report on both administrative and project expenses reimbursed by GGRF to implement its projects.

Please note that agencies can use their GGRF appropriations to fund projects that do not meet the criteria in this Appendix; however, only the subset of projects that meet the criteria in this Appendix will be credited toward achieving the SB 535 targets for investments in disadvantaged communities. It is the administering agencies' responsibility to implement projects that meet these criteria, in accordance with federal and state law.

Figure 3 summarizes the overall process for administering agencies, from designing programs to ensure investments further the purposes of AB 32, to evaluating projects for disadvantaged community benefits.

**Figure 3: Summary of Process for Administering Agencies to Design and Implement Programs Funded by Auction Proceeds**



\* Prepare Expenditure Records in accordance with "Cap-and-Trade Auction Proceeds, Interim Guidance to Agencies Administering Greenhouse Gas Reduction Fund Monies: Expenditure Record and Fiscal Procedure", available at <http://www.arb.ca.gov/auctionproceeds/arb-interim-guidance-expenditure-record-fiscal-procedures-8-6-14.pdf>

This Appendix contains draft criteria tables for the project types listed below. ~~These tables are a starting point for public review and further discussion with administering agencies. ARB staff may propose amendments to modify or remove existing criteria, or to add new criteria if there are significant benefits to disadvantaged communities that can be reasonably assured.~~

#### Sustainable Communities and Clean Transportation

- Table A-31 Low-Carbon Transportation
- Table A-42 Low-Carbon Transit Projects
- Table A-23 Affordable Housing and Sustainable Communities

#### Energy Efficiency and Clean Energy

- Table A-4 Energy Efficiency and Renewable Energy
- Table A-5 Water Use Efficiency

#### Natural Resources and Waste Diversion

- Table A-6 Land Preservation or Restoration
- Table A-7 Urban Forestry
- Table A-8 Waste Diversion and Utilization

***To reduce redundancy, the project categories and criteria are deliberately designed to be broad enough to cover similar projects being implemented by different agencies and programs. Therefore, multiple agencies and programs may share a common criteria table.***

**Table A-3\_1 Low Carbon Transportation:** Projects will achieve GHG reductions through the use of zero and near zero-emission passenger vehicles, buses, trucks, and freight technology.

### DRAFT CRITERIA TO EVALUATE PROJECTS

Potential administering agencies: ARB, CalSTA/CTC, Caltrans/Local Transit Agencies  
Agencies can also use criteria in other applicable tables.

**Step 1 – Located Within:** Evaluate the project to see if it meets at least one of the following criteria for being located in a DAC census tract\* and provides direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet at least one of the following criteria focused on reducing air pollution for DAC residents:

- A. Project provides incentives for vehicles or equipment to those with a physical address in a DAC\*.; or
- B. Project provides incentives for vehicles or equipment that will be domiciled in a DAC.; or
- C. Project provides incentives for vehicles or equipment that reduce air pollution on fixed routes that are primarily within a DAC (e.g., freight locomotives) or vehicles that serve transit stations or stops in a DAC (e.g., zero-emission buses); or
- D. Project provides greater mobility and increased access to clean transportation for DAC residents by placing services in a DAC, including ride-sharing, car-sharing, or other advanced technology mobility options (e.g., neighborhood electric vehicles, vanpooling, shuttles, smartphone application-based ride-sharing services). ~~by placing car-sharing services or car-sharing parking spaces in a DAC.~~

**Step 2 – Provides Benefits To:** If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet at least one of the following criteria focused on reducing air pollution for DAC residents:

- A. Project provides incentives for vehicles or equipment to those with a physical address in a ZIP code that contains a DAC census tract.; or
- B. Project provides incentives for vehicles or equipment that operate primarily in “impacted corridors,” [Note: ARB will publish a list of “impacted corridors” based on its assessment of which freight corridors have a substantial air quality impact on DACs.]; or
- C. Project provides incentives for vehicles or equipment that primarily serve freight hubs (e.g., ports, distribution centers, warehouses, airports) located in a ZIP code that contains a DAC census tract.; or
- D. Project provides greater mobility and increased access to clean transportation for DAC residents by placing services that are accessible by walking within ½ mile of a DAC, including ride-sharing, car-sharing, or other advanced technology mobility options (e.g., neighborhood electric vehicles, vanpooling, shuttles). ~~car-sharing services or car-sharing parking spaces within a ½ mile of a DAC.~~

\* For maps of DAC census tracts, refer to <http://oehha.ca.gov/ej/ces2.html>

\*\* “Those with a physical address in a DAC” may include individuals as well as businesses, public agencies, nonprofits, and other community institutions.

**Table A-1.2 Low-Carbon Transit Projects:** Projects will achieve GHG reductions by reducing passenger vehicle miles travelled through incentives, infrastructure, or operational improvements (e.g., providing better bus connections to intercity rail, encouraging people to shift from cars to mass transit).

**DRAFT CRITERIA TO EVALUATE PROJECTS**

Potential administering agencies: CalSTA/CTC, and Caltrans/Local Transit Agencies, SGC  
Agencies can also use criteria in other applicable tables.

**Step 1 – Located Within:** Evaluate the project to see if it meets at least one of the following criteria for being located in a DAC census tract\* and provides direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet at least one of the following criteria focused on increasing transit service or improving transit access for DAC residents, or reducing air pollution in a DAC:

- A. Project provides improved transit or intercity rail service for stations or stops in a DAC (e.g., new transit lines, more frequent service, rapid bus service for DAC residents); or
- B. Project provides transit incentives to residents with a physical address in a DAC (e.g., vouchers, reduced fares); or
- C. Project improves transit connectivity at stations or stops in a DAC (e.g. network/fare integration, better links between transit and active transportation); or
- D. Project improves connectivity between travel modes for vehicles or equipment that service stations or stops in a DAC (e.g., bicycle racks on bus or rail); or
- E. Project creates or improves infrastructure or equipment that reduces air pollution at a station or stop in a DAC (e.g., auxiliary power, charging stations); or
- F. Project creates or improves infrastructure or equipment that reduces air pollution on regular routes that are primarily within a DAC (e.g., rail electrification, zero-emission bus); or
- G. Project provides greater mobility and increased access to clean transportation for DAC residents by placing services in a DAC, including ride-sharing, car-sharing, or other advanced technology mobility options associated with transit (e.g., neighborhood electric vehicles, vanpooling, shuttles, smartphone application-based ride-sharing services); or
- F.H. Project improves transit stations or stops in a DAC to increase safety and comfort (e.g., lights, shelters, benches).

Continued on next page.

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**Table A-2 Transit Projects (continued):** Projects will achieve GHG reductions by reducing passenger vehicle miles travelled through incentives, infrastructure, or operational improvements (e.g., providing better bus connections to intercity rail, encouraging people to shift from cars to mass transit).

**DRAFT CRITERIA TO EVALUATE PROJECTS**

Potential administering agencies: CalSTA/CTC, ~~and~~ Caltrans/Local Transit Agencies, SGC  
Agencies can also use criteria in other applicable tables.

**Step 2 – Provides Benefits To:** *If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits a desirable benefit to a DAC.*

Project must meet at least one of the following criteria focused on increasing transit service or improving transit access for DAC residents, or reducing air pollution in a DAC:

- A. Project provides improved local bus transit service for riders using stations/ or stops that are accessible by walking within ½ mile of a DAC (e.g., more frequent service, rapid bus service); ~~or~~
- B. Project improves local bus transit connectivity for riders using stations/ or stops that are accessible by walking within ½ mile of a DAC (e.g., better links to active transportation, bicycle racks on local bus); ~~or~~
- C. Project provides improved intercity rail (and related feeder bus service), commuter bus or rail transit service for riders using stations/ or stops in a ZIP code that contains a DAC census tract (e.g., new lines, express bus service); ~~or~~
- D. Project provides improved intercity rail (and related feeder bus service), commuter bus or rail transit connectivity for riders using stations/ or stops in a ZIP code that contains a DAC census tract (e.g., network/fare integration, better links between local bus and intercity rail, bicycle racks on rail); ~~or~~
- E. Project will increase intercity rail (and related feeder bus service), commuter bus or rail transit ridership, with at least 25% of new riders from DACs; ~~or~~
- F. Project provides greater mobility and increased access to clean transportation for DAC residents by placing services that are accessible by walking within ½ mile of a DAC, including ride-sharing, car-sharing, or other advanced technology mobility options associated with transit (e.g., neighborhood electric vehicles, vanpooling, shuttles); ~~or~~
- G. Project improves transit stations or stops that are accessible by walking within ½ mile of a DAC, to increase safety and comfort (e.g., lights, shelters, benches); ~~or~~
- E.H. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25% of project work hours performed by residents of a DAC; ~~or~~
- F.I. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10% of project work hours performed by residents of a DAC participating in job training programs which lead to industry-recognized credentials or certifications.

\* For maps of DAC census tracts, refer to <http://oehha.ca.gov/ej/ces2.html>

**Table A-2-3 Affordable Housing and Sustainable Communities Projects:** Projects will achieve GHG reductions by reducing vehicle miles travelled (e.g., increasing accessibility of housing, employment centers, and key destinations via low-carbon transportation options such as walking, biking, and transit).

### DRAFT CRITERIA TO EVALUATE PROJECTS

Potential administering agencies: SGC

*Agencies can also use criteria in other applicable tables.*

**Step 1 – Located Within:** Evaluate the project to see if it meets at least one of the following criteria for being located in a DAC census tract\* and provides direct, meaningful, and assured benefits a-desirable-benefit to a DAC.

Project must meet the following criteria focused on reducing passenger vehicle miles travelled, while addressing housing needs and other regional planning objectives for by DAC residents or in a DAC:

- A. A majority (50%+) of the project is within one or more DACs and reduces vehicle miles travelled, and the project is designed to avoid displacement of DAC residents and businesses.

**Step 2 – Provides Benefits To:** If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits a-desirable-benefit to a DAC.

Project must meet at least one of the following criteria focused on reducing passenger vehicle miles travelled, while addressing housing needs and other regional planning objectives for by DAC residents or in a DAC:

- A. Project is accessible by walking within ½ mile of a DAC and reduces vehicles miles travelled, and is designed to avoid displacement of DAC residents and businesses; or
- B. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25% of project work hours performed by residents of a DAC; or
- C. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10% of project work hours performed by residents of a DAC participating in job training programs which lead to industry-recognized credentials or certifications.

\* For maps of DAC census tracts, refer to <http://oehha.ca.gov/ej/ces2.html>

**Table A-4 Energy Efficiency and Renewable Energy:** Projects will achieve GHG reductions by increasing energy efficiency or renewable energy generation (e.g., more efficient heating, ventilation and air conditioning equipment, installation of solar water heaters and photovoltaic systems, upgraded lighting systems, better building envelopes such as insulation and window shading devices, energy management systems, more efficient fans, motors, pumps and variable speed controls).

**DRAFT CRITERIA TO EVALUATE PROJECTS**

Potential administering agencies: CSD and CEC

*Agencies can also use criteria in other applicable tables.*

**Step 1 – Located Within:** Evaluate the project to see if it meets at least one of the following criteria for being located in a DAC census tract\* and provides direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet the following criteria focused on energy efficiency improvements and renewable energy for DAC residents:

- A. The project provides upgrades for buildings that are located within a DAC (e.g., public buildings in a DAC, single- or multi-family housing units in a DAC).

**Step 2 – Provides Benefits To:** If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet at least one of the following criteria focused on economic opportunities for DAC residents:

- A. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25% of project work hours performed by residents of a DAC; or
- B. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10% of project work hours performed by residents of a DAC participating in job training programs which lead to industry-recognized credentials or certifications.

\* For maps of DAC census tracts, refer to <http://oehha.ca.gov/ej/ces2.html>

**Table A-5 Water Use Efficiency:** Projects will achieve GHG reductions by increasing the efficient use of water and decreasing the energy needed to supply, treat or transport water (e.g., fixing leaks; installing water-saving fixtures and appliances; making landscaping more water-efficient, increasing efficiency of agricultural irrigation systems).

**DRAFT CRITERIA TO EVALUATE PROJECTS**

Potential administering agencies: DWR, CDFA  
*Agencies can also use criteria in other applicable tables.*

**Step 1 – Located Within:** Evaluate the project to see if it meets at least one of the following criteria for being located in a DAC census tract\* and provides direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet at least one of the following criteria focused on water use efficiency:

- A. The project provides water use efficiency incentives or other services to water users (e.g., residential, commercial, agricultural) with a physical address in a DAC; or
- B. The project improves, repairs, or replaces water system infrastructure within a DAC.

**Step 2 – Provides Benefits To:** If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet at least one of the following criteria focused on water use efficiency, or economic opportunities for DAC residents:

- A. The project repairs or replaces leaking water conveyance or distribution systems that directly serve a DAC; or
- B. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25% of project work hours performed by residents of a DAC; or
- C. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10% of project work hours performed by residents of a DAC participating in job training programs which lead to industry-recognized credentials or certifications.

\* For maps of DAC census tracts, refer to <http://oehha.ca.gov/ej/ces2.html>

**Table A-6 Land Preservation or Restoration:** Projects will achieve GHG reductions through net increases in GHG sequestration or by protecting natural lands from GHG-intensive development (e.g., agricultural land conservation easements, wetland restoration, forest conservation easements).

**DRAFT CRITERIA TO EVALUATE PROJECTS**

Potential administering agencies: CAL FIRE, SGC

*Agencies can also use criteria in other applicable tables.*

**Step 1 – Located Within:** Evaluate the project to see if it meets at least one of the following criteria for being located in a DAC census tract\* and provides direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet the following criteria focused on maintaining or providing green space or open space:

- A. Project preserves or restores a site where the majority of the land area is located within a DAC.

**Step 2 – Provides Benefits To:** If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet at least one of the following criteria focused on economic opportunities or providing environmental improvements for DAC residents:

- A. Project preserves a site that allows public access and is accessible by walking located within ½ mile of a DAC; or
- B. Project significantly reduces flood risk to one or more adjacent DACs; or
- C. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25% of project work hours performed by residents of a DAC; or
- D. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10% of project work hours performed by residents of a DAC participating in job training programs which lead to industry-recognized credentials or certifications.

\* For maps of DAC census tracts, refer to <http://oehha.ca.gov/ej/ces2.html>

**Table A-7 Urban Forestry and Urban Greening:** Projects will achieve GHG reductions through net increases in carbon sequestration as a result of planting, cultivating, and maintaining trees and related vegetation in urban areas. Projects may also reduce energy usage by improving the green canopy and providing shade.

**DRAFT CRITERIA TO EVALUATE PROJECTS**

Potential administering agencies: CAL FIRE, SGC  
Agencies can also use criteria in other applicable tables.

**Step 1 – Located Within:** Evaluate the project to see if it meets at least one of the following criteria for being located in a DAC census tract\* and provides direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet the following criteria focused on environmental improvements for DAC residents:

- A. The majority of trees planted by the project are within a DAC and the project terms provide for maintenance of the trees and related vegetation.

**Step 2 – Provides Benefits To:** If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet at least one of the following criteria focused on economic opportunities, or providing green space or open space, for DAC residents:

- A. The majority of trees planted by the project are accessible by walking located within ½ mile of a DAC and the project terms provide for maintenance of the trees and related vegetation; or
- A.B. Project significantly reduces flood risk to one or more adjacent DACs; or
- B.C. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25% of project work hours performed by residents of a DAC; or
- C.D. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10% of project work hours performed by residents of a DAC participating in job training programs which lead to industry-recognized credentials or certifications.

\* For maps of DAC census tracts, refer to <http://oehha.ca.gov/ej/ces2.html>

**Table A-8 Waste Diversion and Utilization:** Projects will achieve GHG reductions by diverting waste from landfills or agricultural operations (e.g., composting operations, dairy digesters, anaerobic digestion, and recycling).

**DRAFT CRITERIA TO EVALUATE PROJECTS**

Potential administering agencies: CalRecycle, CDF  
Agencies can also use criteria in other applicable tables.

**Step 1 – Located Within:** Evaluate the project to see if it meets at least one of the following criteria for being located in a DAC census tract\* and provides direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet at least one of the following criteria focused on environmental improvements for DAC residents:

- A. Project provides incentives for a facility in a DAC and the project results in direct air or water quality benefits in the DAC; or
- B. Project provides incentives for an anaerobic digestion system (e.g., organic waste digester or dairy digester) that is located in a DAC.

**Step 2 – Provides Benefits To:** If the project does not meet the above criteria for “located within,” evaluate the project to see if it meets at least one of the following criteria for providing direct, meaningful, and assured benefits a desirable benefit to a DAC.

Project must meet at least one of the following criteria focused on environmental improvements and economic opportunities for DAC residents:

- A. The majority of waste processed in a digester/composting facility is diverted from landfills located in a DAC or is generated by agricultural operations in a DAC; or
- B. Food rescue projects increase food access to DAC residents; or
- C. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 25% of project work hours performed by residents of a DAC; or
- D. Project includes recruitment, agreements, policies or other approaches that are consistent with federal and state law and result in at least 10% of project work hours performed by residents of a DAC participating in job training programs which lead to industry-recognized credentials or certifications.

\* For maps of DAC census tracts, refer to <http://oehha.ca.gov/ej/ces2.html>

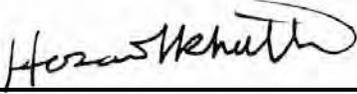
# REPORT

**DATE:** October 2, 2014

**TO:** Community, Economic and Human Development (CEHD) Committee

**FROM:** Simon Choi, Chief of Research and Forecasting; 213-236-1849; [choi@scag.ca.gov](mailto:choi@scag.ca.gov)

**SUBJECT:** Socioeconomic Characteristics of Millennial Generation and Baby Boomers—Implications upon Regional Planning

**EXECUTIVE DIRECTOR’S APPROVAL:**  \_\_\_\_\_

**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*Using 2010 Census data and published research, staff will present an analysis of socioeconomic characteristics of the two (2) largest generations— Millennials and Baby Boomers — to assess each group’s present and future impacts on regional planning.*

**STRATEGIC PLAN:**  
This item supports SCAG’s Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

**BACKGROUND:**  
“Demography is Destiny” is an often used headline to describe and report on the generational impacts of population groups affecting everything from the Social Security crisis in the developed world, to the slow motion remaking of the ethnic composition in the United States. By its nature, demographic change arrives and unfolds slowly, but its effects are profound and certain. For example, the intergenerational implications of age and changes in ethnic composition are profound. The economic and social implications of an aging population point to no immediate, urgent crisis, but predict serious problems which, if not faced soon, will be harder to deal with later.

In previous reports to the CEHD Committee, staff has presented that aging and diversity have been and will continue to be the two (2) major demographic trends in the nation as well as in the region. Both trends will bring profound impacts on every aspect of regional planning, including retirement, health care, government finance, residential location/type of housing, transportation, and most importantly the economy, education/labor force training, and equity. As Baby Boomers (born between 1946 and 1964) move into retirement ages, the Millennials will eclipse their predecessor, Generation X, and move into the front stage to show their muscle and impacts on the nation. But who are Millennials? Why are they important?

Generation Y, also known as the Millennial Generation, are the demographic cohort following Generation X (the much smaller age cohort—born between 1965 and 1980). They number at about 85 million (born between 1981 and 2000) in 2010, which is greater than the Baby Boomer generation (which has a population of about 81 million in 2010), and are rapidly taking over from the Baby Boomers, who are now pushing past 65 years of age. As such, it is not too unusual to state that “As Millennials go, so goes the

nation!”

It is clear from recent years that the Millennial Generation is forging a distinctive path. Now ranging in age from 16 to 34, Millennials have already registered their unique traits and characteristics, in particular their connected life to new technology and social media. These traits have facilitated the emergence of the ‘sharing economy’, and show different attitudes toward transportation, car ownership, living arrangements, and location preferences, etc., which all have significant impacts to industry, economy, housing, and transportation. Other characteristics demonstrated by Millennials are that they are relatively unattached to organized politics and religion, are burdened by debt, are distrustful of people, are in no rush to marry, and optimistic about the future (Pew Research Center, *The Millennials in Adulthood*, 2014). They are also America’s most racially diverse generation. In all of these dimensions, this new generation is different from today’s older generations. And in many aspects, they are also different from older adults back when they were the age Millennials are now.

Given the sheer size of the Millennial population and their potential significant impacts on all aspects of regional planning issues - especially as they move into the mature adults in the next 30 years - this report will provide socioeconomic statistics about this generation, how they differ from the Baby Boomer generation and the implications on regional planning.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2014-15 Budget under 055.SCG00133.05: Regional Growth and Policy Analysis.

**ATTACHMENTS:**

PowerPoint on “Millennials: Who are they ? Implications on Regional Planning.”

# Millennials: Who are they?: Implications on Regional Planning



Simon Choi, Chief of Research and Forecasting,  
John Cho, Regional Planner,  
Frank Wen, Manager of Research and Analysis

Community, Economic & Human Development (CEHD) Committee,  
October 2, 2014

## Millennials?



## Millennials?



## New Demographics/Economy?

The rise of the sharing economy—On internet,  
everything is for hire



## Millennials?

- Rapid adoption of new communication technologies
- Rapidly adapting to the “shared” economy
- Less interested in car and homeownership
- Travel fewer miles and make fewer trips
- Favor towards low-travel urban lifestyles with emphasis on walking, cycling, ride-sharing and transit



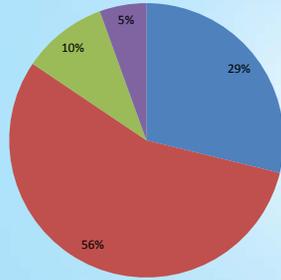
## Baby Boomers and Millennials in the United States, 2010

	Baby Boomers	Millennials (1)	Millennials (2)	Millennials (3)
Birth Year	1946-1964	1981-2000	1976-1994	1981-1994
Range of Age	46-64	10-29	16-34	16-29
Population Size	81,500,000	85,400,000	80,400,000	60,400,000
Share of Total Population	26%	28%	26%	20%

Source: Census 2010

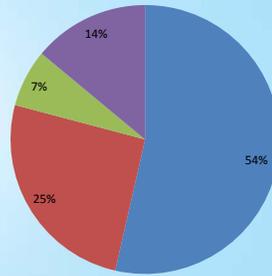
## Racial/Ethnic Distribution in the SCAG Region: Baby Boomers vs. Millennials

1980: Age 16-24



■ Hispanic ■ NH White ■ NH Black ■ NH Asian and Others

2010: Age 16-24

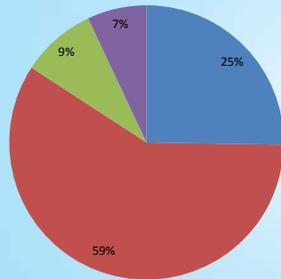


■ Hispanic ■ NH White ■ NH Black ■ NH Asian and Others

Source: Census 1980, ACS 2008-2012 5 year

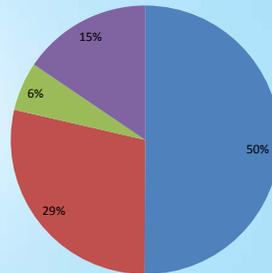
## Racial/Ethnic Distribution in the SCAG Region: Baby Boomers vs. Millennials

1980: Age 25-34



■ Hispanic ■ NH White ■ NH Black ■ NH Asian and Others

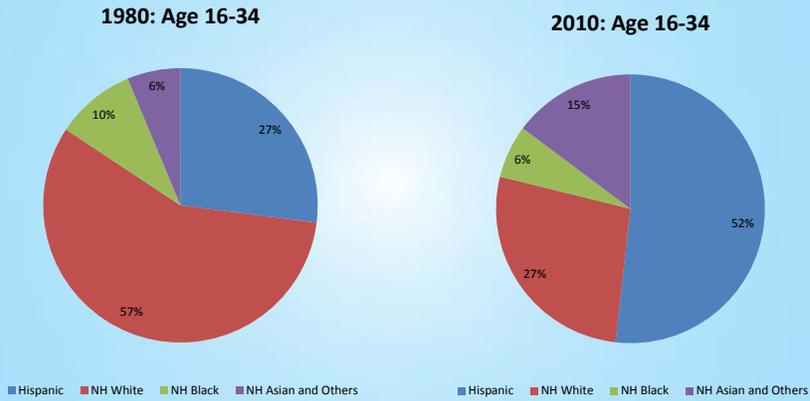
2010: Age 25-34



■ Hispanic ■ NH White ■ NH Black ■ NH Asian and Others

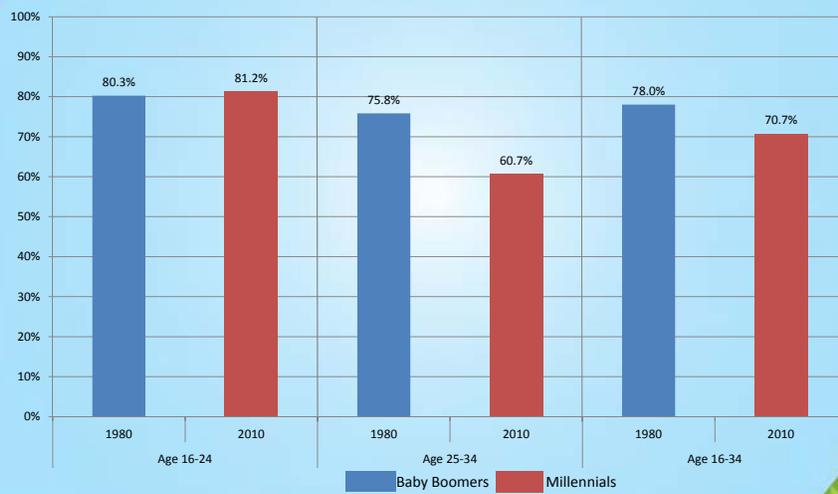
Source: Census 1980, ACS 2008-2012 5 year

## Racial/Ethnic Distribution in the SCAG Region: Baby Boomers vs. Millennials



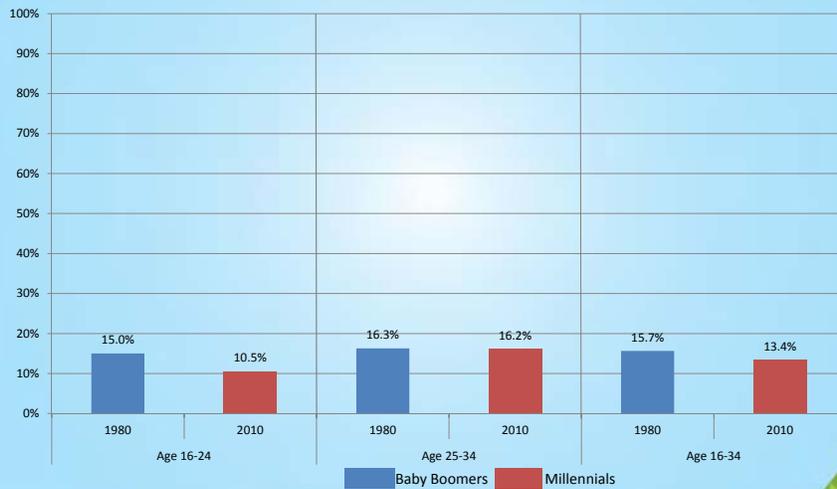
Source: Census 1980, ACS 2008-2012 5 year

## % Native Born in the SCAG Region: Baby Boomers vs. Millennials



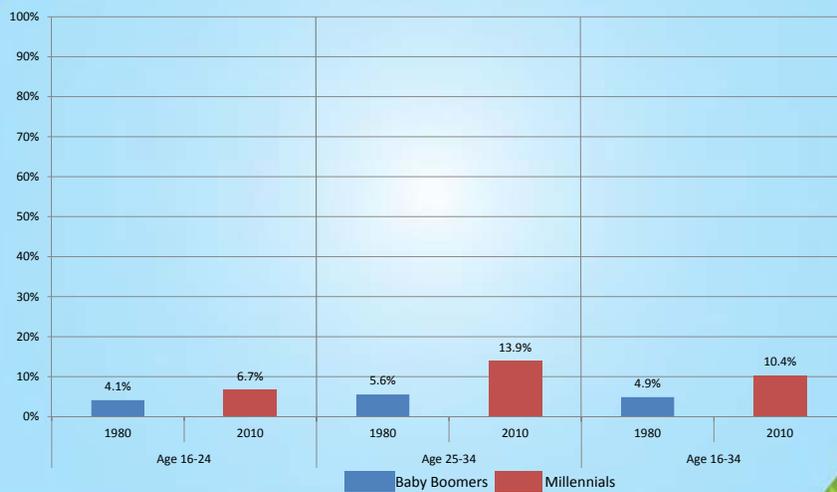
Source: Census 1980, ACS 2008-2012 5 year

## % Recent Immigrants\* in the SCAG Region: Baby Boomers vs. Millennials



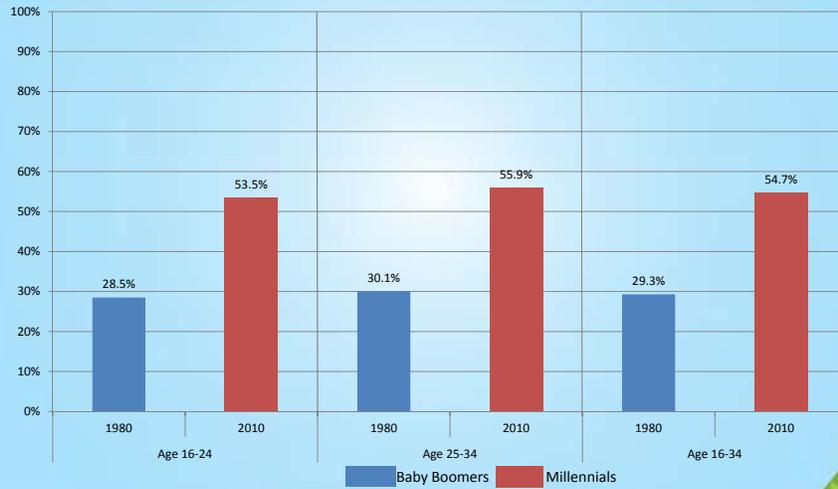
Note: \*0-10 years of Duration of Immigration  
Source: Census 1980, ACS 2008-2012 5 year

## % Long Term Immigrants in the SCAG Region : Baby Boomers vs. Millennials



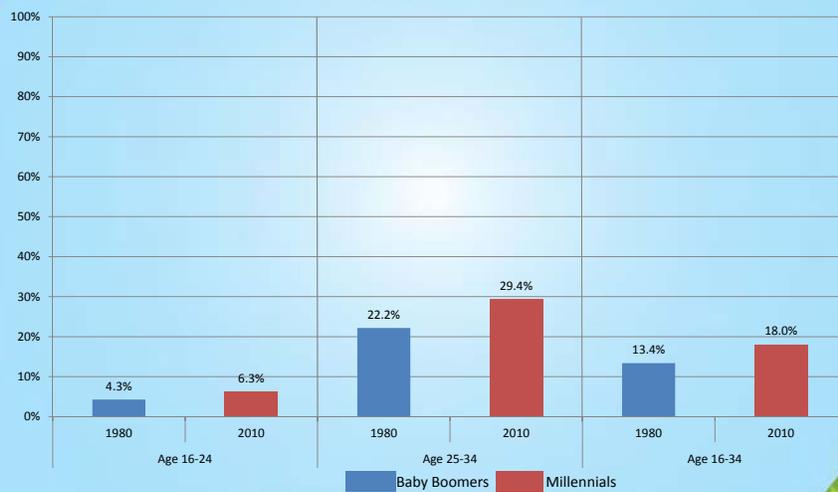
Note: \* 11+ years of Duration of Immigration  
Source: Census 1980, ACS 2008-2012 5 year

## % Persons Speaking Other Languages at Home in the SCAG Region: Baby Boomers vs. Millennials



Source: Census 1980, ACS 2008-2012 5 year

## % Persons of Bachelor's Degree or Higher in the SCAG Region: Baby Boomers vs. Millennials

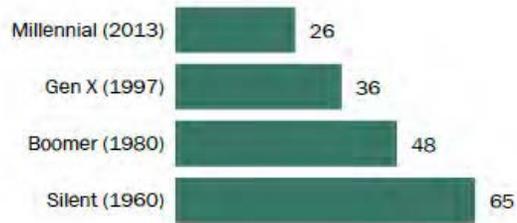


Source: Census 1980, ACS 2008-2012 5 year

## Decline in Marriage

### The Decline in Marriage Among the Young

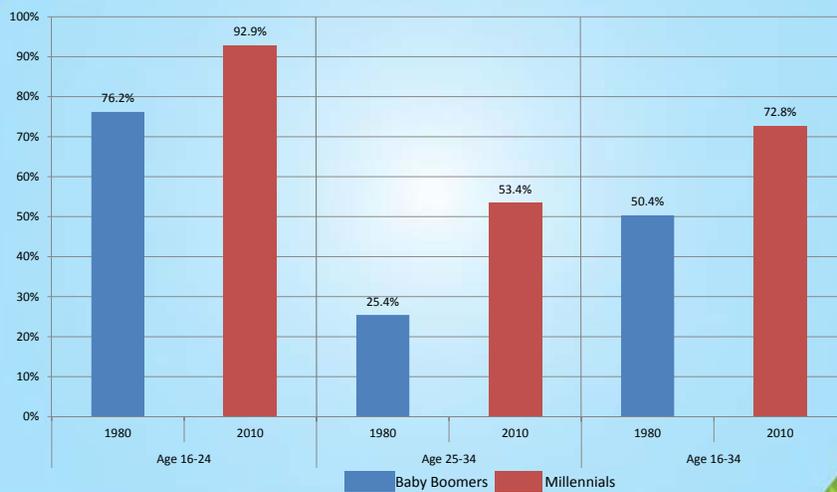
% married at age 18 to 32, by generation



Source: Data from 1980, 1997 and 2013 are from the March Current Population Survey; 1960 data are from the 1960 Census

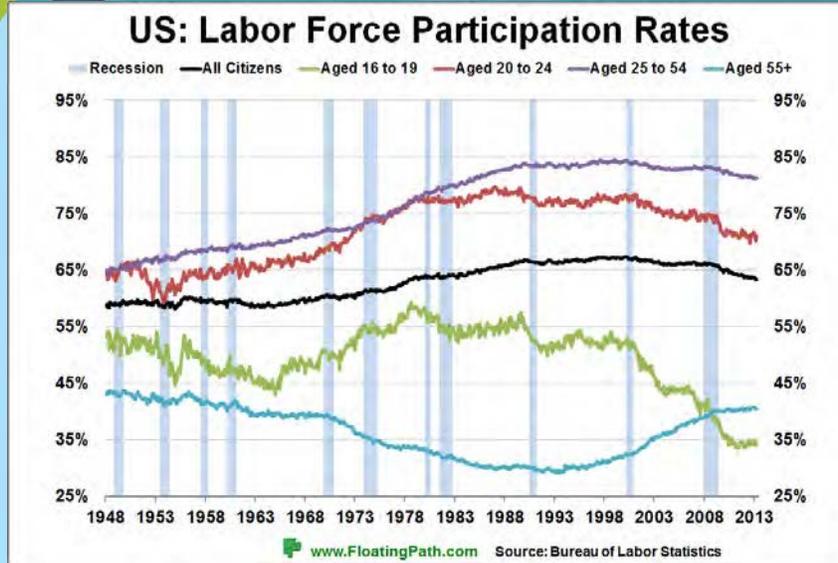
PEW RESEARCH CENTER

## % Single (Not Married) in the SCAG Region : Baby Boomers vs. Millennials

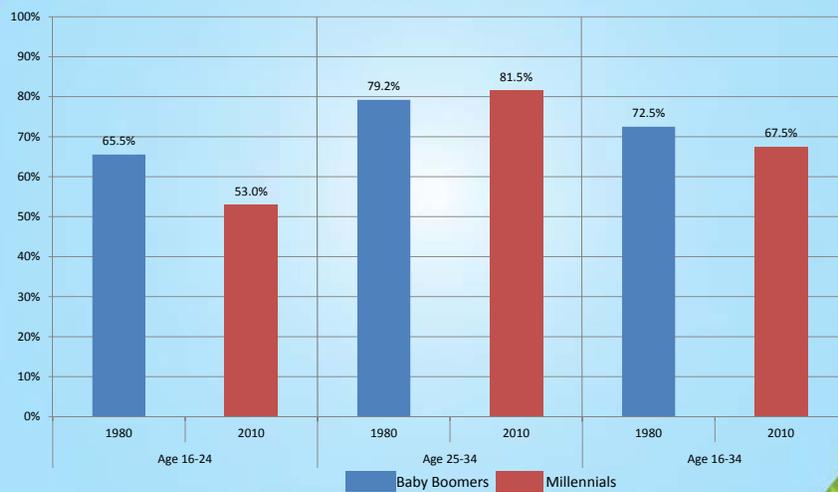


Source: Census 1980, ACS 2008-2012 5 year

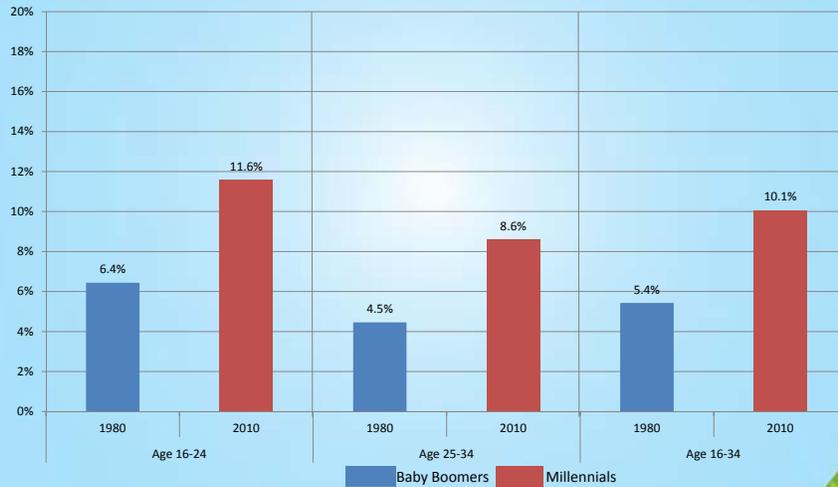
## Labor Force Participation Rates in the United States, 1948-2013



## Labor Force Participation Rates in the SCAG Region: Baby Boomers vs. Millennials

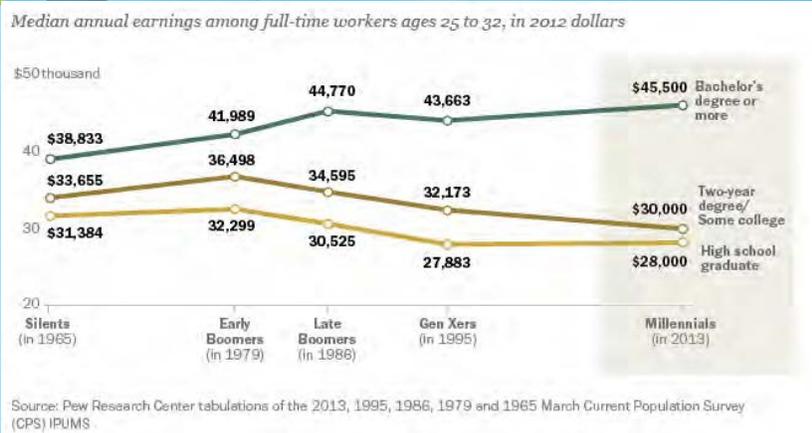


## Unemployment Rates in the SCAG Region: Baby Boomers vs. Millennials



Source: Census 1980, ACS 2008-2012 5 year

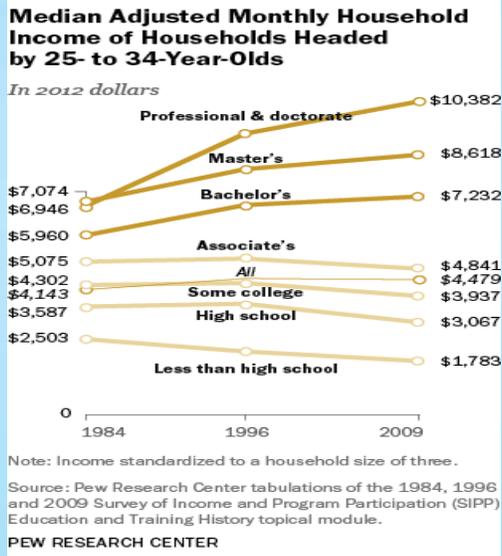
## Median Annual Earnings among Full-Time Workers Ages 25 to 32, in 2012 Dollars: Baby Boomers vs. Millennials



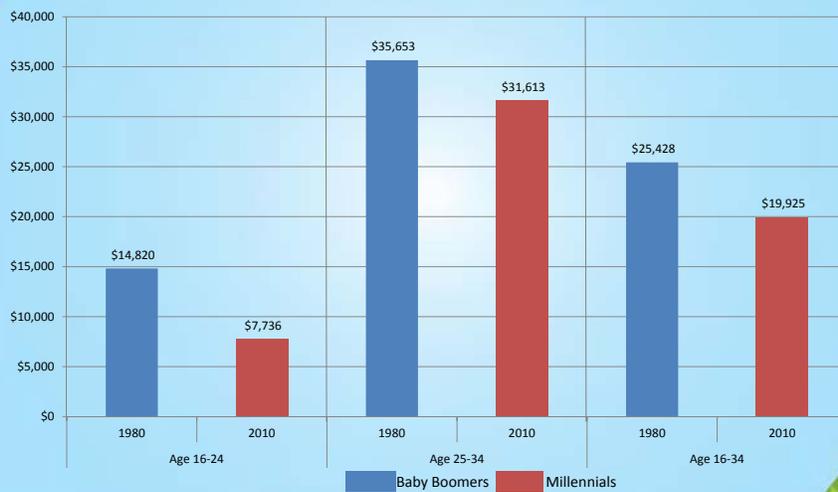
Source: Pew Research Center tabulations of the 2013, 1995, 1986, 1979 and 1965 March Current Population Survey (CPS) IPUMS.

<https://www.google.com/url?sa=i&rct=j&q=&esrc=s&source=images&cd=&cad=rja&uact=8&docid=-Sk0EJ2RSE8Z5M&tbid=IzQdnkibofxgbM:&ved=0CAUQjRw&url=http%3A%2F%2Fconsumerist.com%2F2014%2F02%2F11%2Fmillennials-who-chose-not-to-attend-college-are-more-likely-to-live-in-poverty-than-past-generations%2F&ei=RArrU6amJ4a7igLYoIEg&bvm=bv.72938740,d.cGU&psig=AFQjCNHkpYYPswuCFvBciZdQTIQDfSqrq&ust=1407997489183331>

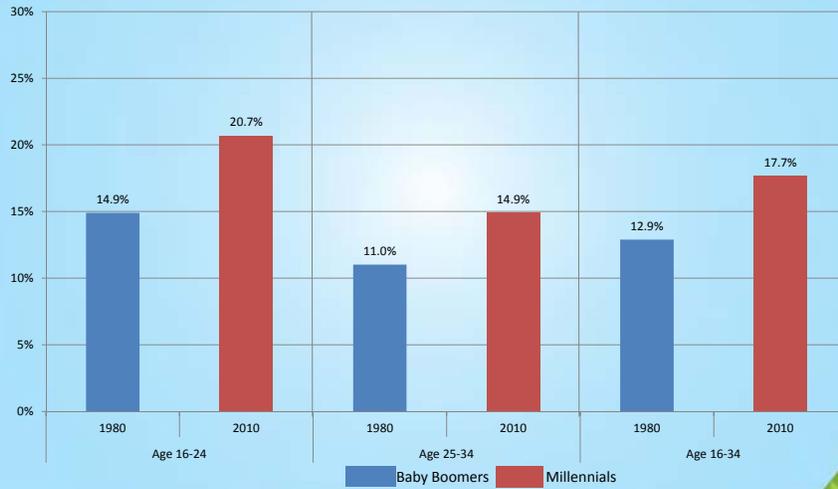
## Median Adjusted Monthly Household Income of Households Headed by 25-to 34-Year-Olds, in 2012 Dollars: Baby Boomers vs. Millennials



## Average Income from All Sources in the SCAG Region: Baby Boomers vs. Millennials



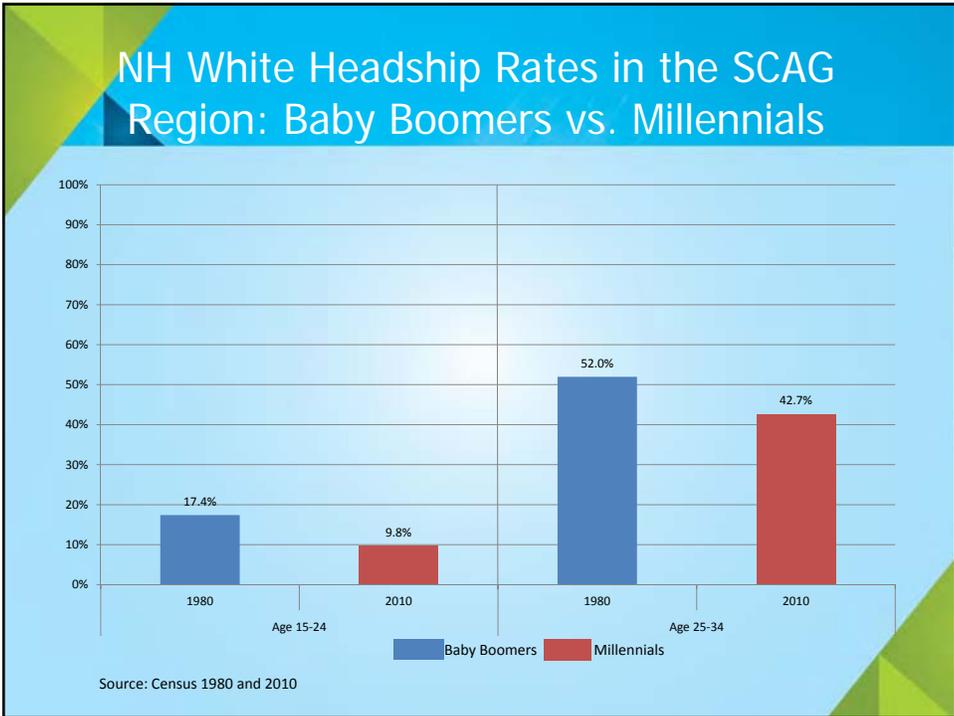
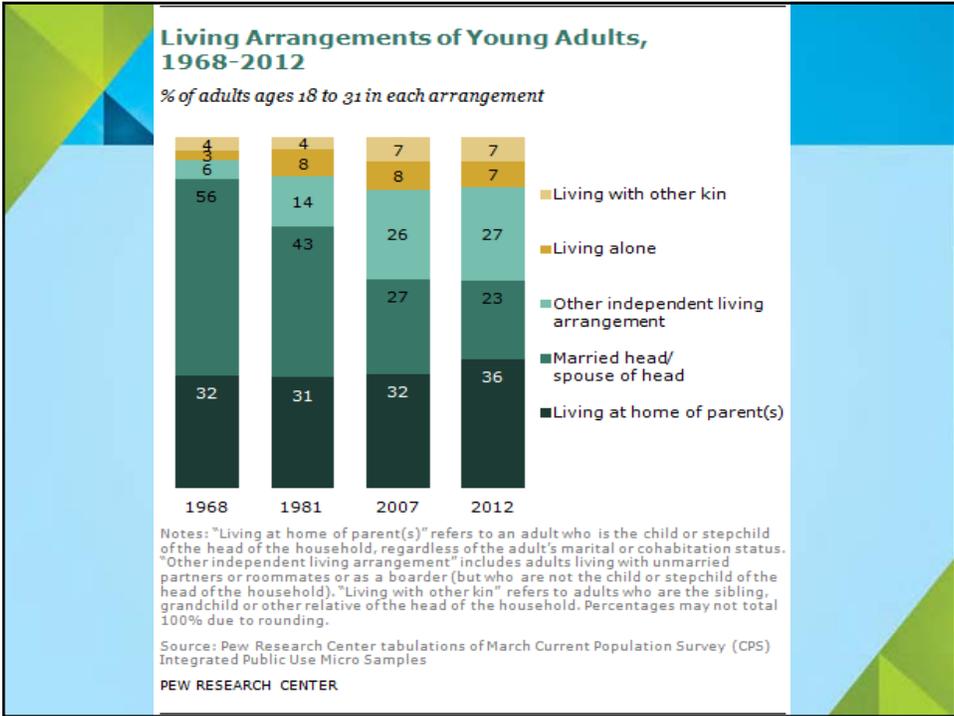
## Poverty Rates in the SCAG Region: Baby Boomers vs. Millennials



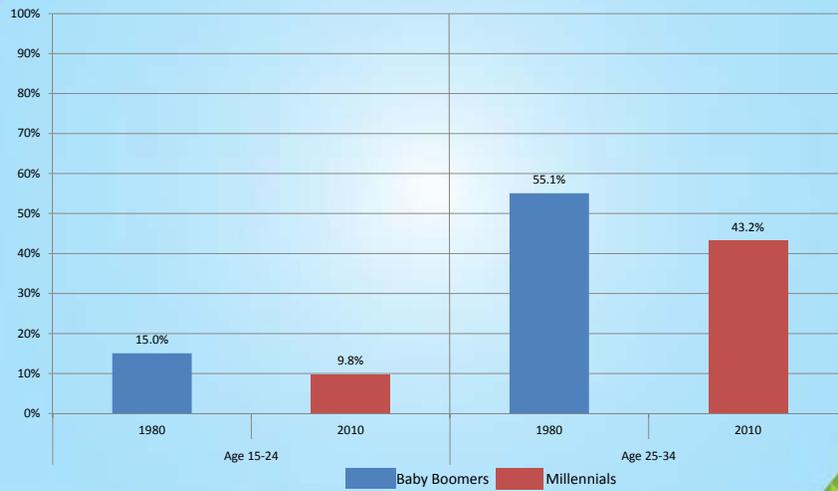
Source: Census 1980, ACS 2008-2012 5 year

## Living with Parents and Lower Household Formation



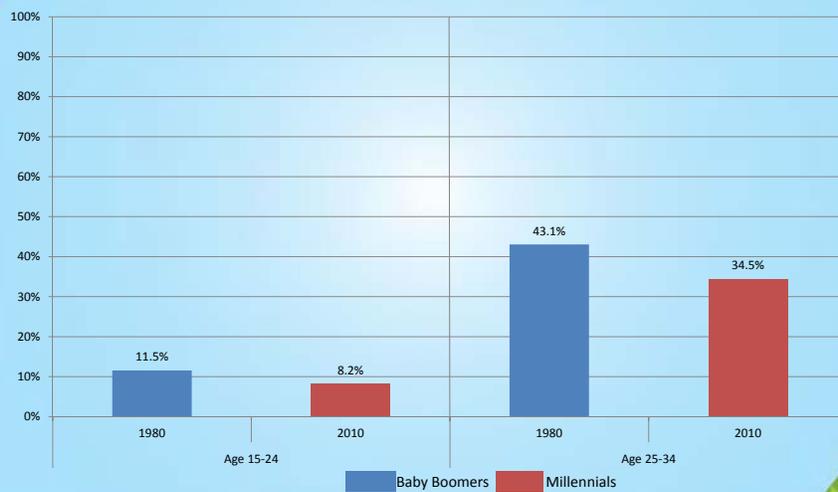


## NH Black Headship Rates in the SCAG Region: Baby Boomers vs. Millennials



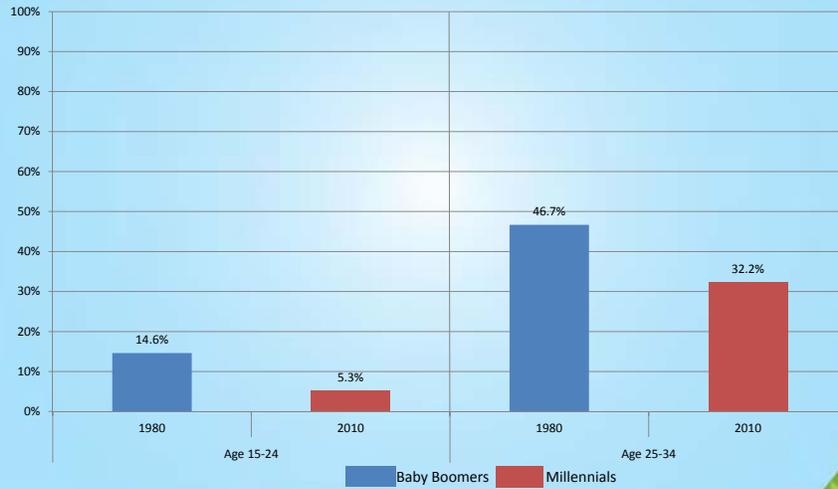
Source: Census 1980 and 2010

## NH Asian & Others Headship Rates in the SCAG Region: Baby Boomers vs. Millennials



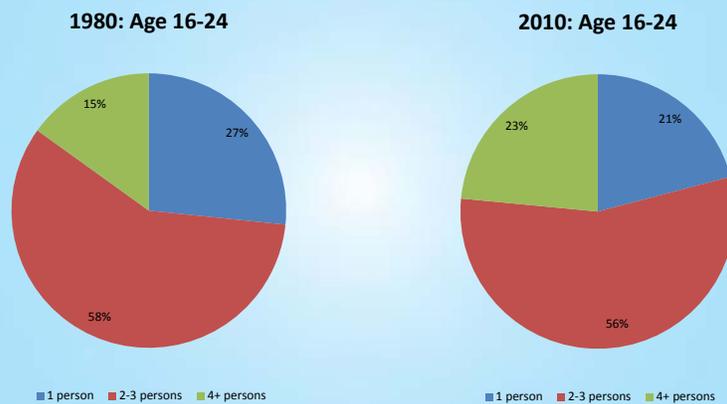
Source: Census 1980 and 2010

## Hispanic Headship Rates in the SCAG Region: Baby Boomers vs. Millennials



Source: Census 1980, ACS 2008-2012 5 year

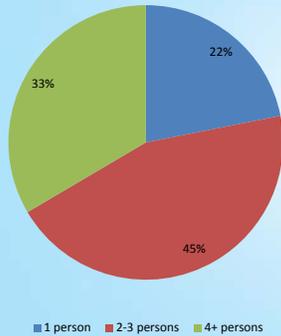
## Household Size in the SCAG Region: Baby Boomers vs. Millennials



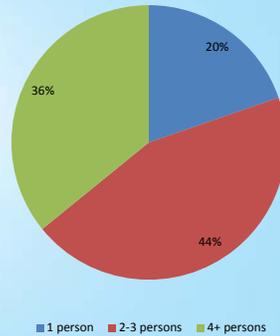
Source: Census 1980, ACS 2008-2012 5 year

## Household Size in the SCAG Region: Baby Boomers vs. Millennials

1980: Age 25-34



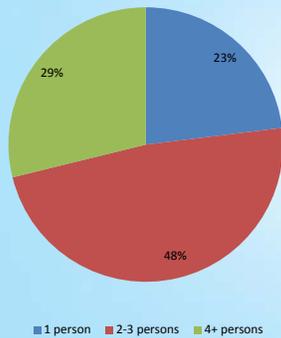
2010: Age 25-34



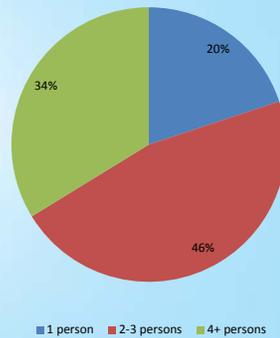
Source: Census 1980, ACS 2008-2012 5 year

## Household Size in the SCAG Region: Baby Boomers vs. Millennials

1980: Age 16-34

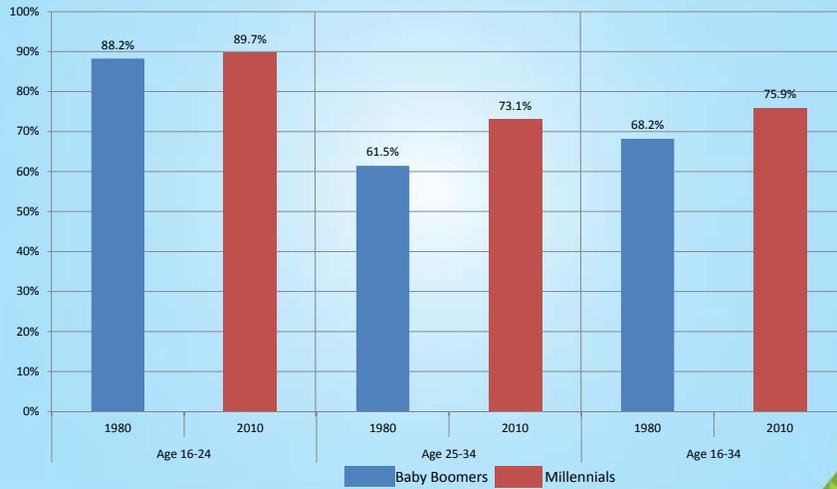


2010: Age 16-34



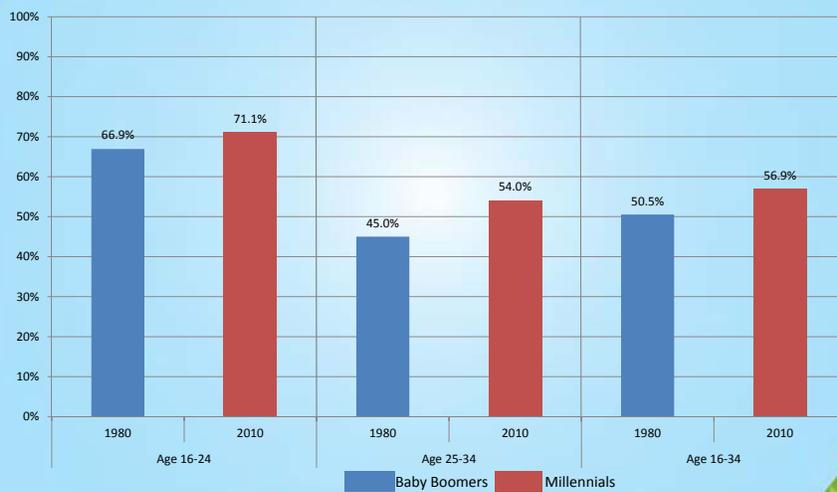
Source: Census 1980, ACS 2008-2012 5 year

## % Renter Households in the SCAG Region: Baby Boomers vs. Millennials



Source: Census 1980, ACS 2008-2012 5 year

## % Households Living in Multi Family Housing Units in the SCAG Region: Baby Boomers vs. Millennials

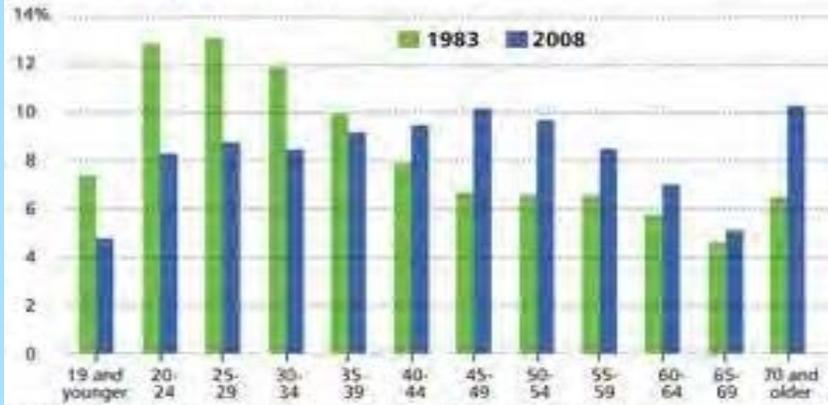


Source: Census 1980 and 2010

## U.S. Drivers

### U.S. DRIVERS (by age group)

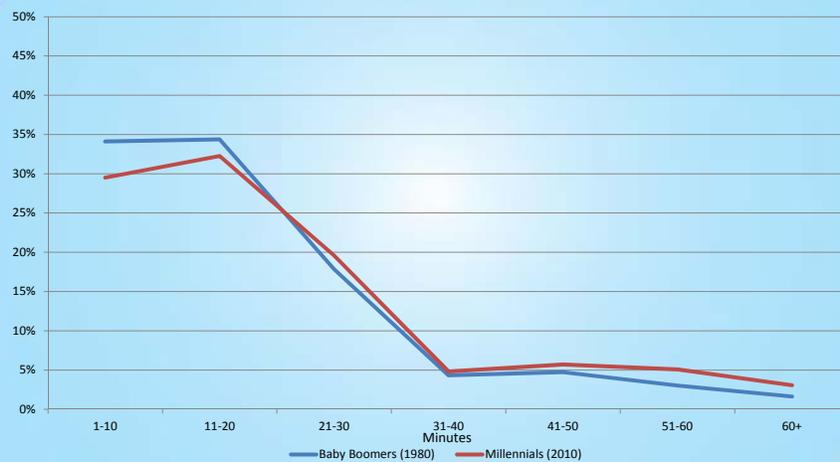
In 1983, 19-year-olds were a bigger percentage of all drivers than those 70 and older. By 2008, 19-year-olds were less than half the percentage of the driving population represented by those 70 and older.



SOURCE: University of Michigan Transportation Research Institute

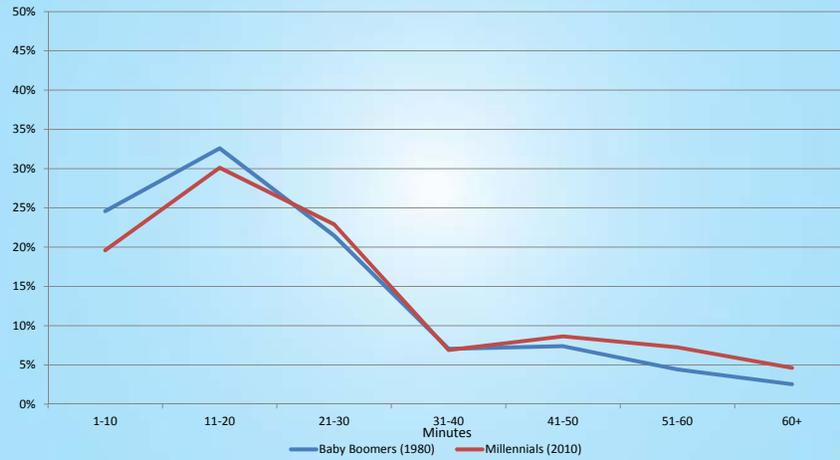
MOSES HARRIS/DETROIT FREE PRESS

## % Travel time to Work for age 16-24 in the SCAG Region: Baby Boomers vs. Millennials



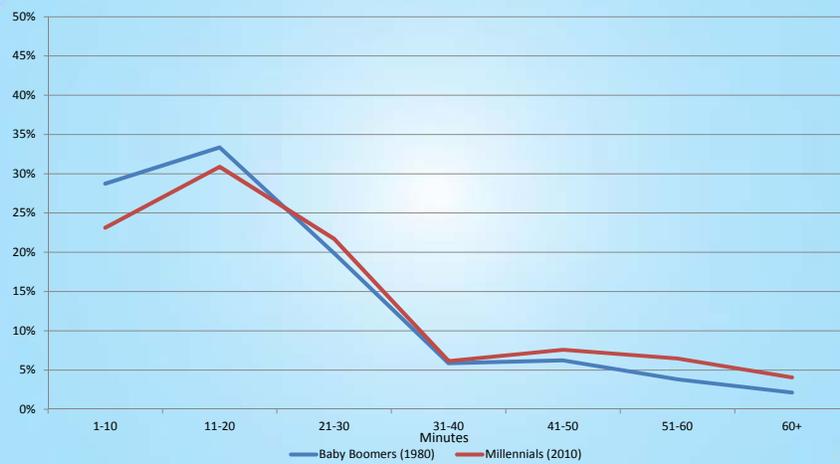
Source: Census 1980, ACS 2008-2012 5 year

### % Travel time to Work for age 25-34 in the SCAG Region: Baby Boomers vs. Millennials



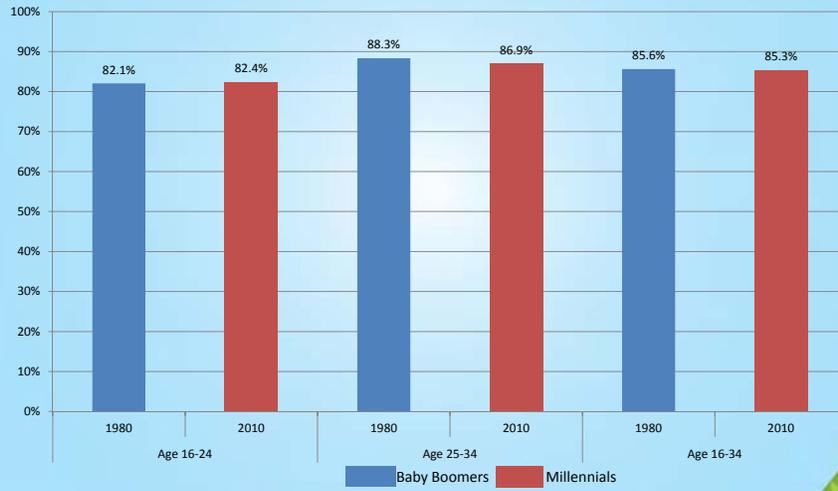
Source: Census 1980, ACS 2008-2012 5 year

### % Travel time to Work for age 16-34 in the SCAG Region: Baby Boomers vs. Millennials



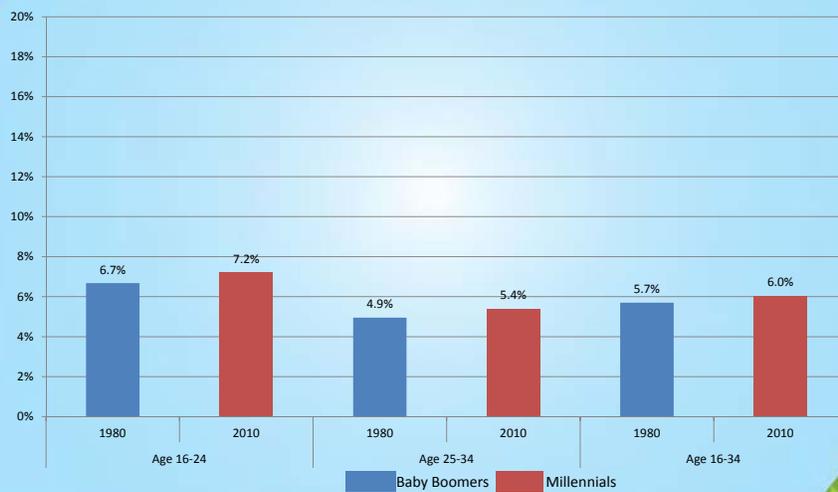
Source: Census 1980, ACS 2008-2012 5 year

## % Car, Truck, or Van as Means of Transportation to Work in the SCAG Region: Baby Boomers vs. Millennials



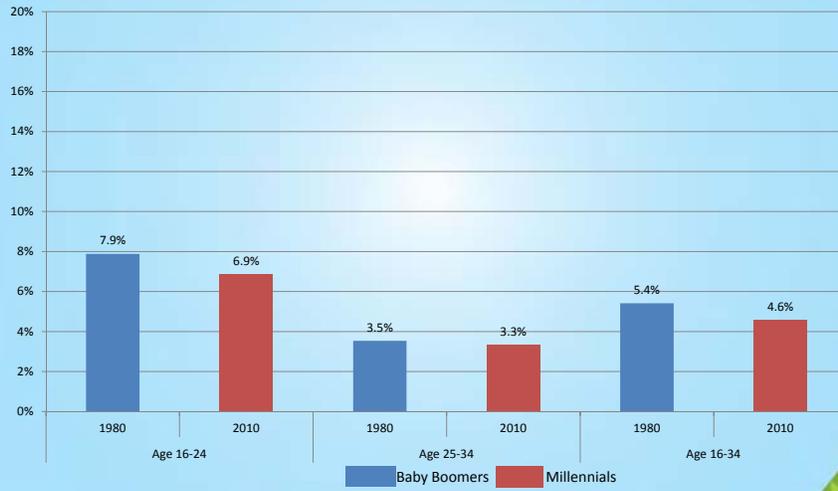
Source: Census 1980, ACS 2008-2012 5 year

## % Public Transit as Means of Transportation to Work in the SCAG Region: Baby Boomers vs. Millennials



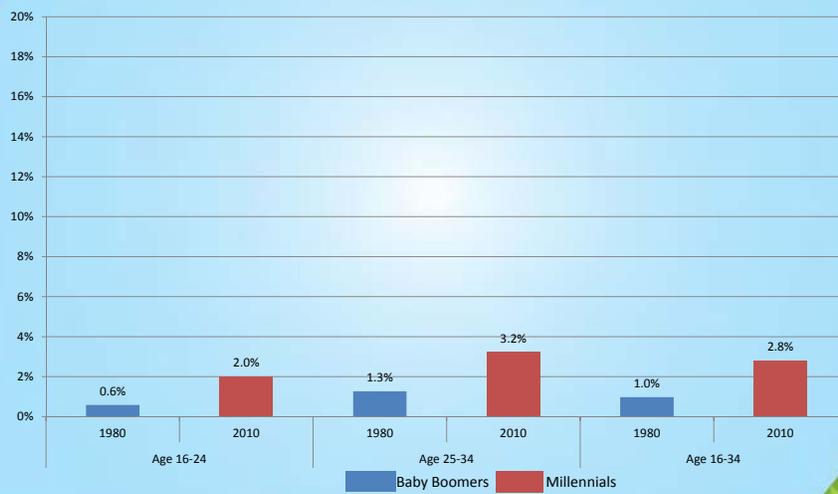
Source: Census 1980, ACS 2008-2012 5 year

## % Walk/Bicycle as Means of Transportation to Work in the SCAG Region: Baby Boomers vs. Millennials



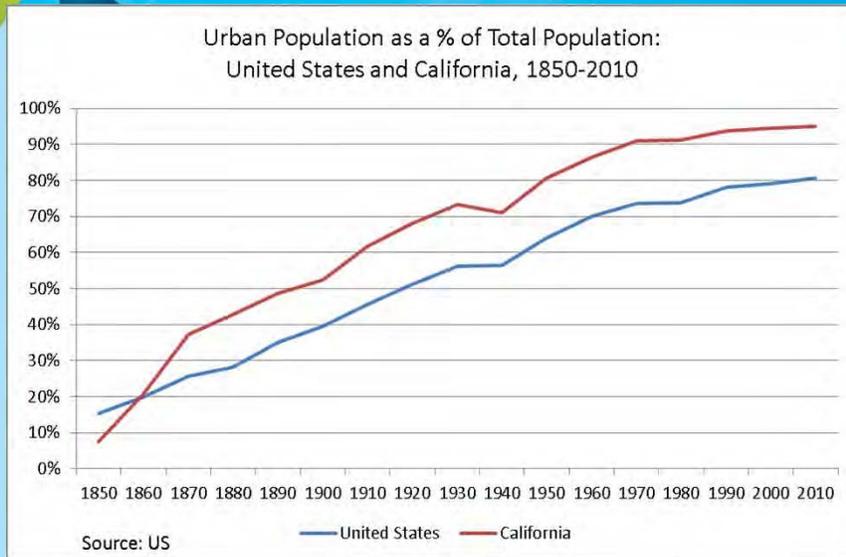
Source: Census 1980, ACS 2008-2012 5 year

## % Work at Home as Means of Transportation to Work in the SCAG Region: Baby Boomers vs. Millennials

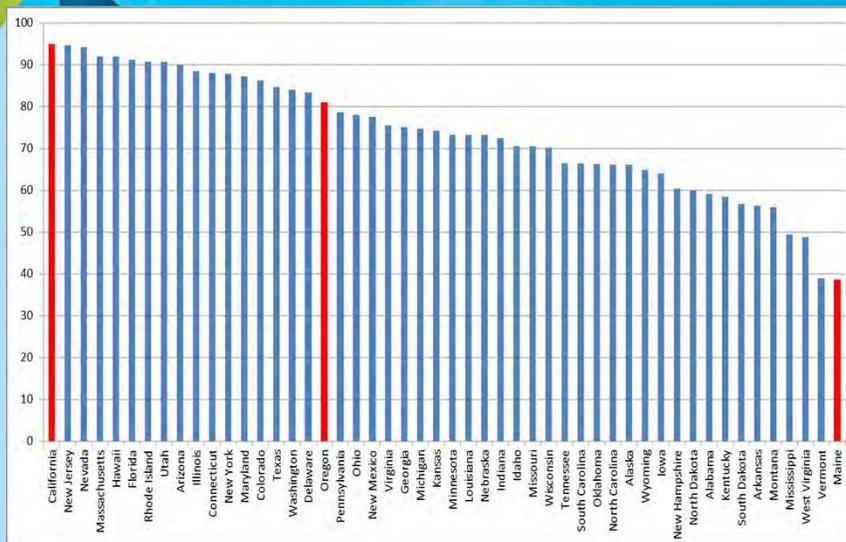


Source: Census 1980, ACS 2008-2012 5 year

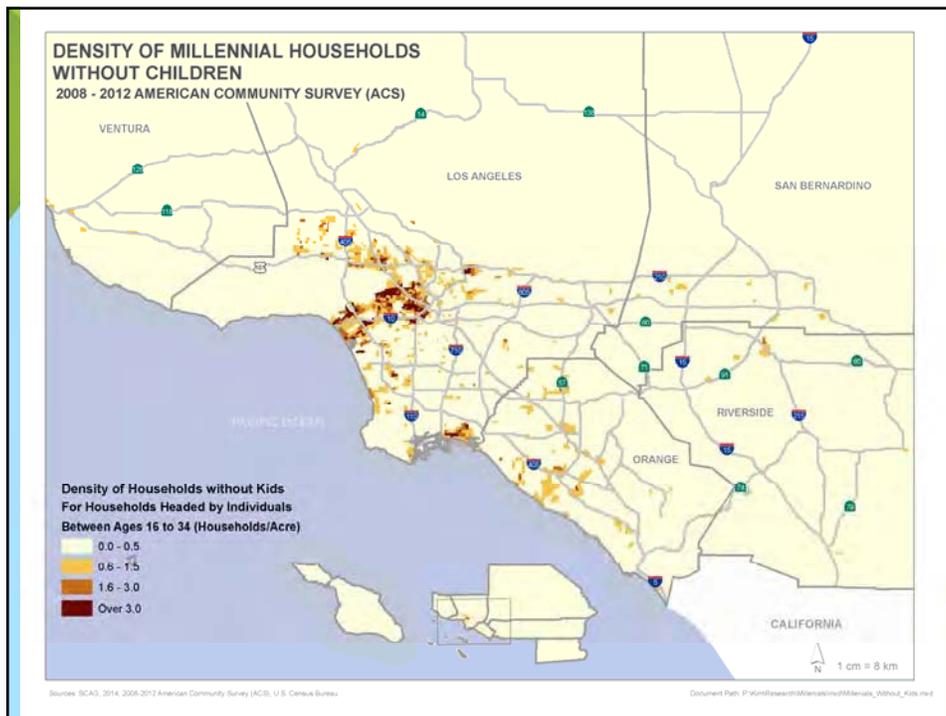
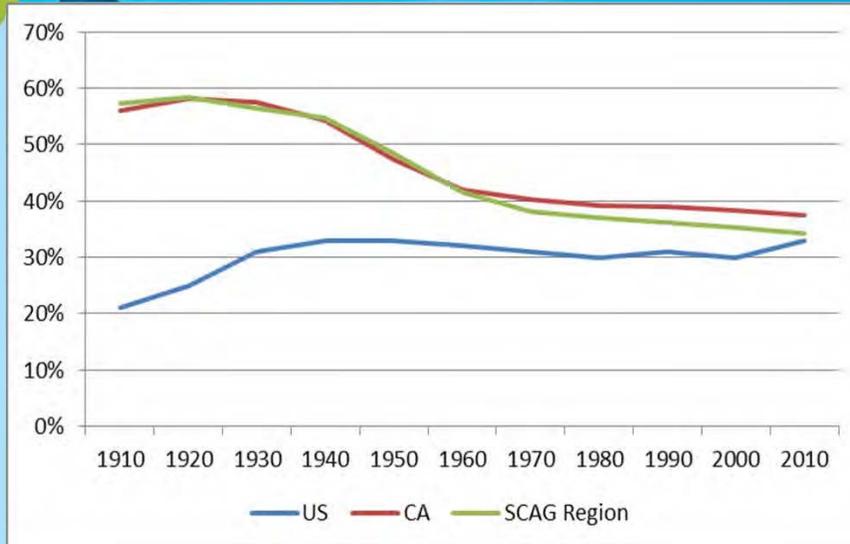
## Urban Population as a % of Total Population: US and California, 1850-2010

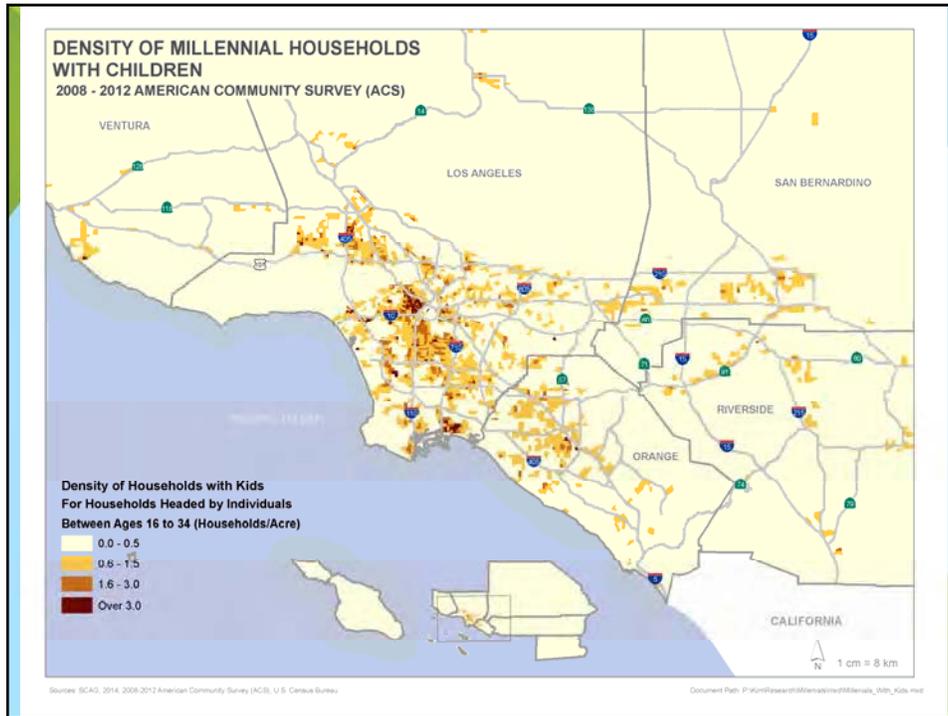


## Percentage of Urban Population by State, 2010



## Percentage of Central Cities' Population in the US, California, SCAG Region, 1910-2010





## Maturing Millennials and Regional Planning

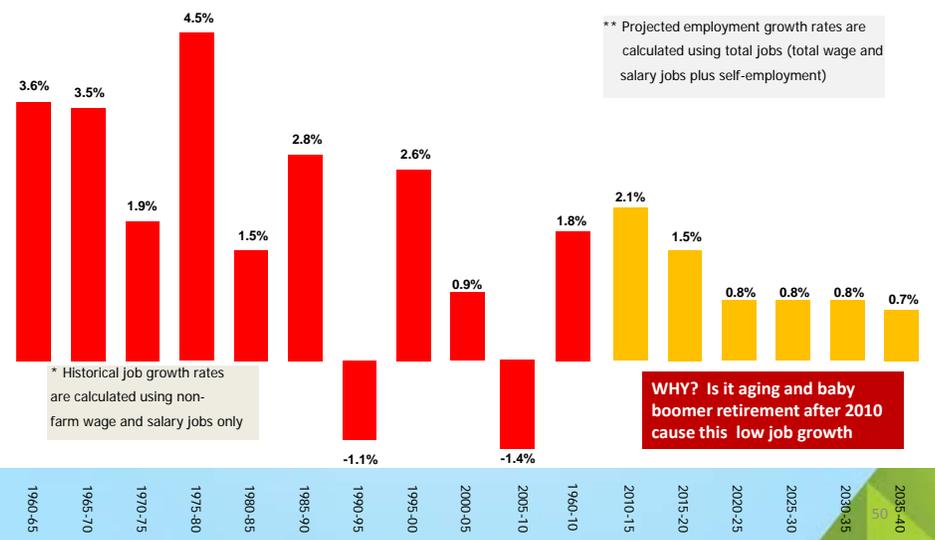
- Job Prospects
- Suburban Growth and Land Use
- Housing
- Transportation

## Uncertain Preferences of Maturing Millennials: Temporary vs. Enduring

- Travel fewer miles and make fewer trips
- Less interested in car and homeownership
- Favor towards low-travel urban lifestyles with emphasis on walking, cycling, ride-sharing and transit



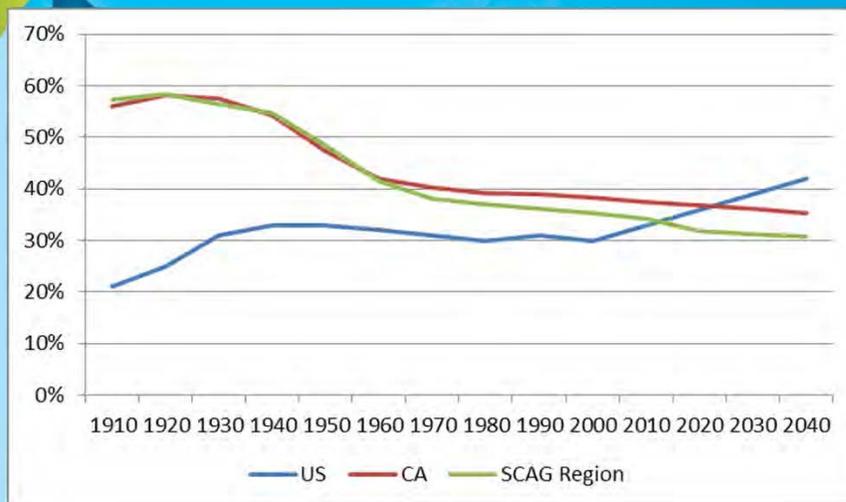
## 2012-2035 RTP/SCS: Job Prospects



## Planning Emphasis of 2012-2035 RTP/SCS: Suburban Growth and Land Use

- Suburban growth continues while the focused growth is promoted through TOD.
- A typical TOD tends to be compact, mixed-use development near transit facilities and tends to maintain high-quality walking environments. The most direct benefit of TOD is reduced driving and per capita VMT.
- SCAG's SCS encourages TOD by focusing the future housing and employment growth near the stations in HQTAs during the planning horizon. For example, a 61% increase in housing stock is expected within a half mile of transit stations in HQTAs, while there is a 26% increase in housing stock in the SCAG region. Housing units and jobs within a half mile of transit stations in HQTAs grow 2.5 times as fast as the overall housing and job growth in the SCAG region (CARB, 2012).

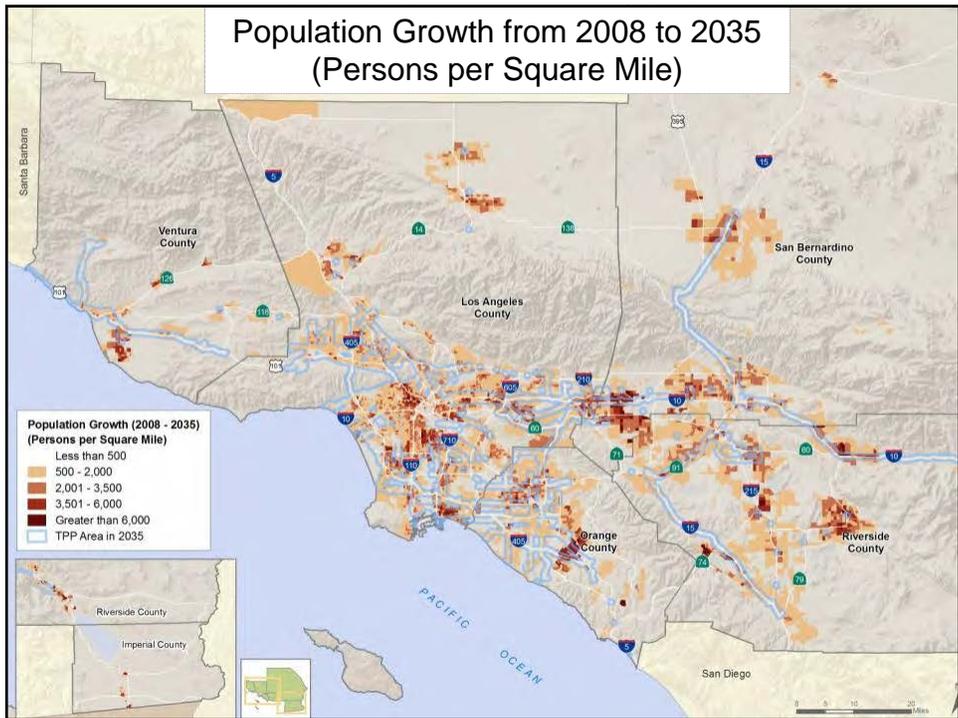
## Central Cities' Growth in the SCAG Region, 1910-2040



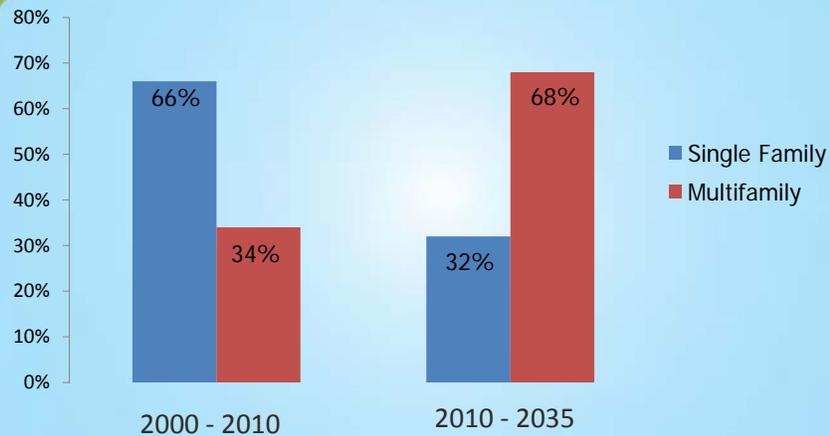
Note: US and California percentage of central cities' population for 2010-2040 is based on extrapolation of 2000-2010 growth.

Source: SCAG, 2012-2040 RTP/SCS Growth Forecast, April 2012.

# Planning Emphasis of 2012-2035 RTP/SCS: Focused Growth Areas



## Planning Emphasis of 2012-2035 RTP/SCS: Housing Type



## Planning Emphasis of 2012-2035 RTP/SCS: Transportation

- Public transportation is an important investment focus in the RTP/SCS. RTP/SCS plans to spend \$246 billion of a total funding of \$524.7 billion for public transportation during the plan horizon.
- It accounts for 47% of a total funding. In particular, managing transportation demand is a major and renewed emphasis of the SCS.

# A Regional Transit System

## Rail Transit Investments, Today



# A Regional Transit System

## Rail Transit Investments, 2035



## Planning Emphasis of 2012-2035 RTP/SCS: Transportation

- **Active transportation**, such as bicycling and walking, is a cost effective strategy to reduce road congestion, enhance public health, and improve air quality.
- The RTP/SCS plans to spend \$6.7 billion of a total expense of \$524.7 billion for the RTP/SCS. This accounts for 1.3% of total expense for RTP/SCS and showed a \$4.9 billion increase from the 2008 RTP.

## Network/On-Demand Transportation Car and Bike Sharing



**DATE:** October 2, 2014

**TO:** Executive/Administration Committee (EAC)  
Energy and Environment Committee (EEC)  
Community, Economic and Human Development Committee (CEHD)  
Transportation Committee (TC)  
Regional Council (RC)

**FROM:** Ping Wang; Regional Planner Specialist, Research and Analysis; 213-236-1909; [wangp@scag.ca.gov](mailto:wangp@scag.ca.gov)

**SUBJECT:** SCAG GIS Services Program Status Report

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only – No Action Required

**EXECUTIVE SUMMARY:**

*SCAG's GIS Services Program is a free program for SCAG members, including local jurisdictions, CTCs, tribal governments, etc., and offers participants with valuable benefits including GIS software trainings, parcel-based land use data, and other data assistance. The program has a broad positive impact on the SCAG region, and has lead to improvements in the efficiency of local and regional planning efforts - including the enhancement of the decision-making process for jurisdictions, and improvements in the Bottom-up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS). Since the program's inception in December 2009, 115 of SCAG's 197 local jurisdictions have enrolled as participants in the program, including 26 cities applied to join the service program through the local review input process of SCAG's 2016 RTP/SCS. In the next few months, SCAG staff will be conducting a survey to identify additional services that are needed by local jurisdictions in the area of GIS to improve their day-to-day operations. In addition, SCAG will also be offering additional classroom-style software training sessions this fiscal year to participating jurisdictions.*

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal and Objective: Goal 4 (Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies). Objective C (Maintain a leadership role in the modeling and planning data/GIS communities).

**BACKGROUND:**

In 2010, SCAG initiated its Pilot GIS Services Program to improve day-to-day operations for local jurisdictions and to address the need for SCAG to obtain provide meaningful and detailed local input for the development of the 2012-2035 RTP/SCS. The goals of the program are to improve collaboration with local jurisdiction in the regional planning process, enhance decision-making at the local and regional level, and strongly improve the efficiency of the local input/feedback process for the ongoing

# REPORT

development of SCAG's RTP/SCS. Through this effort, SCAG also sought to promote the use of GIS technology, data sharing, data updating, and the standardization of GIS data at no cost to member jurisdictions.

As of September 2014, 115 cities and counties have participated in the program, including 8 local jurisdictions from Imperial County, 55 from Los Angeles County, 13 from Orange County, 16 from Riverside County, 18 from San Bernardino County, and 5 from Ventura County.

## Where are the Participating Jurisdictions?

County	Participating Jurisdictions	Total Jurisdictions	Participation % by county	Total % of Program Participants
Imperial	8	8	100%	7%
Los Angeles	55	89	62%	48%
Orange	13	35	37%	11%
Riverside	16	29	55%	14%
San Bernardino	18	25	72%	16%
Ventura	5	11	45%	4%
<b>Total</b>	<b>115</b>	<b>197</b>	<b>58%</b>	<b>100%</b>

SCAG's hands-on GIS training at the introductory, intermediate, and advanced levels are the most popular and most requested service from local jurisdictions. As of September 2014, SCAG has provided over 80 training sessions, to nearly 1,000 staff from local jurisdictions. Training locations are held throughout the SCAG region, including 25 different venues in six counties.

## What GIS Services are Provided?

Service Types	By Service
GIS Training (112)	45%
Data Sharing/GIS Map Support (54)	21%
Desktop/Web Application (22)	9%
On-site visits (39)	16%
GIS Rollout (22)	9%
<b>Total (249)</b>	<b>100%</b>

In addition to software training, SCAG's GIS Rollout is one of the most popular services provided to participating member cities. This effort involves the transfer of hardware and GIS software to cities that do not have such resources at no cost, which supports cities that have a staff and can commit to using GIS software in their local planning operations.

One of the unique features in SCAG's GIS Services Program is the customization of services based on a jurisdiction's specific planning needs. SCAG staff, for example, have held hands-on training with the City of Calabasas to update their parcel-based existing land use data. Staff also assisted the City of Ojai with identifying locations for a future cell phone tower that emphasized maximum cell service coverage while also protecting the environment. In the City of Santa Ana, SCAG staff successfully migrated an

# REPORT

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outdated parcel and permit tracking system to a more efficient ArcMap based application at a substantial cost savings to the City.

The tangible benefits of this program include: 1) enabling more efficient operations in local jurisdictions' day-to-day activities; 2) providing nearly 1,000 participants with customized GIS training; 3) providing free GIS software and hardware; and 4) updating parcel based land use data. These services allow local jurisdictions to better leverage their resources, provide new services to their constituents, and reduce operating expenses.

## **NEXT STEPS:**

SCAG staff is developing a survey for member jurisdictions with the goal of assessing jurisdiction's satisfaction with the program and identifying services that could be delivered in the future. Building on the current foundation, staff intends to further improve the program after obtaining the survey results to ensure that SCAG is making an investment in these important member benefits.

## **FISCAL IMPACT:**

All program costs are covered under work elements 045.SCG0694.03 and 045.SCG00142.12.

## **ATTACHMENTS:**

1. List of Participating Jurisdictions
2. PowerPoint: SCAG GIS Services Program Status Report

<b>No.</b>	<b>County</b>	<b>Jurisdiction</b>
1	Imperial	Brawley
2	Imperial	Calexico
3	Imperial	Calipatria
4	Imperial	El Centro
5	Imperial	Holtville
6	Imperial	Imperial
7	Imperial	Imperial County
8	Imperial	Westmorland
9	Los Angeles	Agoura Hills
10	Los Angeles	Arcadia
11	Los Angeles	Artesia
12	Los Angeles	Avalon
13	Los Angeles	Azusa
14	Los Angeles	Baldwin Park
15	Los Angeles	Bell
16	Los Angeles	Bellflower
17	Los Angeles	Bradbury
18	Los Angeles	Cerritos
19	Los Angeles	Compton
20	Los Angeles	Cudahy
21	Los Angeles	Downey
22	Los Angeles	Duarte
23	Los Angeles	El Monte
24	Los Angeles	Gardena
25	Los Angeles	Glendale
26	Los Angeles	Glendora
27	Los Angeles	Hawthorne
28	Los Angeles	Hidden Hills
29	Los Angeles	Huntington Park
30	Los Angeles	La Canada Flintridge
31	Los Angeles	La Mirada
32	Los Angeles	La Puente
33	Los Angeles	Lakewood
34	Los Angeles	Lancaster
35	Los Angeles	Lawndale
36	Los Angeles	Long Beach
37	Los Angeles	Los Angeles
38	Los Angeles	Los Angeles County
39	Los Angeles	Lynwood
40	Los Angeles	Malibu
41	Los Angeles	Maywood
42	Los Angeles	Montebello
43	Los Angeles	Monterey Park
44	Los Angeles	Norwalk
45	Los Angeles	Palmdale
46	Los Angeles	Pasadena

47	Los Angeles	Pico Rivera
48	Los Angeles	Pomona
49	Los Angeles	Rosemead
50	Los Angeles	San Dimas
51	Los Angeles	San Fernando
52	Los Angeles	San Gabriel
53	Los Angeles	Santa Fe Springs
54	Los Angeles	Santa Monica
55	Los Angeles	Signal Hill
56	Los Angeles	South El Monte
57	Los Angeles	South Gate
58	Los Angeles	South Pasadena
59	Los Angeles	Temple City
60	Los Angeles	Walnut
61	Los Angeles	West Covina
62	Los Angeles	West Hollywood
63	Los Angeles	Westminister
64	Orange	Aliso Viejo
65	Orange	Buena Park
66	Orange	Cypress
67	Orange	Fountain Valley
68	Orange	Irvine
69	Orange	Laguna Hills
70	Orange	Lake Forest
71	Orange	Los Alamitos
72	Orange	Placentia
73	Orange	San Clemente
74	Orange	Santa Ana
75	Orange	Villa Park
76	Orange	Yorba Linda
77	Riverside	Banning
78	Riverside	Beaumont
79	Riverside	Canyon Lake
80	Riverside	Coachella
81	Riverside	Desert Hot Springs
82	Riverside	Eastvale
83	Riverside	Indian Wells
84	Riverside	Indio
85	Riverside	Jurupa Valley
86	Riverside	La Quinta
87	Riverside	Menifee
88	Riverside	Palm Desert
89	Riverside	Perris
90	Riverside	Rancho Mirage
91	Riverside	Redlands
92	Riverside	San Jacinto
93	San Bernardino	Adelanto

94	San Bernardino	Apple Valley
95	San Bernardino	Barstow
96	San Bernardino	Big Bear Lake
97	San Bernardino	Colton
98	San Bernardino	Grand Terrace
99	San Bernardino	Highland
100	San Bernardino	Loma Linda
101	San Bernardino	Needles
102	San Bernardino	Norco
103	San Bernardino	Rialto
104	San Bernardino	San Bernardino
105	San Bernardino	San Bernardino County
106	San Bernardino	Twentynine Palms
107	San Bernardino	Upland
108	San Bernardino	Victorville
109	San Bernardino	Yucaipa
110	San Bernardino	Yucca Valley
111	Ventura	Fillmore
112	Ventura	Ojai
113	Ventura	Santa Paula
114	Ventura	Simi Valley
115	Ventura	Thousand Oaks

# SCAG GIS Services Program Status Report

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## SCAG GIS Services Program



- Began in December 2009
- Free to SCAG member Jurisdictions
- **115** local jurisdictions are participating as of Sep, 2014
- **1/4** participants without GIS capability

Application for SCAG Members  
GIS Services Program



## Program Objectives



- Collect and maintain parcel-based land use information
- Improve local and regional planning process for better decision-making
- Assist in SCAG RTP/SCS bottom-up local input process
- Use GIS technology to promote
  - Data sharing
  - Data updating
  - Data standardization

## How GIS Services are Provided



- Identify and assess what GIS needs at kick-off meeting
- Tailor Scope of Work **to jurisdictions**
- Provide customized GIS training
- Provide quarterly on-site support as needed

## Where are the Participating Jurisdictions?

County	Participating Jurisdictions	Total Jurisdictions	Participation % By County	Total %
Imperial	8	8	100%	7%
Los Angeles	55	89	62%	48%
Orange	13	35	37%	11%
Riverside	16	29	55%	14%
San Bernardino	18	25	72%	16%
Ventura	5	11	45%	4%
<b>Total</b>	<b>115</b>	<b>197</b>	<b>58%</b>	<b>100%</b>

## What GIS Services are Provided

Service Types	by Jurisdiction	by Service
GIS Training (64)	81%	39%
Data/Map Support (38)	48%	23%
Desktop/Web Application (24)	30%	15%
On-site visits (23)	29%	14%
GIS Rollout (16)	20%	10%
<b>TOTAL (165)</b>		<b>100%</b>

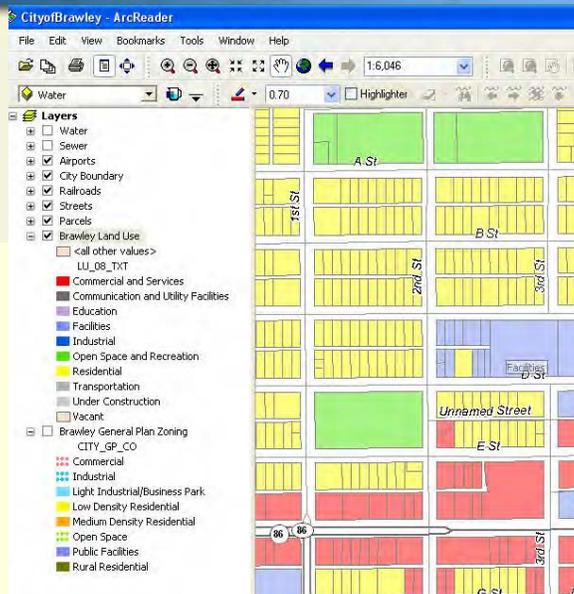
## Jurisdiction Participants Goals



- Provide mapping and visualized tools for better decision-making
- Improve daily planning activities for cost saving
- Maintain and update city data/information more effectively
- Provide new services

## Desktop ArcReader Application

- A free, easy-to-use desktop mapping application
- High-quality interactive maps in ArcReader
- Allows users to view, explore, and print maps.



# Simple Web-based GIS Application



## What's Next



- Release a survey for better SCAG GIS services
- Provide more GIS trainings and follow-up visits
- Invite remaining cities and counties to participate
- Develop more web-based GIS mapping apps for local jurisdictions

For more information  
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