



## MEETING OF THE

# ENERGY AND ENVIRONMENT COMMITTEE

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Transportation  
Alan Wapner, San Bernardino  
Associated Governments

***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 A  
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)

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## Energy and Environment Committee

### *Members – October 2014*

<u>Members</u>	<u>Representing</u>
<b>Chair*</b> 1. <b>Hon. Deborah Robertson</b>	<i>Rialto</i> <b>District 8</b>
<b>Vice-Chair*</b> 2. <b>Hon. Lisa Bartlett</b>	<i>Dana Point</i> TCA
3. Hon. Denis Bertone	<i>San Dimas</i> SGVCOG
* 4. Hon. Margaret Clark	<i>Rosemead</i> District 32
5. Hon. John Denver	<i>Menifee</i> WRCOG
6. Hon. Jordan Ehrenkranz	<i>Canyon Lake</i> WRCOG
* 7. Hon. Mitchell Englander	<i>Los Angeles</i> District 59
8. Hon. Larry Forester	<i>Signal Hill</i> Gateway Cities
9. Hon. Laura Friedman	<i>Glendale</i> Arroyo Verdugo Cities
10. Hon. Sandra Genis	<i>Costa Mesa</i> OCCOG
* 11. Hon. Ed Graham	<i>Chino Hills</i> District 10
12. Hon. Linda Krupa	<i>Hemet</i> WRCOG
13. Hon. Diana Mahmud	<i>South Pasadena</i> SGVCOG
14. Hon. Thomas Martin	<i>Maywood</i> Gateway Cities
* 15. Hon. Judy Mitchell	<i>Rolling Hills Estates</i> District 40
16. Hon. Geneva Mojado	Soboba Band of Luiseño Indians
* 17. Hon. Mike Munzing	<i>Aliso Viejo</i> District 12
18. Hon. Sam Pedroza	<i>Claremont</i> SGVCOG
19. Hon. David Pollock	<i>Moorpark</i> VCOG
* 20. Hon. Carmen Ramirez	<i>Oxnard</i> District 45
21. Hon. Meghan Sahli-Wells	<i>Culver City</i> WCCOG
22. Hon. Stephen Sammarco	<i>Redondo Beach</i> SBCCOG
23. Hon. Eric Schmidt	<i>Hesperia</i> SANBAG
24. Mr. Steve Schuyler	<i>Building Industry Association of Southern California (BIASC)</i> Ex-Officio
25. Hon. Joe Shaw	<i>Huntington Beach</i> OCCOG
26. Hon. John Sibert	<i>Malibu</i> LVMCOG
* 27. Hon. Jack Terrazas	Imperial County
* 28. Hon. Cheryl Viegas-Walker	<i>El Centro</i> District 1
29. Hon. Diane Williams	<i>Rancho Cucamonga</i> SANBAG
30. Hon. Edward Wilson	<i>Signal Hill</i> Gateway Cities

\* Regional Council Member

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# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

### OCTOBER 2, 2014

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*The Energy & Environment 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. Deborah Robertson, 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**

#### **ACTION ITEMS**

	<b><u>Time</u></b>	<b><u>Page No.</u></b>
1. <u>Notice of Exemption for the Southern California Active Transportation Safety and Encouragement Campaign (Project)</u> <i>(Lijin Sun, SCAG Staff)</i>	<b>Attachment 10 mins.</b>	<b>1</b>

**Recommended Action:** Recommend that the Regional Council adopt Resolution No. 14-563-3 to approve the filing of a Notice Of Exemption for the Southern California Active Transportation Safety and Encouragement Campaign (Project) with the Office of Planning and Research (OPR) and the county clerks of all six SCAG Counties.

#### **CONSENT CALENDAR**

##### **Approval Item**

2. <u>Minutes of the September 11, 2014 Meeting</u>	<b>Attachment</b>	<b>10</b>
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##### **Receive and File**

3. <u>2014 Regional Council and Policy Committees Meeting Schedule</u>	<b>Attachment</b>	<b>16</b>
4. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u>	<b>Attachment</b>	<b>17</b>
5. <u>2014 Southern California Regional Active Transportation: Funding Recommendations and Project List</u>	<b>Attachment</b>	<b>25</b>

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

### OCTOBER 2, 2014

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<u>INFORMATION ITEMS</u>		<u>Time</u>	<u>Page No.</u>
6. <u>101 Freeway Wildlife Bridge in Agoura Hills</u> <i>(Paul Edelman, Chief of Natural Resources and Planning; Santa Monica Mountains Nature Conservancy/Mountains Recreation and Conservation Authority)</i>	Attachment	15 mins.	36
7. <u>Update on the California Environmental Protection Agency's (CalEPA) CalEnviroScreen Tool</u> <i>(Ping Chang, SCAG Staff)</i>	Attachment	15 mins.	37
8. <u>Comprehensive Planning for Open Space Strategic Plan</u> <i>(Kristen Pawling, SCAG Staff)</i>	Attachment	15 mins.	61
9. <u>Active Transportation Work Program for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)</u> <i>(Alan Thompson, SCAG Staff)</i>	Attachment	30 mins.	69
10. <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> <i>(Kimberly Clark, SCAG Staff)</i>	Attachment	10 mins.	84
11. <u>SCAG GIS Services Program Status Report</u> <i>(Ping Wang, SCAG Staff)</i>	Attachment	10 mins.	110

#### CHAIR'S REPORT

*(Hon. Deborah Robertson, Chair)*

#### STAFF REPORT

*(Jonathan Nadler, SCAG Staff)*

#### FUTURE AGENDA ITEMS

#### ANNOUNCEMENTS

#### ADJOURNMENT

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

**DATE:** October 2, 2014

**TO:** Energy and Environment Committee (EEC)  
Regional Council (RC)

**FROM:** Huasha Liu, Director of Land Use & Environmental Planning, (213) 236-1838, [liu@scag.ca.gov](mailto:liu@scag.ca.gov)

**SUBJECT:** Notice of Exemption for the Southern California Active Transportation Safety and Encouragement Campaign (Project)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council adopt Resolution No. 14-563-3 to approve the filing of a Notice of Exemption for the Southern California Active Transportation Safety and Encouragement Campaign (Project) with the Office of Planning and Research (OPR) and the county clerks of all six SCAG Counties.

**RECOMMENDED ACTION FOR RC:**

Adopt Resolution No. 14-563-3 to approve the filing of a Notice of Exemption for the Southern California Active Transportation Safety and Encouragement Campaign (Project) with the OPR and the county clerks of all six SCAG Counties.

**EXECUTIVE SUMMARY:**

*Since the approval of the Southern California Active Transportation Safety and Encouragement Campaign (Project) by the Regional Council on August 7, 2014, SCAG staff has conducted an environmental assessment of the Project pursuant to the California Environmental Quality Act (CEQA). SCAG finds that the Project will involve minor temporary use of land or items having negligible or no permanent effects on the environment, and include educational and training programs involving no physical changes. As such, SCAG staff finds that the Project is categorically exempt from CEQA and has prepared a Notice of Exemption (NOE) to be presented to the EEC for review and recommendation to the RC for final approval for filing with the Office of Planning and Research (OPR) and the county clerks of all six SCAG Counties.*

**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 collaboration and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

In coordination with the six (6) county public health departments and six (6) County Transportation Commissions (CTCs), SCAG received an award for \$2,333,000 in Caltrans grant funding, in response to its application to the statewide 2014 ATP Call for projects. The awarded project will require SCAG to coordinate and implement a regional advertising campaign aimed at increasing awareness of bicycle and pedestrian safety, as well as a community outreach/tactical urbanism campaign aimed at exposing residents to open streets events (e.g., CicLAvia) and temporary "pop up" infrastructure demonstrations lasting as long

# REPORT

as one month, and to develop active transportation trainings and toolkits designed to educate target audiences. The Project is scheduled to be implemented beginning in January 2015 and completed by June 2016.

Prior to allocation of the awarded funds, SCAG must conduct an assessment of potential environmental impacts of the project pursuant to the CEQA in order to determine the type of document to prepare, or if the Project is exempt. SCAG staff has reviewed the Project and has determined that it is categorically exempt from CEQA.

## **BASIS FOR CATEGORICAL EXEMPTIONS:**

The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file an NOE Pursuant to CEQA Guidelines Section 15062, the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the OPR and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30-day public inspection period.

## **ENVIRONMENTAL ASSESSMENT:**

SCAG staff has conducted an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

CEQA Guidelines § 15304(e) – Minor Alterations to Land (Class 4) exempts:

“[m]inor temporary use of land having negligible or no permanent effects on the environment, including carnivals, sales of Christmas trees, etc.”

SCAG finds that the project will involve minor temporary use of land during the open streets/community outreach events which will have negligible or no permanent effects on the environment. Specifically, the project involves open streets/community outreach events which will entail temporary bicycle lanes and temporary “pop up” infrastructure demonstrations. These demonstrations will have no permanent effect on the environment.

CEQA § 15322 – Educational or Training Programs Involving No Physical Changes (Class 22) exempts:

“the adoption, alteration, or termination of educational or training programs which involve no physical alteration in the area affected or which involve physical changes

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only in the interior of existing school or training structures. . . .”

SCAG finds that the project consists of adoption and implementation of educational or training programs which involve no physical alteration in the area affected. Specifically, the project involves an advertising campaign and the development of active transportation trainings and toolkits that are educational in nature involving no physical changes in the area affected.

Because SCAG has determined that the above described categories of exemptions apply, additional environmental review is not required for the project and an NOE fulfills the requirements of CEQA.

## **SCHEDULE:**

Upon approval by the Regional Council at today’s meeting, SCAG will submit the NOE to be filed with the OPR and county clerks of all six SCAG Counties for a 30-day public inspection period, which will begin on or around October 6, 2014 and end on or around November 5, 2014.

## **FISCAL IMPACT:**

Work associated with this item is included in the current Fiscal Year 2014/15 Overall Work Program (15-020.SCG00161.04: Regulatory Compliance and 15-050.SCG00169.01: Regional Active Transportation Strategy).

## **ATTACHMENTS:**

1. Resolution No. 14-563-3
2. Notice of Exemption for the Southern California Active Transportation Safety and Encouragement Campaign

**RESOLUTION NO. 14-563-3**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS APPROVING  
THE NOTICE OF EXEMPTION FOR THE  
SOUTHERN CALIFORNIA ACTIVE TRANSPORTATION  
SAFETY AND ENCOURAGEMENT CAMPAIGN**

**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**, SCAG adopted the 2012 Regional Transportation Plan and Sustainable Communities Strategy (“RTP/SCS”) which included four goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment Throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans;

**WHEREAS**, on May 1, 2014, the General Assembly adopted a resolution GA 2014-2 supporting the development of a regional pedestrian and bicycle safety initiative in partnership with member agencies, the county transportation commissions and other stakeholders;

**WHEREAS**, SCAG applied for an award of \$2,333,700 in California Department of Transportation (“Caltrans”) Active Transportation Program funds (“Grant Funds”), to support the Southern California Active Transportation Safety and Encouragement Campaign (“Project”);

**WHEREAS**, SCAG approved the acceptance of the Grant Funds for the Project on August 7, 2014 with Resolution No. 14-561-2;

**WHEREAS**, on August 20, 2014, SCAG was awarded a grant by the California Transportation Commission (“CTC”) from the statewide competitive portion of 2014 Active Transportation Program to implement the Project, which will develop an Advertising Campaign with memorable encouragement and safety messages, a Community Outreach/Tactical Urbanism Campaign attracting people to open street events and other temporary urban interventions, and Active Transportation Trainings and Training Toolkits for target audiences;

**WHEREAS**, SCAG staff provided an update on the CTC award to the Executive Administration Committee, the Transportation Committee, the Energy and Environment Committee, the Community, Economic and Human Development Committee, and the Regional Council on September 11, 2014;

**WHEREAS**, the Project is scheduled to be implemented in January 2015 and completed by June 2016;

**WHEREAS**, SCAG is required conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds;

**WHEREAS**, CEQA Guidelines § 15304(e) – Minor Alterations to Land (Class 4) exempts from CEQA:

“[m]inor temporary use of land having negligible or no permanent effects on the environment, including carnivals, sales of Christmas trees, etc.”

**WHEREAS**, CEQA § 15322 – Educational or Training Programs Involving No Physical Changes (Class 22) exempts from CEQA:

“the adoption, alteration, or termination of educational or training programs which involve no physical alteration in the area affected or which involve physical changes only in the interior of existing school or training structures....”

**WHEREAS**, SCAG has conducted an environmental assessment of the Project and has determined that the Project is categorically exempt from CEQA and the scope of the Project activities has been determined to not have a significant effect on the environment as outlined in CEQA Guidelines Section 15304(e) and Section 15322; and

**WHEREAS**, SCAG has prepared an NOE to be filed after the project is approved with the Office of Planning and Research and county clerks of all six SCAG Counties in which the Project will be located for a 30-day public inspection period pursuant to CEQA Guidelines § 15062.

**NOW, THEREFORE BE IT RESOLVED**, by the SCAG Regional Council, that the foregoing recitals are true and correct and incorporated by this reference; and

**BE IT FURTHER RESOLVED** that the SCAG Regional Council finds as follows:

1. The Southern California Active Transportation Safety and Encouragement Campaign will involve minor temporary use of land during the open streets/community outreach events which will have negligible or no permanent effects on the environment. Therefore, the Project is exempt pursuant to CEQA Guidelines Section 15304(e) – Minor Alterations to Land (Class 4).

2. The Southern California Active Transportation Safety and Encouragement Campaign includes adoption and implementation of educational or training programs which involve no physical alteration in the area affected. Therefore, the Project is exempt pursuant to CEQA Guidelines Section 15322 – Educational or Training Programs Involving No Physical Changes (Class 22).
3. The Notice of Exemption for the Southern California Active Transportation Safety and Encouragement Campaign has been completed in compliance with CEQA.
4. The Southern California Active Transportation Safety and Encouragement Campaign does not have a significant effect on the environment, and thus additional environmental review is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting on the 2nd day of October, 2014.

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

Attested by:

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Hasan Ikhata  
Executive Director

Approved as to Form:

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Joanna Africa  
Chief Counsel



to educate target audiences. It is anticipated that the Project will be implemented beginning in January 2015 and completed by June 2016.

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**Name of Public Agency Approving Project:** Southern California Association of Governments

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**Name of Person or Agency Carrying Out Project:** Southern California Association of Governments

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**Exempt Status: (check one)**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));  Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption: CEQA Guidelines § 15304 (e) – Minor Alterations to Land; and CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes.
- Statutory Exemptions

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**Reasons why project is exempt:** SCAG has reviewed the project pursuant to CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. SCAG has determined that the project is categorically exempt from CEQA because the scope of the project activities is included in the classes of projects which have been determined not to have a significant effect on the environment, as follows:

- All components of the Community Outreach/Tactical Urbanism Campaign portion of the project will involve minor temporary use of land (e.g., temporary bicycle lanes and temporary “pop up” infrastructure demonstrations) during the open streets/community outreach events having negligible or no permanent effects on the environment, as outlined in CEQA Guidelines Section 15304 (e) – Minor Alterations to Land;
- All components of the Regional Advertising Campaign and the Active Transportation Training Toolkits will consist of education or training programs such as active transportation trainings and toolkits involving no physical changes, as outlined in CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes.

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**Project Approval Date:**

SCAG’s Regional Council Approved the project on August 7, 2014.

The California Transportation Commission Awarded SCAG Funding for this project on August 20, 2014.

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<b>CEQA Contact Person:</b>	<b>Phone Number:</b>	<b>Fax Number:</b>	<b>Email:</b>
Lijin Sun	(213) 236-1882	(213) 236-1825	<a href="mailto:sunl@scag.ca.gov">sunl@scag.ca.gov</a>
<b>Project Contact Person:</b>	<b>Phone Number:</b>	<b>Fax Number:</b>	<b>Email:</b>
Rye Baerg	(213) 236-1866	(213) 236-1825	<a href="mailto:baerg@scag.ca.gov">baerg@scag.ca.gov</a>

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Date received for filing at OPR: \_\_\_\_\_

Signature of Applicant: \_\_\_\_\_

Jonathan Nadler, Manager  
Compliance and Performance Assessment  
Land Use & Environmental Planning Division  
Southern California Association of Governments

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Energy and Environment Committee  
of the  
Southern California Association of Governments  
September 11, 2014

*Minutes*

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Energy and Environment Committee (EEC) held its meeting at the SCAG Los Angeles Office. The meeting was called to order by the Hon. Deborah Robertson, Chair. There was a quorum.

**Members Present**

Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. John Denver, Menifee	WRCOG
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Mike Munzing, Aliso Viejo	District 12
Hon. David Pollock, Moorpark	VCOG
Hon. Carmen Ramirez, Oxnard	District 45
Hon. Deborah Robertson, Rialto <b>(Chair)</b>	District 8
Hon. Meghan Sahli-Wells, Culver City	WCCOG
Hon. Stephen Sammarco, Redondo Beach	SBCCOG
Mr. Steve Schuyler, Ex Officio	Building Industry Association
Hon. Joe Shaw, Huntington Beach	OCCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Edward Wilson, Signal Hill	Gateway Cities

**Members Not Present**

Hon. Lisa Bartlett, Dana Point <b>(Vice-Chair)</b>	TCA
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Laura Friedman, Glendale	Arroyo Verdugo Cities
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. Steve Hernandez, Coachella	CVAG
Hon. Geneva Mojado, Soboba Band of Luiseno Indians	Tribal COG
Hon. Sam Pedroza, Claremont	SGVCOG
Hon. Eric Schmidt, Hesperia	SANBAG
Hon. Jack Terrazas	Imperial County
Hon. Diane Williams, Rancho Cucamonga	SANBAG

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

Hon. Deborah Robertson, Chair, called the meeting to order at 10:10 a.m. and led the Committee in the Pledge of Allegiance.

## **PUBLIC COMMENT PERIOD**

Debra Ashby, Southern California Air Quality Management District (AQMD), announced that the AQMD would be hosting a free event focusing on Plug-In Electric Vehicles. The event will be held on Saturday, September 20, 2014, at AQMD Headquarters in Diamond Bar. Additionally, the AQMD is hosting its “26<sup>th</sup> Annual Clean Air Awards” on Friday, October 3, 2014, at the Millennium Biltmore Hotel in downtown Los Angeles.

## **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **ACTION ITEM**

1. Transportation Conformity Determination for Amendment No. 2 to 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and 2015 Federal Transportation Improvement Program (FTIP)

Rongsheng Luo, SCAG staff, reported that staff completed reviewing and responding to all comments received for Amendment No. 2 to the 2012 RTP/SCS and 2015 FTIP. The 2012 RTP/SCS Amendment No. 2 received one (1) comment which was not about conformity. The 2015 FTIP received multiple comments from nine (9) different commenters, including some conformity specific comments about transportation control measure (TCM) projects. However, these conformity comments only require clarifications and very minor corrections.

Both the RTP/SCS Amendment and the 2015 FTIP demonstrate transportation conformity and have passed the five (5) required conformity tests: consistency with the adopted 2012-2035 RTP/SCS as previously amended; regional emissions analysis; timely implementation of TCMs; financial constraint; and interagency consultation and public involvement.

A MOTION was made (Ramirez) to recommend that the Regional Council approve the transportation conformity determination for Amendment No. 2 to the 2012-2035 RTP/SCS and 2015 FTIP; and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval. The MOTION was SECONDED (Forester) and APPROVED.

AYES: Bertone, Clark, Forester, Martin, Mitchell, Munzing, Pollock, Ramirez, Robertson, Sahli-Wells, Shaw, Viegas-Walker, Denver, Ehrenkranz, Krupa, Sammarco, Mahmud

NOES: None

ABSTAIN: None

2. Addendum No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report (PEIR)

Lijin Sun, SCAG staff, reported that this item is a follow-up to the June 5<sup>th</sup> and August 7<sup>th</sup> EEC meetings. Ms. Sun stated that SCAG staff has prepared Addendum No. 2 to the 2012 RTP/SCS

Program Environmental Impact Report (PEIR) pursuant to the California Environmental Quality Act (CEQA) and is presenting it to the EEC for action to recommend approval by the Regional Council, which is also scheduled for today.

A MOTION was made (Forester) to recommend that the Regional Council adopt Resolution No. 14-562-1 to approve the Addendum No. 2 to the 2012-2035 RTP/SCS PEIR. The MOTION was SECONDED (Krupa) and APPROVED.

AYES: Bertone, Clark, Forester, Martin, Mitchell, Munzing, Pollock, Ramirez, Robertson, Sahli-Wells, Shaw, Viegas-Walker, Denver, Ehrenkranz, Krupa, Sammarco, Mahmud

NOES: None

ABSTAIN: None

## **CONSENT CALENDAR**

### **Approval Item**

3. Minutes of the August 7, 2014 Meeting

### **Receive and File**

4. 2014 Regional Council and Policy Committee Meeting Schedule
5. SCAG Sustainability Planning Grants Program – Monthly Update
6. Funding Award to SCAG for the Southern California Active Transportation Safety and Encouragement Campaign
7. 2014 Active Transportation Program Statewide Competition Funding Awards
8. Cap-and-Trade Funding Update: Allocation Guideline Development
9. 2014 Quadrennial Federal Certification of SCAG
10. Annual “Walk to School Day” and the success of Riverside County’s Safe Routes to School Program

A MOTION was made (Bertone) to approve the Consent Calendar  
The MOTION was SECONDED (Pollock) and APPROVED.

AYES: Bertone, Clark, Forester, Martin, Mitchell, Munzing, Pollock, Ramirez, Robertson, Sahli-Wells, Shaw, Viegas-Walker, Denver, Ehrenkranz, Krupa, Sammarco

NOES: None

ABSTAIN: Mahmud (abstained only with respect to Item 3, Minute of the August 7, 2014 Meeting)

## **INFORMATION ITEM**

11. New Smartphone Applications by South Coast Air Quality Management District (SCAQMD)

Denny Shaw, AQMD Communications Center Supervisor, stated that AQMD added some additional features to its new smart phone application. One of the features provides information about today's air quality projection and tomorrow's forecast. In addition, the alternative fueling station location tracking feature enables an individual to find a hydrogen, propane, electric or natural gas station based on geographic location, city, or zip code. Another component of the application provides information on clean vehicle programs when purchasing a new or used vehicle. AQMD's Social Media Program feature enables an individual to go on-line with YouTube, Twitter, or Facebook and connect with the AQMD.

12. 25<sup>th</sup> Annual SCAG/USC Demographic Workshop held on June 9, 2014

Simon Choi, SCAG staff, provided a summary of the 25<sup>th</sup> Annual Demographic Workshop with the University of Southern California (USC) Sole Price School of Public Policy held on June 9, 2014. The main theme of this year's workshop was "Demographics of Poverty and Progress after the Recession." This year's workshop had 130 participants from 30 different government agencies, non-profit organizations and university in California. Mr. Choi briefed on three major sessions: (1) supplemental poverty measures; (2) slow population growth and demographic changes; and (3) future challenges/opportunities along with key strategies to fight the war on poverty.

The presentation generated a discussion that included some suggestions from the committee for further research and information. Staff will bring this item back to a future EEC meeting.

13. Progress of the Bottom-up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)

Kimberly Clark, SCAG staff, stated that SCAG continues to engage in a bottom-up local input process for the 2016-2040 RTP/SCS 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, staff has conducted meetings with jurisdictions one-on-one to collect data changes, answer questions, and provide technical guidance as needed. To date, staff has requested sessions with all 197 jurisdictions and has met with 195 jurisdictions, or 99% of all cities and counties in the SCAG region. This effort resulted in feedback from 90% of jurisdictions on all or a portion of the current information request for the Local Input Process. Next steps will be to process the datasets for integration into SCAG's technical models, including travel demand analysis and land use scenario development. Results from the Local Surveys will be presented to the SCAG Technical Working Group (TWG) and policy committees for future integration into the 2016 Plan, and also as a basis to document implementation of the 2012-2035 RTP/SCS. Per direction of the committee, staff will bring an update of this item back to the committee.

**CHAIR'S REPORT** - None

**STAFF REPORT** - None

**FUTURE AGENDA ITEMS**

Hon. Deborah Robertson – Update on the end results of the Bottom-up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS); Update on certain items heard at League of Cities meeting (e.g., use of grey water).

Hon. Meghan Sahli-Wells – Update on California Product Stewardship Council concepts

**ANNOUNCEMENTS**

**ADJOURNMENT**

Chair Robertson announced that the City of Rialto, in its efforts to help raise funds for a youth event, is holding its first Mayor’s 5K Run and Walk on September 28, 2014.

Hon. Deborah Robertson adjourned the meeting at 12:05 p.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, October 2, 2014 at the SCAG Los Angeles Office.

Action Minutes Approved by:



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Jonathan Nadler, Manager  
Compliance & Performance Monitoring

**Energy and Environment Committee Attendance Report**

2014

Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/14	Representing	X = County Represented						X = Attended Black Shading = Dark												Total Mtgs Attended			
			Imperia l	Los Angele s	Orange	Riverside	San Bernar dino	Ventur a	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec				
Bartlett, Lisa		OCCOG			X					X	X	X	X		X									4
Bertone, Denis		SGVCOG		X						X	X	X	X	G			X	X						6
Clark, Margaret		Rosmead		X						X	X	X	X	E	X		X	X						7
Denver, John	9/9/2014	Menifee					X							N			X							1
Ehrenkranz, Jordan		WRCOG				X				X	X	X		E	X		X							5
Englander, Mitchell		Los Angeles		X										R										
Forester, Larry		Gateway Cities		X							X	X	X	A	X		X	X						6
Friedman, Laura		AVCOG		X						X	X	X	X	L	X		X							6
Genis, Sandra		OCCOG			X					X	X	X	X		X		X							6
Graham, Ed		Chino Hills						X						X										1
Hernandez, Steven		CVAG						X						A										
Krupa, Linda		Hemet					X					X	X	S	X			X						4
Mahmud, Diana	6/5/2014	SGVCOG		X										S			X	X						1
Martin, Thomas		GCCOG		X						X	X	X		E			X	X						5
Mitchell, Judy		SBCCOG		X						X	X	X	X	M			X	X						6
Mojado, Geneva	2/1/2014	Tribal COG									X	X	X	B	X									4
Munzing, Mike		District 12			X					X	X	X	X	L	X		X	X						7
Pedroza, Sam		SGVCOG		X								X		Y			X							2
Pollock, David		VCOG						X		X	X	X			X		X	X						6
Ramirez, Carmen		Oxnard						X		X	X	X	X		X		X	X						7
Robertson, Deborah		District 8						X			X	X	X		X		X	X						6
Sahli-Wells, Meghan	6/5/2014	WCCOG		X							X	X			X		X	X						3
Sanmarco, Stephen		SBCCOG		X						X	X						X							3
Schmidt, Eric	6/5/2014	SANBAG						X							X									1
Schuyler, Steve	2/1/2014	BIASC									X					X	X	X						4
Shaw, Joe	6/5/2014	OCCOG			X											X	X							2
Sibert, John	9/10/2014	Malibu		X																				
Terrazas, Jack		Imperial County	X							X	X	X	X		X									5
Viegas Walker, Cheryl		El Centro	X							X	X	X	X		X		X	X						7
Williams, Diane		SANBAG						X		X	X	X	X		X		X							6
Wilson, Edward		Signal Hill		X						X	X	X	X		X			X						6
<b>TOTALS</b>			<b>2</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>2</b>																



# 2014 MEETING SCHEDULE

## REGIONAL COUNCIL AND POLICY COMMITTEES

**Main Office**

818 West Seventh Street  
12th Floor  
Los Angeles, California  
90017-3435  
  
t (213) 236-1800  
f (213) 236-1825  
  
www.scag.ca.gov

<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

**Officers**

President  
Carl Morehouse, San Buenaventura  
  
First Vice President  
Cheryl Viegas-Walker, El Centro  
  
Second Vice President  
Michele Martinez, Santa Ana  
  
Immediate Past President  
Greg Pettis, Cathedral City

**Executive/Administration Committee Chair**

Carl Morehouse, San Buenaventura

**Policy Committee Chairs**

Community, Economic and Human Development  
Margaret Finlay, Duarte  
  
Energy & Environment  
Deborah Robertson, Rialto  
  
Transportation  
Alan Wapner, San Bernardino Associated Governments

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**

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

	Name	Organization	Email	Phone
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:** Energy and Environment Committee (EEC)

**FROM:** India Brookover, Assistant Regional Planner (213) 236-1919; brookover@scag.ca.gov

**SUBJECT:** 101 Freeway Wildlife Bridge in Agoura Hills

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**

For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**

*Paul Edelman, Chief of Natural Resources and Planning for the Santa Monica Mountains Conservancy (SMMC), will provide a presentation on creating a wildlife bridge across the 101 freeway in Agoura Hills.*

**STRATEGIC PLAN:**

This item supports SCAG's Goal #1: "Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies," Objective A: "Create and facilitate a collaborate and cooperative environment to produce forward thinking regional plans."

**BACKGROUND:**

Paul Edelman, Chief of Natural Resources and Planning for the Santa Monica Mountains Conservancy (SMMC), will describe the need for creating a wildlife bridge over the 101 freeway in Agoura Hills. The presentation will cover the status and costs of the proposal and show examples of similar bridges in the United States and around the world. This project was brought to the attention of the EEC by Ventura County Supervisor Linda Parks, and addresses the 2012-2035 Regional Transportation Plan/Sustainable Community Strategy (2012 RTP/SCS) directive to "ensure access to open space and habitat preservation despite competing quality of life demands driven by growth, housing and employment needs, and traditional development patterns."

**FISCAL IMPACT:**

None.

**ATTACHMENT:**

PowerPoint Presentation To Be Distributed Under Separate Cover.

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**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:**



**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.

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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.

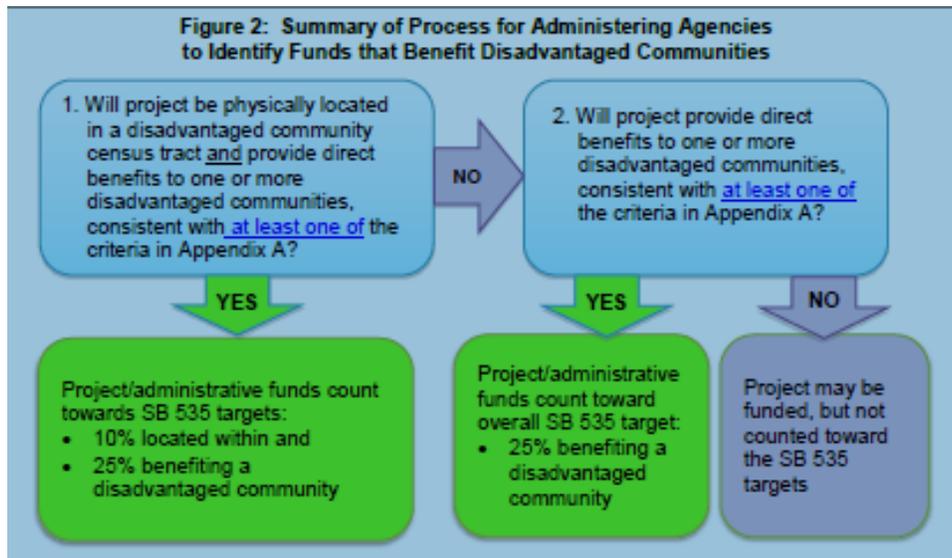
# REPORT

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

# REPORT

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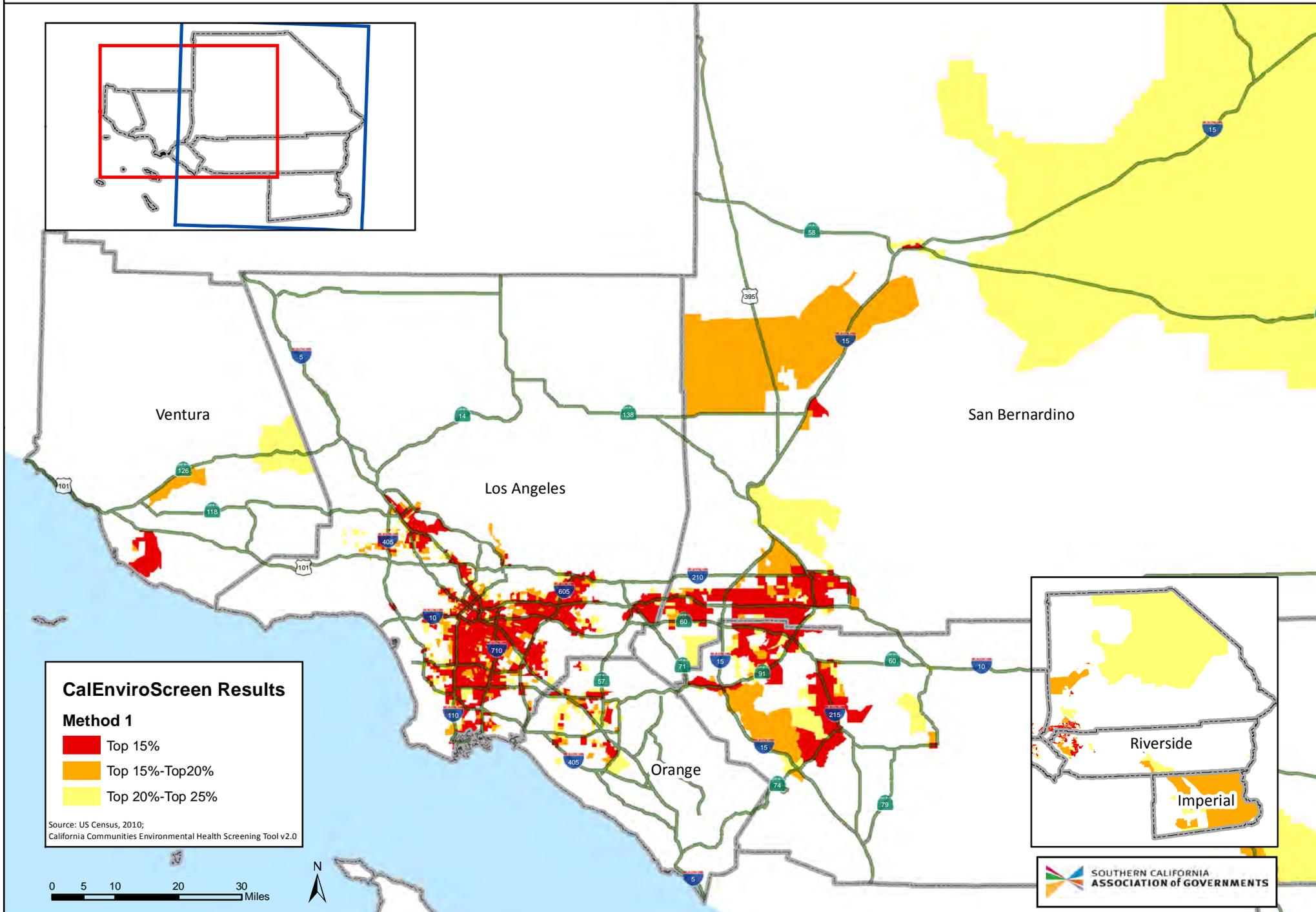
**FISCAL IMPACT:**

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

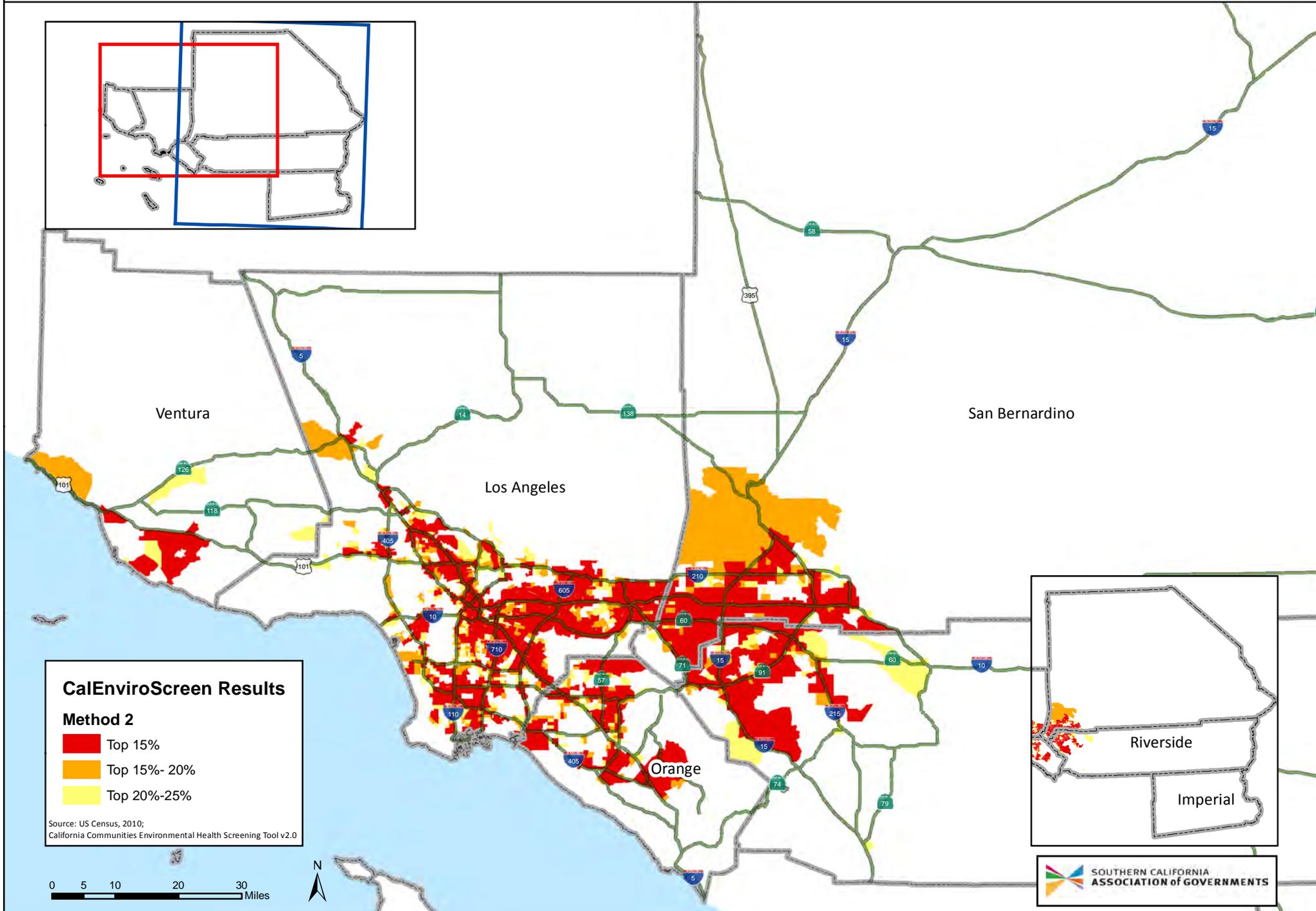
**ATTACHMENTS:**

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)

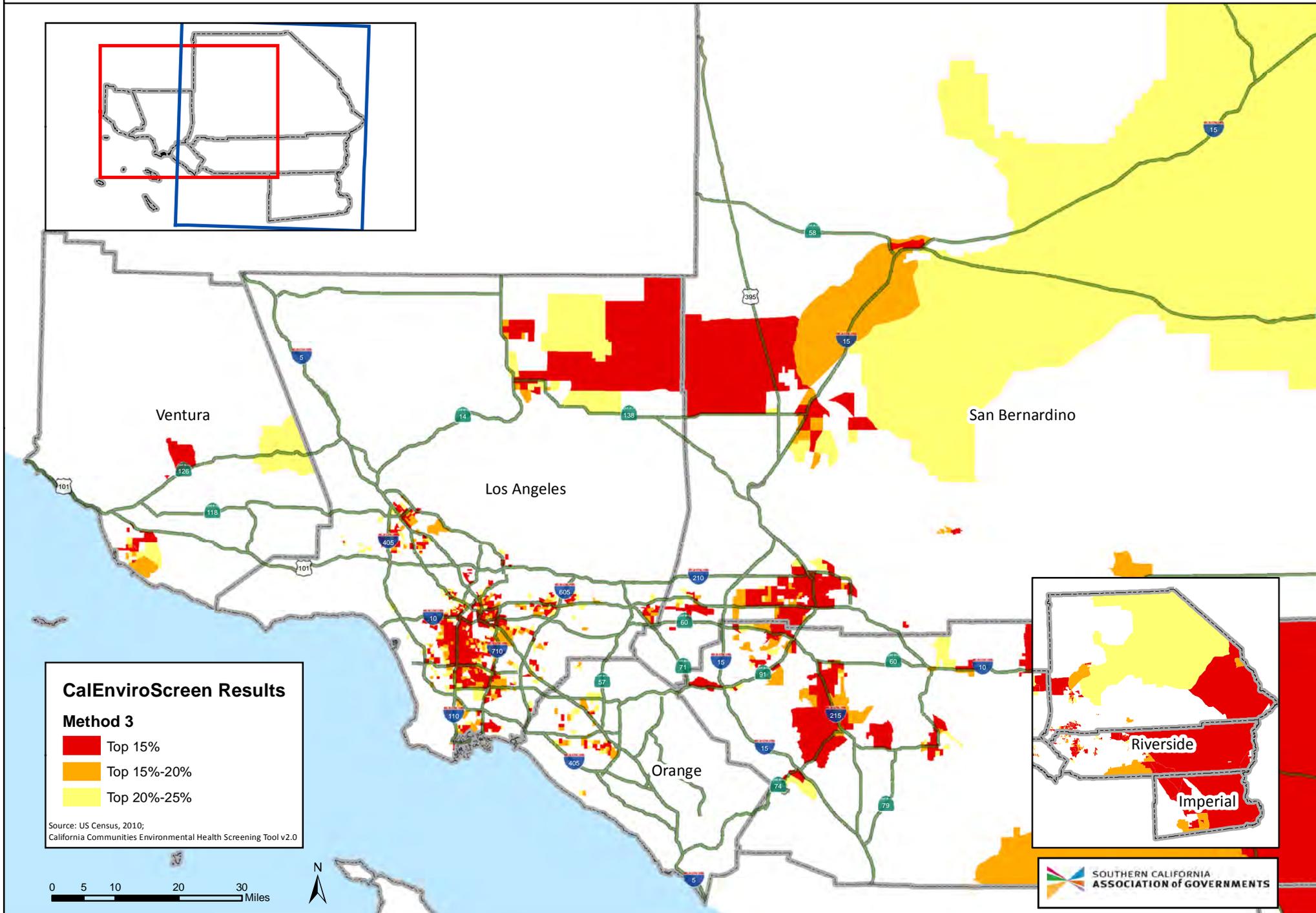
# SCAG Region CalEnviroScreen Disadvantaged Communities Method 1 (Census Tract)



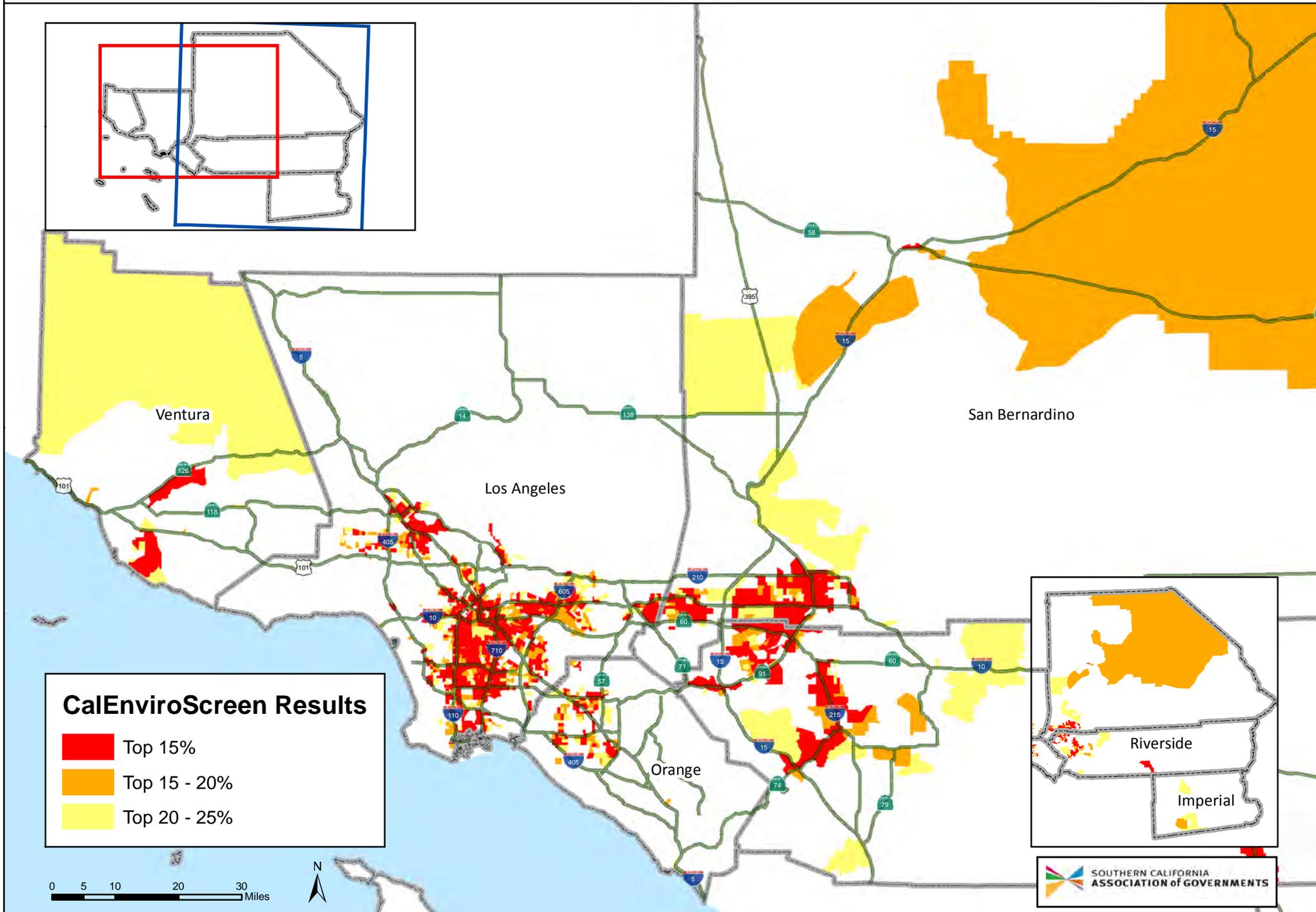
# SCAG Region CalEnviroScreen Disadvantaged Communities Method 2 (Census Tract)



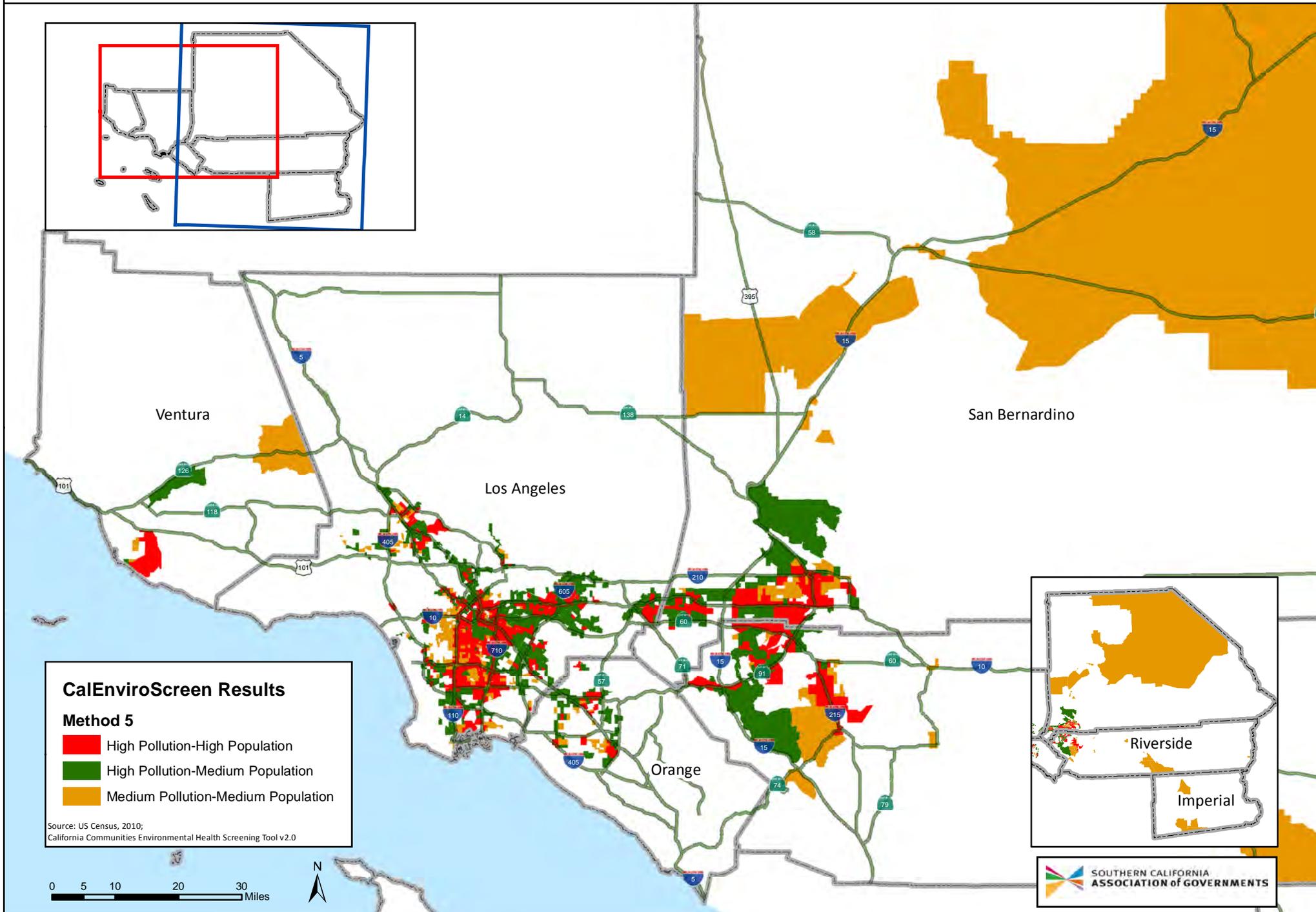
# SCAG Region CalEnviroScreen Disadvantaged Communities Method 3 (Census Tract)



# 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 be considered as located within or providing benefits to one or more disadvantaged communities.

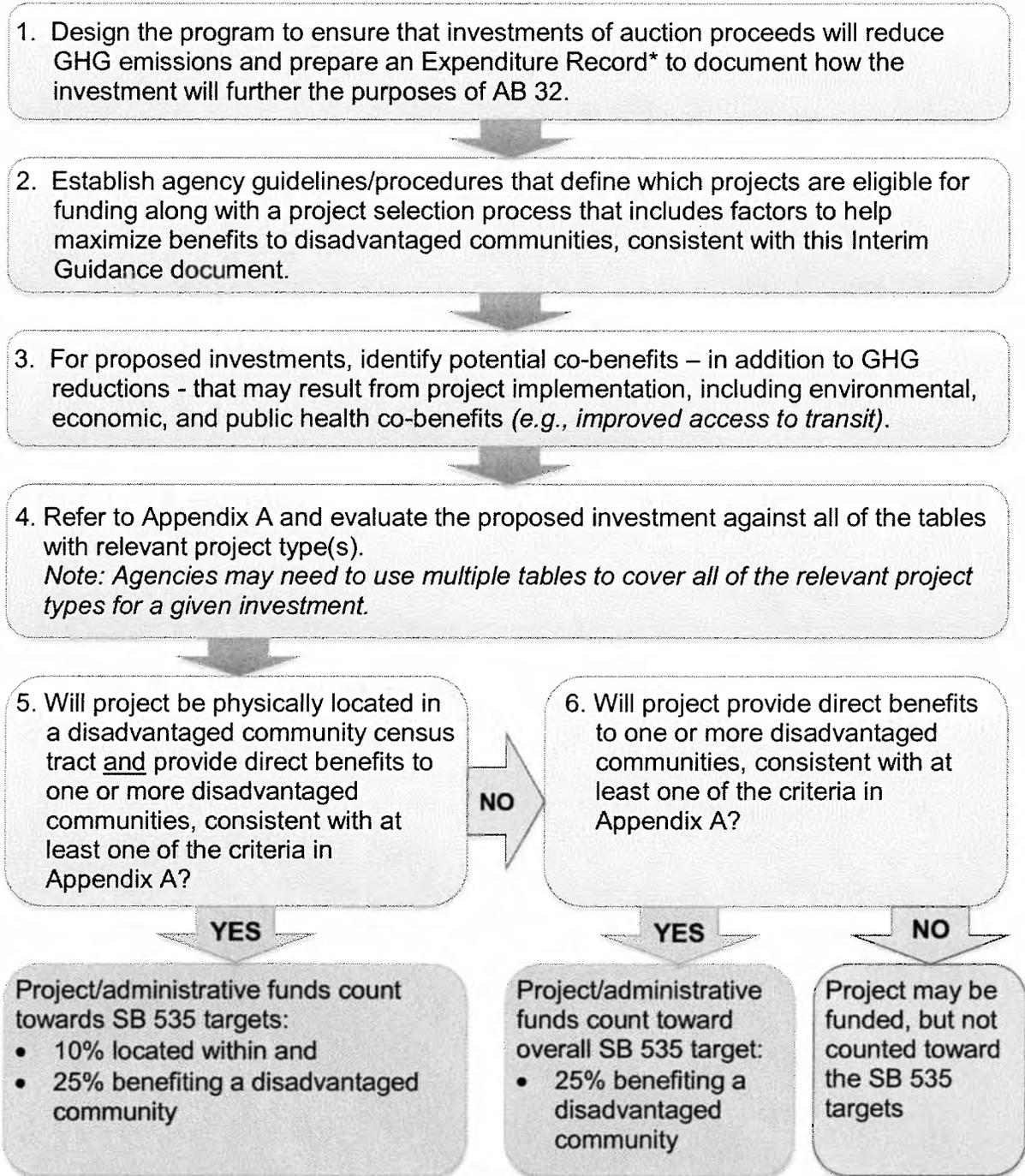
If a project qualifies, all of the GGRF funding needed to implement that project will be considered part of the investment that benefits disadvantaged communities. This means that the total investment dollars include both the state operations overhead to

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).

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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>

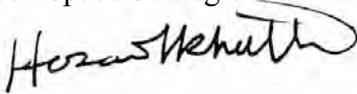
**REPORT**

**DATE:** October 2, 2014

**TO:** Energy & Environment Committee (EEC)

**FROM:** Kristen Pawling, Associate Regional Planner, (213) 236-1907; pawling@scag.ca.gov

**SUBJECT:** Comprehensive Planning for Open Space Strategic Plan

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**

For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**

*The 2012-2035 Regional Transportation Plan/Sustainable Community Strategy (2012 RTP/SCS) outlined steps to develop a conservation planning strategy. In implementing the 2012 RTP/SCS, SCAG surveyed local jurisdictions and county transportation commissions (CTCs) to better understand existing conservation and open space practices and policies throughout the region. Additionally, SCAG has developed an initial framework and assessment to help guide future conservation planning efforts.*

**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; a. Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

The Southern California region is one of the most biodiverse areas on the planet with an enormous wealth of natural habitats for about 550 species of animals, including forty-three (43) endangered or threatened species. Issues such as climate change, continuing development pressure, infrastructure needs, and limited financial resources present challenges in protecting and maintaining our natural places and providing residents with recreational open spaces.

The 2012-2035 Regional Transportation Plan/Sustainable Community Strategy (2012 RTP/SCS) included a conservation planning policy and strategies to address environmental mitigation requirements pursuant to federal planning law. The 2012 RTP/SCS identified the following potential steps to develop a conservation policy:

- 1) Engage in a strategic planning process to determine the critical components and implementation steps for identifying and addressing open space resources;
- 2) Identify and map regional priority conservation areas based on the most recent land use data for future consideration and potential inclusion in future plans;
- 3) Engage with various partners, including the CTCs, and build from existing local efforts to identify priority conservation areas and develop an implementable plan;
- 4) Develop regional mitigation policies or approaches for the 2016 RTP/SCS. This strategy set forth in the 2012 RTP/SCS supports natural land restoration, conservation, protection and acquisition while offering greenhouse gas emissions reduction benefits and potentially addresses climate change

impacts to natural habitats.

Appendix G of the Program Environmental Impact Report (PEIR) for the 2012 RTP/SCS, certified by SCAG's Regional Council in April 2012, included example measures intended to function as a resource for lead agencies to consider in identifying mitigation measures to reduce impacts anticipated to result from future projects, as deemed applicable and feasible by such agencies. One such example measure considers open space conservation in the SCAG region (BIO/OS43; Appendix G; page 16). This example mitigation measure states, "Any Conservation opportunity areas identified by SCAG or others may be used by local jurisdictions and project sponsors as priority areas for mitigating impacts to open space resources. SCAG's forthcoming regional conservation planning policy will include additional information on conservation opportunity areas."

In the completed first phase of implementing the comprehensive open space strategic planning process, SCAG surveyed local governments and the six county transportation commissions to gauge the types of open space programs, policies, and plans that exist. Initial analysis of survey results suggest that most local governments address open space planning through their general plan process. Local governments approach open space and/or conservation planning in a project-by-project, comprehensive, or a combination manner. The county transportation commission survey results showed that CTCs in the region focus on transportation mitigation-related conservation planning and also vary in their approach to comprehensive conservation planning.

To begin the process of identifying and prioritizing important areas for conservation of natural resources and open space within the region, SCAG consultants prepared a Habitat Conservation Assessment Methodology and Database. The data collected could be used for identifying open space areas for mitigation efforts in order to implement transportation projects listed in the RTP. SCAG consultants created an inventory of existing natural and open space resources in geographic information system (GIS) format. SCAG consultants then identified and applied a prioritization methodology that can be used to categorize important areas for conservation of natural resources and open space.

Moving forward, SCAG, in coordination with the CEO Sustainability Working Group, will establish a subgroup to refine the direction of the comprehensive open space planning effort in preparation for the 2016 RTP/SCS. No part of the comprehensive open space strategic planning process will impact existing local or subregional open space conservation plans, such as formal Habitat Conservation Plans (HCPs).

#### **FISCAL IMPACT:**

Work associated with this item was included in FY 2013-2014 Overall Work Program and continued work associated with this item is included in FY 2014-2015 Overall Work Program (225.SCG02659.01).

#### **ATTACHMENT:**

PowerPoint Presentation: Open Space Planning Overview

# Open Space Planning Overview



## Open Space in SCAG Region



- Biodiversity hotspot
- 550 species in 38,000 square miles
- 35% of region protected
- Iconic landscapes

## New Open Space Policy in the 2012-2035 RTP/SCS

- Commits to new Strategic Planning process
- Supported by regulatory agencies, non-profits, and others.
- Input for 2016-2040 RTP/SCS



## SCAG'S Role in Open Space Planning



- Create data and information repository
- Collect and disseminate best practices
- Convene dialogue with stakeholders and partners on replicating successful approaches

## Joint Work Programs

- Each includes Open Space language
- Metro Urban Greening
  - Addresses environmental community functions at Metro stations, park and ride lots and surrounding areas.
- SANBAG Conservation Framework
  - Countywide Habitat Preservation/Conservation Framework study will define next steps for Countywide Environment Element.



## Open Space Conservation Activity Survey Results

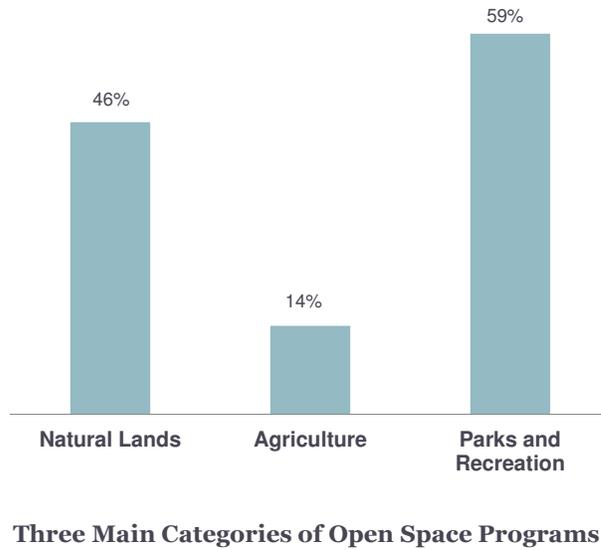
Total Surveys Completed As of 9/15/2014 :

**145**

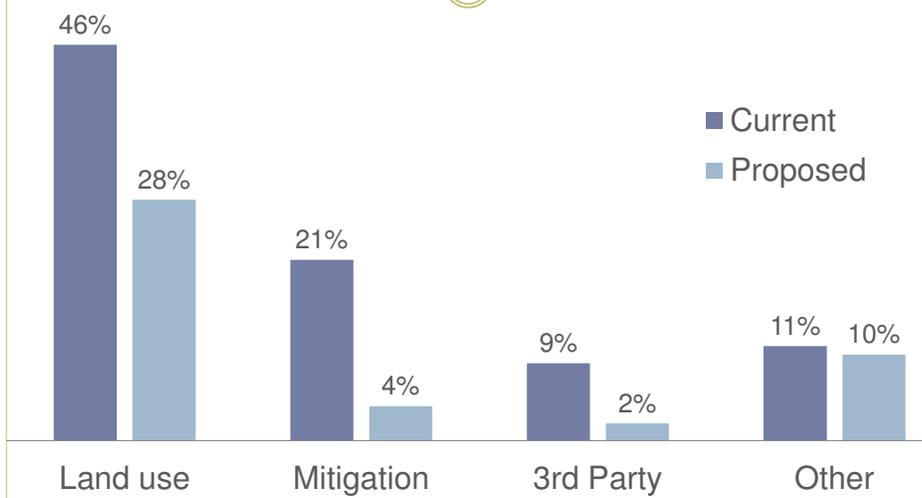
Response Rate:

**74%**

We asked participants to answer a variety of qualitative and quantitative questions about what type of open spaces plans and programs they have in their city or county.



### Current and Proposed Open Space Mechanisms

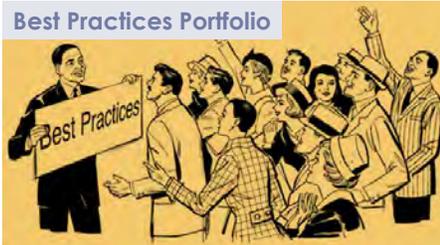


## Data and Assessment

- Key Stakeholder Organizations
- Scientific Experts for Ecological Resources in the SCAG Region
- Conservation Framework & Assessment
- Natural Resources GIS Database
- Existing Information and Data Gaps for Natural Resources in the SCAG Region

## Potential Uses

### Best Practices Portfolio



### Advanced Transportation Mitigation



### Identification of Priority Conservation Areas



### Climate Mitigation Framework



# Questions?



Kristen Pawling  
Associate Regional Planner  
Sustainability  
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(213) 236-1907

# REPORT

**DATE:** October 2, 2014

**TO:** Energy and Environment Committee (EEC)

**FROM:** Sarah Jepson, Manager, Active Transportation and Special Programs  
213-236-1955 [jepson@scag.ca.gov](mailto:jepson@scag.ca.gov)

**SUBJECT:** Active Transportation Work Program for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

**EXECUTIVE DIRECTOR'S APPROVAL:**



## RECOMMENDED ACTION:

For Information Only – No Action Required.

## EXECUTIVE SUMMARY:

*Since 2012, SCAG has been developing the active transportation component of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). Chairperson Hon. Deborah Robertson (City of Rialto), requested an update on the plan, and what work remains. Alan Thompson, SCAG staff, will present to the Committee.*

## STRATEGIC PLAN:

This item supports SCAG Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies. Objective 1a) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Objective 1c) Provide practical solutions for moving new ideas forward.

## BACKGROUND:

As the Regional Council adopted the 2012 RTP/SCS, the Council laid out criteria for implementing the Plan, and for moving forward to the 2016 update. Six (6) subcommittees were formed to guide staff, including three (3) subcommittees (Active Transportation, Public Health and Sustainability) that developed direction related to active transportation. The criteria are:

- Develop an inventory of existing and needed bicycle and pedestrian infrastructure. Work with County Transportation Commissions (CTCs) to identify and map out current and future regional investments in Active Transportation.
- Develop estimates for infrastructure investments needed to complete the construction of active transportation networks in the SCAG region for the 2016 RTP/SCS including bicycle, pedestrian, Safe Routes to School, First Mile/Last Mile connections and regionally significant active transportation projects.
- Determine data collection needs and opportunities to inform SCAG's modeling efforts and investment decisions. Develop best practices and performance modeling tools that demonstrate the health benefits associated with Active Transportation. Ensure that the best practices and modeling tools have examples from various communities, rural, urban, suburban, etc. This would include GHG reduction estimates; safety and health data; and priority investment areas for transit access and land use changes.

# REPORT

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- Develop a policy scan of local governments to determine needs for planning grants and policy change. This would determine which cities have existing bicycle and pedestrian plans, Safe Routes to School Plans, Complete Streets policies, Health Elements, etc.
- Develop an analysis to determine how investments in complete streets and first mile/last mile strategies can improve conditions for underserved, low-income communities.
- Determine the transportation needs for schools and non-drivers (students).
- Determine a strategy to incorporate health and equity measures into project selection criteria.
- Assess technical assistance needs for jurisdictions with a focus on low-income jurisdictions such as assistance tracking data, applying for grant funding, accepting funding, staff training on technical aspects of implementation of active transportation projects, addressing liability, and others.

Staff has been working to develop the active transportation plan, incorporating the subcommittee recommendations, as well as other strategic investments, plans, policies and studies completed over the past several years. Staff has worked with the CTCs regarding Safe Routes to School, First Mile/Last Mile studies and Active Transportation Program funding. These projects, plans and studies will be incorporated into the 2016 RTP/SCS.

**FISCAL IMPACT:**

No Fiscal Impact. Work is being conducted as part of Overall Work Program 050-0169.01

**ATTACHMENT:**

PowerPoint: Active Transportation Planning for the 2016 RTP/SCS

# Active Transportation Planning for the 2016 RTP/SCS

Alan Thompson  
SCAG Active Transportation Coordinator

Energy and Environment Committee

October 2, 2014



 SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

## Overriding Consideration

*The Transportation Infrastructure should be made to favor all users.*

*Bicycling, walking, driving and transit are each critical components of an integrated transportation system.*



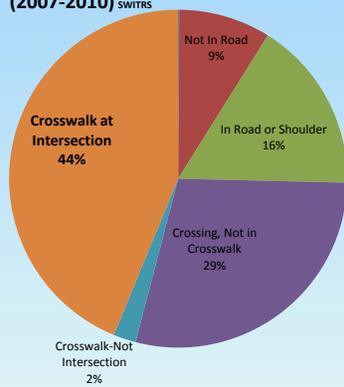
## Safety in the SCAG Region

YEAR	Pedestrian		Bicyclist		Total (all modes)	
	Killed	Injured	Killed	Injured	Killed	Injured
2007	354	7,289	57	4,813	1,740	138,778
2008	↓ 321	↓ 7,178	↑ 61	↑ 5,391	↓ 1,533	↓ 124,975
2009	↓ 312	↑ 7,224	↓ 49	↑ 5,840	↓ 1,297	↓ 120,709
2010	↓ 301	↓ 6,622	↓ 44	↑ 6,349	↓ 1,172	↓ 119,655
2011	↑ 303	↑ 6,690	↑ 67	↑ 7,051	↑ 1,212	↓ 118,981
2012	↑ 363	↑ 7,087	↓ 62	↑ 7,428	↑ 1,321	↑ 121,304

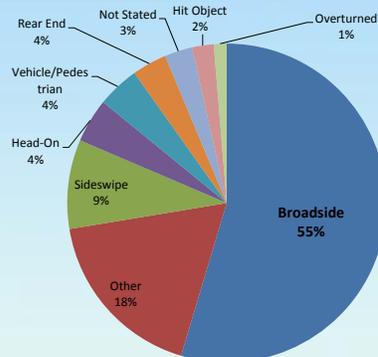


## Safety

**Pedestrian Injuries  
By Location  
(2007-2010) SWITRS**

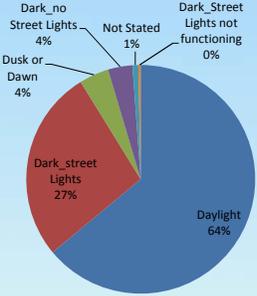


**Bicyclists injured by Collision Type  
(2007-2010) SWITRS**

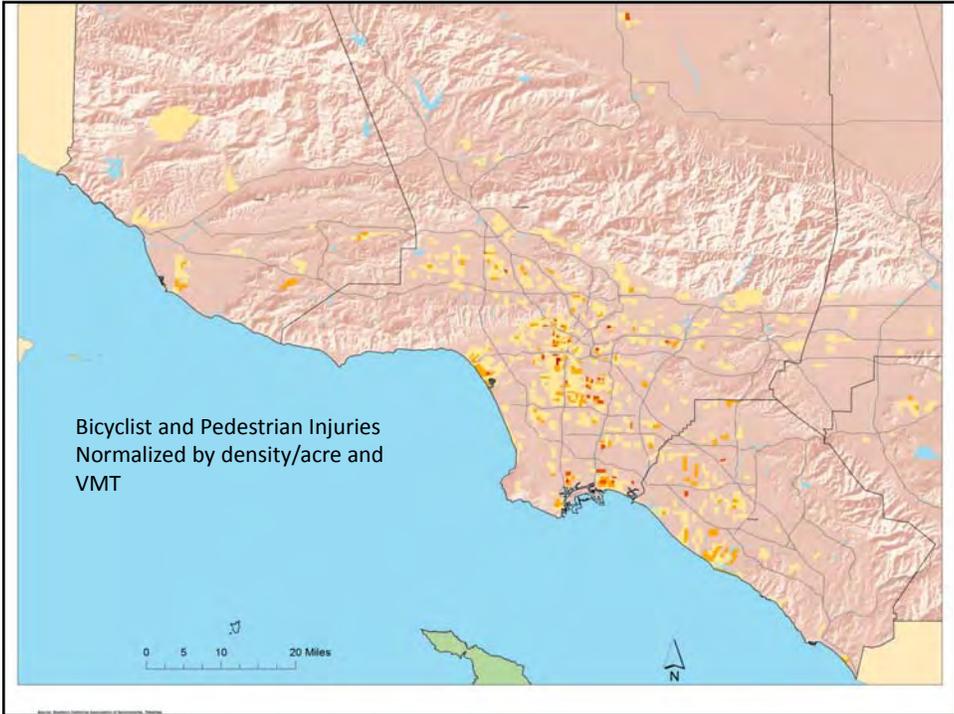
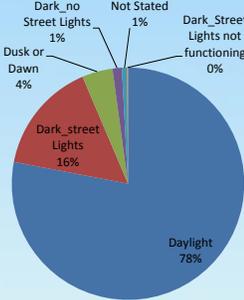


# Safety

SCAG Pedestrian Involved Collisions (2007-2010): Lighting Conditions

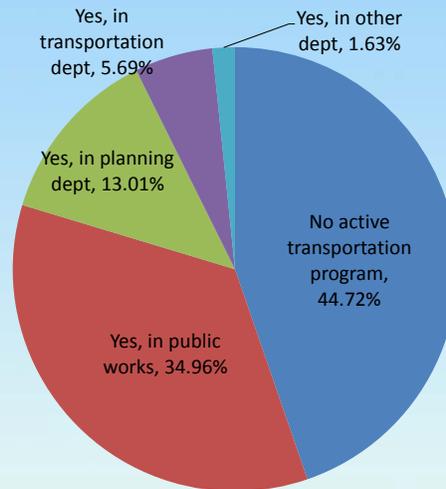


SCAG Bicyclist Involved Collisions (2007-2010): Lighting Conditions



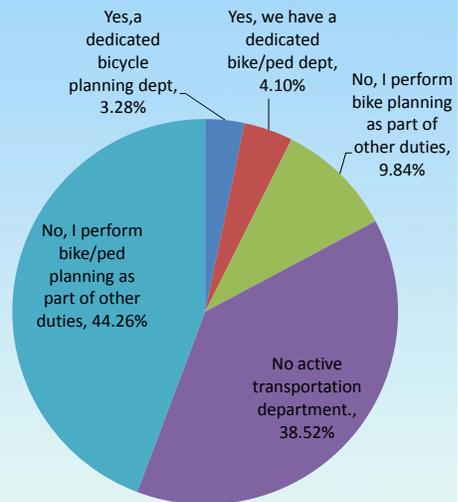
## Local Jurisdiction Survey (125 responses)

**Do you currently have an active transportation (bicycle and or pedestrian) program in your city/county?**



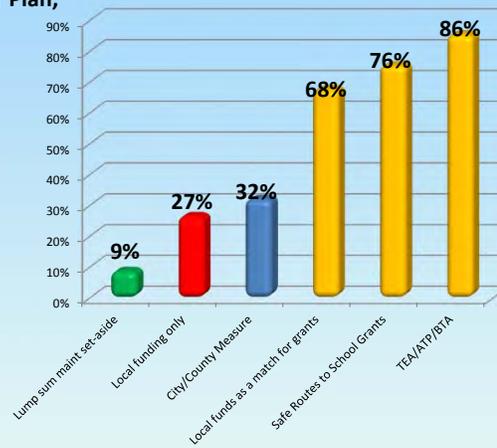
## Local Jurisdiction Survey (125 responses)

**Do you have a dedicated active transportation (bicycle/pedestrian) department?**



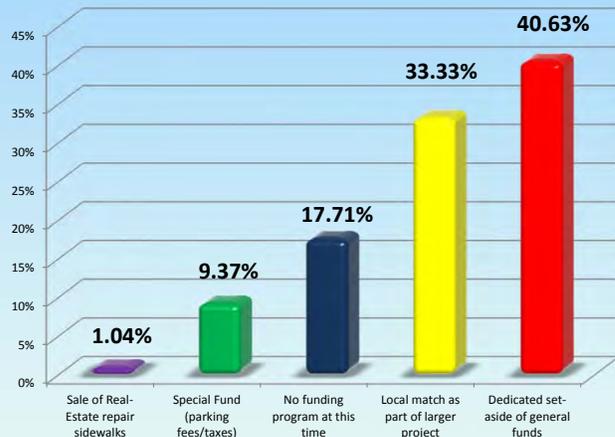
## Local Jurisdiction Survey (125 responses)

**How do you fund implementation of your Active Transportation, Bicycle Master Plan, bicycle/pedestrian plan?**



## Local Jurisdiction Survey (125 responses)

**Does your city/county department fund sidewalk maintenance/repair within your jurisdiction? If so, how?**



## Estimated Annual Funding for Active Transportation

- Approx \$187 Million annually
- About 75% of average annual funding necessary to implement the 2012 RTP/SCS
- 2012 RTP/SCS calls for steady increase in level of Active Transportation investments over the course of the plan
- Still heavily reliant on grants: Received additional \$35 million (annually for next three years) in competitive statewide grants, but funding consistency year-over-year not certain.

## Bikeways (Existing)

**2014 Existing Bikeway Network**

	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Region
Class 1	3	285	264	977	77	88	<b>1,693</b>
Class 2	4	651	721	236	274	345	<b>2,231</b>
Class 3	38	481	94	104	116	73	<b>907</b>
Class 4	-	2	-	-	-	-	<b>2</b>
<b>Total</b>	<b>45</b>	<b>1,419</b>	<b>1,079</b>	<b>1,316</b>	<b>467</b>	<b>507</b>	<b>4,833</b>

518 more miles of bikeways since 2012 Plan completed

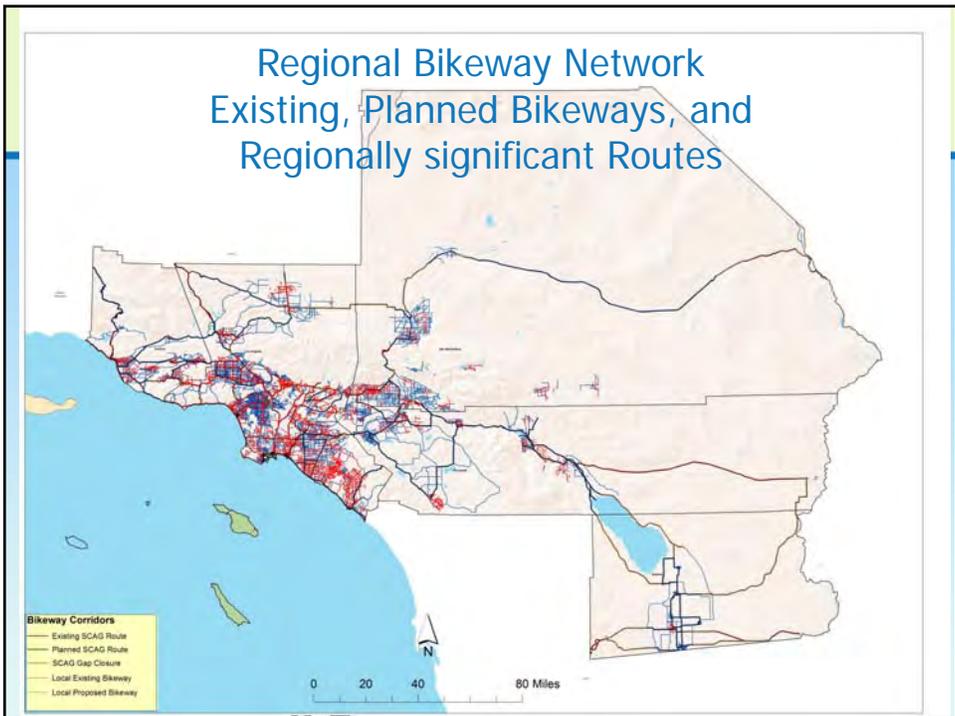


## Bikeways (Planned)

Proposed Costs by County	Cost/mile	Total local planned Miles	Est. local planned Costs	Total SCAG planned Miles	Est. SCAG Plan Costs	Grand Total Estimated Costs
<b>Imperial</b>						
Class 1	\$ 600,000	63	\$ 38,040,000	-	\$ -	\$ 38,040,000
Class 2	\$ 90,000	295	\$ 26,532,000	202	\$ 18,207,000	\$ 44,739,000
Class 3	\$ 5,000	16	\$ 81,500	52	\$ 259,000	\$ 340,500
<b>Los Angeles</b>						
Class 1	\$3,200,000	425	\$ 1,361,184,000	4	\$ 12,480,000	\$1,373,664,000
Class 2	\$ 280,000	1,495	\$ 418,544,000	79	\$ 22,120,000	\$ 440,664,000
Class 3	\$ 20,000	1,953	\$ 39,053,000	127	\$ 2,540,000	\$ 41,593,000
<b>Orange</b>						
Class 1	\$1,500,000	201	\$ 301,800,000	-	\$ -	\$ 301,800,000
Class 2	\$ 280,000	371	\$ 103,740,000	1	\$ 168,000	\$ 103,908,000
Class 3	\$ 14,700	83	\$ 1,218,630	-	\$ -	\$ 1,218,630
<b>Riverside</b>						
Class 1	\$ 600,000	173	\$ 103,680,000	5	\$ 3,180,000	\$ 106,860,000
Class 2	\$ 40,000	693	\$ 27,736,000	32	\$ 1,276,000	\$ 29,012,000
Class 3	\$ 5,000	137	\$ 682,500	199	\$ 993,000	\$ 1,675,500
<b>San Bernardino</b>						
Class 1	\$1,000,000	278	\$ 277,900,000	-	\$ -	\$ 277,900,000
Class 2	\$ 50,000	757	\$ 37,830,000	17	\$ 830,000	\$ 38,660,000
Class 3	\$ 5,000	248	\$ 1,238,150	90	\$ 451,000	\$ 1,689,150
<b>Ventura</b>						
Class 1	\$1,500,000	313	\$ 469,470,000	5	\$ 6,750,000	\$ 476,220,000
Class 2	\$ 90,000	408	\$ 36,711,000	0	\$ 36,000	\$ 36,747,000
Class 3	\$ 5,000	182	\$ 908,750	15	\$ 76,500	\$ 985,250
<b>Regional Total</b>		<b>8,089</b>	<b>\$ 3,246,349,530</b>	<b>827</b>	<b>\$ 69,366,500</b>	<b>\$3,315,716,030</b>

8,916 miles of additional bikeways planned

## Regional Bikeway Network Existing, Planned Bikeways, and Regionally significant Routes



## Implementation Strategies

### Safety

- Street Crossings (timing, signals, etc.)
- Midblock Crossings
- Lighting
- Graffiti Removal
- Infill Development/Improvements



**TURNING  
TRAFFIC  
MUST  
YIELD TO  
PEDESTRIANS**

## Implementation Strategies

### Opportunity zones

Bicycle/Pedestrian Friendly Districts.

Examples:

- Santa Monica
- Long Beach
- Old Town Pasadena

### Major Destination Centers

- Universities/Schools
- Major employment/recreational Destinations
  - CV Link
  - PE Trail
  - Beaches



## Implementation Strategies

### First Mile/Last Mile (Ideal Implementation)



## Implementation Strategies

### First Mile/Last Mile strategies

- Wayfinding
- Sidewalk Improvements
- Bicycle Parking
- Lighting/security
- Ease of Access
- Pedestrian priority signalization/crosswalks
- ADA Compliant sidewalks/access
- Bike/ped friendly business districts near transit hubs  
(Union Station, ARTIC, San Bernardino Train Depot).

## Implementation Strategies

**AB 2707 signed by Governor Jerry Brown on September 10, 2014 increases the number of bicycles allowed on buses**



## Implementation Strategies

**Complete Streets:  
Designing streets for  
ALL users**

- Traffic calming
- Bicycle Friendly Streets (Bike Boulevards)
- ADA Compliance
- Bike/Ped Friendly Business Districts



## Implementation Strategies

### SRTS Strategies

- Cut through cul-de-sacs
- Sidewalk improvements
- Traffic Calming near schools
- Bike Trains
- Walk Trains
- Education
- Enforcement



## Next Steps

- Complete Needs Assessment
- Integrate public Health
- Integrate demographic information
- Develop Strategies
- Begin Modeling
- Determine impacts, including economic impacts



## Outreach

- Public Workshops At Key Milestones
- Hold regular meetings/provide presentations with key stakeholders/groups/public and implementing agencies
- Gather public input and incorporate into plan

### Stakeholders

- CEO Sustainability Working Group
- County Planning Organizations
- Advocacy Organizations
- Members of the public



Alan Thompson  
Active Transportation Coordinator  
Southern California Assn. of Governments  
[thompson@scag.ca.gov](mailto:thompson@scag.ca.gov)  
213.236.1940



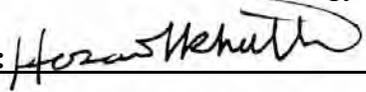
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**DATE:** October 2, 2014

**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.

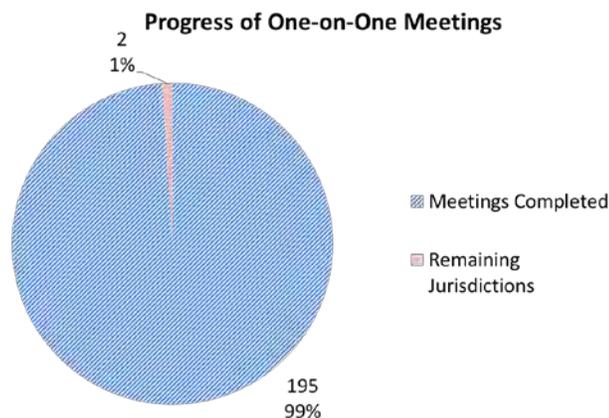
**BACKGROUND:**  
SCAG’s Bottom-Up Local Input Process began in March 2013 and has been designed to engage local jurisdictions in establishing the base geographic and socioeconomic datasets for the 2016 RTP/SCS.

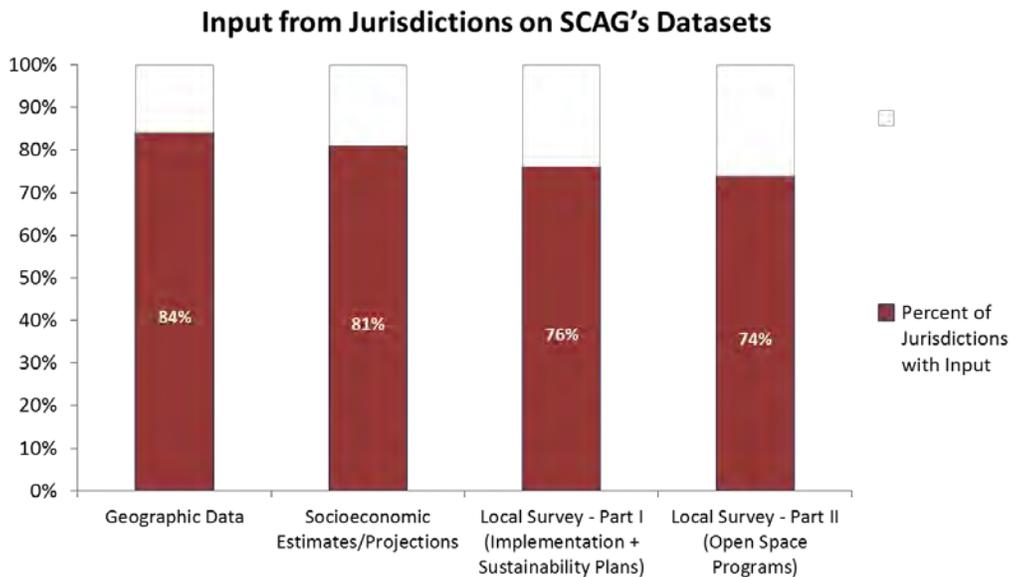
# REPORT

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

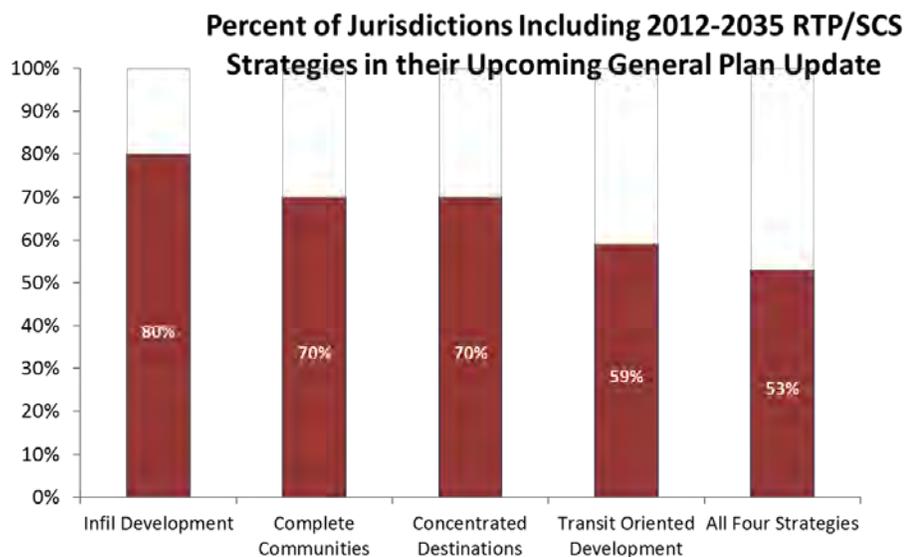
- 81% of jurisdictions provided input on SCAG’s Socioeconomic Estimates and Projections
- Approval of SCAG’s draft population, household, and employment estimates and projections was given by 45% of jurisdictions
- 36% of jurisdictions reviewed SCAG’s data and provided revised figures to be used in place 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



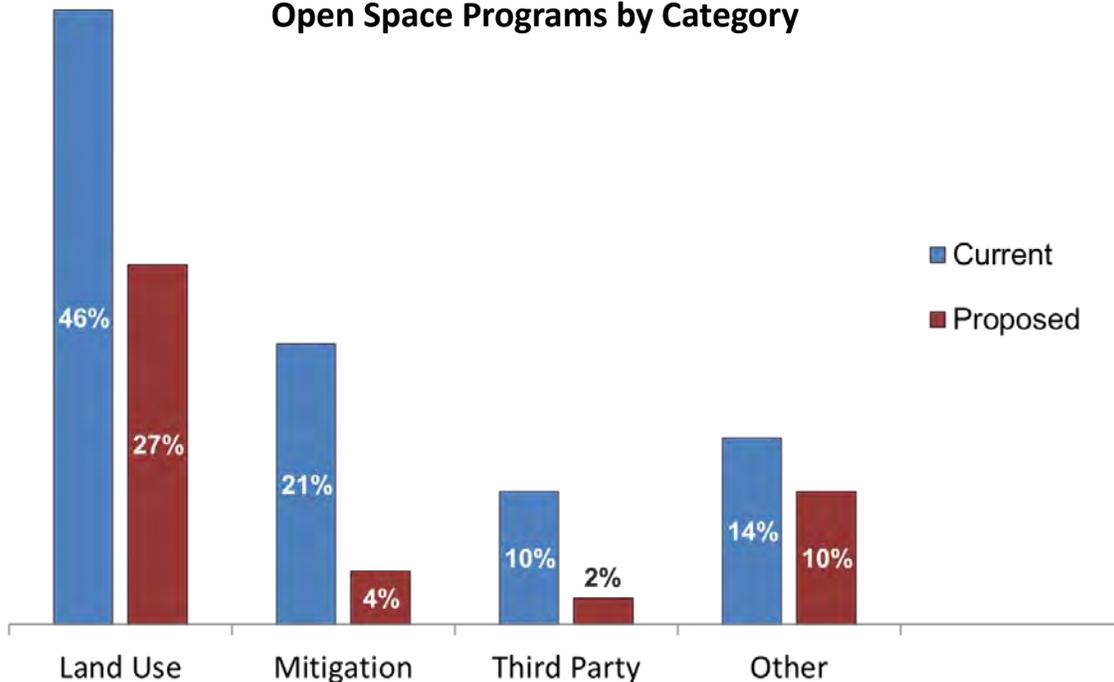
## Local Survey – Part II (Open Space Programs)

- 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)***

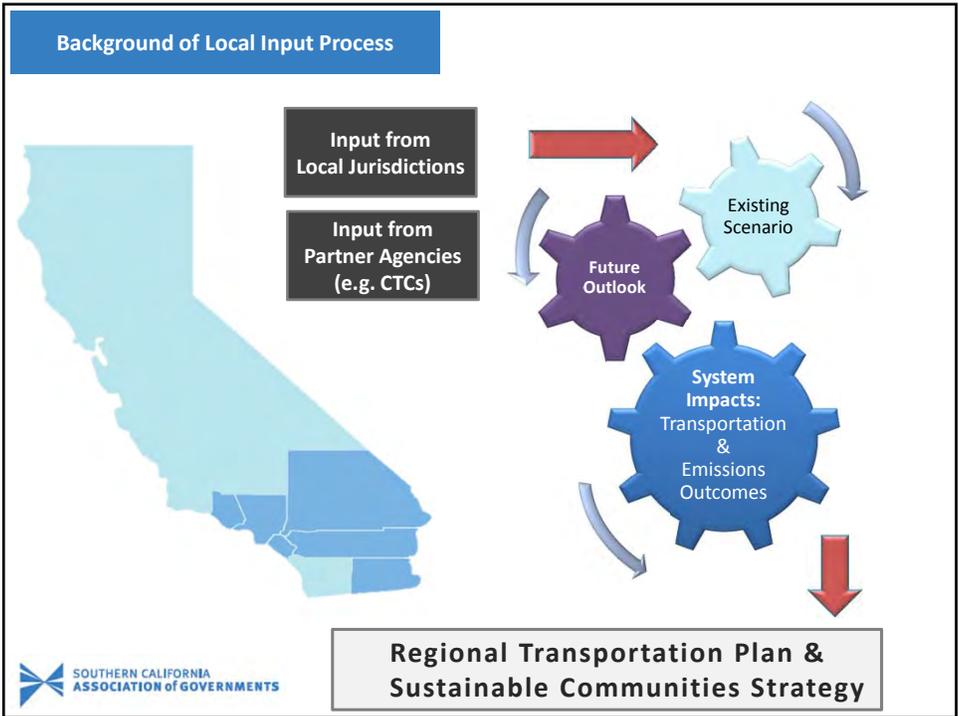
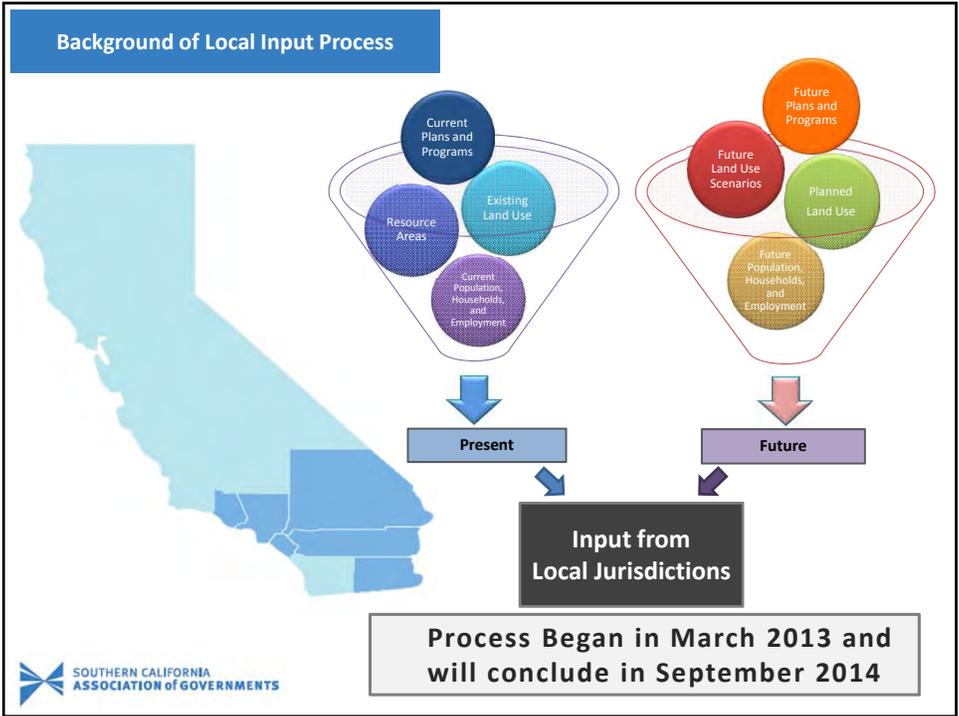


**Overview**

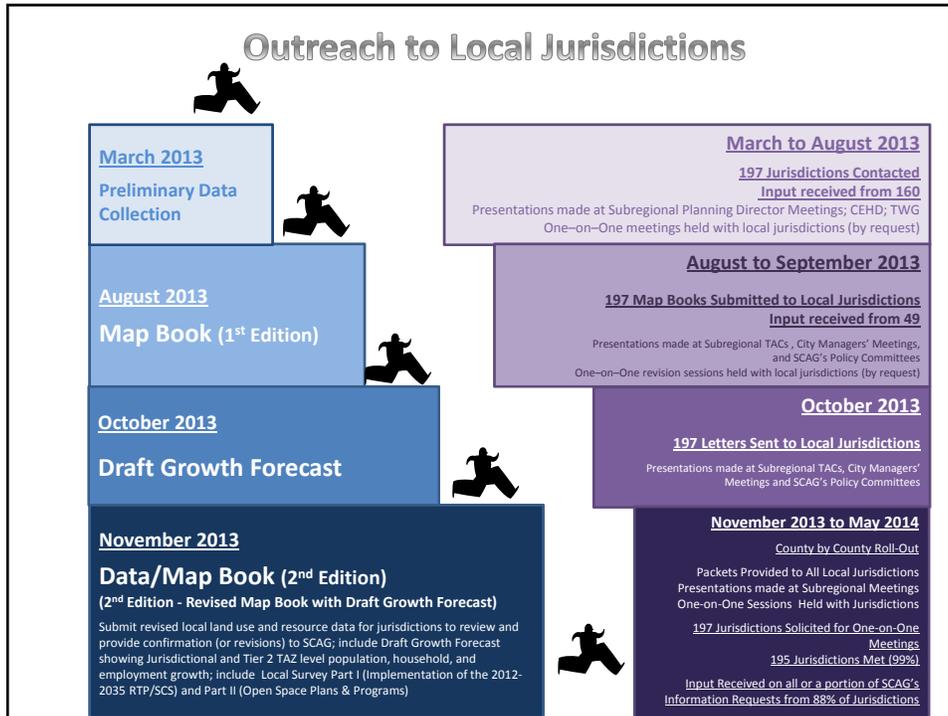
- Background on Local Input Process
- Outreach to Local Jurisdictions
- Progress to Date

Input Results





## Outreach to Local Jurisdictions



## Role of One-on-One Meetings



### Goals

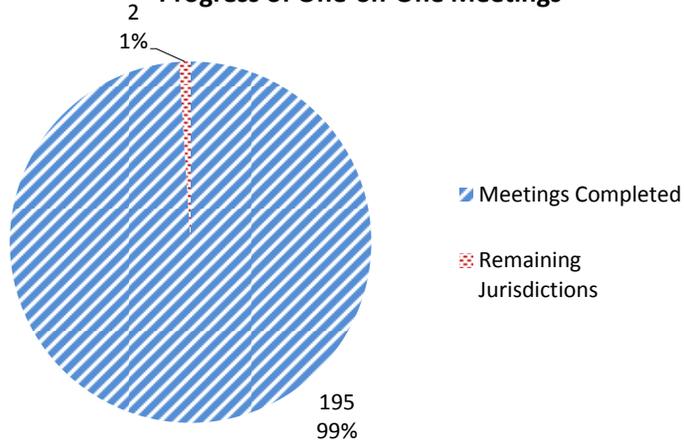
**Provide an opportunity for jurisdictions to offer local knowledge and input to inform SCAG's regional datasets**

**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

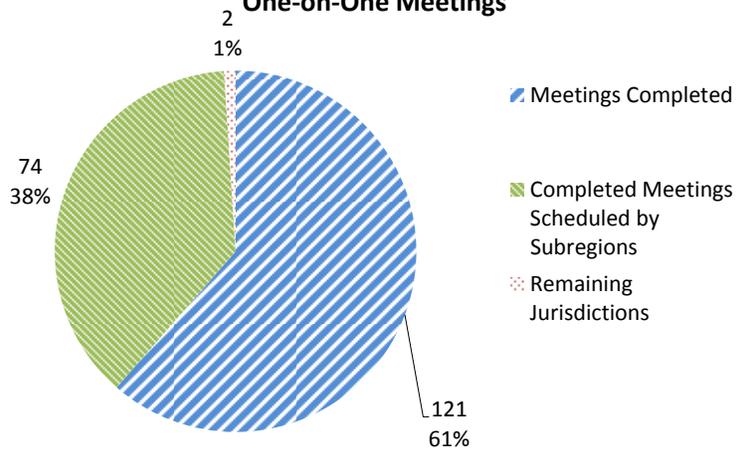
### Progress of One-on-One Meetings



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

## Progress to Date

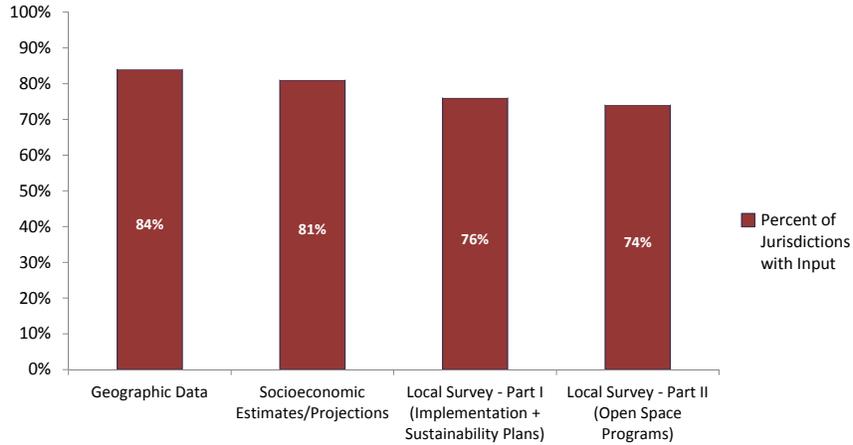
### One-on-One Meetings



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

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

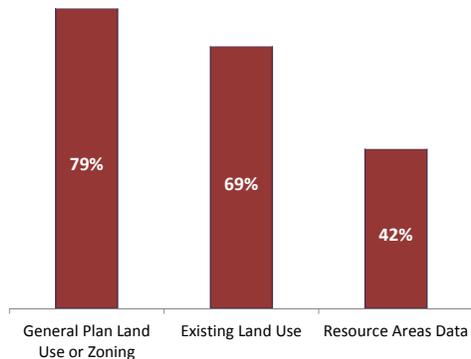
### Input from Jurisdictions on SCAG's Datasets



## Geographic Data Input Results

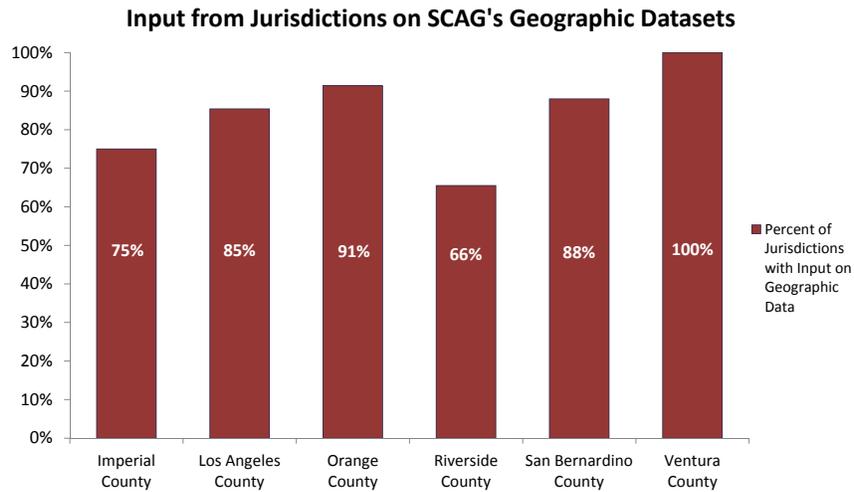
Total Jurisdictions  
Providing Input:  
**166**

Response Rate:  
**84%**

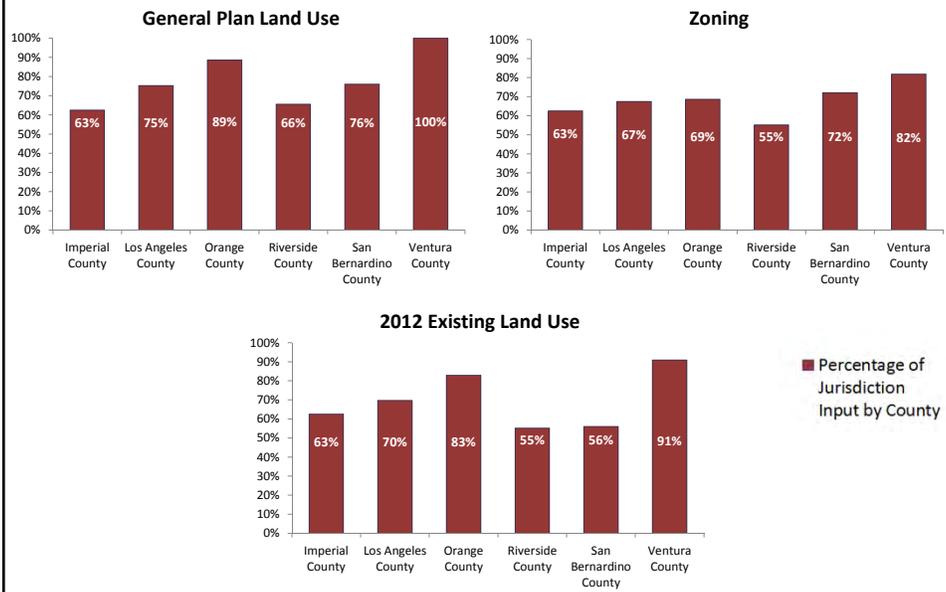


Percent of Jurisdictions Providing Input on SCAG's  
Geographic Datasets

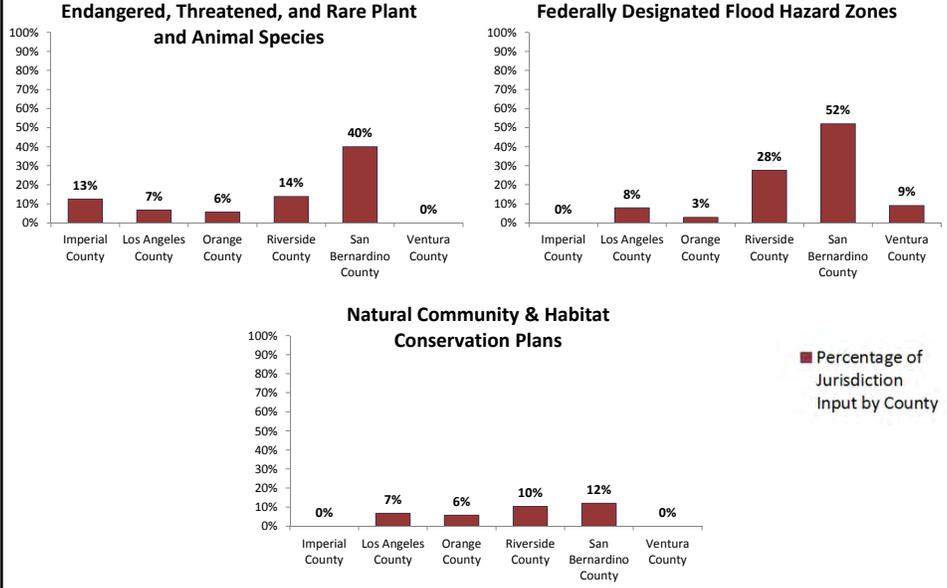
## Geographic Data Input Results by County



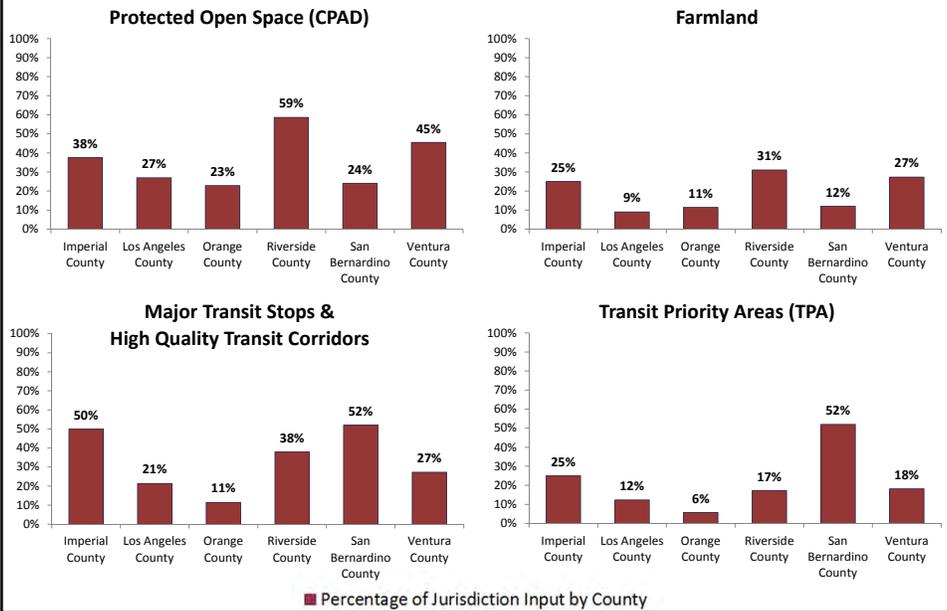
## Map Type Input Results by County



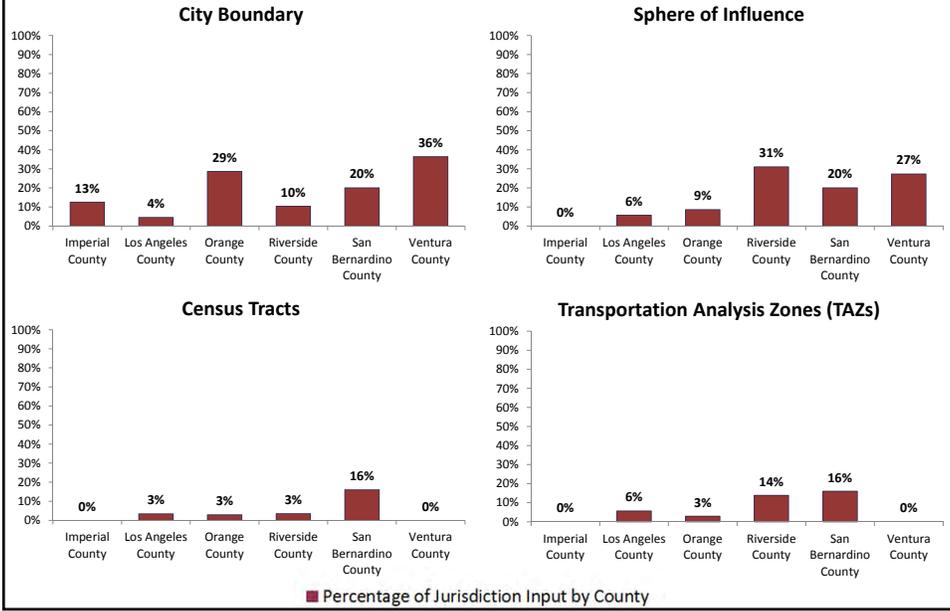
## Map Type Input Results by County



## Map Type Input Results by County

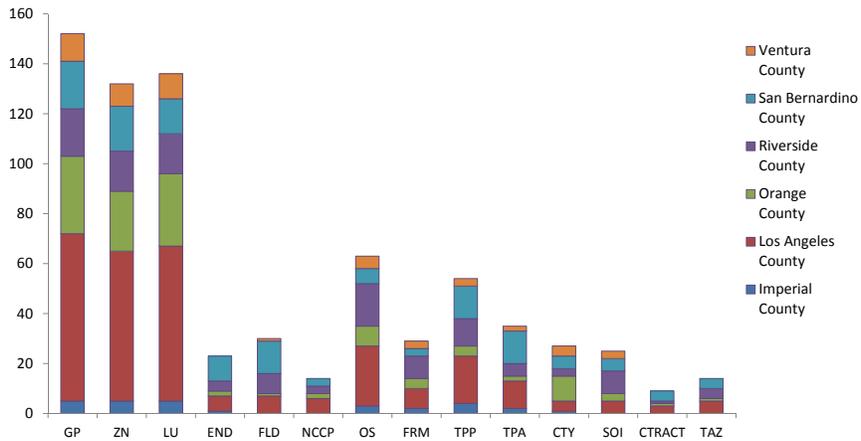


# Map Type Input Results by County



# Geographic Data Input Results by County

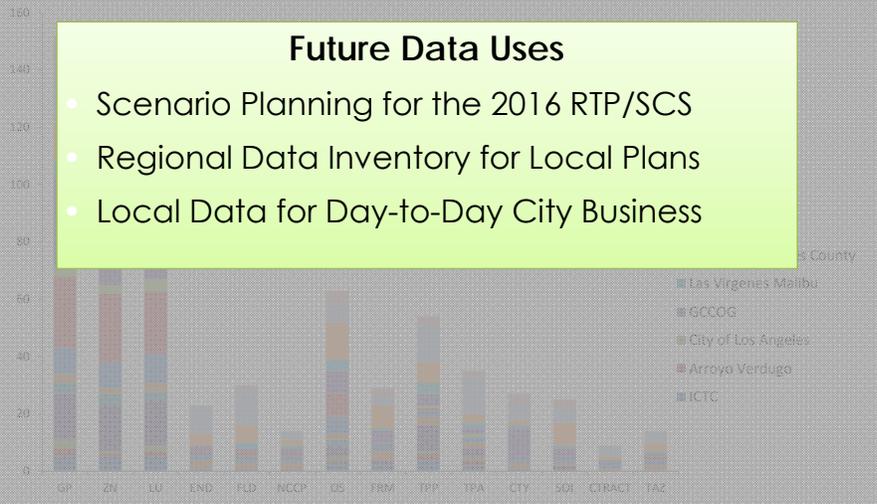
## Map Type Input Results by County



**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

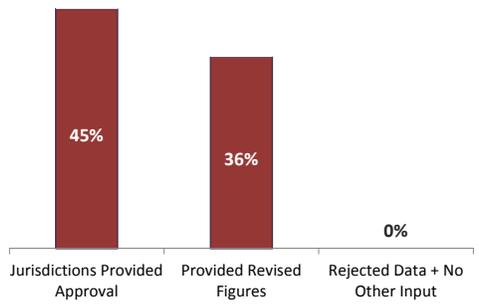


KEY: GP = General Plan; ZN = Zoning; LU = Land Use; END = Endangered Species; FLD = Flood Hazard Zone; NCCP = Natural Communities and Habitat Conservation Plans; OS = Open Space; FRM = Farmland; TPP = High Quality Transit Areas (SB 375); TPA = Transit Priority Areas (SB 743); CTY = City Boundary; SOI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

## Socioeconomic Estimates/Projections Input Results

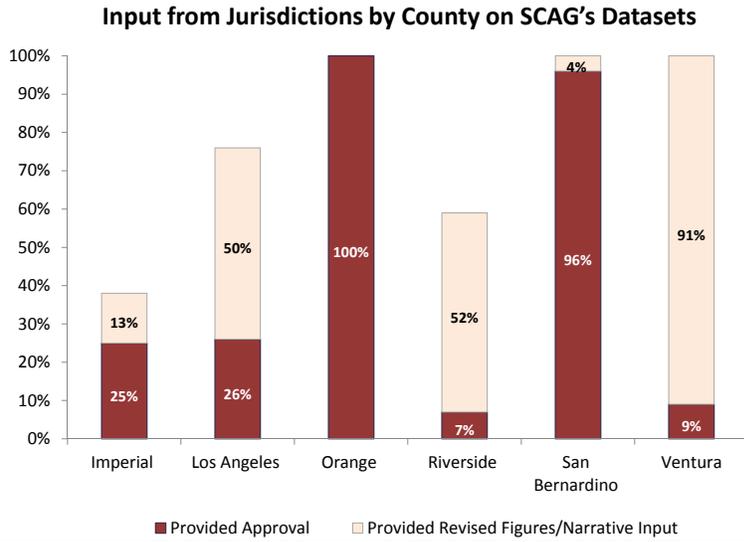
Total Jurisdictions  
Providing Input:  
**159**

Response Rate:  
**81%**

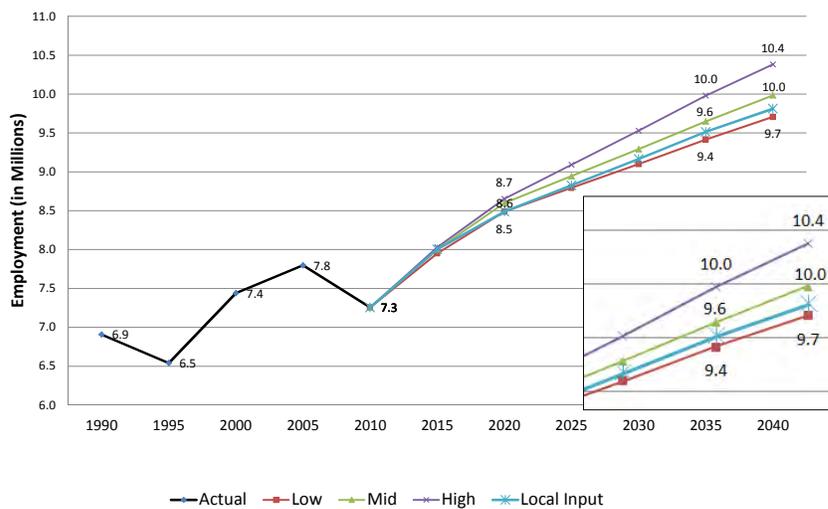


Nature of Input on SCAG's Socioeconomic Data

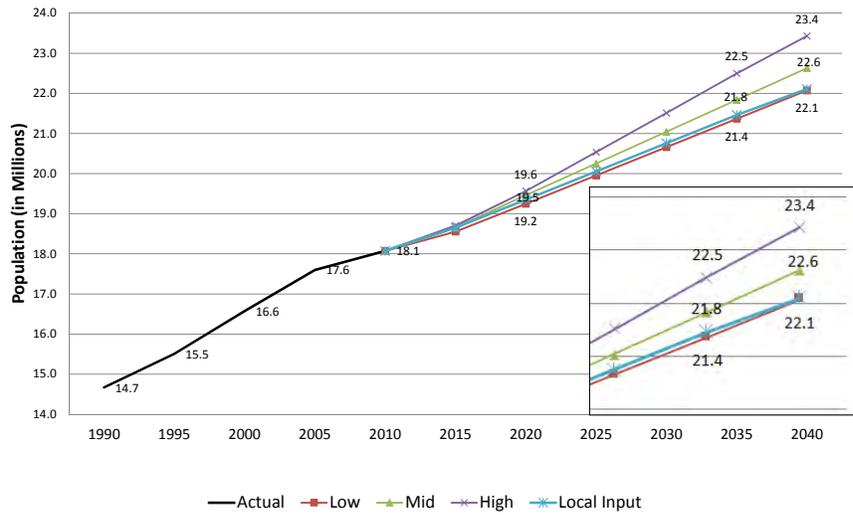
# Socioeconomic Estimates/Projections Input Results



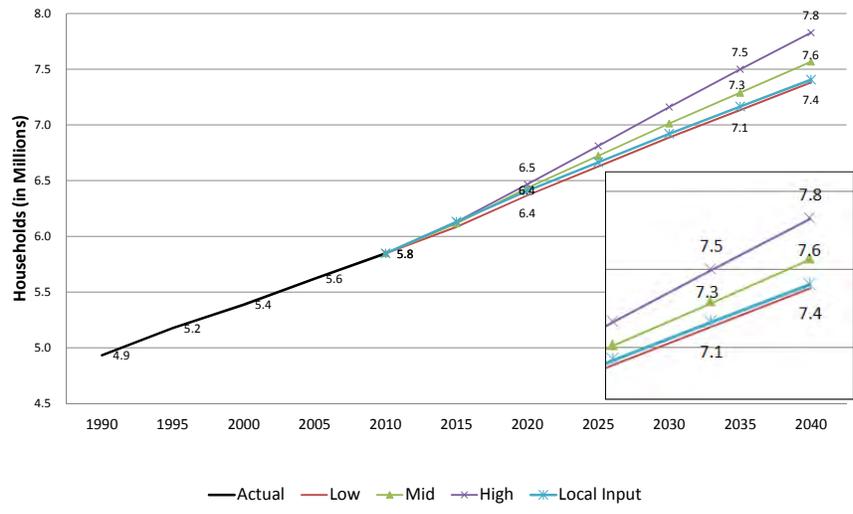
## SCAG Region Range of Preliminary Employment Forecasts and Local Input



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



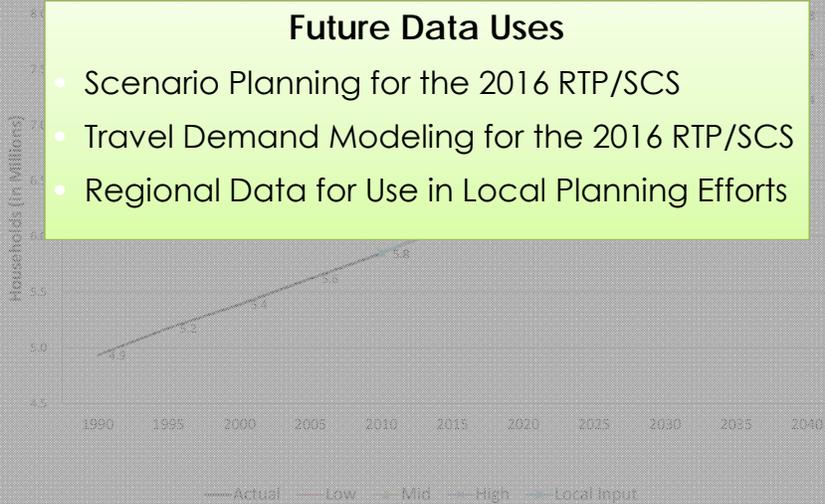
## SCAG Region Range of Preliminary Household Forecasts and Local Input



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

### Future Data Uses

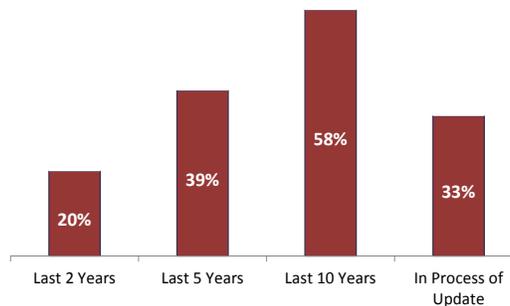
- Scenario Planning for the 2016 RTP/SCS
- Travel Demand Modeling for the 2016 RTP/SCS
- Regional Data for Use in Local Planning Efforts



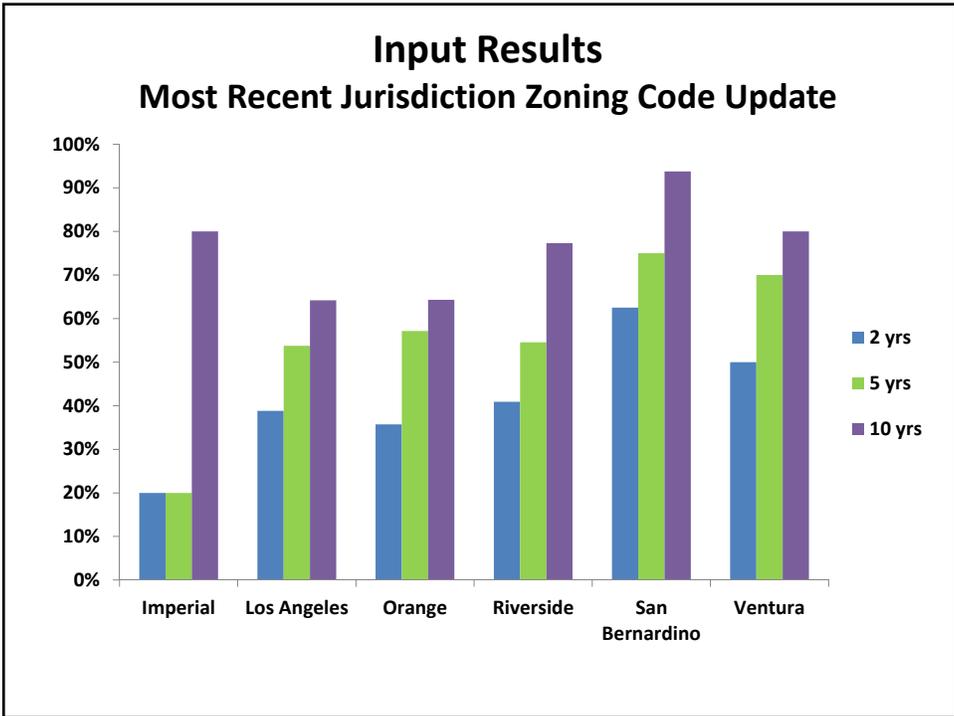
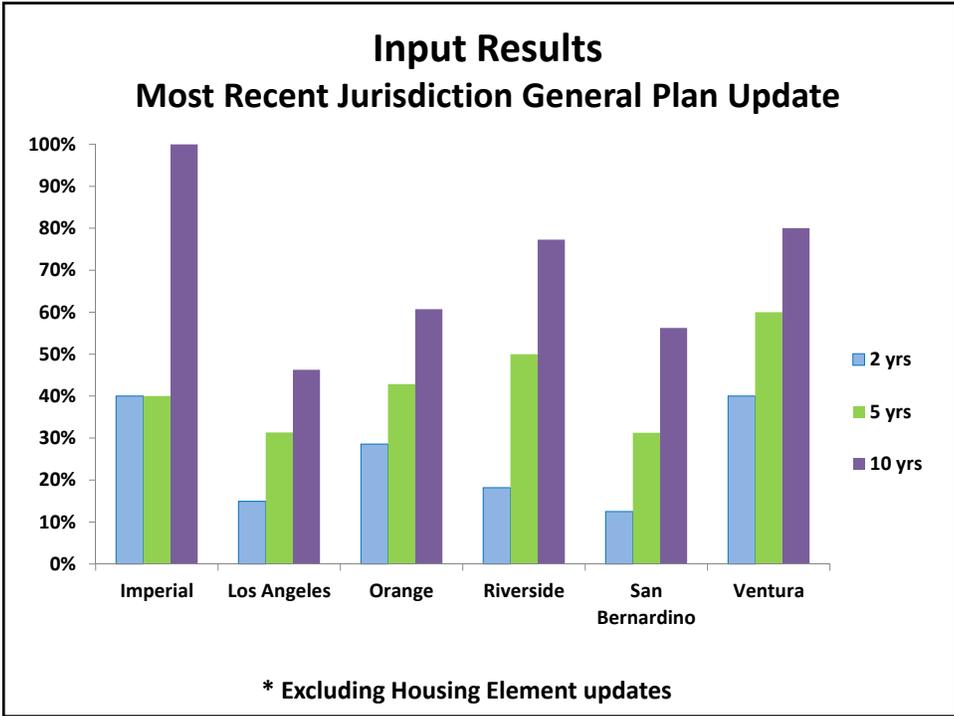
## Local Survey Part I – Implementation Input Results

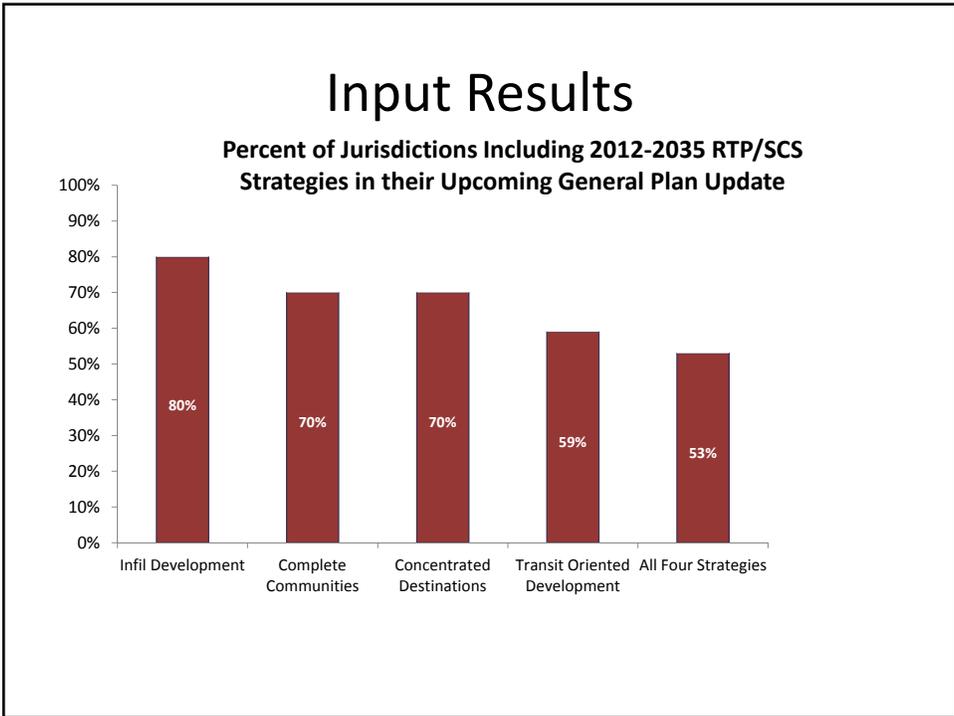
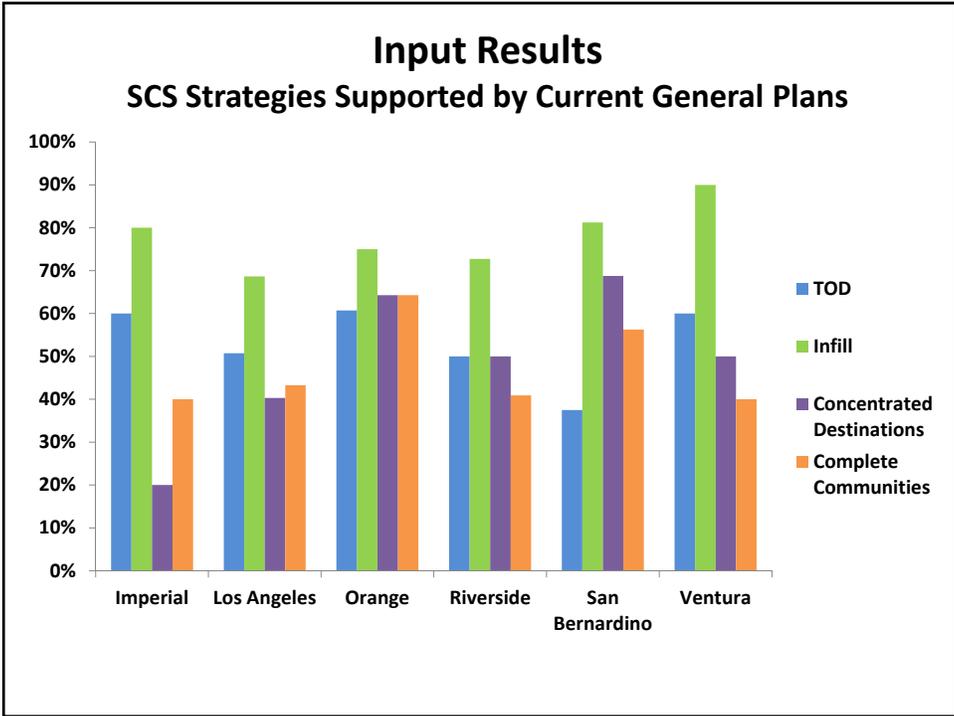
Total Surveys Completed:  
**149**

Response Rate:  
**76%**



Updates to Local Jurisdictions' General Plans



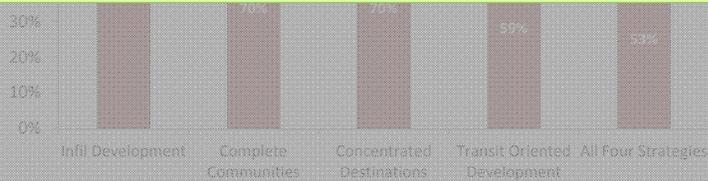


# Initial Input Results

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

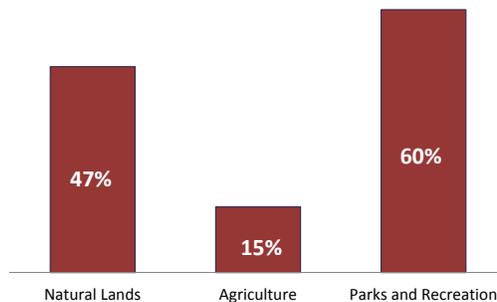


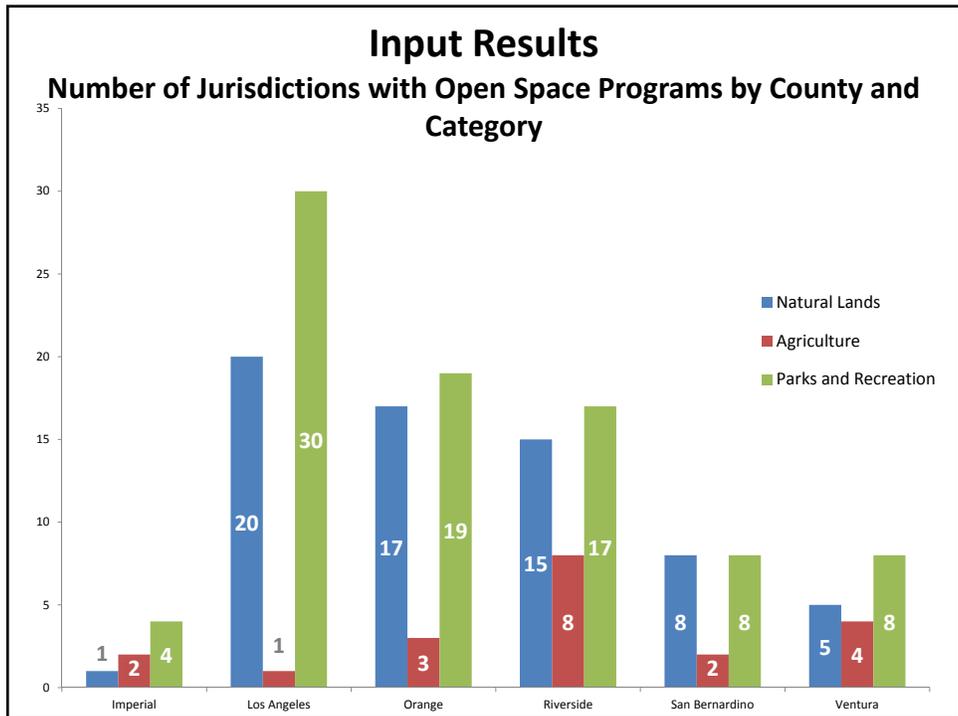
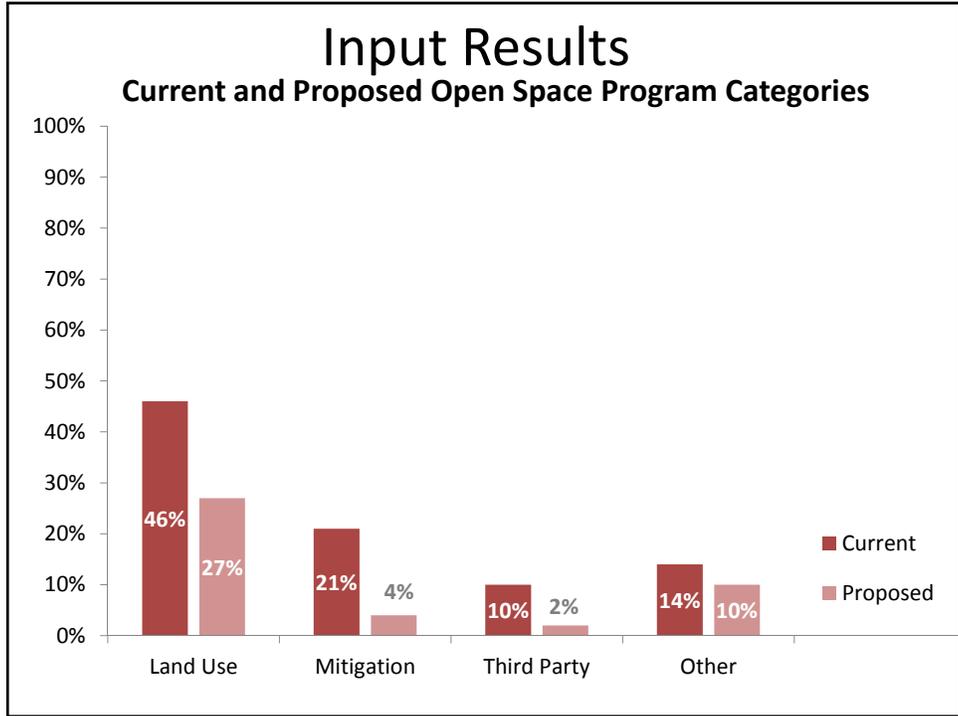
# Local Survey Part II – Open Space Input Results

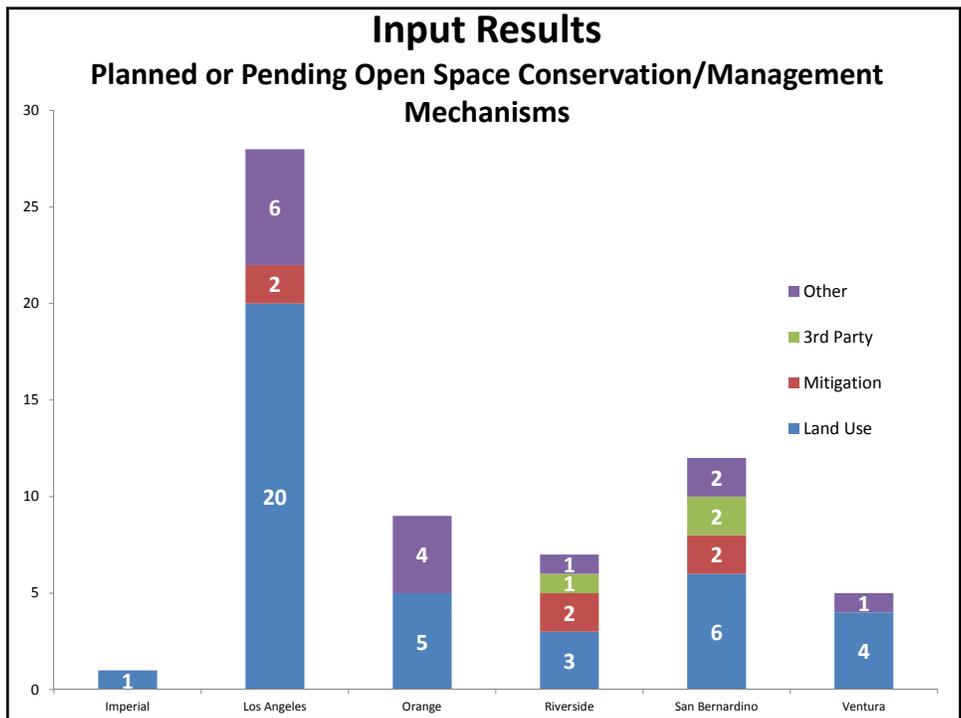
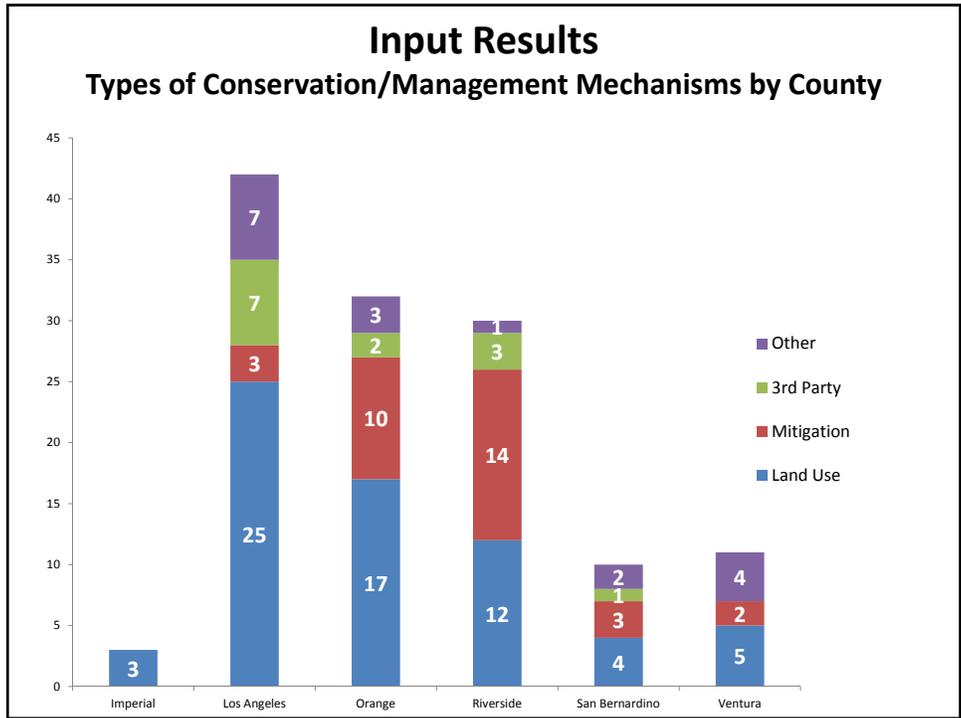
Total Surveys Completed:  
**146**

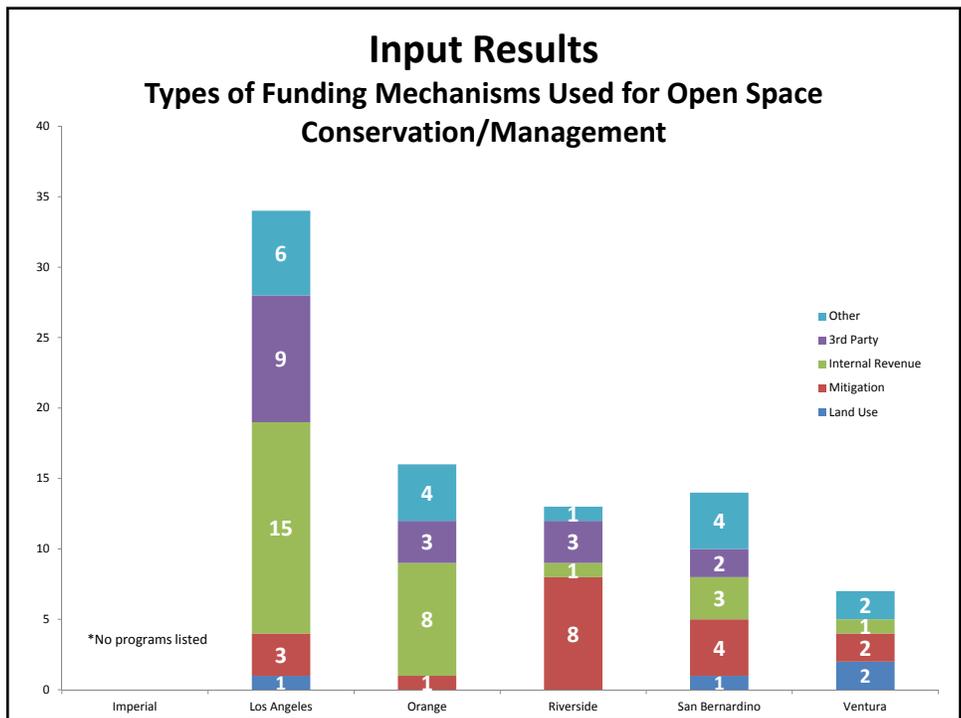
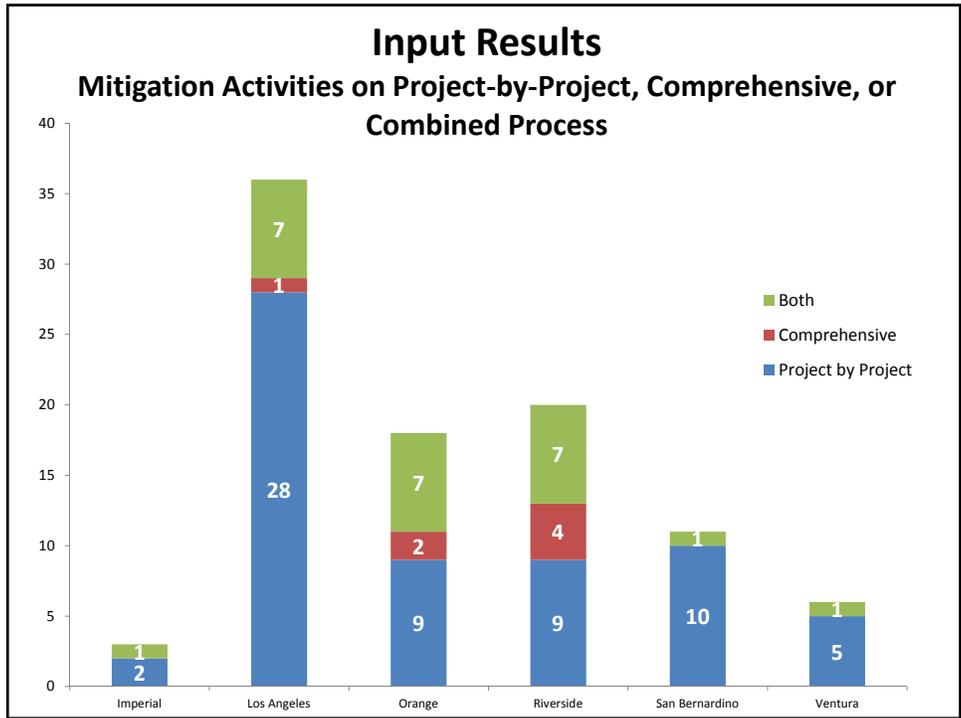
Response Rate:  
**74%**

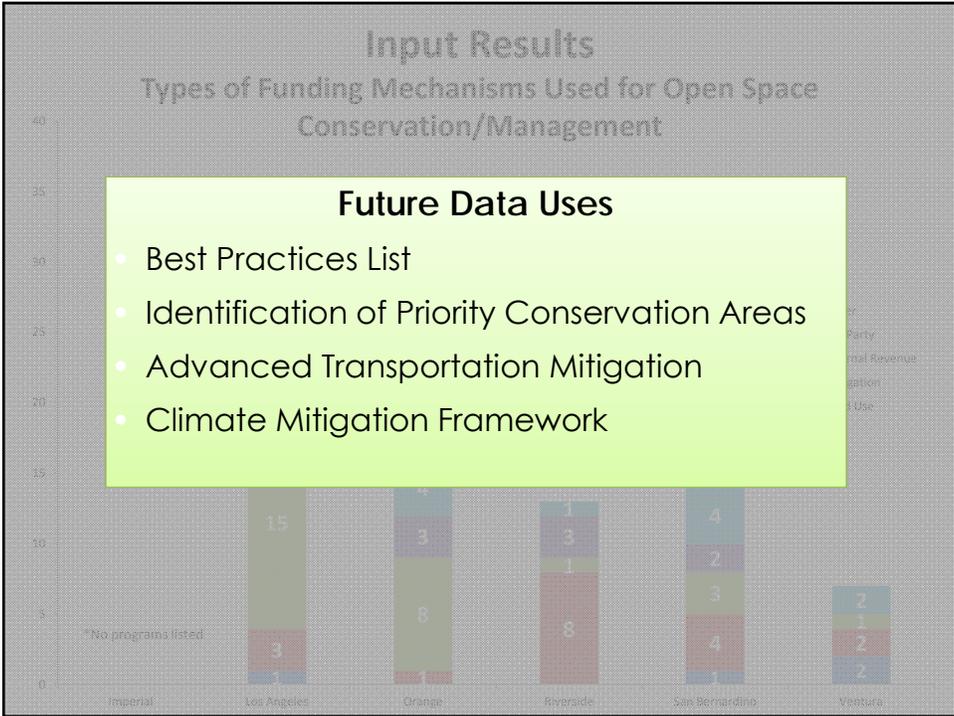
Jurisdictions with Open Space Programs and Policies by Type











## 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)

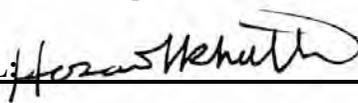
**DATE:** October 2, 2014

**TO:** 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:**



**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

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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

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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%
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<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>

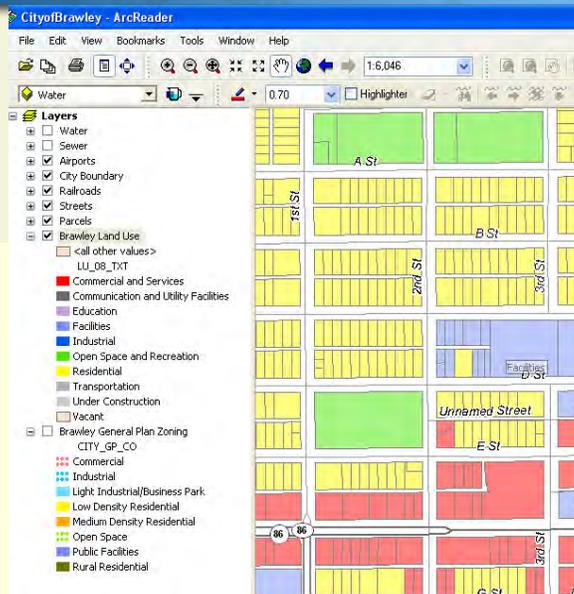
## Jurisdiction Participants Goals



- 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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