



MEETING OF THE

TRANSPORTATION COMMITTEE

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Human Development
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Transportation
Alan Wapner, San Bernardino
Associated Governments

Thursday, March 5, 2015
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
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

Agendas & Minutes for the Transportation Committee are also available at:
<http://www.scag.ca.gov/committees/Pages/default.aspx>

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Transportation Committee

Members – March 2015

Members

Representing

Chair*	1. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
Vice-Chair*	2. Hon. Barbara Messina	<i>Alhambra</i>	District 34
	* 3. Hon. Dante Acosta	<i>Santa Clarita</i>	District 67
	4. Hon. John Addleman	<i>Rolling Hills Estates</i>	SBCCOG
	* 5. Hon. Michael D. Antonovich		Los Angeles County
	* 6. Hon. Rusty Bailey	<i>Riverside</i>	District 68
	* 7. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
	* 8. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
	9. Hon. Ben Benoit	<i>Wildomar</i>	WRCOG
	10. Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
	* 11. Hon. Art Brown	<i>Buena Park</i>	District 21
	12. Hon. Don Campbell	<i>Brawley</i>	ICTC
	13. Hon. Diana Lee Carey	<i>Westminster</i>	OCCOG
	* 14. Hon. Jonathan Curtis	<i>La Canada Flintridge</i>	District 36
	* 15. Hon. Gene Daniels	<i>Paramount</i>	District 24
	* 16. Hon. Steve De Ruse	<i>La Mirada</i>	District 31
	* 17. Hon. Paul Eaton	<i>Montclair</i>	District 9
	18. Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
	* 19. Hon. Curt Hagman		San Bernardino County
	* 20. Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
	* 21. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
	* 22. Hon. Steve Hofbauer	<i>Palmdale</i>	District 43
	* 23. Hon. Jose Huizar	<i>Los Angeles</i>	District 61
	* 24. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	25. Hon. Jim Katapodis	<i>Huntington Beach</i>	District 64
	26. Hon. Linda Krupa	<i>Hemet</i>	WRCOG
	27. Hon. Randon Lane	<i>Murrieta</i>	WRCOG
	28. Hon. James C. Ledford	<i>Palmdale</i>	North L. A. County
	* 29. Hon. Clint Lorimore	<i>Eastvale</i>	District 4
	* 30. Hon. Ray Marquez	<i>Chino Hills</i>	District 10
	* 31. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	* 32. Hon. Andrew Masiel, Sr.		Pechanga Band of Luiseño Indians



Transportation Committee *Members – March 2015*

Members

Representing

* 33. Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
* 34. Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
* 35. Hon. Dan Medina	<i>Gardena</i>	District 28
* 36. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
* 37. Hon. Kris Murray	<i>Anaheim</i>	District 19
* 38. Hon. Frank Navarro	<i>Colton</i>	District 6
* 39. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
40. Hon. Micheál O'Leary	<i>Culver City</i>	WSCCOG
* 41. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
* 42. Hon. Sam Pedroza	<i>Claremont</i>	District 38
* 43. Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
44. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
45. Hon. Dwight Robinson	<i>Lake Forest</i>	OCCOG
* 46. Hon. Ali Saleh	<i>Bell</i>	District 27
47. Hon. Damon Sandoval		Morongo Band of Mission Indians
* 48. Hon. Marty Simonoff	<i>Brea</i>	District 22
* 49. Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
50. Hon. David Spence	<i>La Cañada/Flintridge</i>	Arroyo Verdugo Cities
* 51. Hon. Karen Spiegel	<i>Corona</i>	District 63
52. Hon. Tim Spohn	<i>City of Industry</i>	SGVCOG
53. Hon. Barb Stanton	<i>Town of Apple Valley</i>	SANBAG
* 54. Hon. Michelle Steel		Orange County
* 55. Hon. Jess Talamantes	<i>Burbank</i>	District 42
56. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
* 57. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
* 58. Hon. Chuck Washington	<i>Temecula</i>	District 5
* 59. Hon. Michael Wilson	<i>Indio</i>	District 66
60. Mr. Gary T. Slater	<i>Caltrans, District 7</i>	Ex-Officio

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

MARCH 5, 2015

The Transportation 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. Alan Wapner, 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 ITEM

Page No.

1. Minutes of the October 2, 2014 Meeting

Attachment

1

CONSENT CALENDAR

Receive and File

2. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Public Health Integration

Attachment

7

3. 2015 Local Profiles Status Update

Attachment

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4. Regional Guidelines for 2015 Active Transportation (Funding) Program (ATP)

Attachment

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5. SCAG Sustainability Planning Grants Program – Monthly Update

Attachment

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6. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing and Sustainable Communities Program Update – Concept Applications Process & Recommendation

Attachment

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7. U.S. Department of Transportation (DOT) Mayors’ Challenge for Safer People, Safer Streets

Attachment

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8. 2015 Regional Council and Policy Committees Meeting Schedule

Attachment

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TRANSPORTATION COMMITTEE

AGENDA

MARCH 5, 2015

Receive and File - continued

	<u>Time</u>	<u>Page No.</u>
9. <u>Introduction to SCAG's Upcoming Environmental Justice Analysis for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)</u> <i>(Kimberly Clark, SCAG Staff)</i>	Attachment	86

INFORMATION ITEMS

10. <u>Potential Policy Committee Meetings and Agenda Items Related to the Development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) for the Next Eight (8) Months</u> <i>(Rich Macias, Director, Transportation Planning)</i>	Attachment 5 mins.	104
11. <u>Preliminary 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Scenario Planning Matrix</u> <i>(Rich Macias, Director, Transportation Planning)</i>	Attachment 15 mins.	108
12. <u>Exposition Light Rail Line Study – Implications for Transit-Oriented Development TOD</u> <i>(Dr. Marlon Boarnet, Senior Associate Dean for Academic Affairs, Director, Graduate Programs in Urban Planning and Professor of Planning, University of Southern California)</i>	Attachment 45 mins.	111

CHAIR'S REPORT

(Hon. Alan Wapner, Chair)

STAFF REPORT

(Alison Linder, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The next Transportation Committee meeting will be held on Thursday, April 2, 2015 at the SCAG Los Angeles Office.

Transportation Committee
of the
Southern California Association of Governments
October 2, 2014

Minutes

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

The Transportation Committee (TC) met at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Alan Wapner, Ontario. A quorum was present.

Members Present:

- Hon. Dante Acosta, Santa Clarita District 67
- Hon. John Addleman, Rolling Hills Estates SBCCOG
- Hon. Bruce Barrows, Cerritos District 23
- Hon. Russell Betts, Desert Hot Springs CVAG
- Hon. Art Brown, Buena Park District 21
- Hon. Diana Lee Carey, Westminster OCCOG
- Hon. Jonathan Curtis, La Cañada-Flintridge District 36
- Hon. Gene Daniels, Paramount District 24
- Hon. Paul Eaton, Montclair District 9
- Hon. Mario Guerra, Downey District 25
- Hon. Bill Hodge, Calexico ICTC
- Hon. Jim Hyatt, Calimesa District 3
- Hon. Trish Kelley, Mission Viejo OCCOG
- Hon. Michele Martinez, Santa Ana District 16
- Hon. Andrew Masiel, Sr. Pechanga Band of Luiseño Indians
- Hon. Marsha McLean, Santa Clarita District 67
- Hon. Dan Medina, Gardena District 28
- Hon. Keith Millhouse, Moorpark VCTC
- Hon. Leroy Mills, Cypress District 18
- Hon. Brett Murdock, Brea District 22
- Hon. Kris Murray, Anaheim District 19
- Hon. Frank Navarro, City of Colton District 6
- Hon. Micheál O'Leary, Culver City WCCOG
- Hon. Gary Ovitt San Bernardino County
- Hon. Linda Parks Ventura County
- Hon. Greg Pettis, Cathedral City District 2
- Hon. Teresa Real Sebastian, Monterey Park SGVCOG
- Hon. Ali Saleh, Bell GCCOG
- Hon. David Spence, La Canada-Flintridge Arroyo Verdugo Cities
- Hon. Karen Spiegel, Corona District 63
- Hon. Tim Spohn, City of Industry SGVCOG
- Hon. Barb Stanton, Apple Valley SANBAG
- Hon. Alan Wapner, (*Chair*) SANBAG
- Hon. Michael Wilson, Indio District 66
- Ms. Elaheh Yadegar Caltrans District 7

Members Not Present:

Hon. Mike Antonovich	Los Angeles County
Hon. Rusty Bailey, Riverside	District 68
Hon. Glen Becerra, Simi Valley	District 46
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jose Huizar, Los Angeles	District 61
Hon. Randon Lane, Murrieta	Murrieta
Hon. James C. Ledford	Palmdale
Hon. Ryan McEachron, Victorville	District 65
Hon. Barbara Messina, Alhambra (Vice-Chair)	District 34
Hon. Shawn Nelson	Orange County
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Ron Roberts, Temecula	District 5
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Larry Smith	WRCOG
Hon. Jeff Stone	Riverside County
Hon. Jess Talamantes, Burbank	District 42
Hon. Brent Tercero, Pico Rivera	GCCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Alan Wapner, Ontario, called the meeting to order at 10:04 a.m. Hon. Bruce Barrows, Cerritos, led the Pledge of Allegiance.

Hon. Alan Wapner, Ontario, welcomed Hon. Ali Saleh, City of Bell, a new committee member.

PUBLIC COMMENT PERIOD

Greg Nord, Transportation Analyst, Orange County Transportation Authority, urged the committee to support the 2014 Regional Active Transportation Program.

ACTION ITEMS

1. 2014 Southern California Regional Active Transportation Program: Funding Recommendations and Project List

Sarah Jepson, SCAG staff, noted the ATP project list has been developed in collaboration with the county transportation commissions. Once approved by the Regional Council the project list will be forwarded to the California Transportation Commission in November 2014 for approval.

A MOTION was made (Martinez) and SECONDED (Navarro) to recommend to the Regional Council approval of the submitted project list. The Motion passed by the following votes:

AYES: Acosta, Addleman, Barrows, Betts, Brown, Lee Carey, Curtis, Daniels, Eaton, Guerra, Hodge, Hyatt, Martinez, McLean, Millhouse, Mills, Murdock, Navarro, O’Leary, Ovitt, Pettis, Real Sebastian, Spence, Wapner, Wilson and Saleh

NOES: None

ABSTAIN: None

2. Approval of the 2014 Amendment to the Joint Powers Agreement Concerning the Los Angeles – San Diego – San Luis Obispo Corridor Rail Agency (LOSSAN)

Stephen Fox, SCAG staff, stated in 2013 the LOSSAN Joint Powers Agreement was changed by all member agencies to reflect local control of the Pacific Surfliner Train. At that time there was an inadvertent change in the agency’s name from LOSSAN Rail Corridor Agency to LOSSAN Corridor Rail. Mr. Fox noted approval of the amendment to the LOSSAN JPA corrects the inadvertent name change.

A MOTION was made (Brown) and SECONDED (Lee Carey) to recommend approval by the Regional Council of the amendment correcting the agency name change. The Motion passed by the following votes:

AYES: Acosta, Addleman, Barrows, Betts, Brown, Lee Carey, Curtis, Daniels, Eaton, Guerra, Hodge, Hyatt, Martinez, McLean, Millhouse, Mills, Murdock, Murray, Navarro, O’Leary, Ovitt, Pettis, Real Sebastian, Saleh, Spence, Wapner, and Wilson

NOES: None

ABSTAIN: None

CONSENT CALENDAR

Approval Items

- 3. Minutes of the September 11, 2014 Meeting

Receive and File

- 4. 2014 Regional Council and Policy Committees Meeting Schedule
- 5. SCAG Sustainability Planning Grants Program - Monthly Update
- 6. SCAG GIS Services Program Status Report

A MOTION was made (Brown) and SECONDED (Wilson) to approve the Consent Calendar. The Motion passed by the following votes:

AYES: Acosta, Addleman, Barrows, Betts, Brown, Lee Carey, Curtis, Daniels, Eaton, Guerra, Hodge, Hyatt, Martinez, McLean, Millhouse, Mills, Murdock, Murray, Navarro, Ovitt, Pettis, Real Sebastian, Spence, Spohn, Wapner, and Wilson

NOES: None

ABSTAIN: O’Leary and Saleh

INFORMATION ITEMS

7. California Highway Safety Plan Update

Laura Muna-Landa, Arellano Associates, provided an update on California Highway Safety Plan which is required by the Federal Highway Administration with the first plan completed in 2006. The goal of the plan is to reduce the number and severity of multi-modal crashes on public highways and roads. It is designed to focus resources on the most significant problems so the greatest degree of progress can be made. It was noted traffic fatalities have decreased by 28% and serious injuries have declined 17% since 2006 although that trend has turned slightly upward since 2010. Ms. Muna-Landa noted current efforts include updating the plan and she invited the committee's input and involvement. Upcoming activities include a series of webinars scheduled for the last week of October and a Safety Summit November 12, 2014 at California State University, Los Angeles.

Hon. Russell Betts, Desert Hot Springs, asked about the leading cause of traffic fatalities. Ursula Stuter, Caltrans, responded that impaired driving is responsible for the majority of fatalities.

8. Transportation Finance & Goods Movement Update for the Development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

Annie Nam, SCAG staff, provided an update on Transportation Finance and Goods Movement development for the 2016-2040 RTP/SCS. Ms. Nam reviewed traditional transportation funding mechanisms including sales and gas tax, farebox, tolls and bonds as well as potential new revenue sources such as mileage-based user fees, highway tolls and a national freight program. Areas of focus for funding the 2016-2040 RTP/SCS include further refinement of system preservation needs, monitoring of new potential sources of revenue including cap and trade auction proceeds and continued collaboration with Caltrans on a pilot program for testing mileage-based user fees.

Ms. Nam reported on the goods movement development and the region's infrastructure that includes six (6) commercial airports, two (2) large container ports, rail roads and an extensive network of freeways and arterials. It was further noted increasing freight traffic for rail and truck is anticipated in the region with truck traffic near the ports tripling by 2035. Ms. Nam noted goods movement activities have a negative impact on the region's air quality. The 2012-2035 RTP/SCS calls for greater than \$70 billion in investments and includes developing strategies focused on reducing impacts on communities by locating goods movement activities closer to industrial areas and away from residential and commercial centers and the development of cleaner operations, fuels and technologies.

Hon. Russell Betts, Desert Hot Springs, noted research that indicates collection costs for Vehicle Miles Travelled (VMT) fees are far greater and much less efficient than gas tax collections and asked the committee to reflect on this difference as it considers a VMT fee.

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

Kimberly Clark, SCAG staff, provided an update on the 2016-2040 RTP/SCS local input process. Ms. Clark stated SCAG employs a "local control - regional collaboration"

strategy to produce draft socioeconomic and geographic datasets. It was noted over the course of 18 months a series of one-on-one meetings have taken place with local jurisdictions to collect data changes and provide technical guidance. Ms. Clark noted this effort received extensive support from subregional partners and meetings have taken place with 195 jurisdictions or 99% of all cities and counties in the region. This input will be integrated into SCAG's technical models.

STAFF REPORT

Akiko Yamagami, SCAG staff, reported the California Strategic Growth Council has released the Draft Affordable Housing and Sustainable Communities Guidelines. Comments are being solicited through October 31, 2014. The program will provide grants and loans for affordable housing, infill and Transit Oriented Development. Also, the Strategic Growth Council will host a workshop at SCAG on October 27, 2014 from 1:00 p.m. to 4:00 p.m. Committee members are invited to attend and provide comments at the workshop or in writing prior to the deadline.

Joann Africa, Chief Counsel, announced that SCAG's 5th Annual Economic Summit will take place at the Bonaventure Hotel on December 4, 2014 and there will be no Regional Council or policy committee meetings that day.

ADJOURNMENT

Chair Alan Wapner adjourned the meeting at 11:30 a.m. The next meeting of the Transportation Committee will be held Thursday, February 5, 2015 at the SCAG Los Angeles office.



Mervin Acebo, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2014

Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended				= No Meeting		NM = New Member					
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	No Mtg. July	Aug	Sept	Oct	Nov	Dec
1	Acosta, Dante*	Santa Clarita		X									NM		X	X	X		
2	Addleman, John	Rolling Hills Estates		X				X	X			X		X	X	X	X		
3	Antonovich, Michael*	Los Angeles County		X				X				X		X					
4	Bailey, Rusty*	Riverside, WRCOG				X			NM							X			
5	Barrows, Bruce*	Cermos		X				X	X			X		X	X	X	X		
6	Becerra, Glen*	Simi Valley		X				X	X			X		X					
7	Betts, Russell	CVAG				X		X	X			X		X	X	X	X		
8	Brown, Art*	Buena Park			X			X	X			X		X	X	X	X		
9	Lee Carey, Diana	Westminster, OCCOG			X									NM	X	X	X		
10	Curtis, Jonathan*	La Cañada Flintridge		X										NM	X		X		
11	Daniels, Gene*	Paramount		X				X	X			X		X	X	X	X		
12	Eaton, Paul*	Montclair				X			X					X			X		
13	Guerra, Manio*	Downey		X				X				X					X		
14	Hack, Bert	Laguna Woods			X			X	X			X		X	X				
15	Harnik, Jan	Palm Desert, RCTC				X												NM	
16	Harper, Matthew*	Huntington Beach			X			X	X			X		X	X	X			
17	Herrera, Carol*	Diamond Bar		X				X				X		X					
18	Hodge, Bill	Clixico, ICTC	X						X			X			X		X		
19	Hofbauer, Steven*	Palmdale/No. LA County		X											NM	X			
20	Huizar, Jose*	Los Angeles		X															
21	Hyatt, Jim*	Calimesa				X		X	X			X		X	X	X	X		
22	Kelley, Trish	Mission Viejo			X			X	X			X		X		X	X		
23	Lane, Randon	Murrieta				X		X						X					
24	Ledford, James C.	Palmdale/No. LA County		X												X			
25	Martinez, Michele*	Santa Ana			X			X	X			X		X	X		X		
26	Masiel, Andrew*	Pechanga Luiseño Indians						X	X					X	X		X		
27	McEachron, Ryan*	Victorville				X		X	X			X		X	X	X			
28	McLean, Marsha	Santa Clarita		X				X						X	X	X	X		
29	Medina, Dan*	Gardena		X				X	X			X		X	X	X	X		
30	Messina, Barbara* (Vice-Chair)	Alhambra		X				X	X			X		X	X	X			
31	Millhouse, Keith*	Moorpark					X		X			X		X	X	X	X		
32	Mills, Leroy*	Cypress			X			X				X		X	X	X	X		
33	Murdock, Brett*	Brea			X			X	X			X			X	X	X		
34	Murray, Kris*	Anaheim			X			X	X			X				X	X		
35	Navarro, Frank*	Colton				X		NM	X			X		X	X	X	X		
36	Nelson, Shawn*	Orange County			X			X	X					X					
37	O'Connor, Pam*	Santa Monica		X				X											
38	O'Leary, Micheál	Culver City/WCCOG		X				X	X			X		X	X		X		
39	Ovitt, Gary*	San Bernardino County				X			X			X				X	X		
40	Parks, Bernard*	Los Angeles		X															
41	Parks, Linda*	Ventura County					X	X	X							X	X		
42	Pettis, Gregory*	Cathedral City				X		X	X			X		X	X	X	X		
43	Real Sebastian, Teresa	Monterey Park/SGVCOG		X				X	X			X		X	X	X	X		
44	Roberts, Ron*	Temecula				X			X					X	X				
45	Robinson, Dwight	Lake Forest, OCCOG			X									NM		X			
46	Saleh, Ali	City of Bell, GCCOG		X														NM	
47	Sandoval, Damon	Morongo Band of Mission Indians																	
48	Smith, Larry	Hemet, WRCOG				X						X			X	X			
49	Spence, David	Flintridge/Arroyo Verdugo Cities		X				X	X			X		X	X	X	X		
50	Spiegel, Karen*	Corona/WRCOG				X		X	X			X		X	X		X		
51	Spohn, Tim	Industry/SGVCOG		X				X	X					X	X		X		
52	Stanton, Barb	Apple Valley				X		X				X		X		X	X		
53	Stone, Jeff*	Riverside				X			X			X		X					
54	Talamantes, Jess*	Burbank/SFVCOG		X				X	X			X		X	X				
55	Tercero, Brent	Pico Rivera		X										X					
56	Wapner, Alan* (Chair)	Ontario, SANBAG				X		X	X			X		X	X		X		
57	Wilson, Michael*	Indio, CVAG				X								NM	X		X		
58	Yadegar, Elaheh	Caltrans District 7														NM	X		
		Totals	1	24	11	11	6	2											
	* Regional Council Member																		

DATE: March 5, 2015

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

FROM: Huasha Liu, Director of Land Use and Environmental Planning, (213) 236-1838,
liu@scag.ca.gov

SUBJECT: 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy
(2016 RTP/SCS) Public Health Integration

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required.

RECOMMENDED ACTION FOR RC, CEHD, TC:

Receive and File.

EXECUTIVE SUMMARY:

In 2013, SCAG's General Assembly adopted the recommendations of the Public Health Subcommittee to: 1) seek opportunities to promote transportation options with an active transportation component; 2) provide robust public health data and information for the development of regional policy and the 2016 RTP/SCS; and 3) promote and seek ongoing partnerships with regional partners, public health departments and other stakeholders. SCAG staff developed a Public Health Work Program to meet these directives. As part of the Work Program, SCAG is developing a framework for integrating public health considerations into the 2016 RTP/SCS. Staff will provide a presentation on the proposed framework to outline opportunities for addressing public health throughout the plan.

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 c (Provide practical solutions for moving new ideas forward).

BACKGROUND:

The 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (2012 RTP/SCS) seeks to "enhance how SCAG addresses public health issues in its regional planning, programming, and project development activities." The 2012 RTP/SCS also addresses health outcomes related to air quality, environmental justice, safety, affordable housing, location efficiency, active transportation, and access to jobs, health care and open space. To implement the 2012 plan, SCAG's General Assembly adopted the recommendations of the Public Health Subcommittee to: 1) seek opportunities to promote transportation options with an active transportation component; 2) provide robust public health data and information for the development of regional policy and the 2016 RTP/SCS; and 3) promote and seek ongoing partnerships with regional partners, public health departments and other stakeholders.

SCAG staff has developed a Public Health Work Program to address the recommendations of the subcommittee. The Work Program seeks to: 1) provide leadership in collaboration with regional

REPORT

stakeholders to increase awareness of the relationship between health and the built environment throughout the region; 2) develop and implement balanced policies in the 2016 Regional Transportation Plan/Sustainable Communities Strategy; and 3) provide support to regional and local agencies and partners to integrate public health into the multimodal transportation, economic development, job creation and land use planning processes.

SCAG's preliminary approach for addressing public health in the 2016 RTP/SCS has been developed through a framework that mirrors the goals of the Public Health Work Program. The framework includes strategies for: 1) engagement; 2) education; and 3) policy development and analysis. In order to engage stakeholders, SCAG has established a Public Health Working Group to complement the feedback received from the Technical Working Group, policy committees and general stakeholder outreach. Educational activities proposed include call out boxes and vignettes throughout the development of the 2016 RTP/SCS plan in addition to developing a public health appendix that consolidates the outcomes of the plan related to public health. Policy development and analysis is proposed to be conducted using a "Health in All Policies" approach to incorporate health considerations in multiple areas of the plan including in Scenario Planning, Environmental Justice Analysis, Program Environmental Impact Report, and the 2016 Plan Performance Measures and Monitoring Measures. In addition, due to growing interest from stakeholders specifically related to the impact of active transportation on public health, staff is undertaking more detailed analysis as part of the development of the active transportation portion of the plan to incorporate health-related analysis, including an Active Transportation Health and Economic Impact Study.

FISCAL IMPACT:

Work associated with this item is included in the current FY2014/15 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy).

ATTACHMENT:

PowerPoint Presentation: "Public Health Analysis Framework"

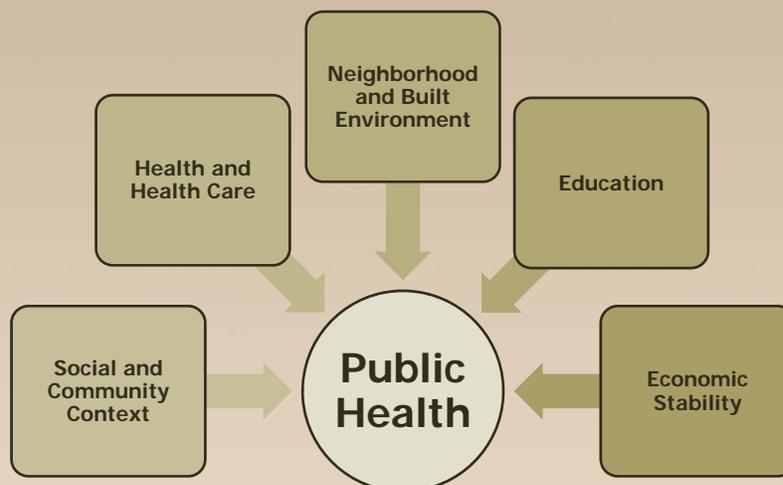
Public Health Analysis Framework

March 5, 2015

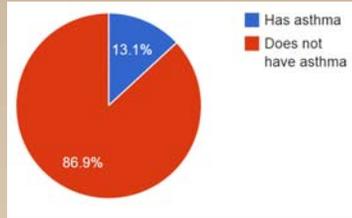
Rye Baerg
Active Transportation & Special Programs



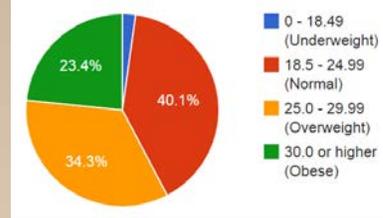
Social Determinants of Health



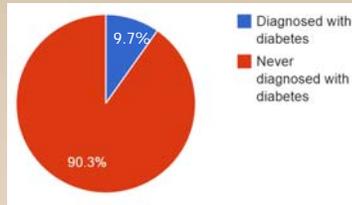
State of Public Health



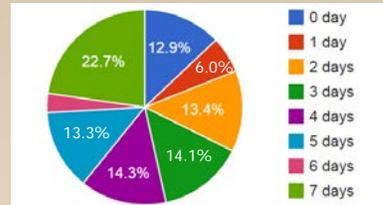
1 in 10 has Asthma



1 in 2 is Overweight or Obese



1 in 10 has Diabetes



1 in 2 gets Recommended Physical Activity

*SCAG Region California Health Impact Survey Data 2009-2012

Moving Upstream

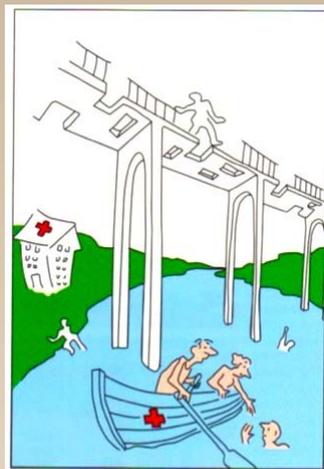
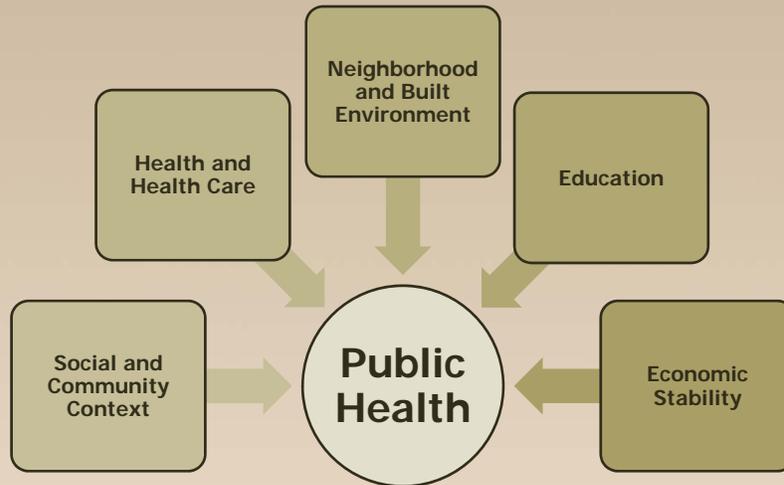


Figure 28.5 The downstream approach to the prevention of caries. Victims are pulled out of the river and resuscitated, when they flow by, but no attention is paid to the upstream reasons why people have fallen into the river.

Social Determinants of Health



Public Health (Built Environment)

RTP/SCS Overview



Emerging Trend

FHWA

[Moving Healthy:
Linking FHWA Programs and Health](#)

Caltrans

[Safety and Health Goal/Active Transportation Program](#)

DPH

[SBCDPH CVS/PLACDPH PLACE/Riverside Healthy Cities](#)

MPO's

[SANDAG Public Health White Paper/SACOG Public Health
Module for Urban Footprint](#)

Cities

Health Elements/Health Resolutions/Complete
Streets/Open Space/Food Access/HiAP

Health in All Policies

Public Health

Sustainability

Climate
Adaptation

Land Use

Transportation

Economy

2012 RTP/SCS and Health



SCAG Focus: Public Health Work Program

2012 RTP/SCS
Accomplishments

Goals and Strategies

FY 14-15 Action Plan Deliverables

Provide Leadership through Collaboration and Partnerships

Randall Lewis Health Policy Fellowship

Safety and Encouragement Campaign

Public Health Working Group

Integrate Public Health into Regional Planning Activities

Active Transportation Health and Economic Impact Study

Public Health White Paper to inform 2016 RTP/SCS

Provide Regional Support through Technical Assistance

Active Transportation Trainings and Toolkits

Website Upgrades

2016 RTP/SCS

- Public Health Analysis Framework
- Outline strategy for integration
 - Engagement
 - Education
 - Policy Development and Analysis

Analysis Framework (Engagement)

- Public Health Working Group
 - December 17, 2014
 - Next meeting in April
- Technical Working Group
- Policy Committees
- Stakeholder Meetings

Analysis Framework (Education)

- Use Plan as an Educational Tool
 - Vignettes (Local Successes)
 - Public Health Appendix
 - Summarize Public Health Analysis
 - Outreach Activities

Analysis Framework (Policy Analysis & Development)

- Scenario Development
- PEIR
- Environmental Justice Analysis
- Performance Measures
- Plan Appendices
- Active Transportation Analysis
- Draft Plan

Scenario Development

- Scenario Planning Matrix
- Scenario Planning Model Outputs
 - Physical Activity/Weight-Related Disease Incidence & Costs/Mode
 - Respiratory/pollution-related disease incidence & cost
 - Pedestrian and Auto Collisions and associated costs

PEIR

- Public Health is not a listed CEQA topic area
- Expand the 2012 RTP/SCS PEIR Health Risk Assessment
- Analyze PEIR topics from a public health lens, where applicable

Environmental Justice

- 2012 RTP/SCS Included
 - Jobs-Housing Fit, Accessibility, Gentrification/Displacement, Environmental Impact Analysis, Rail Related Impacts, and Others
- 2016 Anticipated Topic Areas
 - Active Transportation Safety, Affordable Housing, Accessibility, Public Health

Plan Performance Measures

- 2012 RTP/SCS Included
 - Collision Rates by severity and mode
 - Air Quality
 - Economic Well Being
- Ongoing Monitoring
 - Asthma, noise, pre-mature death, access to parks

Active Transportation Analysis

- Number of Collisions by Mode
- Number of Trips by Mode
- Physical Activity Benefits
- Economic Benefits

Economic Analysis

- 2012 RTP/SCS Included
 - Job Creation from RTP/SCS projects
 - Improved Economic Competitiveness
 - Benefits from Air Quality and Health Costs

Other Areas???

- Climate Resilience/Adaptation
- Other?

Next Steps

- Review with stakeholders at April Public Health Working Group
- Return to TWG for further input
- Prepare report on analysis approach for April RC & Policy meeting
- Conduct Analysis (April-June)
- Policy Development (June-September)

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DATE: March 5, 2015

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

FROM: Huasha Liu, Director, Land Use & Environmental Planning, (213) 236-1838,
Liu@scag.ca.gov

SUBJECT: 2015 Local Profiles Status Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Receive and File – No Action Required

EXECUTIVE SUMMARY:

Since 2009, SCAG has been preparing individual Local Profiles as a member benefit to member cities and counties to support local planning efforts. The Local Profiles is updated every two (2) years and were last distributed in May 2013. For each cycle, staff prepares a total of about 200 Local Profile Reports. Staff recently completed the draft 2015 Local Profiles which are being provided to local planning directors, city managers, and staff for review and comment. The final 2015 Local Profiles are scheduled for release at the SCAG General Assembly on May 7, 2015. A sample draft 2015 Local Profile is attached for illustrative purpose only.

STRATEGIC PLAN:

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

BACKGROUND:

In 2008, SCAG initiated the Local Profiles Project as a part of a larger initiative to provide a variety of services to its member cities and counties. Local Profiles provide current information and data on population, housing, transportation, employment, retail sales, and education which can be utilized by member jurisdictions to make informed planning decisions. Each Local Profile provides a depiction of the condition of a member jurisdiction and its changes since 2000. Through extensive input from member jurisdictions, the inaugural Local Profiles Reports were released at the SCAG General Assembly in May 2009. The Local Profiles has since been updated every two (2) years and were last distributed in May 2013. Staff prepares a total of about 200 Local Profile Reports for each release cycle.

REPORT

Following the release at the SCAG General Assembly, the Local Profiles are posted on the SCAG website. In addition, printed reports are provided to member jurisdictions and state and federal legislative delegates from the region. Local Profiles have been utilized by local jurisdictions and interested parties for a variety of purposes including, but not limited to, the following:

- Data and communication resources for elected officials, businesses, and residents
- Community planning and outreach
- Economic development
- Visioning initiatives
- Grant application support
- Performance monitoring

The 2015 Local Profiles provides updates based on the data categories from the previous 2013 version. The Draft 2015 Local Profiles is being provided to local planning directors and staff for review and comments. The 2015 Local Profiles are scheduled for release on May 7, 2015 at the SCAG General Assembly. A sample draft 2015 Local Profile is attached.

FISCAL IMPACT:

Work associated with this item is included in the current FY2014/15 Overall Work Program (15-080.SCG00153.05: Data Compilation and Circulation)

ATTACHMENT:

Sample Draft 2015 Local Profile (City of Anaheim for illustrative purpose only)

(DRAFT) Profile of the City of Anaheim

Southern California Association of Governments' (SCAG) Regional Council includes 69 districts which represent 191 cities in the SCAG region.

SCAG Regional Council District 19 includes only Anaheim
Represented by: Hon. Kris Murray



This profile report was prepared by the Southern California Association of Governments and shared with the City of Anaheim. SCAG provides local governments with a variety of benefits and services including, for example, data and information, GIS training, planning and technical assistance, and sustainability planning grants.



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I. Introduction

The purpose of this report is to provide current information and data for the City of Anaheim for planning and outreach efforts. Information on population, housing, transportation, employment, retail sales, and education can be utilized by the city to make informed planning decisions. The profile provides a portrait of the city and its changes since 2000, using average figures for Orange County as a comparative baseline. In addition, the most current data available for the region is also included in the Statistical Summary (page 3). This profile demonstrates the current trends occurring in the City of Anaheim.

The Southern California Association of Governments (SCAG) is the largest Metropolitan Planning Organization (MPO) in the nation. The SCAG region includes six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. As the designated MPO, SCAG is mandated by federal and state law to research and develop a Regional Transportation Plan (RTP), which incorporates a Sustainable Communities Strategy (SCS). SCAG is currently undertaking a variety of planning and policy initiatives to foster a more sustainable Southern California.

In 2008, SCAG initiated the Local Profiles Project as a part of a larger initiative to provide a variety of services to its member cities and counties. Through extensive input from member jurisdictions, the inaugural Local Profiles Reports were released at the General Assembly in May 2009. The Profiles have been updated every two years.

Local Profiles provide basic information about each member jurisdiction including, but not limited to, the following:

- How much growth in population has taken place since 2000?
- Has the local jurisdiction been growing faster or slower than the county or regional average?
- Have there been more or fewer school-age children?
- Have homeownership rates been increasing or decreasing?
- How and where do residents travel to work?
- How has the local economy been changing in terms of employment share by sectors?
- Have the local retail sales revenues recovered to pre-recession levels?

Answers to questions such as these provide a snapshot of the dynamic changes affecting each local jurisdiction.

Factors Affecting Local Changes Reflected in the 2015 Report

Overall, member jurisdictions since 2000 were impacted by a variety of factors at the national, regional, and local levels. For example, the vast majority of member jurisdictions included in the 2015 Local Profiles reflect the national demographic trends toward an older and a more diverse population. Evidence of the slow process towards economic recovery is also apparent through gradual increases in employment, retail sales, building permits, and home prices. Work destinations and commute times correlate with regional development patterns and the geographical location of local jurisdictions, particularly in relation to the regional transportation system.

Uses of the Local Profiles

Following release at the SCAG General Assembly, the Local Profiles are posted on the SCAG website and used by interested parties for a variety of purposes including, but not limited to, the following:

- Data and communication resources for elected officials, businesses, and residents
- Community planning and outreach
- Economic development
- Visioning initiatives
- Grant application support
- Performance monitoring

The primary user groups of the Profiles include member jurisdictions and state and federal legislative delegates of Southern California. This profile report is a SCAG member benefit and the use of the data contained within this report is voluntary.

Report Organization

This profile report has three sections. The first section presents a Statistical Summary for the City of Anaheim. The second section provides detailed information organized by subject areas and includes brief highlights on the impacts of the recent economic recession and recovery at the regional level. The third section, Methodology, describes technical considerations related to data definitions, measurement, and data sources.

2014 STATISTICAL SUMMARY

<i>Category</i>	<i>Anaheim</i>	<i>Orange County</i>	<i>Anaheim relative to Orange County*</i>	<i>SCAG Region</i>
2014 Total Population	354,144	3,140,085	[11.3%]	18,645,437
2014 Median Age (Years)	33.6	37.0	-3.4	35.5
2014 Hispanic	55.2%	35.2%	20.0%	46.8%
2014 Non-Hispanic White	24.6%	41.7%	-17.1%	31.8%
2014 Non-Hispanic Asian	15.1%	18.4%	-3.3%	12.4%
2014 Non-Hispanic Black	2.7%	1.7%	1.0%	6.3%
2014 Non-Hispanic American Indian	.2%	.2%	.0%	.3%
2014 All Other Non-Hispanic	2.0%	2.7%	-.7%	2.5%
2014 Number of Households	102,970	1,035,363	[9.9%]	6,029,326
2014 Average Household Size	3.4	3.0	0.4	3.1
2014 Median Household Income (\$)	59,272	72,262	-12,990	56,737
2014 Number of Housing Units	105,987	1,062,966	[10%]	6,524,730
2014 Homeownership Rate	49.2%	54.5%	-5.3%	54.5%
2014 Median Existing Home Sales Price (\$)	445,000	581,000	-136,000	426,000
2013 - 2014 Median Home Sales Price Change	7.9%	8.6%	-0.65%	10.1%
2014 Drive Alone to Work	77.9%	82.2%	-4.3%	78.2%
2014 Mean Travel Time to Work (minutes)	29.8	28.8	1	31.7
2013 Number of Jobs	188,871	1,534,639	[12.3%]	7,660,489
2012 - 2013 Total Jobs Change	10,999	8,412	[131%]	231,953
2013 Average Salary per Job (\$)	43,167	52,479	-9,312	48,213
2014 K-12 Public School Student Enrollment	60,630	499,555	12.1%	3,058,957

Sources: U.S. Census Bureau American Community Survey, 2014; Nielsen Co.; California Department of Finance E-5, May 2014; MDA Data Quick; California Department of Education; and SCAG

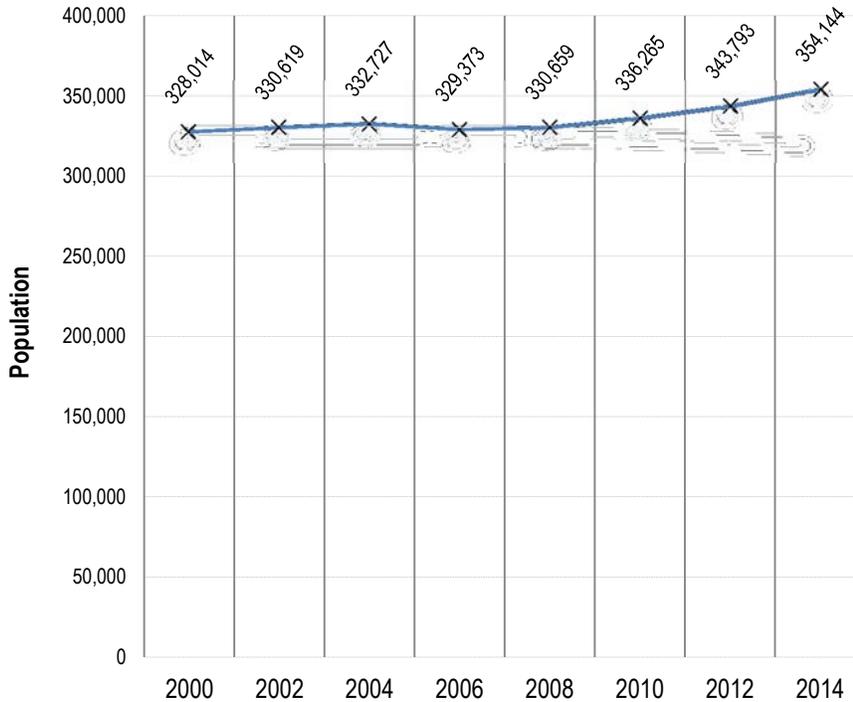
* Numbers with [] represent Anaheim's share of Orange County. The other numbers represent the difference between Anaheim and Orange County.

Mapped jurisdictional boundaries are as of July 1, 2014 and are for visual purposes only. Report data, however, are updated according to their respective sources

II. Population

Population Growth

Population: 2000 - 2014

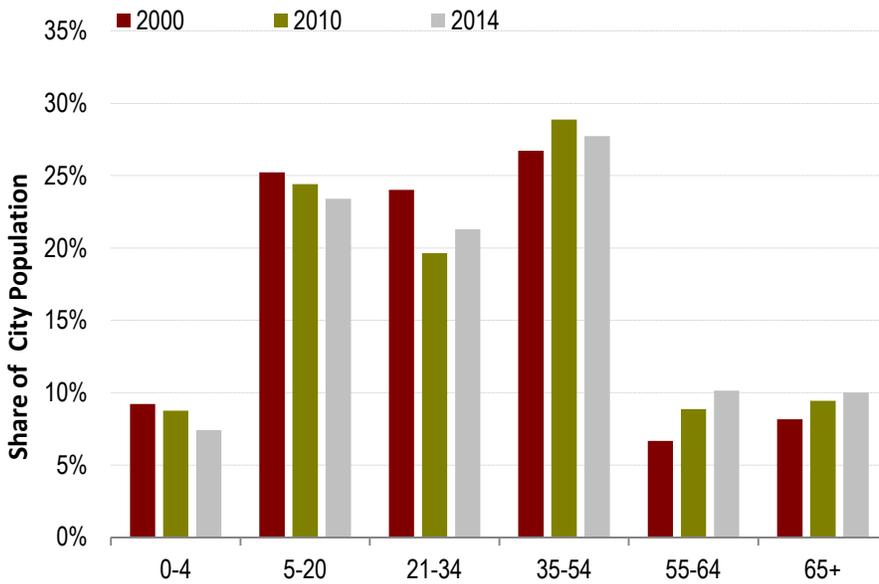


Source: California Department of Finance, E-5, 2014

- Between 2000 and 2014, the total population of the City of Anaheim increased by 26,130 to 354,144 in 2014.
- During this 14-year period, the city's population growth rate of 8 percent was lower than the Orange County rate of 10.3 percent.
- In Orange County 11.3% of the total population is in the City of Anaheim.

Population by Age

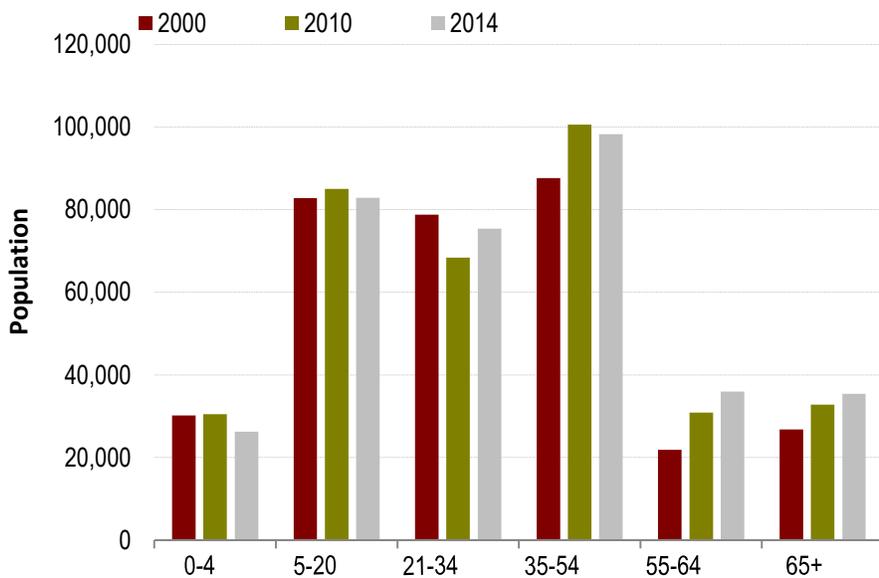
Population Share by Age: 2000, 2010, and 2014



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

- Between 2000 and 2014, the age group 55-64 is projected to experience the largest increase in share, growing from 6.7 to 10.2 percent.
- The age group expected to experience the greatest decline, by share, is projected to be age group 21-34, decreasing from 24 to 21.3 percent.

Population by Age: 2000, 2010, and 2014

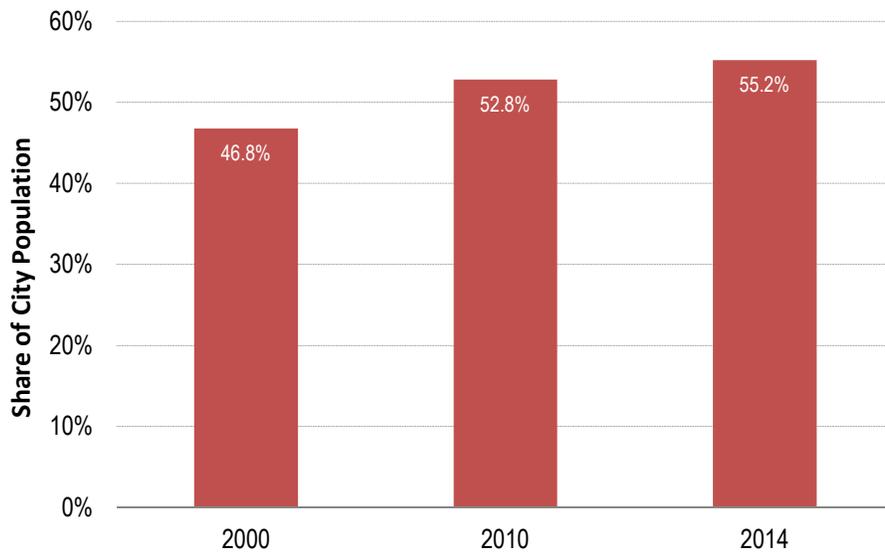


Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

- The age group 55-64 is expected to add the most population, with an increase of 14,054 people between 2000 and 2014.

Population by Race/Ethnicity

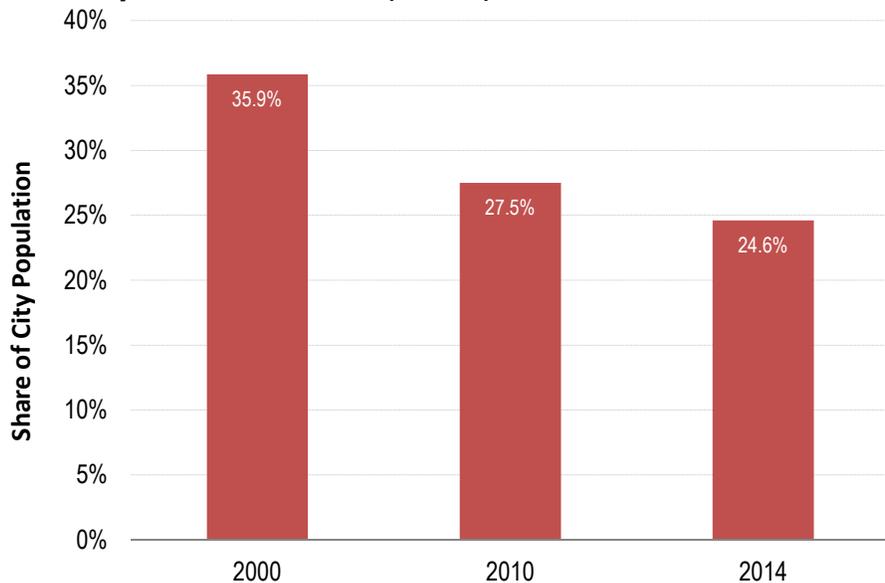
Hispanic or Latino of Any Race: 2000, 2010, and 2014



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

- Between 2000 and 2014, the share of Hispanic population in the city increased from 46.8 percent to 55.2 percent.

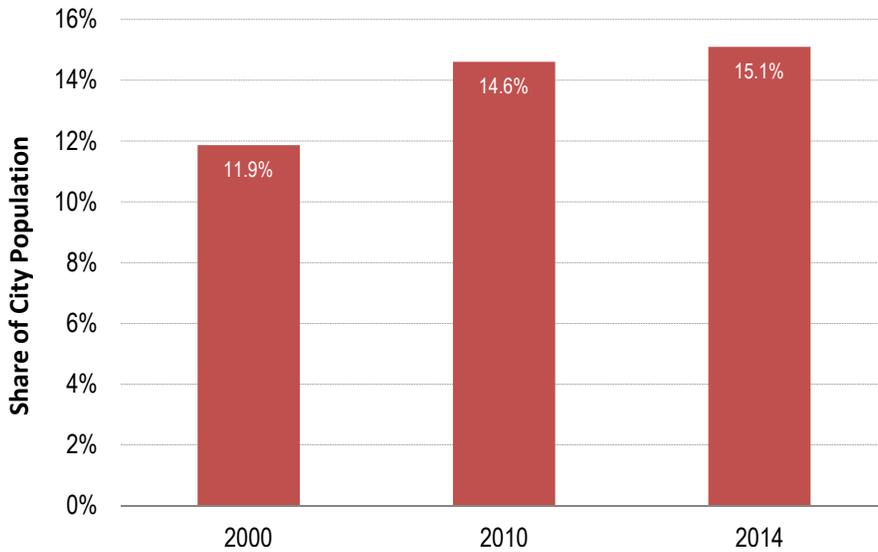
Non-Hispanic White: 2000, 2010, and 2014



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

- Between 2000 and 2014, the share of Non-Hispanic White population in the city decreased from 35.9 percent to 24.6 percent.

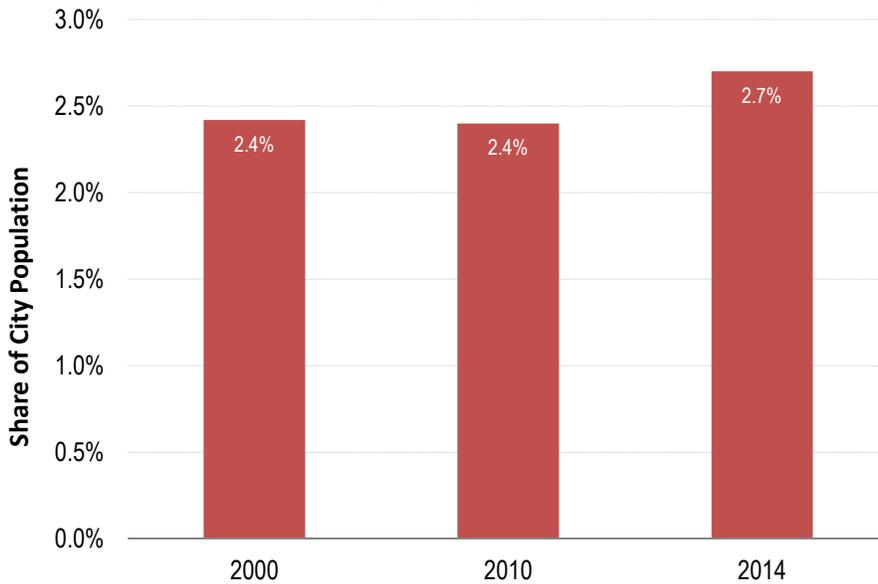
Non-Hispanic Asian: 2000, 2010, and 2014



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

- Between 2000 and 2014, the share of Non-Hispanic Asian population in the city increased from 11.9 percent to 15.1 percent.

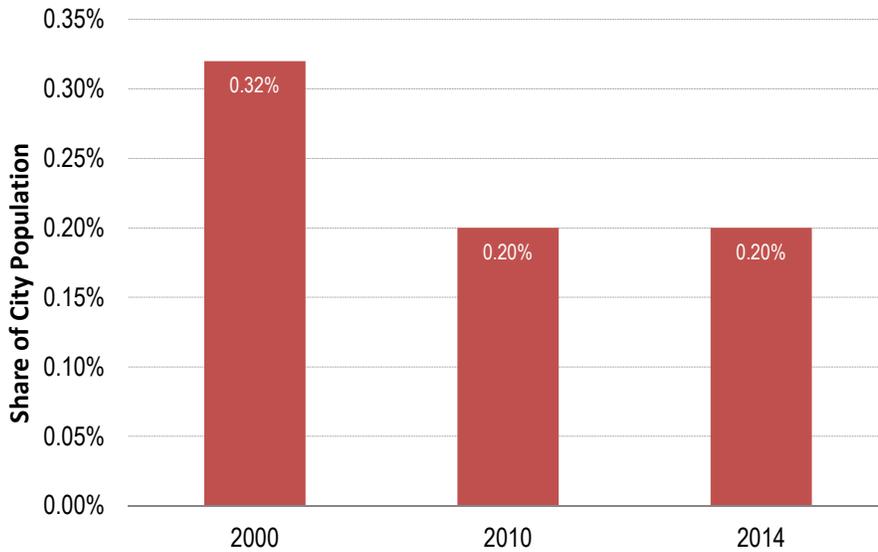
Non-Hispanic Black: 2000, 2010, and 2014



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

- Between 2000 and 2014, the share of Non-Hispanic Black population in the city increased from 2.4 percent to 2.7 percent.

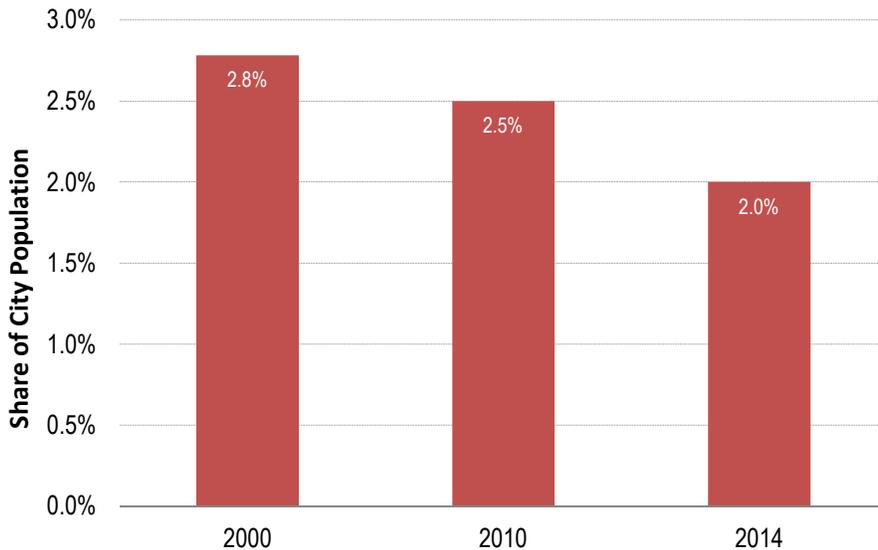
Non-Hispanic American Indian: 2000, 2010, and 2014



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

- Between 2000 and 2014, the share of Non-Hispanic American Indian population in the city decreased from 0.3 percent to 0.2 percent.

All Other Non-Hispanic: 2000, 2010, and 2014



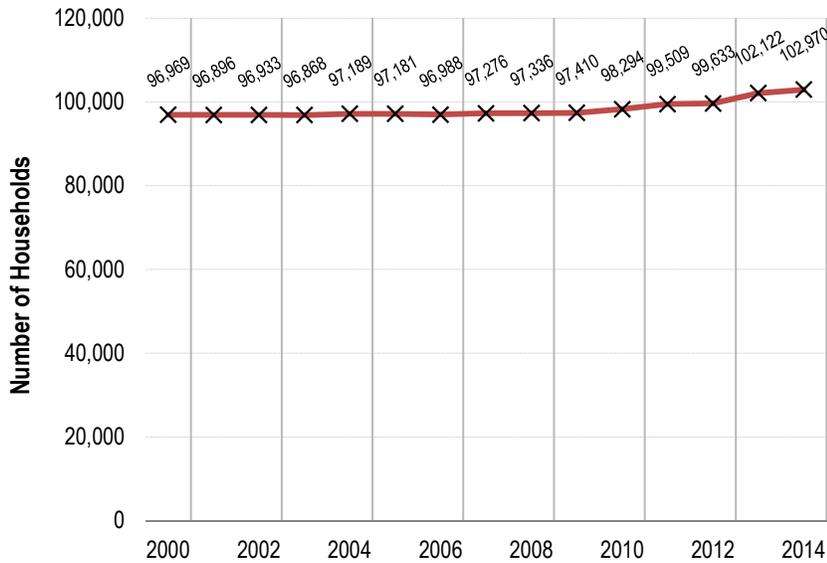
Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

- Between 2000 and 2014, the share of All Other Non-Hispanic population group in the city decreased from 2.8 percent to 2.0 percent
- Please refer to the Methodology section for definitions of the racial/ethnic categories.

III. Households

Number of Households (Occupied Housing Units)

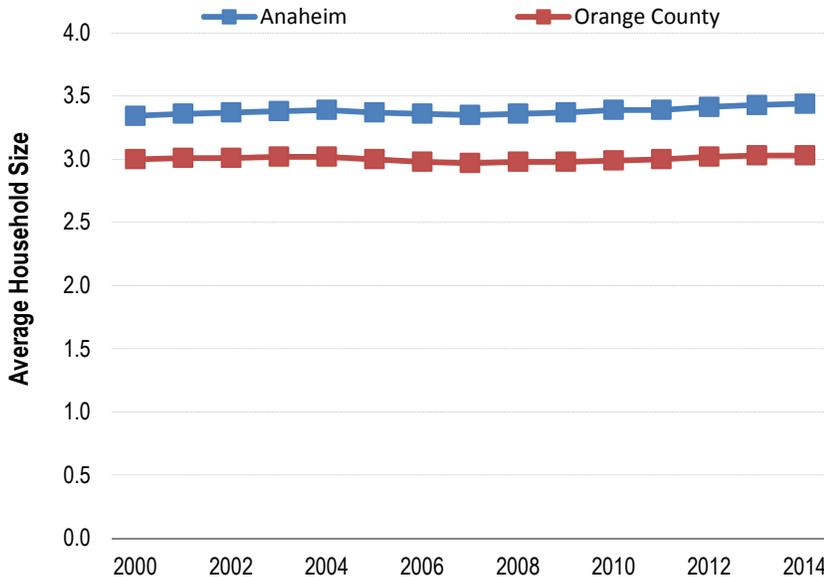
Number of Households: 2000 - 2014



Sources: 2000 and 2010 U.S. Decennial Census; California Department of Finance, E-5, 2014

- Between 2000 and 2014, the total number of households in the City of Anaheim increased by 6,001 units, or 6.2 percent.
- During this 14-year period, the city’s household growth rate of 6.2 percent was lower than the county growth rate of 10.7 percent.
- 9.9 percent of Orange County’s total number of households is in the City of Anaheim.
- In 2014, the city’s average household size was 3.4, higher than the county average of 3.0.

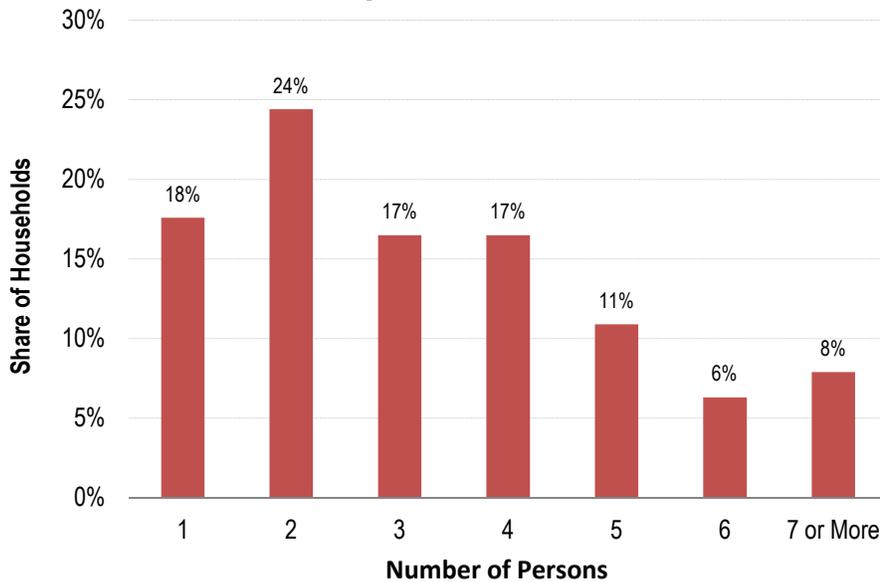
Average Household Size: 2000 - 2014



Source: California Department of Finance, E-5, 2014

Households by Size

Percent of Households by Household Size: 2014

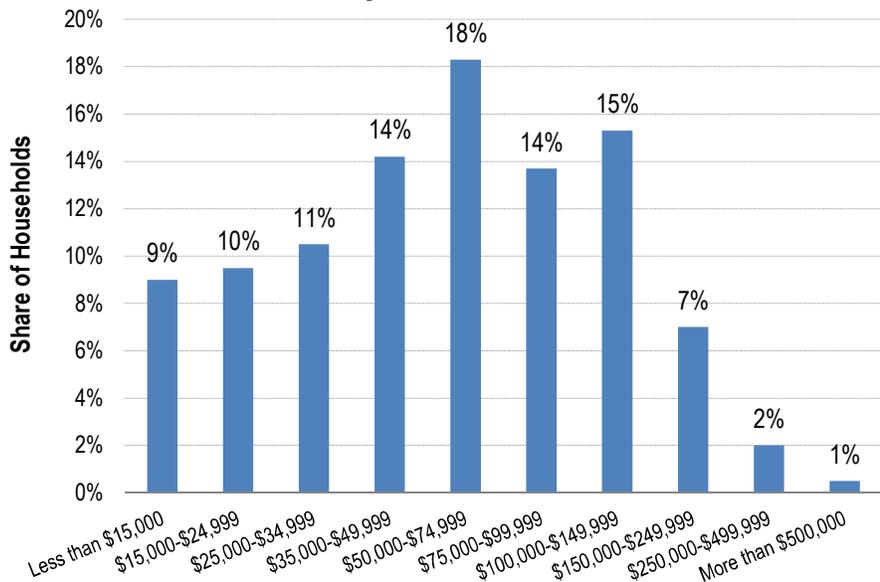


Source: Nielsen Co., 2014

- In 2014, 58.5 percent of all city households had 3 people or fewer.
- About 17.6 percent of the households were single-person households.
- Approximately 25.1 percent of all households in the city had 5 people or more.

Households by Income

Percent of Households by Household Income: 2014

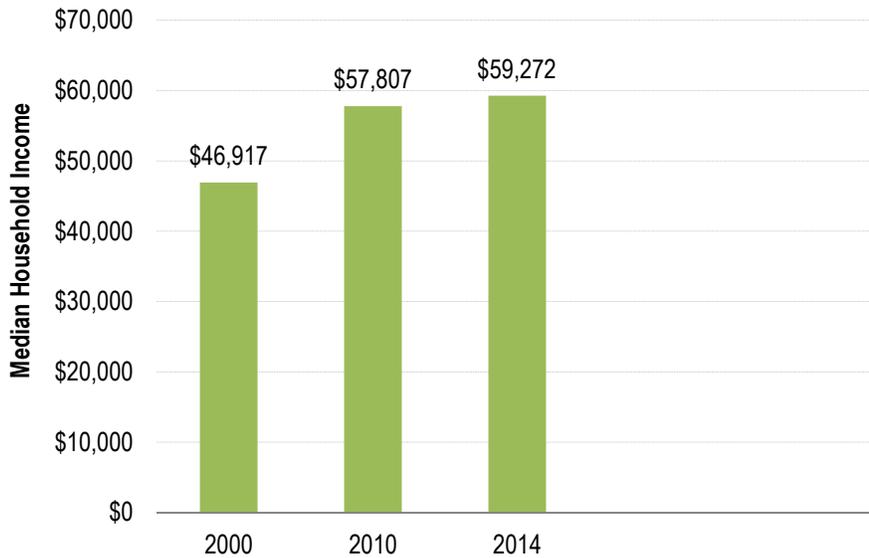


Source: Nielsen Co., 2014

- In 2014, 43 percent of households earned less than \$50,000 annually.
- Approximately 25 percent of households earned more than \$100,000.

Household Income

Median Household Income: 2000, 2010, & 2014

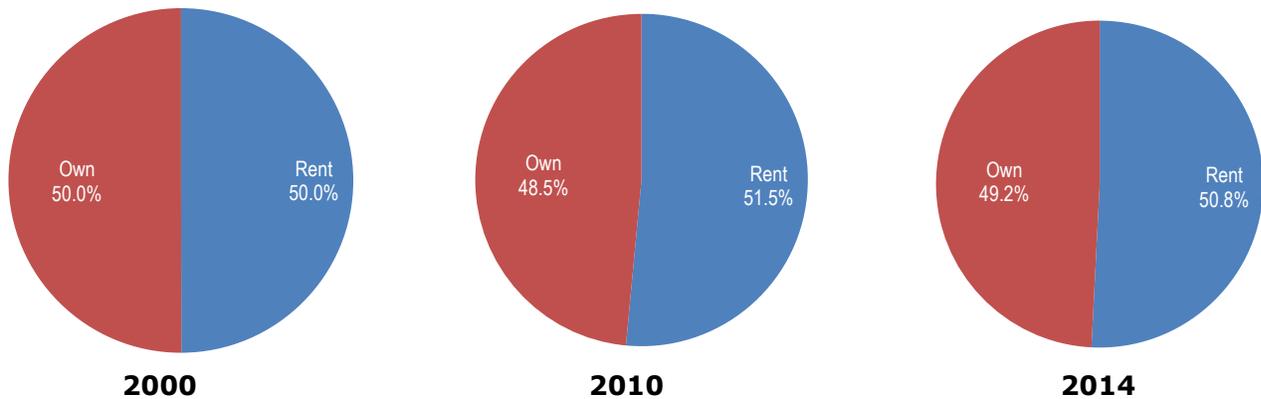


- From 2000 to 2014, median household income increased by \$12,355.
- Note: Dollars are not constant.

Source: Nielsen Co., 2014

Renters and Homeowners

Percentage of Renters and Homeowners: 2000, 2010, & 2014



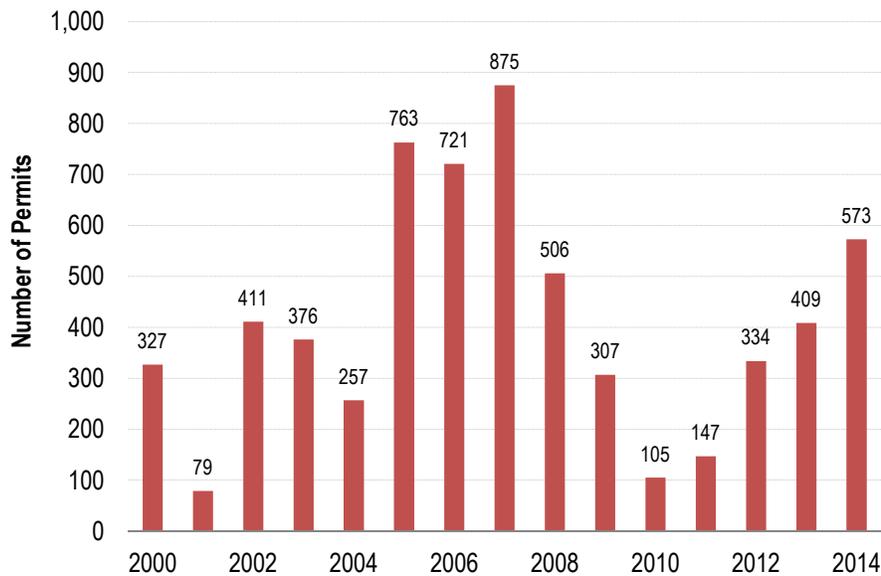
Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

Between 2000 and 2014, homeownership rates decreased and the share of renters increased.

IV. Housing

Total Housing Production

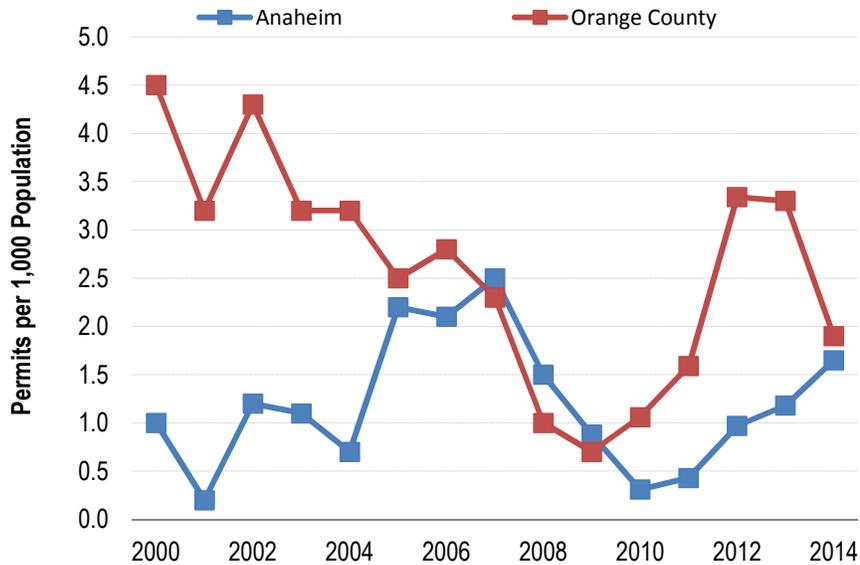
Total Permits Issued for all Residential Units: 2000 - 2014



Source: Construction Industry Research Board, 2000 - 2014

- Between 2000 and 2014, permits were issued for 6,190 new residential units.

Permits Issued per 1,000 Residents: 2000 - 2014

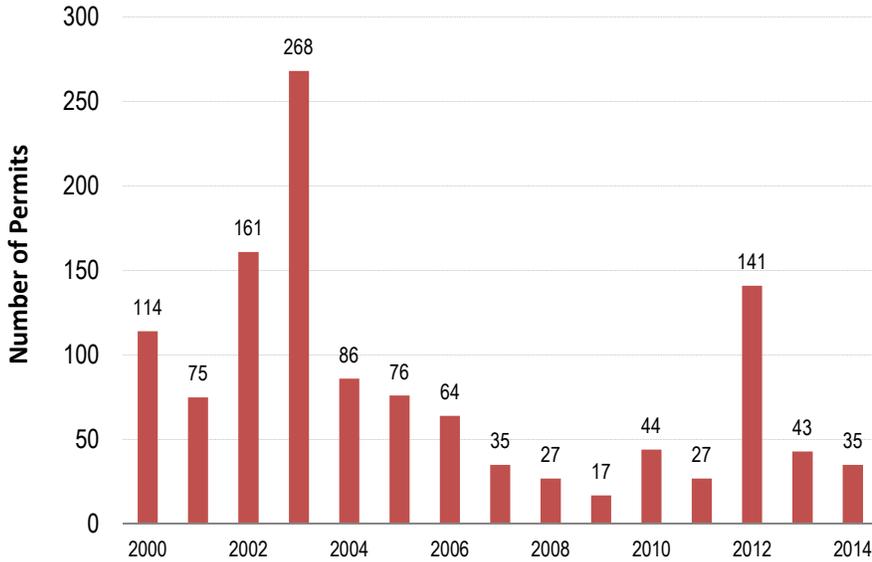


Sources: Construction Industry Research Board, 2000 - 2014; SCAG

- In 2000, the City of Anaheim had 1 permit per 1,000 residents compared to the overall county figure of 4.5 permits per 1,000 residents.
- For the city in 2014, the number of permits per 1,000 residents increased to 1.7 permits. For the county overall, it decreased to 1.9 permits per 1,000 residents.

Single-Family Housing Production

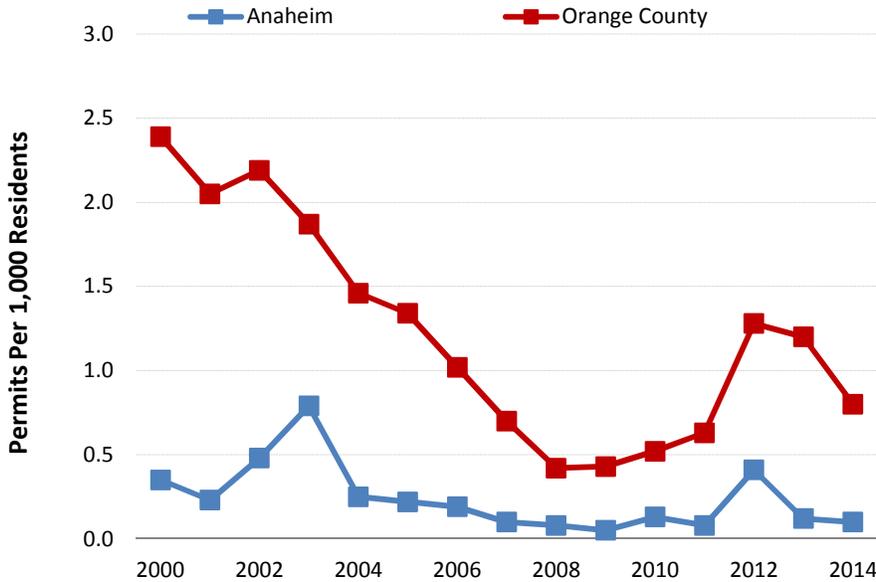
Single-Family Permits Issued: 2000 - 2014



Sources: Construction Industry Research Board, 2000 - 2014

- Between 2000 and 2014, permits were issued for 1,213 new single family homes.
- 18.1 percent of these were issued in the last 3 years.

Single-Family Permits Issued per 1,000 Residents: 2000 - 2014

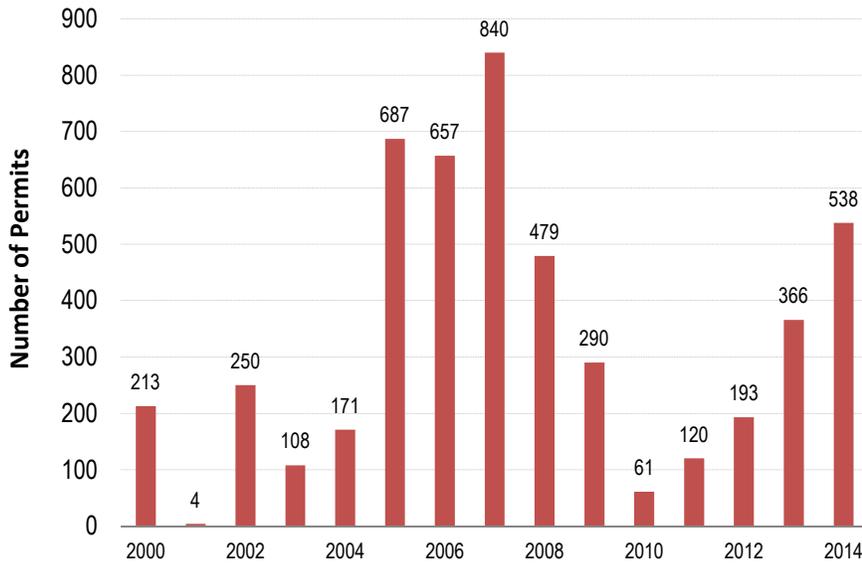


Source: Construction Industry Research Board, 2000 - 2014

- In 2000, the City of Anaheim issued 0.3 permits per 1,000 residents compared to the overall county figure of 2.4 permits per 1,000 residents.
- For the city in 2014, the number of permits issued per 1,000 residents decreased to 0.1 permits. For the county overall, it decreased to 0.8 permits per 1,000 residents.

Multi-Family Housing Production

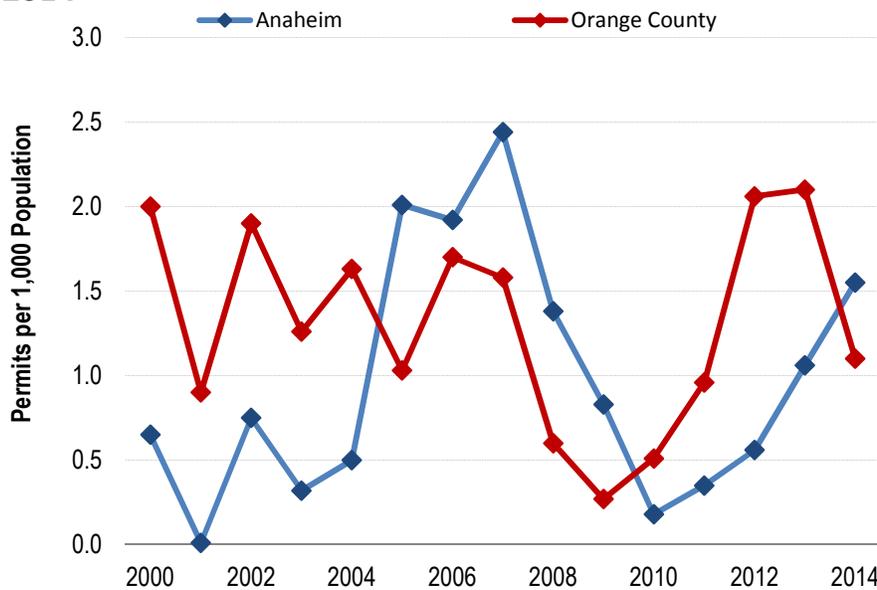
Multi-Family Permits Issued: 2000 - 2014



Source: Construction Industry Research Board, 2000-2014

- Between 2000 and 2014, there were permits issued for 4,977 new multi-family residential units.

Multi-Family Permits Issued per 1,000 Residents: 2000 - 2014

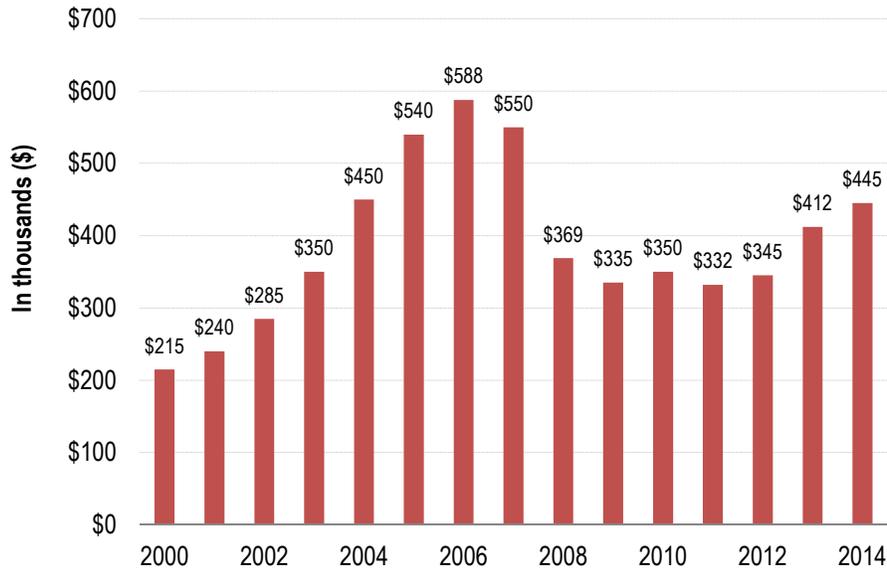


Sources: Construction Industry Research Board, 2000-2014

- For the city in 2014, the number of permits per 1,000 residents increased to 1.6 permits. For the county overall, it decreased to 1.1 permits per 1,000 residents.

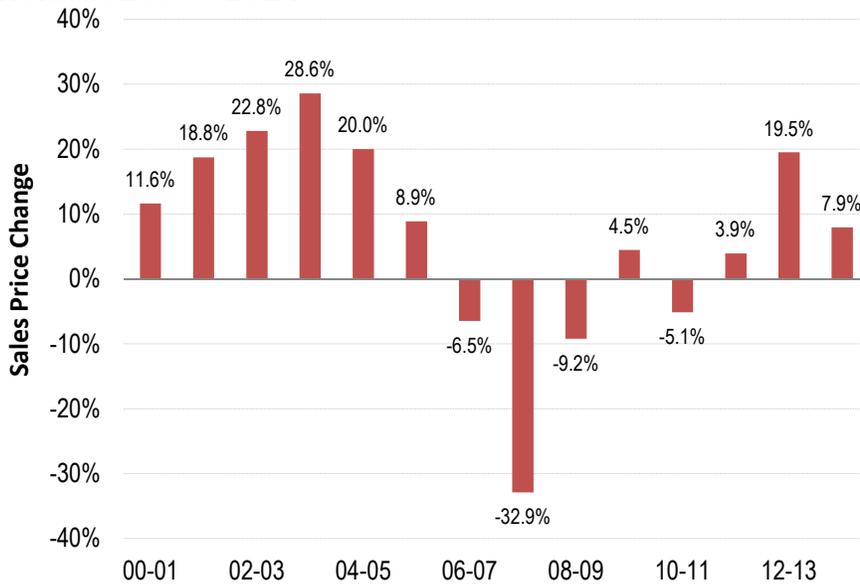
Home Sales Prices

Median Home Sales Price for Existing Homes: 2000 - 2014 (in \$ thousands)



Source: MDA Data Quick, 2014

Annual Median Home Sales Price Change for Existing Homes: 2000 - 2014



Source: MDA Data Quick, 2014

- Between 2000 and 2014, the median home sales price increased 107 percent from \$215,000 to \$445,000.
- Median home sales price increased by 27.1 percent between 2010 and 2014.
- In 2014, the median home sales price in the city was \$445,000, \$136,000 lower than that in the county overall.
- Note: Median home sales price reflects resale of existing homes and provides guidance on the market values of homes sold.
- Between 2000 and 2014, the largest single year increase was 28.6 percent.

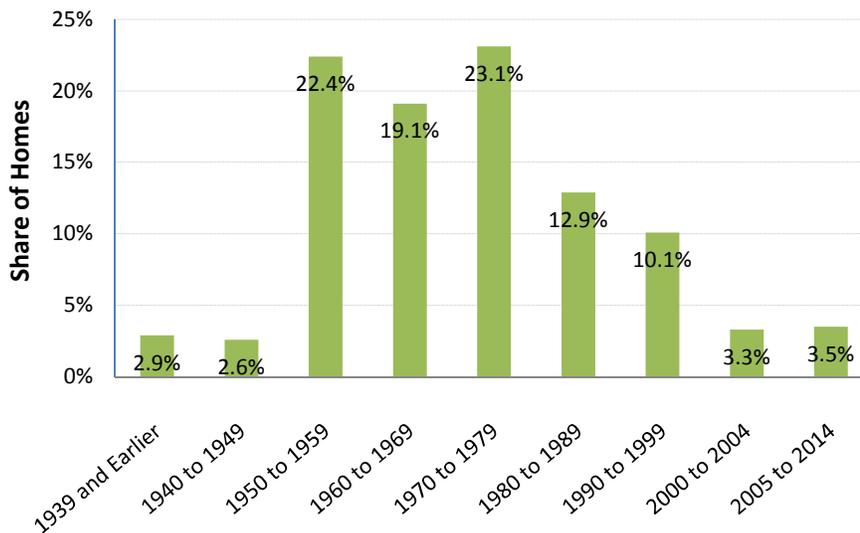
Housing Units by Housing Type: 2014

Housing Type	Number of Units	Percent of Total Units
Single Family Detached	44,941	42.4 %
Single Family Attached	8,902	8.4 %
Multi-family 2 to 4 units	11,390	10.7 %
Multi-family 5 units plus	36,069	34 %
Mobile Home	4,685	4.4 %
Total	105,987	100 %

- The most common housing type is Single Family Detached.
- Approximately 50.8 percent were single family homes and 44.8 percent were multi-family homes.

Source: California Department of Finance, E-5, 2014

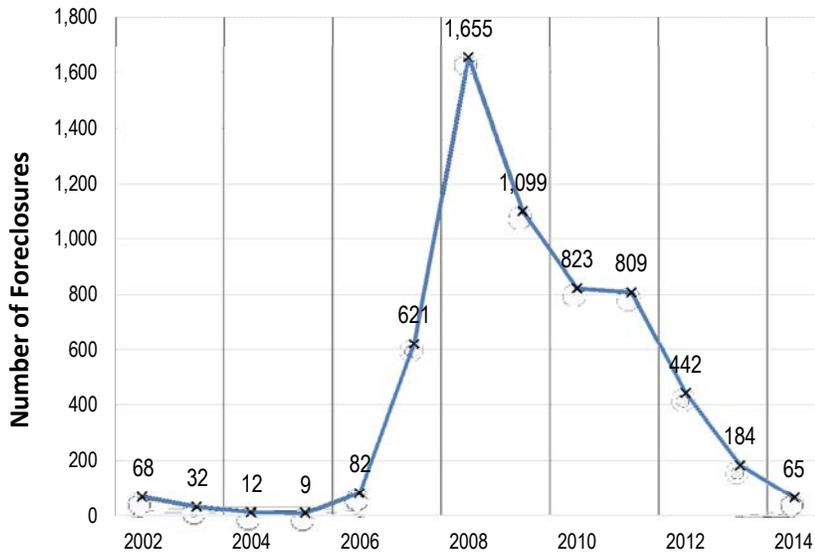
Age of Housing Stock



- 47 percent of the housing stock was built before 1970.
- 52 percent of the housing stock was built after 1970.

Source: Nielsen Co., 2014

Foreclosures



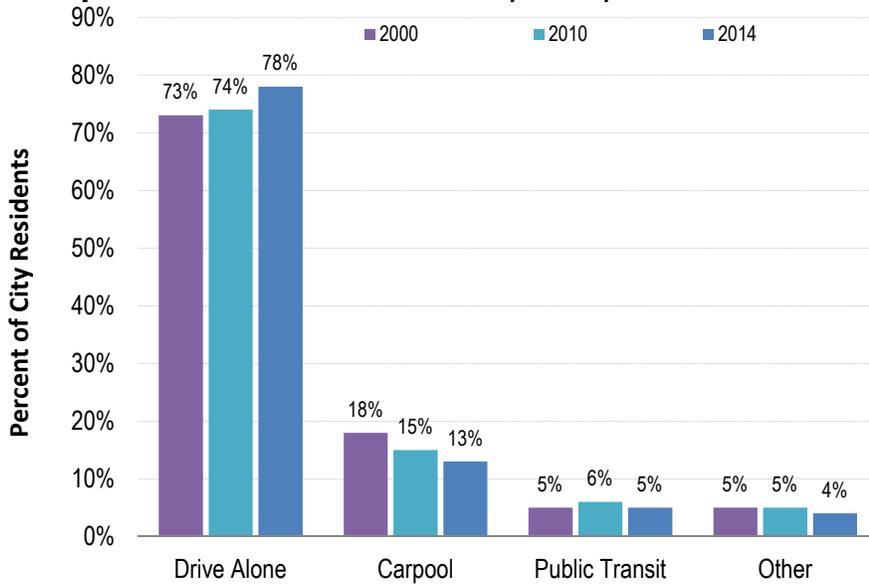
Source: MDA Data Quick, 2014

- There were a total of 65 foreclosures in 2014.
- Between 2007 and 2014, there were a total of 5,698 foreclosures.

V. Transportation

Journey to Work for Residents

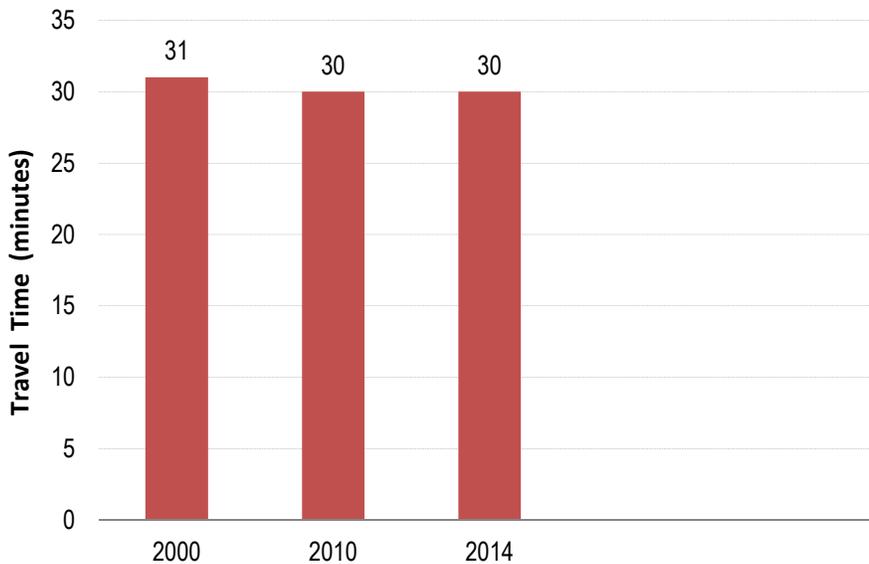
Transportation Mode Choice: 2000, 2010, & 2014



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

- Between 2000 and 2014, the greatest change occurred in the percentage of individuals who traveled to work by driving; this share increased by 5.1 percentage points.

Average Travel Time (minutes): 2000, 2010, & 2014



Sources: 2000 and 2010 U.S. Decennial Census; Nielsen Co., 2014

- Between 2000 and 2014, the average travel time to work decreased by approximately 1 minute.

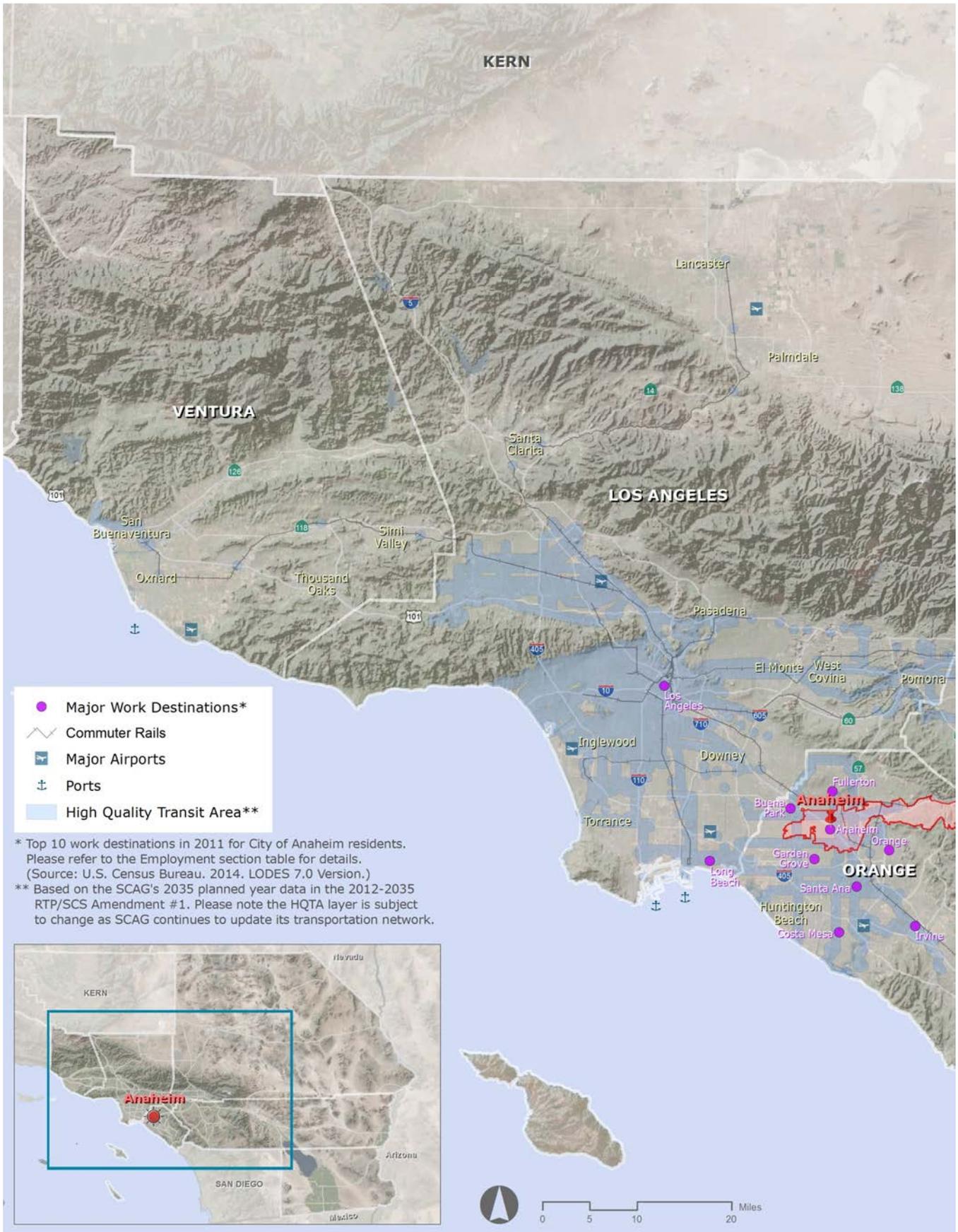
VI. Employment

Top 10 Places Where Residents Commute to Work: 2014

Local Jurisdiction		Number of Commuters	Percent of Total Commuters
1.	Anaheim	22,901	17.46 %
2.	Los Angeles	9,926	7.57 %
3.	Santa Ana	9,638	7.35 %
4.	Irvine	8,571	6.53 %
5.	Orange	6,930	5.28 %
6.	Fullerton	4,437	3.38 %
7.	Garden Grove	3,343	2.55 %
8.	Costa Mesa	3,121	2.38 %
9.	Long Beach	2,833	2.16 %
10.	Buena Park	2,572	1.96 %
All Other Destinations		56,898	43.38 %

Source: U.S. Census Bureau, 2014; LODES Data; Longitudinal-Employer Household Dynamics Program

- This table identifies the top 10 locations where residents from the City of Anaheim commute to work.
- 17.5% work in the local jurisdiction where they live, while 82.5% commute to other places.



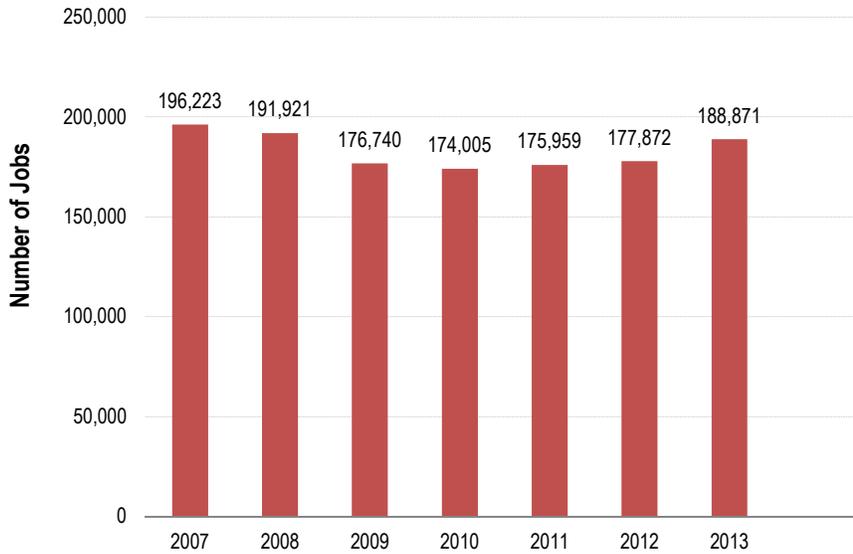
- Major Work Destinations*
- Commuter Rails
- Major Airports
- Ports
- High Quality Transit Area**

* Top 10 work destinations in 2011 for City of Anaheim residents. Please refer to the Employment section table for details. (Source: U.S. Census Bureau. 2014. LODES 7.0 Version.)

** Based on the SCAG's 2035 planned year data in the 2012-2035 RTP/SCS Amendment #1. Please note the HQT layer is subject to change as SCAG continues to update its transportation network.



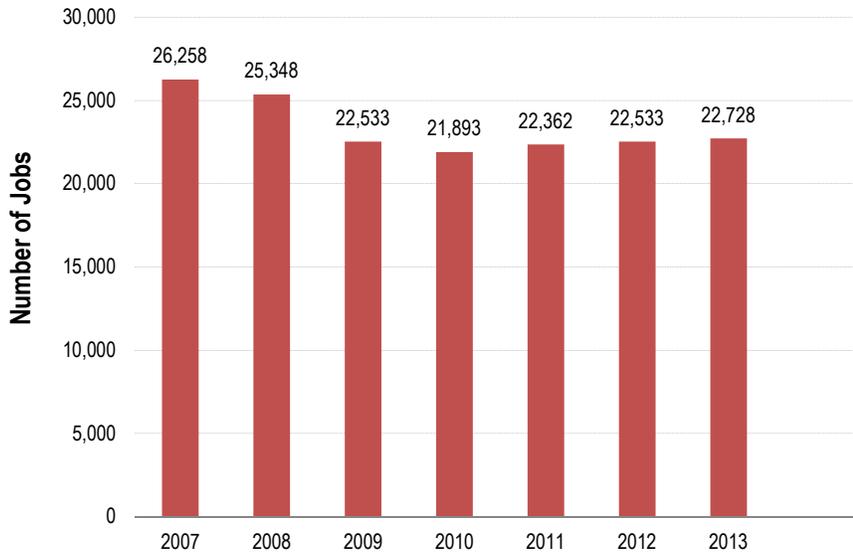
Total Jobs: 2007 - 2013



Sources: California Employment Development Department, 2007 - 2013; InfoGroup; and SCAG

- Total jobs include wage and salary jobs and jobs held by business owners and self-employed persons. The total job count does not include unpaid volunteers or family workers, and private household workers.
- In 2013, total jobs in the City of Anaheim numbered 188,871, a decrease of 3.7 percent from 2007.

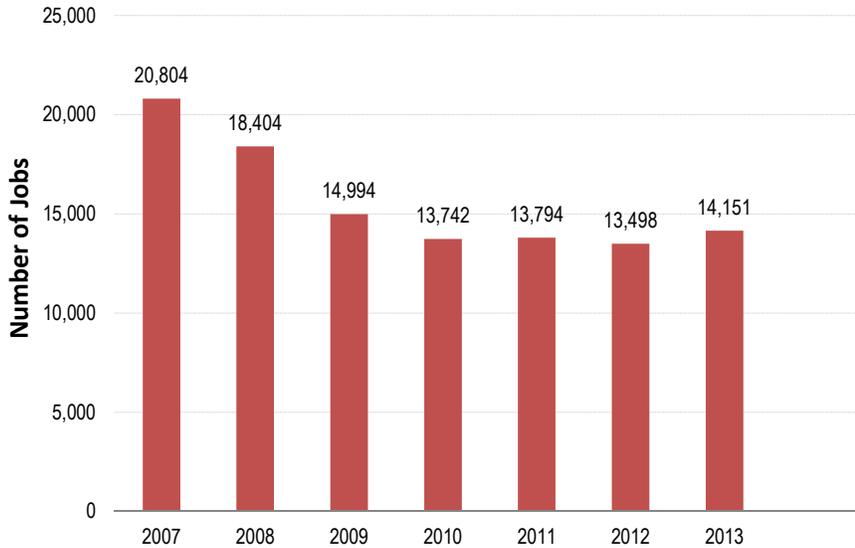
Jobs in Manufacturing: 2007 - 2013



Sources: California Employment Development Department, 2007 - 2013; InfoGroup; and SCAG

- Manufacturing jobs include those employed in various sectors including food, apparel, metal, petroleum and coal, machinery, computer and electronic products, and transportation equipment.
- Between 2007 and 2013, the number of manufacturing jobs in the city decreased by 13.4 percent.

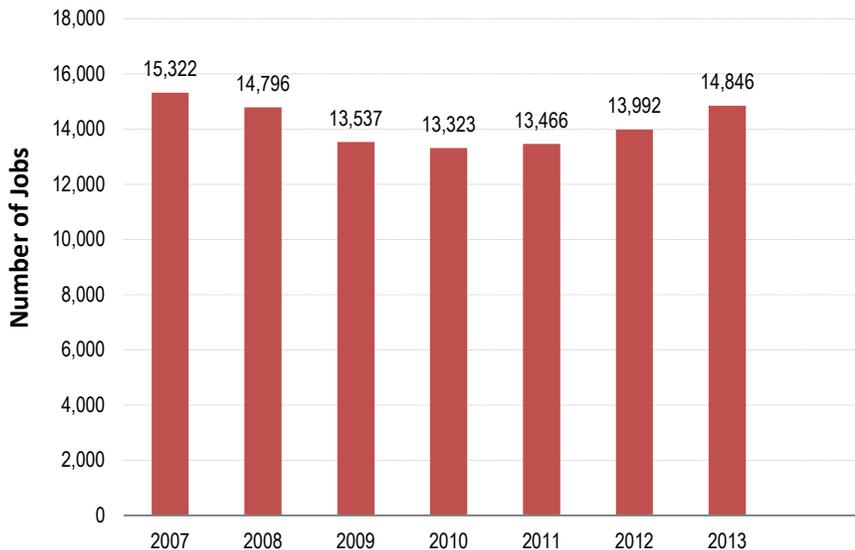
Jobs in Construction: 2007 - 2013



Sources: California Employment Development Department, 2007 - 2013; InfoGroup; and SCAG

- Construction jobs include those engaged in both residential and non-residential construction.
- Between 2007 and 2013, construction jobs in the city decreased by 32 percent.

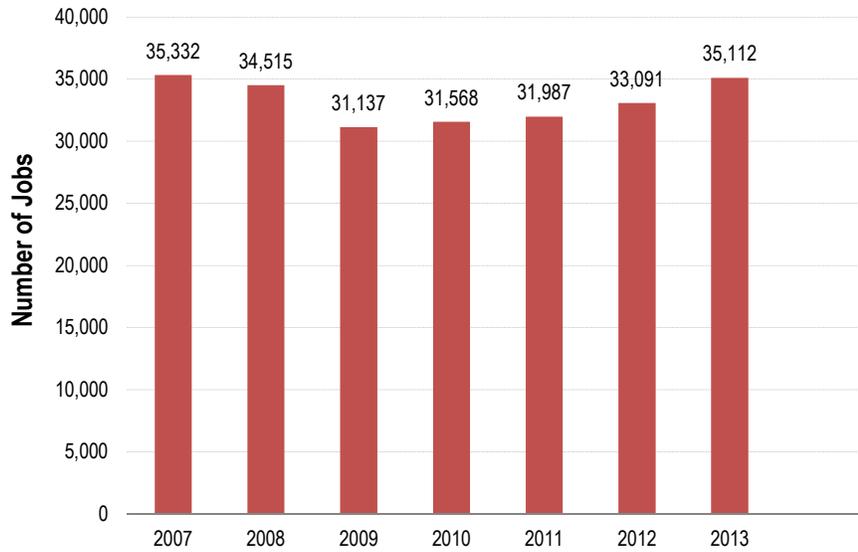
Jobs in Retail Trade: 2007 - 2013



Sources: California Employment Development Department, 2007 - 2013; InfoGroup; and SCAG

- Retail trade jobs include those at various retailers including motor vehicle and parts dealers, furniture, electronics and appliances, building materials, food and beverage, clothing, sporting goods, books, and office supplies.
- Between 2007 and 2013, the number of retail trade jobs in the city decreased by 3.1 percent.

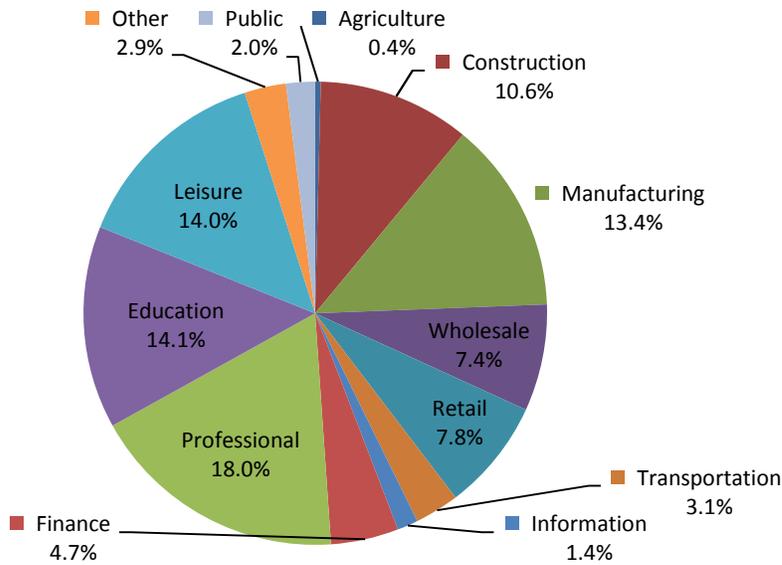
Jobs in Professional and Management: 2007 - 2013



Sources: California Employment Development Department, 2007 - 2013; InfoGroup; and SCAG

- Jobs in the professional and management sector include those employed in professional and technical services, management of companies, and administration and support.
- Between 2007 and 2013, the number of professional and management jobs in the city decreased by 0.62 percent.

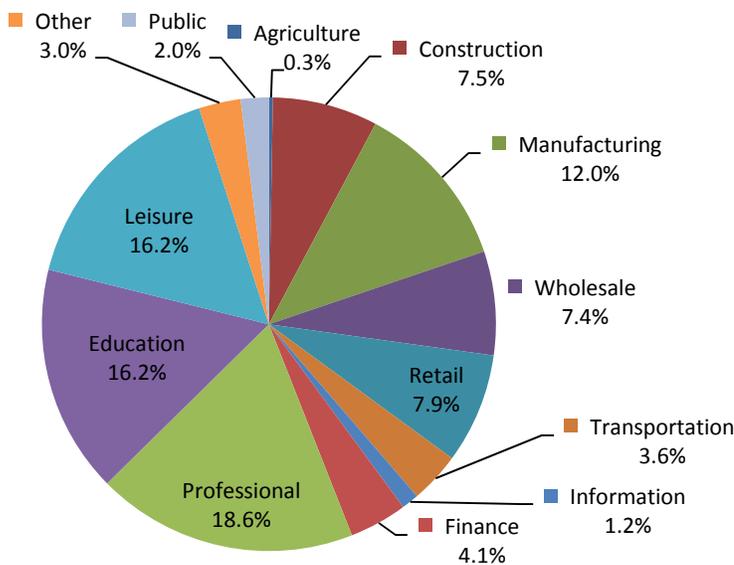
Jobs by Sector: 2007



Sources: California Employment Development Department, 2007; InfoGroup; and SCAG.

- From 2007 to 2013, the share of Leisure jobs increased from 14 percent to 16.2 percent while the share of Construction jobs declined from 10.6 percent to 7.5 percent.

Jobs by Sector: 2013

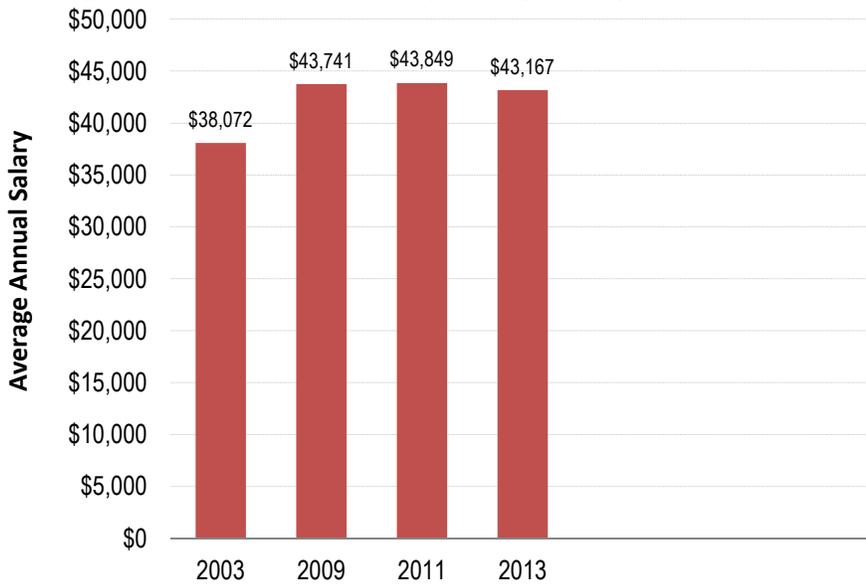


Sources: California Employment Development Department, 2014; InfoGroup; and SCAG.

- In 2013, the Professional sector was the largest job sector, accounting for 18.6 percent of total jobs in the city.
- Other large sectors included Education (16.2 percent), Leisure (16.2 percent), and Manufacturing (12 percent).
- See Methodology Section for industry sector definitions.

Average Salaries

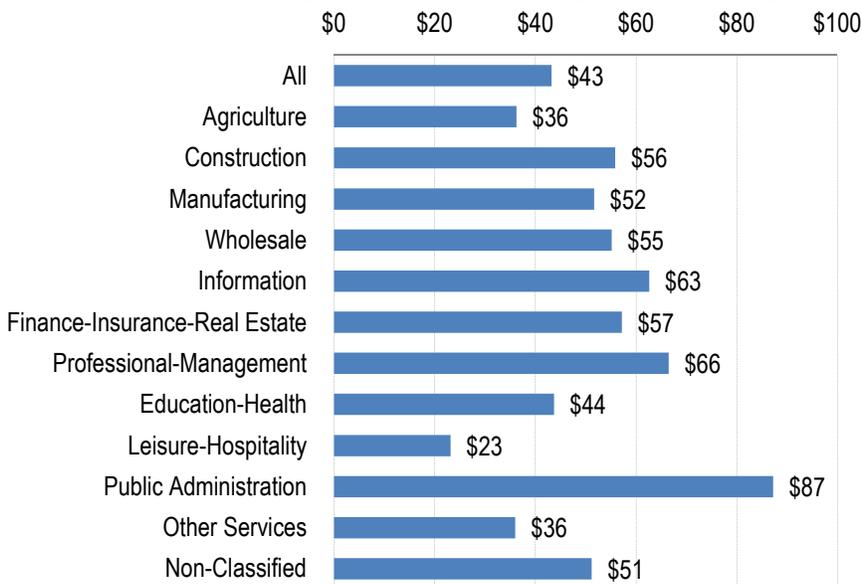
Average Annual Salary: 2003, 2009, 2011, & 2013



Source: California Employment Development Department, 2003, 2009, 2011, 2013

- Average salaries for jobs located in the city increased from \$38,072 in 2003 to \$43,167 in 2013, a 13.4 percent change.
- Note: Dollars are not constant.

Average Annual Salary by Sector: 2013 (\$ thousands)



Source: California Employment Development Department, 2013

- In 2013, the employment sector providing the highest salary per job in the city was Public Administration (\$87,194).
- The Leisure-Hospitality sector provided the lowest annual salary per job (\$23,141).

VII. Retail Sales

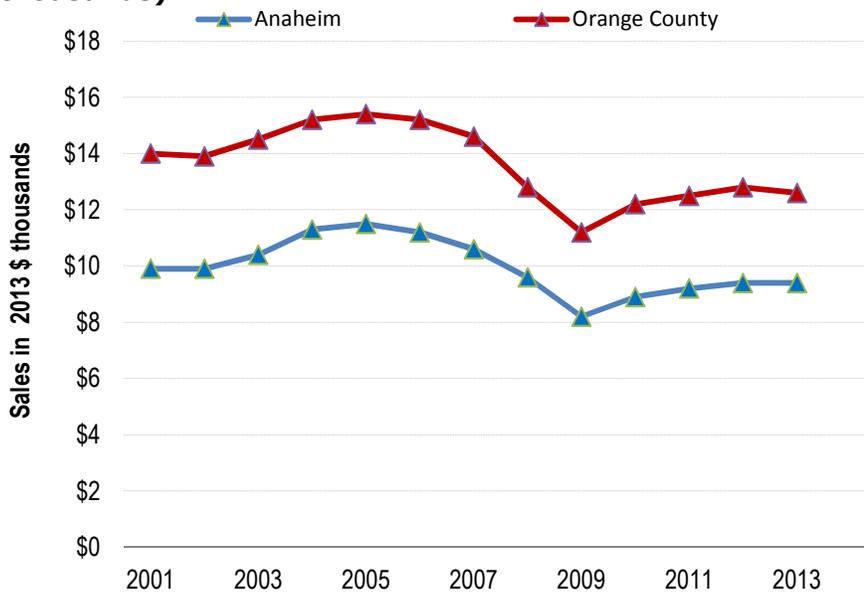
Real Retail Sales: 2001 - 2013 (in 2013 \$ millions)



Source: California Board of Equalization, 2001-2013

- Real retail sales (inflation adjusted) in the City of Anaheim increased by 28.3 percent between 2001 and 2005.
- Real retail sales decreased by 16.4 percent between 2005 and 2013.

Real Retail Sales per Person: 2001 - 2013 (in 2013 \$ thousands)

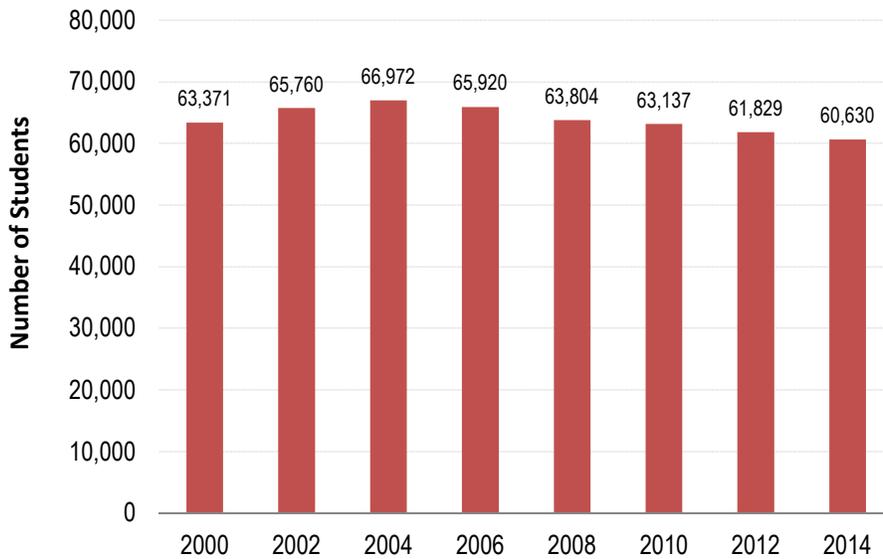


Source: California Board of Equalization, 2001-2013

- Between 2001 and 2013, real retail sales per person for the city increased from \$9,337 to \$9,370.

VIII. Education

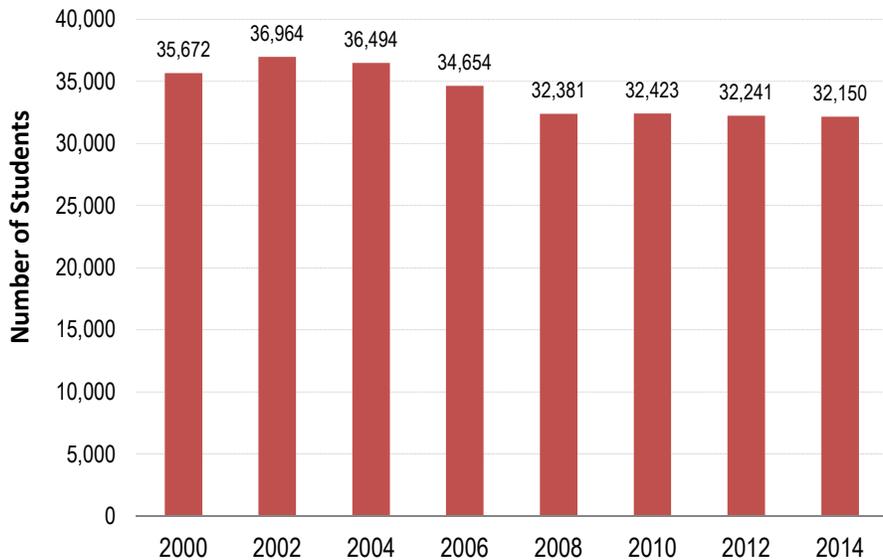
K-12 Public School Student Enrollment: 2000 - 2014



Source: California Department of Education, 2000 - 2014

- Between 2000 and 2014, total K-12 public school enrollment for schools within the City of Anaheim decreased by 2,741 students, or about 4.3 percent.

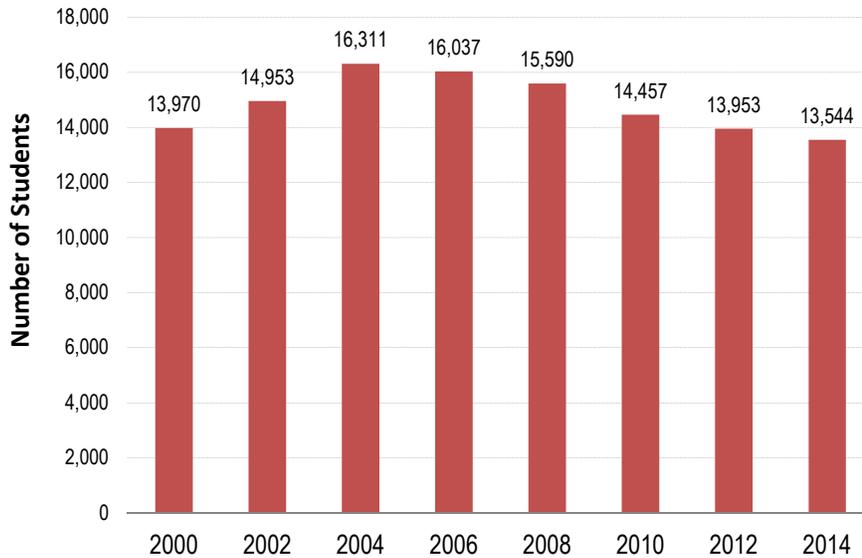
K-6 Public School Student Enrollment: 2000 - 2014



Source: California Department of Education, 2000 - 2014

- Between 2000 and 2014, total public elementary school enrollment decreased by 3,522 students or 9.9 percent.

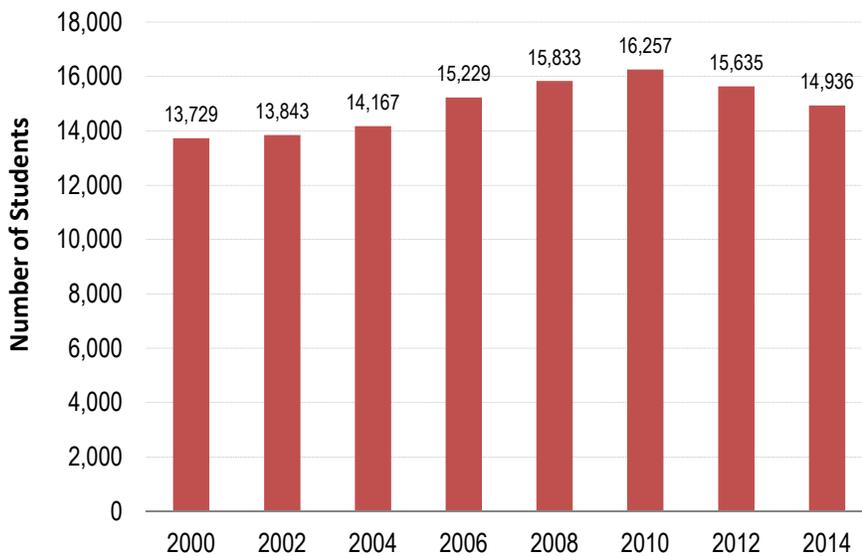
Grades 7-9 Public School Student Enrollment: 2000 - 2014



Source: California Department of Education, 2000 - 2014

- Between 2000 and 2014, total public school enrollment for grades 7-9 decreased by 426 students or 3 percent.

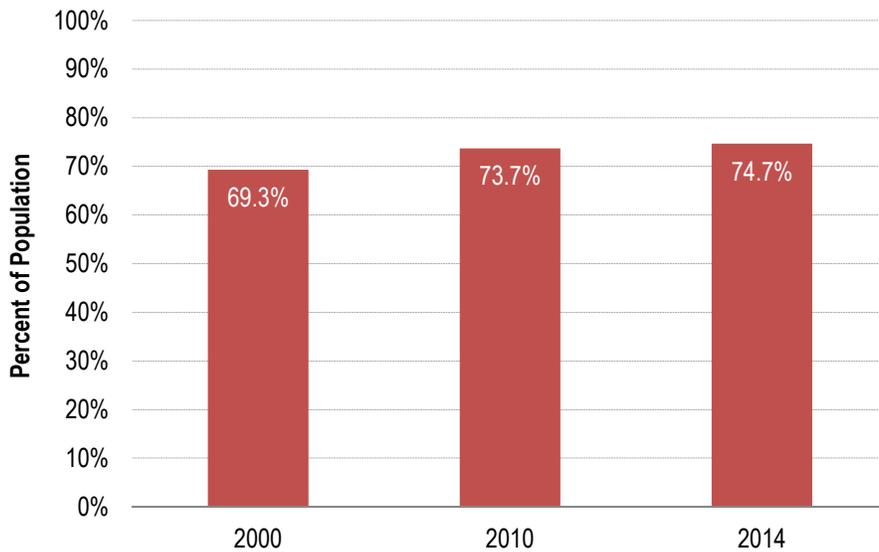
Grades 10-12 Public School Student Enrollment: 2000 - 2014



Source: California Department of Education, 2000 - 2014

- Between 2000 and 2014, total public school enrollment for grades 10-12 increased by 1,207 students, about 8.8 percent.

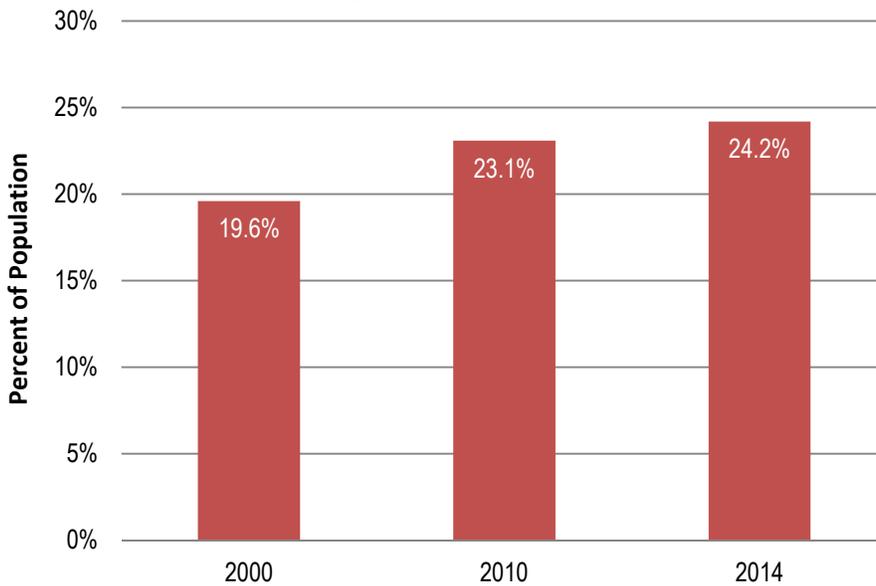
Percent of City Population 25 Years & Over Completing High School or Higher



Sources: 2000 and 2010 Census; Nielsen Co., 2014

- In 2014, 74.7 percent of the population 25 years and over completed high school or higher, which is higher than 2000 level.

Percent of City Population 25 Years and Over Completing a Bachelor's Degree or Higher

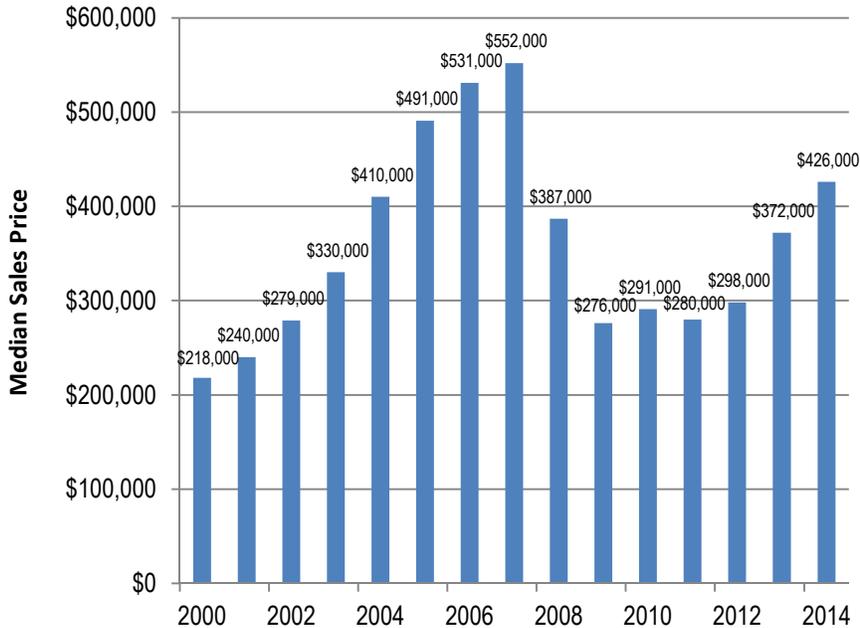


Sources: 2000 and 2010 Census; Nielsen Co., 2014

- In 2014, 24.2 percent of the population 25 years and over completed a Bachelor's degree or higher, which is higher than 2000.

IX. SCAG Regional Highlights

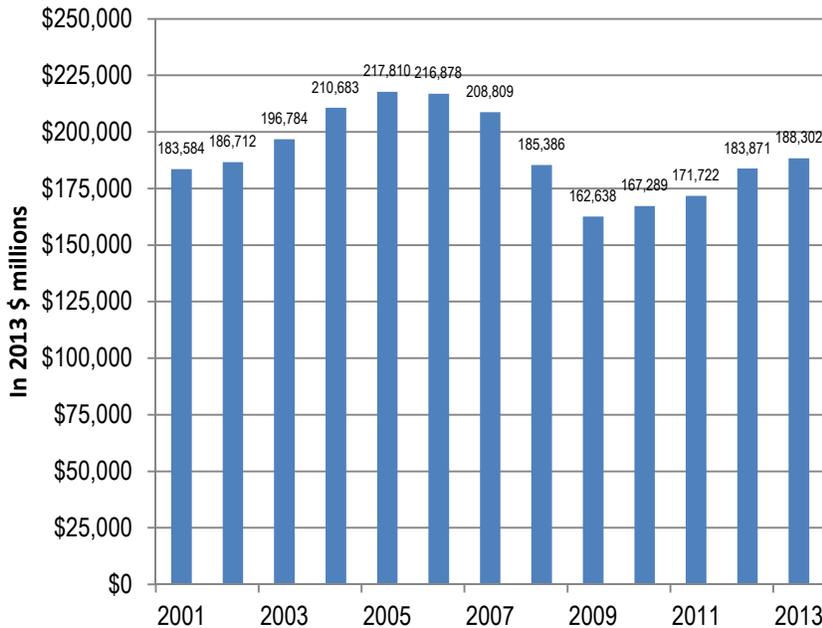
Regional Median Sales Price for Existing Homes: 2000 - 2014



Source: MDA Data Quick, 2014

- After reaching its peak in 2007, the median sales price for existing homes in the SCAG region dropped by almost half in 2011 from its 2007 level and rebounded in 2014.
- Median home sales price was calculated based on total existing home sales in the SCAG region.

Regional Real Retail Sales: 2001 - 2013



Source: California Board of Equalization, 2001-2013

- Retail sales tend to follow closely with trends in personal income, employment rates, and consumer confidence.
- Between 2001 and 2005, real retail sales increased steadily by 19 percent but then dropped between 2005 and 2009 by \$52 billion, or 25 percent.
- In 2013, total real retail sales were three percent higher than the 2000 level.

X. Data Sources

California Department of Education

California Department of Finance, Demographic Research Unit

California Employment Development Department, Labor Market Information Division

California State Board of Equalization

Construction Industry Research Board

InfoGroup

MDA Data Quick

Nielsen Company

U.S. Census Bureau

XI. Methodology

SCAG's Local Profiles utilizes the most up-to-date information from a number of publically available sources, including the Census Bureau, California Department of Finance, and the California Department of Education. In the event that public information is not available or is not the most recent, SCAG contracts with a number of private entities to obtain regional data. The following sections describe how each data source was compiled to produce the information displayed in this report.

Statistical Summary Table

In the Statistical Summary Table (page 3), the values in the field "Jurisdiction Relative to County/Region" represent the difference between the jurisdiction's value and the county/region value, except for the following categories which represent the jurisdiction's value as a share of the county (or in the case of an entire county as a share of the region): Population, Number of Households, Number of Housing Units, Number of Jobs, Total Jobs Change, and K-12 Student Enrollment.

Median Age, Homeownership Rate, and Median Household Income are based on Nielsen Company data. Number of Housing Units is based on the 2010 Census and estimates from the California Department of Finance. Data for all other categories are referenced throughout the report.

Population Section

Where referenced, data from 2000 to 2014 was taken from the California Department of Finance's (DOF) E-5 estimates, which were published in May 2014. This dataset was benchmarked to population figures from the 2000 and 2010 U.S. Decennial Censuses. Data relating to population by age group and by race/ethnicity was derived from the 2000 and 2010 U.S. Decennial Censuses, and Nielsen Co. The 2000 figure was based on U.S. Decennial Census figures for April 1, 2000 and the 2010 figure was based on U.S. Decennial Census figures for April 1, 2010.

Below are definitions for race and ethnicity, taken from the U.S. Census Bureau.

The Hispanic or Latino origin category is:

- A person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.

The race categories are:

- American Indian or Alaska Native – A person having origins in any of the original peoples of North and South America (including Central America), and who maintains tribal affiliation or community attachment.
- Asian – A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- Black or African American – A person having origins in any of the black racial groups of Africa, including those who consider themselves to be "Haitian."

- White – A person having origins in any of the original peoples of Europe, North Africa, or the Middle East.
- Some other race – This category includes Native Hawaiian or Other Pacific Islander (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands) and all other responses not included in the "American Indian or Alaska Native," "Asian," "Black or African American," and "White" race categories described above.

Charts for population based on age were tabulated using 2000 and 2010 U.S. Decennial Census data and Nielsen Company data for 2014. Charts for race/ethnicity were tabulated using 2000 and 2010 Census data and Nielsen Company data for 2014.

Households Section

The 2000 figure was based on U.S. Decennial Census figures for April 1, 2000 and the 2010 figure was based on U.S. Decennial Census figures for April 1, 2010. Information for 2014 was supplied by the Nielsen Company. Average household size was developed using information from the California Department of Finance (DOF). Households by Size was calculated based on Nielsen Company data. Households refer to the number of occupied housing units.

Housing Section

Housing units are the total number of both vacant and occupied units. Housing units by housing type information was developed using data from the California Department of Finance (DOF). Age of housing stock information is from the Nielsen Company.

The number of residential units with permits issued was obtained using Construction Industry Research Board data, which are collected by counties and are self-reported by individual jurisdictions. It represents both single family and multifamily housing units that were permitted to be built, along with building permits that were issued for improvements to existing residential structures (e.g., re-roofs, remodels). Please note that SCAG opted to report the annual number of permits issued by each jurisdiction which may be different than the number of housing units completed or constructed annually. This was done using a single data source which provides consistent data for all jurisdictions.

The median home sales price, compiled from MDA Data Quick, was calculated based on total resales of existing homes in the jurisdiction, including single family units and condominiums. The median price does not reflect the entire universe of housing in the jurisdiction, only those that were sold within the calendar year.

Transportation Section

The journey to work data for the year 2000 was obtained by using the 2000 U.S. Decennial Census Summary File 3. Data for 2010 is based on the 2010 U.S. Decennial Census. Information for 2014 was provided by the Nielsen Company.

Employment Section

Data sources for estimating jurisdiction employment and wage information include the 2010 U.S. Decennial Census – Local Employment Dynamics Survey, and information from the California Employment Development Department, InfoGroup, and SCAG for years 2007-2014. In many instances, employment totals from individual businesses were geocoded and aggregated to the jurisdictional level.

Employment information by industry type is defined by the North American Industry Classification System (NAICS). Although the NAICS provides a great level of detail on industry definitions for all types of businesses in North America, for the purposes of this report, this list of industries has been summarized into the following major areas: agriculture, construction, manufacturing, wholesale, retail, information, finance/insurance/real estate, professional/management, education/health, leisure/hospitality, public administration, other services, and non-classified industries.

A brief description of each major industry area is provided below:

- Agriculture – This industry includes crop production, animal production and aquaculture, forestry and logging, fishing hunting and trapping, and support activities for agriculture and forestry.
- Construction – Industries under this umbrella involve the construction of buildings, heavy and civil engineering construction, and specialty trade contractors.
- Manufacturing – This group includes the processing of raw material into products for trade, such as food manufacturing, apparel manufacturing, wood product manufacturing, petroleum and coal products manufacturing, chemical manufacturing, plastics and rubber products manufacturing, nonmetallic mineral product manufacturing and primary metal manufacturing.
- Wholesale – Wholesale industries do business in the trade of raw materials and durable goods.
- Retail – Retail industries engage in the sale of durable goods directly to consumers.
- Information – Businesses in this industry specialize in the distribution of content through a means of sources, including newspaper, periodicals, books, software, motion pictures, sound recording, radio and television broadcasting, cable or subscription programming, telecommunications, data processing/hosting, and other information mediums.
- Finance/Insurance/Real Estate – This sector includes businesses associated with banking, consumer lending, credit intermediation, securities brokerage, commodities exchanges, health/life/medical/title/property/casualty insurance agencies and brokerages, and real estate rental/leasing/sales.
- Professional Management – This industry involves businesses that specialize in professional/scientific/technical services, management of companies and enterprises, and administrative and support services. Types of establishments that would fall under this category range from law offices, accounting services, architectural/engineering firms, specialized design services, computer systems design and related services, management consulting firms, scientific research and

development services, advertising firms, office administrative services, facilities support services, among many others.

- Education/Health – Organizations include elementary and secondary schools, junior colleges, universities, professional schools, technical and trade schools, medical offices, dental offices, outpatient care centers, medical and diagnostic laboratories, hospitals, nursing and residential care facilities, social assistance services, emergency relief services, vocational rehabilitation services, and child day care services.
- Leisure/Hospitality – These industries include organizations in the performing arts, spectator sports, museums, amusement/recreation industries, traveler accommodations, and food and drink services.
- Public Administration – This classification includes public sector organizations, including legislative bodies, public finance institutions, executive and legislative offices, courts, police protection, parole offices, fire protection, correctional institutions, administration of governmental programs, space research and technology, and national security.
- Other Services – Groups in this group include, for example, automotive repair and maintenance, personal and household goods repair and maintenance, personal laundry services, dry-cleaning and laundry services, religious services, social advocacy organizations, professional organizations, and private households
- Non-Classified – Non-classified organizations involve work activities that are not included in the North American Industry Classification System.

Retail Sales Section

Retail sales data is obtained from the California Board of Equalization, which does not publish individual point-of-sale data. All data is adjusted for inflation.

Education Section

Student enrollment data is based on public school campuses that are located within each jurisdiction's respective boundary. Enrollment numbers by grade within a given jurisdiction are tabulated based upon data obtained from the California Department of Education. Enrollment year is based on the end date of the school year; for example, enrollment data for the year 2000 refers to the 1999-2000 school year. City boundaries used in the dataset for all years is based on 2012 SCAG city boundary data.

Regional Highlights

Information for this section was developed through data from MDA Data Quick and the California Board of Equalization.

Data Sources Section

In choosing the data sources used for this report, the following factors were considered:

- Availability for all jurisdictions in the SCAG region,
- The most recognized source on the subject,
- Data sources within the public domain, and
- Data available on an annual basis.

The same data sources are used for all Local Profiles (except where noted) to maintain overall reporting consistency. The jurisdictions are not constrained from using other data sources for their planning activities.

The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. Additional assistance was provided by the California Department of Transportation.

Southern California Association of Governments

XII. Acknowledgments

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2nd Vice-President	3. Hon. Michele Martinez	Santa Ana	District 16
Imm.Past President	4. Hon. Greg Pettis	Cathedral City	District 2
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Southern California Association of Governments

**Southern California Association of Governments
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48. Hon. Jonathan Curtis	La Cañada/Flintridge	District 36
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50. Hon. Sam Pedroza	Claremont	District 38
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52. Hon. Judy Mitchell	Rolling Hills Estates	District 40
53. Hon. Pam O'Connor	Santa Monica	District 41
54. Hon. Jess Talamantes	Burbank	District 42
55. Hon. Steven Hofbauer	Palmdale	District 43
56. Hon. John Sibert	Malibu	District 44
57. Hon. Carmen Ramirez	Oxnard	District 45
58. Hon. Glen Becerra	Simi Valley	District 46
59. Hon. Gilbert Cedillo	Los Angeles	District 48
60. Hon. Paul Krekorian	Los Angeles	District 49
61. Hon. Bob Blumenfield	Los Angeles	District 50
62. Hon. Tom LaBonge	Los Angeles	District 51
63. Hon. Paul Koretz	Los Angeles	District 52
64. Hon. Nury Martinez	Los Angeles	District 53
65. Hon. Felipe Fuentes	Los Angeles	District 54
66. Hon. Bernard C. Parks	Los Angeles	District 55
67. Hon. Curren D. Price, Jr.	Los Angeles	District 56
68. Hon. Herb J. Wesson, Jr.	Los Angeles	District 57
69. Hon. Mike Bonin	Los Angeles	District 58
70. Hon. Mitchell Englander	Los Angeles	District 59
71. Hon. Mitch O'Farrell	Los Angeles	District 60
72. Hon. José Huizar	Los Angeles	District 61
73. Hon. Joe Buscaino	Los Angeles	District 62
74. Hon. Karen Spiegel	Corona	District 63
75. Hon. Jim Katapodis	Huntington Beach	District 64
76. Hon. Ryan McEachron	Victorville	District 65
77. Hon. Michael Wilson	Indio	District 66
78. Hon. Dante Acosta	Santa Clarita	District 67
79. Hon. Rusty Bailey	Riverside	District 68
80. Hon. Julio Rodriguez	Perris	District 69

**Southern California Association of Governments
Regional Council Roster**

- | | | |
|-----------------------------|----------------------------------|----------------------------------|
| 81. Hon. Ross Chun | Aliso Viejo | TCA |
| 82. Hon. Andrew Masiel, Sr. | Pechanga Band of Luiseño Indians | Tribal Government Representative |
| 83. Mr. Randall Lewis | Lewis Group of Companies | (Ex-Officio) |
| 84. Hon. Eric Garcetti | Los Angeles | (At-Large) |

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DATE: March 5, 2015

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

FROM: Huasha Liu, Director, Land-Use Planning & Environment, liu@scag.ca.gov,
213-236-1838

SUBJECT: Regional Guidelines for 2015 Active Transportation (Funding) Program (ATP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File – No Action Required.

EXECUTIVE SUMMARY:

On March 26, 2015, the California Transportation Commission (CTC) will adopt the Active Transportation Program (ATP) Statewide Guidelines and announce the 2015 Call for Projects. The 2015 ATP budget is anticipated to be approximately \$300 million and will cover Fiscal Year 2016-17 through 2018/19. Approximately 60% of the total funding awards will be recommended by the CTC through the Statewide Program and Small Urban/Rural Program components. Forty percent of the total funding awards will be recommended by regional metropolitan planning organizations (MPOs); SCAG's share of the MPO component is approximately \$70 million. Similar to the 2014 ATP, SCAG is required to collaborate with the county transportation commissions to adopt Regional Guidelines that outline the criteria and process for selecting projects that are recommended for funding as part of the MPO component. The 2015 Regional Guidelines are under development and will be brought before the Regional Council for consideration and approval in April.

STRATEGIC PLAN:

This item supports SCAG's 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

BACKGROUND:

The California Active Transportation Program (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 the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). The goals of the Active Transportation Program are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.

REPORT

- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Funds awarded through the ATP program are selected by the State (60% of total funds) as well as regional MPOs (40% of total funds).

Statewide Guidelines

The CTC will adopt the 2015 Statewide ATP Guidelines on March 26, 2015. The draft State guidelines are largely the same as the 2014 Statewide Guidelines. Anticipated revisions include:

- Disadvantaged Communities criteria pertaining to CalEnviroScreen will change from 10% to 25%. This will establish consistency between ATP and anticipated Cap and Trade criteria.
- The local match requirement will be eliminated. Points will be provided for a match to incentivize a local match.
- Caltrans will introduce a standardized cost/benefit model for the project application process.
- Project evaluation will be facilitated by CTC (Project evaluation was facilitated by Caltrans in 2014).

SCAG has been monitoring the State guideline development process and has provided comments at the January CTC in collaboration with the county transportation commissions. The comments focused on opportunities to streamline the funding allocation process, maintain support for planning, and to reinforce the need for technical assistance to be provided to disadvantaged communities, among other considerations. The Draft Statewide Guidelines are available for download at:

http://www.catc.ca.gov/programs/ATP/2015/Draft_2015_ATP_Guidelines_012215.pdf

Regional Guidelines

The ATP Regional Guidelines (Guidelines) will outline the process by which SCAG in collaboration with the county transportation commissions intends to meet its requirements for implementing the project selection process for the 2015 ATP Regional Program. The Guidelines must be consistent with direction established in the Statewide Guidelines and be approved by the Regional Council and the CTC. The 2015 ATP Statewide Guidelines retain many of the same requirements as the 2014 Statewide Guidelines. Consequently, SCAG staff anticipates the 2015 Regional Guidelines will also remain largely unchanged from the 2014 Regional Guidelines. A draft schedule including key milestones for adopting the Regional Guidelines and Regional Program Funding Recommendations is included below:

- March 20, 2015 SCAG/County Transportation Commission staff finalize draft Regional Guidelines
- April 2, 2015 SCAG RC and Policy Committees consider approval of Regional Guidelines

REPORT

- May 31, 2015 Deadline to submit Regional Guidelines to CTC
- November 5, 2015 SCAG RC and Policy Committees consider approval of Regional Program I
- November 15, 2015 Deadline for MPO project programming recommendations
- December 10, 2015 CTC adopts MPO Selections

2015 Call for Projects

The CTC is expected to issue the 2015 Call for Projects on March 26, 2015. Applications are due to the CTC by May 31, 2015. The Call for Projects will award approximately \$300 million programmed in three (3) fiscal years, 2016/17 to 2018/19. This includes approximately \$70 million that SCAG will program as part of the Regional or MPO component. As with the 2014 Regional ATP, SCAG will not host a separate Call for Projects for the 2015 Regional ATP, which is an option provided by the ATP Guidelines. Instead, SCAG and the county transportation commissions will assemble the Regional Program from grant proposals that were not awarded funding in the statewide competition. The schedule for the 2015 Call for Projects is included below:

- March 26, 2015 CTC Statewide Guidelines Approval
- March 26, 2015 Call for Projects issued
- May 31, 2015 Application deadline
- September 30, 2015 CTC staff recommendation for statewide and rural/small urban component
- October 22, 2015 CTC adopts statewide and rural/small urban component
- November 5, 2015 SCAG adopts Regional Program recommendations
- November 15, 2015 Deadline for MPO project programming recommendations to CTC
- December 10, 2015 CTC adopts MPO Selections

The draft application and guidance regarding the process can be found at:

http://www.catc.ca.gov/programs/ATP/2015/Draft_ATP_Application-Cycle_2.pdf

Next Steps

The Policy Committees and Regional Council will review and consider adoption of the Regional Program Guidelines on April 2, 2015. SCAG staff will continue to work with the county transportation commissions, CTC, Caltrans and other partners to ensure eligible applicants are aware of the 2015 ATP funding opportunity and provide resources and support as requested to facilitate regional competitiveness.

FISCAL IMPACT:

Work associated with this item is included in the current FY2014-15 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy) and FY2015/1016 Overall Work Program (050.SCG00169.06: Active Transportation Program).

ATTACHMENT:

None

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DATE: March 5, 2015

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

FROM: Huasha Liu, Director of Land Use and Environmental Planning, liu@scag.ca.gov, 213-236-1838

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:

SCAG is providing a monthly update (attached) regarding successful implementation of (75) 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 of these projects will be funded by an award to SCAG from the California Strategic Growth Council. The remaining projects were funded in the fall of 2014. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-one (61) grant projects have had Request for Proposals (RFPs) released, fifty-four (54) grant projects have selected consultants, and forty-eight (48) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

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 comprised Phase III and are proceeding as additional funds have 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

REPORT

Grant projects to the approved list for a new total of seventy-five (75) projects. On October 2, 2014 the Regional Council approved funding for the remaining projects on the list.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-one (61) grant projects have had Request for Proposals (RFPs) released, fifty-four (54) grant projects have selected consultants, and forty-eight (48) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

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

February 17, 2015

Regional Council Progress Update

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
Phase 1 (Available funds FY 13-14)							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - Public health; Active transportation; Livability; Open space	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures	x	x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability	x	x	x	x	x
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability	x	x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development	x	x	x	x	x
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation	x	x	x	x	x
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD	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 - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation	x	x	x	x	x
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation	x	x	x		
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan	x	x	x	x	x
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction	x	x	x	x	x
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation	x	x	x	x	x
Phase 2 (Available funds)							
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project	x	x	x	x	x
19	Beaumont	Climate Action Plan - GHG reduction	x	x	x	x	x
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement	x	x	x	x	x
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space	x	x	x	x	x
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability	x	x	x	x	x
23	Anaheim	Bicycle Master Plan Update - Active transportation	x	x	x	x	x
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning	N/A				
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction	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 - Multi-modal; Livability; Multi-jurisdiction	x	x	x	x	x
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability	x	x	x	x	x
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill	x	x	x	x	x
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; good value	x	x	x	x	x
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction	x	x	x	x	x
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation	x	x	x	x	x
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach	x	x	x	x	x
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability	x	x	x	x	x
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection	x	x	x	x	x
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation	x	x	x	x	x
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection	x	x	x	x	x
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation	x	x	x	x	x
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update	x	x	x	x	x

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

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

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

DATE: March 5, 2015

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

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

SUBJECT: Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing and Sustainable Communities Program Update – Concept Applications Process & Recommendation

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File

EXECUTIVE SUMMARY:

Concept applications for the Affordable Housing and Sustainable Communities (AHSC) grant statewide program were due to the Strategic Growth Council (SGC) on February 19, 2015. The SGC provided the concept applications for project proposals in the SCAG region to SCAG staff for review. This staff report confirms that a list of fifty (50) concept applications was received by SCAG on February 23, 2015.

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:

Through the state budget process, Cap-and-Trade auction proceeds are appropriated from the Greenhouse Gas Reduction Fund (GGRF) to state agencies and programs. Two (2) categories under the Cap-and-Trade program will receive multi-year funding allocations: 1) Transit, Housing, and Sustainable Communities (35%); and 2) High-Speed Rail (25%). The remaining 40% of Cap-and-Trade funds will be subject to the annual budget process for other program areas.

SCAG staff has been monitoring and regularly providing reports to the Regional Council on the programs supported by the auction proceeds derived from the AB 32 Cap-and-Trade Program. Supporting allocation of an equitable share of these funds to transportation and sustainable communities' implementation was a top priority for the Regional Council and this was reflected in the FY 2014-15 appropriation to the GGRF. These critical funding programs are expected to help local jurisdictions and SCAG's partners implement the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS).

The AHSC Program is intended to further the regulatory purposes of AB 32 and SB 375 by investing in projects that reduce greenhouse gas emissions (GHGs) by creating more compact, infill development patterns, integrating affordable housing, encouraging active transportation and mass transit usage, and protecting agricultural land from sprawl development. Last month, the Regional Council and Policy

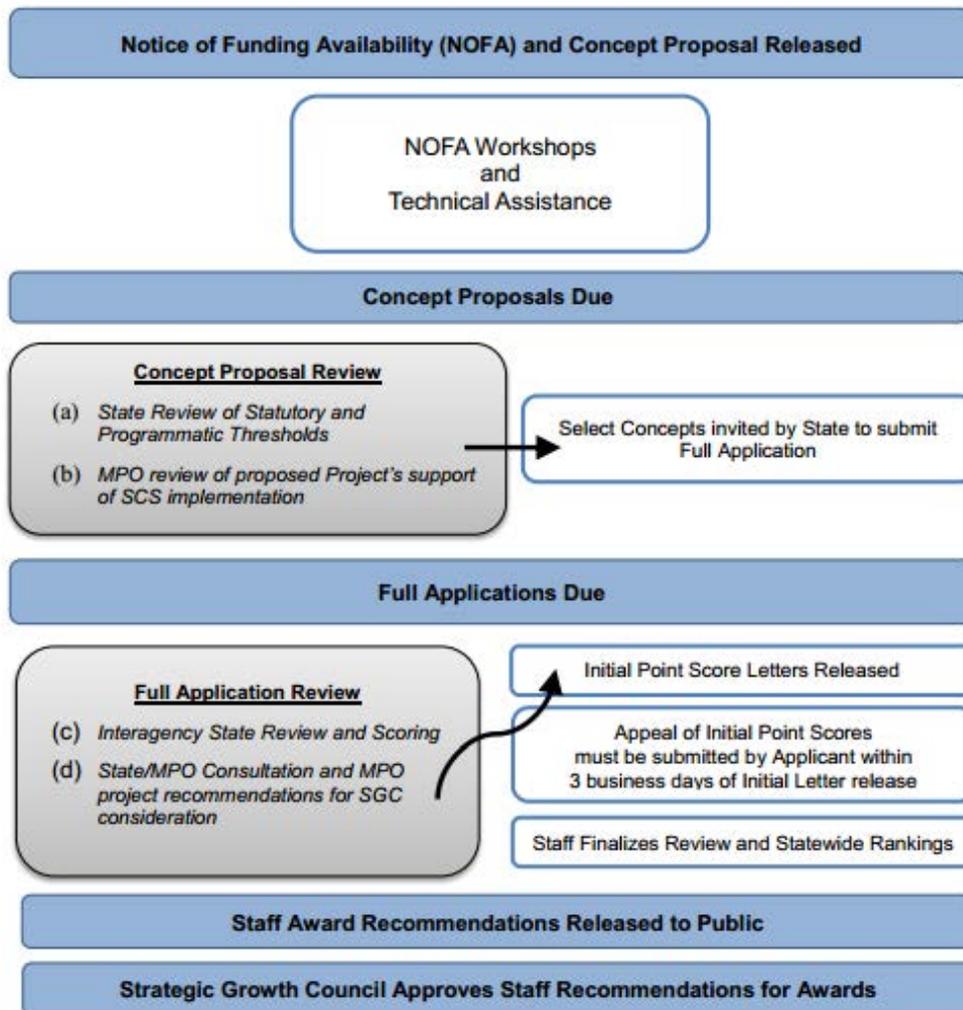
REPORT

Committees received a staff report summarizing the final AHSC Guidelines approved by the SGC and SCAG’s role and process for supporting grant applicants.

AHSC Program Application Review Process

[SB 862](#) provides that the SGC “shall coordinate with the metropolitan planning organizations and other regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the goals and objectives of this division.” The application review process is summarized in the following table from the SGC Final AHSC Guidelines.

Table 1
AHSC Program Application Review Process



SCAG Review of Concept Applications

SCAG staff has received fifty (50) concept applications for proposals in our region (Attachment). Staff has reviewed and confirmed that all the fifty (50) concept applications support implementation of the SCS.

REPORT

Full Application Review Preparation

The SGC will invite a subset of those who submitted concept applications to submit full applications by March 11, 2015. Full applications are due to SGC on April 15, 2015. SCAG staff has formed a Cap-and-Trade Assistance Team (CTAT) to provide technical assistance to full applicants within the SCAG region. Please contact Kristen Pawling, Associate Regional Planner, (pawling@scag.ca.gov) to request assistance.

The SGC will provide to SCAG staff the full applications for review. SCAG staff will develop evaluation criteria that supports the implementation of the 2012 RTP/SCS. SCAG staff will provide information on the review criteria at applicable working groups in March and present to the Policy Committees and Regional Council in April.

When recommending projects to the SGC from their respective regions, the MPOs throughout the state have agreed to recommend projects up to 150% of their population share of the \$120 million program amount.

Scoring Criteria

The scoring criteria and values in SGC’s Final Guidelines emphasize the primary objective of GHG emissions reduction, and reflect other priorities related to project readiness and other policy considerations that are not factored into the GHG emissions calculations, as shown in Table 3.

Table 3
AHSC Scoring Elements and Criteria

Refer to Figure 10 for applicable criteria within each scoring element based on the proposed Project

<p>GHG Reduction - 55% of total score</p> <ul style="list-style-type: none">• Estimated GHG emissions reductions per GGRF dollar. GHG emissions reductions must be estimated using the GHG Quantification Methodology in Appendix D (55 points)
<p>Feasibility and Readiness - 15% of total score</p> <ul style="list-style-type: none">• Capital Project Past Performance (2 points)• Capital Project Readiness & Program Readiness, Capacity, Need and Leverage (8 points)• Capital Project Funds Leveraged (4 points)• Implementation of Planning Efforts (1 point)
<p>Policy Objectives - 30% of total score</p> <ul style="list-style-type: none">• Accessibility to Qualified Employment Areas (5.5 points)• Extent to which the Project Area Incorporates Walkable Corridors (5.5 points)• Extent to which the Project Area Incorporates Features which Encourage Bicycling (3 points)• Extent to which the Housing Development Serves Lower- and Moderate-Income Households (6.5 points)• Extent to which the Project Addresses Co-Benefits (6.5 points)• Anti-Displacement Strategies (1 point)• Community Engagement (2 points)

REPORT

Key Milestones

Key milestones for the AHSC program are provided in Table 4.

**Table 4
Key Milestones**

Concept Phase	Proposal Concept Applications due	February 19
	SCAG receives concept applications from SCAG	February 23
	SCAG’s concept application process and recommendations to Policy Committees and Regional Council	March 5
	SCAG transmits findings re concept applications to SGC	March 6
Full Application Phase	SGC invites subset of concept applicants to submit full applications	March 11
	CEO Sustainability Working Group/ Technical Working Group /other working groups	March 2015
	SCAG evaluation criteria to Policy Committees & Regional Council	April 2
Final Awards Stage	Full Applications due to Strategic Growth Council	April 15
	SCAG AHSC update to Regional Council	May 7
	SCAG evaluation and recommendations to SGC	May 7-8
	AHSC awards announced	Late June

FISCAL IMPACT:

Work associated with this item is included in the current FY2014/15 Overall Work Program (15-020.SCG00161.04: Regulatory Compliance; 15-065.SCG00137: Sustainability Program; and 15-070.SCG00147: Modeling Application and Analysis)

ATTACHMENT:

None

DATE: March 5, 2015

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

FROM: Huasha Liu, Director, Land Use and Environmental Planning, liu@scag.ca.gov,
213-236-1838

SUBJECT: U.S. Department of Transportation (USDOT) Mayors' Challenge for Safer People, Safer Streets

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only.

EXECUTIVE SUMMARY:

Secretary Foxx is challenging mayors and local elected officials, including metropolitan planning organizations (MPOs), to take significant action to improve safety for bicycle riders and pedestrians of all ages and abilities over the next year. SCAG plans to participate in the challenge to advance the goals of the 2012-2035 RTP/SCS, as well as, to build momentum and interest in the Regional Safety and Encouragement Campaign that SCAG will launch in Fall 2015. By signing up for the Mayors' Challenge, SCAG commits to promoting the initiative in the region and helping local jurisdictions make progress on seven (7) key activities to create safer streets.

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 2 Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process.

BACKGROUND:

U.S. Department of Transportation (USDOT) Secretary Anthony Foxx has announced the Mayors' Challenge, a key component to the USDOT Safer People Safer Streets Initiative (Initiative). The Initiative's goals are to address USDOT's non-motorized safety issues in an effort to help communities create safer, better connected bicycling and walking networks. USDOT will be rolling out a variety of new resources, issuing new research, and highlighting existing tools for a range of transportation professionals. The program will engage safety experts, existing and new stakeholders, local officials, and the public on a range of targeted strategies to help get program materials into use and encourage safety in and around the nation's streets, including bus stops, transit stations, and other multi-modal connections.

REPORT

The Challenge includes a Call to Action for participating Mayors (or lead elected official) in each jurisdiction to issue a statement highlighting the importance of safety, form a local action team to advance goals and take local action through the Challenge activities. The Challenge activities include:

- Take a Complete Streets approach
- Identify and address barriers to make streets safe and convenient for all road users, including people of all ages and abilities and those using assistive mobility devices
- Gather and track biking and walking data
- Use designs that are appropriate to the context of the street and its uses
- Take advantage of opportunities to create and complete ped-bike networks through maintenance
- Improve walking and biking safety laws and regulations
- Educate and enforce proper road use behavior by all

The Challenge provides an opportunity for SCAG to work with SCAG jurisdictions to advance active transportation initiatives and to highlight existing activities underway as part of SCAG's Overall Work Program to make progress on each of the challenge activities. According to California Office of Traffic Safety data, while overall traffic injuries and deaths have dropped precipitously in the SCAG region during the past decade – down 18 percent and 23 percent from 2003 to 2012 – bicycle injuries and fatalities have continued to rise – the latter up more than 40 percent during that period. Among pedestrians, the number of injuries and deaths is about what it was a decade ago – again, in sharp contrast to the overall improvement in traffic safety.

The Challenge is anticipated to elevate the level of discourse on active transportation and challenge cities to improve over the next year. Increasing awareness of opportunities to create a safer and more inviting environment for active transportation is one of the key goals of SCAG's Regional Active Transportation Safety and Encouragement Campaign, which is funded by a \$2.3 million Active Transportation Program grant. Participating in the Mayors' Challenge, and encouraging participation by other jurisdictions, will help build momentum for the launch of SCAG's Regional Campaign in Fall 2015.

The Challenge is a year-long effort that officially kicks-off on March 12, 2015 at the Mayors' Challenge Summit in Washington, DC. However, cities are encouraged to continue their efforts long after the Challenge ends. More information regarding the Challenge Activities can found at <http://www.dot.gov/mayors-challenge>.

Next Steps

SCAG will issue a statement highlighting the importance of safe streets and calling on all SCAG jurisdictions to participate in the Mayor's Challenge and take action to improve safety for bicycle riders and pedestrians of all ages and abilities. Staff will fully participate in Mayors' Challenge activities within existing budget constraints and provide support to local jurisdictions that would like to participate, including by providing trainings through the Toolbox Tuesday program, helping jurisdictions establish and implement active transportation data collection systems, and encouraging local engagement in the Regional Active Transportation Safety and Encouragement Campaign. Staff will also leverage the Mayors' Challenge to advance best practices and funding priorities.

REPORT

FISCAL IMPACT:

Work associated with this item is included in the current FY2014/15 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy) and FY2015/1016 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy; 225.SCG03564.01: So. Calif. Active Transportation Safety & Encouragement Campaign).

ATTACHMENT:

None

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2015 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

All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October*	
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 1, 2015 (DARK)

February 5, 2015

March 5, 2015

April 2, 2015

May 7 – 8, 2015

(2015 SCAG Regional Conference & General Assembly)

June 4, 2015

July 2, 2015

August 6, 2015 **(DARK)**

September 3, 2015

October 8, 2015*

(Note: League of California Cities Annual Conference, San Jose, CA, on Sept. 30 – Oct. 2)

November 5, 2015

December 3, 2015

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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DATE: March 5, 2015

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

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

SUBJECT: Introduction to SCAG’s Upcoming Environmental Justice Analysis for the 2016-2040
Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
For Information Only.

EXECUTIVE SUMMARY:
Staff will summarize the Federal and State Requirements for SCAG’s Environmental Justice Program, provide background on work completed for the 2012-2035 RTP/SCS, and discuss potential technical approaches for assessing impacts of the 2016-2040 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 c (Provide practical solutions for moving new ideas forward).

BACKGROUND:
The concept of Environmental Justice is about equal and fair access to a healthy environment, with the goal of protecting minority and low-income communities from incurring disproportionate environmental impacts. Under federal policy, all agencies receiving federal funding must make Environmental Justice part of their mission and adhere to three fundamental Environmental Justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Consideration of Environmental Justice in the transportation planning process is guided by federal law and policy as well as a number of other actions. The Civil Rights Act of 1964 (Title VI) establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. Additionally, Title VI not only bars intentional discrimination, but also unjustified disparate impact discrimination. Disparate impacts result from policies and practices that are neutral on their face



(i.e., there is no evidence of intentional discrimination), but have the effect of discrimination on protected groups.

In the 1990's, the federal executive branch issued orders on Environmental Justice that amplified Title VI, in part by providing protections on the basis of income as well as race. These directives, which included President Clinton's Executive Order 12898 (1994) and subsequent U.S. Department of Transportation (DOT) and Federal Highway Administration (FHWA) orders (1997 and 1998, respectively), along with a 1999 DOT guidance memorandum, ordered every federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs policies and activities on underrepresented groups and low-income populations.

As the Metropolitan Planning Organization for six Southern California counties, SCAG is responsible for pursuing and developing solutions to transportation, housing, air quality and other regional issues. To ensure that environmental justice principles are an integral part of the regional planning process, SCAG's *Compliance Procedure for Environmental Justice in the Transportation Planning Process* (adopted October 2000), provide that the agency:

1. Analyzes its transportation plan to determine its impact on the environment, health and safety and economy of all the region's residents
2. Provides early and meaningful public participation in decision-making processes
3. Seeks out and considers input from traditionally underrepresented groups
4. Considers alternative approaches or proposes mitigating strategies when disproportionately high and adverse impacts on low-income or underrepresented groups are identified
5. Evaluates and responds, as needed, to environmental justice issues that arise during the implementation of regional plans

Identifying low-income and minority populations is necessary both for conducting effective public participation and for assessing the distribution of benefits and burdens of transportation plans and projects. Consistent with past practice, SCAG plans to also include analysis for the upcoming 2016 RTP/SCS, additional population groups including limited-English speakers, households without motor vehicles, disabled/mobility limited individuals, households lacking basic infrastructure (e.g. lacking kitchens, telephones, etc.), individuals without a high school diploma, foreign born persons, young children ages 5 and under, and population ages 65 and above.

For this presentation, staff will identify the overall share and distribution of minority and low-income population in the SCAG region using the latest available data from the U.S. Census Bureau's American Community Survey (2009-2013 5-Year Estimates). Staff will also discuss analysis from the 2012-2035 RTP/SCS that measured regional and/or localized impacts in the performance areas listed below, and will introduce potential new approaches to identify environmental justice impacts for the 2016-2040 RTP/SCS.

1. RTP/SCS Revenues in Relation to Tax Burdens and Investments
2. Share of Transportation System Usage
3. Impacts of Mileage Based Fees
4. Distribution of Travel Time Savings
5. Travel Distance Reductions

REPORT

6. Jobs-Housing Imbalance or Jobs-Housing Mismatch
7. Accessibility to Employment and Services
8. Accessibility to Parks
9. Gentrification and Displacement
10. Air Quality and Health Impacts
11. Aviation and Roadway Noise Impacts

SCAG is committed to addressing environmental justice in all its plans, programs and policies. To this end, on-going outreach efforts are underway for reaching environmental justice communities during the development of the 2016-2040 RTP/SCS. Staff kicked-off this effort in November 2015, where regional stakeholders were invited to go over relevant previous work and were asked to suggest future study areas. Staff will continue its outreach with two additional workshops to be held at a later date and will have targeted outreach to ensure that underrepresented groups are engaged at all stages of the planning process, including the twenty-one (21) upcoming public workshops, twelve (12) elected official workshops, and six (6) public hearings for the Plan.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2014-2015 Overall Work Program (WBS Number 15-080.SCG00153.04: Regional Assessment).

ATTACHMENT:

PowerPoint Presentation: “Introduction to SCAG’s Upcoming Environmental Justice Analysis for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)”

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Introduction to SCAG's Upcoming Environmental Justice Analysis for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)



1

Overview

- Background on Environmental Justice
- Technical Analysis Introduction
 - Regional and Localized Analysis
- Next Steps



2

Background on Environmental Justice

Fundamental Principles

- To **avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations**
- To **ensure the full and fair participation** by all potentially affected communities in the transportation decision-making process
- To **prevent the denial of, reduction in, or significant delay in the receipt of benefits** by minority and low-income populations

- U.S. Department of Transportation, An Overview of Transportation and Environmental Justice



3

Background on Environmental Justice

Guiding Documents

- Title VI of the Civil Rights Act of 1964
- Executive Order 12898 (1994)
- US Department of Transportation Order (1997)
 - Federal Highway Administration Order (1998)
 - Memorandum: Implementing Title VI Requirements in Metropolitan and Statewide Planning (1999)
- FTA Circular Title VI Guidelines (2007, 2011, 2012)
- FTA Circular 4703.1 on Environmental Justice (2012)
- SCAG's Environmental Justice Compliance Procedures (2000)
- SCAG's Public Participation Plan (2014)



4

Background on Environmental Justice

SCAG's Environmental Justice Policy



- Committed to being a leader in our analysis of the environmental, health, social, and economic impacts of our programs on minority and low-income populations in the SCAG region
 - Provides early and meaningful public access to decision making processes for all interested parties, including minority and low-income populations
 - Seeks out and considers the input of traditionally underrepresented groups, such as minority and low-income populations, in the regional transportation planning process
 - When disproportionately high and adverse impacts on minority or low-income populations are identified, SCAG takes steps to propose mitigation measures or consider alternative approaches for the SCAG region
 - Continues to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG's regional plans

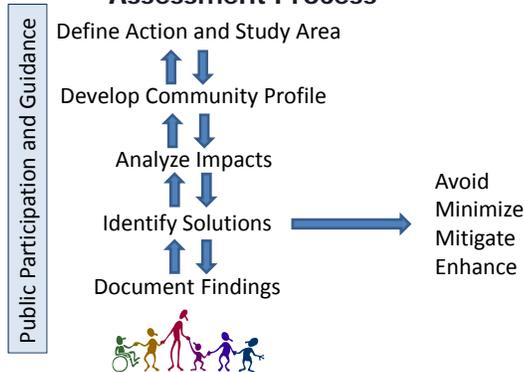


Background on Environmental Justice

Federal Guidance for Metropolitan Planning Organizations (MPOs)

- Analysis is Plan Specific - MPOs must conduct an evaluation of system-level environmental justice impacts from a collection of projects in long-range plans
- Environmental justice should also be considered when long-range plans are moved into the short-range Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP)

Assessment Process



Background on Environmental Justice

Determination of Disproportionate Impacts



- Will low income and racial/ethnic minority groups bear “disproportionately high and adverse effects” from a project?
- Adverse effect on human health or the environment, including social and economic effects
 - Depends on effects being:
 - Predominately borne by an EJ population group
 - Appreciably more severe than suffered by the non-EJ population
 - Questions to Consider:
 - Will the adverse effects on EJ populations exceed those borne by non-EJ populations?
 - Will cumulative or indirect effects adversely affect an EJ population?
 - Will mitigation and enhancement measures be taken for EJ and non-EJ populations?
 - Are there off-setting benefits to EJ populations as compared to non-EJ populations?



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Sources: National Transit Institute, Federal Transit Administration

Technical Analysis Introduction

Identifying EJ Population Groups

Minority

- *A person who is African American, Hispanic or Latino, Asian American, American Indian, Alaskan Native, Native Hawaiian and Other Pacific Islander*

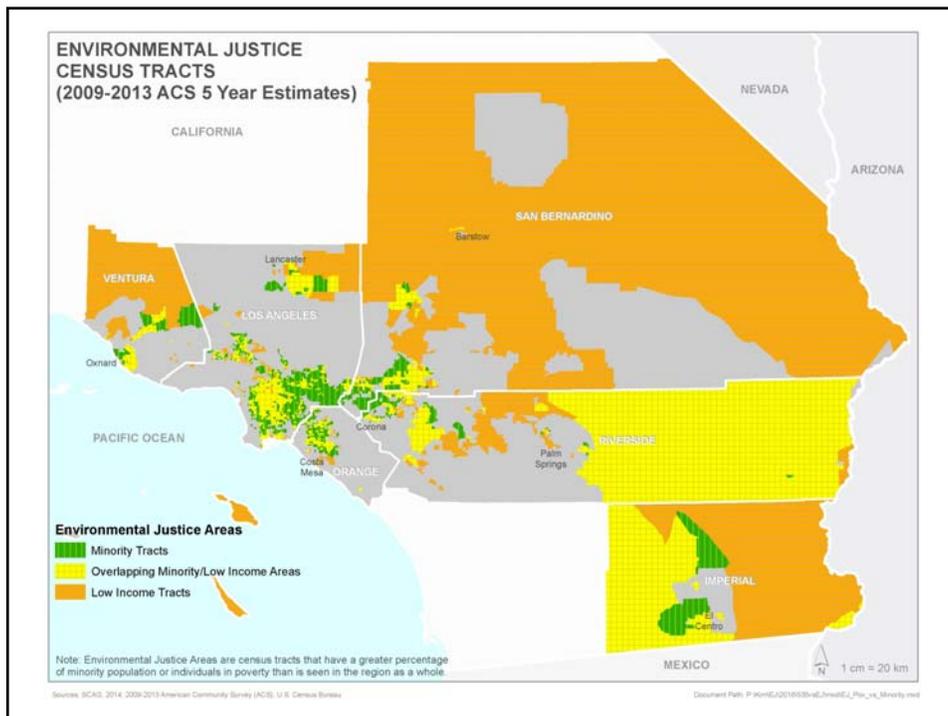
Low-Income

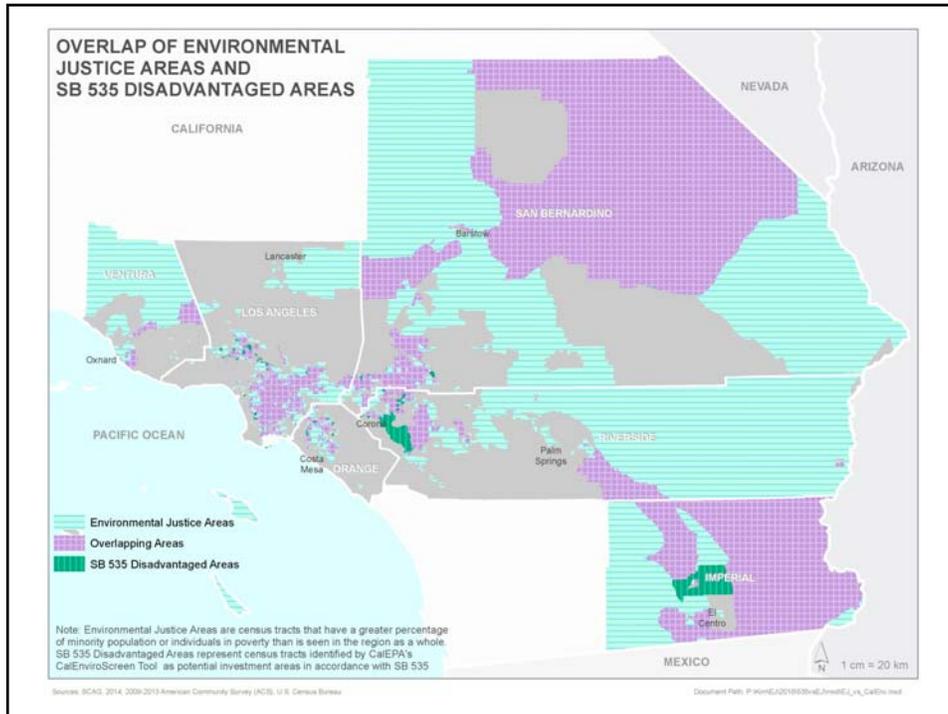
- *A person whose median income is at or below the Department of Health and Human Services (HHS) poverty guidelines*

Identifying Other Population Groups

Other Groups

- SB 535 Disadvantaged Areas
- Non-English Speakers
- Households without Vehicles
- Disabled/Mobility Limited Population
- Households Lacking Basic Housing Infrastructure (e.g. lacking kitchens or telephone)
- Individuals Without a High School Diploma
- Foreign Born Population
- Young Children Ages 5 and Under
- Population Ages 65 and Above





Technical Analysis Introduction

Regional and Localized Analysis

Regional Analysis

- *Appropriate when determining system-wide impacts (e.g. Financial Benefits and Burdens)*

Local Analysis

- *Appropriate for determining adverse impacts at smaller geographic areas, or the community level (emissions, noise, etc.)*

Regional Analysis Example Benefits and Burdens

Share of Retail & Gasoline Taxes Paid & RTP Investments by Ethnicity (2012-2035 RTP/SCS)



Share of investments outpace retail & gasoline taxes paid for Hispanic and Non-Hispanic Black populations

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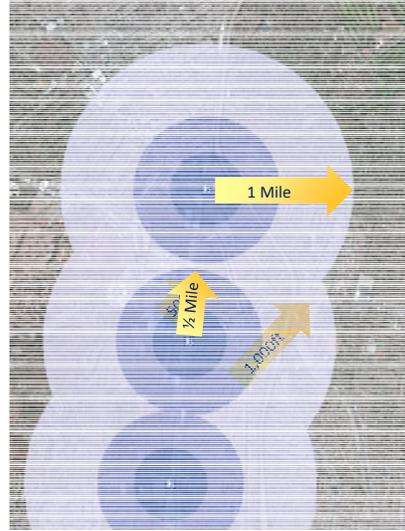
Localized Analysis Example Neighborhoods in Close Proximity to Highways/Railways

- Guidance and recommendations from various organizations
- 500 ft
- 1,000 ft
- Analysis for the upcoming plan will build on the 2012 RTP/SCS



Localized Analysis Example Gentrification/Displacement Analysis

- Population changes in areas close to rail transit stations
- ¼ Mile
- ½ Mile
- 1 Mile
- Analysis for the upcoming plan will build on the 2012 RTP/SCS



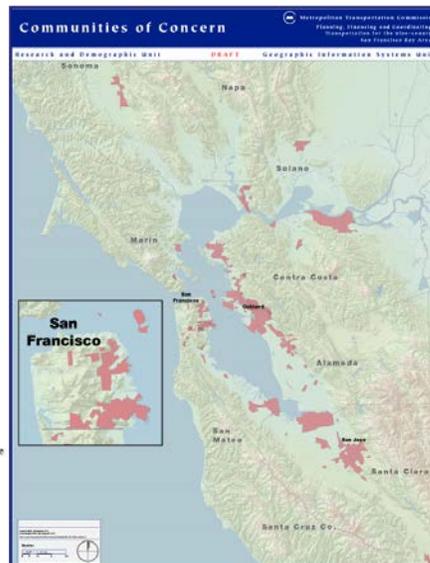
Metropolitan Transportation Commission (MTC) Example

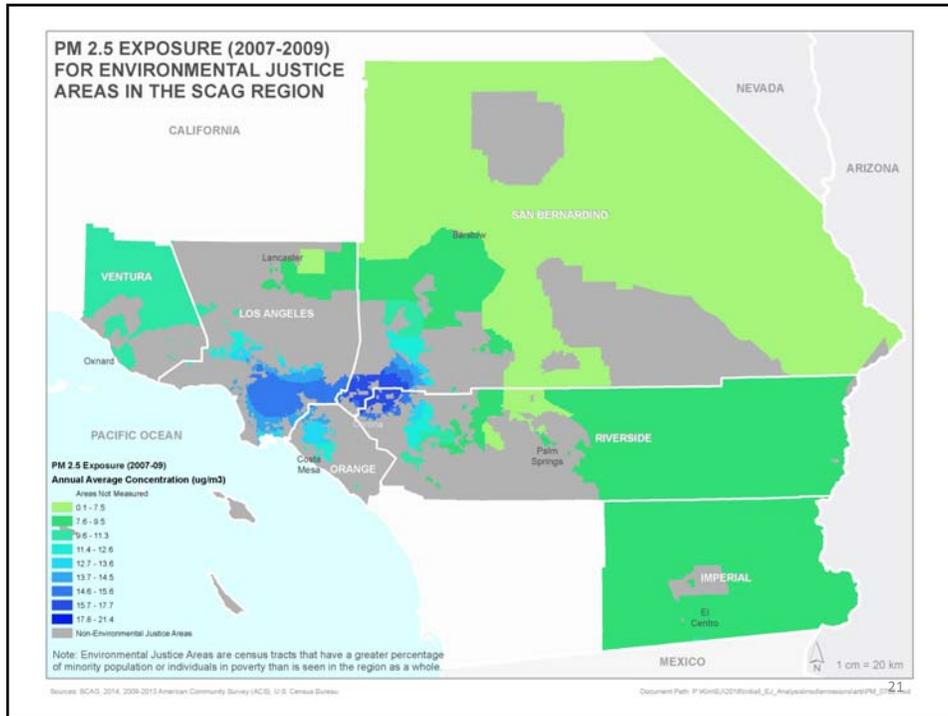
- Communities of Concern
- Overlapping Variables
- Localized Analysis

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	54%	70%
2. Low Income (<200% of Poverty) Population	23%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors Aged 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Single-Parent Families	14%	20%
8. Rent-Burdened Households	10%	15%

Source: 2005-09 American Community Survey and 2000 Census (#6).

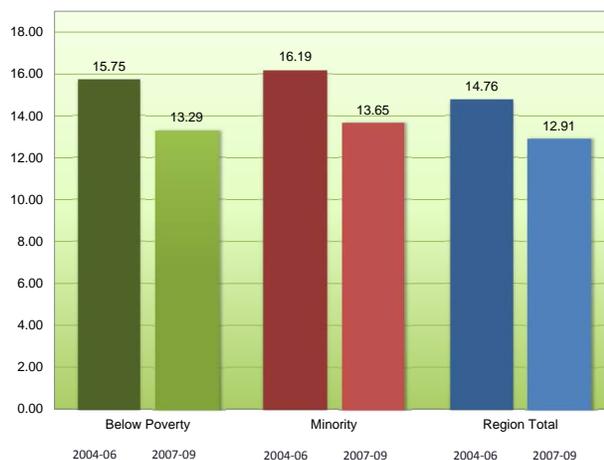
Community Type (8)	Drive Alone	Carpool	Public Transit	Walk	Bicycle/Motorcycle/Other	Work at Home
Communities of Concern	57	13	10	6	4	4
Remainder of Region	70	10	9	3	6	6



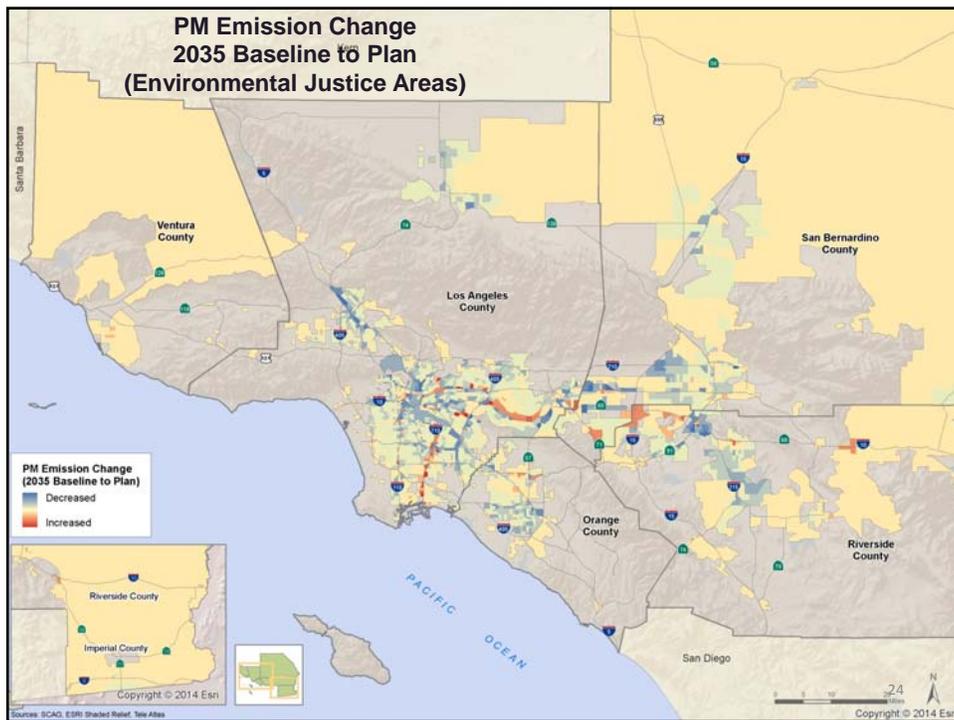
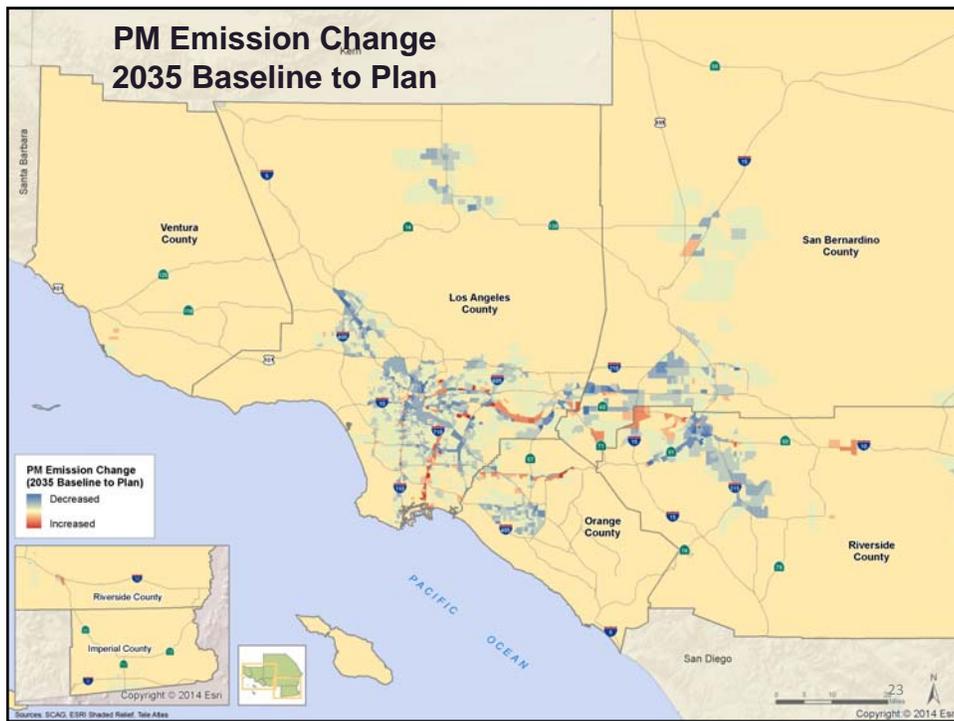


Existing Regional Emissions

Average Annual Concentration of
PM 2.5 Exposure (ug/m3)
(2004-06 & 2007-09)



- Minority areas experience a higher exposure from PM 2.5 than is seen in the region as a whole
- Areas with large numbers of individuals in poverty tend to have PM 2.5 exposure higher than the larger region



Next Steps

- Performance Indicators (2012 – 2035 RTP/SCS)
 1. RTP Revenue Sources/Tax Burdens
 2. Share of Transportation System Usage
 3. RTP Project Investment Share by Income and Ethnicity
 4. [Impacts from Funding Through VMT Fees \(NEW in 2012\)](#)
 5. Distribution of Travel Time Savings and Travel Distance Savings
 6. [Jobs-Housing Imbalance or Jobs-Housing Mismatch \(NEW in 2012\)](#)
 7. Accessibility to Work/Shopping Opportunities
 8. [Accessibility to Parks \(NEW in 2008\)](#)
 9. [Gentrification and Displacement \(NEW in 2012\)](#)
 10. Environmental Impact Analysis (Air, Health, Noise)
 11. [Rail-Related Impacts \(NEW in 2012\)](#)



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Next Steps

- For the upcoming Plan, staff anticipate conducting more detailed analysis on a number of topics:
 - Active Transportation Safety
 - Gentrification and Affordable Housing
 - Accessibility to Parks and Shopping Facilities
 - Public Health
 - **Consideration of additional areas and topics is ongoing**



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Next Steps

- SCAG has sought participation in this process from a number of stakeholder groups:
 - Social Justice Advocacy Groups
 - Active Transportation Advocates
 - Public Health Groups
 - Environmental Organizations
 - Housing Advocates
 - Partner Agencies (Local Jurisdictions, Subregional Organizations, CTCs, ARB, SCAQMD, HCD, etc.)



Next Steps

Outreach for the 2012-2035 RTP/SCS Bottom-Up Development Process

Cities met with <small>to update and develop land use and SED forecasts</small>	178	Data gathering sessions & planning workshops <small>in 2011</small>	29
Regional Council and Joint Policy Committee Meetings <small>in 2011</small>	6	Environmental Justice Stakeholder Workshops <small>in 2010 and 2011</small>	2
Policy Committee and Subcommittee Meetings <small>in 2011, including CEHD, EEC, TC, RTP Subcommittee, High-Speed Rail Subcommittee</small>		30	
Technical Committee Meetings <small>in 2011, including Aviation TAC, P&P TAC, Transit TAC, Subregional Coordinators, Transportation Conformity Working Group</small>		40	

Questions?

EnvironmentalJustice@scag.ca.gov

Thanks!

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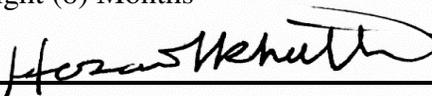
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DATE: March 5, 2015

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

FROM: Rich Macias, Director of Transportation Planning, 213-236-1805,
macias@scag.ca.gov

SUBJECT: Potential Policy Committee Meetings and Agenda Items Related to the Development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) for the Next Eight (8) Months

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG staff will provide a schedule of upcoming potential Policy Committee meetings and corresponding items for discussion related to the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 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:

Every four (4) years SCAG, as the Metropolitan Planning Organization for the six-county region including Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, is required by federal law (23 USCA §134 et seq.) to develop a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. Because there are 17 nonattainment and maintenance areas for various criteria air pollutants within the SCAG region, the RTP must conform to the purpose of the applicable State Implementation Plans (SIPs) under the Clean Air Act (42 U.S.C. §7401 et seq.).

The passage of California Senate Bill 375 (SB 375) in 2009 requires that the RTP also include a Sustainable Communities Strategy (SCS) which outlines certain land use growth strategies that provides for more integrated land use and transportation planning which would also reduce the state's greenhouse gas (GHG) emissions from cars and light trucks. The SCS is intended to provide a regional land use policy framework which local governments may consider and build upon. Finally, development of the RTP/SCS is subject to the California Environmental Quality Act (CEQA) and,

therefore, SCAG also prepares a program environmental impact report (PEIR) for the RTP/SCS that evaluates the potential environmental impacts associated with the adoption of the RTP/SCS.

Attached, for your information, is a schedule of upcoming potential Policy Committee meetings and a corresponding agenda outlook for discussions focused on the development of the 2016 RTP/SCS. Also, a separate sheet is attached to identify currently known agenda items that are not directly related to the development of the 2016 RTP/SCS. The proposed agenda outlook is meant to be a flexible document subject to change as needed in response to unforeseen circumstances and changing needs of the planning process.

NEXT STEPS

Staff will periodically follow up with an updated schedule and agenda outlook as they evolve over time to keep you informed of any changes in advance.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2014-2015 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation).

ATTACHMENTS:

1. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – Potential Policy Committee Meetings Outlook
2. 2015 Calendar Year Potential Policy Committee Meetings Outlook (not directly related to the development of the 2016 RTP/SCS)

**2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
Potential Policy Committee Meetings Outlook**

2015 Meeting Dates	Topic	Committee ¹			
		Joint	TC	CEHD	EEC
March 5	Draft Scenario Planning Matrix		X	X	X
	Environmental Justice Framework		X	X	X
	Public Health Planning & Analysis Framework		X	X	X
	Release of Notice of Preparation of Program Environmental Impact Report (PEIR)				X
April 2	Focus on System Operation and Preservation	X			
May 7	Draft Scenario Planning and SCS Workshops Rollout	General Assembly			
June 4	Performance Measures and Goals	X			
	Active Transportation		X		
	Rail and Transit		X		
	Regional Aviation		X		
	Regional Goods Movement		X		
	Transportation Finance		X		
	Growth Forecast/Land Use & Transit-Oriented Development Strategies			X	
	2016 South Coast Air Quality Management Plan				X
	Administrative Draft PEIR				X
	Public Health				X
June - Date TBD	Special Meeting - topics TBD on as-needed basis	X			
July 2	Base Year and No-Build (Baseline) System Performance		X		
	Emerging Technology Consideration in 2016 RTP/SCS		X		
	Active Transportation			X	X
	Public Health			X	
	Environmental Justice, Policy Choices & Mitigations			X	X
July - Date TBD	PEIR Approaches to Mitigation Measures				X
July - Date TBD	Special Meeting - topics TBD on as-needed basis	X			
August - Date TBD ²	Summary of Findings from Workshops & How Incorporated into Draft Plan	X			
	PEIR Approaches to Alternatives	X			
	Draft Transportation Finance Plan	X			
September 3	Review and Consider Staff Recommendation on All Elements of Draft 2016 RTP/SCS	X			
	PEIR Findings, Draft Technical Studies, and Draft PEIR	X			
	Draft Transportation Conformity Determination	X			
	Transmittal of Draft 2016 South Coast Air Quality Management Plan Appendix IV-C	X			
October 8	Consideration of the Release of Draft PEIR and Draft 2016 RTP/SCS	X			

¹ Committee abbreviations include (in order of appearance): Joint (Joint Policy Committee); TC (Transportation Committee); CEHD (Community, Economic & Human Development Committee); and EEC (Energy & Environment Committee).

² Meeting may not be necessary depending on progress. If it were to occur, it could allow the September 3 meeting to be more targeted in its focus.

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2015 Calendar Year Potential Policy Committee Meetings Outlook

2015 Meeting Dates	Topic	Committee ¹				
		RC	Joint	TC	CEHD	EEC
March 5	Strategic Growth Council (SGC) Affordable Housing and Sustainable Communities (AHSC) Concept Application Review	X		X	X	X
April 2	2015 Active Transportation Program Regional Guidelines	X		X	X	X
	SANBAG Transportation Control Measure (TCM) Substitution	X				X
	SGC AHSC Full Application Review Criteria	X		X	X	X
	Election of Chairs and Vice Chairs			X	X	X
	Regional Housing Needs Assessment (RHNA) and Housing Element Subcommittee Final Report				X	
May 7	RHNA and Housing Element Subcommittee Final Report	X				
June 4	Metro and RCTC TCM Substitutions					X
July 2	Metro and RCTC TCM Substitutions	X				

¹ Committee abbreviations include (in order of appearance): RC (Regional Council); Joint (Joint Policy Committee); TC (Transportation Committee); CEHD (Community, Economic & Human Development Committee); and EEC (Energy & Environment Committee).

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DATE: March 5, 2015

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

FROM: Huasha Liu, Director of Land Use and Environmental Planning, 213-236-1838; liu@scag.ca.gov
Rich Macias, Director of Transportation Planning, 213-236-1805, macias@scag.ca.gov

SUBJECT: Preliminary 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Scenario Planning Matrix

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

As part of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) planning process, staff will provide an introduction and overview of the Preliminary 2016 RTP/SCS Scenario Planning Matrix. The matrix outlines four (4) RTP/SCS planning scenarios related to various inputs, considerations, and outputs meant to help inform policy discussions. The scenario planning process, will be highlighted at the General Assembly in May 2015, and will be used as the foundation for developing the 2016 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, and Objective (a): Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans

BACKGROUND:

As part of the 2016 RTP/SCS planning process, SCAG is developing a suite of transportation and land use scenarios for public consideration. These scenarios focus on transportation and land use related inputs that are modified to vary across four (4) scenarios. The purpose of developing scenarios is to provide an analytical technique to layout the policy choices to be considered as the 2016 RTP/SCS is developed. The Preliminary 2016 RTP/SCS Scenario Planning Matrix outlines a number of plan elements that together build a framework for comparing potential regional scale choices on issues such as land use development patterns, transportation investments, transportation demand management/transportation system management (TDM/TSM), and technological innovations.

Policy considerations currently outlined in the Preliminary Scenario Planning Matrix include land use, housing, farm and natural lands, roadway and highway network, transit, active transportation, technology/innovation, and TDM/TSM.

REPORT

Scenarios will be analyzed and compared using outputs from SCAG regional transportation model, Scenario Planning Model, or off-model analysis. The outputs from these modeling analyses will help illustrate variations between scenarios and policy elements at the regional scale for metrics such as public health, mobility, accessibility, and sustainability.

Staff will highlight the process for scenario planning and the associated SCS Workshops at this year's General Assembly meeting on May 7 – 8, 2015.

FISCAL IMPACT: Funding for this work was included in SCAG's FY14-15 Overall Work Program 15-065.SCG02663.

ATTACHMENT:
2016 RTP/SCS Preliminary Scenario Planning Matrix

Preliminary Scenario Planning Matrix

To help facilitate policy discussions during the development of the draft Regional Transportation Plan/Sustainable Communities Strategy, SCAG will develop one baseline and three additional scenarios to evaluate how each performs in terms of sustainability, mobility and other performance metrics. In response to stakeholder input, scenarios A and B include expanded policy concepts to target health, social equity and reflect advancements in technology.



POLICY DRIVERS/PERFORMANCE METRICS: SUSTAINABILITY | MOBILITY | ACCESSIBILITY | PUBLIC HEALTH | ECONOMY | ENVIRONMENTAL JUSTICE | SOCIAL EQUITY | CLIMATE RESILIENCE & ADAPTATION

POLICY INPUTS

PLAN ELEMENTS - DATA INPUT CATEGORIES

Land Use Socio-Economic Data (SED) & Housing

Farm & Natural Lands Conservation

Highway/Roadway Network

Transit/High-Speed Rail

Active Transportation

Technology/Innovation

Finance Pricing/Incentives

Transportation Demand Management (TDM) & Transportation System Management (TSM)

1 NO BUILD/BASELINE No build network and trend SED

Trend Baseline

Protect resource areas (farmlands and natural lands) based on existing General Plan designations

Baseline

Baseline

Baseline

No new inputs

Baseline

Baseline

2 UPDATED 2012 PLAN/LOCAL INPUT Updated growth forecast

Local input

Protect resource areas (farmlands and natural lands) based on existing General Plan designations

2012 plan amendment 2 + New County Transportation Commission (CTC) input for 2016 plan

2012 plan amendment 2 + New CTC input for 2016 plan

2012 plan amendment 2 + New CTC input for 2016 plan

2012 plan amendment 2 + New CTC input for 2016 plan

2012 plan amendment 2 + New CTC input for 2016 plan

2012 plan amendment 2 + New CTC input for 2016 plan

3 POLICY A Update 2012 Policies for Active Transportation, public health, Environmental Justice (EJ), technology, millennials. Balance GHG, air, livability benefits with transportation capacity efficiency

Scenario 2 + 2012 land use (LU) policy updated. Emphasize multi-family (based on market research). Target 60/40 Multi-Family (MF)/Single-Family (SF) housing type. Focus on rail corridors and key HQTAs.

Protect resource areas (farmlands and natural lands) based on existing General Plan designations

Scenario 2 + 25% increase in system preservation

Scenario 2 + Add additional high quality (HQ) transit corridors based on feedback from transit operators + Livable Blvd/Complete Corridors (transit + Active Transportation (AT) + LU Strategy)

Scenario 2 + Focus on AT for regional trips. Expanded Regional Corridors. First/last Mile implementation. Livable Blvd/Complete Corridors (transit + AT + LU Strategy).

Assume a modest rate/depth of penetration of new transportation innovations; Primarily private investment; Minimal supportive public policy

Scenario 2 + Any further modifications reflecting recent economic trends and legislative initiatives

2012 plan amendment 2 + Assume additional (modest) benefits - e.g. 1-2% reduction home-based work (HBW) trips; 5% speed, capacity increase

4 POLICY B "Push the envelope." Comprehensive "short trip" strategy. Maximize GHG, air quality, livability public health, EJ, affordability benefits. Assume profound technology effects

Scenario 3 + Target 70/30 MF/SF housing type

Scenario 3 + Avoid critical sea-level rise, natural hazard areas + Exclude unprotected, high quality habitat areas identified by Combined Habitat Assessment Protocols (CHAP) tool

Scenario 3 + Strategic plan projects

Scenario 3 + Assume 20% decrease headway, reduced/eliminated fares (funded from increased VMT fee/finance innovation)

Scenario 3 + Comprehensive "short trip" strategy, including AT + shared-use, Neighborhood Electric Vehicle (NEV), etc.

Assume an aggressive rate/depth of penetration of new transportation innovations; Public & private investment; More supportive public policy

Unconstrained

2012 plan amendment 2 + Assume additional (aggressive) benefits - e.g. 2-3% reduction HBW trips; 7% speed, capacity increase

PERFORMANCE METRICS

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DATE: March 5, 2015

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

FROM: Huasha Liu, Director of Land Use and Environmental Planning; 213-236-1838;
liu@scag.ca.gov

SUBJECT: Exposition Light Rail Line Study – Implications for Transit-Oriented Development (TOD)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Dr. Marlon Boarnet, Professor, Senior Associate Dean for Academic Affairs, and Director of Graduate Programs in Urban Planning at the Sol Price School of Public Policy at the University of Southern California (USC), will present the findings of his Exposition Light Rail Line Study: A Before--and--After Study of the Impact of New Light Rail Transit Service, and highlight the policy implications such as optimistic evidence for the rail transit investment program in Los Angeles, and the enhanced impacts of local land use characteristics on light rail travel.

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 Objective (a): Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans

BACKGROUND:

This study is funded by the Haynes Foundation, six (6) other partner agencies, and SCAG. The six partner agencies are: UC Transportation Center; UC Multi-Campus Research Program on Sustainable Transportation; Lincoln Institute of Land Policy; Robert Wood Johnson Foundation (accelerometers); USC Lusk Center for Real Estate; and San Jose State Mineta Transportation Institute. The study evaluates the before-and-after conditions of the Exposition Light Rail Line of which the first phase opened in April 2012. The study develops empirical information of the benefits of transit-oriented development. The findings overall also provides support for the goals and policies of TODs in SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS) and will inform the development of the 2016 RTP/SCS.

The study's Principal Investigator is Dr. Marlon Boarnet, Professor, Senior Associate Dean for Academic Affairs, and Director of the Graduate Programs in Urban Planning at the Sol Price School of Public Policy at USC.

The Executive Summary of the Study is included in Attachment 1, while the complete Final Report of the study may be reviewed at: <http://priceschool.usc.edu/files/2013/12/Final-Boarnet-Expo-Line-Report-for-Web.pdf>

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FISCAL IMPACT: SCAG's funding contribution towards the study was \$48,872 and was included in SCAG's FY12-13 Overall Work Program.

ATTACHMENTS:

1. The Exposition Light Rail Line Study- Executive Summary
2. PowerPoint Presentation "Measuring Rail Transit's Sustainability Goals:
A Before-After, Experimental-Control Evaluation of Los Angeles' Expo Light Rail Line"

**The Exposition Light Rail Line Study
A Before---and---After Study of the Impact of New Light Rail Transit Service**

Prepared by:
Marlon G. Boarnet (Principal Investigator),
Andy Hong, Jeongwoo Lee, Xize Wang, Weijie Wang
University of Southern California

With Doug Houston, Steven Spears
University of California, Irvine

Executive Summary

Background

Los Angeles, the world's prototypical automobile city, is transforming into a multi-modal metropolis. The six rail transit lines projected to open between 2012 and 2020 will make the Los Angeles Metro Rail system longer than the present day Metro in Washington D.C. At the same time, ambitious state regulations require that metropolitan planning organizations demonstrate how their transportation plans meet greenhouse gas emission (GHG) reduction targets. There is a pressing need to evaluate the impact of new transportation investments comprehensively. Yet, transportation, as a field, has rarely systematically evaluated the impact of major projects using an experimental – control group design. To help close that gap, we conducted the first-ever experimental – control group, before – after study of the impact of a major transportation investment in California.

As transportation becomes more varied – with localities experimenting with programs that include real-time parking pricing, toll lanes, neighborhood vehicles, and bicycle plans – it will be increasingly important to evaluate the impact of these projects in a consistent and credible way. Social scientists have applied the methods of experimental research designs for decades, but such techniques have only recently made inroads in transportation.

Study Design

We conducted a detailed study of travel behavior changes around new Expo Line light rail stations, using experimental methods. The Exposition (Expo) Line is a light rail line in the Los Angeles metropolitan area that extends south and west from downtown Los Angeles. Phase I of the line, which opened in two stages in April and June 2012, runs 8.7 miles from downtown Los Angeles westward to Culver City, near the junction of the 405 and 10 Freeways. The six western-most stations along the Expo Line (Phase I) comprise the experimental neighborhoods, and similar control group neighborhoods were chosen nearby. This research project enrolled experimental households, within ½ mile of a new Expo Line station, and control households, living beyond ½ mile from the station. In fall of 2011, those households were asked to track their travel for seven days, recording daily odometer readings for all household vehicles and logging trips by travel mode and day for each household member 12 years or older. In approximately half of the households, an adult also carried a geographic positioning device (GPS) and an accelerometer, to measure travel (via the GPS device's location tracking function) and physical activity. The same households were invited to

REPORT

complete the seven day travel study again in fall, 2012, after the Expo Line opened. In total, 204 households (103 in the experimental neighborhoods, 101 in control neighborhoods) completed the travel tracking before and after the Expo Line opened.

We used those data to conduct before-after evaluations of the impact of the Expo Line on travel behavior. The research design is a classic “differences-in-differences” approach. The impact of the Expo Line can be inferred by examining experimental minus control group differences and how those differences change after the Expo Line opens relative to baseline, “before opening” experimental minus control group differences.

The travel behavior variables studied are household daily averages for: vehicle miles traveled (VMT), car driver trips, train transit trips, bus transit trips, walking trips, bicycle trips, walking minutes, and bicycling minutes. Additionally, we studied changes in physical activity for the adults who carried an accelerometer, and CO2 emissions for household vehicles.

Results

The analysis gives the following results.

- In “before opening” travel data collection, experimental and control households had the same travel patterns. There were no statistically significant differences across experimental and control households, before the Expo Line opened, in household daily average VMT, car driver trips, train transit trips, bus transit trips, walking trips, bicycle trips, walking minutes, or bicycling minutes.
- After opening, the differences-in-differences approach shows that the experimental group reduced their daily household VMT by 10 to 12 miles relative to the control group. That result persists after outlier observations are removed and when alternative statistical methods are used. We interpret this as evidence that the Expo Line reduces VMT among households living within ½ mile of the Expo Line stations.
- We used the GPS data to examine whether the large VMT changes could be an artifact of households systematically misreporting vehicle odometer logs. While the GPS provides at best a crude check on odometer logs (because the person carrying the GPS could have ridden in several vehicles), we find no evidence of any systematic reporting biases that would reduce our faith in the result that experimental households reduced their VMT by 10 to 12 miles, relative to control group households, after the Expo Line opened.
- In some statistical tests, there is evidence that the Expo Line increased rail transit ridership among experimental households. Control group households also increased their rail ridership, but not by as much as experimental households. On net, the differences-in-differences evidence suggests that the Expo Line resulted in about 0.1 more daily train trips per household in the experimental group, but we caution that this result is not nearly as robust as the finding for VMT reduction among experimental group households.
- The experimental and control group households had no statistically significant differences in vehicle CO2 emissions before the Expo Line opened, but after opening experimental group households had approximately 30% less vehicle CO2 emissions than control group households. That “after opening” difference is statistically significant.

- The accelerometer data allow us to measure physical activity in minutes of moderate or vigorous activity per day. After the Expo Line opened, those individuals living in the experimental neighborhoods who were the least physically active had the largest increases in physical activity relative to control group subjects. The Expo Line opening was associated with increases in physical activity among approximately the 40 percent of experimental subjects who had the lowest physical activity levels before the line opened. The impact was as high as 8 to 10 minutes of increased daily moderate or vigorous physical activity among those experimental group subjects who were the least active before the Expo Line opened. Note though that for more than half of the experimental group subjects (those more physically active before the Expo Line opened) our statistical test suggests that the Expo Line is associated with decreases in physical activity.
- The impact of the Expo Line on VMT and rail ridership was larger near stations with more bus lines and near stations with streets with fewer traffic lanes, suggesting that bus service increases the impact of rail transit and that wide streets (which can be barriers to pedestrian access) reduce the impact of rail transit, at least in the Expo Line corridor.

Summary and Policy Implications

Los Angeles has made a substantial commitment to rail transit, but several policy questions continue to be debated. Among those questions, possibly the most basic is whether new transportation options will change travel modes, and whether Angelenos will modify their travel as new options become available. Against that backdrop, the results from this research are in some ways striking. We find evidence that the Expo Line is associated with large reductions in VMT, some increase in rail transit ridership, changes in physical activity, and large reductions in GHG emissions among households living within ½ mile of a station. The research design, using a control group to account for factors other than the rail investment, allows us to make causal inferences more strongly than is often the case in social scientific research. In short, the Expo Line is associated with travel behavior change, and we can infer that the association reflects a causal effect of the Expo Line on household travel. The large impacts for VMT and GHG reduction occur within a small area – ½ mile around six new stations. Viewed from the perspective of the greater Los Angeles region, these impacts will be small, but they are large in the neighborhoods surrounding the Expo Line.

Several policy implications follow. First, this is some optimistic evidence for the rail transit investment program in Los Angeles. We did not conduct a formal benefit-cost assessment, but clearly the rail line is associated with changes in travel behavior that are consistent with the anticipated effects. Second, the evidence indicates that the travel impacts of light rail are enhanced by local land use characteristics. Bus lines and streets with narrower width are likely to be more conducive to increasing the effects of rail transit, at least based on the results from this study. Third, economic theory predicts that the travel impacts documented here will likely lead to downstream effects including changes in the resident population near Expo Line stations, changes in land prices (and hence rents and house prices), and changes in land uses. It is too early to draw conclusions about those downstream effects, and whether they will advantage existing residents or new residents or a combination of both. Yet, the fact that the Expo Line has changed travel behavior suggests that the rail service is valued by nearby residents. That value will likely be reflected in land prices and land uses in later years, which will lead to broader social and economic impact around the rail transit lines.

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**Measuring Rail Transit's
Sustainability Goals:
A Before-After, Experimental-Control Evaluation of
Los Angeles' Expo Light Rail Line**

Marlon G. Boarnet

Professor, USC Sol Price School of Public Policy

Doug Houston

Assistant Professor, University of California Irvine

Steve Spears

Assistant Professor, University of Iowa

Transportation used to be this:



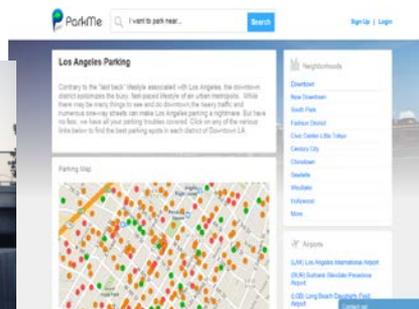
But has become this:



Source: KCET SoCal Focus,
http://www.kcet.org/updaily/socal_focus/history/la-as-subject/before-the-carnageddon-a-photographic-look-at-the-construction-of-5-socal-freeways-35191.html

Sources: <http://www.ciclavia.org/about/>,
<http://www.bikelongbeach.org/News/Read.aspx?ArticleId=85>,
<http://park101.org/>,
<http://laecovillage.wordpress.com/2010/06/04/lovely-long-beach-bike-lanes/>, and Western Riverside Council of Governments.

Return of Local, Innovative, Transportation Programs



<http://www.parkme.com/la-parking>,
thesoucre.metro.net,
sigalert.com

Source:
laststreetsblog.com

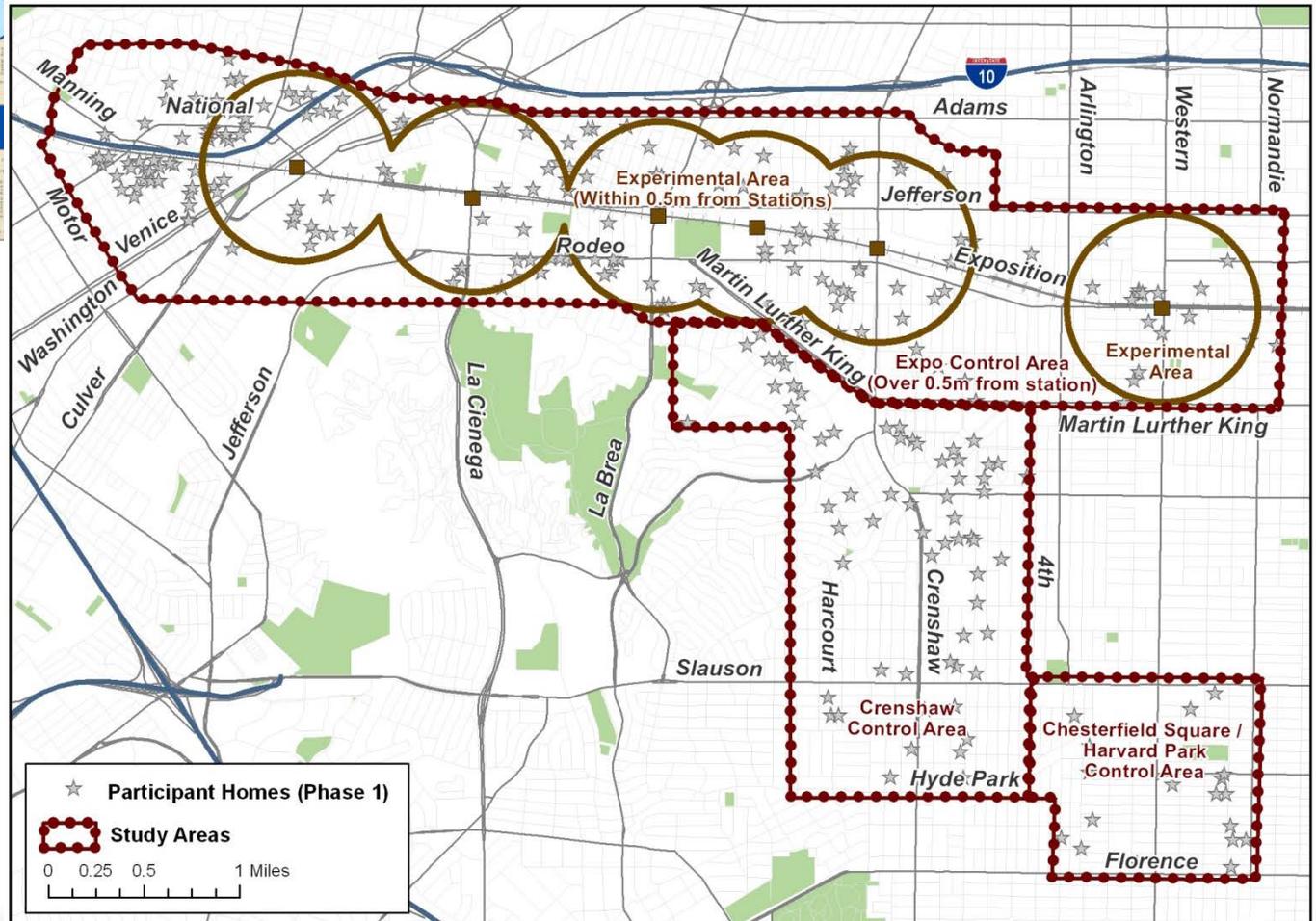
Return of the Market (a hybrid sector)



- High occupancy toll lanes
- Real time parking pricing
- Bicycle sharing
- Neighborhood electric vehicles
- Pedestrian mall
- Traffic calming
- Employer provided transit pass
- Los Angeles' rail transformation
 - Six new lines opening between 2012 and 2020
 - Expo Line Phase I is the first of the six
 - When complete: Los Angeles MTA rail system will be larger than Washington Metro
- California Senate Bill 375 (2008)
 - SCAG: 8% reduction by 2020; 13% reduction by 2035

- Before-After, Experimental-Control Group study of rail transit impact
- Motivation:
 - Better evidence on causal impact of rail
 - Estimate of magnitude of impact





- Wave 1: Fall, 2011
 - (3 to 7 months before opening)
 - 284 households
- Wave 2: Fall, 2012
 - (5 to 8 months after opening)
 - 204 households as of Dec. 20, 2012
- Wave 3: Fall 2013
 - 174 households

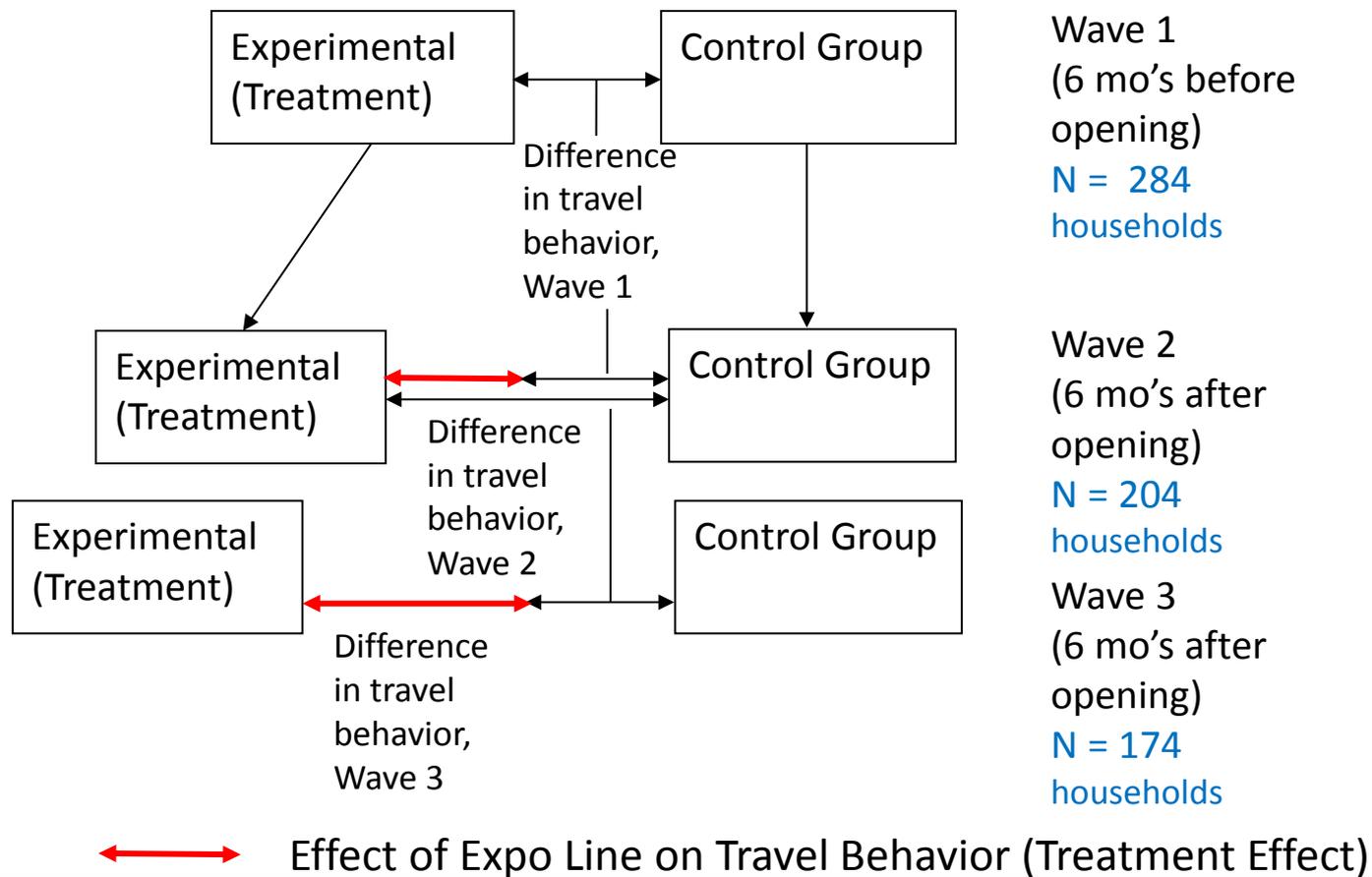
- 7-day travel diary, all household members 12 and older
- Household and individual sociodemographics
 - Income, car ownership, etc.
- Attitudes toward environment, safety
- In 141 households (Wave 1), 1 adult carried a GPS and accelerometer



Activity Level Meter: right above your right hipbone, snug against your body.



GPS: You can wear your location tracking device on your own belt with the pocket you have received.



	Study Group	6 months before				6 months after				18 months after			
		Mean	Mean Diff.	t	Sig.	Mean	Mean Diff.	t	Sig.	Mean	Mean Diff.	t	Sig.
VMT	exp	27.29	0.26	0.59		22.57	-6.67	-1.66	°	23.72	-10.71	-2.06	*
	control	27.03				29.24				34.43			
Train trips	exp	0.06	0	0.05		0.26	0.22	3.29	**	0.3	0.21	2.49	*
	control	0.06				0.04				0.09			
Total Transit Trips	exp	0.69	0.11	0.49		0.82	0.23	1.06		0.74	0.15	0.66	
	control	0.58				0.59				0.59			

Significance codes: ** < 0.01, * < 0.05, ° < 0.10

Note: All values are per household daily trip frequencies or VMT.

	Study Group	6 months before				6 months after				18 months after			
		Mean	Mean Diff.	t	Sig.	Mean	Mean Diff.	t	Sig.	Mean	Mean Diff.	t	Sig.
VMT	exp	27.29	0.26	0.59		22.57	-6.67	-1.66	°	23.72	-10.71	-2.06	*
	control	27.03				29.24				34.43			
Train trips	exp	0.06	0	0.05		0.26	0.22	3.29	**	0.3	0.21	2.49	*
	control	0.06				0.04				0.09			
Total Transit Trips	exp	0.69	0.11	0.49		0.82	0.23	1.06		0.74	0.15	0.66	
	control	0.58				0.59				0.59			

Significance codes: ** < 0.01, * < 0.05, ° < 0.10

Note: All values are per household daily trip frequencies or VMT.

Travel Outcome	6 mo. After	t	Sig.	18 mo. After	t	Sig.	N
VMT	-5.77	-1.15		-9.87	-1.96	*	435
Car Driver Trips	-0.02	-0.44		-0.21	-0.38		471
Car Passenger Trips	0.04	0.12		-0.09	-0.26		489
Bus Trips	-0.21	-0.89		-0.12	-0.49		489
Train Trips	0.19	1.78	°	0.21	1.94	°	489
Total Transit Trips	-0.02	-0.07		0.09	0.32		489
Active (Walk + Bike) Trips	0.03	0.06		-0.41	-0.88		483
Total Trips	-0.21	-0.21		-0.81	-0.81		465

	6 Months Before Opening			6 Months After Opening			18 Months After Opening		
	Train Users (n = 16, 9.3%) Mean	Non-train Users (n =156, 90.7%) Mean	Sig.	Train Users (n = 32, 18.7%) Mean	Non-train Users (n =139, 81.3%) Mean	Sig.	Train Users (n = 35, 20.3%) Mean	Non-train Users (n = 138, 79.7%) Mean	Sig.
Car Trip Length	11.12	10.3		7.8	8.98		4.03	9.71	*
Cars Available	0.75	1.34	**	1.09	1.32		1.09	1.39	°
Household Income (\$1,000)	25	48.59	**	44.91	47.97		39.63	48.86	°
Significance Codes: *** < 0.001, ** < 0.01, * < 0.05, ° < 0.10									

And Rail Riders Became More Like Non-Riders

	6 Months Before Opening			6 Months After Opening			18 Months After Opening		
	Train Users (n = 16, 9.3%) Mean	Non-train Users (n =156, 90.7%) Mean	Sig.	Train Users (n = 32, 18.7%) Mean	Non-train Users (n =139, 81.3%) Mean	Sig.	Train Users (n = 35, 20.3%) Mean	Non-train Users (n = 138, 79.7%) Mean	Sig.
Car Trip Length	11.12	10.3		7.8	8.98		4.03	9.71	*
Cars Available	0.75	1.34	**	1.09	1.32		1.09	1.39	°
Household Income (\$1,000)	25	48.59	**	44.91	47.97		39.63	48.86	°
Significance Codes: *** < 0.001, ** < 0.01, * < 0.05, ° < 0.10									

				Fraction of Total VMT Reduction
1. Rail Trips Displace Car Trips				
Effect Size	Car Trip Length	Effect Calculation	Effect	
-0.21 trips per day	9.37 miles/trip	9.37 miles/trip * 0.21 trips per day	-1.97 daily miles	19.95%
↑	↑			
<i>Change in rail trips</i>	<i>experimental, Wave 1, car trip length</i>			
2. Car Trips Get Shorter				
Effect Size	Penetration	Effect Calculation	Effect	
-7.09 miles/trip	20.30%	penetration (20.3%) * effect size (-6.92 miles/trip) * number of car trips (3.3 car trips per day, experimental, before opening)	-4.75 daily miles	48.13%
↑	↑			↑
<i>Change in car trip length for rail riders</i>	<i>Fraction rail riders among experimental group</i>			

Fraction of 9.87 household miles per day VMT reduction

- Daily household VMT drops by about **10 miles per day** (average for study group \cong 27 miles per day)
- VMT drop (relative to control group) **persists** in Wave 3, > 1 year after opening
- Increases in **rail trips (more than doubled)**, experimental vs. control
- Two thirds of the VMT reduction can be attributed to shorter car trips and eliminated driving trips among rail riders

- Expo Line Phase I est. cost = \$862 million
Source: Los Angeles Metropolitan Transportation Authority LRTP (2009)
- Expo Line travel study cost = \$600,000
- 0.07% of project cost
- What would we learn if we allocated one tenth of one percent of infrastructure funds to evaluation research?