



## MEETING OF THE

# TRANSPORTATION COMMITTEE

### Main Office

818 West Seventh Street  
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Los Angeles, California  
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[www.scag.ca.gov](http://www.scag.ca.gov)

### Officers

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Cheryl Viegas-Walker, El Centro  
  
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Deborah Robertson, Rialto  
  
Transportation  
Alan Wapner, San Bernardino  
Associated Governments

***Thursday, June 4, 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 Tess Rey-Chaput; (213) 236-1908; [REY@scag.ca.gov](mailto:REY@scag.ca.gov)

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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## Transportation Committee

### *Members – June 2015*

<u>Members</u>	<u>Representing</u>
<b>Chair*</b> 1. Hon. Alan Wapner	<i>Ontario</i> SANBAG
<b>Vice-Chair*</b> 2. Hon. Barbara Messina	<i>Alhambra</i> District 34
3. Hon. John Addleman	<i>Rolling Hills Estates</i> SBCCOG
* 4. Hon. Michael D. Antonovich	Los Angeles County
* 5. Hon. Rusty Bailey	<i>Riverside</i> District 68
* 6. Hon. Glen Becerra	<i>Simi Valley</i> District 46
7. Hon. Ben Benoit	<i>Wildomar</i> WRCOG
8. Hon. Russell Betts	<i>Desert Hot Springs</i> CVAG
* 9. Hon. Art Brown	<i>Buena Park</i> District 21
10. Hon. Don Campbell	<i>Brawley</i> ICTC
11. Hon. Diana Lee Carey	<i>Westminster</i> OCCOG
* 12. Hon. Jonathan Curtis	<i>La Canada Flintridge</i> District 36
* 13. Hon. Gene Daniels	<i>Paramount</i> District 24
* 14. Hon. Paul Eaton	<i>Montclair</i> District 9
* 15. Hon. Felipe Fuentes	<i>Los Angeles</i> District 54
* 16. Hon. Jeffrey Giba	<i>Moreno Valley</i> District 69
17. Hon. Bert Hack	<i>Laguna Woods</i> OCCOG
* 18. Hon. Curt Hagman	San Bernardino County
* 19. Hon. Jan Harnik	<i>Palm Desert</i> RCTC
20. Hon. Dave Harrington	<i>Aliso Viejo</i> OCCOG
21. Hon. Carol Herrera	<i>Diamond Bar</i> SGVCOG
* 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> OCTA
26. Hon. Linda Krupa	<i>Hemet</i> WRCOG
* 27. Hon. Randon Lane	<i>Murrieta</i> District 5
28. Hon. Severo Lara	<i>Ojai</i> VCOG
29. Hon. James C. Ledford	<i>Palmdale</i> North L. A. County
* 30. Hon. Antonio Lopez	<i>San Fernando</i> District 64
* 31. Hon. Clint Lorimore	<i>Eastvale</i> District 4
* 32. Hon. Ray Marquez	<i>Chino Hills</i> District 10
* 33. Hon. Michele Martinez	<i>Santa Ana</i> District 16



## Transportation Committee

### *Members – June 2015*

#### Members

#### Representing

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

\* Regional Council Member

# TRANSPORTATION COMMITTEE

## AGENDA

### JUNE 4, 2015

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*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. <u>Minutes of the April 2, 2015 Meeting</u> | <b>Attachment</b> | <b>1</b> |
|--|-------------------|----------|

##### **CONSENT CALENDAR**

###### **Receive and File**

- |  |                   |           |
|--|-------------------|-----------|
| 2. <u>2015 Regional Council and Policy Committees Meeting Schedule</u>   | <b>Attachment</b> | <b>7</b>  |
| 3. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing &amp; Sustainable Communities (AHSC) Program and State Expenditure Plan Update</u> | <b>Attachment</b> | <b>8</b>  |
| 4. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u>   | <b>Attachment</b> | <b>12</b> |
| 5. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Environmental Justice Workshops Update</u>                | <b>Attachment</b> | <b>20</b> |

##### **INFORMATION ITEMS**

- |  |                            |           |
|--|----------------------------|-----------|
| 6. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Goods Movement Update</u><br><i>(Annie Nam, SCAG Staff)</i> | <b>Attachment 10 mins.</b> | <b>22</b> |
|--|----------------------------|-----------|

# TRANSPORTATION COMMITTEE

## AGENDA

### JUNE 4, 2015

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<u>INFORMATION ITEMS - continued</u>	<u>Time</u>	<u>Page No.</u>
7. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Active Transportation Update</u> <i>(Alan Thompson, SCAG Staff)</i>	Attachment 30 mins.	31
8. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) - Overall Regional Aviation Demand</u> <i>(Ryan Hall, SCAG Staff)</i>	Attachment 20 mins.	50
9. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Southern California’s Transportation System Preservation and Operations - Discussion</u> <i>(Naresh Amatya, SCAG Staff)</i>	Attachment 15 mins.	69
10. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Passenger Rail Update</u> <i>(Steve Fox, SCAG Staff)</i>	Attachment 20 mins.	72
11. <u>Recap of 26<sup>th</sup> Annual SCAG/USC Demographic Workshop – June 1, 2015</u>	Attachment	82

#### CHAIR’S REPORT

*(Hon. Alan Wapner, Chair)*

#### STAFF REPORT

*(Alison Linder, SCAG Staff)*

#### FUTURE AGENDA ITEM(S)

#### ADJOURNMENT

*The next regular meeting of the Transportation Committee (TC) will be held on Thursday, July 2, 2015 at the SCAG Los Angeles Office.*

Transportation Committee  
of the  
Southern California Association of Governments  
April 2, 2015  
*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. Rusty Bailey, Riverside District 68
- Hon. Ben Benoit, Wildomar WRCOG
- 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. Bert Hack, Laguna Woods OCCOG
- Hon. Jan Harnik, Palm Desert RCTC
- Hon. Dave Harrington, Aliso Viejo OCCOG
- Hon. Carol Herrera, Diamond Bar District 37
- Hon. Steven Hofbauer, Palmdale District 43
- Hon. Jim Hyatt, Calimesa District 3
- Hon. Jim Katapodis, Huntington Beach District 64
- Hon. Linda Krupa, Hemet WRCOG
- Hon. Severo Lara, Ojai VCOG
- Hon. Clint Lorimore, Eastvale District 4
- Hon. Ray Marquez, Chino Hills District 10
- Hon. Michele Martinez, Santa Ana District 16
- Hon. Marsha McLean, Santa Clarita District 67
- Hon. Dan Medina, Gardena District 28
- Hon. Barbara Messina, Alhambra (**Vice-Chair**) District 34
- Hon. Keith Millhouse, Moorpark VCTC
- Hon. Carol Moore, Laguna Woods OCCOG
- Hon. Kris Murray, Anaheim District 19
- Hon. Frank Navarro, City of Colton District 6
- Hon. Pam O'Connor, Santa Monica District 41
- Hon. Sam Pedroza, Claremont District 38
- Hon. Greg Pettis, Cathedral City District 2
- Hon. Teresa Real Sebastian, Monterey Park SGVCOG
- Hon. Dwight Robinson, Lake Forest OCCOG
- Hon. Marty Simonoff, Brea District 22
- Hon. David Spence, La Canada-Flintridge Arroyo Verdugo Cities

Hon. Karen Spiegel, Corona	District 63
Hon. Michelle Steel	County of Orange
Hon. Jess Talamantes, Burbank	District 42
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Alan Wapner, Ontario ( <i>Chair</i> )	SANBAG
Hon. Chuck Washington, Temecula	District 5
Hon. Michael Wilson, Indio	District 66

**Members Not Present:**

Hon. Mike Antonovich	Los Angeles County
Hon. Glen Becerra, Simi Valley	District 46
Hon. Don Campbell, Brawley	ICTC
Hon. Steve De Ruse, La Mirada	District 31
Hon. Paul Eaton, Montclair	District 9
Hon. Curt Hagman	San Bernardino County
Hon. Jose Huizar, Los Angeles	District 61
Hon. Randon Lane, Murrieta	Murrieta
Hon. James C. Ledford	Palmdale
Hon. Andrew Masiel, Sr.	Pechanga Band of Luiseño Indians
Hon. Ryan McEachron, Victorville	District 65
Hon. Micheál O’Leary, Culver City	WCCOG
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Ali Saleh, Bell	GCCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. José Luis Solache, Lynwood	District 26
Hon. Tim Spohn, City of Industry	SGVCOG
Hon. Barb Stanton, Apple Valley	SANBAG
Mr. Gary Slater	Caltrans District 7

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Alan Wapner, Ontario, called the meeting to order at 10:17 a.m. Hon. Barbara Messina, Alhambra, led the Pledge of Allegiance.

Hon. Alan Wapner, Ontario, welcomed new committee members; Hon. Carol Moore, City of Laguna Woods, Hon. Dave Harrington, City of Aliso Viejo and Hon. Severo Lara, City of Ojai.

**ELECTION OF CHAIR AND VICE-CHAIR**

Joann Africa, SCAG Chief Counsel, announced that the committee will elect its 2015-16 Chair and Vice-Chair. Ms. Africa stated the candidate for Chair is Hon. Alan Wapner, Ontario and the candidates for Vice-Chair are Hon. Jim Katapodis, Huntington Beach, Hon. Barbara Messina, Alhambra and Hon. Kris Murray, Anaheim. After statements were presented by the candidates the Committee voted. Hon. Alan Wapner, Ontario, received the majority of votes and was elected Chair as follows:

Wapner: Acosta, Addleman, Bailey, Benoit, Betts, Brown, Carey, Curtis, Daniels, Hack, Harnik, Harrington, Herrera, Hofbauer, Hyatt, Katapodis, Krupa, Lara, Lorimore, Marquez, Martinez, McLean, Medina, Millhouse, Moore, Murray, Navarro,

O'Connor, Pedroza, Real Sebastian, Robinson, Simonoff, Spence, Spiegel, Steel, Tercero, Viegas-Walker, Wapner, Washington, Wilson

Hon. Barbara Messina, Alhambra, received the majority of votes and was elected Vice-Chair as follows:

Messina: Addleman, Benoit, Betts, Carey, Daniels, Hack, Harnik, Hyatt, Krupa, Martinez, McLean, Medina, Messina, Millhouse, Moore, Pedroza, Pettis, Real Sebastian, Spiegel, Viegas-Walker, Wapner, Washington

Murray: Brown, Curtis, Hofbauer, Lara, Lorimore, Marquez, Murray, Navarro, O'Connor, Robinson, Spence, Tercero, Wilson

Katapodis: Acosta, Bailey, Harrington, Herrera, Katapodis, Simonoff, Steel

### **PUBLIC COMMENT PERIOD**

No members of the public requested to comment.

### **ACTION ITEMS**

#### 1. Minutes of the March 5, 2015 Meeting

A MOTION was made (Pettis) and SECONDED (Navarro) to approve the Minutes. The Motion passed by the following votes:

AYES: Addleman, Bailey, Benoit, Betts, Brown, Carey, Curtis, Daniels, Hack, Harnik, Herrera, Hofbauer, Hyatt, Katapodis, Krupa, Lorimore, Marquez, Martinez, McLean, Medina, Messina, Millhouse, Navarro, O'Connor, Pedroza, Spence, Spiegel, Steel, Tercero, Viegas-Walker, Wapner, Washington, Wilson

NOES: None

ABSTAIN: Harrington, Lara, Moore, Robinson, Simonoff

#### 2. 2015 Active Transportation Program (ATP) Regional Guidelines

Sarah Jepson, SCAG staff, updated the committee on the 2015 Active Transportation Program (ATP) Regional Guidelines. Ms. Jepson stated the California Transportation Commission requires SCAG to collaborate with County Transportation Commissions to develop guidelines that outline the process that the region will use to recommend projects to be funded with the region's share of the ATP funds. Ms. Jepson noted approval of the guidelines is sought with a slight amendment to reduce the amount of funding set aside for planning from 5% to 3%. This amendment is necessary as the California Transportation Commission, at its March 26, 2015 meeting, modified the statewide guidelines to limit planning to 3% of funding.

Additionally, the approved guidelines will be forwarded to the California Transportation Committee for their review. Once CTC approval is received, the guidelines will be used to develop a recommended list of regional active transportation projects for the committee's consideration.

A MOTION was made (Harnik) and SECONDED (Martinez) to recommend Regional Council approval of the 2015 Active Transportation Program Regional Guidelines as amended. The Motion passed by the following votes:

AYES: Acosta, Addleman, Bailey, Benoit, Betts, Carey, Curtis, Daniels, Hack, Harnik, Harrington, Herrera, Hofbauer, Hyatt, Katapodis, Krupa, Lara, Lorimore, Marquez, Martinez, McLean, Medina, Messina, Millhouse, Moore, Murray, Navarro, O'Connor, Pedroza, Pettis, Real Sebastian, Robinson, Simonoff, Spence, Spiegel, Steel, Tercero, Viegas-Walker, Wapner, Washington, Wilson

NOES: Brown

ABSTAIN: None

**CONSENT CALENDAR**

**Receive and File**

- 3. SCAG Sustainability Planning Grants Program – Monthly Update
- 4. 2015 Regional Council and Policy Committees Meeting Schedule

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

AYES: Acosta, Addleman, Bailey, Benoit, Betts, Brown, Carey, Curtis, Daniels, Hack, Harnik, Harrington, Herrera, Hofbauer, Hyatt, Katapodis, Krupa, Lorimore, Marquez, Martinez, McLean, Medina, Messina, Millhouse, Moore, Murray, Navarro, O'Connor, Pedroza, Pettis, Real Sebastian, Robinson, Simonoff, Spence, Spiegel, Steel, Tercero, Viegas-Walker, Wapner, Washington, Wilson

NOES: None

ABSTAIN: Lara

**INFORMATION ITEMS**

- 5. Fiscal Year (FY) 2011-12 Transit System Performance Report

Matt Gleason, SCAG staff, highlighted findings from the 2011-12 Transit System Performance Report. Mr. Gleason noted the report would be used to provide the existing conditions analysis for the transit element for the 2016 RTP/SCS. Key findings indicate that bus transit remains important and represents 75% of transit service. Additionally, there has been a growth in demand response transit with an increase in average trip length and there has been a stagnation of per capita trip consumption.

Hon. Karen Spiegel, Corona, asked if Amtrak was included in the analysis. Mr. Gleason responded that Amtrak was excluded based on federal government guidance as Amtrak is considered intercity rail and not public transportation.

Hon. Chuck Washington, Temecula, asked if future analysis could include a transit comparison to other large metropolitan areas.

**STAFF REPORT**

Alison Linder, SCAG staff, encouraged members who have not done so to complete the FPPC 700 forms.

**ADJOURNMENT**

Chair Alan Wapner adjourned the meeting at 10:49 a.m. The next meeting of the Transportation Committee will be held Thursday, June 4, 2015 at the SCAG Los Angeles office.



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Alison Linder, Regional Planner  
Transportation Planning

**Transportation Committee Attendance Report**

**2015**

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	July	Aug	Sept	Oct	Nov
1 Acosta, Dante*	Santa Clarita		X							X	X							
2 Addleman, John	Rolling Hills Estates		X							X	X							
3 Antonovich, Michael*	Los Angeles County		X							X								
4 Bailey, Rusty*	Riverside, WRCOG				X					X	X							
5 Becerra, Glen*	Simi Valley		X							X								
6 Benoit, Ben	Wildomar, WRCOG				X					X	X							
7 Betts, Russell	Desert Hot Springs, CVAG				X					X	X							
8 Brown, Art*	Buena Park			X						X	X							
9 Campbell, Don	ICTC	X								X								
10 Carey, Diana Lee	Westminster, OCCOG			X						X	X							
11 Curtis, Jonathan*	La Cañada Flintridge		X							X	X							
12 Daniels, Gene*	Paramount		X							X	X							
13 De Ruse, Steve*	La Mirada		X															
14 Eaton, Paul*	Montclair					X				X								
15 Hack, Bert	Laguna Woods			X						X	X							
16 Hagman, Curt*	San Bernardino County					X				X								
17 Hamik, Jan*	Palm Desert, RCTC				X					X	X							
18 Harrington, Dave	Aliso Viejo, OCCOG			X								NM						
19 Herrera, Carol*	Diamond Bar		X									X						
20 Hofbauer, Steven*	Palmdale/No. LA County		X							X	X							
21 Huizar, Jose*	Los Angeles		X															
22 Hyatt, Jim*	Calimesa				X					X	X							
23 Katapodis, Jim*	Huntington Beach			X						X	X							
24 Krupa, Linda	Hemet, WRCOG				X					X	X							
25 Lane, Randon	Murietta				X													
26 Lara, Severo	Ojai, VCTC						X					NM						
27 Ledford, James C.	Palmdale/No. LA County		X															
28 Lonimore, Clint*	Eastvale				X					X	X							
29 Marquez, Ray*	Chino Hills					X					X							
30 Martinez, Michele*	Santa Ana			X						X	X							
31 Masiel, Andrew*	Pechanga Luiseño Indians																	
32 McEachron, Ryan*	Victorville					X				X								
33 McLean, Marsha	Santa Clarita		X							X	X							
34 Medina, Dan*	Gardena		X							X	X							
35 Messina, Barbara* (Vice-Chair)	Alhambra		X							X	X							
36 Millhouse, Keith*	Moorpark						X			X	X							
37 Moore, Carol	Laguna Woods, OCCOG			X								NM						
38 Muray, Kris*	Anaheim			X						X	X							
39 Navarro, Frank*	Colton					X				X	X							
40 O'Connor, Pam*	Santa Monica		X								X							
41 O'Leary, Micheál	Culver City/WCCOG		X							X								
42 Parks, Bernard*	Los Angeles		X															
43 Pedroza, Sam*	Claremont		X							X	X							
44 Pettis, Gregory*	Cathedral City				X					X	X							
45 Real Sebastian, Teresa	Monterey Park/SGVCOG		X							X	X							
46 Robinson, Dwight	Lake Forest, OCCOG			X							X							
47 Saleh, Ali*	City of Bell, GCCOG		X															
48 Sandoval, Damon	Morongo Band of Mission Indians																	
49 Simonoff, Marty*	Brea			X							X							
50 Slater, Gary	Caltrans District 7										NM							
51 Solache, José Luis*	Lynwood		X															
52 Spence, David	Flintridge/Arroyo Verdugo Cities		X							X	X							
53 Spiegel, Karen*	Corona/WRCOG				X					X	X							
54 Spohn, Tim	Industry/SGVCOG		X							X								
55 Stanton, Barb	Apple Valley					X												
56 Steel, Michelle*	Orange County			X						X	X							
57 Talamantes, Jess*	Burbank/SFVCOG		X							X	X							
58 Tercero, Brent	Pico Rivera		X							X	X							
59 Viegas-Walker, Cheryl*	El Centro	X								X	X							
60 Wapner, Alan* (Chair)	Ontario, SANBAG					X				X	X							
61 Washington, Chuck*	Temecula, WRCOG				X						X							
62 Wilson, Michael*	Indio, CVAG				X					X	X							
	<b>Totals</b>	<b>2</b>	<b>25</b>	<b>11</b>	<b>12</b>	<b>7</b>	<b>2</b>											

\* Regional Council Member



## 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

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

**Officers**

President  
Cheryl Viegas-Walker, El Centro

First Vice President  
Michele Martinez, Santa Ana

Second Vice President  
Margaret Finlay, Duarte

Immediate Past President  
Carl Morehouse, San Buenaventura

**Executive/Administration  
Committee Chair**

Cheryl Viegas-Walker, El Centro

**Policy Committee Chairs**

Community, Economic and  
Human Development  
Bill Jahn, Big Bear

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:** June 4, 2015

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

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

**SUBJECT:** Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program and State Expenditure Plan Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*SCAG continues to recommend full funding for the 13 Affordable Housing and Sustainable Communities (AHSC) projects submitted from the SCAG region, totaling \$61 million for fiscal year 2014-2015. On May 13, 2015, President Viegas-Walker reiterated the support for all the 13 projects in her letter to the Strategic Growth Council (SGC). SCAG expects a decision from SGC in late June. In addition to reaching out to the project proponents, staff is developing an action plan to further mobilize the region in preparation for future AHSC funding. New information from the Governor's May Revision Budget and Cap and Trade Expenditure Plan for Fiscal Year 2015-2016 released May 14, 2015 outlines an increase of \$270 million for the AHSC program, totaling \$400 million. The entire Greenhouse Gas Reduction Fund (GGRF) will reach \$2.2 billion for Fiscal Year 2015-2016.*

**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:**  
The Affordable Housing and Sustainable Communities Program is a statewide competitive program to provide grants and loans for affordable housing, infill and compact transit-oriented development, and infrastructure connecting these projects to transit. The Strategic Growth Council and Department of Housing and Community Development (HCD) administer the program, including project evaluation and the approval of funding awards. \$120 million is available to be awarded for the FY 2014-15 program. Project applications were due on April 20. SGC's Board will approve awards in late June.

In late February, SCAG reviewed the initial fifty (50) concept proposals for support of Sustainable Communities Strategies (SCS) implementation. In March, SGC invited a select number of the initial applicants to submit full applications. As reported at the April 2 Regional Council meeting, only 13

# REPORT

applicants from the SCAG region were selected by SGC to submit final applications. These 13 applications total \$61 million for the final round. Statewide, SGC received \$255 million in applications, so the share of potential funding for the SCAG region is far below the region's statewide population share. Further, it clearly does not sufficiently respond to the needs of the region's statewide proportion of disadvantaged communities.

## Key Efforts

As part of a comprehensive approach to position AHSC applications from the SCAG region to strongly compete in the statewide pool, SCAG's Cap and Trade Assistance Team is putting together a comprehensive action plan to further engage potential project applicants. One of the forums is to continue the Peer Learning Exchange throughout the region to ensure the region's competitiveness for future funding.

Additionally, on May 13<sup>th</sup>, 2015, President Cheryl Viegas-Walker reiterated SCAG's Board's direction urging SGC to fund all the 13 projects. In the letter, President Viegas-Walker outlined the significance of the projects to the region for their achievement of various regional goals, especially affordable housing and transit-oriented connectivity, and their role in strongly implementing the Sustainable Communities Strategy and supporting the disadvantaged communities. Please see the attached letter.

## Cap and Trade Expenditure Plan for Fiscal Year 2015-2016

On May 14, 2015 Governor Brown released his Revised State Budget for Fiscal Year 2015-2016. The Revised Budget includes a Cap and Trade Expenditure Plan outlining budget allocations for various investment categories. Under the Sustainable Communities and Clean Transportation investment category, the Affordable Housing and Sustainable Communities program is being allocated with \$400 million for FY 2015-2016. Compared to FY 14-15, the FY 15-16 budget has increased the AHSC program by \$270 million. This Expenditure Plan considers the Governor's recently issued Executive Order B-30-15, which has established a greenhouse gas reduction target of 40 percent below 1990 levels by 2030. The Expenditure Plan provides significant investment towards meeting the 2030 climate goals and the goals of SB 535 directing GGRF investment in disadvantaged communities. The Revised Budget is available at <http://www.ebudget.ca.gov/FullBudgetSummary.pdf> and more information is available in the State and Federal Legislative Update. The attached table outlines the Cap and Trade Expenditure Plan.

## **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)

## **ATTACHMENTS:**

1. May 13, 2015 President Cheryl Viegas-Walker AHSC Letter to SGC
2. Cap and Trade Expenditure Plan Summary Table



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May 13, 2015

Mr. Ken Alex
Chair, Strategic Growth Council
State of California
1400 10th Street
Sacramento, California 95814

RE: Full Funding of Southern California AHSC Program Grant Applications

Dear Mr. Alex:

Thank you for your staff's interest in meeting with the Southern California Association of Governments (SCAG) on the thirteen (13) projects currently in the running for Cap-and-Trade Affordable Housing/Sustainable Communities (AHSC) funds. This letter is to reiterate SCAG's position that all 13 projects merit funding. As stated in the letter of April 14, 2015 from SCAG's immediate past President Carl Morehouse, our Board urges the Strategic Growth Council (SGC) to fully fund the 13 projects in the six- county SCAG region.

In addition to the directive of our Board at its April meeting, I must emphasize an important fact that in the past several weeks, SCAG staff has conducted an extensive review of each project. Staff has verified that each of the projects exceed all requirements defined in SCAG's and SGC's criteria.

Of significance, all 13 projects have extremely high ratios of leveraged funding, VMT-based greenhouse gas emission reductions, and co-benefits. All projects are champions for either affordable housing or connectivity to transit-oriented development (or both!). In short, these 13 projects fully support the implementation of SCAG's nationally-acclaimed Sustainable Communities Strategy (SCS). Lastly, 12 of the 13 projects are located in and support Disadvantaged Communities, which are prevalent in the SCAG region, where one in 4 children live in poverty.

It is our position that while full funding of the 13 projects still significantly underserves the region's equitable share, we request all projects be fully funded.

Thank you and please feel free to contact me at (760) 332-9832 or SCAG Executive Director Hasan Ikhata at (213) 236-1944 or ikhata@scag.ca.gov, at any time.

Sincerely,

Handwritten signature of Cheryl Viegas-Walker

Cheryl Viegas-Walker
President, SCAG
Councilmember, City of El Centro

Cc: Regional Council Members, SCAG
Hasan Ikhata, Executive Director, SCAG
Tim Egan, Capitol Representation Group

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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## CAP AND TRADE EXPENDITURE PLAN

Figure CAP-01  
**2015-16 Cap and Trade Expenditure Plan**  
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Jan 10/ Accelerated Drought</i>	<i>May Revision</i>	<i>Total</i>
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250	\$250	\$500
	State Transit Assistance	Low Carbon Transit Operations Program	\$50	\$50	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$100	\$165	\$265
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$200	\$200	\$400
	Air Resources Board	Low Carbon Transportation	\$200	\$150	\$350
Energy Efficiency and Clean Energy	Department of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$75	\$65	\$140
	Department of General Services *	Energy Efficiency for Public Buildings	\$20	\$20	\$40
	University of California/ California State University	Renewable Energy and Energy Efficiency Projects	\$0	\$60	\$60
	Department of Water Resources/Department of Food and Agriculture	Water and Energy Efficiency	(\$30)	\$60	\$60
	Energy Commission/ Department of Water Resources	Drought Executive Order - Rebates for Appliances	\$0	\$30	\$30
	Energy Commission/ Department of Water Resources	Drought Executive Order - Water and Energy Technology Program	\$0	\$30	\$30
	Department of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$5	\$20	\$25
Natural Resources and Waste Diversion	Department of Fish and Wildlife	Wetlands and Watershed Restoration	\$25	\$40	\$65
	Department of Forestry and Fire Protection	Forest Health	\$42	\$50	\$92
	Department of Food and Agriculture	Healthy Soils	\$0	\$20	\$20
	Cal Recycle	Waste Diversion	\$25	\$35	\$60
<b>Total</b>			<b>\$992</b>	<b>\$1,245</b>	<b>\$2,237</b>

\* Shifts administration of Green Buildings and \$20 million from the current year from Energy Commission to Department of General Services.

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**DATE:** June 4, 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](mailto:liu@scag.ca.gov), 213-236-1838

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

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

Receive and File.

**EXECUTIVE SUMMARY:**

*SCAG is providing a monthly update (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-six (66) grant projects have had Request for Proposals (RFPs) released, sixty-five (65) grant projects have selected consultants, and fifty (50) 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

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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-six (66) grant projects have had Request for Proposals (RFPs) released, sixty-five (65) grant projects have selected consultants, and fifty (50) 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

May 13, 2015

Regional Council Progress Update

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

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

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

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

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

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

**DATE:** June 4, 2015

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

**FROM:** Ma' Ayn Johnson, Housing & Land Use Planner, (213) 236-1975, johnson@scag.ca.gov

**SUBJECT:** 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) - Environmental Justice Workshops Update

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



**RECOMMENDED ACTION:**

For Information Only – No Action Required

**EXECUTIVE SUMMARY:**

*As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis as part of the 2016-2040 RTP/SCS development process. SCAG has conducted three (3) workshops, one in November 2014 and two in April 2015, to provide information on the environmental justice process of the 2016-2040 RTP/SCS and seek input from stakeholders and the public. Additionally, SCAG will hold additional public workshops and other opportunities for input on the environmental justice process and analysis.*

**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:**

As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis as part of the 2016-2040 RTP/SCS development process. The purpose of an environmental justice analysis is to identify the benefits and burdens of proposed projects on minority and low income populations. A key component of SCAG's environmental justice analysis is public outreach and participation, which serves to not only distribute information to interested parties, but to receive public input and engage stakeholders in the environmental justice and overall RTP/SCS process.

So far, SCAG has held three (3) public workshops on environmental justice for the 2016-2040 RTP/SCS. The first was held on November 20, 2014 from 2:00 to 4:00 p.m. at the SCAG main office in downtown Los Angeles with videoconferencing available at SCAG satellite offices. The workshop was attended by over sixty (60) participants. SCAG staff presented an overview of its environmental justice analysis responsibilities in the RTP/SCS process and a technical review of the results of the 2012-2035 RTP/SCS environmental justice analysis. A public input session followed the SCAG staff presentation and participants provided input on a wide range of issues relating to environmental justice, including SCAG's involvement at the local level, compliance and implementation processes, the purpose of the workshop, affordable housing, particle concentrations near airports, and public participation. Subsequent to the workshop, SCAG

# REPORT

staff reviewed the public input received and how to integrate some of the feedback to the environmental justice process and analysis for the 2016-2040 RTP/SCS.

SCAG held two additional environmental justice workshops in April 2015. The first was held on April 15 at Fairmount Park in the City of Riverside and the second held on April 23 at the SCAG main office in Los Angeles, with videoconferencing again available at SCAG satellite offices for the latter meeting. To increase opportunities for public participation, both meetings were held in the evening hours from 5:30 to 7:30. Over seventy (70) participants attended these two workshops.

Based on the feedback from the November 20 workshop, SCAG staff reformatted the April workshops to focus on participant engagement and input. SCAG staff provided a brief presentation on environmental justice analysis requirements after which the workshop transitioned into four (4) small groups. Each of the four (4) groups had a topic of focus: (1) Parks and Open Space; (2) Air quality; (3) Transit, Access and Land Use, and; (4) Gentrification, and had a SCAG staff facilitator leading the small group. The facilitator asked its small breakout group questions regarding the topic to engage the participants and to prepare them for the main question assigned to that topic. For example, for the Parks and Open Space group, the facilitator asked participants when was the last time they visited a park or whether they ever taken public transit to a park or open space, which allowed the facilitator to lead participants to the larger question, “How can we improve access to parks and open space for low income and minority groups?” SCAG staff assigned to each group recorded the input received on flipcharts. After twenty (20) minutes, workshop participants were encouraged to select another topic and the discussion format was repeated. Following the breakout sessions, the flipchart notes were presented to wider group to summarize comments and input received. Moreover, participants were provided an input survey form on additional factors for SCAG’s environmental justice analysis that could be submitted until May 22, 2015.

Because of the format, comments received at the April workshops were more focused than those from the first workshop in November. Topic input included ideas on integrating parks into urban areas for environmental justice communities, mitigation measures to address poor air quality near transportation corridors, improving overall transit accessibility, and the implications of gentrification on both residential and economic development for impacted communities. SCAG staff plans to post input received from the workshops on its environmental justice webpage at [www.scag.ca.gov/environmentaljustice](http://www.scag.ca.gov/environmentaljustice).

SCAG anticipates conducting two more public workshops concerning environmental justice in the Summer of 2015 and Winter 2016, in addition to region wide RTP/SCS open house/workshops, focus groups and individual stakeholder meetings. Once the dates are finalized, SCAG will notify stakeholders and other interested parties. Additionally, SCAG will continue to work with its stakeholders and other interested groups as part of its 2016-2040 RTP/SCS process to ensure and maximize participation in the development of the final 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:**

None

**DATE:** June 4, 2015

**TO:** Transportation Committee (TC)

**FROM:** Annie Nam, Manager, Transportation Finance & Goods Movement, (213) 236-1827, [nam@scag.ca.gov](mailto:nam@scag.ca.gov)

**SUBJECT:** 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Goods Movement Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*Staff will provide a brief overview of Goods Movement strategies that were included in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and discuss on-going planning activities that will become the basis for the 2016-2040 RTP/SCS Goods Movement section.*

**STRATEGIC PLAN:**  
This item supports SCAG's Strategic Plan Goal 1, Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, a) create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**  
As the Metropolitan Planning Organization (MPO) representing the Southern California region, SCAG is responsible for the development of the long-range RTP/SCS. The RTP/SCS must be updated through a collaborative, coordinated, and continuous process that involves key stakeholders, including six (6) county transportation commissions, Caltrans, transit operators, local jurisdictions, marine and airport authorities, Air Quality Management Districts, state and federal regulatory and resources agencies, interest groups and the public. The RTP/SCS is also required to be financially-constrained and meet air quality conformity requirements so that the region's transportation projects remain eligible for federal and state funds and federal environmental approval.

In preparation, staff has begun laying the technical groundwork for the development of the 2016-2040 RTP/SCS. Additional technical work and policy discussions/decisions by the Transportation Committee are expected to occur through the end of this year and into the next, with a public draft release of the 2016-2040 RTP/SCS expected in October 2015 and a Regional Council adoption of the final 2016-2040 RTP/SCS in April 2016.

This presentation is one in a series of staff presentations that will provide focused discussion on specific transportation components of the 2015-2040 RTP/SCS. Staff will provide a brief overview of the Goods Movement strategies that were included in the 2012-2035 RTP/SCS, and discuss on-going planning activities that will become the basis for the 2016-2040 RTP/SCS.

# REPORT

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**FISCAL IMPACT:**

No fiscal impact. Staff work required for the 2016-2040 RTP/SCS development is already included in this year's budget.

**ATTACHMENT:**

PowerPoint presentation: Goods Movement Update for the Development of the 2016-2040 RTP/SCS

# 2016 2040 RTPSCS

## GOODS MOVEMENT UPDATE

### Transportation Committee

Annie Nam, Manager of Goods Movement and Transportation Finance  
June 4, 2015

## Overview

Update on Goods Movement planning activities in preparation for development of the 2016–2040 RTP/SCS

- Background
- Highlights of 2012–2035 RTP/SCS
- Emphasis areas for 2016–2040 RTP/SCS

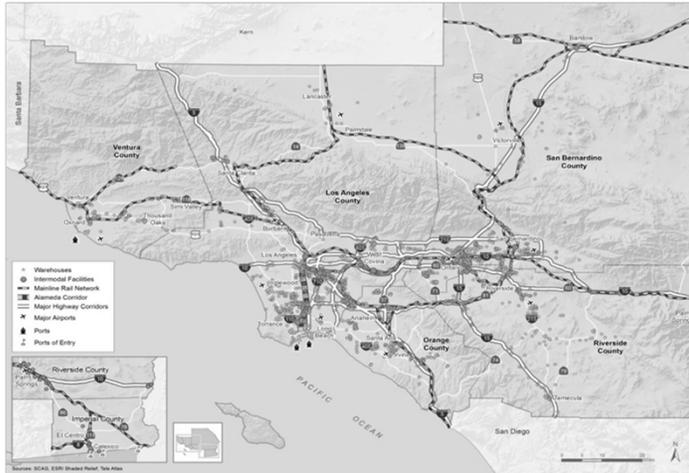
**2016–2040 Regional Transportation Plan /  
Sustainable Communities Strategy**

Just Ahead



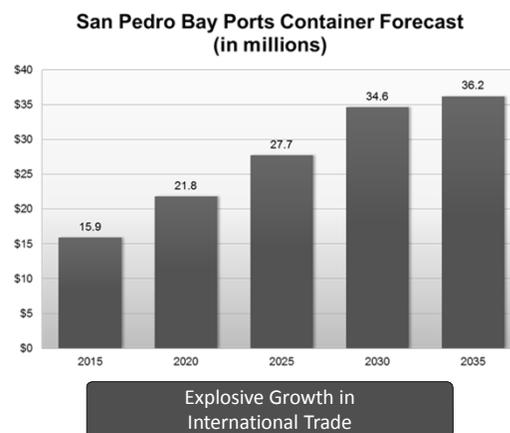
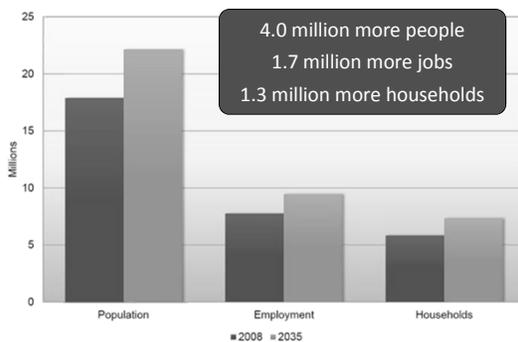
# SCAG Region's Goods Movement System

## Critical Infrastructure Facilitating Commerce



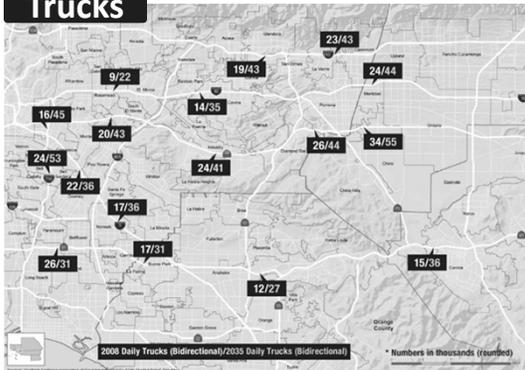
- 6 Commercial Airports
- 2 largest U.S. container ports (Long Beach/Los Angeles) and Port of Hueneme
- Extensive network of freeways and arterials
- 2 Class I rail-roads (BNSF/UP)
- 3 international border crossings
- Abundant warehousing facilities
- Large internal market

## Challenges: Growing Demand



# Growing Trade Volumes Leads to Increased Network Usage

## Trucks



## Trains

Line Segments	Type	2010	2035
BNSF San Bernardino Subdivision <i>Hobart–Fullerton</i>	Passenger	54(28)	77(51)
	Freight	45	90
BNSF San Bernardino Subdivision <i>Atwood–W. Riverside</i>	Passenger	26(24)	42(40)
	Freight	49	99
BNSF San Bernardino Subdivision <i>W. Riverside–Colton</i>	Passenger	10(8)	42(40)
	Freight	67	147
BNSF Cajon Subdivision <i>San Bernardino–Silverwood PLUS</i>	Passenger	2(0)	2(0)
	Freight	93	147
UP Mojave Subdivision <i>W. Colton–Silverwood</i>	Passenger	13(12)	21(20)
	Freight	52	98
UP Los Angeles Subdivision <i>East LA–Pomona PLUS</i>	Passenger	13(12)	21(20)
	Freight	51	109
UP Alhambra Subdivision <i>Pomona–West Colton</i>	Passenger	1(0)	1(0)
	Freight	45	93

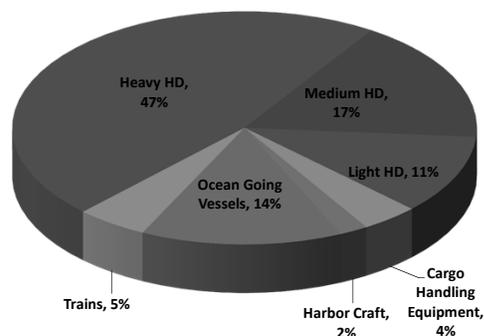
Peak Day Train Volumes (Metrolink Volumes in Parentheses)

# Environmental Challenges & Quality of Life

## Air Quality Impacts and Quality of Life

- The oxides of Nitrogen ( $\text{NO}_x$ ) is a precursor to ozone
- Ground-level ozone can trigger a variety of health problems
- Mobile sources contribute 80% of regional  $\text{NO}_x$
- Diesel engines are a major source of  $\text{NO}_x$
- Goods Movement is responsible for nearly 50% of regional  $\text{NO}_x$  emissions from all sources

## Heavy Duty Comprise 75%



## 2012–2035 RTP/SCS Goods Movement Planning

### Comprehensive Regional Goods Movement Plan & Implementation Strategy

- Developed a wide-range of strategies to serve growing regional industries through enhanced understanding of functions and markets
- Designed strategies to address multiple challenges including congestion, safety, and environmental concerns
- Developed strategies focused on reducing impacts on communities by moving goods movement activities closer to industrial areas, away from residential and commercial centers; also focused on introducing cleaner operations, fuels and technologies
- Included “last mile” connector issues to provide for local access improvements and expansion of terminal capacity for key facilities



## 2012–2035 RTP/SCS Goods Movement Projects and Strategies

### Goods Movement Investments

Over \$70 Billion

- East-West Freight Corridor
- Port access
- Freight rail capacity
- Grade separations
- Truck bottleneck projects
- Intermodal facilities
- Emission reduction strategies



# Goods Movement Initiatives FY 2014–2015

## Goods Movement Border Crossing Study

- Assess existing and future impacts of commerce on mobility at California-Baja California border
- Analyze trade flows between the border, San Pedro Bay Ports, and regional warehouse and distribution centers



## Industrial Warehousing in the SCAG Region

- Assess variables affecting the supply and demand of warehouses and distribution centers in the SCAG region
- Evaluate the operational parameters and locations of the region's warehouses, distribution centers, and transload facilities



## PPP Finance and Delivery Strategies Screening for the East West Freight Corridor (EWFC)

# Industrial Warehousing in the SCAG Region Study

## Study Objectives

- Develop long-term policy and strategy recommendations that best coordinate regional transportation planning and warehouse developments across the region

## Project Tasks

- Update *Regional Warehousing Needs Assessment* (2008) to better understand existing conditions
- *SCAG Region Warehousing Trend Report* to understand how various changes in supply chain management and logistics practices are affecting the way warehouses operate over time
- Analysis of future warehousing supply and demand
- Evaluation of how various public policies may influence the location of future developments



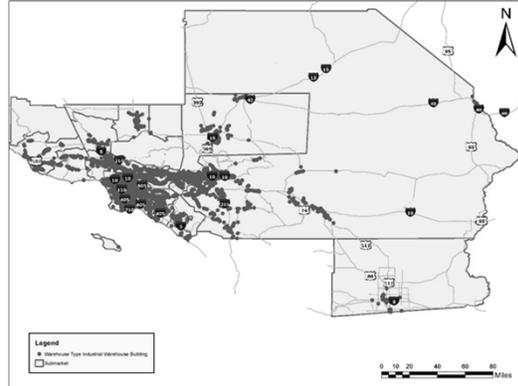
## SCAG Region industrial facility inventory update – preliminary findings

- Comparison of 2008 study findings and 2014 inventory (limited to facilities larger or equal to 50,000 sq. ft.)

Changes in the SCAG region industrial building area	
Total Building Area (Sq. Ft.) 2008	Rentable Building Area (Sq. Ft.) 2014
836,614,608	884,464,819

Types of Industrial Facilities included in the Analysis (2014)	
Distribution Centers	306,769,886
Refrigerated/Cold Storage	12,416,538
Truck Terminals	6,969,403
Warehouses	558,308,992
<b>Total</b>	<b>884,464,819</b>

Source: CoStar Real Estate Property Inc. and SCAG



Location of Warehouses in the SCAG Region (2014)

## Goods Movement Border Crossing Study – Phase II

### Study Goal

- To gather and synthesize information on goods movement across the California-Mexico border through regional ports-of-entry (POEs) to develop projections of future freight flows to assist in identification of future infrastructure needs

### Project Tasks

- Conduct commodity flow analyses to identify true origins and destinations of goods moving through regional POEs
- Develop a more robust understanding of the goods movement relationship among the POEs, San Pedro Bay Ports, and regional warehousing facilities (e.g., the Inland Empire)
- Explore the potential impacts of near-shoring
- Identify potential critical infrastructure investments to support efficient trade through regional POEs as growth continues



## Goods Movement Emphasis Areas in 2016–2040 RTP/SCS

- Document supply chain flows of key commodities moving through the SCAG region
- Refine regional truck bottleneck analysis, including first / last mile connectors
- Assess roadway safety and pavement conditions of key truck routes (highways and arterials)
- Analyze how urban delivery systems (including warehouses, distribution centers, and manufacturing activities) function to support the economy
- Expand research, development, and demonstration of near-zero and zero-emission technologies

2016  
2040

# RTPSCS

Thank you !

Learn more by visiting [www.scag.ca.gov](http://www.scag.ca.gov).

SCAG Staff Contact: Annie Nam ([nam@scag.ca.gov](mailto:nam@scag.ca.gov))



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**DATE:** June 4, 2015  
**TO:** Transportation Committee (TC)  
**FROM:** Alan Thompson, Senior Regional Planner, [thompson@scag.ca.gov](mailto:thompson@scag.ca.gov) 213.236.1940  
**SUBJECT:** 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Active Transportation Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*Alan Thompson, SCAG Staff, will brief the committee on the progress towards the Active Transportation Component of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The presentation will include existing conditions, needs and the approach for incorporating Active Transportation into the 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; b) Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process; and c) Provide practical solutions for moving new ideas forward

**BACKGROUND:**  
SCAG is developing the 2016 RTP/SCS. As part of that process, staff has examined existing conditions and needs. Staff is studying strategies for increasing active transportation as a viable transportation option and for increasing the quality of life for Southern Californians. These options include:

- Expanding local and regional bikeway networks
- Developing a regional greenway network using riverbeds and other rights-of-way for bike and pedestrian paths separate from automobile traffic, increasing opportunities for active lifestyles and to increase transportation options
- Developing first mile/last mile to transit solutions to increase transit usage and to reduce the need for automobile usage
- Developing bicyclist/pedestrian friendly districts that increase the quality of life of local residents
- Safety Educational and Encouragement Campaigns.

# REPORT

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**FISCAL IMPACT:**

No Fiscal Impact. All costs for development of this plan are included in the Overall Work Program under 050.SCG0169.01.

**ATTACHMENT:**

PowerPoint Presentation: Active Transportation and Progress Towards the 2016 RTP/SCS



# 2016 2040 RTPSCS

## ACTIVE TRANSPORTATION UPDATE

Transportation Committee

Alan Thompson

June 4, 2015

## **Presentation Overview**

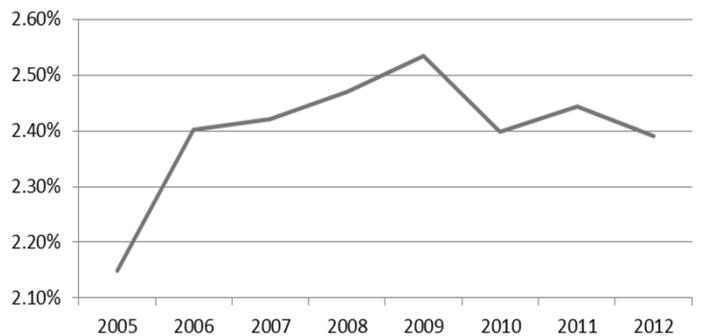
- Review of Current Conditions
- Needs
- Active Transportation Strategies for 2016-2040 RTP/SCS Update

## Biking/Walking in the SCAG Region Current Conditions Changes since Last Plan



## Biking/Walking in the SCAG Region Current Conditions

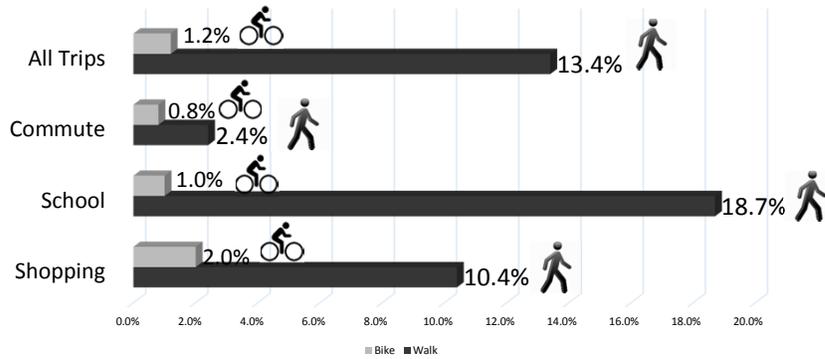
**Growth in Regional Walk Commuters  
(2005-2012)**



# Biking/Walking in the SCAG Region Current Conditions

(California Household Travel Survey, 2012)

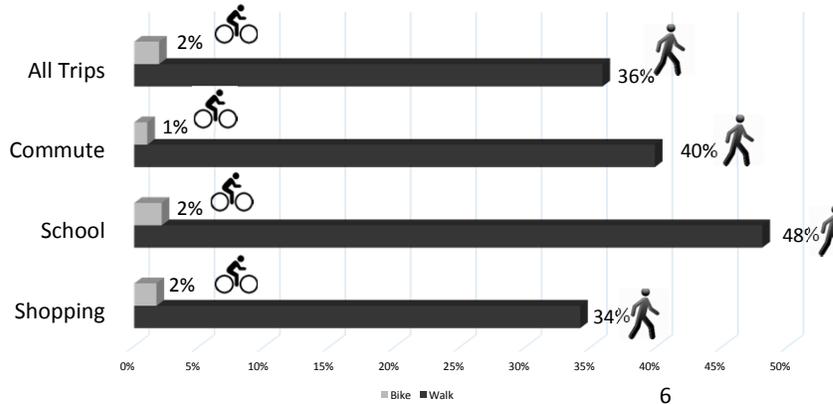
### Biking and Walking as a Percentage of All Trips



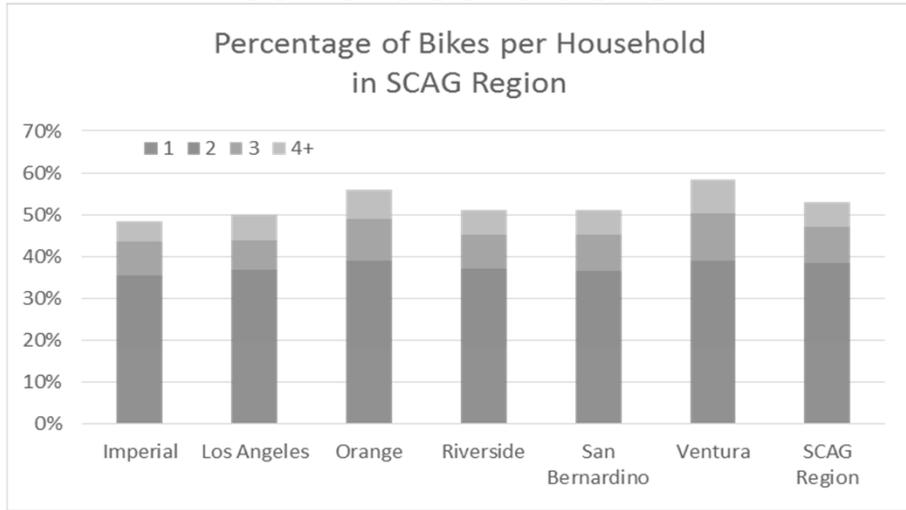
# Biking/Walking in the SCAG Region Current Conditions

(California Household Travel Survey, 2012)

### Biking and Walking Trips (< 1 mile)



# Biking/Walking in the SCAG Region Current Conditions



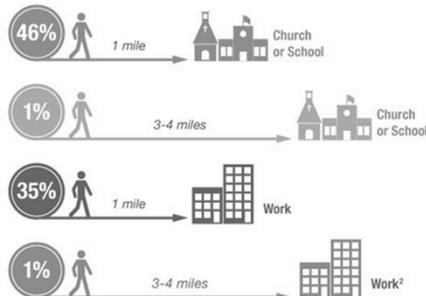
## Better Transportation Options = Healthier Lives

### HEALTH IN COMMUNITIES WITH BETTER TRANSPORTATION OPTIONS

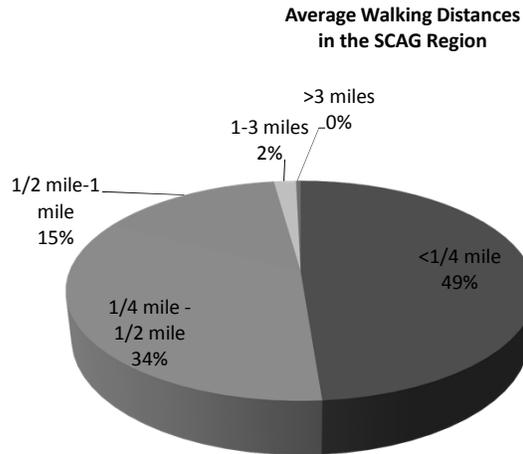
Walkable, bikable, transit-oriented communities are associated with healthier populations that have:

- MORE PHYSICAL ACTIVITY
- LOWER BODY WEIGHT
- LOWER RATES OF TRAFFIC INJURIES
- LESS AIR POLLUTION
- IMPROVED MOBILITY FOR NON-DRIVERS\*

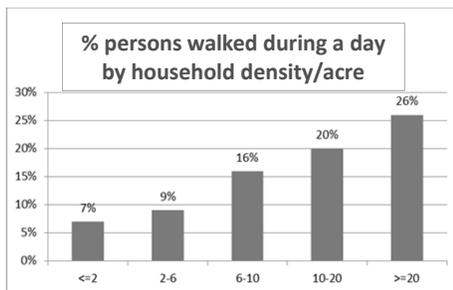
#### STUDIES SHOW PEOPLE WILL WALK TO DESTINATIONS:



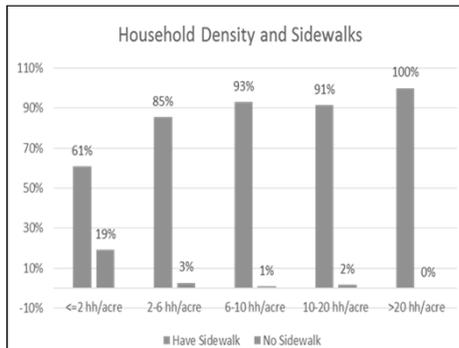
## Biking/Walking in the SCAG Region Current Conditions



## Biking/Walking in the SCAG Region Current Conditions



More Compact Development  
enhances biking and walking as a  
viable transportation option



# Active Transportation Needs



Both Bicyclist and Pedestrian Fatalities are increasing



Bikeways are not interconnected, forcing bicyclists onto busy streets or taking other modes of transportation



Many sidewalks are impassible or do not meet current ADA requirements



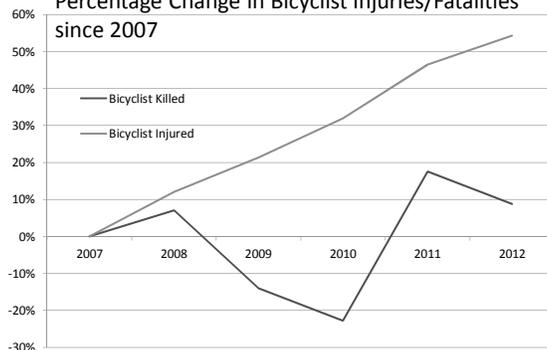
More people would be willing to bike more often if they felt safe doing so.



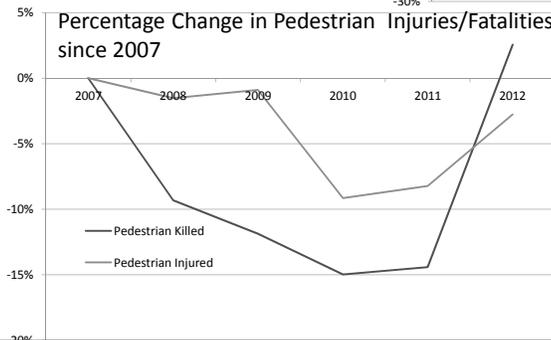
## Both Bicyclist and Pedestrian Injuries & Fatalities are increasing

Source: SWITRS

Percentage Change in Bicyclist Injuries/Fatalities since 2007

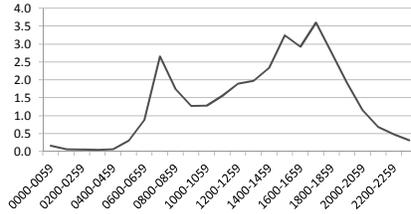


Percentage Change in Pedestrian Injuries/Fatalities since 2007

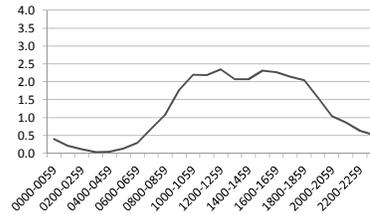




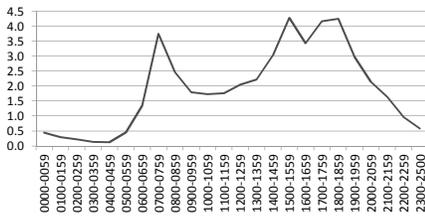
Source:SWITRS **Average Bicyclist Injuries by Time on a Monday (2007-2010)**



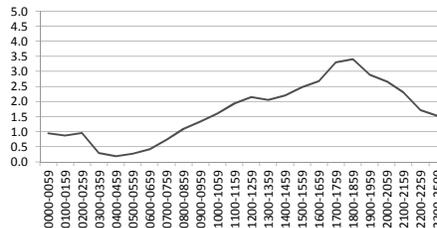
**Average Bicyclist Injuries by Time on a Saturday (2007-2010)**



**Average Pedestrian Injuries by Time on a Monday (2007-2010)**



**Average Pedestrian Injuries by Time on a Saturday (2007-2010)**



**Bikeways are not interconnected, forcing bicyclists onto busy streets or taking other modes of transportation**



**Many sidewalks are impassible or do not meet current ADA requirements**

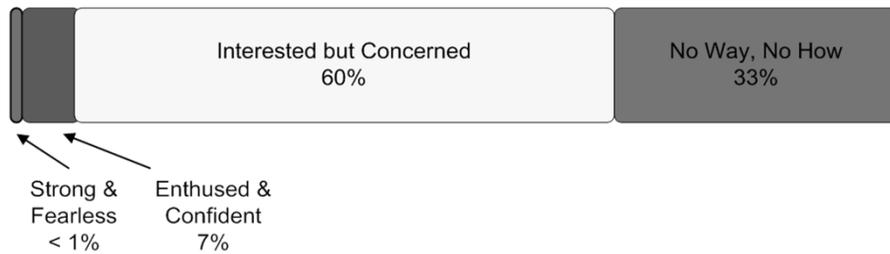




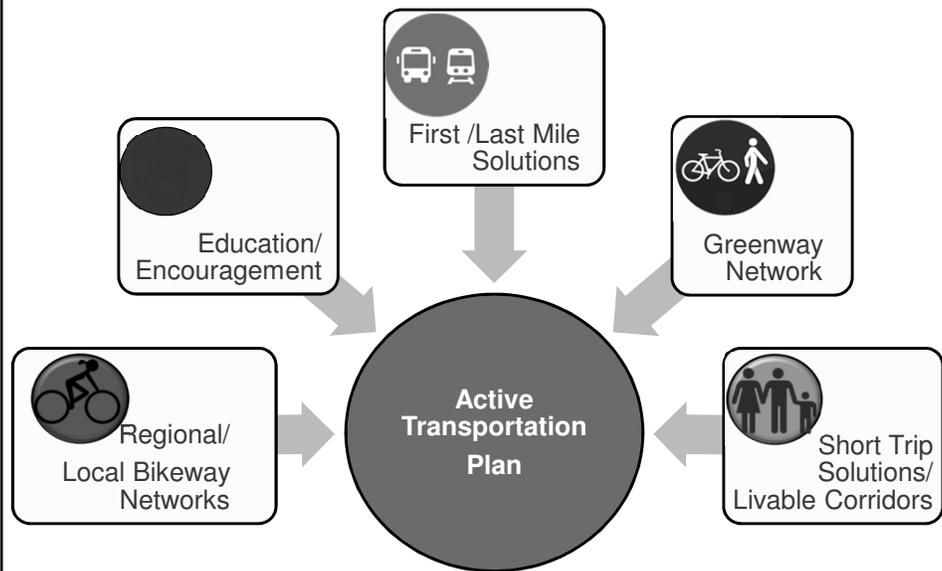
**More people would be willing to bike more often if they felt safe doing so.**

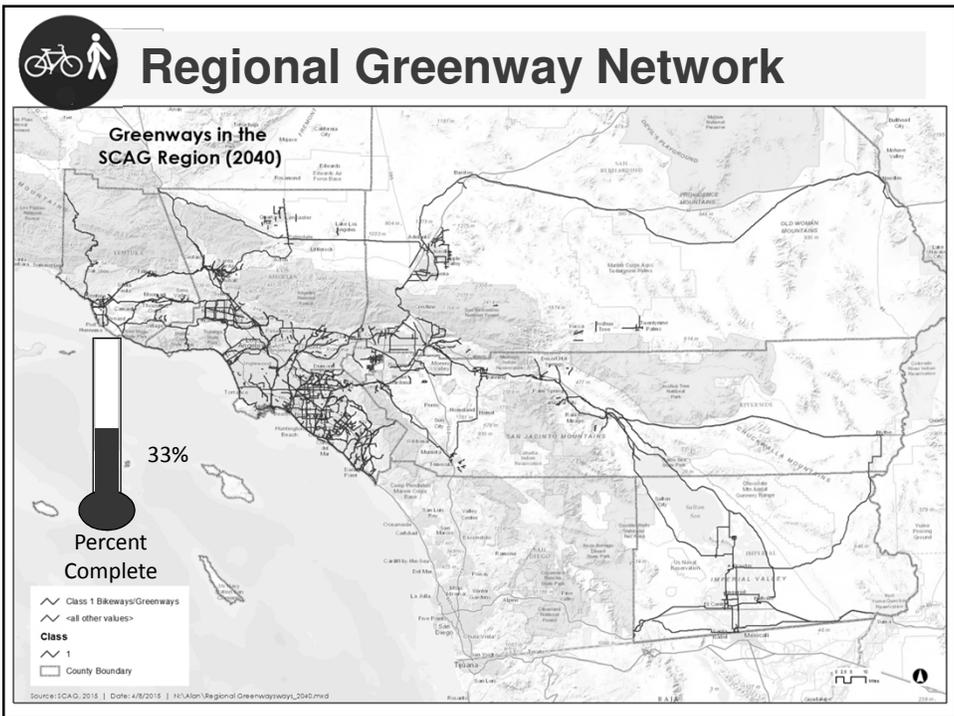
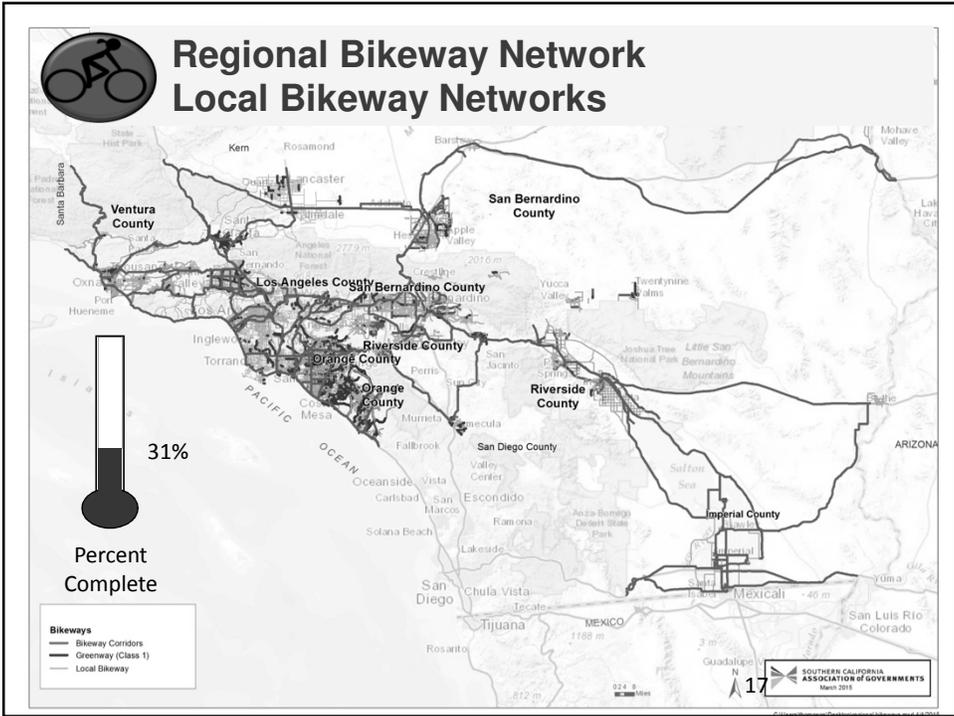
### Four Types of Cyclists

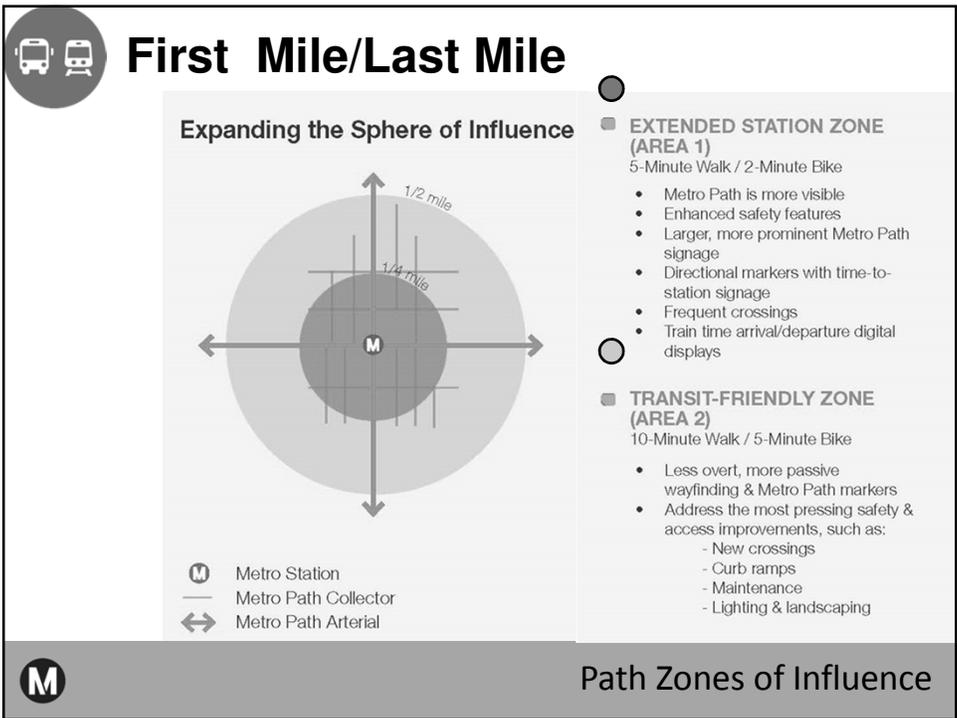
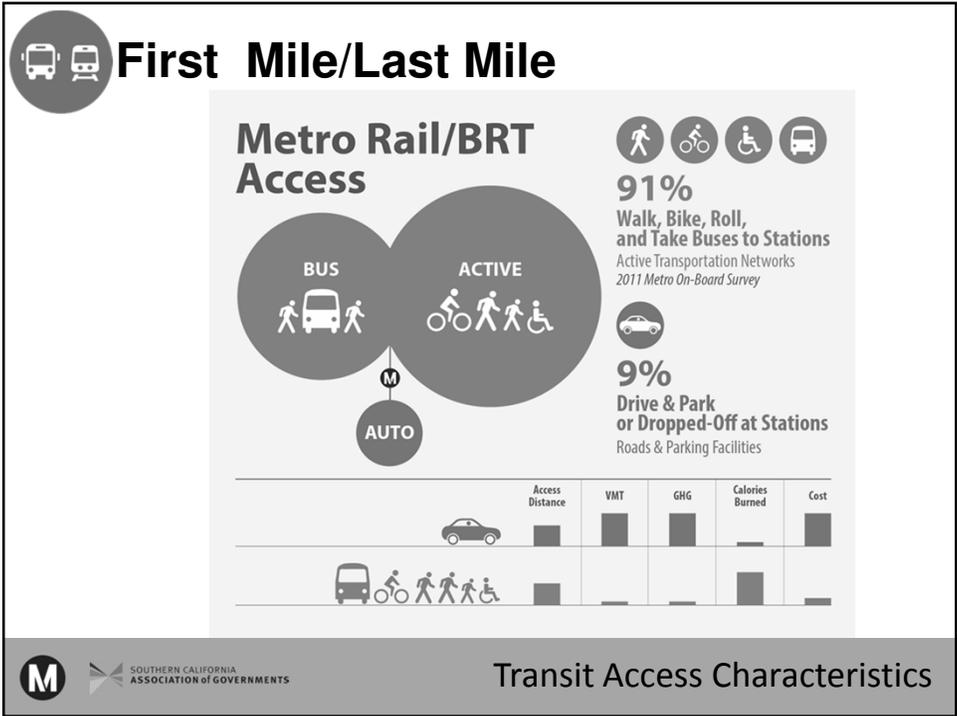
Roger Geller, Portland Department of Transportation

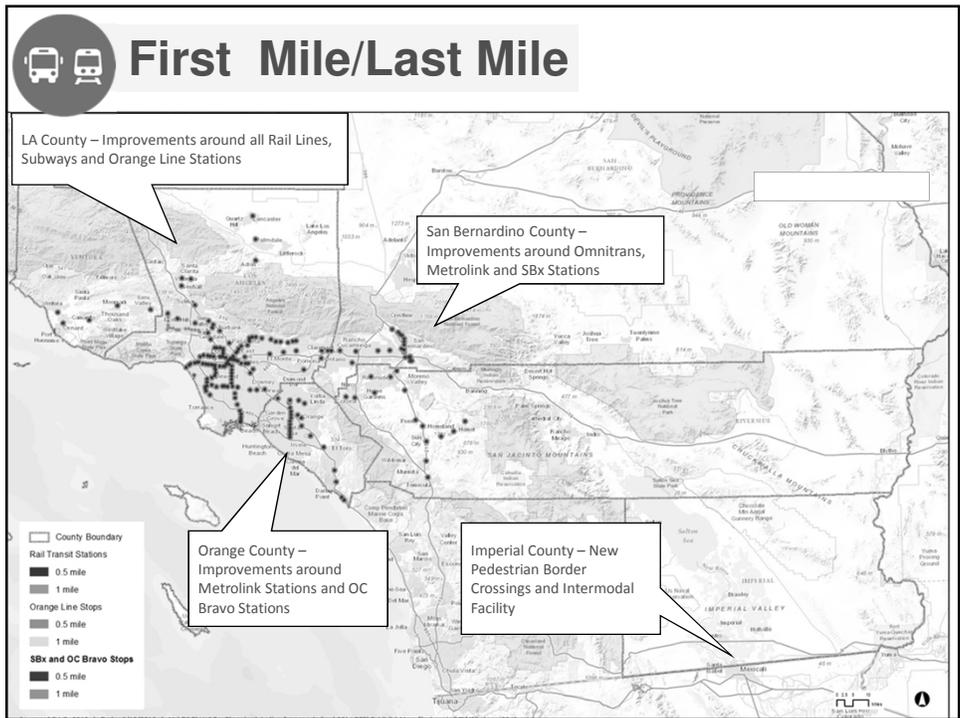
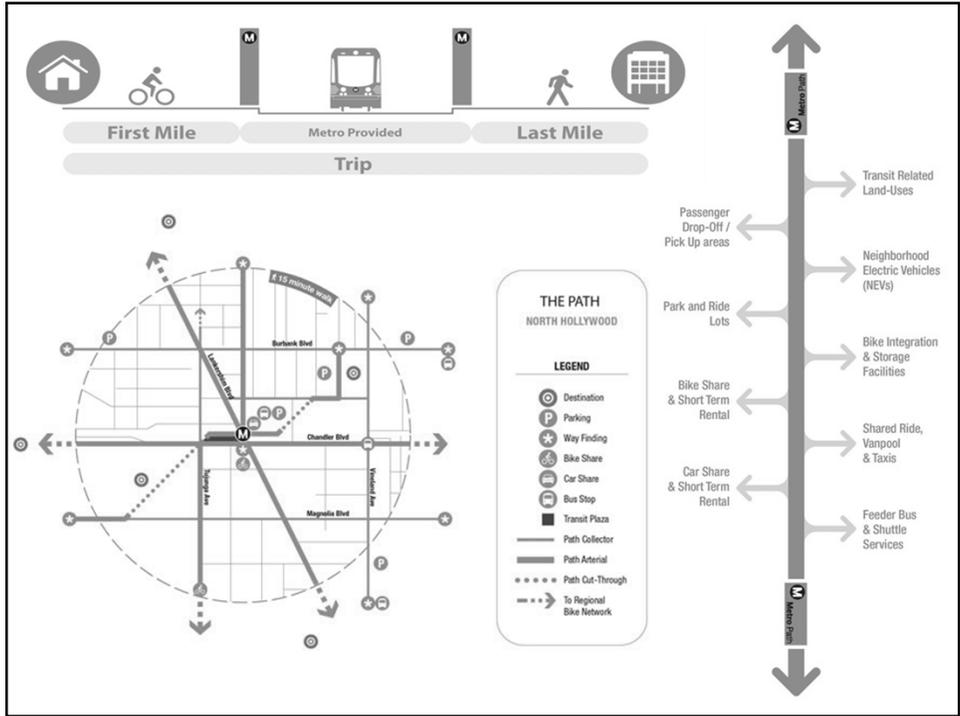


## Active Transportation Approach









# Bike Share



# Bike Share

Coming soon to:

- Los Angeles County
- Orange County
- Riverside County
- ...and more





## Short Trips/Livable Corridors

### Bike/Ped Friendly Districts

- Based on Demographic, Land-Use and Roadway characteristics, including:
  - Bike Friendly Streets/Bike Blvds
  - 1<sup>st</sup> Mile/Last Mile to “Main Streets”
  - Bike/Ped Improvements along the Main Streets



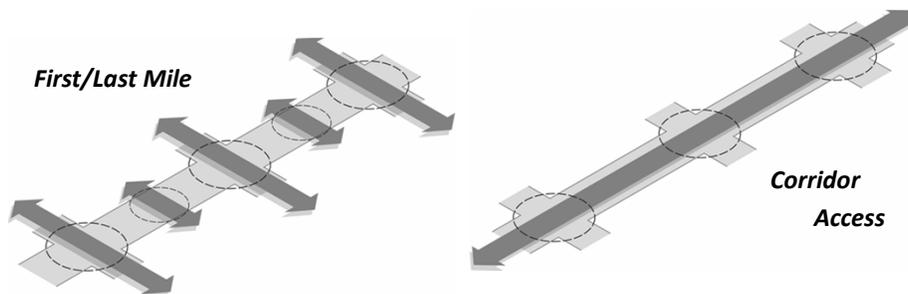
25



## Short Trips/Livable Corridors

Focus on low stress streets connecting to shopping, transit and jobs.

Along business corridors, increased accommodations for pedestrians and bicyclists.





# Short Trips/Livable Corridors

THE STREET OF THE FUTURE IS A LIVABLE STREET

by CARLY CLARK and AARON NAPARSTEK

BEFORE AFTER NOW WHAT



THE STREET OF THE FUTURE IS A LIVABLE STREET

by CARLY CLARK and AARON NAPARSTEK

BEFORE AFTER NOW WHAT



# Short Trips/Livable Corridors

## THE BENEFITS OF COMPLETE STREETS

Roadways that are designed with all kinds of users in mind—pedestrians, seniors, children, people with disabilities, bicyclists, transit riders, and drivers—provide a multitude of benefits. Communities with complete streets are safer, healthier, more equitable, and better for the environment.

### TRANSPORTATION COSTS

American families spend a lot on transportation—and the costs are increasing. Making streets safer for biking, walking, and transit can save money.



### PUBLIC HEALTH

As Americans move less and drive more, it's having a big impact on our health.



BETWEEN 1980 AND 2004, THE NUMBER OF OVERWEIGHT OR OBSESE CHILDREN NEARLY TRIPLED. LIMITED PHYSICAL ACTIVITY IS A FACTOR IN THE OBESITY EPIDEMIC AMONG CHILDREN.

PEDESTRIAN INJURY IS A LEADING CAUSE OF UNINTENTIONAL INJURY-RELATED DEATH AMONG CHILDREN AGE 5 TO 14.



### SAFETY

Streets without safe places to walk, cross, catch a bus, or bicycle put people at risk.



### CLIMATE CHANGE

Choosing other modes of travel besides driving reduces carbon emissions. Complete Streets makes different travel options easier for more people.



**72 PERCENT OF TRIPS UNDER ONE MILE ARE NOW MADE BY AUTOMOBILE...**



## Education/Encouragement



## Education/Encouragement

Pop-Up Events:  
Temporary changes to  
test long-term solutions



# Education/ Encouragement

How to Ride:  
Safely.  
Easily.  
Legally.



Bicyclists may need a full lane.  
Please share the road.

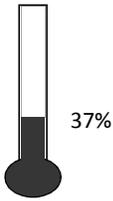


**EVERY  
LANE  
IS A  
BIKE  
LANE**

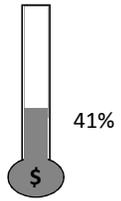


# Education/ Encouragement

## Safe Routes to School



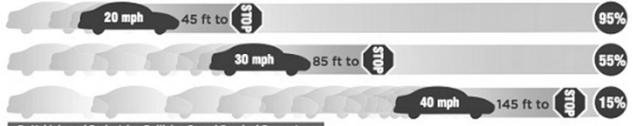
Percent  
Of SCAG  
Cities with  
SRTS  
Programs



Percent  
Of ATP  
Awards to  
SRTS  
Programs



Chance a person would survive if hit by a car travelling at this speed



3. Vehicle and Pedestrian Collision Speed Survival Percentage

## 2016-2040 RTP/SCS Scenarios

	SC1	SC2	SC3	SC4
	No Build Baseline	2012 Plan/Updated with Local Input	Policy A Updated 2012 Policies for Active Transportation, Env. Justice, etc.	Policy B Push the Envelope Comprehensive Short Trip Strategies
<b>Regional Strategies</b>				
Reg. Bikeways	X	✓	✓+	✓++
Greenways	X	X	✓	✓+
1 <sup>st</sup> /Last Mile	X	X	✓	✓
<b>Short-Trip Strategies</b>				
Livable Corridors	X	X	✓	✓
Local Bikeways	✓	✓	✓	✓
Friendly Districts	X	X	X	✓
Bike-Share	X	X	✓	✓+
33				

2016  
2040 **RTPSCS**

Thank you !

Learn more by visiting [www.scag.ca.gov](http://www.scag.ca.gov). Contact me at: [thompson@scag.ca.gov](mailto:thompson@scag.ca.gov).



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**DATE:** June 4, 2015

**TO:** Transportation Committee (TC)

**FROM:** Ryan N. Hall, Regional Aviation Planning Specialist; [hall@scag.ca.gov](mailto:hall@scag.ca.gov); 213-236-1935

**SUBJECT:** 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) - Overall Regional Aviation Demand

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Receive and file.

**EXECUTIVE SUMMARY:**

*The Aviation Program has developed goals for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Aviation Element as well as the overall regional demand forecast of 136 million annual passengers in the year 2040. Staff will have a discussion with the Transportation Committee to identify policy considerations that will be used to develop the Aviation and Aviation Ground Access elements for 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; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

**2016 RTP/SCS Aviation Element Vision Statement and Goals**

*The Vision of the 2016 RTP/SCS Aviation Element is to recognize that the aviation industry is a business, not a public utility. Airlines and passengers choose both the airports they serve and use. Sometimes they decide to serve a different aviation market outside the region, or passengers decide not to travel at all. Every flight and every passenger that departs from a SCAG region airport is good for the region. A healthy and growing aviation system is a sign of regional prosperity.*

Based on this Vision, staff proposes five (5) goals for the Aviation Element:

1. Develop an Aviation Element for the 2016 RTP/SCS that enjoys consensus and addresses all of the requirements and meets the region's needs
2. Utilizing a forecast methodology that is technically sound, transparent and inclusive
3. Highlighting the overall regional demand as the most important element of the aviation forecast, while still developing airport specific forecast numbers

4. Educating policy makers on the basic fundamentals of airline economics and passenger behavior
5. Quantifying and highlighting the economic benefit of the SCAG region airports

The Vision and goals will not be tackled in a linear fashion, but building upon each other over the course of the next year and a half. The Aviation Program must craft a story that is honest and captivating in the 2016 RTP/SCS to ultimately lead to adoption of an Aviation element that the region can support and be professionally respected.

The successful adoption of the Aviation Element for the 2016 RTP/SCS will set the stage for subsequent RTP cycles. The 2016 Aviation Element will be designed to become the new benchmark for Aviation in the RTP and will allow SCAG to propose research, programs, projects and strategies in future RTP cycles that will better prepare the region's airports for the future. This will also include exploring potential benchmarks and metrics to measure performance of the region's aviation system to ensure our airports continue to improve.

The following describes each of the above goals in greater detail:

1. Develop an Aviation Element for the 2016 RTP/SCS that enjoys consensus and addresses all of the requirements and meets the region's needs is the overriding goal for this RTP cycle. The Aviation Element is, and always be, just one component of the complete RTP. The section must use consistent demographics, horizon year and legal framework as the rest of the Plan. From this goal, stems the other Aviation Program goals described in detail below.
2. Traditional multi-airport forecasting, and being technically sound, is actually simpler than the details likely included in a black box model. While assumptions will change the overall demand, other smaller factors will only change demand slightly on the edge of the forecast. This methodology can be easily explained and defended (in public, legally and with airport professionals), but provides less opportunity for adjustments at the airport level. The big picture will remain positive for the SCAG region but there may be harsh realities regarding artificial capacity constraints, what happens to unmet demand and passenger behaviors (for both residents and visitors). Yet, this transparency is vital to gaining the support of the region's airport operators in SCAG's aviation demand forecasting process. We hope to leverage ATAC and TC to the extent possible to ensure transparency and support of the airports community as well as SCAG leadership each step of the way. We will make sure that ATAC stays focused on technical issues related to forecasting and assessing ground access improvements while we will rely primarily on TC for policy guidance.
3. Highlighting that the overall regional aviation demand as the most important element of the aviation forecast is vital to the long-term health of the SCAG aviation system. The key point is that any passenger that arrives/departs from a SCAG Region airport is good for the SCAG Region, regardless of what airport the passenger arrives/departs from. The economic health of the overall region will be reflected in the overall regional aviation demand. When the number of jobs and discretionary incomes increase regionally the number of aviation passengers will also

increase. At the regional planning level, focusing on continuing to grow the total number of aviation passengers will always benefit the Region. Improving the overall attractiveness of the region from a business, leisure and visitor standpoint will be far more beneficial to the region than discussions on allocation of passengers between the region's airports. It will be important to highlight examples of other regions in the United States and the world that are both multi- and single airport systems that focus on strategies, infrastructure and projects that improve the appeal and economic health of the region overall. Demand forecast numbers will be developed on an airport by airport basis to meet the needs of the ground access improvement requirement of the RTP. But, largely the presentation in the deliverables will be modified so that the individual numbers are not as "front and center" as in previous RTP's. There are other industry-wide demand forecasts which will be used as a barometer for the airport specific forecasts (the FAA Terminal Area Forecast, etc.).

4. Educating policy makers on the basic fundamentals of airline economics and passenger behavior is vital to crafting a compelling story regarding the aviation methodology and overall aviation demand. These are examined separately below:
  - A. Aviation and airline economics. Since the United States deregulated the airlines in the late 1970's the free market has largely dictated how airlines operate. They can serve any airport at any fare with any level of service. For the airports in a region that means that airlines can more freely allocate resources in a way consistent with their overall business strategy. Put another way, airlines are for profit businesses and should never be thought of as a public utility. The single way to increase the level of activity provided by airlines at an airport is to use the existing airline service that exists there today.
  - B. Passenger behavior. On the flip side, there has been substantial research conducted regarding how passengers behave when reserving air travel. The proximity of the airport (by any means) is the driver, followed by the destinations and airlines served and price. If any of these factors become too burdensome the passenger may decide not to fly at all (given the range of substitutes available and whether the trip is for business or leisure). In the SCAG region, thinking of how people decide to go to Las Vegas is a wonderful example on the elasticity of demand.

There is a natural tendency to treat both airlines and passengers interchangeably amongst the SCAG region airports. But, reality has demonstrated that there is a natural progression of how airports grow over time.

5. The team must begin to quantify the economic benefit of airports in the SCAG Region. By showing the number of jobs and the economic benefit of the region's airports will help demonstrate their importance. Along with business travel, tourism, air cargo, airport employees, flight crews and general aviation operations all provide significant regional economic benefit. The Regional Council must become aviation advocates that work to promote and protect the region's aviation assets.

While the resources available and the scope of work for this RTP do not allow for an independent and comprehensive economic impact analysis it must be demonstrated that the economic benefit of

# REPORT

aviation is significant and will lead to a more prosperous region. Having latent demand or demand that is serviced outside the region (the Bay Area, Las Vegas and Phoenix) is the worst case scenario for SCAG airports. We hope to leverage existing data sources and economic studies conducted by individual airports or other organizations such as LAEDC, where available, to the extent possible to paint as complete a picture as possible within the scope and means of our contract with the AECOM Team.

## Urbanized/Constrained Airport Analysis

There are four airports in the SCAG region which likely would have demand greater than their airfield or terminal capacities (based on planned improvements included in their respective adopted master plans). The capacity analysis allows the team to develop an upper bracket for the overall regional forecast.

The capacity analysis does not take into account legal or policy constraints that may be in place at the airports. Staff and the consultant team met with the airports to review the assumptions and methodology. As a theoretical exercise we have reached consensus on the numbers.

Burbank Bob Hope Airport (BUR)	7.3
John Wayne Airport (SNA)	9.6
Long Beach Airport (LGB)	6.6
Los Angeles International Airport (LAX)	82.9

## Overall Regional Forecast

Using all of the inputs described above the overall regional aviation demand forecast is 136.2 million annual passengers (MAP) in the year 2040. In 2013, there were 88 MAP in the region and this forecast translates to a 1.6% annual growth rate between now and 2040. Compared to previous RTP cycles this forecast is more conservative, but consistent with the overall trends in the industry. The Aviation Technical Advisory Committee (ATAC) reviewed this forecast at their April 25, 2015 meeting. They provided valuable input which was incorporated into this document.

## Policy Direction

The next step in the process is to develop airport specific demand forecasts. Staff is seeking input from the Transportation Committee on the policies and strategies in order to accomplish this important task. These may include, but are not limited to:

- Legally enforceable restrictions
- Legally enforceable restrictions that expire during the RTP cycle
- Voluntary restrictions
- New airline hub operations
- Faster growth than anticipated
- Ground access improvements
- Environmental justice
- New technology implications (airspace redesign, unmanned aircraft systems [drones])

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## Next Steps

Staff will be coming back to TC likely in August with refined forecasts, ground access analysis, air cargo and general aviation data. The aviation economic impact analysis is also being completed during the summer.

## **FISCAL IMPACT:**

None.

## **ATTACHMENT:**

PowerPoint Presentation: 2016 RTP/SCS Overall Regional Aviation Demand Update



## REGIONAL AVIATION DEMAND UPDATE

### Transportation Committee

Ryan N. Hall  
June 4, 2015

## Aviation Element Vision

*The Vision of the 2016 RTP/SCS Aviation Element is to recognize that the aviation industry is a business, not a public utility. Airlines and passengers choose both the airports they serve and use. Sometimes they decide to serve a different aviation market outside the region, or passengers decide not to travel at all. Every flight and every passenger that departs from a SCAG region airport is good for the region. A healthy and growing aviation system is a sign of regional prosperity.*

## Goals of the Aviation Element

1. Develop an Aviation Element for the 2016 RTP/SCS that enjoys consensus and addresses all of the requirements and meet's the region's needs
2. Utilizing a forecast methodology that is technically sound, transparent and inclusive
3. Highlighting the overall regional demand as the most important element of the aviation forecast, while still developing airport specific forecast numbers
4. Educating policy makers on the basic fundamentals of airline economics and passenger behavior
5. Quantifying and highlighting the economic benefit of the SCAG region airports

## Urbanized Airport Capacity Constraints



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

**AECOM**

InterVISTAS  
a company of Royal HaskoningDHV

## Airport Capacity Constraints

The **physical** capacity of the airfield and the terminal potentially limits the future passenger levels at four capacity constrained urban airports: BUR, LAX, LGB, SNA

**Capacity review does not seek to determine potential demand to fill the capacity.**

**It also does not concern legal or policy constraints, such as slot controls.**

## Example: Bob Hope Airport (BUR)

### Airfield

- Runway configuration (2, intersecting)
  - Limits simultaneous operations
- Long enough for a 737 or A320
- Short trips result in light mid-day schedule

### Terminal

- 14 gates
  - 737 or A320 (up to 200 seats)
  - All ground loaded (front and back)
  - 15 “turns” per day per gate



# Airport Capacity Constraints

**Airport Capacities, in Million Annual Passengers (MAP)**

	Airfield	Terminal
BUR	7.3	12.2
LAX	<b>82.9</b>	103.6
LGB	9.5	<b>6.6</b>
SNA	<b>9.6</b>	15.4

**Bold** indicates overall airport constraint.

## Aviation Market Analysis



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

**AECOM**

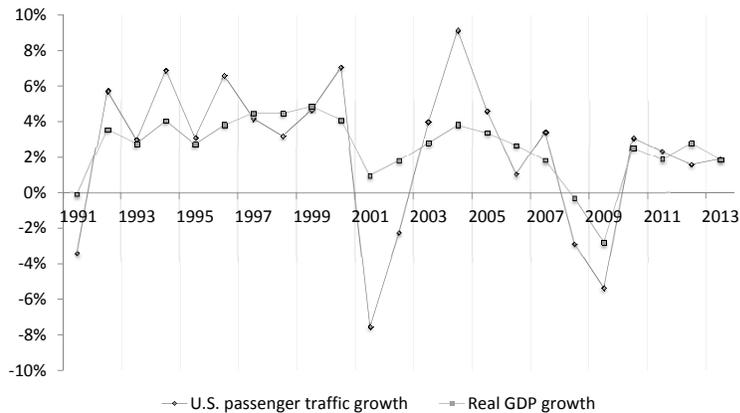
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## Three Categories of Passengers

- Business
- Leisure
- Visiting Friends/Relatives

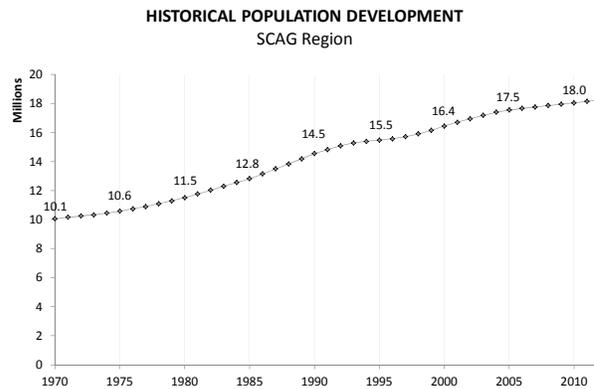
## There is a strong relationship between demand for air travel and economic conditions

- For every 1% growth in GDP, air travel typically increases between 1% and 2%



Sources: United States Department of Transportation T-100 Onboard Passenger and 298(c) Commuter Onboard databases, Bureau of Economic Analysis.

## Population in the SCAG region increased from 10.1 million in 1970 to 18.2 million in 2012



- Between 1970 and 2012, the population in the SCAG Region increased by a compound annual growth rate of 1.4%
- Average growth slowed down to 0.9% over the last decade between 2002 and 2012

Source: SCAG GIS/Data Services

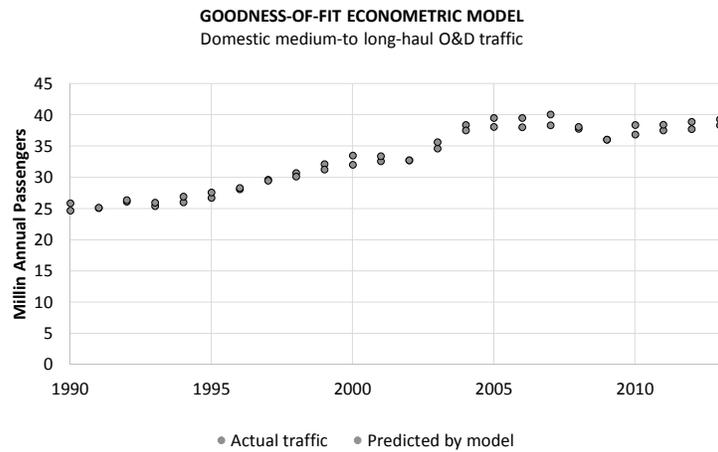
## The number of jobs increased at an annual rate of 1.7% between 1975 and 2011



- The number of jobs increased at a compound annual growth rate of 1.7% between 1975 and 2011
- However, employment growth has slowed down to 0.7% since 2002 and has actually decreased since the start of the financial crisis in 2007

Source: SCAG GIS/Data Services

## Using historical data, we build a model to predict demand for air travel in each market segment



## Overall Regional Aviation Demand Forecasts



SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS

AECOM

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## **Air traffic forecasts require an understanding of the socio-economic trends *at both ends of the trip***

- **Outbound passengers** have a SCAG Region Airport as the origin of their trip and a destination somewhere else
- **Inbound passengers** have a SCAG Region Airport as the destination of their trip and an origin somewhere else

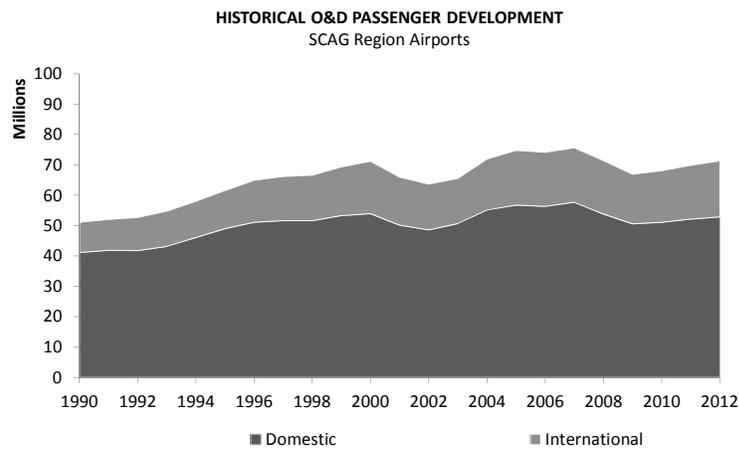
## **The concept of O&D passengers**

- **Origin & Destination (O&D)** passengers at an airport are those for whom the airport is the beginning or the end of their air travel. (They leave the airport.)
- **Enplaned/Deplaned** passengers are all passengers at an airport who get on or off an airplane. This includes connecting passengers who never leave the airport.
- Total Enplaned/Deplaned Pax = O&D Pax + Connecting Pax

## Three Categories of Passengers

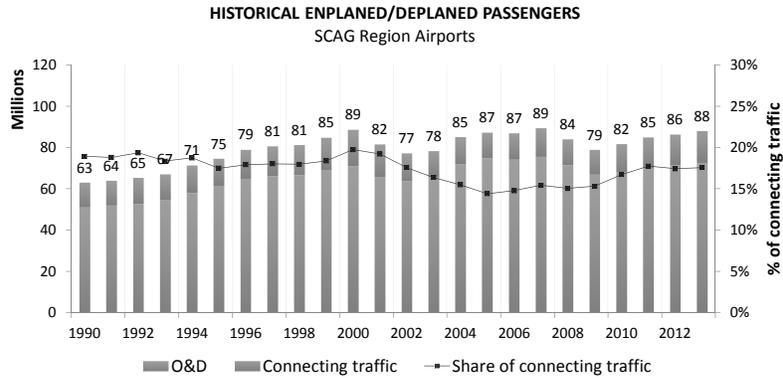
- Business
- Leisure
- Visiting Friends/Relatives

## Total *O&D* traffic at the SCAG Region Airports increased from 51.1 MAP in 1990 to 72.6 MAP in 2013



Sources: United States Department of Transportation Origin and Destination Passenger Survey

## Total *enplaned* traffic at SCAG Region Airports increased from 63.0 MAP in 1990 to 88.0 MAP in 2013



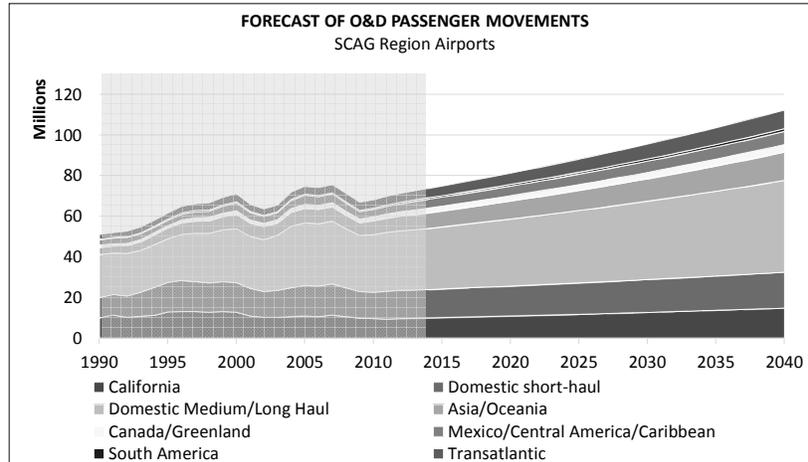
- Total enplaned traffic at SCAG Region Airports increased at a compound annual growth rate of 1.5%
- The share of connecting passengers hovers around 17%

Sources: United States Department of Transportation Origin and Destination Passenger Survey, T-100 Onboard Passenger, and 298(c) Commuter Onboard databases.

## Relevant Case Studies

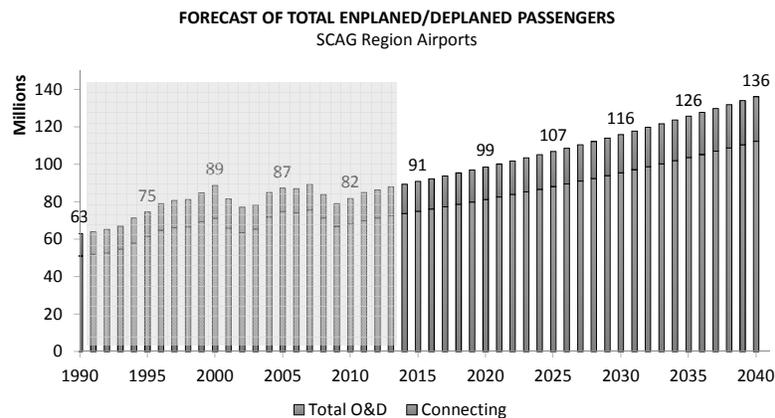
- Denver and Colorado Springs
- Washington DC
- Atlanta
- South Florida
- Dubai or Shanghai

## Looking out to 2040, total O&D passengers are expected to increase from 72.6 MAP in 2013 to 112.2 MAP in 2040



- Although international traffic grows at slightly higher clip, the domestic market remains the largest segment, representing 69.1% in 2040

## Total enplaned/deplaned passengers are expected to increase from 88.0 MAP in 2013 to 136.2 MAP in 2040



- The share of connecting passengers remains stable around 17%

## Summary of Forecast Results for SCAG Region Airports

Total O&D passenger movements to the region increase from:  
72.6 MAP in 2013 to  
**112.2 MAP in 2040**  
*(Equivalent to annual growth of 1.6%)*

Total enplaned/deplaned passengers increase from:  
88.0 MAP in 2013 to  
**136.2 MAP in 2040**  
*(Equivalent to annual growth of 1.6%)*

## Comparison to Previous RTP forecasts

- 1998 RTP—157.4 MAP in 2020
- 2001 RTP—167 MAP in 2025
- 2004 RTP—170 MAP in 2030
- 2008 RTP—165.3 MAP in 2035
- 2012-2035 RTP—145.9 MAP in 2035 (Baseline Scenario)

Current forecast is 136 MAP in 2040

## **Policy Considerations**

Staff is seeking input from the Transportation Committee on the policies and strategies to develop the airport specific forecasts. These may include, but are not limited to:

- Legally enforceable restrictions
- Legally enforceable restrictions that expire during the RTP cycle
- Voluntary restrictions
- New airline hub operations
- Faster growth than anticipated
- Ground access improvements
- Environmental justice
- New technology implications (airspace redesign, unmanned aircraft systems [drones])

## **Next Steps**

- Using the direction given to staff at today's meeting come back to TC in August with detailed forecasts
- Aviation ground access element
- Meet with ATAC on June 25, 2015 to review technical considerations of the forecast



Thank you !

Learn more by visiting [www.scag.ca.gov](http://www.scag.ca.gov).

SCAG Staff Contact: Ryan N. Hall, [hall@scag.ca.gov](mailto:hall@scag.ca.gov), 213-236-1935



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**DATE:** June 4, 2015

**TO:** Transportation Committee (TC)

**FROM:** Rich Macias, Director of Transportation Planning, 213-236-1805, [Macias@scag.ca.gov](mailto:Macias@scag.ca.gov)

**SUBJECT:** 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)– Southern California’s Transportation System Preservation and Operations – Discussion

**EXECUTIVE DIRECTOR’S APPROVAL:**



**RECOMMENDED ACTION:**

For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**

*At the April 2, 2015 Joint Policy Committee meeting, transportation system preservation and operation information was shared in preparation of the development of the 2016 RTP/SCS. Because the meeting’s time constraints did not allow for extensive discussion, we are setting aside time at June’s Transportation Committee meeting for additional discussion.*

**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:**

At the April 2 Joint Policy Committee meeting, a variety of experts shared information on transportation system preservation and current and future methods of ensuring system operations efficiencies. Due to time constraints, discussion at the meeting was limited and so we are setting aside time for additional discussion at the Transportation Committee’s June 4 meeting.

By way of reminder, the April Joint Policy Committee meeting was divided into two portions. The first half of the meeting was focused on system preservation on the State Highway System (SHS). California Transportation Commission (CTC) Deputy Executive Director Susan Bransen provided an overview on SHS needs, deferred maintenance, and the associated risks in light of the latest draft State Highway Operation and Protection Program (SHOPP) Plan. The second half of the meeting was focused on methods of improving roadway operations and included presentations from the private sector (Harry Voccola, Nokia HERE), Caltrans District 7 (Ali Zaghari, Deputy Director of Operations), and the Director of the Institute of Transportation Studies (Mr. Alexandre Bayen).

Key points made at the meeting included:

## *Transportation System Preservation*

- California has \$59 billion in deferred transportation maintenance and a \$296 billion ten-year projected funding shortfall.
- More than half (58%) of California's roadways require rehabilitation or pavement maintenance.
- A quarter of local streets and roads will be in failed condition by 2024 under current funding levels.
- California has adopted a "Fix-it First" perspective (i.e. preserve assets already existing before considering expansions or additional enhancements).
- Asset management plans will help the State identify the effective application of limited resources.
- Majority of funding for local roads comes from State and federal sources.
- Pavement conditions will decline significantly if investments remain constant through 2040.
- Deferring maintenance ends up costing substantially more in the long run, exacerbating the problem even more.

## *Transportation System Operations*

- Increasingly important to ensure that existing and planned infrastructure is performing at the most productive level because of declining opportunities for roadway expansion projects.
- Technology can help a transportation system function more efficiently.
- Recent Caltrans initiative - Connected Corridors - is a collaborative effort to research, develop, and test a framework for corridor transportation system management in California.
- Connected Corridors is an Integrated Corridor Management (ICM) program that looks at an entire transportation system and all opportunities to move people and goods in the most efficient manner.
- Examples of ICM elements include: enhanced traffic monitoring systems (e.g. collection of real-time freeway and transit data), enhanced communication (e.g. data sharing among agencies), freeway operations (e.g. traffic-response ramp metering, dynamic HOV/HOT restrictions, etc.); and enhanced traveler information (e.g. real-time traffic/transit/parking information, etc.).
- Future transportation system will include connected travelers, vehicles, and infrastructure, allowing for even greater management of the system and the ability to achieve efficiencies.

As we mentioned at the April Joint Policy Committee meeting, transportation system preservation and operation are regarded as priorities in the current (2012) RTP/SCS, which allocates approximately \$217 billion to these purposes or more than 40% of the total \$525 billion available in transportation funding through 2035. A critical question moving forward with the development of the 2016 RTP/SCS is whether SCAG should continue to support funding system preservation and operation at this level or some other level. The Transportation Committee meeting today is intended to provide a forum for such discussion.

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**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)

**ATTACHMENT:**

None

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**DATE:** June 4, 2015  
**TO:** Transportation Committee (TC)  
**FROM:** Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov  
**SUBJECT:** 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – Passenger Rail Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**

*This report updates TC members on the 2016-2040 RTP/SCS passenger rail element. The report provides a review of the adopted 2012-2035 RTP/SCS passenger rail element, details the progress made in implementing it, and then presents draft 2016-2040 RTP/SCS passenger rail strategies. The draft strategies build upon the adopted RTP/SCS and implementation progress to date.*

**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.

**DISCUSSION:**

SCAG Transit/Rail staff are currently updating the passenger rail element for the Draft 2016-2040 RTP/SCS. This report provides a review of the adopted 2012-2035 RTP/SCS passenger rail element, details the progress made in implementing it, and presents draft 2016-2040 RTP/SCS passenger rail strategies. The updated passenger rail strategies build upon the adopted 2012-2035 RTP/SCS and incorporate planning and project development efforts that have taken place since the plan's adoption, including the LOSSAN Strategic Implementation Plan and Metrolink's Strategic Assessment.

2012-2035 RTP/SCS Passenger Rail Element. During the development of the 2012-2035 RTP/SCS, the RC created several subcommittees to facilitate policy formulation and development. One of these was the High Speed Rail Subcommittee, and one of its primary goals was to consider a large number of rail projects that were in various stages of development—some of which were competing against one another—for inclusion in either the Constrained or Strategic Plan. The Subcommittee used nine criteria for this decision-making process: project readiness, project consensus, stakeholder support, connectivity to other rail and transit services, ridership potential, project cost, funding availability, whether the project had a business plan, and the project's potential to serve the commuter rail market.

# REPORT

The following projects were ultimately included in the Constrained Plan:

- California High Speed Train Phase One (San Francisco to Anaheim)
- Amtrak Pacific Surfliner/Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor - speed and service improvements
- Metrolink Rail Network - speed and service improvements
- Southern California MOU providing \$1 billion in HST funding for Pacific Surfliner and Metrolink improvements

The following projects were included in the Strategic Plan:

- California High Speed Train Phase Two (Los Angeles to San Diego)
- XpressWest
- California/Nevada Super-Speed Train
- California/Nevada Super-Speed Train Anaheim to Ontario Initial Operating Segment
- Orangeline Northern Segment

2012-2035 RTP/SCS Implementation. There has been significant progress in implementing passenger rail improvements in the region, including:

1. Local control of the Pacific Surfliner – the Orange County Transportation Authority (OCTA) was selected as the first managing agency of the Pacific Surfliner through a competitive bidding process. OCTA is now managing the Pacific Surfliner and the official legal transfer from the State of California will be completed by the end of this month.
2. Capital Improvements on the LOSSAN Corridor and Metrolink Network – Many projects are advancing in the planning and construction phases including grade separations, double-tracking and siding projects, and the Southern California Regional Interconnector Project (SCRIP; also known as the Union Station Run-Through Tracks). These projects will all play a significant role in improving capacity, speed and safety for rail commuters. These capital improvements also include implementing the Positive Train Control system on the Metrolink network. The entire network will be implemented by the end of this year and Metrolink is the first commuter railroad in the country to do so.
3. LOSSAN Corridor Joint Timetable – Up until a couple of years ago, there was not a joint timetable for the commuting public for the Pacific Surfliner, Metrolink and Coaster services along the LOSSAN Corridor. Now, all three services are included on a single timetable making it much easier to understand and coordinate connecting train schedules.  
<http://www.octa.net/pdf/LOSSAN%20Schedule%204-6-15.pdf>
4. Metrolink Perris Valley Line - Construction is underway on the Metrolink Perris Valley Line, the first expansion of the Metrolink network since 1994. The line will serve four new stations along 24 miles of track from downtown Riverside to South Perris and is scheduled to open in October of this year. <http://www.perrisvalleyline.info/>
5. Downtown San Bernardino Transit Station –The Downtown San Bernardino Transit Station project also includes the Metrolink rail extension to Downtown San Bernardino from the current terminus at the historic Santa Fe Depot. When completed next year, this multi-modal center will serve Metrolink, sbX, the future Redlands Rail now under development, and an array of local

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Omnitrans bus lines. <http://www.sanbag.ca.gov/projects/redlands-sb-rail/FINALSANBAGTransitRailHandout22114b.pdf>

6. Coachella Valley Rail Service – The Riverside County Transportation Commission (RCTC) is currently conducting an initial Service Development Plan for this unserved rail market connecting Downtown Los Angeles to the Coachella Valley. The Federal Railroad Administration recently awarded RCTC and Caltrans \$2.9 million for a full Service Development Plan and the additional necessary environmental documents needed for project approval. <http://rctcftp.org/files/PwgrG-MbbQM=/CVR-StatusUpdate-May2015-FINAL.pdf>
7. California High Speed Train. Construction is underway in the San Joaquin Valley between Madera and Fresno. A contract for constructing the next segment from Fresno south towards Bakersfield was awarded earlier this year as well. In addition, environmental planning work and outreach efforts are underway for segments in the SCAG region.

Draft 2016-2040 RTP/SCS Passenger Rail Strategies. The passenger rail strategies build upon the adopted 2012-2035 RTP/SCS and implementation progress to date. Additionally, they include:

- Incorporate regional planning efforts that were initiated/completed since 2012
  - CA HSR Southern California MOU Projects
  - Metrolink Strategic Assessment
  - LOSSAN Strategic Implementation Plan
- Advance rail infrastructure projects such as grade separations, double-tracking and sidings to improve safety, capacity and speed
- Implement Metrolink and Pacific Surfliner express trips
- Implement Los Angeles to San Diego commuter rail service
- Improve connectivity
  - Rail/airport connectivity
  - Bus rapid transit connecting to rail network
  - Integrated ticketing and fare media; fare cooperative agreements such as Rail2Rail and with local transit operators
- Support greater transit-oriented development and first mile/last mile strategies at rail stations
- Support local efforts to advance rail service in unserved markets
  - L.A. to Coachella Valley Service Development Plan
  - High-Desert Corridor Environmental Impact Statement/Report
- Advance rail service in underserved markets
- Advocate for increased and dedicated funding streams for rail capital projects and operations

## **NEXT STEPS:**

Staff will continue to develop the draft 2016-2040 RTP/SCS passenger rail element, incorporating TC feedback and direction.

## **FISCAL IMPACT:**

Staff work related to this project is included in the current OWP under Work Element No. 15-140.SCG00121-02 Regional High Speed Rail Transport Program.

## **ATTACHMENT:**

PowerPoint Presentation: 2016-2040 RTP/SCS Passenger Rail Update



2016  
2040

# RTPSCS

## PASSENGER RAIL UPDATE

### Transportation Committee

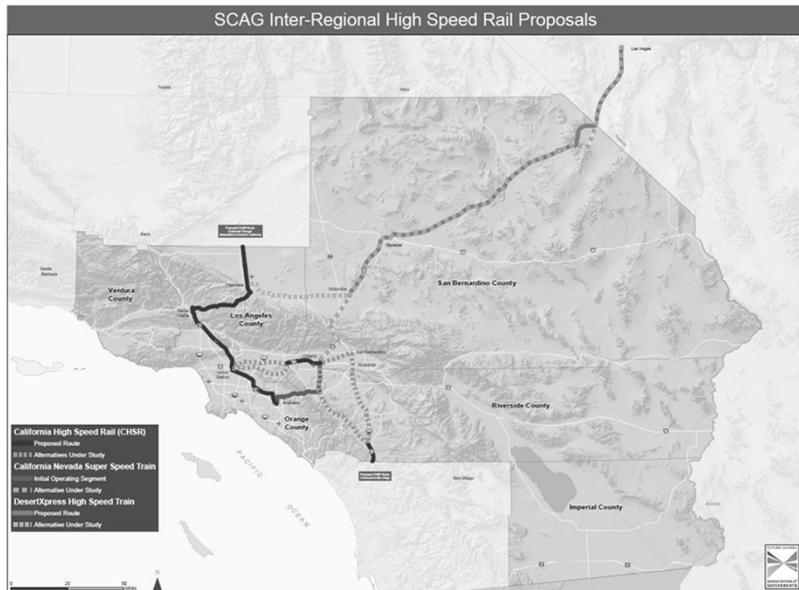
Steve Fox  
June 4, 2015

### **Presentation Overview**

- Review of Adopted 2012-2035 RTP/SCS Passenger Rail Element
- Implementation Progress to Date
- Passenger Rail Strategies for 2016-2040 RTP/SCS Update

## Proposed High Speed Rail Projects for 2012-2035

Large number of proposed projects in planning phase, some competing



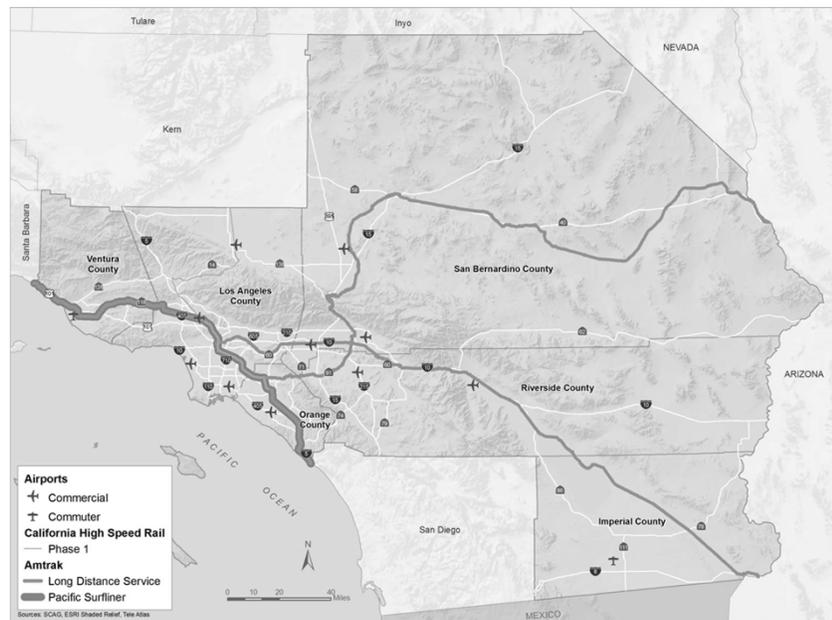
## High Speed Rail Project Evaluation

- High Speed Rail Subcommittee convened to make informed recommendations for project inclusion in Constrained and Strategic/Unconstrained Plans
- Nine criteria developed for decision-making process
  - project readiness
  - project consensus
  - stakeholder support
  - connectivity to other rail and transit
  - ridership potential
  - project cost
  - funding availability
  - business plan in place, and
  - potential to serve commuter rail market

## 2012-2035 RTP/SCS Plan Projects (Constrained)

- CA High Speed Train (HST) Phase 1
  - Burbank Airport 2022
  - L.A. Union Station 2029 and Anaheim 2030's
- Amtrak Pacific Surfliner – Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor
  - Speed and service improvements
- Metrolink System
  - Speed and service improvements
- Southern California MOU providing \$1 billion in HST funding for Pacific Surfliner and Metrolink improvements

## 2012-2035 RTP/SCS Passenger Rail System



## 2012-2035 RTP/SCS Commuter Rail (Metrolink) System

Map also depicts  
urban rail system.



## 2012-2035 RTP/SCS Strategies

- Construct capital projects
  - Double tracking, sidings, and grade separations for greater/faster service and improved safety
- Improve and increase operations
  - Upgrade segments to 110 mph, provide more express trips, and operate Metrolink to San Diego and Coaster to L.A.
- Transition LOSSAN to local control
- Enhance connectivity
  - Implement fare cooperative agreements - e.g., fix Rail2Rail; Amtrak Pacific Surfliner to Santa Barbara Metropolitan Transit District
  - Develop joint-operator timetables

## **2012-2035 RTP/SCS Strategic Projects (Unconstrained)**

- CA HST Phase 2
- XpressWest (DesertXpress)
- California/Nevada Super-Speed Train
  - Anaheim to Ontario Initial Operating Segment
- Orangeline Northern Segment

## **Implementation Progress to Date**

- Local control of Pacific Surfliner - LOSSAN JPA
- LOSSAN Corridor joint timetable
- Incremental capital improvements on LOSSAN and Metrolink corridors
- Metrolink
  - Positive Train Control
  - Perris Valley Line
  - Downtown San Bernardino Station
- Coachella Valley Service Development Plan
- High Desert Corridor – new high speed rail element
- CA HST
  - Construction in Central Valley
  - Dedicated, yearly Cap and Trade funding – speeding implementation to Southern California
  - Progress on Southern California segments



## Passenger Rail Performance

- Amtrak Pacific Surfliner – LOSSAN Corridor
  - Ridership up 7.4% in FFY 2015 3rd Qtr. year over year, and revenue up 10.3%
  - Ridership grew 84% from FFY 2000 to 2008, then down 7.8% due to recession
  - On-time performance for FFY 2014 low at 78% - needs improvement
  - Farebox recovery at 58% for FFY 2012
- Metrolink
  - 41,500 daily boardings in FY 2015 1st Qtr.
  - FY 2014 boardings down 2.0% from FY 2008 due to recession
  - Farebox recovery at 44% for FY 2014, up from 37% in FY 2002
- Metrolink and Amtrak average speed just 40 mph and 46 mph, respectively
  - Great potential to increase ridership with added service, increased speeds, improved on-time performance and restructured fares

## 2016-2040 RTP/SCS Passenger Rail Strategies

- **Build upon 2012-2035 RTP/SCS** passenger rail projects/strategies and implementation progress to date
- Incorporate regional planning efforts
  - CA HSR Southern California MOU Projects
  - Metrolink Strategic Assessment
  - LOSSAN Strategic Implementation Plan
- Implement Metrolink and Amtrak express trips
- Advocate for increased and dedicated funding streams for passenger rail



## 2016-2040 RTP/SCS Passenger Rail Strategies

- Improve connectivity
  - Rail/airport connectivity
  - Bus rapid transit connecting to rail network
  - Integrated ticketing and fare media
- Support greater transit-oriented development and first mile/last mile strategies at rail stations
- Support local efforts to advance rail service in unserved markets
  - L.A. to Coachella Valley Service Development Plan
  - High-Desert Corridor Environmental Impact Statement/Report

2016  
2040

# RTPSCS

Thank you !

Learn more by visiting [www.scag.ca.gov](http://www.scag.ca.gov). Contact me at: [fox@scag.ca.gov](mailto:fox@scag.ca.gov).



**DATE:** June 4, 2015

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

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

**SUBJECT:** Recap of 26<sup>th</sup> Annual SCAG/USC Demographic Workshop - June 1, 2015

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*SCAG staff will provide an overview of the program and key topics discussed for the 26<sup>th</sup> Annual Demographic Workshop, which was jointly held with the University of Southern California (USC) Sol Price School of Public Policy, on June 1, 2015 at the California Science Center.*

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

**BACKGROUND:**  
SCAG and USC Sol Price School of Public Policy jointly hosted the 26<sup>th</sup> Annual Demographic workshop on June 1, 2015. This year's workshop program was developed under the main theme, "*Big Changes Ahead in Post-Recession California.*" The workshop had been advertised on SCAG's website, at the GA, and by sending emails to stakeholders. 150 attendants from throughout California gathered together and discussed what changes would be facing California after the Great Recession.

The first panel featured metropolitan population projections focusing on migration after the Great Recession and was moderated by Dr. Dowell Myers, Professor and Director of the Population Dynamics Research Group in the Sol Price School of Public Policy at USC. The panel members were Dr. Simon Choi, Chief of Research and Forecasting for Southern California Association of Governments, Dr. Cynthia Kroll, Chief Economist for Association of Bay Area Governments, and Mr. John Pitkin, President for Analysis and Forecasting Inc.

The second panel reviewed new trends in fertility in California, and was moderated by Dr. Lihua Liu, a demographer and medical sociologist at the Los Angeles Cancer Surveillance Program, and Assistant Professor in the Department of Preventive Medicine, USC Keck School of Medicine. The panel members included Janna Goldberg, a PhD Candidate in the Sol Price School of Public Policy at USC, Dr. Leo Chavez, Professor of Anthropology in the School of Social Science at the University of California, Irvine,

# REPORT

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and Dr. Dowell Myers, Professor and Director of the Population Dynamics Research Group in the Sol Price School of Public Policy at USC.

The Workshop also discussed policy implications of the trends among millennials and baby boomers on multifamily housing, and sustainable growth strategies. The discussion was led by Dr. Selma Hepp, Senior Economist at the California Association of Realtors, Dr. Dowell Myers, Professor and Director of the Population Dynamics Research Group in the Sol Price School of Public Policy at USC, and Stephen Levy, Director of the Center for Continuing Study of the California Economy.

Afternoon roundtables provided participants with new information about how to work with several demographic topics: Accessing Census Bureau Demographic and Economic Data from the New American FactFinder; County Fertility Trends; DOF City Estimates Data Sources and Challenges; Estimating Migration for Population Forecasts; Projecting K-12 Public School Enrollments: Are Big Changes Ahead for the Los Angeles Unified School District?; and Childhood Well-Being.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2014-15 Budget under 800-0160.04.

**ATTACHMENT:**

Program for the 26th Annual SCAG/USC Demographic Workshop, June 1, 2015.

**Draft 26th Annual Demographic Workshop:  
Big Changes Ahead in Post-Recession California  
Monday, June 1, 2015**

AGENDA

- AM 7:30 Registration/Continental Breakfast  
8:00 Welcome/Introductions  
**Jack Knott**, *Dean, Sol Price School of Public Policy, USC*  
**Hasan Ikhata**, *Executive Director, Southern California Association of Governments*  
**James T. Christy**, *Regional Director, Los Angeles Regional Office, U.S. Census Bureau*
- 8:15 **Panel 1: Metropolitan Population Projections: What Migration After the Great Recession?**  
**Simon Choi**, *Chief of Research and Forecasting, Southern California Association of Governments*  
**Cynthia Kroll**, *Chief Economist, Association of Bay Area Governments*  
**John Pitkin**, *President, Analysis and Forecasting Inc.*  
**Dowell Myers (Moderator)**, *Professor and Director of the Population Dynamics Research Group, Sol Price School of Public Policy, USC*
- 9:30 **Panel 2: New Trends in Fertility**  
**Janna Goldberg**, *Ph.D. Candidate, Sol Price School of Public Policy, USC*  
**Leo Chavez**, *Professor of Anthropology, School of Social Sciences, UCI*  
**Dowell Myers**, *Professor and Director of the Population Dynamics Research Group, Sol Price School of Public Policy, USC*  
**Lihua Liu (Moderator)**, *Demographer and Medical Sociologist at the Los Angeles Cancer Surveillance Program, Assistant Professor of Preventive Medicine, Keck School of Medicine, USC*
- 10:45 Coffee Break
- 11:00 **Panel 3: Millennials/Baby Boomers, Multifamily Housing and Sustainable Growth Strategies: Which Way Is It Going?**  
**Selma Hepp**, *Senior Economist, California Association of Realtors*  
**Dowell Myers**, *Professor and Director of the Population Dynamics Research Group, Sol Price School of Public Policy, USC*  
**Stephen Levy**, *Director, Center for Continuing Study of the California Economy*
- PM 12:15 Working Lunch  
12:30 Luncheon Keynote Speech  
**Hans Johnson**, *Senior and Bren Fellow, Public Policy Institute of California*
- 1:15 Greetings  
**Ethan Sharygin**, *State Data Center, Demographic Research Unit, California Department of Finance*
- 1:25 **Afternoon Roundtables**  
Table 1 – Accessing Census Bureau Demographic and Economic Data from the *new* American FactFinder (**Jerry Wong**)  
Table 2 – County Fertility Trends (**Ethan Sharygin**)  
Table 3 – Estimating Migration for Population Forecasts (**John Pitkin**)  
Table 4 – Projecting K-12 Public School Enrollments: Are Big Changes Ahead for the Los Angeles Unified School District? (**Valerie Edwards & Mary Ehrenthal Prichard**)  
Table 5 – Childhood Well-Being (**Cheryl Wold & Jacquelyn McCroskey**)  
Table 6 – DOF City Estimates: Data Sources and Challenges (**Doug Kuczynski**)
- 2:25 Takeaways of Roundtables, Questions & Answers  
3:00 **Concluding Remarks**