



MEETING OF THE

TRANSPORTATION COMMITTEE

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

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

Thursday, September 3, 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 at (213) 236-1908 or via email at 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 request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

This Page Intentionally Left Blank



Transportation Committee

Members – September 2015

Members

Representing

* 35. Hon. Andrew Masiel, Sr.		Pechanga Band of Luiseño Indians
* 36. Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
37. Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
* 38. Hon. Dan Medina	<i>Gardena</i>	District 28
* 39. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
40. Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
* 41. Hon. Gene Murabito	<i>Glendora</i>	District 33
* 42. Hon. Kris Murray	<i>Anaheim</i>	District 19
* 43. Hon. Frank Navarro	<i>Colton</i>	District 6
* 44. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
45. Hon. Micheál O'Leary	<i>Culver City</i>	WSCCOG
* 46. Hon. Sam Pedroza	<i>Claremont</i>	District 38
47. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
48. Hon. Dwight Robinson	<i>Lake Forest</i>	OCCOG
* 49. Hon. Ali Saleh	<i>Bell</i>	District 27
50. Hon. Damon Sandoval		Morongo Band of Mission Indians
* 51. Hon. Marty Simonoff	<i>Brea</i>	District 22
52. Hon. Zareh Sinanyan	<i>Glendale</i>	SFVCOG
* 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. Barb Stanton	<i>Town of Apple Valley</i>	SANBAG
* 57. Hon. Michelle Steel		Orange County
* 58. Hon. Jess Talamantes	<i>Burbank</i>	District 42
59. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
60. Hon. Olivia Valentine	<i>Hawthorne</i>	SBCCOG
* 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 Member

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

SEPTEMBER 3, 2015

The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Alan Wapner, Chair)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEMS

	<u>Time</u>	<u>Page No.</u>
1. <u>Minutes of the July 2, 2015 Meeting</u>	Attachment	1
2. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Financial Strategies</u> <i>(Annie Nam, SCAG Staff)</i>	Attachment 25 mins.	7
Recommended Action: Support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and reasonably available revenue strategies.		
3. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Transit and Passenger Rail Element</u> <i>(Philip Law, SCAG Staff)</i>	Attachment 15 mins.	20

Recommended Action: Support for inclusion in the Draft 2016 RTP/SCS the proposed transit and passenger rail strategies.

TRANSPORTATION COMMITTEE

AGENDA

SEPTEMBER 3, 2015

ACTION ITEMS – continued

	<u>Time</u>	<u>Page No.</u>
4. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Highways and Arterials Guiding Principles and Framework (Naresh Amatya, Acting Director, Transportation)</u>	Attachment 15 mins.	28

Recommended Action: Support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and framework for the development of the Highways and Arterials component.

CONSENT CALENDAR

Receive and File

5. <u>2015 Regional Council and Policy Committees Meeting Schedule</u>	Attachment	34
6. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u>	Attachment	35
7. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Update</u>	Attachment	43
8. <u>Southern California Active Transportation Safety and Encouragement Campaign Update</u>	Attachment	50

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, October 8, 2015 at the SCAG Los Angeles Office.



Transportation Committee
of the
Southern California Association of Governments
July 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. Mike Antonovich	Los Angeles County
Hon. Sean Ashton, Downey	District 25
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. Don Campbell, Brawley	ICTC
Hon. Diana Lee Carey, Westminster	OCCOG
Hon. Gene Daniels, Paramount	District 24
Hon. Paul Eaton, Montclair	District 9
Hon. Felipe Fuentes, Los Angeles	District 54
Hon. Jeffrey, Giba	District 69
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Curt Hagman	San Bernardino County
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Jim Hyatt, Calimesa	District 3
Hon. Jim Katapodis, Huntington Beach	District 64
Hon. Linda Krupa, Hemet	WRCOG
Hon. Randon Lane, Murrieta	Murrieta
Hon. Severo Lara, Ojai	VCOG
Hon. James C. Ledford	Palmdale
Hon. Antonio Lopez	District 67
Hon. Clint Lorimore, Eastvale	District 4
Hon. Ray Marquez, Chino Hills	District 10
Hon. Michele Martinez, Santa Ana	District 16
Hon. Ryan McEachron, Victorville	District 65
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. Gene Murabito	District 33
Hon. Kris Murray, Anaheim	District 19

Hon. Frank Navarro, City of Colton	District 6
Hon. Micheál O’Leary, Culver City	WCCOG
Hon. Sam Pedroza, Claremont	District 38
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. Barb Stanton, Apple Valley	SANBAG
Hon. Olivia Valentine, Hawthorne	SBCCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Alan Wapner, Ontario (<i>Chair</i>)	SANBAG
Hon. Chuck Washington, Temecula	District 5

Members Not Present:

Hon. John Addleman, Rolling Hills Estates	SBCCOG
Hon. Glen Becerra, Simi Valley	District 46
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jose Huizar, Los Angeles	District 61
Hon. Andrew Masiel, Sr.	Pechanga Band of Luiseño Indians
Hon. Pam O’Connor, Santa Monica	District 41
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Zareh Sinanyan	Glendale
Hon. José Luis Solache, Lynwood	District 26
Hon. Michelle Steel	County of Orange
Hon. Jess Talamantes, Burbank	District 42
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Michael Wilson, Indio	District 66
Mr. Gary Slater	Caltrans District 7

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Alan Wapner, Ontario, called the meeting to order at 10:13 a.m. Hon. Barbara Messina, Alhambra, led the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Ido Benzeevi requested to comment during discussion of agenda item 5.

ACTION ITEMS

1. Minutes of the June 4, 2015 Meeting

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

AYES: Bailey, Benoit, Betts, Brown, Campbell, Carey, Daniels, Eaton, Hack, Herrera, Fuentes, Giba, Hagman, Harnik, Hyatt, Katapodis, Lane, Lara, Ledford, Lorimore, Martinez, McEachron, Medina, Messina, Moore,

Murabito, Navarro, O’Leary, Pedroza, Spence, Spiegel, Stanton,
Viegas-Walker, Washington
NOES: None
ABSTAIN: Ashton, Harrington, Lopez, Marquez, Robinson, Simonoff, Valentine,
Wapner

CONSENT CALENDAR

Receive and File

2. 2015 Regional Council and Policy Committees Meeting Schedule
3. SCAG Sustainability Planning Grants Program – Monthly Update
4. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing and Sustainable Communities (AHSC) Program and State Expenditure Plan Update

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

AYES: Ashton, Bailey, Benoit, Betts, Brown, Campbell, Carey, Daniels, Eaton, Fuentes, Giba, Hack, Hagman, Harnik, Harrington, Herrera, Hyatt, Katapodis, Lane, Lara, Ledford, Lopez, Lorimore, Marquez, McEachron, Martinez, Medina, Messina, Moore, Murabito, Navarro, O’Leary, Pedroza, Robinson, Simonoff, Spence, Spiegel, Stanton, Viegas-Walker, Wapner, Washington
NOES: None
ABSTAIN: Valentine

INFORMATION ITEMS

5. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Highways and Arterials Update

Naresh Amatya, SCAG staff, provided an overview of the Highways and Arterials strategies in the 2012-2035 RTP/SCS and current planning for the 2016-2040 RTP/SCS. Mr. Amatya noted challenges include closing critical highway network gaps and addressing congestion chokepoints. Additionally, the aging highway infrastructure will face accelerated preservation costs if deferred maintenance persists. Guiding principles for the 2016 RTP/SCS include protecting and preserving the current network and adding capacity only to close gaps in the system and improve access where needed.

Investments in the 2012 RTP/SCS include \$56.7 billion for operations and maintenance of roadways and bridges, \$4.5 billion for Transportation Demand Management to reduce vehicular demand and congestion and \$7.6 billion for Transportation Systems Management to increase productivity of the existing transportation system such as traffic signal synchronization and advanced ramp metering. Mr. Amatya noted 2012 RTP/SCS HOV/HOT lane projects started or completed include I-405 Sepulveda Pass improvements; I-110 and I-10 HOT lanes adopted as permanent facilities and I-605 to I-405/SR-22 HOV connector. Important elements in the 2016 RTP/SCS include continued emphasis on system preservation, investments that will improve system productivity as well as new projects that will close gaps in the system where it is currently inadequate.

Hon. Alan Wapner, Ontario, stated that maintenance and preservation of existing infrastructure remain a challenge and noted he is supportive of legislation that directs counties to build in a funding source for operations and maintenance when a facility is constructed.

Hon. Karen Spiegel, Corona, urged caution in accepting responsibility for facility maintenance and requested a master list of projects by county. Mr. Amatya responded each member would be provided a link to access the list online.

Mr. Iddo Benzeevi, Highland Fairview Developers, spoke in favor of expansion of SR-60 to support the growing logistics industries in the area.

6. Update of SCAG's Regional Express Lane Network Study

Annie Nam, SCAG staff, introduced Darren Henderson, Vice President and Managed Lanes Project Director, Parsons Brinkerhoff, who provided an update on SCAG's Regional Express Lane Network Study. Mr. Henderson stated the study is funded by FHWA as well as local match from the county transportation commissions. It will contribute to the 2016 RTP/SCS by providing a more definitive express lane network plan. Mr. Henderson noted express lanes are dedicated lanes proactively managed in some way to help preserve capacity and provide mobility. The study will establish guidance on a consistent policy for operating both HOV and express lanes as they become connected between counties.

Mr. Henderson noted express lanes can be created by converting existing HOV lanes or building new capacity. Further, there are nearly 1000 miles of HOV lanes in Southern California although many are now experiencing degradation of traffic flows with increased use. Additionally, the goals of a regional express lane network include improved mobility, reliability, safety, enhanced financial sustainability as well as generating public and political support.

Hon. Alan Wapner, Ontario, stated the first goal ought to be educating the public and generating political support as it is a critical first step before pursuing other goals.

Hon. Kris Murray, Anaheim, asked that the next presentation include an example of an express lane that is operating at a high level and generating revenue that is reinvested in the facility. Mr. Henderson responded that SR-91 is an example of a facility that provides mobility benefits to its users and its revenue has been leveraged for improvements in the corridor.

7. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Update – Regional Aviation Forecasts

Item deferred to a future meeting.

ADJOURNMENT

Chair Alan Wapner adjourned the meeting at 12:03 p.m. The next meeting of the Transportation Committee will be a Special Transportation Committee meeting Thursday,

July 23, 2015 at the SCAG Los Angeles office with videoconferencing to SCAG regional offices.

A handwritten signature in black ink, appearing to read "AL", enclosed within a thin black rectangular border.

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

* Regional Council Member

DATE: September 3, 2015

TO: Transportation Committee (TC)

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

SUBJECT: Draft 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Financial Strategies

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and reasonably available revenue strategies.

EXECUTIVE SUMMARY:

In developing the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (2016 RTP/SCS), SCAG staff is updating the financial component of the Plan. For today's meeting, staff will provide an update of the financial plan and seek guidance on the Draft 2016 RTP/SCS financial strategies.

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:

At the August 20th Joint Meeting, staff provided a brief overview of the SCAG region's anticipated revenue forecast and transportation system needs, highlighting the need for new and more sustainable transportation revenue sources. Presentations were also made by a panel of experts in academia and practitioners leading initiatives in the U.S. and abroad to provide context for today's discussions pertaining to the 2016 RTP/SCS financial strategies.

SCAG's recent analysis indicates that over the next 25 years, the region will need to invest as much as \$60 billion to bring our local streets and roads to a state of good repair. Additionally, over the same time frame, system preservation needs for the region's highways will cost at least \$65 billion. Underinvestment in the region's transportation infrastructure has resulted in one of the highest vehicle operating cost in the country—averaging about \$1,000 annually in additional vehicle maintenance costs due to poor road conditions.

Traditional sources of funding, like the current per gallon gas tax, inadequately meet existing needs—in large part due to the fixed base rate that has not been adjusted for inflation in two decades. Since the state gas excise tax rate was last raised in 1994 to 18 cents per gallon, its purchasing power has declined by about 50 percent due to inflation. In other words, the 18 cents in 1994 is only worth

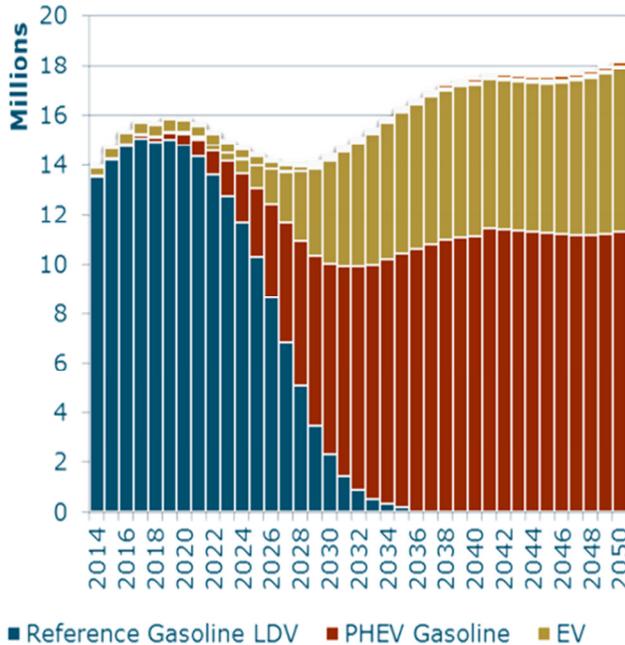
REPORT

about 9 cents today. This is also true of the federal gas excise tax since it was last raised in 1993 to 18.4 cents per gallon.

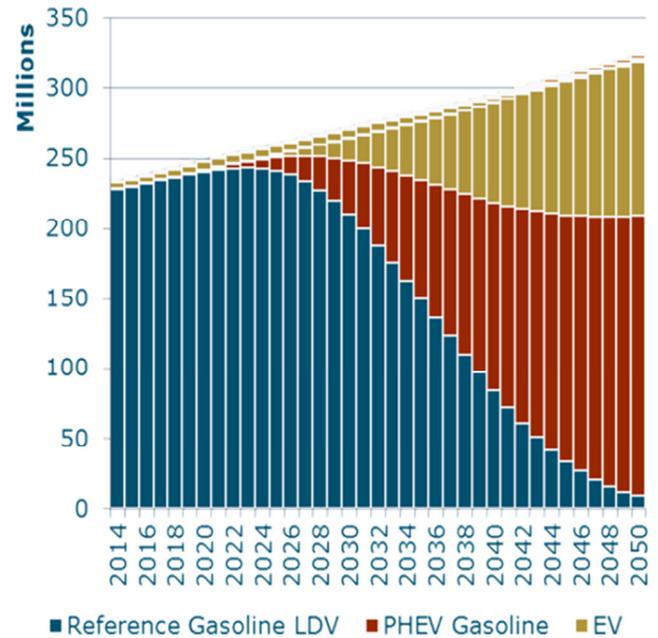
Costs to fix our roadways will continue to escalate and fuel efficiency gains are expected to further erode the purchasing power of the gas tax over the next 25 years—as illustrated in the figures below.

Changing Nature of U.S. Vehicle Fleet—New and Total Fleet Stock

Light duty auto sales



Light duty auto stock



Source: IDDRI, Pathways to deep de-carbonation in the USA, USA 2050 REPORT, California ARB Presentation, May 2015

2016-2040 Draft RTP/SCS Financial Plan

In accordance with federal fiscal constraint requirements, the financial plan for the 2016 RTP/SCS must identify how much money is reasonably expected to be available to build, operate, and maintain the region’s surface transportation system. The region’s forecast horizon for the financial plan is through 2040.

Staff’s latest forecast of core revenues totals about \$356 billion. Local sources, totaling \$255 billion, comprise the largest share of core revenues at 71 percent, followed by state sources totaling \$64 billion (18 percent) and federal sources totaling \$38 billion (11 percent). Core revenues are existing transportation funding sources projected through 2040. The core revenue forecast does not include future increases in tax rates or adoptions of new tax measures.

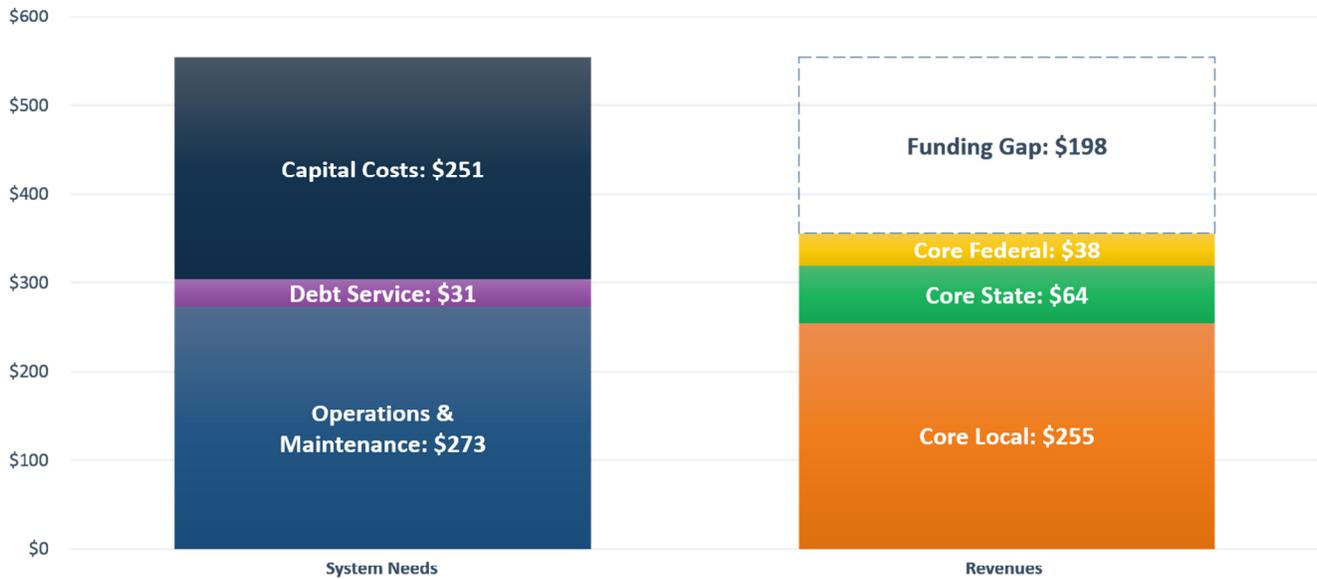


REPORT

Staff’s latest forecast of expenditure needs totals \$554 billion. Operating and maintenance (O&M) expenditures needed to achieve a state of good repair total \$273 billion (49 percent). O&M includes \$65 billion in state highway O&M, \$173 billion in transit O&M, and \$35 billion in local streets and roads O&M. Capital project expenditures total \$251 billion (45 percent) and debt service totals \$31 billion (6 percent).

The difference between the expenditure forecast total (\$554 billion) and the core revenue forecast total (\$356 billion) is \$198 billion as shown in the figure below. This funding gap is similar to the amount identified in the 2012 RTP/SCS. As part of the 2012 RTP/SCS, reasonably available new revenue sources including short-term adjustments to state and federal gas excise tax rates and long-term replacement of gas taxes with mileage-based user fees were included to fill the gap.

Total SCAG Region System Needs: \$554 Billion (in Nominal Dollars)



Note: Numbers may not sum to total due to rounding

Guiding Principles for Reasonably Available Revenue Sources & Initial Concepts

For the 2012 RTP/SCS, the Regional Council adopted a set of key guiding principles to lay the foundation for identifying reasonably available new revenues:

- Establish a user-based system that better reflects the true cost of transportation with firewall protection for transportation funds while ensuring an equitable distribution of costs and benefits
- Promote national and state programs that include return to source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources
- Leverage locally available funding with innovative financing tools (e.g., tax credits and expansion of TIFIA) to attract private capital and accelerate project delivery
- Promote funding strategies that strengthen federal commitment to the nation’s goods movement system, recognizing the pivotal role that our region plays in domestic and international trade

REPORT

Based on these guiding principles, staff evaluated a menu of revenue strategies. Packages of these strategies were considered in various combinations, recognizing that there is no one silver bullet. Such a multi-pronged approach is consistent with current discussions in Sacramento to address more near-term transportation funding issues. For the 2016 RTP/SCS, staff recommends reaffirming these guiding principles. Further, the following staff analysis captures both near-term transitional strategies and long-term initiatives consistent with state and national discussions for consideration:

Revenue Source	Description	Amount (Nominal Dollars, Billions)
Senator Beall SBX1-1	Increase gas excise tax by \$0.12 per gallon; increase diesel excise tax by \$0.22 per gallon; new road access charge \$35 per vehicle per year; increase vehicle registration fee by \$35 per vehicle plus additional \$100 per zero-emission vehicle per year.	\$2 to \$11 (excise rate increase only to full package over 2 to 5 years)
Federal Excise Tax Adjustment to Maintain Historical Purchasing Power	Additional \$0.10 per gallon federal excise tax starting in 2020 to 2024—to maintain purchasing power.	\$3 to \$4
Mileage-Based User Fee (or equivalent fuel tax adjustment)	Mileage-based user fees to replace fuel taxes—estimated range from \$0.02 to \$0.04 (in 2015 dollars) per mile starting in 2025 and indexed to maintain purchasing power.	\$48 to \$136 (estimated increment only)
Highway Tolls Including Bond Proceeds	Toll revenues generated from new toll facilities.	\$20 to \$24
Private Equity Participation	Private equity share as may be applicable for key initiatives (e.g., toll facilities; also, freight rail package assumes railroads’ share of costs for main line capacity and intermodal facilities).	\$2 to \$3
Freight Fee/National Freight Program	A national freight program is anticipated with the next federal reauthorization of the surface transportation act. The U.S. Senate’s proposal would establish federal formula funding for the national freight network.	\$3 to \$5
Value Capture Strategies	Assumes formation of special districts including use of Enhanced Infrastructure Financing Districts for specific initiatives.	\$0.5 to \$1

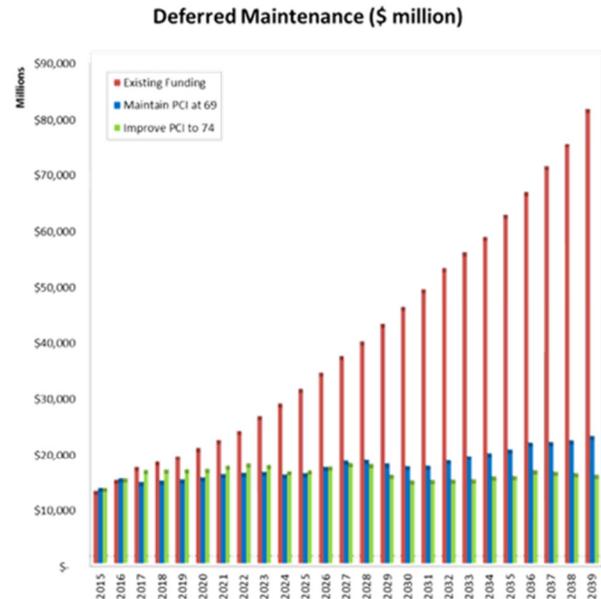
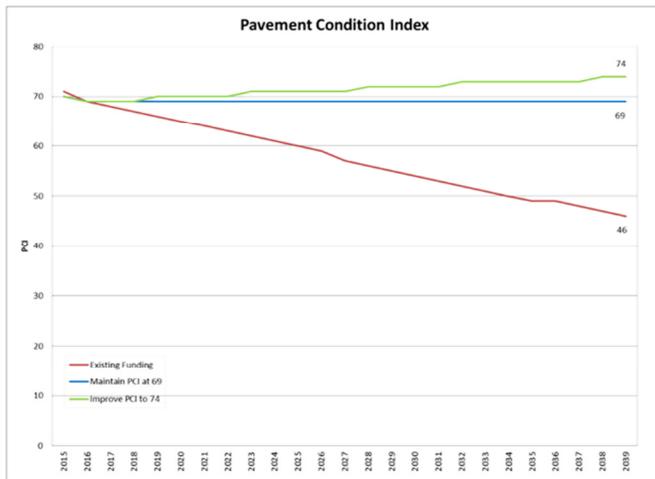
Cost-Efficiency Measures

In addition to new revenue mechanisms, staff analysis has included ongoing investigation of cost-efficiency measures for transportation investments. This includes supporting and seeking opportunities

REPORT

for expedited project delivery. Further, staff engaged in development of a regional framework for asset management to better gauge system preservation and state of good repair needs. In particular, current cost estimates associated with local streets and roads are based on a regional effort to collect local data and analyze pavement conditions to decipher optimal timing and level of funds. The figures below illustrate some of these cost-efficiency concepts:

Regionally Significant Local Streets and Roads Pavement Condition by Investment Scenario



Conclusion

As federal fiscal constraint requirements allow for the inclusion of reasonably available revenues, staff is seeking reaffirmation of the guiding principles adopted as a part of the 2012 RTP/SCS. Further, staff is seeking approval of the financial strategies outlined above for the Draft 2016 RTP/SCS. Staff will continue to track the development of pending legislative initiatives that may impact current assumptions for the financial plan and refine strategies accordingly.

FISCAL IMPACT:

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

ATTACHMENT:

PowerPoint Presentation: “2016 RTP/SCS Financial Strategies”



2016 2040 RTPSCS

FINANCIAL STRATEGIES

Transportation Committee

Annie Nam, Manager of Goods Movement and Transportation Finance
September 3, 2015

Today's Agenda

- Draft Financial Plan Update for the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)
 - Recap of August 20th Joint Meeting
 - Funding Options for 2016 RTP/SCS
 - Staff Proposed Financial Strategies for 2016 RTP/SCS

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

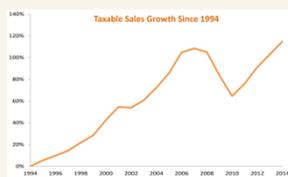
Just Ahead

August 20 Joint Meeting

- Brief background on RTP/SCS financial plan components and key assumptions
- SCAG region’s anticipated revenue shortfall of nearly \$200 billion
- Perspectives and dialogue with experts in academia and practitioners on sustainable transportation funding options

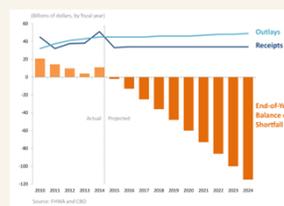
3

Issues Impacting RTP/SCS Financial Plan

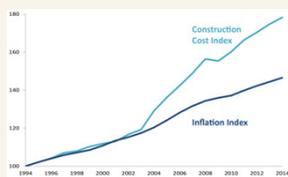


With 7 transportation sales tax measures in SCAG region, changes in consumer behavior significantly impact available revenue for transportation investments

With 7 transportation sales tax measures in SCAG region, changes in consumer behavior significantly impact available revenue for transportation investments



Since 2008, the Federal Highway Trust Fund has required over \$65 billion in General Fund transfers to remain solvent



Long-term inflation is projected to grow at 2.4 percent annually, while capital costs are projected to grow at 3.2 percent— contributes to decline in purchasing power of transportation revenue sources

Long-term inflation is projected to grow at 2.4 percent annually, while capital costs are projected to grow at 3.2 percent— contributes to decline in purchasing power of transportation revenue sources

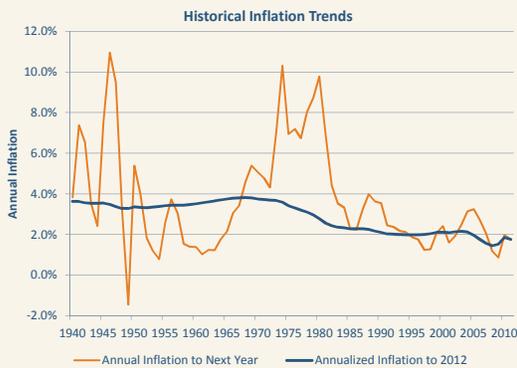


The viability of the State Highway Account remains another critical issue—State Highway Operation and Protection Plan funds less than 30 percent of state highway maintenance, safety, and rehab 10-year needs

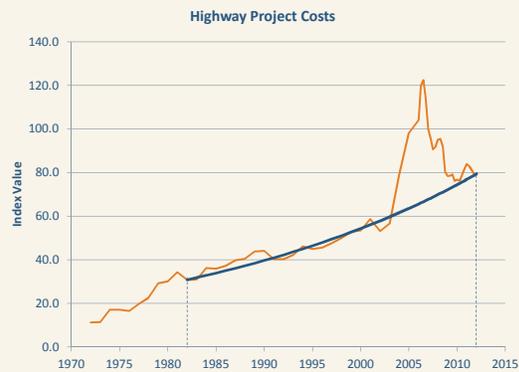
4

Inflation and Capital Cost Outlook

Inflation (2.4% annual growth factor)



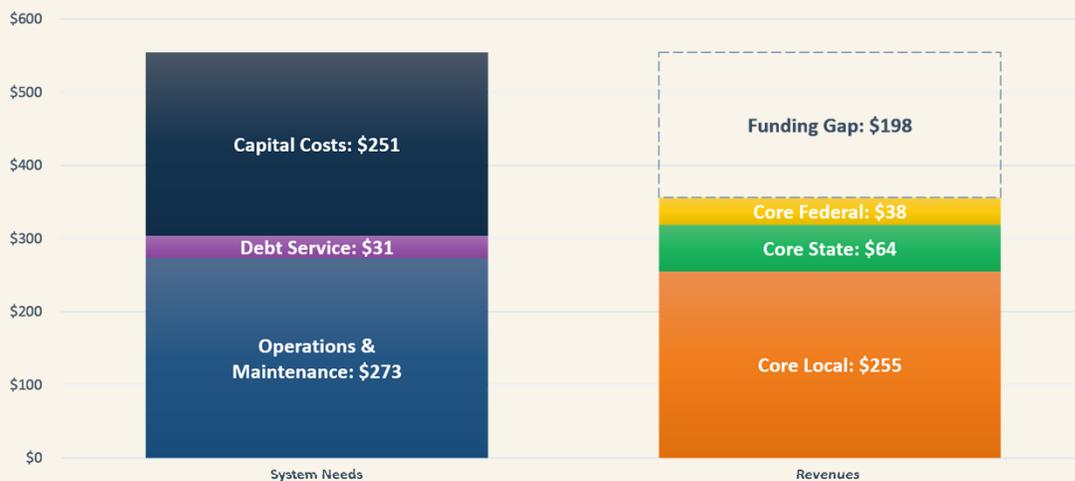
Capital Costs (3.2% annual growth factor)



5

Insufficient Core Revenues to Meet System Needs

Total SCAG Region System Needs: \$554 Billion (in Nominal Dollars)



Note: Numbers may not sum to total due to rounding

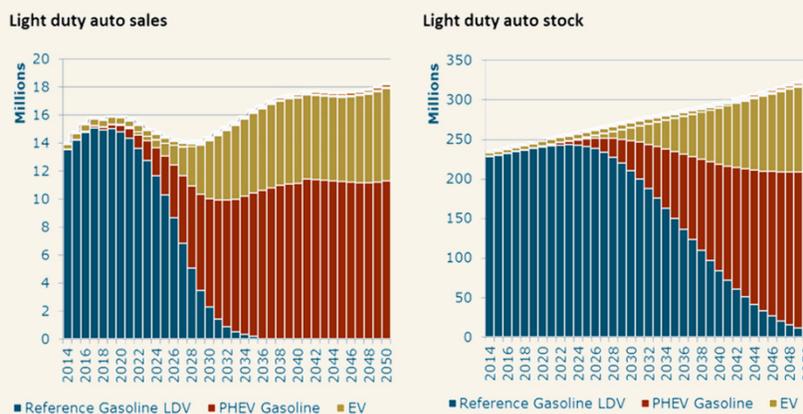
6

Financial Plan Context

- We have a widening gap between our investment needs and existing resources
 - We have underinvested in system preservation and deferred critical maintenance—compounding our investment gap as costs grow exponentially to achieve a state of good repair
 - Environmental constraints and lengthy project development processes also contribute to cost escalation and impede our ability to deliver projects efficiently
 - We have underpriced our transportation system with existing funding mechanisms, resulting in increasing gridlock
 - Gas taxes, the traditional means of funding transportation infrastructure, have not been adjusted for almost a generation while technology advances with more fuel efficient vehicles

7

Changing Nature of U.S. Vehicle Fleet—New and Total Fleet Stock



Source: IDDRI, Pathways to deep de-carbonation in the USA, USA 2050 REPORT, California ARB Presentation, May 2015

Achieving Governor Brown's call to reduce petroleum use up to 50 percent by 2030 will require even faster shifts to plug-in hybrid electric and electric vehicles

8

Guiding Principles for Reasonably Available Revenues (Adopted in 2012)

- Establish a user-based system that better reflects the true cost of transportation with firewall protection for transportation funds while ensuring an equitable distribution of costs and benefits
- Promote national and state programs that include return to source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources
- Leverage locally available funding with innovative financing tools (e.g., tax credits and expansion of TIFIA) to attract private capital and accelerate project delivery
- Promote funding strategies that strengthen federal commitment to the nation's goods movement system, recognizing the pivotal role that our region plays in domestic and international trade

9

A Multi-Pronged Approach to Bridging the Funding Gap

10

Reasonably Available Revenue Strategies

Revenue Source	Description	Amount (Nominal Dollars, Billions)
Senator Beall SBX1-1	Increase gas excise tax by \$0.12 per gallon; increase diesel excise tax by \$0.22 per gallon; new road access charge of \$35 per vehicle per year; increase vehicle registration fee by \$35 per vehicle plus additional \$100 per zero-emission vehicle per year.	\$2 to \$11 (excise rate increase only to full package over 2 to 5 years)
Federal Excise Tax Adjustment to Maintain Historical Purchasing Power	Additional \$0.10 per gallon federal excise tax starting in 2020 to 2024—to maintain purchasing power.	\$3 to \$4
Mileage-Based User Fee (or equivalent fuel tax adjustment)	Mileage-based user fees to replace fuel taxes—estimated range from \$0.02 to \$0.04 (in 2015 dollars) per mile starting in 2025 and indexed to maintain purchasing power.	\$48 to \$136 (estimated increment only)

11

Reasonably Available Revenue Strategies

Revenue Source	Description	Amount (Nominal Dollars, Billions)
Highway Tolls Including Bond Proceeds	Toll revenues generated from new toll facilities.	\$20 to \$24
Private Equity Participation	Private equity share as may be applicable for key initiatives (e.g., toll facilities; also, freight rail package assumes railroads' share of costs for main line capacity and intermodal facilities).	\$2 to \$3
Freight Fee/National Freight Program	A national freight program is anticipated with the next federal reauthorization of the surface transportation act. The U.S. Senate's proposal would establish federal formula funding for the national freight network.	\$3 to \$5
Value Capture Strategies	Assumes formation of special districts including use of Enhanced Infrastructure Financing Districts for specific initiatives.	\$0.5 to \$1

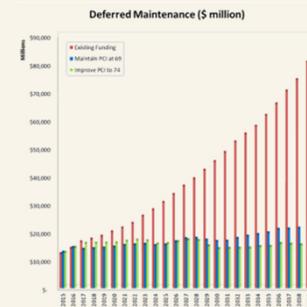
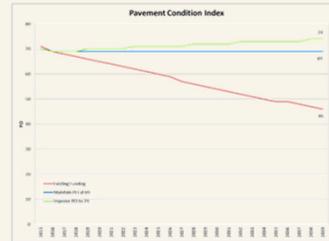
12

Cost Efficiency Example – Pavement Scenarios

- Projected regional 25-year cost associated with resulting backlog and pavement condition

Scenario	Annual Expenditures	Total Backlog	Final Year PCI
Existing Funding	\$0.8 billion	\$81 billion	46
Maintain PCI	\$1.8 billion	\$25 billion	69
Improve PCI	\$2.1 billion	\$15 billion	74

PCI Condition		
Poor	At Risk	Good



13

Recommended Action

Support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and reasonably available revenue strategies.

14



Thank you !

Learn more by visiting www.scag.ca.gov. SCAG Staff Contact: Annie Nam (nam@scag.ca.gov)



This Page Intentionally Left Blank

DATE: September 3, 2015
TO: Transportation Committee (TC)
FROM: Philip Law, Manager, Transit/Rail, 213-236-1841, law@scag.ca.gov
SUBJECT: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Transit and Passenger Rail Element

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Support for inclusion in the Draft 2016 RTP/SCS the proposed transit and passenger rail strategies.

EXECUTIVE SUMMARY:
This report and the attached presentation provide a brief summary of the adopted 2012-2035 RTP/SCS transit and passenger rail projects and strategies. Collectively, these investments total \$246 billion, almost half of the total plan cost. The approach staff are taking for the Draft 2016-2040 RTP/SCS is to build upon the adopted 2012-2035 RTP/SCS transit and passenger rail strategies, and to incorporate recent regional planning and project development efforts, including the latest available project information received from the county transportation commissions and transit operators. Aside from these updates, there have been no substantive changes to the projects and strategies included in the adopted and financially constrained 2012-2035 RTP/SCS.

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

BACKGROUND:
SCAG staff previously reported to the Transportation Committee (TC) in April 2015 regarding regional transit system performance and in June 2015 regarding passenger rail. Staff is currently updating the transit and passenger rail strategies for the Draft 2016-2040 RTP/SCS. The approach staff is taking is to build upon the adopted 2012-2035 RTP/SCS transit and passenger rail strategies and incorporate recent regional planning and project development efforts, including the latest available project information received from the county transportation commissions and transit operators. Aside from these updates, there have been no substantive changes to the projects and strategies included in the adopted, financially constrained 2012-2035 RTP/SCS.

Review of 2012-2035 RTP/SCS Transit and Passenger Rail Element
The 2012-2035 RTP/SCS includes \$55 billion in investments towards bus, bus rapid transit (BRT), light rail transit (LRT), and heavy rail transit (HRT) improvements across the region, based upon input from the county transportation commissions and reflecting local commitments included in county transportation sales tax measures and county long range transportation plans. Major transit investments include significant expansion of the Metro Rail system in Los Angeles County as called for by Measure R, new fixed guideway transit service in Orange County, and BRT improvements in Orange County and



the Inland Empire. In addition to these commitments, the 2012-2035 RTP/SCS includes enhancements to local bus and BRT service and improved point-to-point express bus service on the region's carpool and express lane network.

The 2012-2035 RTP/SCS includes \$51.8 billion for improvements to the Metrolink commuter rail system, the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor carrying Amtrak/Pacific Surfliner inter-city passenger rail service, and Phase One of CA High Speed Rail (HSR) connecting the Antelope Valley, San Fernando Valley, Los Angeles Union Station, and Anaheim (including \$1 billion in improvements to Metrolink and LOSSAN as part of the Southern California HSR Memorandum of Understanding (MOU)).

In addition to these major transit and passenger rail projects, the 2012-2035 RTP/SCS identifies operational improvements and access strategies. Examples include expanded transit priority systems (e.g., traffic signal priority, queue jumpers and bus lanes), improved real-time passenger information systems, regional and inter-county fare agreements and media, increased bicycle carrying capacity on bus and rail vehicles, and First Mile/Last Mile strategies. The 2012-2035 RTP/SCS includes \$139.3 billion towards transit and rail operations and maintenance. Altogether, the 2012-2035 RTP/SCS includes \$246 billion towards transit and passenger rail, nearly half of the total plan cost.

RTP/SCS Implementation and Recent Planning/Project Development

Since the adoption of the 2012-2035 RTP/SCS, the region has made progress in implementing transit and passenger rail projects. Currently there are five Metro Rail projects under construction, including the Purple Line subway extension and LRT extensions along the Crenshaw/LAX, Exposition, and Foothill Gold Line corridors. The Regional Connector LRT project will close a significant gap in Downtown Los Angeles and allow direct travel between Santa Monica and the Eastside, and between Long Beach and the San Gabriel Valley, without having to transfer.

Implementation of local bus service improvements are reflected in the update of the regional transit network in the RTP/SCS. Beginning in 2014, staff worked closely with the region's transit operators and county transportation commissions, through the Regional Transit Technical Advisory Committee, to identify existing and proposed future high quality transit corridors. High quality transit corridors are defined in SB 375 as corridors with fixed route bus service with frequencies of 15 minutes or better during peak commute hours.

Metrolink is extending service to the Perris Valley and to Downtown San Bernardino, and has developed a Strategic Assessment to guide system improvements over the next ten years. Similarly, the LOSSAN Strategic Implementation Plan completed in 2012 identifies long-term improvements to the LOSSAN corridor. Environmental planning work is continuing for CA High Speed Rail segments in the SCAG region. HSR MOU projects, such as the Southern California Regional Interconnector Project (SCRIP) formerly known as the Union Station Run-Through Tracks, are also advancing in planning and project development. These planning and project development updates are being incorporated into the Draft 2016-2040 RTP/SCS transit and passenger rail element.

REPORT

FISCAL IMPACT:

Staff work related to this project is included in the current OWP under Work Elements 16-140.SCG00121-01 Transit Planning and 16-140.SCG00121-02 Regional High Speed Rail Transport Program.

ATTACHMENT:

PowerPoint Presentation: “2016-2040 RTP/SCS Transit and Passenger Rail Update”



2016 2040 RTPSCS

TRANSIT AND PASSENGER RAIL UPDATE

Transportation Committee

Philip Law
September 3, 2015

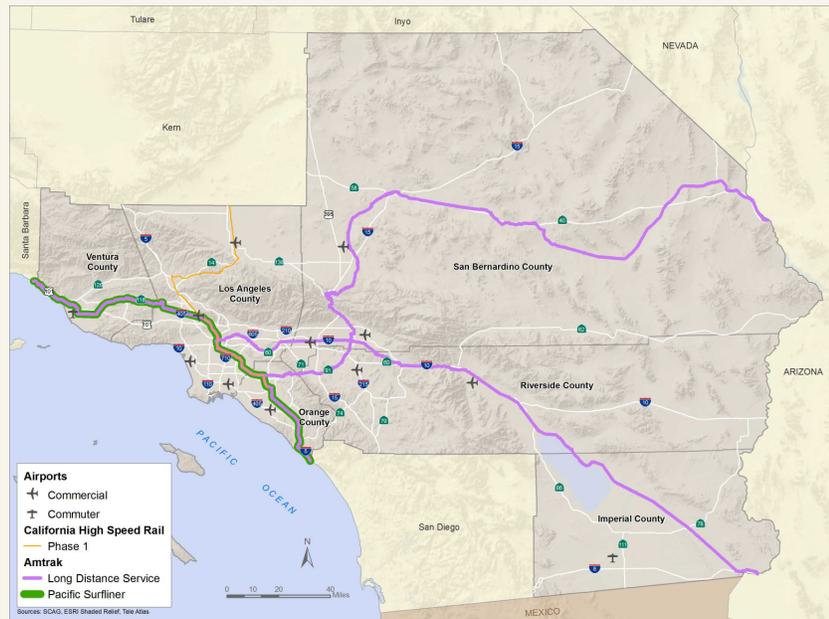
Presentation Overview

- Review of Transit and Passenger Rail Element from the current 2012-2035 RTP/SCS
- Approach to Draft 2016-2040 RTP/SCS
 - Reaffirm commitments from current plan
 - Update with the latest information available
- Seek TC Direction for Draft 2016-2040 RTP/SCS

2012-2035 RTP/SCS Review: Passenger Rail System

Includes:

- CA High Speed Rail Phase One
- High Speed Rail MOU Projects
- Amtrak/LOSSAN Corridor Improvements



2012-2035 RTP/SCS Review: Urban and Commuter Rail System

- Includes extensions to Metro Rail and Metrolink.
- Reflects input from county transportation commissions.



2012-2035 RTP/SCS Review: Operational and Access Strategies

- New BRT and limited-stop bus service
- Increased frequencies in key corridors
- New point-to-point express bus service in key corridors utilizing the carpool and express lane network
- Expanded transit priority systems (e.g., traffic signal priority, queue jumpers and bus lanes)
- Improved real-time passenger information systems
- Regional and inter-county fare agreements and media
- Increased bicycle carrying capacity on bus and rail vehicles
- First Mile/Last Mile strategies



Implementation Progress to Date

- Metro Rail under construction
 - Purple Line Subway
 - Regional Connector
 - Exposition Phase 2
 - Crenshaw/LAX Corridor
 - Gold Line Foothill Extension Phase 2A
- Metrolink
 - Positive Train Control
 - Perris Valley Line
 - Downtown San Bernardino Station
- Local control of Pacific Surfliner – LOSSAN JPA
- CA High Speed Rail
 - Construction in Central Valley
 - Dedicated, yearly Cap and Trade funding
 - Progress on Southern California segments
 - Southern California MOU projects



Draft 2016-2040 RTP/SCS Transit and Passenger Rail Strategies

- Build upon 2012-2035 RTP/SCS transit and passenger rail projects/strategies and implementation progress to date
- Incorporate regional planning efforts and latest project information
 - Updated high quality transit corridors (e.g., Metro Strategic Bus Network, Riverside Transit Agency Comprehensive Operational Analysis)
 - Local decisions on project alternatives (e.g., Airport Metro Connector, OC Streetcar)
 - CA HSR Southern California MOU Projects
 - Metrolink Strategic Assessment
 - LOSSAN Strategic Implementation Plan



Recommended Action

- Support for inclusion the proposed transit and passenger rail strategies in the Draft 2016 RTP/SCS.





Thank you !

Learn more by visiting www.scag.ca.gov. SCAG Staff Contact: Philip Law,
law@scag.ca.gov, 213-236-1841



DATE: September 3, 2015

TO: Transportation Committee (TC)

FROM: Naresh Amatya, Acting Director, Transportation, (213) 236-1885, amatya@scag.ca.gov

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy
(2016 RTP/SCS) – Proposed Highways and Arterials Guiding Principles and Framework

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and framework for the development of the Highways and Arterials component.

EXECUTIVE SUMMARY:

On July 2, 2015, staff provided a brief overview of Highways and Arterials strategies that were included in the 2012-2035 RTP/SCS, in addition to on-going activities that will serve as the basis for the 2016-2040 RTP/SCS Highways and Arterials section. In response to comments received from the Transportation Committee (TC), staff will be presenting a set of revised guiding principles and framework for Highways and Arterials for incorporation into the 2016-2040 RTP/SCS.

STRATEGIC PLAN:

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

BACKGROUND:

Highways and Arterials Guiding Principles and Framework Overview

At the July 2 Transportation Committee meeting, staff provided a brief overview of the Highway and Arterial element of the 2012-2035 RTP/SCS with a focus on the proposed guiding principles and framework for the development of the Highway and Arterial component of the 2016 RTP/SCS. Proposed guiding principles and framework builds on the success of the 2012-2035 RTP/SCS and is grounded on the mobility pyramid (**FIGURE 1**) established by this plan.

The mobility pyramid is based upon a foundation of system monitoring and evaluation, which is an important first step in developing appropriate solutions towards addressing roadway safety, reliability and mobility challenges. Secondly, maintaining and preserving our existing infrastructure assets in a "state of good repair" is essential towards maximizing the productivity of our transportation network. Further up the mobility pyramid, smart land use, transportation demand management (TDM), and value pricing strategies are at the forefront towards reducing travel demand on our roadways, followed by transportation systems management (TSM) measures which serve to increase the productivity of the existing multimodal transportation system and thereby reducing the need for intrusive and costly expansion. Examples of such include advanced ramp metering and other ITS and technology based strategies that will improve operational efficiencies and overall congestion. Moving towards the top of

the mobility pyramid are operational improvements which typically include relatively more labor and capital intensive improvements including the construction of auxiliary lanes, interchange re-configurations, and other capacity-related improvements. Lastly, given that critical gaps and congestion chokepoints still exist within the network, the mobility pyramid acknowledges the need for improvements beyond TSM and TDM strategies so as to close gaps within the system and provide adequate access where there is a demonstrated need for it.

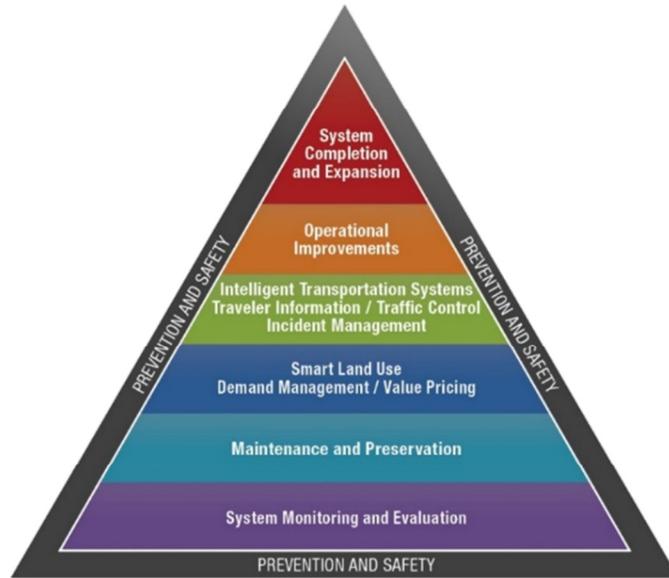


FIGURE 1 – Mobility Pyramid

Based on this approach adopted in the 2012-2035 RTP/SCS, staff presented an updated framework and guiding principles at the Transportation Committee meeting on July 2, 2015. Staff received good input from the Transportation Committee at that meeting, which can be summarized as:

- Support considering life cycle costs of capital projects included in the RTP/SCS
- Support maintaining local control of new funding dedicated for system preservation
- Support policies and system improvements that will encourage seamless operation of our roadway network from user perspective

Based on the input received, staff proposes the updated framework and guiding principles as follows:

- Protect and preserve what we have first, supporting ‘Fix it First’ principle, including the consideration of life cycle costs beyond construction
- Support new funding for system preservation
- Focus on achieving maximum productivity through strategic investments in system management and demand management
- Focus on adding capacity primarily (but not exclusively) to:
 - Close gaps in the system
 - Improve access where needed

REPORT

- Support policies and system improvements that will encourage seamless operation of our roadway network from user perspective
- Any new roadway capacity project must be developed with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit, and ITS, where feasible

In support of these guiding principles, staff proposes to reflect the following in the Highway and Arterial element of the 2016 RTP/SCS.

- Continue to emphasize the importance of system preservation and consideration of life cycle costs of capital projects
- Continue to support investments that will improve system productivity
- Continue to support projects that are already underway and those that are identified in the current RTP/SCS
- Continue to support new projects that will close gaps in the system and/or improve access where it is currently inadequate
- Focus on addressing non-recurring congestion with new technology
- Support Complete Street opportunities where feasible and practical
- Continue to support the regional HOT Lane network
- Support projects that are consistent with the Southern California Regional Intelligent Transportation System (ITS) Architecture

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: "Highways and Arterials Guiding Principles and Framework Update for the 2016-2040 RTP/SCS"



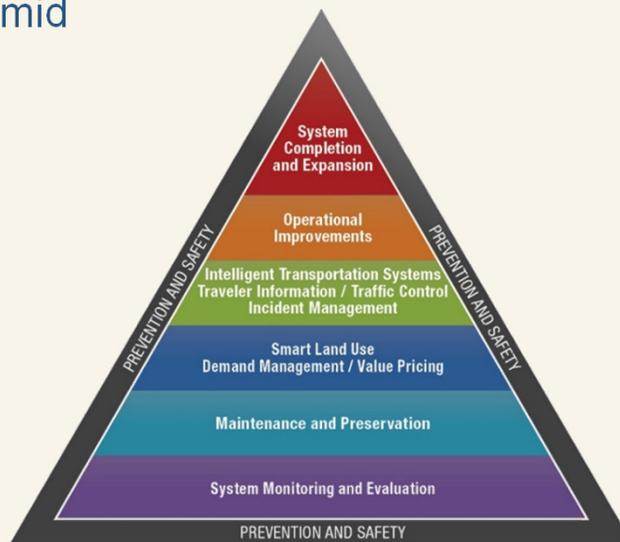
2016 2040 RTPSCS

HIGHWAYS AND ARTERIALS GUIDING PRINCIPLES AND FRAMEWORK UPDATE

Transportation Committee

Naresh Amatya
September 3, 2015

Highway Element Philosophy Mobility Pyramid



Transportation Investments Have More Impact If Built On This Foundation

Guiding Principles

- Protect and Preserve what we have – Fix it First, including the consideration of life cycle costs beyond construction
- Support new funding for system preservation
- Focus on achieving maximum productivity through system management and demand management
- Focus on adding capacity primarily (but not exclusively) to:
 - close gaps in the system
 - improve access where needed
- Support policies and system improvements that will encourage seamless operation of our roadway network from user perspective
- Any new roadway capacity project must be developed with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit, and ITS, where feasible

What to Expect in the 2016 RTP/SCS

- Continue to emphasize the importance of system preservation and consideration of life cycle costs of capital projects
- Continue to support investments that will improve system productivity
- Continue to support projects that are already underway and those that are identified in the current RTP/SCS
- Continue to support new projects that will close gaps in the system and/or improve access where it is currently inadequate
- Focus on addressing non-recurring congestion with new technology
- Support Complete Street opportunities where feasible and practical
- Continue to support the regional HOT Lane network
- Support projects that are consistent with the Southern California Regional Intelligent Transportation System (ITS) Architecture



Thank you !

Learn more by visiting www.scag.ca.gov. SCAG Staff Contact: Amatya@scag.ca.gov





2015 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

Main Office

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

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

Officers

President
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.

This Page Intentionally Left Blank

DATE: September 2, 2015

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

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

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:

SCAG is providing a monthly update (attached) regarding successful implementation of (75) Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. The remaining projects were funded in the fall of 2014. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, sixty-eight (68) grant projects have selected consultants, and sixty (60) 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)

REPORT

Sustainability Planning 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-nine (69) grant projects have had Request for Proposals (RFPs) released, sixty-eight (68) grant projects have selected consultants, and sixty (60) 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

August 6, 2015

Regional Council Progress Update

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

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

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

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

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation	N/A				
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation	x	x	x	x	
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability	x	x	x	x	x
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation	x	x	x		
57	Lancaster	Complete Streets Master Plan - Complete Streets Plan	x	x	x	x	
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	x	x	x	x	x
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	N/A				
60	Seal Beach	Climate Action Plan - Climate Action Plan	x	x	x	x	x
61	La Mirada	Industrial Area Specific Plan - Land Use Design	N/A				
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	x	x	x	x	x
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal	x	x	x	x	
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation	N/A				
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	x	x	x	x	x
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x	x	x	x	x
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	x	x	x	x	
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	x	x	x	x	
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	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 - Active Transportation	x	x	x	x		
71	Dana Point	General Plan Update - General Plan Update	x					
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill	x	x	x	x	x	
73	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design	x	x	x	x	x	
74	Bell	General Plan Update - General Plan Update	x	x	x	x	x	
75	Fountain Valley	Euclid/I-405 Overlay Zone - Mixed use; Urban infill	x	x	x	x	x	

DATE: September 3, 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: Huasha Liu, Land Use & Environmental Planning Director, (213) 236-1838,
liu@scag.ca.gov

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

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

On June 30, 2015, the Strategic Growth Council (SGC) formally awarded over \$27 million from the Greenhouse Gas Reduction Fund (GGRF) to support construction of more than 800 affordable housing units and associated transportation infrastructure in the SCAG region as part of the statewide 2014-2015 Affordable Housing & Sustainable Communities (AHSC) Program. SCAG has decisively followed through on several aspects of the AHSC Action Plan, which was approved by the Regional Council soon after the SGC's decision, in order to strategically position the region's stakeholders to compete for 2015-16 AHSC funds.

On August 6, 2015, SCAG and its regional partners hosted the first of three (3) workshops entitled, "California Gold: Bringing Cap and Trade Dollars to Southern California." The workshop was attended by more than 180 participants. It featured two (2) distinguished panels that provided information and insight into the California Climate Investment grant programs relevant for local governments and other Southern California stakeholders (otherwise known as GGRF Programs). The workshop provided an overview of more than ten (10) Climate Investment grant programs, funded by GGRF, which will reach \$2.2 billion for Fiscal Year 2015-2016. In addition, the workshop outlined details on opportunities in the AHSC program.

Prior to the "California Gold" workshop, the SGC hosted a "Lessons Learned: Round One" Workshop on July 20, 2015 on the AHSC program in Los Angeles. Many stakeholders called for a more enhanced role for Metropolitan Planning Organizations. SCAG submitted comments both in person and in writing that addressed five (5) key topics to support a better process and outcomes for the SCAG region during the next round of funding. Specific recommendations for AHSC guidelines and application reforms are currently being refined by SCAG's Cap and Trade Assistance Team (CTAT) and through targeted consultant assistance to influence the SGC in a timely fashion.

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 2014-2015 statewide AHSC program, which provided funds for nine (9) important housing and transportation improvements in the SCAG region related to lowering vehicles miles traveled, has concluded (see Attachment 1). SGC initiated the process for the 2015-2016 (Round Two) program. In July 2015, SGC held public workshops in Sacramento and Los Angeles, to collect "lessons learned" from Round One. Second Vice President Margaret Finlay provided public comments on behalf of SCAG at the Los Angeles workshop. In addition, President Cheryl Viegas-Walker submitted SCAG's expanded comments during the public comment period which ended July 31 (see Attachment 2). Comments addressed five key topics: equity, integrating transportation and housing, jurisdictional cap, rural communities, and capital leverage. At the Lessons Learned Workshop, the SGC provided a rough timeline for next steps. During the month of August, SGC staff continued to develop changes to the Guidelines. This fall, SGC plans to release Draft Revised Guidelines and hold three or four Regional Workshops on the Draft Revised Guidelines. In the winter, SGC plans to release the Revised Guidelines and hold a Council meeting to vote on approval of the Guidelines.

At its July 2015 meeting, the RC approved the Affordable Housing & Sustainable Communities Action Plan. The Action Plan outlines specific goals and strategies such as collaboration, technical assistance, and outreach to bolster the performance of the SCAG region in the competitive AHSC grant program for Round Two and future rounds. Specifically, the Action Plan called for outside expertise to help develop recommended changes to the AHSC Guidelines. A consultant has been procured and has commenced work in collaboration with SCAG's CTAT to develop concrete and pragmatic recommendations by engaging stakeholders across the region. In the second phase, SCAG will secure a second consultant team to work with potential AHSC applicants as they apply for AHSC funding in Round Two.

The Action Plan proposes hosting regional workshops and ongoing dialogue to support the region's applications. The first workshop of several workshops, entitled "California Gold: Bringing Cap and Trade Dollars to Southern California," was hosted by SCAG and its regional partners on August 6, 2015. The agenda for the first workshop was developed with the guidance of a regional Advisory Committee. Over 180 people attended this regional forum, aimed at helping stakeholders better understand funding opportunities from the state's GGRF, as well as strategizing ways to collaborate on upcoming opportunities. The first panel, consisting of representatives from state agencies, discussed the components of the proposed \$2 billion FY 2015-2016 expenditure plan, which includes funding for various programs related to transportation, energy efficiency and natural resources. A second panel focused on lessons learned from the first year of the AHSC grant program. Presentations from the workshop are available at SCAG's Greenhouse Gas Reduction Fund webpage (<http://www.scag.ca.gov/programs/Pages/Programs/GreenhouseGasReductionFund.aspx>). Future dates for California Gold workshop #2 and workshop #3 will be announced and coordinated with the schedule of the SGC's guideline revision process. The regional Advisory Committee will remain active and steer the development of those two workshops.

REPORT

FISCAL IMPACT:

Work associated with this item is included in the current FY2015/16 Overall Work Program (16-065.03654: Greenhouse Gas Reduction Fund Support)

ATTACHMENTS:

1. Affordable Housing Sustainable Communities (AHSC) Program Summary of 2014-15 Grant Awards in SCAG Region
2. SCAG Lessons Learned Workshop Comments

This Page Intentionally Left Blank



July 31, 2015

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

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

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

Dear Strategic Growth Council Chair Alex:

Thank you for the opportunity to provide written comments during the “Lessons Learned: Round One” Affordable Housing and Sustainable Communities (AHSC) Workshop period. These comments summarize and expand upon comments provided by the Hon. Margaret Finlay, Second Vice President for the Southern California Association of Governments (SCAG) at the workshop held in Los Angeles on July 20. We will share five key topics as the framework for our suggestions for an improved AHSC program: equity, integrating transportation, jurisdictional cap, rural communities, and capital leveraging. We plan to provide further detailed comments with solutions-oriented suggestions as the process continues.

Equity: The SCAG region is home to two-thirds of the State’s Disadvantaged Communities. We have always supported an approach to using Cap and Trade funds in a way that will help address the poverty and environmental justice issues here in the SCAG region. One in four children grows up in poverty in the SCAG region and we are committed to ameliorating that unacceptable situation. SCAG encourages additional program modifications to ensure resources are distributed in a more equitable fashion to support quality transportation and housing projects benefitting concentrations of Disadvantaged Communities. Moreover, this is in line with the implementation of SB 375 whereby the Regional Targets Advisory Committee recognized that when setting per-capita GHG reduction targets, the unique nature of each MPO and the funding mechanism should also take an equity based approach.

Integrating Transportation: We share the Council’s goal to reduce vehicles miles traveled by *integrating* transportation projects with housing projects. It is a central piece of SCAG’s regional Sustainable Communities Strategy (SCS). Affordable housing is inseparable from transportation when it comes to implementing our SCS. This first round, the AHSC program did not fully live up to the goal of encouraging integrated transportation and housing projects. Maximizing VMT reductions will require a better defined role for transportation as part of project packages. As it stands, the AHSC program is primarily geared towards housing, evidenced by the diminished share of funding that went to transit and/or active transportation – only \$32 million (27%). We encourage SGC to make a greater effort to deepen VMT reductions by ensuring transportation projects are an essential component of housing projects.

Jurisdictional Cap: As we heard during the last SGC Board meeting and during the workshops, there is a general consensus on the need for a reasoned approach that achieves the goals of maximizing GHG reductions and addressing the severe need for affordable housing in our largest cities. In Southern California, we have two local governments with populations over one million, more populous than any other local governments in the State. Imposing the same limit on these very large cities as the rest of the State appears to run counter with achieving these goals and we therefore, encourage SGC to reconsider the current rigid jurisdictional cap.

Rural Communities: At the same time, SCAG region has many small jurisdictions and rural communities that will have difficulty competing against the big or medium sized cities in terms of GHG reductions. Out of 191 cities, 131 cities have less than 80,000 population. We encourage the Council to creatively consider structuring the guidelines and GHG methodology to create incentive for these communities to participate in reducing VMT. We must avoid a “haves” and “have nots” dichotomy of cities who have the resources to implement the principles in our sustainable communities strategy and those that do not.

Capital Leverage: In the first round, SGC prioritized capital leverage as essentially a threshold requirement in the AHSC program. In SCAG’s case, leveraging mostly put more of our urban areas ahead of other parts of the region. The SCAG region averaged 300% leverage on eligible projects while the average from all eligible projects was 650%. Transformative projects with high greenhouse gas reduction potential in communities most in need may not be those with ready access to capital, which cause these projects to not score as well as communities with highly leveraged projects. We encourage the Council to creatively consider other options for defining leverage with other types of community investments, such as nearby transportation investments, instead of strictly capital leveraging.

Finally, SCAG would like to suggest that the AHSC application process include a letter of intent from potential applicants in advance of a formal application process. On behalf of the SCAG Regional Council and staff, we appreciate your continued collaboration and consideration of these suggestions as SGC works towards an improved second round of the AHSC program.

Sincerely,



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

AFFORDABLE HOUSING SUSTAINABLE COMMUNITIES (AHSC) PROGRAM: SUMMARY OF FY 2014-15 GRANT AWARDS IN SCAG REGION

<p><u>127TH STREET APARTMENTS</u> City of Los Angeles 536 w. 127TH St. PROJECT SPONSOR: Meta Housing Corporation TOTAL AWARD: \$1,500,000</p>	<p>The 127th Street Apartments is a Leadership in Energy & Environmental Design (LEED)-Gold rated affordable housing development consisting of the new construction of 85 units for residents with special needs earning between 25% to 35% of area median income. The project also includes construction of 85 secure covered bike stalls and installation of new pedestrian infrastructure. The affordable housing development is in close proximity to a wide variety of amenities including transit, retail, and vital services.</p>
<p><u>ANCHOR PLACE</u> City of Long Beach Near River Ave. and W. 20th St. PROJECT SPONSOR: Century Housing Corp. TOTAL AWARD: \$2,441,616</p>	<p>Anchor Place features 120 affordable, permanent supportive apartment homes, including 75 units for veterans and 18 units for the homeless and mentally ill. The affordable development will contain community rooms, supportive service space, counseling offices, property management space, and exercise rooms. AHSC will fund off-site improvements including upgrades to an existing bus stop and creation of a new bus stop/transit hub on River Avenue with complete streets improvements to improve access for all users including pedestrians and bicyclists. An existing social hall will be converted into a transit depot providing transit operators with a layover facility and a place for transit users to buy passes.</p>
<p><u>CRENSHAW VILLAS</u> City of Los Angeles 2645 Crenshaw Blvd. PROJECT SPONSOR: American Communities, LLC TOTAL AWARD: \$2,200,000</p>	<p>This development will consist of the new construction of a five story, mixed-use affordable housing building at 2645 Crenshaw Boulevard. This development consists of 50 residential dwelling units and 4,999 square feet of neighborhood-serving commercial/office uses. The 50 units consist of 49 affordable senior units for low-income households and one manager's unit. The project will also provide secured bicycle parking.</p>
<p><u>DEPOT AT SANTIAGO</u> City of Santa Ana 957 E Santa Ana Blvd. PROJECT SPONSOR: C&C Development, LLC TOTAL AWARD: \$3,925,000</p>	<p>The Depot at Santiago consists of a 70-unit development that will be affordable to families earning between 30%-60% of area median income. Located directly across the street from the Santa Ana Regional Transit Center (SARTC), the location provides opportunity to develop high quality, affordable housing directly adjacent to public transportation. This project will add crossing treatments at proximate intersections to increase the visibility of pedestrians at the intersection, decrease the crossing distance for pedestrians, and notify motorists of the presence of pedestrians crossing. The City will also install curb extensions, high-visibility crosswalks, rectangular rapid flashing beacons, and signage.</p>
<p><u>EL SEGUNDO FAMILY APARTMENTS</u> City of Los Angeles 535 W El Segundo Blvd. PROJECT SPONSOR: Meta Housing Corporation TOTAL AWARD: \$1,900,000</p>	<p>El Segundo Family Apartments consists of the 75 new affordable rental units for working families and people with special needs earning between 15%-50% of Area Median Income. In addition to the construction of the affordable housing, this project also includes construction of 75 secure covered bike stalls and water-conserving landscaping. The affordable housing development is in close proximity to a wide variety of amenities including transit, retail, and vital services. The Figueroa Street and 127th Street bus stop, less than 1/2 mile away, is used to travel to the various job centers across Los Angeles.</p>

AFFORDABLE HOUSING SUSTAINABLE COMMUNITIES (AHSC) PROGRAM: SUMMARY OF FY 2014-15 GRANT AWARDS IN SCAG REGION

<p><u>MACARTHUR PARK APARTMENTS PHASE B</u> City of Los Angeles 678 South Alvarado Street PROJECT SPONSOR: McCormack Baron Salazar TOTAL AWARD: \$5,000,000</p>	<p>MacArthur Park Apartments Phase B is an 82-unit mixed use affordable housing development with approximately 7,000 square feet of retail. In addition to the affordable housing development, the project includes improved access to the Westlake/MacArthur Park Station serving the Metro Red and Purple lines.</p>
<p><u>MARCH VETERANS VILLAGE</u> Riverside County March Air Reserve Base PROJECT SPONSOR: Coachella Val. Housing Coal. TOTAL AWARD: \$6,109,114</p>	<p>The Coachella Valley Housing Coalition, in partnership with the U.S. Veterans Initiative, will develop March Veterans Village, a 138 unit multi-family, 100% affordable, apartment community on the old March Air Force Base to house veterans. The 160 units are distributed between two four story buildings and one three story building on approximately 4 acres. U.S. VETS has served veterans on the March Air Force Base since 2003, and currently serves 119 veterans a day with much needed case management, transitional housing, and permanent housing. U.S. VETS and CVHC are expanding the existing facility to accommodate more permanent housing units, and the development of an additional 50 transitional housing beds. This is the first phase of a multi-phase project. Upon completion of all phases of the project, more than 400 veterans will be served at this facility.</p>
<p><u>MOSAIC GARDENS AT WESTLAKE</u> City of Los Angeles 1416 Beverly Blvd. PROJECT SPONSOR: LINC Housing TOTAL AWARD: \$1,900,000</p>	<p>Mosaic Gardens at Westlake is an infill site which will be repositioned as a vibrant 125-unit housing community. The development includes the acquisition of six contiguous parcels, totaling 1.19 acres. The new development replaces a site currently blighted with dilapidated structures and vacant land covered with broken cars, trash and grossly unmaintained overgrowth. This development is an intergenerational community which will serve families and seniors. More than half, or 63, of units will be reserved for homeless individuals or families, with 32 of those units reserved for chronically homeless individuals or families.</p>
<p><u>SYLMAR COURT APARTMENTS</u> City of Los Angeles 12415 San Fernando Rd. PROJECT SPONSOR: Meta Housing Corporation TOTAL AWARD: \$2,500,000</p>	<p>This infill development is a Leadership in Energy & Environmental Design (LEED)-Gold rated affordable housing development less than a ½ mile away from the MetroLink Sylmar station and consists of 101 affordable units for families earning between 25% to 60% of area median income, along with a neighborhood retail store. Twenty-five of the units will be reserved for residents with special needs. Additionally, the development will improve pedestrian amenities around the site and better connect to a nearby bike path. The development's location, in close proximity to transit, jobs, retail, and services, is beneficial for working families. The Sylmar Metrolink station is a major commuter hub. In addition to commuter rail, the station is heavily used for bus service with a Commuter Express bus line, seven local bus lines, and two Rapid Bus lines.</p>

DATE: September 3, 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: Huasha Liu; Director, Land Use and Environmental Planning; 213-236-1838;
liu@scag.ca.gov

SUBJECT: Southern California Active Transportation Safety and Encouragement Campaign Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
On August 20, 2014, SCAG was awarded a grant from the statewide competitive portion of 2014 Active Transportation Program to initiate the Southern California Active Transportation Safety and Encouragement Campaign (Campaign). This report and presentation provide an update on the advertising and community events components of the campaign, including examples from the advertising campaign, which will be launched at the end of September. A presentation will be provided at the Regional Council meeting.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies), Objective C (Provide practical solutions for moving new ideas forward).

BACKGROUND:
In coordination with regional partners, SCAG successfully applied to the statewide 2014 Active Transportation Program (ATP) call for projects for \$2,333,000 in Caltrans grant funding to coordinate the Southern California Active Transportation Safety and Encouragement Campaign (Campaign). The primary goals of the Campaign are to reduce collisions involving pedestrians and cyclists, while increasing the levels of walking and biking in Southern California. To achieve these goals, the SCAG and its partners are implementing a regional advertising campaign focused on promoting roadway safety, as well as, supporting the implementation of Open Streets & Temporary Events and active transportation trainings focused on encouraging more walking and biking.

SCAG staff has assembled a Campaign Steering Committee, comprised of members of each of the county health departments and county transportation commissions in the region to provide oversight and



REPORT

direction for the Campaign. Over the last several months, the Steering Committee has been working with SCAG staff and consultants to better define and understand the needs of the target audience through research and focus groups; develop campaign messages for people walking, biking and driving; establish a campaign brand to serve as an umbrella for safety and encouragement activities, prepare a traditional and social media strategy, and conduct a Call for Proposals to identify local agencies interested in partnering with SCAG on the open streets events and demonstration projects. In addition, SCAG staff and consultants have hosted Active Transportation Working Group meetings to gain input and generate interest in the various components of the Campaign. The staff presentation (attached) provides an overview of the campaign development process and includes examples from the “Signs of Life” advertisements and “Go Human” branding that will be utilized by the Campaign. More details and next steps related to the Advertising Campaign and Open Streets & Temporary Events are outlined below.

Advertising Campaign

The “Signs of Life” advertising campaign will run from September 28 through the end of November, 2015 which is the time of year with the highest rate of collisions due to reduced daylight hours. It will also provide safety messages during October which is when “Walk to School” takes place. It is expected to achieve over 130 million impressions. The Campaign targets drivers, bicyclists and pedestrians with a “point of engagement” strategy, to reach them when they are on the move. For example, drivers will be reached through bus tails and radio advertisements and pedestrians will be reached through messaging inside busses and bus stops. The print and radio advertisements will be produced in English and Spanish; the broader public relations effort will include messaging to target Chinese, Korean and Vietnamese. To support further dissemination of advertising materials and messages, a press kit is being developed for any local or regional agency that is interested in including the Campaign advertisements on their websites or disseminating information through other channels. Please contact Rye Baerg (baerg@scag.ca.gov), 213-236-1866, for more information.

Open Streets & Temporary Events

The Open Streets & Temporary Events portion of the Campaign will involve partnering with local jurisdictions to host events that inspire more people to walk and bike through education, encouragement and a “sneakers-on” experience. For one day or up to one month during May (Bike Month) 2016, SCAG will support local communities in transforming streets through temporary improvements (or pop-ups), street “festivals” and other fun activities that increase awareness of active transportation and complete street concepts. SCAG hosted a call for projects that closed on June 30 to identify local agencies interested in partnering on these community event. Seventeen (17) applications were received from across the region. SCAG currently has resources through the Campaign to fund six (6) events in six (6) cities, however, due to the number and quality of applications received, the Campaign Steering Committee is exploring opportunities to raise additional funds and phase the event roll-out in order to support all of the proposal sponsors in implementing an event. SCAG staff will return to the Board with a phased schedule and funding plan later this fall. For more information regarding the events and demonstration phase of the campaign, please contact Stephen Patchan (patchan@scag.ca.gov), 213-236-1923.



REPORT

FISCAL IMPACT:

SCAG will receive \$2,333,700 in Caltrans funds that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign. Approval to receive this funding was passed on August 7, 2014 by Board Resolution 14-561-2.

ATTACHMENT:

PowerPoint Presentation: “Campaign Update”

Southern California Safety and Encouragement Campaign

Project Update

September 3, 2015



Background

- 2014 General Assembly Motion to conduct a public safety campaign
- Successfully submitted a grant in Cycle 1 of the Active Transportation Program
- Scope of Work:

Phase 1

Campaign Planning

Advertising Campaign

Phase 2

Open Streets & Temp
Events

Phase 3

Bicycle Safety
Trainings

Toolkits/Trainings

Campaign Goals

- Reduce collisions, create safer streets
- Increase rates of active transportation
- Reduce greenhouse gases
- Improve public health
- Support ATP and other active transportation investments
- Change the reputation of the region

Campaign Coordination & Engagement

- Steering Committee
 - 6 county transportation commissions
 - 6 county health departments
 - Local cities w/ similar efforts underway (Los Angeles, Santa Ana, Glendale)
- Active Transportation Working Group
- 4 Focus Groups (English, Spanish)

Campaign Brand

- Provide umbrella for safety and encouragement components of Campaign
- Serve as “explanation point” on all messaging
- Cut through clutter, be different, memorable
- Nonspecific is OK, compels people to learn more
- Resonate in Southern California (Focus-group tested)



Go Human is a program that encourages us to use human-powered transportation and change how we think about others on the road.

Go Human asks all road users to be considerate, follow the rules of the road, and find ways to get out of their cars to experience their community and everything in it on a human scale. To walk, bike, get outside, meet neighbors, live healthier lives, be safe, and be kind. Go Human reminds us that people on the road are not just objects blocking us from where we are going: They are human beings, just like us.

Advertising Campaign

Target Audience*

Primary: Adult Drivers
ages 25-54
Secondary: Pedestrians &
Bicyclists
English & Spanish

Message*

Key Actions:

- Slow Down
- Ride with Traffic
- Be cautious (particularly at intersections)

Strategy

Focus on "hotspots" in each county
"Point of Engagement" strategy

- Radio
- Bus Ads, Billboards
- Social Media

Be provocative, not frightening
"Humanize" fellow roadway users; promote compassion, courtesy

* Informed by analysis of crash data in "hot-spots."

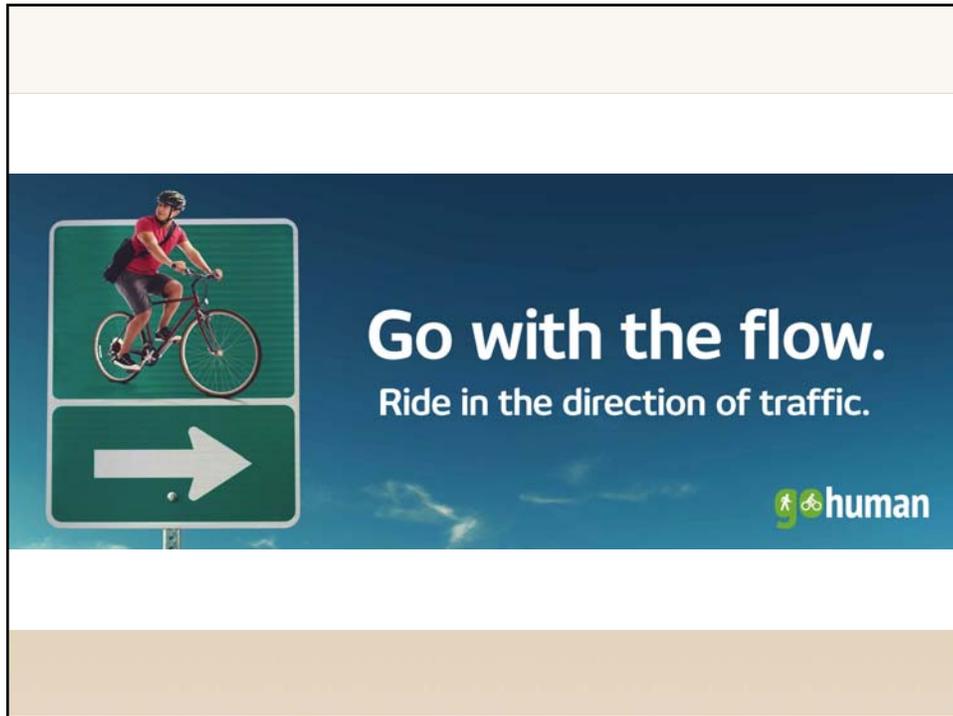


It's not just a sign.
Watch for people walking.



It's not just a sign.
Give people room to ride.





Open Streets & Temporary Events

- City/County partners solicited through Call for Proposals
- 17 applications received
- Pursuing grants/partnerships to expand capacity
- Next Steps
 - Phasing & Funding Plan (Oct/Nov)
 - Event Roll-Out: Starting May 2016



Toolkits and Trainings

- Audiences:
 - Elected Officials
 - Businesses
 - Transportation and Public Health Professionals
 - Community Groups/Residents
- 10 Trainings
- 20 Bicycle Safety Classes

More Information:

Advertising Campaign

Rye Baerg, baerg@scag.ca.gov

Open Streets & Temporary Events

Stephen Patchan, patchan@scag.ca.gov

