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A JOINT MEETING OF THE POLICY COMMITTEES

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT; ENERGY AND ENVIRONMENT; AND TRANSPORTATION COMMITTEES

Please Note Time
Thursday, November 5, 2015
9:30 a.m. – 12:15 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. In addition, the meetings of the Joint Policy Committees may be viewed live or on-demand at http://www.scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx

Agendas & Minutes are also available at: http://www.scag.ca.gov/committees/Pages/default.aspx

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A JOINT MEETING OF THE POLICY COMMITTEES
(COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE; ENERGY AND ENVIRONMENT COMMITTEE; TRANSPORTATION COMMITTEE)
AGENDA
THURSDAY, NOVEMBER 5, 2015

CALL TO ORDER & PLEDGE OF ALLEGIANCE
Hon. Bill Jahn, Chair, Community, Economic, and Human Development (CEHD) Committee
Hon. Deborah Robertson, Chair, Energy and Environment Committee (EEC)
Hon. Alan Wapner, Chair, Transportation Committee (TC)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the Joint Meeting Agenda of the Policy Committees, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The Chair has the discretion to reduce the time limit based upon the number of speakers. The Chair may limit the total time for all public comments to twenty (20) minutes.

ACTION/DISCUSSION ITEMS **Page No.**

1. Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Major Components — **Attachment** — **1**
   (Hasan Ikhrata, Executive Director)

   Recommended Action: Direct staff to prepare and finalize the Draft 2016 RTP/SCS document based upon the comprehensive summary of its major components and key policy recommendations as described in this staff report, and formally recommend that the Regional Council at its December 3, 2015 meeting release the Draft 2016 RTP/SCS for formal public review and comment.

2. 2016-2040 Draft Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR): Framework, Approaches to Major Components, and Summary of Contents — **Attachment** — **76**
   (Hasan Ikhrata, Executive Director)

   Recommended Action: Direct staff to prepare and finalize the Draft PEIR for the Draft 2016 RTP/SCS (Draft 2016 RTP/SCS PEIR) based upon the framework, approaches to major components of the Draft PEIR, and summary of contents described in the staff report; and recommend that the Regional Council (RC) at its December 3rd meeting authorize release of the Draft 2016 RTP/SCS PEIR for a 55-day public review and comment period concurrent with the 55-day public review and comment period for the Draft 2016 RTP/SCS.

A JOINT MEETING OF THE POLICY COMMITTEES
(COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE; ENERGY AND ENVIRONMENT COMMITTEE; TRANSPORTATION COMMITTEE)
AGENDA
THURSDAY, NOVEMBER 5, 2015

REPORT

AGENDA ITEM NO. 1

DATE: November 5, 2015

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

FROM: Hasan Ikhrata, Executive Director, 213-236-1944, Ikhrata@scag.ca.gov

SUBJECT: Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Major Components

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Direct staff to prepare and finalize the Draft 2016 RTP/SCS document based upon the comprehensive summary of its major components and key policy recommendations as described in this staff report, and formally recommend that the Regional Council at its December 3, 2015 meeting release the Draft 2016 RTP/SCS for formal public review and comment.

EXECUTIVE SUMMARY:
In preparation of the Regional Council's formal release of the Draft 2016 RTP/SCS for public review and comment in early December, staff will provide the members of the TC, CEHD, and EEC with details on the major components of the proposed Draft 2016 RTP/SCS. Specifically, staff will speak to the critical issues, explain the scenarios being considered, and describe key policy recommendations and potential outcomes associated with the Plan. Staff is seeking additional direction and feedback from the Policy Committees as staff works to complete the Draft 2016 RTP/SCS.

It should be noted that the Policy Committees have previously reviewed and taken action on several of the Plan's major components. Last month, staff provided the Regional Council and Policy Committees with a recap of the progress made on the development of the Draft Plan, and noted the previous actions taken by the Policy Committees regarding various matters. This Joint Meeting today builds upon these past actions by providing additional information so that TC, CEHD, and EEC can collectively provide direction to staff and make a recommendation to the Regional Council to release the Draft 2016 RTP/SCS for public review and comment on December 3, 2015.

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

A. INTRODUCTION AND BACKGROUND:

Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the RTP takes into account all modes of transportation and is accomplished by a "continuing, cooperative and comprehensive" (the 3 C's) planning approach which is also performance-driven and outcome-based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the RTP must conform to applicable air quality standards.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

Finally, the development of the RTP/SCS is subject to the California Environmental Quality Act (CEQA). Therefore, SCAG also prepares a Program Environmental Impact Report (PEIR) for the RTP/SCS that evaluates the potential environmental impacts associated with the Plan.

The acceptance of the 2016 RTP/SCS (or Plan) by the Federal Department of Transportation and the State is critical to our region. The mobility and economic consequences of failure to meet the state and federal requirements are outlined below.

Components of the 2016 RTP/SCS Plan

Following the 3 C's planning approach, the 2016 RTP/SCS continues with many of the policies included in SCAG's current 2012-2035 RTP/SCS (2012 RTP/SCS), and provides an update of these policies relative to the new planning horizon year of 2040. Among other things, the 2016 RTP/SCS update must include, as required under federal law, an identification of the transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that should function as an integrated metropolitan transportation network, giving emphasis to those facilities that serve important national and regional transportation functions (23 USCA §134(i)(2)) et seq.).

The 2016 RTP/SCS must also include a financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for the needed projects and programs. The Plan must also include operational

and maintenance strategies related to the existing transportation facilities and an economic impact analysis. Finally, under California law, the region's SCS must identify existing and future land use patterns; consider statutory housing goals and objectives; identify areas to accommodate housing needs; consider resource areas and farmland; identify transportation needs and the planned transportation network; and set forth a future land use pattern to meet state greenhouse gas emission reduction targets.

Failure to Meet Federal and State Requirements

Federal or state disapproval of the submitted 2016 RTP/SCS Plan could mean that many of the transportation projects contained within the Final Plan and approved by voters in the six (6) counties could be delayed. Delays would impact: congestion on the regional system, the regional economy, greenhouse gas emissions reductions, and air quality pollution reductions. In addition, disapproval by the State of the SCS could mean development of an alternative planning strategy to meet SCAG's greenhouse gas emissions reduction targets. The more detailed economic costs of delays is being further detailed by the SCAG economic experts retained to objectively analyze the draft 2016 RTP/SCS and will be made available at the subsequent Regional Council meeting.

Public Outreach To Date

Public outreach has been integral to the development of the entire 2016 RTP/SCS. To ensure that the 2016 RTP/SCS was developed openly and inclusively, SCAG implemented a comprehensive public outreach and involvement program. This was based on a Public Participation Plan adopted by SCAG's Regional Council in April 2014. Specific public engagement strategies used during the development of the Draft 2016 RTP/SCS included:

- Developing materials for public outreach in a variety of formats to reach broad audiences, including a short video, fact sheets, surveys, power points and presentation poster boards.
- Centralizing RTP/SCS information on a new easy-to-use microsite, developed to be mobile/tablet friendly and compliant with the 1990 Americans with Disabilities Act.
- Supporting multiple committees, task forces and working groups made up of SCAG partners, stakeholders and interested groups to develop the key components of the Plan.
- Holding multiple public open houses before the release of the Draft 2016 RTP/SCS, to allow direct participation by interested parties.
- Announcing the schedule for the open houses through a wide variety of means, including community calendars, distributing flyers at local events and libraries, email newsletters, social media, and ethnic media.
- Seeking the assistance of transit agencies, stakeholder organizations, and their communication channels to maximize outreach opportunities.
- Conducting expanded and enhanced outreach activities for traditionally underrepresented and/or underserved groups through five specialized workshops and eight focus group sessions on environmental justice.

- Meeting with Native American tribes in the SCAG region on priorities and concerns related to the Draft Plan and PEIR.
- Evaluating public participation activities to continually improve the outreach process.
- Engaging local jurisdictions early in the development of the base demographic and land use data that is used in the technical analysis of the Plan, including meeting one-on-one with 99 percent of the 197 cities and counties in the SCAG Region.

The overall Draft Plan was developed with input from local jurisdictions, County Transportation Commissions (CTCs), tribal governments, other government agencies, non-profit organizations, businesses, labor, builders and other stakeholders throughout the region.

From past plan development cycles, SCAG had heard from many participants about the need for early engagement during the development of the Draft 2016 RTP/SCS. For members of the public, SCAG conducted public engagement activities between May 2015 and July 2015, with 23 open house events held across six counties. These events helped educate residents on the goals of the Plan, explore topics included in the Plan, and gather input on priorities with an electronic survey. Participants reviewed poster boards showing projected changes in population and demographics within their county and the region, and then were asked for their input on how the region could accommodate growth in a variety of areas. These included providing transportation options, improving public health, preserving natural lands and supporting economic opportunities.

Recognizing that not all members of the public could attend the open houses, SCAG provided an opportunity to participate virtually by providing the workshop materials and the online survey. Hundreds of Southern Californians participated online, and gave input on transit accessibility, transportation investments and other topics. A summary report from the survey was presented at a special Joint Meeting of SCAG's Regional Council and Policy Committees held on August 6, 2015, and this report will also be included in the Public Participation & Consultation Appendix released with the Draft 2016 RTP/SCS next month.

In addition to these outreach efforts, all regular and special meetings of SCAG's Transportation Committee; Community, Economic and Human Development Committee; Energy and Environment Committee; Legislative/Communications and Membership Committee; Executive Administration Committee; and Regional Council were publicly noticed, and opportunities for public comment were provided at each meeting. SCAG held monthly meetings of its Technical Working Group, which consisted of staff representatives of CTCs and subregions, among others, to seek technical input. SCAG also maintained ongoing communications with other state and local agencies such as the California Air Resources Board (ARB), the Strategic Growth Council, Caltrans, the Department of Finance, the Housing and Community Development Department, various air quality management districts, and other MPOs. Federally and state required interagency consultation was done through the monthly meetings of the Transportation Conformity Working Group and of the chief executive officers (CEOs) of the CTCs.

What Has Changed Since the 2012 RTP/SCS?

Since SCAG's Regional Council adoption of the 2012 RTP/SCS, a number of new circumstances have arisen that have had an impact on the development of the Plan. These changed circumstances are summarized below.

- The Great Recession, which lasted from December 2007 through June 2009, caused massive job losses and had a devastating impact on our region's economic well-being. Now that the recession is behind us and our region has experienced a decline in unemployment and housing foreclosures, challenges still remain. While employment levels in the region have surpassed where we were in 2007 and real per capita income has increased, the region continues to struggle with a larger population base and stagnant wages. These factors have contributed to more people slipping into poverty.

- The region's demographics and housing market remain fluid and dynamic. The housing market has rebounded since the 2012 RTP/SCS was adopted, and the number of Millennials and empty nesters has continued to increase with many seeking smaller housing and a more walkable lifestyle. For many households in the region, minimizing transportation and housing costs remains a priority.

- A new surface transportation funding and authorization bill entitled "Moving Ahead for Progress in the 21st Century Act" (MAP-21) was signed into law by President Obama on July 6, 2012. MAP-21 emphasized performance-based regional transportation planning. Continuing federal budget deficits cast a long shadow over the re-authorization of MAP-21 or a new transportation bill. Long-term uncertainty of federal funding will put even greater pressure on local sources to solve our transportation challenges.

- Since 2012, California's state government has been exploring viable alternatives to the state gas tax. In 2014, Governor Brown signed into law Senate Bill 1077 (SB 1077, DeSaulnier), the "Vehicles: Road Usage Charge Pilot Program." This program requires the State Transportation Agency (CalSTA) to evaluate a new funding system for transportation — a road charge — to replace the state gas tax. California has convened the Road Charge Technical Advisory Committee, comprised of representatives from government, private industry and academia to offer recommendations on a road charge pilot program, which must be initiated by January 1, 2017.

- California's legislature passed several bills to help local jurisdictions and MPOs implement SB 375, including:
    - SB 535: Identifies investment in disadvantaged communities from Cap & Trade revenues;
    - SB 743: Streamlines the environmental clearance process for infill projects and Transit Oriented Development (TOD);
    - SB 628: Creates Enhanced Infrastructure Financing Districts (EIFD);
    - AB 93: Relates to taxation and economic development; and

- AB 2: Authorizes certain local agencies to form community revitalization authorities within community revitalization and investment areas to carry out provisions of the Community Redevelopment Law for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization.

- The rapid advancement of new technologies – such as real-time traveler information, on-demand shared mobility services enabled by smartphone applications or ridesourcing, car share and bike share – is influencing how households travel and their choices about single- and multiple-vehicle ownership. These mobility innovations are encouraging more efficient transportation choices and land development patterns, which help public agencies manage the multi-modal transportation system more efficiently.

- There is a continuing emphasis on reducing greenhouse gas emissions, even after the adoption of SB 375. On April 29, 2015, Governor Brown issued Executive Order B-30-15, which establishes a California greenhouse gas reduction target of 40 percent (below 1990 levels) by 2030. Executive Order B-30-15 also reiterates the greenhouse gas emissions emission reduction target of 80 percent below 1990 levels as established in Governor Schwarzenegger's 2005 Executive Order S-03-05. Because the transportation sector is the largest contributor to California's greenhouse gas emissions (more than 36 percent), SCAG anticipates updated and more stringent regional emissions reduction targets.

The 2016 RTP/SCS was developed considering these new realities and was shaped by our outreach. The Plan envisions vibrant, livable communities that are healthy and safe, and which offer many transportation options that provide timely access to schools, jobs, services, health care and other basic needs. These communities will be more conducive to walking and bicycling, and offer residents improved access to parks and natural lands. Collectively, these communities will support opportunities for business, investment and employment, fueling a more prosperous economy. This vision recognizes the region's tremendous diversity, and that one-size solutions are not practical or feasible.

B. OUR PROGRESS

Since the 2012 RTP/SCS was adopted, the region has made progress in many areas, including the following:

Transit

- The total amount of transit service offered has reached pre-recessionary levels.
- The region exceeded 20 million annual service hours for the first time since the recession, according to preliminary projections using unaudited data.
- Gains are mainly due to growth in rail service hours (up 63 percent over ten years) and demand response growth (up 29 percent over ten years).
- These increases are making up for a decrease in total fixed route bus hours (down 3 percent over ten years).

- The region has made significant progress in completing capital projects for transit:
  - Metro Orange Line Extension
  - Metro Expo Line
  - Omnitrans E street sbX
  - Brawley Transit Center
- In addition, there are currently five major Metro Rail projects under construction in Los Angeles County:
  - Purple Line Phase 1 to Wilshire/La Cienega
  - Crenshaw/LAX Transit Corridor
  - Regional Connector
  - Gold Line Foothill Extension Phase 1 to Azusa
  - Exposition Transit Corridor Phase 2 to Santa Monica

Passenger Rail

- The Amtrak Pacific Surfliner is now being managed locally by the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Agency.
- Metrolink is nearing completion on the Perris Valley Line between downtown Riverside and South Perris, the first major expansion of the Metrolink system since the mid-1990s.
- Metrolink also became the first commuter railroad in the nation to implement Positive Train Control and purchase fuel-efficient, low-emission Tier IV locomotives.
- The California High-Speed Rail broke ground in the San Joaquin Valley last year, and it's on track to begin service from Merced to Bob Hope Burbank Airport in 2022, and reach Los Angeles Union Station in 2028.
- The region has made significant progress in completing capital projects for passenger rail:
  - Anaheim Regional Intermodal Transportation Center (ARTIC)
  - Burbank Bob Hope Airport Regional Intermodal Transportation Center
  - Burbank Bob Hope Airport Hollywood Way Rail Station
  - Downtown San Bernardino Transit Center
  - Vincent Grade/Acton Siding and Platform
  - Southern California High-Speed Rail MOU Projects

Highways

- The expansion of highways in the region has slowed down considerably over the last decade, due to land, financial and environmental constraints. Nevertheless, several projects have been completed since the 2012 RTP/SCS was adopted to improve access and close critical gaps and congestion chokepoints in the regional network, including:
  - Interstate 5 South Corridor Project in Los Angeles County
  - Interstate 10 westbound widening in Redlands and Yucaipa, from Ford Street to Live Oak Canyon Road in San Bernardino County
  - Interstate 215 Bi-County Project in Riverside and San Bernardino Counties
  - State Route 57 land widening from State Route-91 to Lambert Road and between Katella Avenue and Lincoln Avenue in Orange County

- State Route 91 has several projects that have been completed since 2012 or are currently in construction. These include:
  - State Route 241 and State Route 71 in Orange and Riverside Counties
  - The recently initiated westbound lane addition between State Route 241 and the Riverside County Line
  - Widening projects in both directions have also begun between State Route-55 and State Route 241
- State Route 138 (Pearblossom Highway) Corridor Improvement Projects in North Los Angeles County

Regional High-Occupancy Vehicle (HOV) and Express Lane Network

- The demands on our region's highways continue to exceed available capacity during peak periods, but over the past few years several critical projects to close HOV gaps have been completed. The result has been 27 more miles of regional HOV lanes, including:
  - Interstate-405 Sepulveda Pass Improvements Project
  - Interstate-10, between Interstate-605 and State Route-57
  - Interstate-5 South Corridor Project
  - Interstate-215 Bi-County Project between San Bernardino and Riverside Counties
  - West County Connector Project within Orange County

- To provide people with greater reliability on travel times and more route choices, the region is developing a Regional Express Lane Network. Express Lanes are appropriately priced to reflect demand and are capable of outperforming non-priced lanes in terms of throughput, especially during congested periods. Specific milestones in the effort to enhance the regional network of Express Lanes since 2012 include:
  - Express Lanes in Los Angeles County along Interstate 10 and Interstate 110 were made permanent in 2014, following a one-year demonstration.
  - The Riverside County Transportation Commission (RCTC) in 2014 initiated construction of Express Lanes on State Route 91 extending eastward from the Orange County line to Interstate 15.
  - The San Bernardino Associated Governments (SANBAG) in 2014 selected Express Lanes along Interstate 10, from San Antonio Avenue to Ford Street, as the locally preferred alternative.
  - The Orange County Transportation Authority (OCTA) Board in 2015 voted to take the lead on construction of Express Lanes along Interstate 405, from Interstate 605 to State Route 73.

Active Transportation

- Our region is making steady progress in encouraging more people to embrace active transportation. Progress since 2012 has included:
    - As a percentage share of all trips, bicycling has increased more than 70 percent since 2007 to 1.12 percent, while walking has remained steady at 17 percent after several years of growth.
    - Nearly 37 percent of all trips less than one mile and 18 percent of all trips less than three miles are made via active transportation. Most pedestrian trips are less than half a mile and take about ten minutes. Most bicycling trips, meanwhile, cover less than two miles.
    - More than 500 miles of new bikeways have been constructed in the region.
    - About $350 million in Active Transportation investments are underway, leveraging close to $200 million in grants awarded in the first cycle of the California Active Transportation Program (ATP).
    - Safety and encouragement programs, including the rollout of the SCAG-led "Go Human" campaign, are providing the education, training and encouragement to make walking and biking safe and attractive options for getting to the places we need to go.

Goods Movement

- Reliable freight transportation infrastructure is essential to support our regional economy. The region continues to make substantial progress toward completing several major capital initiatives to support freight transportation, while also demonstrating significant improvement in reducing harmful emissions generated by goods movement sources. Progress since 2012 has included:
    - San Pedro Bay Ports Clean Air Action Program (CAAP): With the first CAAP completed in 2006, a second CAAP completed in 2010, and a third underway, the Ports have initiated clean air improvements for all goods movement sources with levels of diesel particulate matter dropping by 82 percent, oxides of nitrogen by 54 percent, and oxides of sulfur by 90 percent.
    - San Pedro Bay Ports Clean Truck Program: A key component of the CAAP is the Clean Truck Program. As of January 1, 2012, all port trucks meet the 2007 Federal Clean Truck Emissions Standards and have resulted in 80 percent reduction in port truck emissions.
    - Advanced Technology Demonstration Projects: The South Coast Air Quality Management District (SCAQMD), the California Energy Commission (CEC), the U.S. EPA, and several regional agency partners have contributed about $13.5 million to construct and demonstrate a one-mile Overhead Catenary System (OCS) in the City of Carson, and to develop prototype trucks for assessing compatibility with the OCS.
    - The Transportation Investment Generating Economic Recovery (TIGER) Grant for State Route (SR) 57/60 Confluence Freight Corridor Project: In 2014, the City of Industry and the Los Angeles County Metropolitan Transportation Authority

(LACMTA), were awarded a TIGER Grant to construct the SR 57/60 Confluence Freight Corridor Project.

- Construction of Gerald Desmond Bridge Initiated: The Gerald Desmond Bridge has been designated as a National Highway System Intermodal Connector Route and part of the Strategic Highway Network.
- South Wilmington Grade Separation: This project was completed in the spring of 2015.
- Grade Separations: Seventy-one grade separation projects throughout the SCAG region were identified for inclusion in the financially constrained 2012 RTP/SCS. To date, 14 grade separation projects were completed and are now open to traffic. Twenty-four grade separation projects are now under construction and should be completed and open to traffic in late 2015 to 2016.
- Double Tracking of the Union Pacific (UP) Alhambra Subdivision Initiated: 5.8 miles between South Fontana and Reservoir have been double-tracked, and three new run-through tracks at Montclair have been constructed.
- Colton Crossing Completed: Completed in August 2013, this project physically separated two Class I railroads with an elevated 1.4-mile-long overpass that lifts Union Pacific (UP) trains traveling east-west. It also removed the chokepoint that existed where Burlington Northern Santa Fe (BNSF) and UP mainlines crossed tracks in Colton.

Sustainability Implementation

- Planning for sustainable growth has become increasingly important since 2012. In addition to sustainability efforts undertaken independently by local jurisdictions, to help the region grow more sustainably, SCAG administers a Sustainability Planning Grant Program (formerly the Compass Blueprint Program) that provides funding to member agencies to help them link local land use plans to the 2012 RTP/SCS goals. Since adoption of the 2012 RTP/SCS, 70 planning projects have been funded, totaling an investment of $10 million.
  - Specific progress by member jurisdictions since 2012 includes: updating outmoded general plans and zoning codes; completing specific plans for town centers and Transit Oriented Development; implementing sustainability policies; and adopting municipal climate action plans.
  - Thirty of the 191 cities in the SCAG region reported updating their general plans since 2012, and another 42 cities have general plan updates pending.
  - Fifty-four percent of all the adopted and pending general plans include planning for TOD, 55 percent plan to concentrate key destinations, and 76 percent include policies encouraging infill development.

- Protecting water quality and conserving energy are also priorities for member jurisdictions. Progress in these areas include:

- Ninety-one percent of cities have adopted water-related policies, and 85 percent adopted measures to address water quality.
- Eight-six percent of cities have implemented community energy efficiency policies, with 80 percent of those cities implementing municipal energy efficiency policies and 76 percent implementing renewable energy policies.
- Of the region's 191 cities, 189 have completed sustainability components, with 184 cities implementing at least 10 or more policies or programs and 10 cities implementing 20 or more policies or programs. This last group includes Santa Monica, Pasadena and Pomona.

Affordable Housing

- Recent funding developments suggest that future progress in producing affordable housing is achievable in the SCAG region. Progress since 2012 has included:
  - In spring 2015, California's Affordable Housing Sustainable Communities (AHSC) program awarded its first round of funding to applicants after a competitive grant process. The AHSC program, which is appropriated $130 million by the Greenhouse Gas Reduction Fund ("Cap & Trade"), provides an opportunity for eligible projects to receive funding to build affordable housing.
  - Of $122 million available statewide, $27.5 million was awarded to 10 projects in the SCAG region, all of which were designated for communities defined as disadvantaged.
  - Eight-hundred forty-two (842) affordable units, including 294 units designated for households with an income of 30 percent or less of the area median income, will be produced with this funding.
  - Recent State legislation, such as Senate Bill 628 (Beall) and AB 2 (Alejo), provide jurisdictions an opportunity to establish a funding source to develop affordable housing and supportive infrastructure and amenities.

Public Health

- Within each county of the SCAG region, there has also been a groundswell of support for policies and projects that support improved public health outcomes related to the built environment. These actions have been driven in part by increased interest in resources at the national and state-level to analyze health impacts. Progress within the SCAG region since 2012 has included:
  - The Los Angeles County Department of Public Health and the Department of City Planning are developing a *Health Atlas*, which highlights health disparities between neighborhoods.
  - In Riverside County, the *Healthy Riverside County Initiative* is working to have healthy cities resolutions adopted by a minimum of 15 cities.
  - The County of San Bernardino has recently completed the *Community Vital Signs Initiative*, which envisions a "county where a commitment to optimizing health and wellness is embedded in all decisions by residents, organizations, and government."

- Other projects include active transportation planning such as the Orange County Loop, the Imperial County Safe Routes to School Master Plan, and the Healthy Ventura County Initiative.

C. OUR CHALLENGES AND OPPORTUNITIES

The RTP/SCS is updated every four years to reflect the most current information and conditions per federal and state requirements. Every RTP/SCS update describes a number of challenges and opportunities. The challenges and opportunities we face with respect to the Draft 2016 RTP/SCS are described briefly in this section.

2016 RTP/SCS Growth Forecast

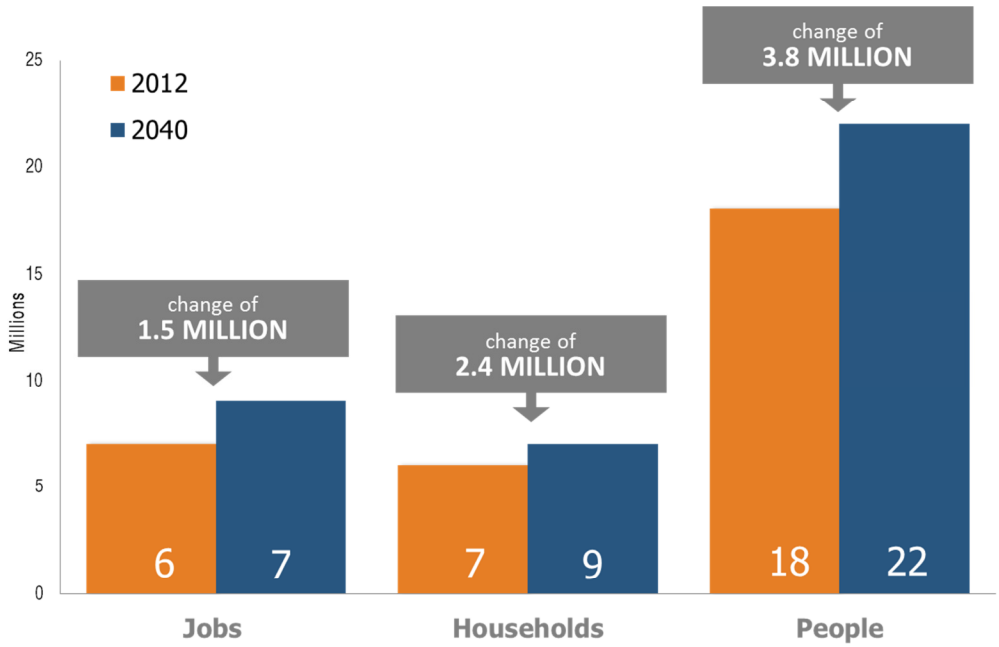
According to the 2015 population estimates from the California Department of Finance (DOF), the population of the Southern California region is 18.8 million, which represents 5.8 percent of the 325 million people of the U.S., and over 48 percent of California's population. With the region's land area of 38,000 square miles, the region's population density is now 490 persons per square mile. The Southern California region is the 5th highest in population among states in the nation, behind the state of Florida, and the second largest combined statistical area (CSA) in the nation behind the New York CSA.

The recent population growth of the region from 2010-2015 is an extension of the existing slow growth pattern observed during the 2000-2010 period. Although the regional economy has recovered from the Great Recession by adding 800,000 jobs, the regional population continues to show slow growth. The annual average growth rate for the 2010-2015 period was only 0.7 percent, which was lower than the 0.9 percent growth rate of the 2000-2010 period. California and the U.S. also experienced slow growth over the last 15 years, which will continue over the next 25 years. The annual average growth rate of the SCAG region, California, and the U.S. through 2040 is consistent with or lower than the growth rate for the 2010-2015 period.

SCAG projects that the region will add 3.8 million residents, 1.5 million households, and 2.4 million jobs from 2012 through 2040. Population and households are projected to grow at the annual average growth rate of 0.7 percent during the same period, while employment grows faster at 2 percent until 2020, and then stabilizes at 0.7 percent. The region's population is projected to grow more slowly than that of previous years. The slow growth pattern is occurring not only in the SCAG region, but is also observed from U.S. and California population projections by the U.S. Census Bureau and California DOF, respectively.

Draft SCAG Region Growth Forecast for the 2016 RTP/SCS						
County	**Population 2012**	**Population 2040**	**Households 2012**	**Households 2040**	**Employment 2012**	**Employment 2040**
Imperial	180,000	282,000	49,000	92,000	59,000	125,000
Los Angeles	9,923,000	11,514,000	3,257,000	3,946,000	4,246,000	5,226,000
Orange	3,072,000	3,461,000	999,000	1,152,000	1,526,000	1,899,000
Riverside	2,245,000	3,168,000	694,000	1,049,000	617,000	1,175,000
San Bernardino	2,068,000	2,731,000	615,000	854,000	659,000	1,028,000
Ventura	835,000	966,000	269,000	312,000	332,000	420,000
SCAG	18,322,000	22,122,000	5,885,000	7,406,000	7,440,000	9,872,000

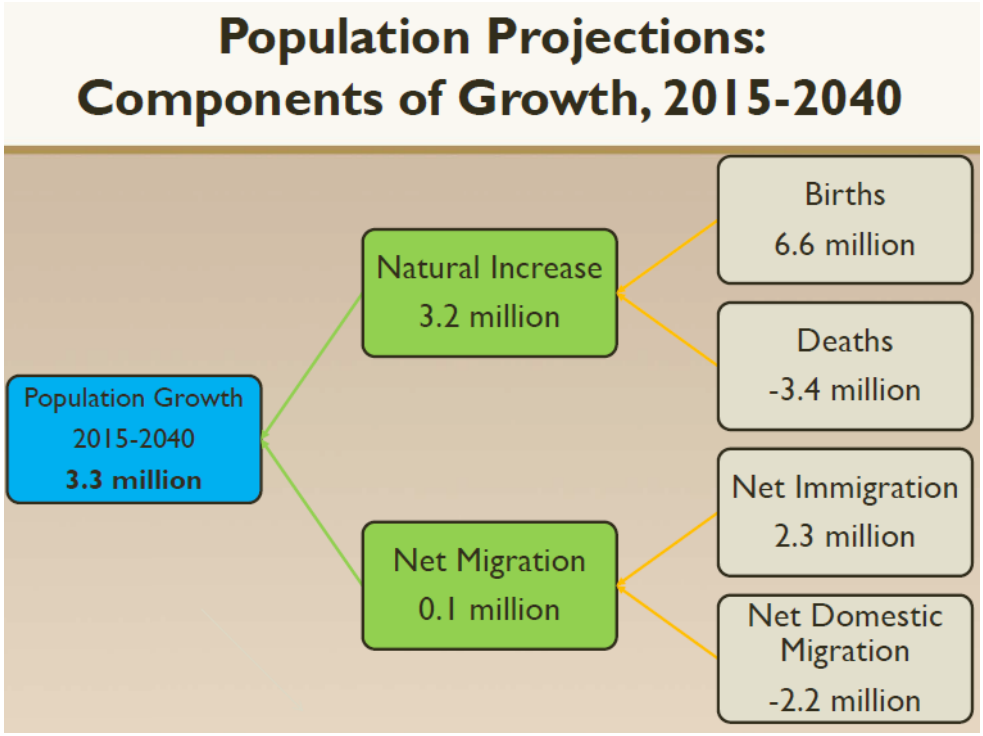
Note: Rounded to the nearest 1,000.
Reflecting local input as of July 31, 2015.



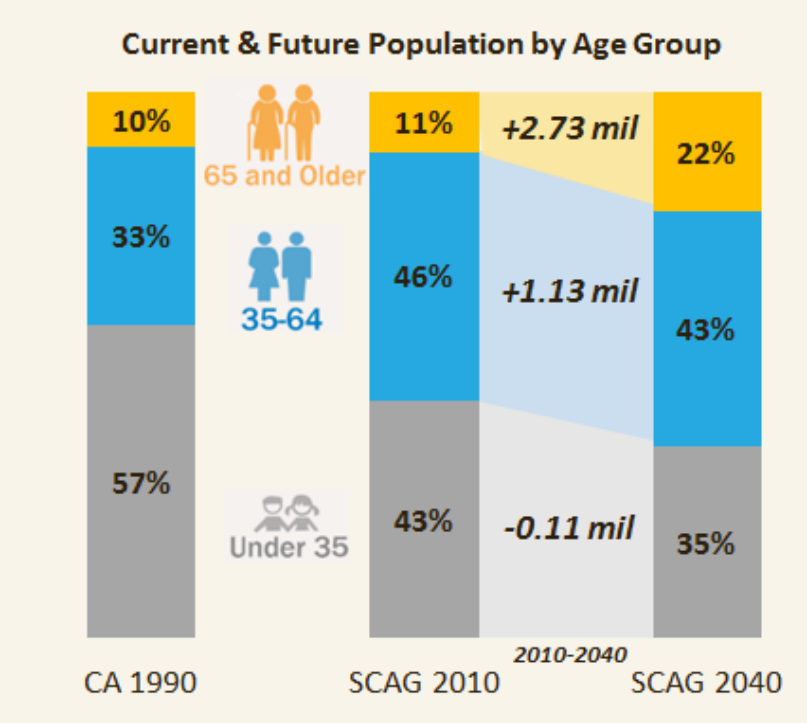
Changing Demographics and an Aging Population

We expect the region to grow differently than in the past. Before 1990, population growth was driven largely by both natural increase and migration. Since 1990, however, any gains from immigration have been offset by domestic migration losses and Southern California's population

growth has been fueled mostly by a natural increase in births – despite declining fertility rates. This continuing trend is expected to account for most of the Southern California's future population growth by 2040. Our population growth will place additional strain on all of our systems and resources.



Notably, the median age of our region's overall population is expected to rise, with increasing shares of senior citizens. As the Baby Boomer generation continues to age and live longer, our region will experience a significant increase in its senior population – a trend expected nationwide. Today, people who are 65 and older represent 12 percent of the region's total population. But by 2040, the number of seniors will increase to 22 percent – about one in five people in our region. This demographic shift will have major impacts on the locations and types of housing we build and our plan for transportation. A key challenge for the region will be to help seniors maintain their independence and age in their homes and communities. And as the number and share of seniors are projected to increase, the percentage share of younger people of working age is expected to fall. The ratio of people over the age of 65 to people of working age (15 to 64) is expected to increase to 28 seniors per 100 working age residents by 2040, compared with a 16 to 100 ratio calculated for 2010. This means that our region could face a labor shortage, and a subsequent reduction in tax revenues.



Transportation System Maintenance & Preservation

The region's aging transportation system (encompassing roads, bridges, bus and rail transit, and freight rail) is facing increasing preservations costs in the face of diminishing revenues. If we continue on our current path of serious underfunding of system preservation, the cost of bringing our system back to a reasonable state of good repair would grow exponentially. Based upon preliminary estimates, the cost to maintain our transportation system at current conditions, which is far from the ideal, will be in the tens of billions over and beyond currently committed funds. Policy leaders must collectively decide what investment level to use to maintain the region's existing transportation facilities and how to fund the significant revenue gap.

Financing Transportation

Perhaps our most critical challenge is securing funds for a transportation system that promotes a more sustainable future. The cost of a multimodal transportation system that will serve the region's projected growth in population, employment, and demand for travel surpasses the projected revenues expected from the gas tax – our historic source of transportation funding. Gas tax revenues, in fact, are going down and will continue their downward trajectory as fuel efficiency improves and the number of alternative-fuel vehicles continues to grow. Furthermore, state and federal gas taxes have not kept up with inflation; the latest adjustments occurred more than two decades ago. To backfill limited state and federal gas tax revenues, our region has continued to rely on local revenues to meet transportation needs. In fact, 71 percent of SCAG's core revenues are local revenues. Seven sales tax measures have been adopted throughout the region since the 1980s, so the burden of raising tax dollars has shifted significantly to local agencies. In reality, we need a stronger state and federal commitment to raising tax dollars for

the Southern California transportation system – given its prominence and importance to the state and national economy, particularly when it comes to the movement of goods.

Moving Goods Efficiently in a Huge and Complex Region

The smooth and efficient movement of goods is critical to our regional economy, particularly as our region continues to recover from the recession. A number of key trends and drivers are expected to impact our region's goods movement system, some of which include:

- Population and Employment Growth: Our region's population and employment growth is expected to fuel consumer demand for products and in turn, the goods movement services that provide them. This increased demand will drive stronger growth in freight traffic on already constrained highways and rail lines. Levels of harmful emissions also will rise.

- Continued Growth in International Trade: The San Pedro Bay Ports anticipate cargo volumes to grow to 36 million containers by 2040. This growth will place further demands on marine terminal facilities, highway connections, and on-dock and off-dock intermodal terminals. If port-related rail traffic and commuter demands are to be met, main line rail capacity improvements will be required as well.

- Logistics Epicenter: Southern California is the nation's epicenter for distribution and logistics activity, with close to 1.2 million square feet of facility space for warehousing, distribution, cold storage and truck terminals.[1] By 2040, the region may experience a shortfall of more than 527 million square feet in warehouse space, relative to demand.[2]

- Air Quality Issues: Goods movement emissions contribute to regional air pollution problems (NOx and PM2.5), and they pose public health challenges. Emissions generated by the movement of goods are being reduced through efforts such as the San Pedro Bay Ports Clean Air Action Plan, as well as regulations such as the statewide Heavy Duty Truck and Bus Rule. But these reductions are unlikely to be sufficient to meet regional air quality goals.

Affordability, Gentrification and Displacement

Affordable housing throughout Southern California remains a very challenging issue, particularly as economy continues to recover and grow. Housing prices are rising steadily, and affordability is declining. While residential construction has improved notably since the recession, the production of affordable housing has not kept pace with the demand for it. As our region builds communities that are more compact and more transit-oriented, regional greenhouse gas emissions are anticipated to decline, and residents from a variety of income levels will continue to make housing choices that allow them to use an increasing number of mobility options. Certainly, the overall quality of life will increase for many people. However, people

[1] CoStar Reality Information, Inc. www.costar.com, based on November 2014 data downloads
[2] Industrial Warehousing in the SCAG Region Study, Task 4 Warehousing Demand Forecast

from low-income communities near new transit infrastructure may face displacement as they are no longer able to afford to live in the area.

Improving Public Health

Today, many people in our region suffer from poor health due to chronic diseases related to poor air quality and physical inactivity. Chronic diseases including heart disease, stroke, cancer, chronic lower respiratory disease and diabetes are responsible for 72 percent of all deaths in our region. Millions of more people live with chronic diseases every day. Within our region, more than 60 percent of residents are overweight or obese, more than 8 percent have diabetes, 27 percent suffer from hypertension, and more than 12 percent suffer from asthma. Health care costs resulting from being physical inactive, obese and overweight, and from asthma cost our Southern California region billions of dollars annually in medical expenses, lost life and lost productivity, research shows.

How a neighborhood is laid out and linked to transportation options can shape the lifestyles that people have – how physically active they are and how safe their everyday lives can be, a growing body of evidence shows. As a result, regional planning for land use and transportation across the U.S. has increasingly incorporated strategies to improve public health. One of the challenges that SCAG faces as it strives to improve public health is the sheer size and diversity of our region. Public health varies widely, by geographic location, by income and by race. There is no one size fits all approach to meeting this complex challenge. It requires flexibility and creativity to ensure that initiatives are effective in both rural and urban areas.

Confronting a Changing Environment

The consequences of climate change already are impacting Southern California, and more intensified changes are expected. Drought, water shortages and an agriculture industry in crisis have become hard realities in recent years. Climate change is transforming the state's natural habitats and overall biodiversity. Continued changes are expected to impact coastlines as sea levels rise and storm surges grow more destructive. Forestry will continue to be impacted by drought and wildfire. Climate change also will impact how we use energy and the quality of public health. Our transportation system will experience new challenges as well as the global and regional climate continues to change.

Researchers predict that both coastal and inland Southern California will see many more days of extreme heat, with temperatures exceeding 95 degrees Fahrenheit. This is expected to increase heat-related mortality, lower labor productivity, and boost demands for energy. Meanwhile, changing patterns of rain and snowfall – including the amount, frequency and intensity of precipitation across the state – will have serious long-term impacts on the supply and quality of water in Southern California, as well as how the state manages it. It is clear that our region needs to prepare for these projected challenges, and a big part of that effort is to make individual communities more resilient to the consequences of climate change, as well as the region as a whole. Without advance planning and effective action, the consequences of climate change will negatively impact our transportation system, our economy and our everyday lives.

Mobility Innovations

Since SCAG adopted the 2012 RTP/SCS, technology and innovation have emerged as major themes of the 2016 RTP/SCS. Technology as a concept is a very broad topic. The term has myriad connotations and encompasses products such as smart phones and electric cars; advancements in software development such as real-time travel information; and new service paradigms such as ride sourcing (e.g. Lyft and Uber) and peer-to-peer car sharing. Some of these so-called "new" concepts have actually been around for a long time, but only recently have they scaled up because of technological innovations. For example, car sharing and bike sharing concepts have been in development since the 1980s, but only in recent years has the ubiquity of cellular phones with Internet access, precise geographic mapping, and the ability to instantly approve payments between users and providers made these systems more useful to a wider audience.

The 2016 RTP/SCS uses the term "mobility innovations" to characterize the new technologies that help us move about the region. The Plan includes policies and models the market growth of three key new mobility innovations: Zero Emissions Vehicles, Neighborhood Electric Vehicles, and Car sharing/Ridesourcing.

D. SCENARIO PLANNING

To develop a preferred scenario for the region at 2040, SCAG first generated four preliminary "sketch scenarios" for our region's future – each one representing a different vision for land use and transportation in 2040. More specifically, each scenario was designed to explore and convey the impact of where the region would grow, to what extent the growth would be focused within existing cities and towns, and how it would grow—the shape and style of the neighborhoods and transportation systems that would shape growth over the period. The following are descriptions of the four scenarios that were presented to the Regional Council, stakeholders, and at workshops throughout the region.

Scenario 1: Trend

Scenario 1 was a base case scenario that represented "business-as-usual" growth to 2040, based on the region's population, household and employment trends. By "base case" SCAG meant and included: all existing regionally significant highway and transit projects; all ongoing Transportation Demand Management (TDM) and Transportation System Management (TSM) activities; and all projects which are undergoing right-of-way acquisitions, are currently under construction, have completed the federal environmental process (NEPA), or will be in the first two years of the previously conforming Federal Transportation Improvement Plan (FTIP). This scenario served as a yardstick to compare the three other scenarios for development of the Draft Plan. Growth and land use under the baseline scenario followed previous trends. Significant transportation investments or new policies regarding land use, housing or transportation were not introduced.

Scenario 2: 2012 RTP/SCS Updated with Local Inputs

Scenario 2 updated SCAG's established 2012 RTP/SCS with inputs from local jurisdictions, and included the adopted Plan's broad suite of land use and transportation strategies, investments and policies. Scenario 2 envisioned future regional growth well-coordinated with the transportation system improvements of the approved 2012 RTP/SCS, as well as anticipated new transportation projects planned by the region's CTCs and transit providers. This scenario reflected land use patterns as depicted by local general plan land use policies and refined by cities through SCAG's extensive bottom-up local review input process and outreach effort.

Scenario 3 (Policy A): Making Further Progress

Scenario 3 (also known as "Policy A") builds upon the concepts in Scenario 2 and incorporated additional best practices to increase transportation mode choice, reduce personal automobile dependency and further improve air quality. For example, this scenario expanded regional investment in transit integration strategies to increase transit ridership by making it quicker and easier to complete a transit trip. This scenario assumed that First/Last Mile improvements will be made at all fixed-guideway transit stations (i.e., commuter rail, subway, light-rail and bus rapid transit (BRT) stations) across the region. Scenario 3 included arterial roadways where jurisdictions are planning for some combination of high-quality bus service, higher density residential and employment at key intersections, and increased opportunities for active transportation. Scenario 3 also included a set of policies and complete street investments aimed at encouraging the replacement of the automobile for trips less than four miles in length with walking, bicycling, and slow-speed electric vehicles. Scenario 3 incorporated new technology and innovations such as bikeshare and car sharing, and assumed a well substantiated growth of these shared mobility services in urban areas predominantly through private sector actions. This scenario built upon SCAG policies from the 2012 RTP/SCS, and allowed for more future growth in walkable, mixed-use communities and in High Quality Transit Areas (HQTAs).

Scenario 4 (Policy B): Exceeding Expectations

Scenario 4 (or "Policy B") builds upon Scenario 3, and represented an ambitious and holistic slate of public policies and investments. This scenario was intended to determine which policies would be required to achieve maximum per-capita greenhouse gas emissions reductions, in order to inform a comprehensive discussion during outreach and deliberation. Scenario 4 assumed improved bus transit services throughout identified HQTAs, as well as land use policies that encourage density along those routes. There was added emphasis on higher density residential and mixed-use infill along arterials with high-quality bus service, and more robust active transportation infrastructure. This scenario directed new growth away from undeveloped high-quality habitat areas to promote resource conservation, and it assumed no new residential growth in areas vulnerable to future sea level rise. Scenario 4 included a mix of housing options, with even more focus on infill development in towns and urban centers. Multifamily development in HQTAs was emphasized throughout the region.

The scope of these four regional growth scenarios, which were developed in consultation with the CEHD Committee and the SCAG's Technical Working Group (TWG), evolved throughout the first five months of 2015. Using local population, household, and employment growth

projections, these scenarios explored a range of potential regional development patterns using myriad land use and transportation inputs. In an effort to facilitate understanding of the impacts for policymakers and for the general public, a variety of scenario impacts were considered including land, energy, and water consumption; air quality; and household costs. Based on policy direction as well as an extensive analysis of these scenarios using SCAG's Regional Travel Demand Model (RTDM) and Scenario Planning Model (SPM), and considering the substantial feedback received during the public input process, a Draft Policy Growth Forecast (PGF) was developed utilizing elements of all scenarios that demonstrates progress over the 2012 RTP/SCS. Therefore, the strategies, policies and investments represented by the Draft PGF alternative will be documented as the Draft 2016 RTP/SCS.

The Draft PGF envisions future regional growth that is well coordinated with the transportation system improvements of the approved in the previous 2012 RTP/SCS, as well as anticipated new transportation projects planned by the region's CTCs and transit providers. It also incorporates best practices for increasing transportation choices; reducing our dependence on personal automobiles; allowing future growth in walkable, mixed-use communities and in HQTAs; and further improving air quality. The technical details associated with the scenario analysis work will be fully disclosed in the associated technical appendices to the Draft 2016 RTP/SCS.

E. OUR STRATEGIES FOR TRANSPORTATION AND LAND USE

Serving as an MPO, Regional Transportation Planning Agency and Council of Governments, SCAG has an essential responsibility to develop a Draft 2016 RTP/SCS that is dedicated to detailing recommended regional transportation investments and strategies. However, SCAG also recognizes that the region's transportation network and land uses must be well integrated if we are to ensure that our region grows in ways that enhance our mobility, sustainability, and quality of life. The Draft 2016 RTP/SCS makes a concerted effort to integrate the two, so that we can develop into an even more sustainable region over the coming decades. Accordingly, this staff report reviews regional strategies for growth and land use that set the context for a comprehensive review of the agency's plans for the region's transportation system.

Land Use Strategies

The Draft 2016 RTP/SCS builds upon the 2008 Advisory Land Use Policies in the 2012 RTP/SCS. These foundational policies have guided the development of land use strategies for the SCS:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered[3] system of centers development;
- Develop "Complete Communities";

[3] "Identify strategic centers based on a three-tiered system of existing, planned, and potential, relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment." A more detailed description of these strategies and policies can be found on pages 90-92 of SCAG's 2008 Regional Transportation Plan, which was adopted in May 2008.

- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat;
- Incorporate local input and feedback on future growth;

In addition, the Draft 2016 RTP/SCS is based upon the guiding principles and framework of the Draft PGF that were reviewed and approved by the CEHD Committee in October 2015. Consistent with the scenario development process and workshop feedback, SCAG developed the Draft PGF to serve as the foundation for the 2016 RTP/SCS, and specifically, to serve as the preferred regional growth scenario to be incorporated as part of the region's SCS. The Draft PGF maintains local input-based jurisdictional growth totals, along with targeted growth in opportunity areas that are well served by transit and are conducive to successful mixed-use and higher density housing in the future (based on future transit investments and recent construction trends for similar developments).

SCAG staff conducted and completed the intensive local review and input process of the Draft PGF between June 24 to the end of July 2015. To ensure the greatest degree of accuracy and expediency, staff worked with our local partners to incorporate all of the feedback provided during the review period. Recommended revisions specifically addressed development agreements, entitlements, and projects that are currently under development or were recently completed. In addition, the Draft PGF with these technical corrections was sent out to all the local jurisdictions who provided input by July 31st to ensure that revisions were appropriately reflected in the revised data set. This entire technical revision process was completed on September 16, 2015. Any input received about the Draft PGF after the July 31 deadline will be incorporated before the adoption of Final 2016 RTP/SCS to be presented to the Regional Council in April 2016.

The following guiding principles were approved by the CEHD Committee and serve as the basis for developing the Draft PGF:

- Principle #1: The Draft PGF for the 2016 RTP/SCS shall be adopted by the Regional Council at the jurisdictional level, thus directly reflecting the population, household and employment growth projections derived from the local input and previously reviewed and approved by SCAG's local jurisdictions. The PGF maintains these projected jurisdictional growth totals, meaning future growth is not reallocated from one local jurisdiction to another.
- Principle #2: The Draft PGF at the Transportation Analysis Zone (TAZ) level is controlled to be within the density ranges[4] of local general plans or input received from local jurisdictions in this most recent round of review.

[4] With the exception of 6% of TAZs which have an average density below the density range of local general plans.

- Principle #3: For the purpose of determining consistency for CEQA streamlining, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS.
- Principle #4: TAZ level data or any data at a geography smaller than the jurisdictional level is included in the Draft PGF only to conduct the required modeling analysis and is therefore, only advisory and non-binding because SCAG's sub-jurisdictional forecasts are not to be adopted as part of the 2016 RTP/SCS. After SCAG's adoption of the PGF at the jurisdictional level, the TAZ level data may be used by jurisdictions in local planning as it deems appropriate and there is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with the RTP/SCS. SCAG staff plans to monitor the use of this data after the adoption of the RTP/SCS to encourage appropriate use.
- Principle #5: SCAG staff continues to communicate with other agencies who use SCAG sub-jurisdictional level data to ensure that the "advisory & non-binding" nature of the dataset is appropriately maintained.

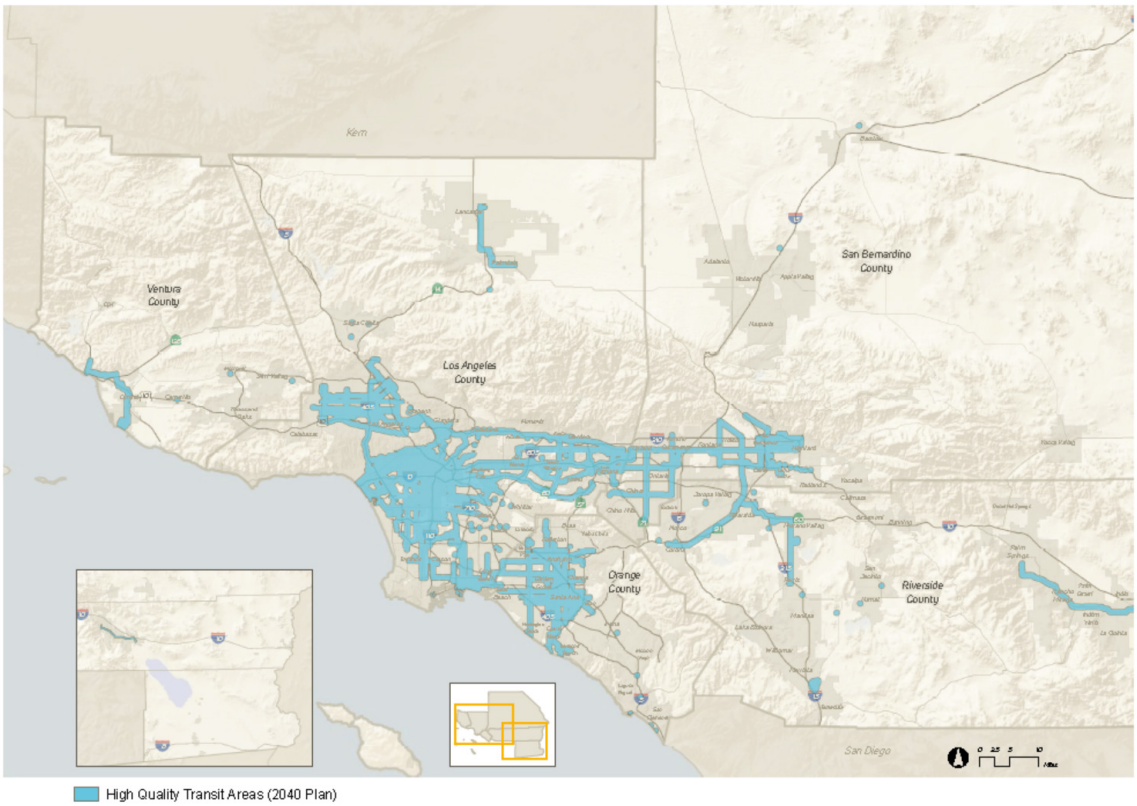
Anticipated outcomes and benefits of the Draft PGF include reduced land consumption; improved air quality and physical fitness; increased shared mobility; natural habitat preservation; enhanced energy and water conservation; more strategic transportation infrastructure expenditures; and enhanced access to Cap & Trade resources. Ultimately, the Draft PGF will integrate regional land use strategies with transportation investments to significantly reduce vehicle miles traveled (VMT) and result in cleaner air by increasing transit ridership, increasing walking and biking, and reducing the length of auto trips. The Draft Policy Growth Forecast of population, employment and household at jurisdictional level is included as an **Attachment** to this staff report.

High Quality Transit Areas (HQTAs)
The Draft 2016 RTP/SCS forecasted land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. An HQTA is an area within one-half mile of (1) a fixed guideway transit stop, or (2) bus transit corridors where buses pick up passengers every 15 minutes or less during peak commute hours.

HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional lifecycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. Here, households have expanded transportation choices with ready access to a multitude of safe and convenient transportation alternatives to driving alone – including walking and biking, taking the bus, light rail, commuter rail, the subway, and/or shared mobility options. Households have more direct and easier access to jobs, schools, shopping, healthcare, and entertainment, especially as Millennials form households and the senior population increases. Moreover, focusing future growth in HQTAs can provide expanded housing choices that nimbly respond to trends and market demands, encourage adaptive reuse of existing structures, revitalize main streets, and increase complete street investments.

A forecasted regional land use pattern has been developed exhibiting increased residential and employment growth in HQTAs, with corresponding reduced growth in areas lacking transit infrastructure. Regional investments in "First/Last Mile" strategies are expanded within HQTAs to increase transit ridership by making it quicker and easier to complete a transit trip. Investments include enhanced street crossings, connections, wayfinding, signage, station amenities, and bike parking. While HQTAs account for only 3 percent of total land area in SCAG region, they are planned and projected to accommodate 46 percent of the region's future household growth, and 50 percent of the future employment growth.

High Quality Transit Areas throughout the SCAG region in 2040



Livable Corridors

"Livable Corridors" are arterial roadways where jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways. Most Livable Corridors would be located within HQTAs. Livable Corridor land-use strategies include development of mixed use retail centers at key nodes along corridors, increasing neighborhood-oriented retail at more intersections, applying a "complete streets" approach to roadway improvements, and zoning that allows for the replacement of underperforming auto-oriented strip retail between nodes with higher density residential and employment. These strategies will allow

more context sensitive density, improve retail performance, combat blight, and improve fiscal outcomes for local communities.

Neighborhood Mobility Areas
Neighborhood Mobility Areas (NMA) represent the synthesis of various planning practices, and are applicable in a wide range of settings in the SCAG region. Strategies are intended to provide sustainable transportation options for residents of the region who lack convenient access to high-frequency transit options but have a high proportion of short-trips relating to the surrounding urban form. NMAs are conducive to active transportation and include a "complete streets" approach to roadway improvements to encourage replacing single- and multi-occupant automobile use with biking, walking, skateboarding, neighborhood electric vehicles and senior mobility devices. A complete streets approach ensures that transportation plans meet the needs of all users of the roadway system. These areas have high intersection density, low to moderate traffic speeds, and robust residential retail connections. NMAs are suburban in nature, but can support slightly higher density in targeted locations.

Zero Emissions Vehicles & Electric Vehicle Charging Stations
Since SCAG adopted the 2012 RTP/SCS, the Governor's Office released Zero Emissions Vehicle (ZEV) Action Plans in 2013 and 2015. These plans identified state level funding to support the implementation of Plug-in Electric Vehicle (PEV) and Hydrogen Fuel Cell refueling networks, and contain ambitious targets for all ZEV vehicle classes. SCAG leveraged its transportation model and land use models to complete a Regional PEV Readiness Plan in 2012. As part of the Draft 2016 RTP/SCS, SCAG has focused location-based strategies specifically on increasing the efficiency to Plug-in Hybrid Electric Vehicles (PHEV) in the region. These are electric vehicles that are powered by a gasoline engine when their battery is depleted. The Draft 2016 RTP/SCS proposes a regional charging network that will increase the number of PHEV miles driven on electric power, in addition to supporting the growth of the PEV market generally. In many instances these chargers may double the electric range of PHEVs, reducing vehicle miles traveled that produce tail-pipe emissions.

Preserving Natural Lands
Many natural land areas near the edge of existing urbanized areas do not have plans for conservation and are vulnerable to development pressure. Certain lands, such as riparian areas, have high per-acre habitat values and are host to some of the most diverse yet vulnerable species that play an important role in the overall ecosystem. Some cities and county transportation commissions have taken steps toward planning comprehensively for conserving natural lands and farmlands, while also meeting demands for growth. To support those and other comprehensive conservation planning efforts, SCAG studied regional scale habitat, developed a regional conservation framework, and assembled a natural resource database. The Draft 2016 RTP/SCS suggests redirecting growth from high value habitat areas to existing urbanized areas. This strategy avoids growth in sensitive habitat areas, builds upon the conservation framework, and complements an infill-based approach.

Balancing Growth Distribution Between 500-Foot Buffer Areas and HQTAs
The Draft 2016 RTP/SCS recognizes guidance from the 2005 ARB air quality manual, which recommends limiting the siting of sensitive uses within 500 feet of freeways and urban roads carrying more than 100,000 vehicles per day. 500 feet is approximately one-fifth of HQTA. While the density is increased in some areas of HQTAs, the growth remains stable in the 500-foot buffer areas to reflect local input, thereby balancing the growth distribution.

The foregoing land use strategies build upon growth policies that the Regional Council adopted as part of the 2012 RTP/SCS. Many local policy documents that SCAG reviewed in developing the land use strategies are based on best practices that encourage infill and mixed-use development in transit rich and/or transit ready areas. The strategies in the Draft 2016 RTP/SCS recognize demographic shifts and the increasing demand for multifamily housing near transit infrastructure. In 2015, 38 percent of all households in the SCAG region were multifamily homes. Through 2040, the Draft Plan projects 67 percent of the 1.5 million new homes expected to be built will be multifamily units. At the 2040 end state, this change represents an increase from 43 percent to 49 percent of all housing units in the region.

HOUSING MIX	
Baseline	**Plan**
Growth Increment: • 64% single family • 36% multifamily	*Growth Increment:* • 33% single family • 67% multifamily
End State: • 57% single family • 43% multifamily	*End State:* • 51% single family • 49% multifamily

Ultimately, the Draft 2016 RTP/SCS integrates regional land use strategies with transportation investments to reduce VMT and result in cleaner air by increasing transit ridership, increasing walking and biking, and reducing the length of auto trips. The table below summarizes the land use characteristics for the entire region if these strategies are implemented.

LAND USE CHARACTERISTICS		
	Baseline	**Plan**
Land Use and Transit Coordination	*High Quality Transit Areas* • 36% Homes • 44% Employees	*High Quality Transit Areas* • 47% Homes • 56% Employees
Land Pattern Focus	*2012-2040 New growth:* • 3% Urban Infill • 11% Compact Walkable • 86% Standard Suburban	*2012-2040 New growth:* • 13% Urban Infill • 49% Compact Walkable • 38% Standard Suburban

Affordable Housing
As a council of governments (COG), SCAG is responsible for developing the Regional Housing Needs Assessment (RHNA) allocation, which represents future housing need for all income groups for each jurisdiction within the SCAG region. The integrated growth forecast is used as a basis to determine projected household growth as part of the RHNA methodology. The most recent RHNA allocation was adopted by the SCAG Regional Council in October 2012 and represents the 8 year planning period between October 2013 and October 2021. The next RHNA allocation is scheduled to be adopted in October 2020.

Once a jurisdiction receives its RHNA allocation, it is required to update its housing element as part of its General Plan. A jurisdiction's housing element must provide a sites and zoning analysis to accommodate its RHNA allocation and plan for all housing types, including affordable housing. Jurisdictions can consider a wide variety of zoning tools and housing types to accommodate future housing need in their housing element.

Transportation Strategies

Preserving our Existing System
Southern California's transportation system is becoming increasingly compromised by decades of underinvestment in maintaining and preserving our infrastructure. These investments have not kept pace with the demands placed on the system, and the quality of many of our roads, highways, bridges, transit, and bicycle and pedestrian facilities are continuing to deteriorate. Unfortunately, the longer they deteriorate the more expensive they will be to fix in the future. Even worse, deficient conditions compromise the safety of users throughout the network. For all of these reasons, system preservation and achieving a state of good repair are top priorities of the 2016 RTP/SCS.

Recommendation
Consistent with TC's prior action on September 3, 2015 to support the Draft 2016 RTP/SCS including the guiding principles of the 2012 RTP/SCS financial plan and reasonably available revenue strategies, staff recommends investing $272.8 billion toward preserving our existing system. The allocation of these expenditures include the transit and passenger rail system, the state highway system, and regionally significant local streets and roads. Note that the allocation for the state highway system includes bridges; the allocation for transit includes funding to both preserve and operate the transit system; and the allocation for regionally significant local streets and roads includes bridges and active transportation safety improvements. Staff recommends the following strategies:

- Protecting and preserving what we have first, supporting a "fix-it-first" principle.
- Considering the cycle costs beyond construction.
- Continuing to work with stakeholders to identify and support new sustainable funding sources and/or increased funding levels for preservation and maintenance.

Potential Benefits
Investing in system preservation is one of the most cost-effective investments. At a minimum, the proposed investments will result in:

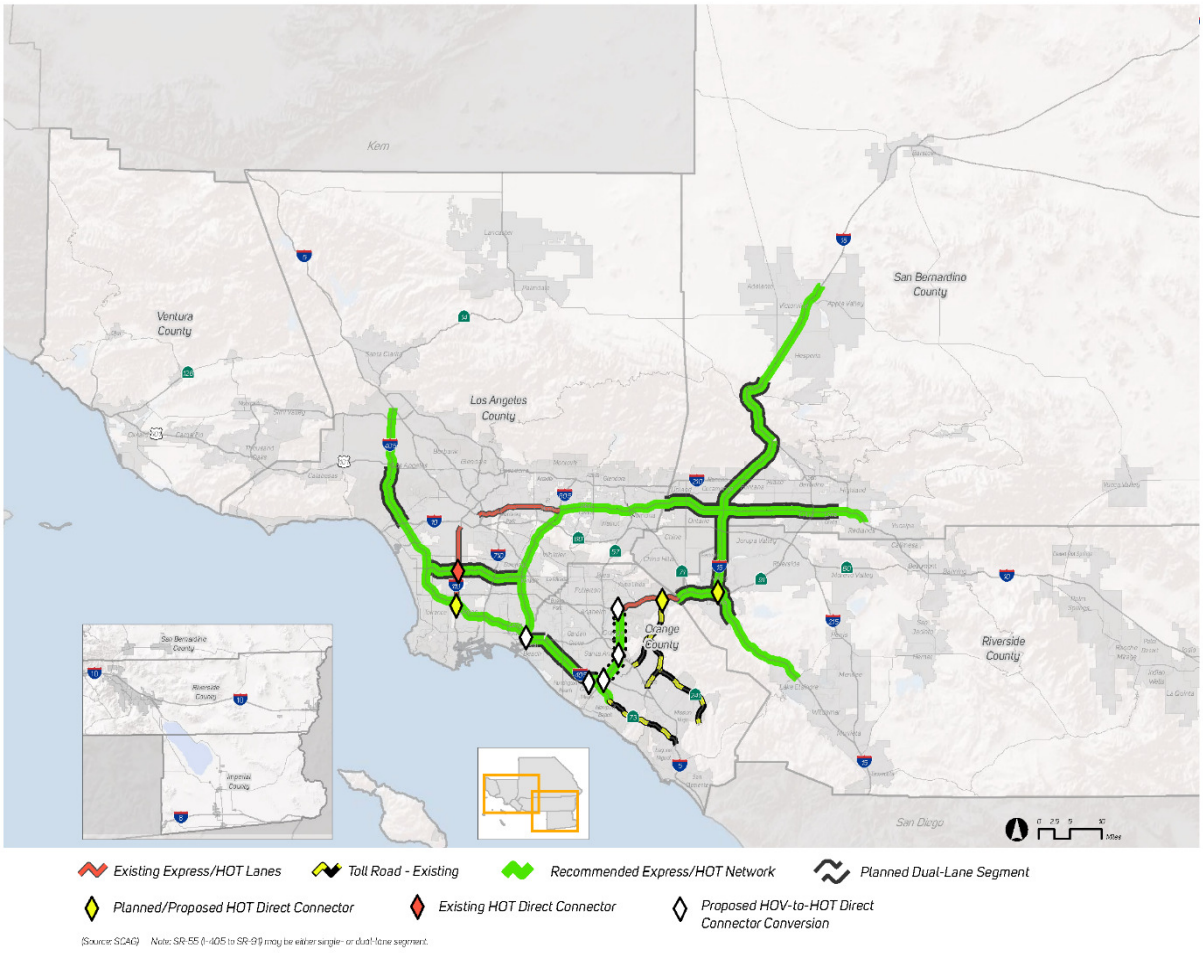
- Improved user experience (i.e. motorists, transit riders, bicyclists, pedestrians) of the system.
- Lower the costs for all tax payers over the long run.
- Lower the costs to the users in the form of reduced auto repair bills and lower fuel costs.
- Cleaner air and reduced greenhouse gas emissions from more efficiently operating transportation system.

Highway and Arterials
Our region's highways and arterials serve as a crucial backbone of our overall regional transportation network. As part of the 2016 RTP/SCS, SCAG continues to advocate for a comprehensive solution based on a system management approach to manage and maintain our highway and arterial network. Although we recognize that we can no longer rely on system expansion alone to address our mobility needs, critical gaps and congestion chokepoints in the network still hinder access to certain parts of the region. County transportation plans have identified projects to close these gaps, eliminate congestion chokepoints and complete the system in which such improvements are included in the 2016 RTP/SCS.

Consistent with our regional emphasis on the system management pyramid, recent planning efforts have focused on enhanced system management, including the integration of value pricing to better use existing capacity and offer users greater travel time reliability and choices. Express Lanes that are appropriately priced to reflect demand can outperform non-priced lanes in terms of throughput, especially during congested periods. Moreover, revenue generated from priced lanes can be used to deliver the needed capacity provided by the Express Lanes sooner, and to support complementary transit investments.

The regional Express Lane network included in the 2016 RTP/SCS builds on the success of the State Route 91 Express Lanes in Orange County, as well as the Interstate 10 and Interstate 110 Express Lanes in Los Angeles County. Additional efforts underway include the extension of the State Route 91 Express Lanes to the Interstate 15, as well planned Express Lanes on the Interstate 15 in Riverside County. Express Lanes are also planned for Interstate 15 and Interstate 10 in San Bernardino County. The following figure displays the segments in the proposed regional Express Lane network.

Proposed Regional Express Lane Network



Our region's arterial system is comprised of local streets and roads that serve many different functions. One is to link our region's residents with schools, jobs, healthcare, recreation, retail and other destinations. A number of arterials run parallel to major highways, and they can provide alternatives to them. Beyond automobiles, our arterials serve other modes of travel, including transit and active transportation. The 2016 RTP/SCS proposes a variety of arterial projects and improvements throughout the region. Operational and technological improvements

can maximize system productivity through various cost-effective and non-labor intensive means – beyond improvements to expand capacity. These include signal synchronization, spot widening, and adding grade separations at major intersections.

Recommendation

Consistent with TC's prior action on September 3, 2015 to support the Draft 2016 RTP/SCS including the guiding principles and framework of the Highways and Arterials component of the Plan, staff recommends investing $55.5 billion toward Highway and Arterial strategies throughout the region. Staff recommends the following strategies:

- Focusing on achieving maximum productivity through strategic investments in system management and demand management.
- Focusing on adding capacity primarily (but not exclusively) to:
    - Closing gaps in the system; and
    - Improving access where needed
- Supporting policies and system improvements that will encourage the seamless operation of our roadway network from a user perspective.
- Increasing roadway capacity with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit, and ITS, where feasible.
- Focusing on addressing non-recurring congestion with new technology.
- Supporting "complete streets" opportunities developed from general plans as part of AB-1358 (2008) compliance and SB-743 (2013).

Potential Benefits

The following are some of the benefits that can be expected from investing in our roadway system.

- Improved mobility and accessibility to opportunities for the majority of our commuters and residents.
- Will provide additional capacity needed to run additional transit services, including express bus services and Bus Rapid Transit (BRT).
- More efficient system due to gap closures, eliminating the need to make detours onto local streets.

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

Efficient management of the demand placed on our transportation system and efficient operation of our transportation assets is critical, not only to ensure we are spending our scarce resources wisely, but also to ensure we are meeting our vision and our broader goals of improving the quality of life in Southern California. Expanding our investments in TDM and TSM strategies will allow us to achieve these objectives. Moe specifically, we must strive to:

- Manage our demand wisely before considering capital intensive options to meet our future demands, and
- Ensure an efficiently operating system through application of best practices and technology (Intelligent Transportation Systems (ITS)).

Recommendation
Staff recommends investing $6.9 billion toward TDM strategies throughout the region. There are three main areas of focus:

- Reducing the number of drive-alone trips and overall VMT through ridesharing, which includes carpooling, vanpooling and supportive policies for shared ride services such as Uber and Lyft.
- Redistributing or eliminating vehicle trips from peak demand periods through incentives for telecommuting and alternative work schedules.
- Reducing the number of drive-alone trips through use of other modes of travel such as transit, rail, bicycling and walking.

In addition, the following strategies expand and encourage the implementation of TDM strategies to their fullest extent:

- Rideshare incentives and rideshare matching;
- Parking management and parking cash-out policies;
- Preferential parking or parking subsidies for carpoolers;
- Intelligent parking programs;
- Promotion and expansion of Guaranteed Ride Home programs;
- Incentives for telecommuting and flexible work schedules;
- Integrated mobility hubs and first/last mile strategies;
- Incentives for employees who bike and walk to work; and
- Investments in active transportation infrastructure.

Staff also recommends $9.2 billion for TSM improvements that work in concert to optimize the performance of the transportation system. These include extensive advanced ramp metering, enhanced incident management, bottleneck removal to improve flow (e.g. auxiliary lanes), expansion and integration of the traffic signal synchronization network, data collection to monitor system performance, and other ITS improvements. Several key TSM strategies include:

- Corridor System Management Plans to identify lower cost, higher benefit options to maximize efficiency and productivity along major highway corridors, including coordination with parallel arterial systems, transit and incident response management.
- Integrated Corridor Management in which all elements within a corridor are considered to evaluate opportunities that move people and goods in the most efficient manner while ensuring the greatest operational efficiencies are achieved.
- Arterial Signal Synchronization Projects to optimize traffic flow.
- Dynamic Corridor Congestion Management to coordinate highway ramp metering with arterial signals, inform the traveling public of expected travel times to various destinations, and provide travel time comparisons with transit.

Potential Benefits

The following are some of the benefits expected to result from these investments.

- Increased use of carpooling, transit, and telecommuting, resulting in better performing system overall.
- A more efficient and fully functioning transportation system.
- Enhanced real-time traveler information resulting in improved user experience and efficient system utilization.
- Reduced congestion on our roadways.
- Reduced VMT, greenhouse gas emissions, and cleaner air.
- Reduced need for investing in expensive capital improvement projects.

Transit

Continuing to expand our transit system and improve services is critical to realizing our vision described earlier in this report and ultimately meeting our broad societal goals and objectives. Key points considered in developing recommendations to expand our transit system include:

- Significant investments in transit already committed locally (CTCs)
- Changing demographics and urban forms call for more travel choices, particularly transit
- Transit can help relieve pressure and provide alternatives on some of our most congested corridors
- Additional transit will be necessary to ensure our pricing strategies work efficiently and equitably

Recommendation

Significant investment in transit is already committed locally, primarily based on local sales tax measures as reflected in the current RTP/SCS. Some of the illustrative projects backed by current commitments are:

- Purple Line Extension to Westwood
- Gold Line Eastside Extension Phase 2
- Airport Metro Connector
- Anaheim Rapid Connection
- Santa Ana-Garden Grove Fixed Guideway (OC Streetcar)
- Metrolink Perris Valley Line Extension to San Jacinto
- Redlands Rail

When these projects are completed, the region will have a greatly expanded urban rail network, including ten light-rail projects and three heavy rail extensions on the Metro Rail system. New BRT routes will provide additional higher speed bus service in Los Angeles and Orange Counties and the Inland Empire. Orange County will add new streetcar services to link major destinations in Anaheim, Santa Ana and Garden Grove to the Metrolink system. Riverside County will extend Metrolink to San Jacinto, and San Bernardino County will connect Metrolink to Ontario International Airport and to Redlands via Downtown San Bernardino.

In addition to current commitments, staff recommends extensive local bus, rapid bus, BRT and express service improvements. An expanded point-to-point express bus network will take advantage of the region's carpool and express lane network. New BRT service, limited-stop service, and increased local bus service along key corridors, in coordination with transit-oriented development and land use, will encourage greater use of transit for short local trips. Also included in the investment package are renewed commitments to asset management and maintaining a state of good repair.

Staff also recommends the following strategies:

- Implement and expand transit priority strategies, including transit signal priority, queue jumpers and bus lanes.
- Implement regional and inter-county fare agreements and media to make transit more attractive and accessible.
- Increase bicycle carrying capacity on transit and rail vehicles to facilitate first/last mile connections.
- Expand and improve real-time passenger information systems to allow travelers to make more informed decisions and improve the overall travel experience.
- Implement first/last mile strategies to extend the effective reach of transit.

The total recommended investment in transit is $56.1 billion for capital and $156.7 billion for operations & maintenance. This recommendation is consistent with TC's prior action on September 3, 2015 to support Draft 2016 RTP/SCS inclusion of the framework of the proposed transit strategies.

Potential Benefits

Some of the benefits of investing in transit are:

- New and enhanced transit services that provide new choices for commuters and residents
- Cleaner air and reduced congestion, VMTs and greenhouse gas emissions.
- Facilitation of current and future smart growth and sustainable communities
- The ability for our residents to choose a healthier, more active lifestyle
- The ability for our residents who do not own a vehicle to remain mobile and active

Passenger Rail and High Speed Rail

In November 2008, California voters passed a historic bond measure (Proposition 1A) that, among other things, authorizes the State to raise $9 billion in bond funds to build our first statewide high speed rail system. Phase I of this system, which will connect Los Angeles Union Station and Anaheim to the Central Valley and San Francisco Bay Area, is to be implemented during the RTP/SCS timeframe (i.e., by 2040) and presents an enormous opportunity for the state and our region. With the adoption of the 2012 RTP/SCS, the region and the California High Speed Rail Authority (CHSRA) committed to spending a combined $1 billion in Proposition 1A and matching funds on early investments in the existing passenger rail system. This commitment was formalized in a Memorandum of Understanding (MOU) which identifies a candidate project list to improve the Metrolink system and the Los Angeles-San Diego-San Luis Obispo

(LOSSAN) rail corridor, thereby providing immediate, near-term benefits to the region while laying the groundwork for future integration with High Speed Rail.

Recommendation
Staff recommends maintaining the commitments in the 2012 RTP/SCS and the High Speed Rail MOU that will improve rail speed, service and safety for Metrolink and the LOSSAN rail corridor, provide interconnectivity to the future High Speed Rail system, and provide an attractive alternative to driving alone. This includes the MOU capital projects to bring segments of the regional rail network up to the federally defined speed of 110 miles per hour or greater, and to implement a blended system of rail services.

A key MOU project and top priority is the Southern California Regional Interconnector Project (SCRIP, formerly called the Los Angeles Union Station Run-Through Tracks). This project will deliver regional benefits for all counties served by Metrolink and LOSSAN/Amtrak Pacific Surfliner by extending at least four tracks south of Union Station and across the U.S. Route 101 freeway to connect with the main tracks along the Los Angeles River. This will increase Union Station's capacity by 40 to 50 percent, result in improved operations, and reduce air pollution and greenhouse gas emissions from idling locomotives.

In addition to the MOU projects, investments are identified in the LOSSAN Strategic Implementation Plan for 2030 and in the Metrolink 2015 Strategic Assessment. Staff also recommends the following passenger rail strategies:

- Secure increased funding and dedicated funding sources
- Support increased transit-oriented development and first/last mile strategies
- Implement cooperative fare agreements and media

The total recommended investment in passenger rail is $38.6 billion for capital and $15.7 billion for operations & maintenance. This recommendation is consistent with TC's prior action on September 3, 2015 to support Draft 2016 RTP/SCS inclusion of the framework of the proposed passenger rail strategies.

Potential Benefits
Proposed investments in our Passenger and High Speed Rail system is expected to yield the following benefits.

- New and enhanced sustainable transportation options for travel between regions.
- Reduced congestion and greenhouse gas emissions from travel market shift from air and car travel.
- A system that complements and feeds current inter-city (Amtrak) and commuter rail (Metrolink) and the region's public transit network, and vice-versa.
- Economic benefits and new jobs from constructing the projects.
- Reduced demand for short haul flights in our most congested airports, particularly LAX.

Goods Movement

Consistent with TC's prior action on October 8, 2015 to support Draft 2016 RTP/SCS inclusion of the framework for goods movement strategies, these strategies total $75 billion and include the following key components:

- A Regional Clean Freight Corridor System—a system of truck-only lanes extending from the San Pedro Bay Ports to downtown Los Angeles along Interstate 710, connecting to the State Route 60 east-west segment, and finally reaching Interstate 15 in San Bernardino County. Such a system would address growing truck traffic and safety issues on core highways through the region and serve key goods movement industries. Ongoing evaluation of a regional freight corridor system is underway, including recent work on an environmental impact report (expected to be recirculated in 2016) for the Interstate 710 segment. Additionally, as a part of the 2016 RTP/SCS, SCAG continues to refine the east-west corridor component of the system along the State Route 60 corridor.
- Truck Bottleneck Relief Strategy—the top 50 truck bottlenecks were identified through a process that included a quantitative analysis of congestion in the region and stakeholder outreach. This analysis has been updated for the 2016 RTP/SCS. The 2016 RTP/SCS allocates an estimated $5 billion toward goods movement bottleneck relief strategies. In past RTPs, SCAG directly addressed truck bottlenecks by developing a coordinated strategy to identify and mitigate the top-priority truck bottlenecks. This RTP/SCS has updated previous analysis to confirm previously identified bottlenecks and to identify potential new bottlenecks.
- Rail Strategy—the region's extensive rail network offers shippers the ability to move large volumes of goods over long distances at lower costs, compared with other transportation options. The 2016 RTP/SCS continues to incorporate the following rail strategies for goods movement:
    - Additional mainline tracks for the BNSF San Bernardino and Cajon Subdivisions and the UPRR Alhambra and Mojave Subdivisions
    - Expansion/modernization of intermodal facilities
    - Highway-rail grade separations
    - Port-area rail improvements, including on-dock rail enhancements
- Goods Movement Environmental Strategy—focuses on a two-pronged approach for achieving an efficient, safe and economically sound freight system that also reduces environmental impacts. For the near term, the regional strategy supports the deployment of commercially available low-emission trucks and locomotives while centering on continued investments into improved system efficiencies. In the longer term, the strategy focuses on advancing technologies — taking critical steps now toward phased implementation of a zero-emission and near-zero-emission freight system. The plan to develop and deploy advanced technologies includes 4 phases of technology development and implementation, during which technology needs are defined, prototypes are tested and developed, and efforts are scaled up. This cycle of technology development is continuous, and it will renew itself as new innovations emerge and technologies continue to evolve.

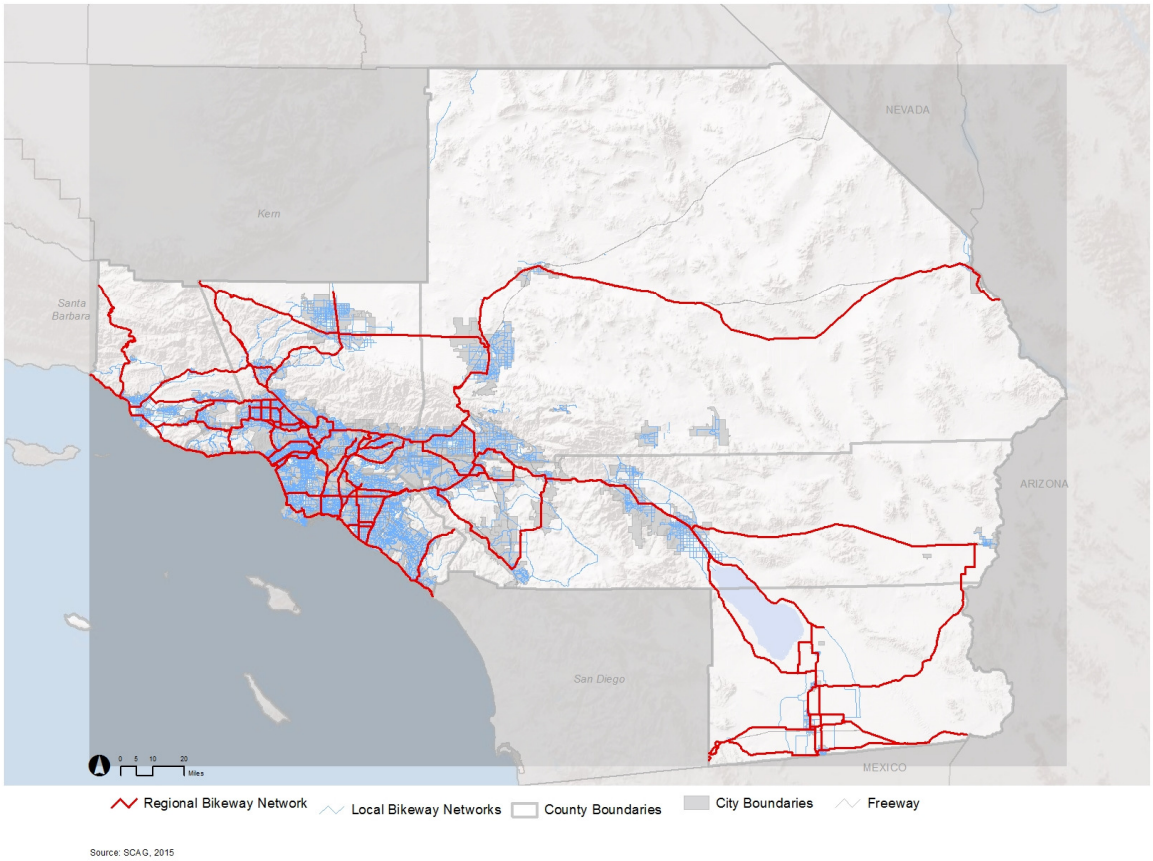
Potential Benefits
The following are some of the benefits from the proposed recommendation:

- Supports mobility for key industries.
- Serves goods movement markets in an efficient manner.
- Helps alleviate the region's congestion.
- Promotes job creation and retention.
- Improves safety (reduced truck/automobile collisions and eliminates significant number of at-grade railroad crossings).
- Reduces emissions (CO2, NOx and PM2.5).

Active Transportation
The 2016 Active Transportation Plan updates and expands upon the 2012 Plan. As such, it proposes strategies to continue progress made in developing regional bikeway network, assumes all local active transportation plans will be implemented and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. The Plan also considers new strategies and approaches beyond those proposed in 2012.

Recommendation
Consistent with TC's prior action on October 8, 2015 for Draft 2016 RTP/SCS inclusion of the proposed Active Transportation Plan Investment framework, the 2016 Active Transportation Plan would double funding available for active transportation to $12.9 billion and includes 11 specific strategies for maximizing active transportation in the SCAG region in four broad categories (regional trips, transit integration, short trips and education/encouragement). These strategies include:

1. Regional-Trip Strategies (see map):
    a. Regional Greenway Network: a 2,298 mile network, based on local plans designed to increase walking and biking by creating separated bikeways designed to appeal to most potential bicyclists.
    b. Regional Bikeway Network (RBN): a 2,697 mile system of interconnected bicycle routes of regional significance, based on local plans. The RBN connects cities and counties and serves as a spine for local bikeway networks and the regional greenway network.
    c. California Coastal Trail Access: The active transportation plan provides established paths as part of the Regional Greenway Network and Regional Bikeway Network to access the California Coastal Trail.



Source: SCAG, 2015

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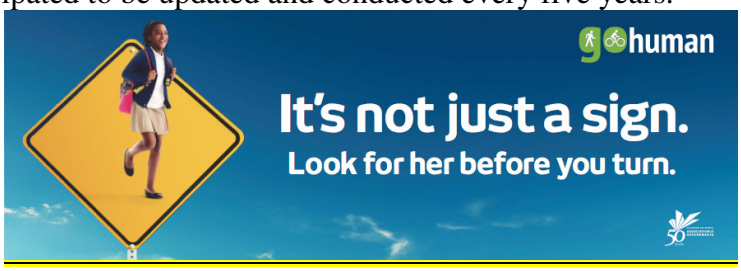
2. Transit Integration Strategies:
    a. First Mile/Last Mile: The Plan proposes bicyclist and pedestrian improvements at and around 224 rail or fixed-guideway bus stations.
    b. Livable Corridors: The Plan proposes 16 corridors totaling 670 miles for improvements separate from those areas in the First Mile/Last Mile strategy.
    c. Bike Share Services: The Plan calls for 880 stations and 8,800 bicycles starting in Downtown Los Angeles and Pasadena, and then moving into other locations.
3. Short-Trip Strategies:
    a. Sidewalk quality: The Plan calls for 10,500 miles of new and improved sidewalks through development projects or larger road construction and maintenance projects
    b. Local Bikeway Networks: The planned 7,200 miles of new local bikeways are the foundation for the regional bikeway network and the regional greenway network. Combined, the local, regional and greenway networks comprise 12,700 miles of bikeways in the region.
    c. Neighborhood Mobility Areas: The strategy includes polices to encourage replacing single and multi-occupant automobile use with biking, walking, skateboarding and neighborhood electric vehicles. Complete Streets strategies, such as traffic calming, bicycle priority streets (bicycle boulevards), and pedestrian connectivity increase physical activity, improve connectivity to the regional bikeway/greenway networks, local businesses and parks.
4. Education and Encouragement
    a. Safe Routes to School: Approximately $280 million over the life of the plan is devoted to Safe Routes to School programs and projects.
    b. Safety Campaigns: The existing Safety and Encouragement Campaign is anticipated to be updated and conducted every five years.



Potential Benefits

Proposed investments in Active Transportation are expected to yield the following benefits:

- Increased biking and walking, particularly for short trips. Walking in the 2040 Plan is expected to increase 28 percent from 2012.
- Biking in the 2040 Plan is expected to increase 71 percent.
- Improved overall transit usage by 9 percent compared to the 2040 Plan with no Active Transportation investments.
- Improved transit usage in high quality transit areas by 10 percent compared to the 2040 Plan with no Active Transportation investments.

Aviation

The SCAG region is one of the busiest and most diverse commercial aviation regions in the world. In 2014, over 60 airlines offered scheduled service to one or more of our region's airports, providing over 1,200 daily commercial departures—one every 70 seconds. These departing flights travel all over the United States and to every corner of the globe—in all, a total of 169 destinations in 37 countries had non-stop service from our region in 2014. Our airports also play a critical role in the region's goods movement network, and they impact the operations of our ground transportation network as well. The passengers arriving at or departing from our airports generate over 200,000 daily trips on our region's ground transportation system.

The development of the air passenger demand forecasts for the 2016 RTP/SCS is based on two premises:

- First, aviation demand is regional. Because aviation is used to travel much longer distances than cars, trains and other modes of transportation, nearly all commercial air travel generated by our region occurs between the region and some other region of the state, country, or globe. Air passengers first make the choice to travel by air, and then they choose which airports to utilize for their trip. Thus, the demand for air travel is for travel to and from the region as a whole, not to and from a specific airport.

- Second, aviation demand is driven by macroeconomic trends at the regional, national, and global levels. Our region draws travelers from around the world because we are fortunate to have a diverse and growing population, many prominent cultural and educational institutions, a wealth of natural attractions from the mountains to the coast, a warm and sunny climate, and tourist attractions that are known worldwide. Thus, the demand for air travel between the SCAG region and other parts of the world depends on the level of economic activity not just here but in many other locations around the country and the world.

Based on the historical relationship between economic activity and the demand for air travel, as well as expected future economic conditions in our and other regions, total air passenger demand in our region is expected to increase from 91.2 million annual passengers (MAP) in 2014 to 136.2 MAP in 2040. This represents a 1.6 percent annual growth rate over the forecast period. This regional forecast is strong and reflects the potential for the region to have long-term economic recovery and growth. This regional passenger demand distribution of 136.2 MAP along with the hybrid approach of ranges and fixed numbers for each of the twelve regional commercial airports was previously approved by TC on August 6, 2015.

Airport	2040 Demand (MAP)
TOTAL	136.2
Burbank Bob Hope Airport (BUR)	7.3
Imperial County Airport (IPL)	0.2
Los Angeles International Airport (LAX)	82.9 - 96.6
Long Beach Airport (LGB)	5.0
LA/Ontario International Airport (ONT)	11.0 - 19.0
Oxnard Airport (OXR)	0.2
Palmdale Regional Airport (PMD)	0.5 - 2.5
Palm Springs International Airport (PSP)	3.7
March Inland Port (RIV)	0.2
San Bernardino International Airport (SBD)	0.2 - 1.5
John Wayne Airport (SNA)	12.5
Southern California Logistics Airport (VCV)	0.2

Note: These forecasts were approved by Transportation Committee on August 6, 2015.

Accommodating the future demand for air passenger and air cargo is critical to the economic health of the region. The economic impact of air travel to the region is expected to increase from $27.4 billion in 2012 to $43.8 billion in 2040 (in 2012 dollars), an increase of almost 60 percent. The number of jobs supported by visitors arriving by air is expected to increase from 275,000 to 452,000. If the region's aviation system and supporting ground access network cannot accommodate the expected demand, some of this potential economic activity could be lost to other regions.

Air Cargo Forecasts

The development of the air cargo demand forecasts is similar to that of the air passenger forecasts. The demand for air cargo is driven largely by the economic interrelationship of our region and other regions around the world. Because of its high cost, shipment by air is used primarily for time-sensitive and high-value goods. Total air cargo transported through our region's airports has experienced an uneven recovery since the recession of 2007, but remained below year 2000 levels even in 2014. Based on the historical relationship between economic activity and the demand for air cargo, as well as expected future economic conditions in our and other regions, total air cargo demand in our region is expected to increase from 2.43 million metric tons in 2014 to 3.78 million metric tons in 2040. This represents a 1.8 percent annual growth rate over the forecast period. On October 8, 2015, the TC approved this proposed air cargo forecast for inclusion in the Draft 2016 RTP/SCS.

Airport Ground Access

The ground access network serving the region's airports is critical to both the aviation system and the ground transportation system. Passengers' choice of airports is based in part on the travel time to the airport and the convenience of access, so facilitating airport access is essential to the

efficient functioning of the aviation system. In addition, airport related ground trips can contribute to local congestion in the vicinity of the airports.

Recommendation
To reduce the impact of air passenger trips on ground transportation congestion, the 2016 RTP/SCS airport ground access strategies include the following:

- Support the regionalization of air travel demand
- Continue to support regional and inter-regional projects that facilitate airport ground access (e.g., High Speed Rail, High Desert Corridor)
- Support on-going local planning efforts by
    - Airport operators
    - County Transportation Commissions
    - Local jurisdictions
- Encourage development and use of transit access to the region's airports
- Encourage use of modes with high average vehicle occupancy (AVO)
- Discourage use of modes that require "deadhead" trips to/from airports

This recommendation is consistent with TC's prior action on October 8, 2015 for Draft 2016 RTP/SCS inclusion of the proposed regional aviation ground access strategies.

Potential Benefits
The following are some of the potential benefits from the proposed recommendation:

- Accommodate future aviation demand in the region in an efficient and equitable manner.
- Allows decentralization of aviation demand and the economic opportunities associated with it.
- Minimizes additional ground access improvement needs beyond those that are already committed.

F. TRANSPORTATION FUNDING

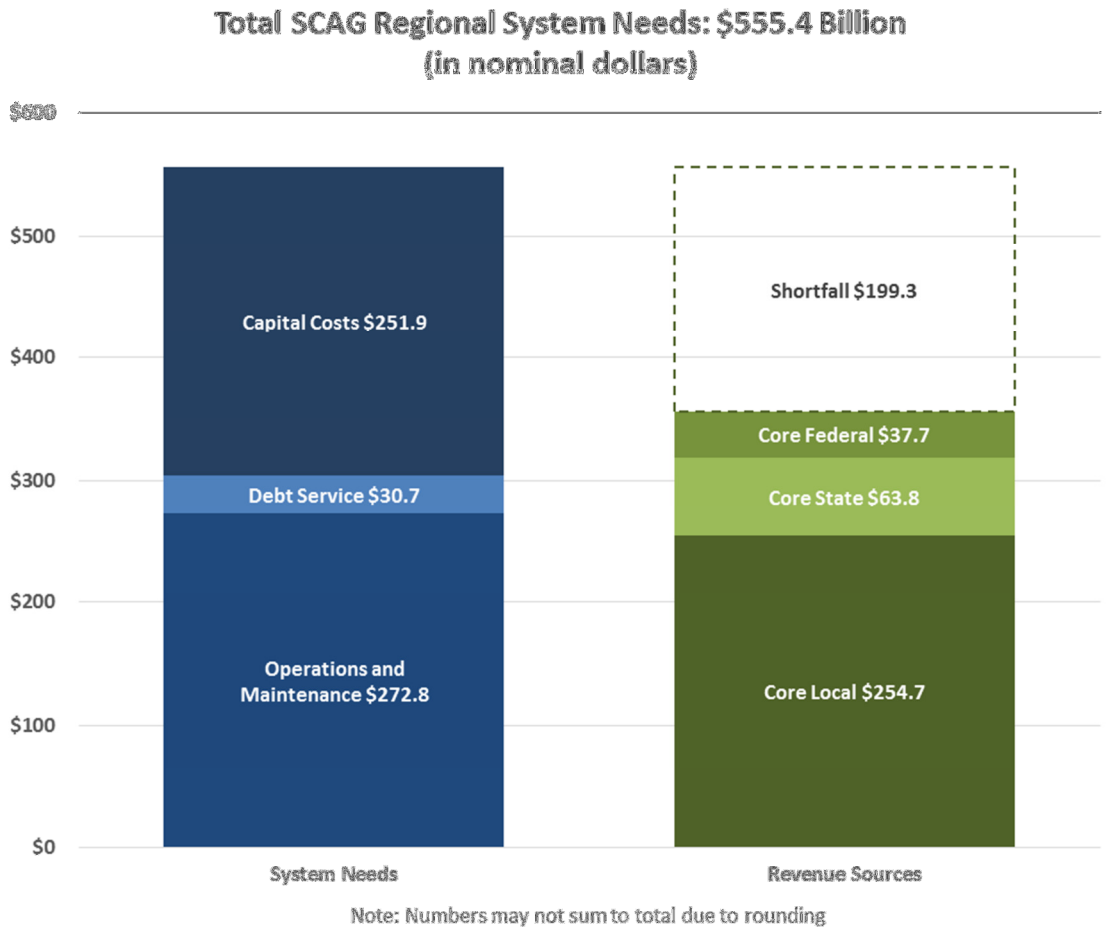
In accordance with federal fiscal constraint requirements, the financial plan for the 2016 RTP/SCS identifies how much money is reasonably expected to be available to build, operate, and maintain the region's surface transportation system through the forecast horizon year of 2040.

The 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.

Forecast of expenditure needs totals $555 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, $157 billion in transit O&M, $16 billion in

passenger rail O&M, and $35 billion in regionally significant local streets and roads O&M. Capital project expenditures total $252 billion (45 percent) and debt service totals $31 billion (6 percent).

The difference between the expenditure forecast total ($555 billion) and the core revenue forecast total ($356 billion) is $199 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.



As part of the 2012 RTP/SCS, the Regional Council adopted a set of key guiding principles to lay the foundation for identifying reasonably available new revenues. The Transportation Committee re-confirmed use of these guiding principles at its September 2015 meeting. The guiding principles are as follows:

- 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 Transportation Infrastructure Finance and Innovation Act (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

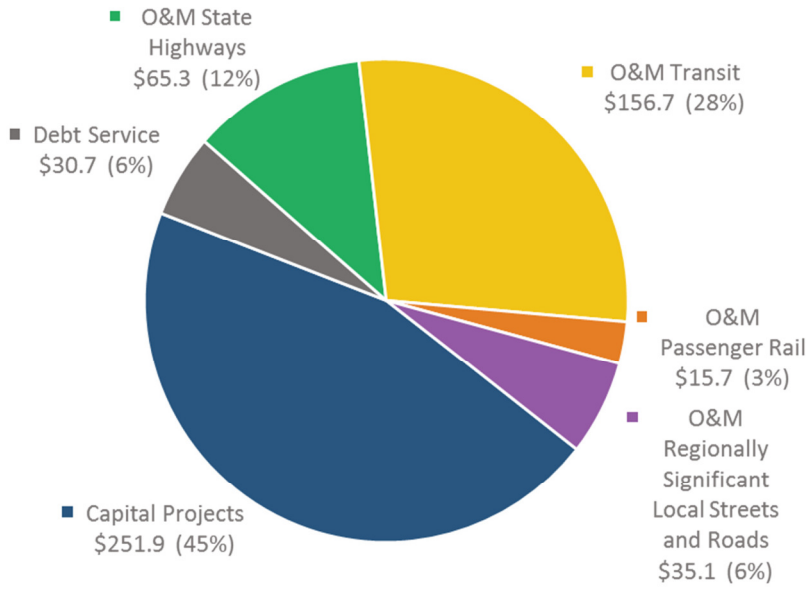
Based on these guiding principles, both near-term transitional strategies and long-term initiatives consistent with state and national discussions were supported by the Transportation Committee on September 3, 2015 for inclusion in the 2016 RTP/SCS, which are as follows:

Reasonably Available Revenue Sources and Innovative Financing Strategies
$199.3 Billion (in nominal dollars)

Revenue Source	Amount
State and Federal Gas Excise Tax Adjustment to Maintain Historical Purchasing Power	$6.0
Mileage-Based User Fee (or equivalent fuel tax adjustment)	$124.8 (est. increment only)
Highway Tolls (includes toll revenue bond proceeds)	$23.5
Private Equity Participation	$3.4
Freight Fee/National Freight Program	$5.4
State Bond Proceeds, Cap-and-Trade Auction Proceeds & Other for California High-Speed Rail Program	$34.0
Value Capture Strategies	$1.2
Local Option Sales Tax (Ventura County)	$1.1

As shown in the figure below, capital projects total $251.9 billion in nominal dollars. Operating and maintenance (O&M) costs total $272.8 billion, while debt service obligations total $30.7 billion. Transit-related costs comprise the largest share of O&M costs for the region, totaling $156.7 billion. Note: Numbers below may not sum to total due to rounding.

Total Expenditures: $555.4 Billion
(in nominal dollars)



G. PLAN PERFORMANCE

First and foremost, the Draft 2016 RTP/SCS meets all of the federal and state requirements. Based upon SCAG's modeling analysis, the Draft Plan meets all the provisions of transportation conformity rules under the Clean Air Act. Cleaner fuels and new vehicle technologies will help to significantly reduce many of the pollutants that contribute to smog and other airborne contaminants that may impact public health in the region. The Plan also performs well when it comes to meeting state-mandated targets for reducing greenhouse gas emissions from cars and light trucks. The state's targets for the SCAG region are an 8 percent per capita reduction in greenhouse gas emissions from automobiles and light trucks by 2020, and a 13 percent reduction by 2035 (compared with 2005 levels). The Draft Plan is anticipated to result in an 8 percent reduction in emissions by 2020, an 18 percent reduction by 2035, and a 22 percent reduction by 2040 as compared to 2005 levels.

The 2016 RTP/SCS also uses a number of performance measures to help gauge progress toward meeting SCAG's goals and objectives. With the preferred scenario, SCAG developed the strategies, programs, and project proposals discussed above. To determine how effective these strategies, programs, and projects would be, SCAG conducted a "Plan" vs. "No Build" (i.e., Baseline) analysis – essentially comparing what the region would look like with and without implementation of the Plan. The analysis clearly shows that implementing the 2016 RTP/SCS would result in a regional transportation network that improves travel conditions and air quality, while also promoting an equitable distribution of benefits – that is, social equity. The analysis also found that the Plan will:

- Increase the combined percentage of work trips made by carpooling, active transportation and public transit by 4 percent, and reduce the share of commuters traveling by single occupant vehicle by 4 percent.
- Reduce vehicle miles traveled per capita by 10 percent and vehicle hours traveled per capita by 18 percent.
- Increase daily travel by transit by nearly 3 percent, as a result of improved transit service and more transit-oriented development patterns.
- Reduce delay per capita by 46 percent.
- Reduce heavy duty truck delay on highways by about 40 percent.
- Reduce the amount of previously undeveloped (greenfield) lands converted to more urbanized use by 23 percent. By conserving open space and other rural lands, the Plan provides a solid foundation for more sustainable development in the SCAG region.

Land Use Co-Benefits

The land use strategies of the Draft 2016 RTP/SCS promote location efficiency by orienting new housing and job growth in areas served by high quality transit, and in other opportunity areas including existing main streets, downtowns, and corridors where infrastructure already exists. This more compact land use pattern, combined with the transportation network improvements, would result in improved pedestrian and bicycle access to community amenities, shorter average trip lengths, and reduced vehicle miles traveled. Strategies also support the development of more livable communities that provide more housing choices, consume less land, conserve natural resources, offer more and better transportation options, reduce average household transportation and utility costs, and promote an overall better quality of life.

Co-Benefits	**Draft Plan (Expressed as reductions relative to the Baseline scenario)**
Land Consumption	-23 %
Respiratory Health Cost	-13 %
Local Infrastructure and Services Costs for New Residential Growth (O&M+ Capital)	-8 %
Building Energy Use, cumulative (2012-2040)	-4 %
Building Water Use, cumulative (2012-2040)	-0.6 %
Per Household Transportation Costs (fuel + auto)	-13 %
Per Household Utilities Costs (energy + water)	-9 %

Economic & Job Creation

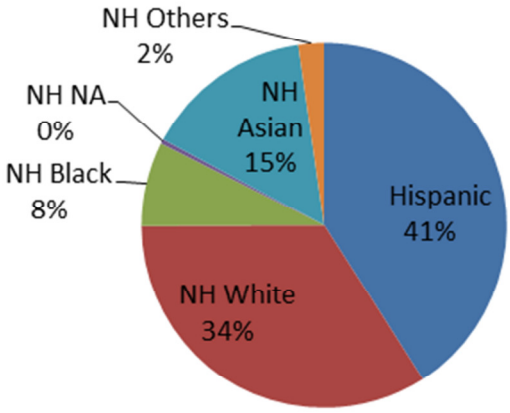
The 2016 RTP/SCS outlines a transportation infrastructure investment strategy that will beneficially impact Southern California, the State, and the nation in terms of economic development, job creation and economic growth, and overall business and economic competitive advantage in the global economy in terms of job creation and economic growth throughout the Southern California region. Over the 2016–2040 period, the RTP/SCS calls for the spending of over $500 billion on transportation improvement projects. An independent economic analysis indicates that over the twenty-five year period and six-county SCAG region, the Plan will generate significant employment. The 2016 RTP/SCS boosts employment in two ways—providing jobs for persons in highway and rail construction, operation, and maintenance, and boosting the economic competitiveness of the SCAG region by making it a more attractive place to do business.

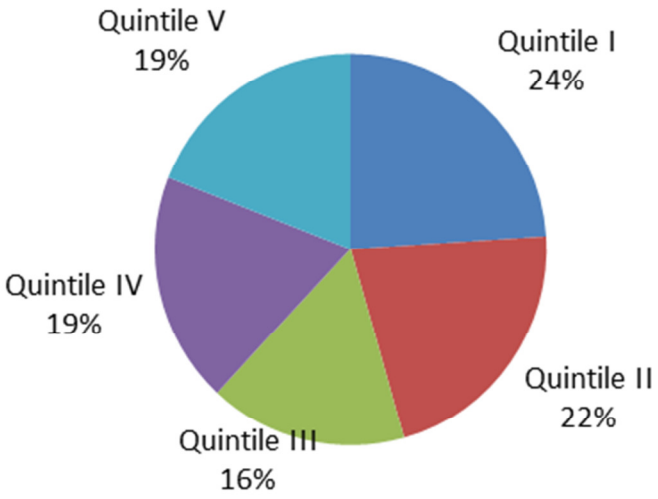
The economic analysis shows that, across SCAG's six county region, an annual average of over 188,000 jobs-year will be generated by the construction, maintenance, and operations expenditures that are specified in the RTP/SCS program, and the indirect and induced jobs that flow from those expenditures.

When investments are made in the transportation system, the economic benefits go far beyond the jobs created building it, operating it, and maintaining it. Unlike spending to satisfy current needs, infrastructure delivers benefits for decades. The infrastructure, once built, can enhance the economic competitiveness of a region. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more capable employees. An economy with a well-functioning transportation system can be a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region. An additional 375,000 annual jobs will be created by the SCAG region's increased competitiveness and improved economic performance that will result from congestion reduction and improvements in regional amenities due to implementation of the 2016 RTP/SCS.

Social Equity

SCAG staff conducted environmental justice (EJ) analysis for the Draft 2016 RTP/SCS based on the investment plan by mode (vehicle, passenger rail and transit, active transportation, etc.) and transportation usage by income/ethnicity. In regards to social equity, the 2016 RTP/SCS provides an extensive analysis on the impacts of the Plan on low-income and minority communities. A number of performance indicators were evaluated, including jobs-housing balance, accessibility to parks and other amenities, air quality, gentrification and displacement, noise impacts, and public health. The EJ results indicate that the 2016 RTP/SCS is an equitable investment plan by addressing the needs of both minority and low-income populations in the SCAG region.





The top left chart indicates that the distribution of investment from the Draft 2016 RTP/SCS is equitable among all ethnic groups compared with their respective usage and population share, while the chart on the right indicates that the Draft Plan expenditures and investment are reasonably allocated across all income quintile groups. Additionally, the Plan's EJ report includes a toolbox of suggestions for local jurisdictions and agencies to consider in addressing EJ issues, if any, at the local level.

Public Health

The 2016 RTP/SCS also focuses on improving public health outcomes in the SCAG region. A separate Appendix has been developed to highlight the Plan's performance through a public health "lens." The EEC reviewed and provided direction on the guiding principles and framework for the development and presentation of public health analysis in the Draft Plan. Plan performance is summarized in seven key focus areas, including: Access to Essential Destinations, Affordable Housing, Air Quality, Climate Adaptation, Economic Opportunity, Physical Activity and Transportation Safety. Some key performance results include a reduction in the total annual health costs for respiratory disease by more than 13 percent compared to the Baseline, as well as, a reduction in our regional obesity rate by 2.5 percent and a reduction in the share of our population that suffers with high blood pressure by 3 percent.

H. NEXT STEPS

Pending input from the Policy Committees at today's Joint Meeting, the Regional Council will be asked to formally release the Draft 2016 RTP/SCS for public review and comment on December 3, 2015. The Draft Plan will be available for public review and comment through January 27, 2016, fulfilling the 55-day review period required under SB 375. The PEIR for the Draft 2016 RTP/SCS will have a concurrent 55-day public review and comment period. In addition, during this period, staff will also initiate public hearings and another round of outreach to the elected representatives as well as stakeholders and the general public. After the close of the comment period, staff will document all of the comments received and prepare responses as

appropriate. Based on the input received through this process, staff will make necessary adjustments to the Draft 2016 RTP/SCS Plan and return to the Regional Council to present the proposed Final 2016 RTP/SCS for adoption at the Regional Council's April 7, 2016 meeting.

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation).

ATTACHMENTS:
1. PowerPoint Presentation: "Draft 2016 RTP/SCS: A Plan for Our Future"
2. Draft 2016 RTP/SCS Policy Growth Forecast at the Jurisdictional Level

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Presentation Outline

1. **Regional Collaboration and Outreach in Development of the 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)**
   Hon. Cheryl Viegas-Walker, President
2. **Leadership and Guidance from SCAG's Policy Committees**
   Hon. Alan Wapner, Chair, Transportation Committee
   Hon. Bill Jahn, Chair, Community, Economic & Human Development Committee
   Hon. Deborah Robertson, Chair, Energy & Environment Committee
3. **Performance Outcomes of the Draft 2016 RTP/SCS**
   Hasan Ikhrata, Executive Director
4. **Environmental Compliance**
   Huasha Liu, Director, Land Use & Environmental Planning

2

Public Outreach & Committee Highlights

Meetings with Local Jurisdictions *to update and develop land use and SED forecasts (Since December 2013)*	195	Public Workshops and Open Houses *(Since May 2015)*	23
Regional Council and Joint Policy Committee Meetings *(Since March 2015)*	12	Environmental Justice Workshops *(Since November 2014)*	5
Policy Committee and Subcommittee Meetings *(Since January 2013)*	44		
Technical Committee Meetings (*Since January 2013*)	93		

3

Transportation Committee

4

Transportation Committee
Highways and Arterials-Related Strategies

- **Maximize productivity** through system management & demand management
- Add capacity primarily to close gaps/improve access
- New projects consider congestion management strategies
- Support **seamlessly operating system**
- Address non-recurring congestion with new technology
- Support **"complete streets"**
- Support projects consistent with ITS Architecture
- Maintain and preserve our existing infrastructure
- **Fix-it First**
- Consider the **life cycle costs** of new projects
- Continue to identify and support funding sources
- Further develop regional **Express/HOT Lane network**

5

Transportation Committee
Alternative Transportation Strategies

Transit & Passenger Rail

- Prioritize existing local commitments and expand the region's transit system
- Invest in **local bus, rapid bus, BRT** and point-to-point express bus service
- Maintain existing and future transit system assets in a state of good repair
- Use technology to operate transit more efficiently and effectively and make it more accessible to travelers
- **Support California High Speed Rail** Phase 1
- Improve Metrolink and the LOSSAN rail corridor as part of the "blended approach" to High Speed Rail

Active Transportation

- Better **align active transportation investments with land use and transportation** strategies
- Increase the competitiveness of local agencies for federal and state funding
- Develop strategies that **serve people from 8-80 years old** to reflect changing demographics and make active transportation attractive to more people
- Expand regional understanding of the **role that short trips play** in achieving goals and performance objectives, and provide strategic framework to support local planning and project development serving short trips
- Expand understanding and consideration of public health in the development of local plans and projects

6

Transportation Committee
Regional Economic Strategies

Goods Movement

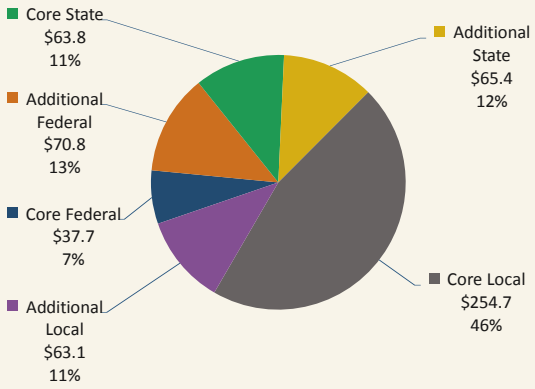
- Regional Clean Freight Corridor System
- Truck Bottleneck Relief Strategy
- Rail Strategy
  - Additional mainline tracks for the BNSF San Bernardino and Cajon Subdivisions and the UPRR Alhambra and Mojave Subdivisions
  - Expansion/modernization of intermodal facilities
  - Highway-rail grade separations
  - Port-area rail improvements, including on-dock rail enhancements
- Goods Movement Environmental Strategy

Aviation

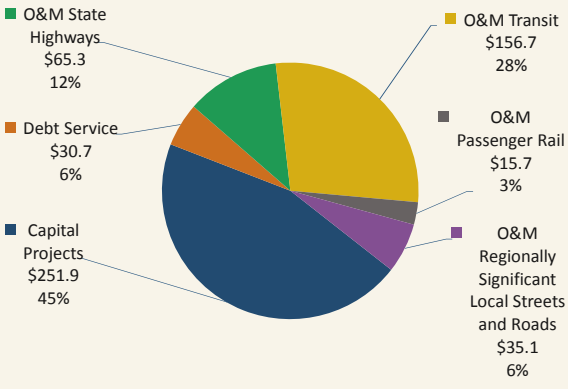
- Support **regionalization of air travel** demand
- Support regional and inter-regional projects that facilitate airport ground access
- Support on-going local planning efforts by
  - Airport operators
  - County Transportation Commissions
  - Local jurisdictions
- Encourage development and use of **transit access** to the region's airports
- Encourage use of modes with high average vehicle occupancy
- Discourage use of modes that require "deadhead" trips to/from airports

Transportation Committee
2016 RTP/SCS Financial Plan - $555.4 Billion

FY16-FY40 RTP/SCS Revenue Sources



FY15-FY40 RTP/SCS Expenditures



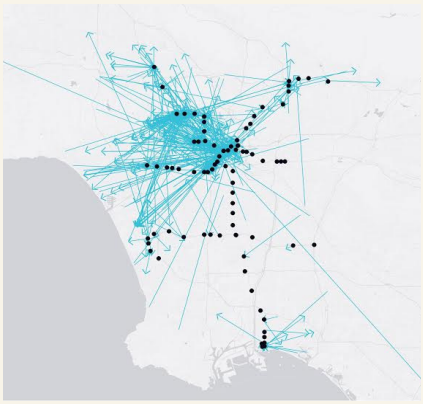
Note: numbers may not sum to total due to rounding

Transportation Committee
Our Future: Technology

Future Mobility: Electric Vehicles & Ridesourcing

PEV Goals

- Incentivize over 380,000 Level 1 & 2 Charging stations by 2040
- Encourage use of Neighborhood Electric Vehicles (NEVs)
- Reduce household vehicle ownership by 5% in urban and compact areas
- Encourage Carshare, Peer-2-Peer Carsharing, and Bikeshare
- Encourage shared ridesourcing (Lyft Line / Uber Pool)



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Community, Economic & Human Development Committee

10

Community, Economic & Human Development Committee
Demographic Research & Economic Analysis

- Directed staff to assess the implications from 2016 RTP/SCS growth forecast, including:
  - Evaluating the impacts of aging Baby Boomers
  - Investigating plausible Southern California future trends in terms of urban form, economic growth, transportation choices of immigrants, native born, Latinos and Millennials
  - Examining demographic and economic trends and their impacts on:
    - Poverty
    - Education & labor force training

Community, Economic & Human Development Committee
Land Use & Housing

RHNA & Housing Element Reform

- Set foundation for the development of 2020 RTP/SCS and 6th cycle of Regional Housing Needs Assessment (RHNA)

2016 RTP/SCS Regional Growth Forecasting & Land Use Strategies

- Initiated in June 2013
- Adopted Local Review communication protocols
- Convened Panel of Experts producing regional growth forecast ranges
- Directed staff to meet one-on-one with all local jurisdictions (met 195 out of 197)
- Produced SCAG local jurisdictional Data/Map Books as foundation for local review/input for each jurisdiction in SCAG region
- Adopted guiding principles for policy growth forecast

Community, Economic & Human Development Committee
Demographic Research & Economic Analysis

Adopt Policy Growth Forecast Guiding Principles

Principle #1: Consistency with Local Input
Adoption of city/county total – pop, HH, jobs
is consistent with the Local Input

Principle #2: Consistency with GP
Sub-city/county level data consistent with respective general plan
or any updated input provided by local jurisdictions

Community, Economic & Human Development Committee
Demographic Research & Economic Analysis

Adopt Policy Growth Forecast Guiding Principles

Principle #3: Local Authority
CEQA streamlining consistency determination by local lead agencies
is at locals' sole discretion

Principle #4: Non-Binding
Any data at sub-city/county level
is deemed as advisory

Principle #5: Written Confirmation
Received from SCAQMD and CARB
confirming Non-Binding with the State Implementation Plan

Energy & Environment Committee

Energy & Environment Committee
Environmental Justice Outreach & Analysis Framework

Outreach

- Public Workshop Strategies
  - Held multiple workshops to accommodate diverse range of stakeholders
  - Utilized different formats to encourage input from participants
  - Post online input received
- Diversify Outreach Opportunities
  - Focus groups
  - One-on-one interviews with stakeholders

Analysis

- Avoid disproportionate impacts to low-income, minority, and other identified disadvantaged groups
- Thorough approach in analyzing disadvantaged groups and potential impacts of the Plan
- Consider a wide range of alternatives, mitigation, or avoidance measures if impacts are found

Energy & Environment Committee
2016 RTP/SCS PEIR Mitigation Measures, Guiding Principles & Performance-Based Approach

- Reviewed and provided feedback to develop the guiding principles and performance-based mitigation approach
- Guiding principles:
  - Maintain flexibilities at project-level while fulfill SCAG's responsibilities as a lead agency in light of recent CEQA case law
  - Recognize SCAG's limited authorities and distinguish SCAG commitments and project-level lead agency responsibilities
  - Facilitate CEQA streamlining and tiering at the project-level, where appropriate
- Performance-based approach to mitigation measures include:
  - SCAG mitigation measures
  - A "catch-all" mitigation measure
  - Project-level mitigation measures
- Approved by the EEC at its October 8th meeting

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Energy & Environment Committee
Review 2016 RTP/SCS PEIR Alternatives Analysis Approaches

- The EEC reviewed the approach to the PEIR alternatives analysis at the August 6th Joint Policy Committee (including EEC) meeting, and the September 3rd and October 8th EEC meetings
- Alternatives are **substantively aligned with** the proposed Plan (2016 RTP/SCS) scenarios
- Alternatives are evaluated to assess ability to attain most of the basic objectives and assess their ability to **avoid or substantially lessen** the significant impacts

18

Energy & Environment Committee
Review Draft 2016 RTP/SCS PEIR Development Progress Updates

- The EEC at its March 5th meeting authorized the release of the Notice of Preparation (NOP) of the Draft 2016 RTP/SCS PEIR for a 30-day public review and comment period
- The EEC reviewed progress updates on the Draft 2016 RTP/SCS PEIR at the July 2nd EEC, August 6th (Joint Policy Committee), September 3rd, and October 8th EEC meetings
- Progress updates include:
  - NOP scoping process and stakeholder outreach
  - Draft PEIR outline and contents
  - Legal background and regulatory framework
  - Approaches to addressing air quality/health risk assessment, greenhouse gas emissions and climate change, environmental justice, mitigation measures, and alternatives in the Draft 2016 RTP/SCS PEIR
  - Schedule

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Energy & Environment Committee
Public Health Guiding Principles and Framework

- Reviewed and provided direction on **Public Health Work Program**
- Reviewed and provided direction **Public Health Analysis Framework**
- Approved **Public Health Guiding Principles and Framework**
- Hosted a Special Meeting on **Public Health Focus Areas**

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Energy & Environment Committee

Open Space, Conservation, Natural Lands and Water Resources

- Presented suggested roles for SCAG on natural and farm lands
- Overviewed Conservation Framework & Assessment, Natural Resources GIS database, Existing Information and Data Gaps products provided consultants
- Reported on Local Government and County Transportation Commission survey results on land conservation efforts
- Updated on efforts on Open Space Conservation Working Group
- Overviewed data on local and county level conservation actions
- Presented Consensus Recommendations from the Open Space Conservation Working Group Water Resources
- Received presentation from Amigos De Los Rios on opportunities for advancing mobility, open space and enhanced watershed management goals through integrated planning in river and utility corridors.

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SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS 50 YEARS

2016 2040 RTPSCS

A PLAN FOR OUR FUTURE

November 5, 2015
Joint Policy Committee Meeting

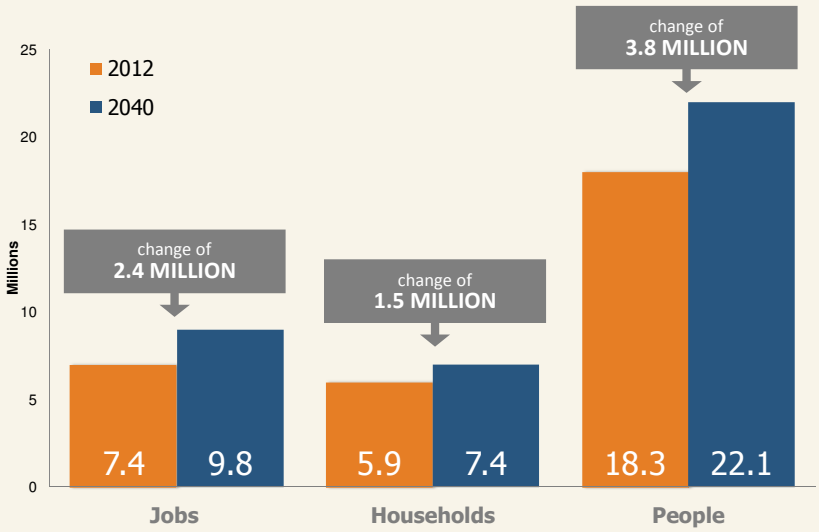
22

Why Update the RTP/SCS?
Meet 2016 RTP/SCS Performance Objectives

- Move people & goods more efficiently
- Increase accessibility
- Meet all legal & statutory requirements
  - ARB targets
  - Transportation air quality conformity
- Enhance sustainability through integrating land use and transportation resulting in numerous co-benefits
- Align with major trends in demographics & technology

23

Why Update the RTP/SCS? What's New Since 2012?
Changes in Growth and Demography



EMERGING TRENDS

- **Slower Growth**
- Fewer Children
- A Soaring Senior Population
- Increased Demand for Multifamily Housing
- Rapid Technological Advancements

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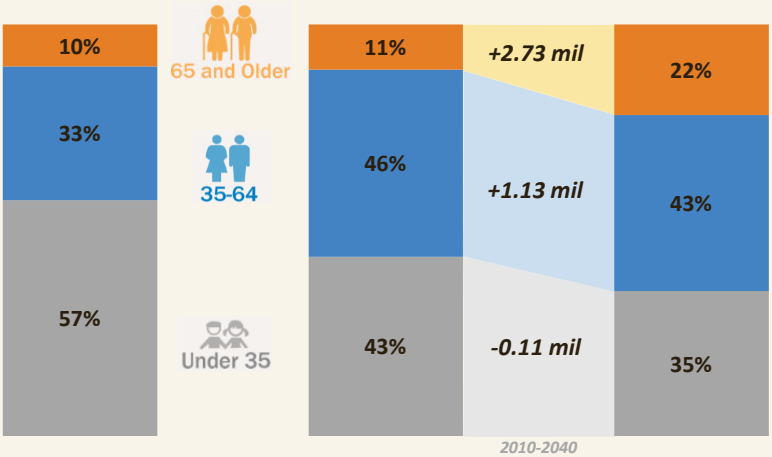
Why Update the RTP/SCS? What's New Since 2012?
Changes in Growth and Demography

Current & Future Population by Age Group

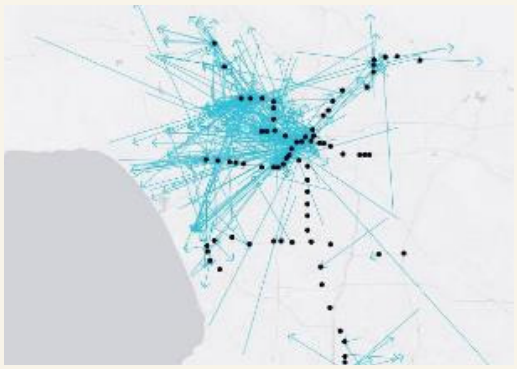


Source: CA Department of Finance, 2014

EMERGING TRENDS

- Slower Growth
- **Fewer Children**
- **A Soaring Senior Population**
- Increased Demand for Multifamily Housing
- Rapid Technological Advancements

Why Update the RTP/SCS? What's New Since 2012?
Rapid Advancements in Technology



EMERGING TRENDS

- Slower Growth
- Fewer Children
- A Soaring Senior Population
- Increased Demand for Multifamily Housing
- **Rapid Technological Advancements**

Why Update the RTP/SCS? What's New Since 2012?
New Federal and State Guidance

Moving Ahead for Progress in the 21st Century (MAP-21) signed into law by President Obama in June 2012

- Funding surface transportation programs at over $106 billion for FY 2013 and 2014
- MAP-21 is the first long-term highway authorization enacted since 2005
- Creates performance-based surface transportation program
- Builds on highway, transit, bike, and pedestrian programs and policies established in 1991

Governor Brown's Executive Order B-30-15, Call to Action for Greater Reduction in GHG Emissions

- New Green House Gas (GHG) Target of 40% Below 1990 Levels by 2030
- Most Aggressive Benchmark enacted by any government in North America
- Will help ultimate goal of reducing emissions 80 percent under 1990 levels by 2050

SB 1077: Road Usage Charge Pilot Program

- Pilot Program to replace gas tax with User/Vehicle Miles Traveled (VMT) Fee
- Moves the Innovative Funding initiatives of 2012 RTP/SCS a step forward

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Why Update the RTP/SCS? What's New Since 2012?
Building from the 2012 RTP/SCS

- Studied and analyzed these emerging demographic and technological trends
- Addressed New Federal and State Guidance
- Created six subcommittees to follow up critical issues identified in the 2012 RTP/SCS
- Worked closely with local governments to develop a growth forecast consistent with general plans and aligned with regional policies
- Collaborated with CTCs to ensure consistency with county transportation plans and projects
- Hosted 23 RTP/SCS Open Houses to get feedback from residents throughout Southern California
- Held dozens of policy discussions with three Policy Committees and Regional Council to get final direction on all facets of the Plan
- Utilized all of this information to recommend the 2016 RTP/SCS

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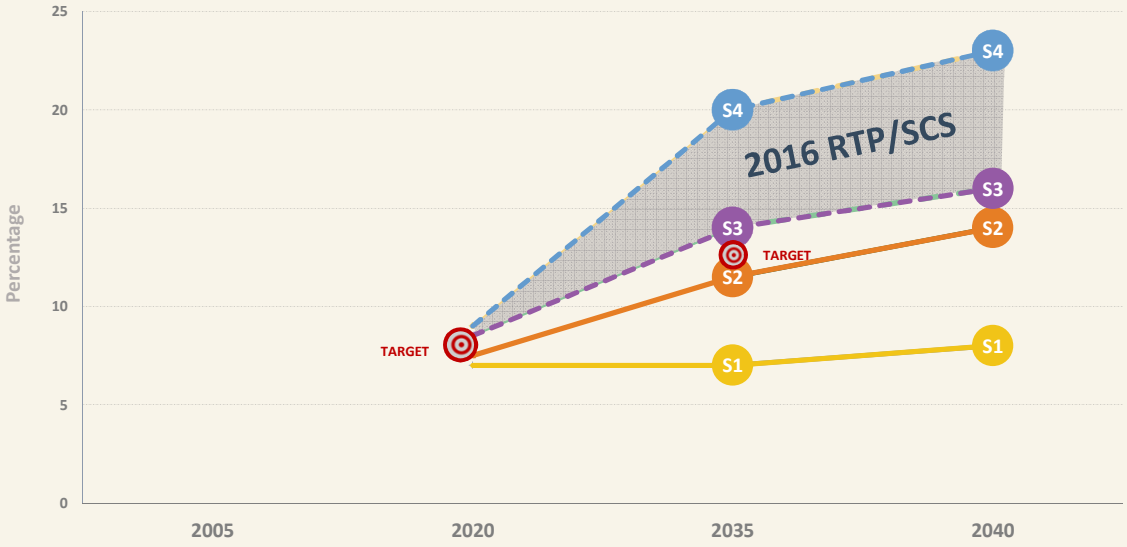
Per Capita GHG Changes from 2005
Preliminary Scenarios SCAG General Assembly, May 2015



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GHG Benefits Update

- The updated GHG reductions are based on 2014 EMFAC Model Runs
- The final results reflect full conversion to EMFAC2007 Equivalent
- The full conversion method is provided by CARB

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Draft Plan vs. Scenarios - Greenhouse Gas (GHG) Emissions

Per Capita Reduction from 2005 (Draft)

Year	SCAG GHG Targets*	2012-2035 RTP/SCS GHG Reductions*	Scenario 2: 2012 RTP/SCS Updated with Local Input**	Draft 2016 RTP/SCS**
2020	8%*	9%*	7%**	8%**
2035	13%*	16%*	15%**	18%**
2040		N/A	19%**	22%**
Meets GHG Targets?		**Yes**	**No**	**Yes**

* Using CARB EMFAC 2007
** EMFAC2007 Equivalent

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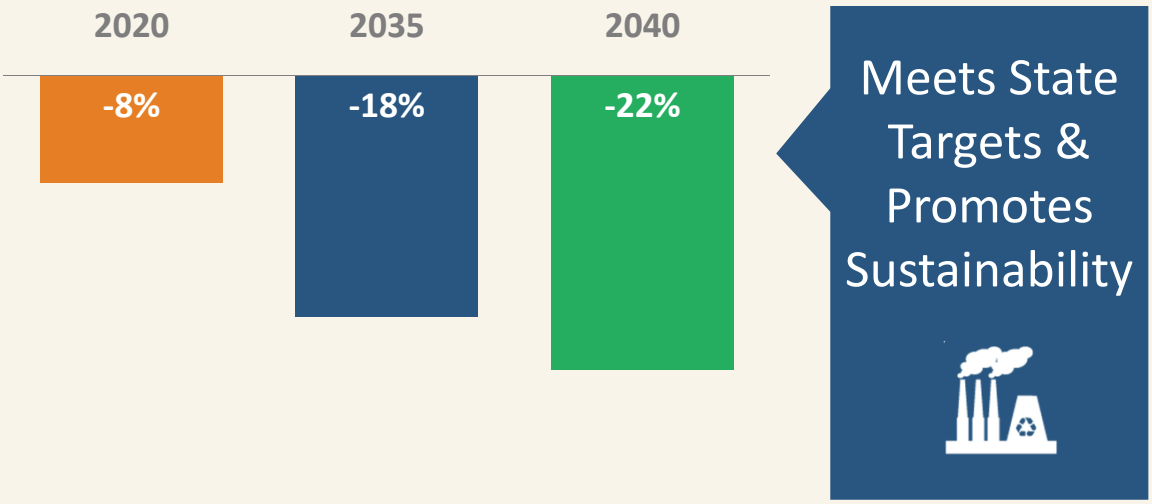
Greenhouse Gas (GHG) Emissions

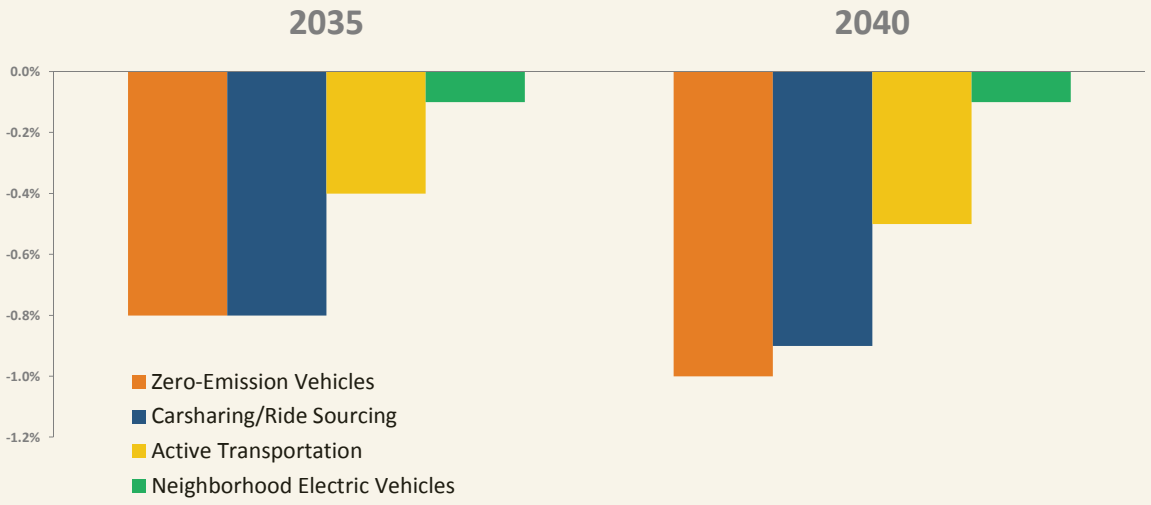
Draft Plan Per Capita Reduction from 2005 (Draft)



32

Greenhouse Gas (GHG) Emissions from New Technology & Active Transportation

Draft Plan Per Capita Reduction from 2005 (Draft)



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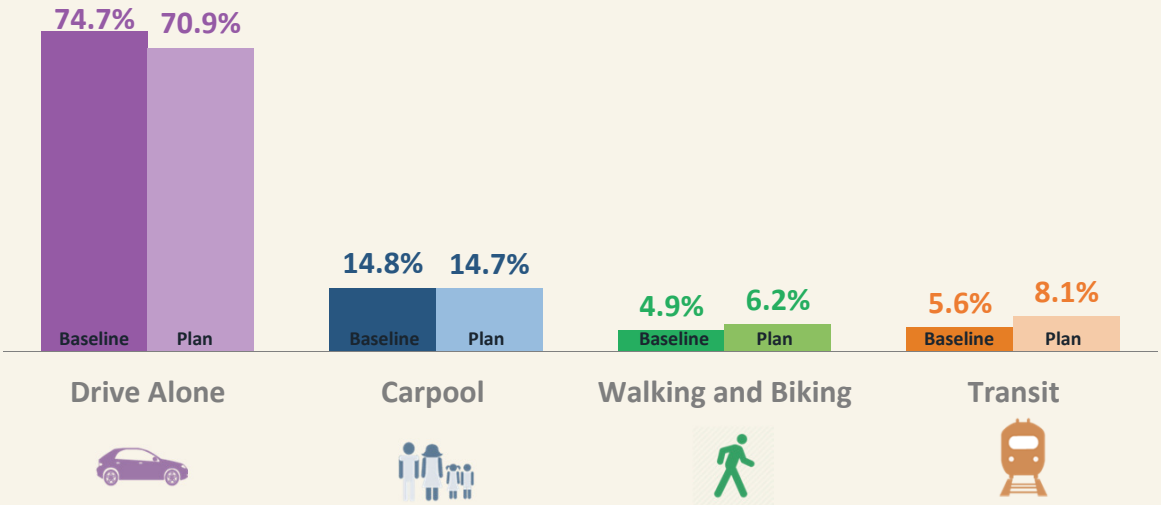
Mode Choice – Work Trips

Draft Plan vs. Trend Baseline (Draft)



Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement to SCAG's Regional Trip Based Model

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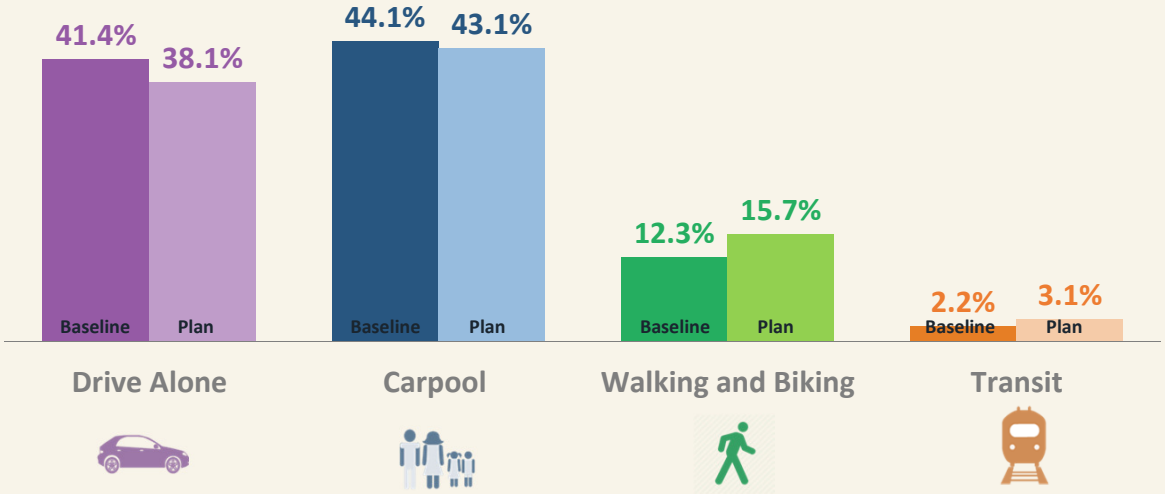
Mode Choice – Total Trips
Draft Plan vs. Trend Baseline (Draft)



Note: These figures include additional improvements in walking and biking associated with the benefits of certain active transportation investments, which are analyzed as a supplement to SCAG's Regional Trip Based Model

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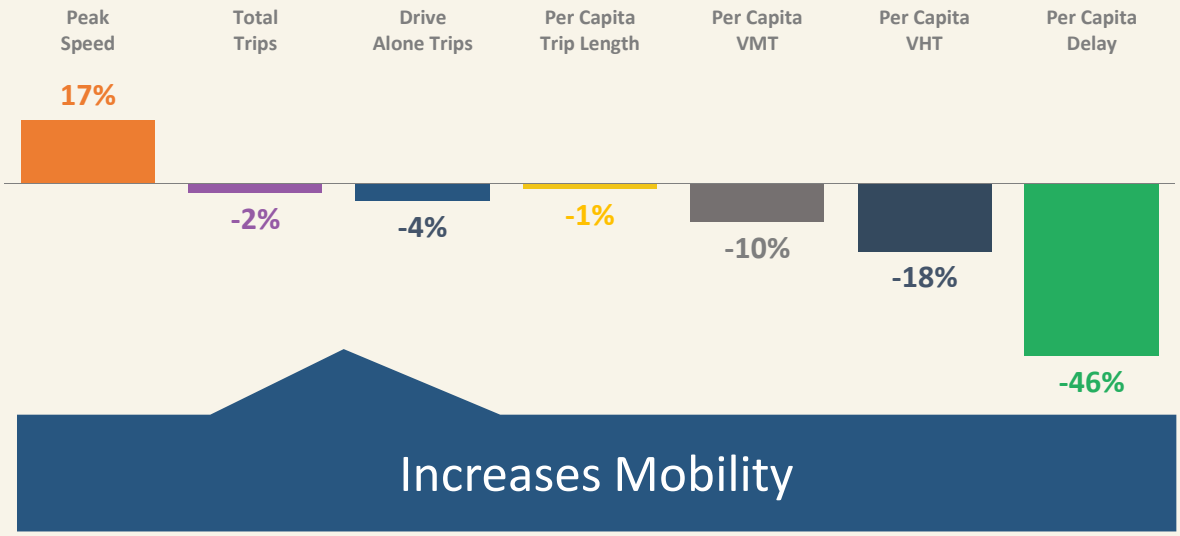
Roadway Results
Draft Plan vs. Trend Baseline (Draft)



Note: Per Capita VMT takes into account improvements from new technologies and active transportation investments, which were analyzed in supplement to SCAG's Trip Based Model

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Options for Our Future - RTP/SCS Scenario Overview
SCS Co-Benefits – Reduction from Trend Baseline

SCS Co-Benefits	Trend Baseline	Scenario 2 2012 RTP/SCS Updated with Local Input	Draft 2016 RTP/SCS	Scenario 4 Exceeding Expectations (PEIR)
Land Consumption	N/A	-10 %	-23 %	-41 %
Respiratory Health Costs	N/A	-9 %	-13 %	-19 %
Local Infrastructure and Services Costs for New Residential Growth (O&M+ Capital)	N/A	-6 %	-8 %	-11 %
Building Energy Use, cumulative (2012-2040)	N/A	-2 %	-4 %	-5 %
Building Water Use, cumulative (2012-2040)	N/A	-0.4 %	-0.6 %	-1.0 %
Per Household Transportation Costs (fuel + auto)	N/A	-9 %	-13 %	-19 %
Per Household Utilities Costs (energy + water)	N/A	-4 %	-9 %	-11 %

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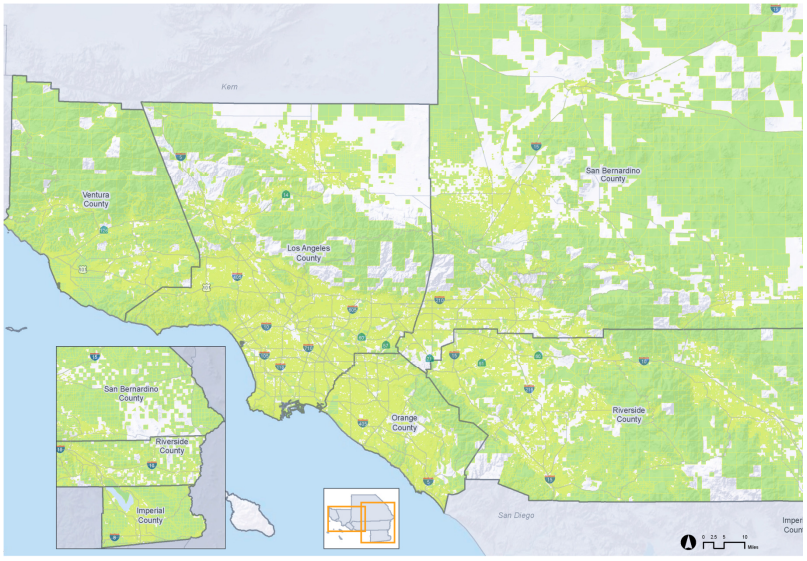
Water Use in 2040
Draft Plan vs. Trend Baseline (Draft)



Reduction of 860,000 Acre-Feet In Water Consumption

Enough for 151,000 People Annually from 2012 to 2040

*Per Capita Water Consumption = 181 Gallons Per Day in California (California Water Science Center, US Geological Survey)

Total Water Use Acre-Feet Plan minus Baseline (by SPZ)

Decrease

Source: SCAG Scenario Planning Model

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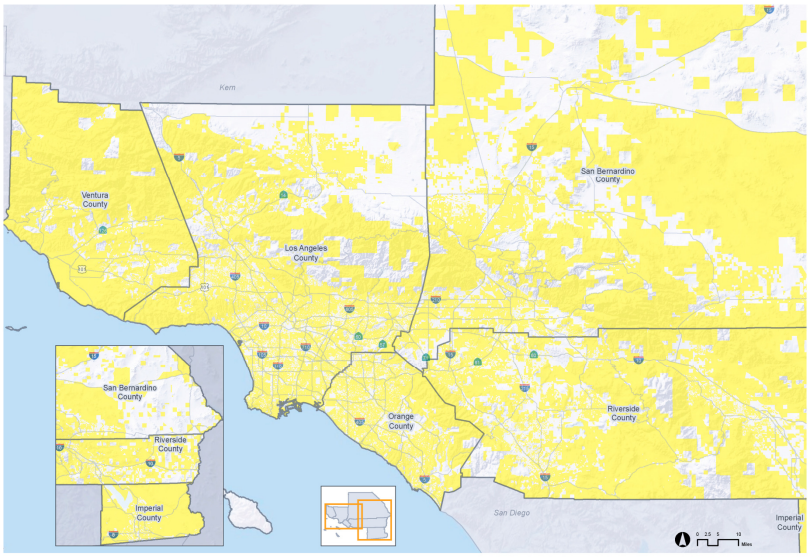
Electricity Use in 2040
Draft Plan vs. Trend Baseline (Draft)



Reduction of 740 Trillion BTUs in Electricity Usage

Enough for 133,000 People Annually from 2012 to 2040

*Per Capita Energy Consumption = 200 Million BTU Per Person in California for 2013 (US Energy Information Administration)

Total Electricity Use Annual Kilowatt-hour Plan minus Baseline (by SPZ)

Decrease

Source: SCAG Scenario Planning Model

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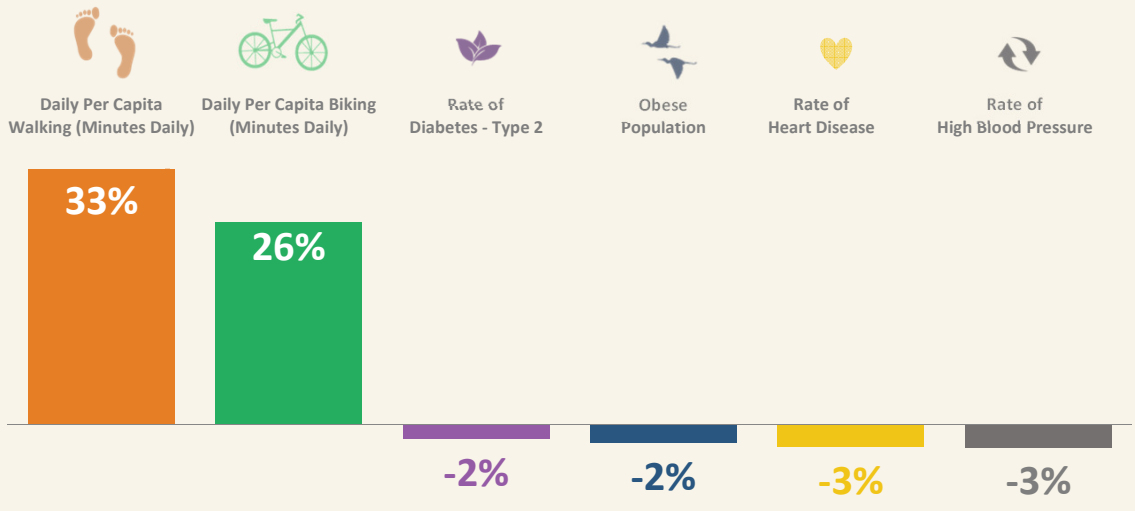
Public Health Outcomes in 2040 – Adults Aged 18-65
Draft Plan vs. Trend Baseline (Draft)



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2016 2040 RTPSCS

ECONOMIC & JOB CREATION ANALYSIS

November 5, 2015
Joint Policy Committee Meeting

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Economic Benefits Background: 2012 SCAG RTP/SCS

2012 SCAG RTP/SCS Economic Analysis found:

- Transportation critical for regions key industries
  - Goods Movement/Logistics/International Trade
  - Tourism & Hospitality
  - Entertainment, etc.
- Job Creation from Infrastructure Investment
  - Construction
  - Operations
  - Maintenance
- Network Benefits in the form of Efficiency/Competitiveness Gains
  - Reduced transportation cost to regions business
  - Improves region's competitiveness
  - Continued analysis of specific economic benefits

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Academic Findings Increasingly Link Transportation & Economics

In the scholarly literature, two economic transformations have occurred over the past two to three decades that make transportation access an increasingly important for regional metropolitan economies in the U.S.

- **Agglomeration Economies and the Need for Access**
  - U.S. Metropolitan economies are increasingly reliant on the value of proximity
  - What urban economists call "agglomeration economies", or the propensity of successful local economies to cluster
- **Congestion and Employment**
  - Congestion in most metro areas has risen to levels that, academic research indicates, tends to limit economic growth

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Initial Economic Analysis Activities To Date

- Economic Team used same methodology developed and vetted in 2012
- Foundation is incorporation of SCAG's Travel Demand Model from 2016 RTP/SCS
- Team worked closely with Regional Economic Models, Inc. (REMI) and SCAG staff to improve accuracy of input of preliminary and final travel demand model data, calibration, simulations
- Ran 20 plus simulations to account for the complexities of the 2016 plan

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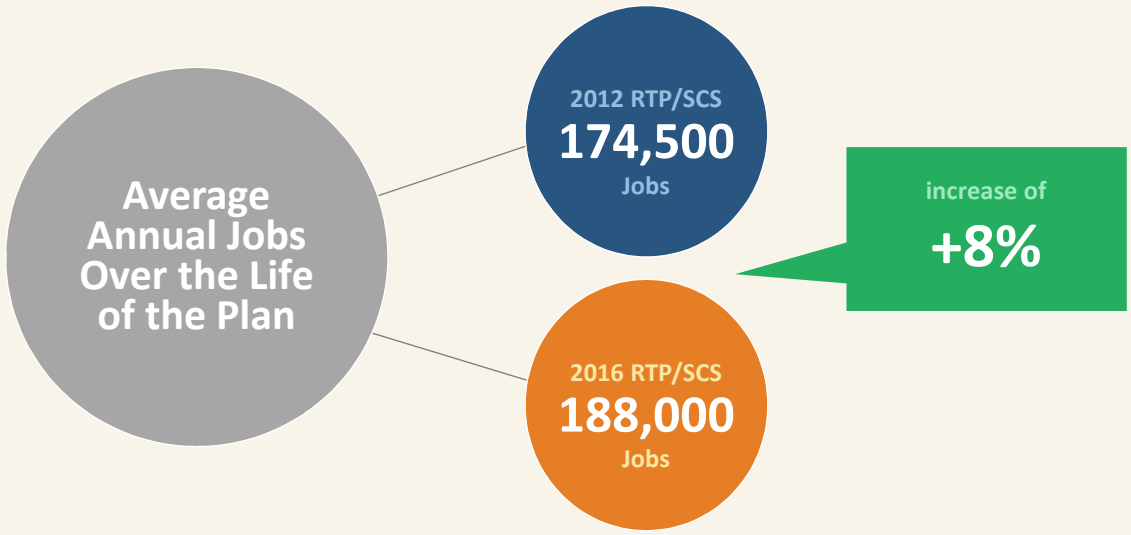
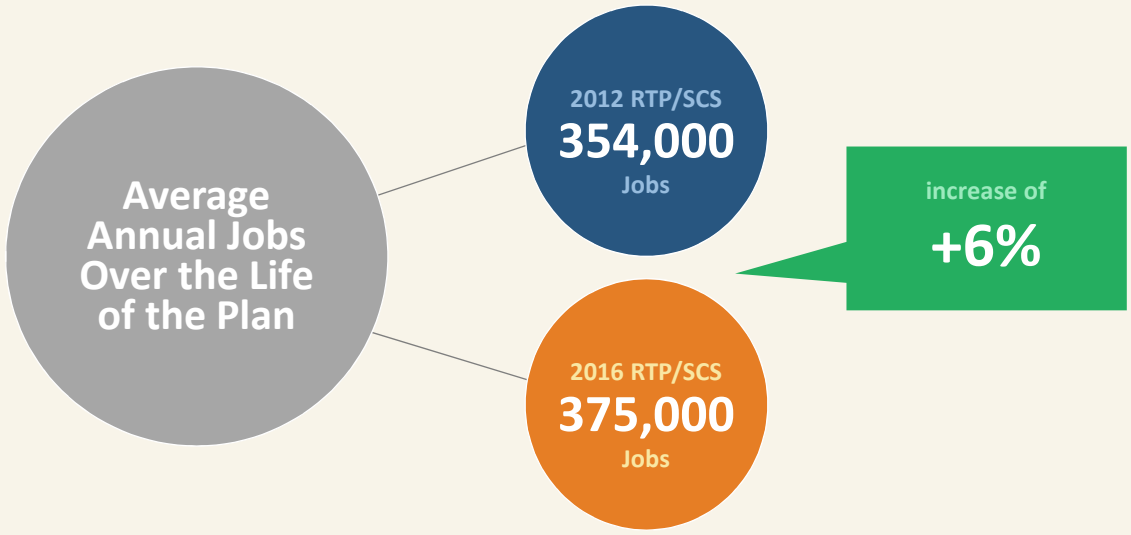
Economic Benefits through 2040
Construction, Operations and Maintenance (Draft)



45

Economic Benefits through 2040
Network Benefits (Draft)



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Upcoming Schedule

Draft 2016 RTP/SCS & PEIR Release	December 3, 2015
2016 RTP/SCS Public Comment Period	Minimum 55 Days
2016 RTP/SCS PEIR Public Comment Period	Minimum 45 Days
Elected Officials Briefings	January 2016
Public Hearings	January 2016
Final Adoption of 2016 RTP/SCS & PEIR	April 7, 2016

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RECOMMENDED ACTION

Direct staff to prepare and finalize the Draft 2016 RTP/SCS document based upon the proposed framework and key elements of the plan described in the staff report, and recommend that the Regional Council release the Draft 2016 RTP/SCS for formal public review and comments in December 2015.

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Draft Policy Growth Forecast at Jurisdictional Level for Draft 2016 RTP/SCS							
County	CityName	Population 2012	Population 2040	Households 2012	Households 2040	Employment 2012	Employment 2040
25	Brawley city	25,800	42,900	7,600	15,000	8,000	16,800
25	Calexico city	40,200	62,200	10,200	19,300	8,300	17,500
25	Calipatria city	7,600	9,600	1,000	1,600	1,300	2,200
25	El Centro city	44,100	61,000	13,100	19,900	20,300	43,800
25	Holtville city	6,100	8,000	1,800	2,500	1,000	2,000
25	Imperial city	15,800	25,400	4,600	8,800	3,400	9,500
25	Westmorland city	2,300	2,700	600	700	300	500
25	Unincorporated	37,700	70,300	10,400	24,700	16,400	32,300
37	Agoura Hills city	20,500	22,700	7,300	8,200	12,500	15,300
37	Alhambra city	84,000	88,800	29,300	31,900	28,000	33,500
37	Arcadia city	56,700	65,900	19,600	22,900	28,900	34,400
37	Artesia city	16,600	18,000	4,500	5,000	5,000	5,800
37	Avalon city	3,800	5,100	1,500	2,100	2,500	3,000
37	Azusa city	47,100	55,000	12,800	15,600	16,600	20,600
37	Baldwin Park city	76,100	83,600	17,200	19,300	16,500	19,500
37	Bell city	35,700	36,900	8,900	9,200	12,400	13,700
37	Bellflower city	77,100	79,600	23,700	24,400	13,600	14,700
37	Bell Gardens city	42,300	44,000	9,700	10,100	9,400	10,500
37	Beverly Hills city	34,400	37,200	14,900	16,200	57,700	68,900
37	Bradbury city	1,100	1,200	400	400	100	200
37	Burbank city	103,300	118,700	42,500	48,400	106,800	145,000
37	Calabasas city	23,800	24,500	8,700	9,100	16,700	17,300
37	Carson city	92,000	107,900	25,300	30,800	58,500	69,700
37	Cerritos city	49,300	50,900	15,500	16,000	30,400	33,700
37	Claremont city	35,500	39,400	11,700	13,200	17,400	19,700
37	Commerce city	12,900	13,500	3,400	3,600	44,600	49,100
37	Compton city	97,300	100,900	23,100	24,000	25,400	28,200
37	Covina city	48,200	51,600	15,900	17,200	25,300	29,500
37	Cudahy city	23,800	23,800	5,600	5,600	2,900	2,900
37	Culver City city	39,100	40,700	16,800	17,500	44,100	53,000
37	Diamond Bar city	56,000	63,900	17,900	21,200	15,400	19,300
37	Downey city	112,500	121,700	33,900	37,300	47,500	53,000
37	Duarte city	21,500	24,300	7,000	8,200	10,100	11,900
37	El Monte city	114,200	137,200	27,800	34,700	28,000	35,700
37	El Segundo city	16,700	17,300	7,100	7,400	38,400	45,400
37	Gardena city	59,400	68,700	20,600	24,200	28,900	33,500
37	Glendale city	193,200	214,000	72,400	81,100	111,300	127,000
37	Glendora city	50,500	54,300	17,200	18,900	20,000	23,000
37	Hawaiian Gardens city	14,300	15,900	3,600	4,000	4,800	5,600
37	Hawthorne city	85,300	87,000	28,600	30,000	27,200	32,100
37	Hermosa Beach city	19,600	20,400	9,500	9,800	7,400	10,000
37	Hidden Hills city	1,900	2,000	600	600	300	300
37	Huntington Park city	58,500	67,400	14,600	17,400	15,600	18,600
37	Industry city	500	500	100	100	67,700	74,700
37	Inglewood city	110,900	129,000	36,600	43,300	31,100	37,400
37	Irwindale city	1,400	2,000	400	500	18,800	21,500
37	La Cañada Flintridge city	20,400	21,600	6,900	7,300	6,500	8,300
37	La Habra Heights city	5,400	6,200	1,800	1,900	200	400
37	Lakewood city	80,600	84,700	26,600	28,200	18,900	21,400
37	La Mirada city	48,800	52,100	14,700	15,800	17,400	20,200
37	Lancaster city	158,300	209,900	47,400	65,300	45,800	59,600
37	La Puente city	40,100	50,200	9,500	12,400	6,300	8,700
37	La Verne city	31,800	32,900	11,400	12,100	12,200	14,300
37	Lawndale city	33,000	33,900	9,700	10,100	6,700	8,200
37	Lomita city	20,500	21,200	8,100	8,400	4,600	5,400
37	Long Beach city	466,300	484,500	163,800	175,500	153,200	181,700
37	Los Angeles city	3,845,500	4,609,400	1,325,500	1,690,300	1,696,400	2,169,100
37	Lynwood city	70,300	76,100	14,700	16,200	9,200	10,900
37	Malibu city	12,700	14,100	5,300	5,600	8,500	10,300

Draft Policy Growth Forecast at Jurisdictional Level for Draft 2016 RTP/SCS							
County	CityName	Population 2012	Population 2040	Households 2012	Households 2040	Employment 2012	Employment 2040
37	Manhattan Beach city	35,300	37,100	14,000	14,800	18,000	20,700
37	Maywood city	27,500	28,900	6,600	6,900	3,600	4,000
37	Monrovia city	36,800	40,300	13,800	15,300	19,700	23,300
37	Montebello city	63,000	67,300	19,100	21,000	27,500	30,800
37	Monterey Park city	61,300	65,000	20,200	21,500	32,500	36,500
37	Norwalk city	105,900	106,300	27,100	27,200	24,100	27,300
37	Palmdale city	154,200	201,500	43,100	59,300	29,300	40,300
37	Palos Verdes Estates city	13,600	13,900	5,100	5,200	2,300	2,900
37	Paramount city	54,500	58,000	13,900	14,800	19,600	22,300
37	Pasadena city	140,300	150,700	58,900	62,400	111,000	144,800
37	Pico Rivera city	63,400	69,100	16,600	18,400	18,900	22,400
37	Pomona city	150,500	190,400	38,600	51,100	55,100	67,200
37	Rancho Palos Verdes city	42,000	42,300	15,600	15,700	5,800	6,200
37	Redondo Beach city	67,200	74,400	29,000	33,000	24,000	29,800
37	Rolling Hills city	1,900	2,000	700	700	100	100
37	Rolling Hills Estates city	8,100	8,600	3,000	3,100	5,900	6,800
37	Rosemead city	54,300	60,800	14,300	16,400	13,700	16,200
37	San Dimas city	33,600	34,500	12,000	12,400	11,200	12,700
37	San Fernando city	23,900	26,900	6,000	7,000	10,900	12,700
37	San Gabriel city	40,100	46,900	12,600	15,300	14,100	16,800
37	San Marino city	13,200	13,300	4,300	4,400	3,600	4,200
37	Santa Clarita city	202,000	262,200	67,300	90,300	73,500	95,900
37	Santa Fe Springs city	16,600	21,700	4,800	6,500	54,600	62,000
37	Santa Monica city	90,700	103,400	47,100	53,900	89,600	103,700
37	Sierra Madre city	11,000	11,200	4,800	5,000	1,900	2,100
37	Signal Hill city	11,200	12,000	4,200	4,600	13,800	16,500
37	South El Monte city	20,300	22,500	4,600	5,200	15,700	17,800
37	South Gate city	94,700	111,800	23,200	28,300	20,400	24,000
37	South Pasadena city	25,800	27,100	10,500	11,100	9,300	10,500
37	Temple City city	35,900	40,600	11,600	13,500	6,900	8,400
37	Torrance city	146,500	159,800	56,100	62,000	102,300	117,600
37	Vernon city	100	300	0	100	43,200	46,100
37	Walnut city	29,800	33,800	8,700	10,400	8,400	9,900
37	West Covina city	107,000	116,700	31,700	35,000	29,500	34,300
37	West Hollywood city	34,800	41,800	22,600	27,800	29,800	37,300
37	Westlake Village city	8,300	8,800	3,300	3,500	13,300	15,900
37	Whittier city	85,900	96,900	28,300	32,600	26,900	31,700
37	Unincorporated	1,040,700	1,273,700	292,700	392,400	222,900	288,400
59	Aliso Viejo city	49,300	51,000	18,500	19,400	18,900	20,900
59	Anaheim city	345,300	403,400	99,200	122,600	177,900	245,600
59	Brea city	41,100	50,600	14,500	18,100	46,700	53,700
59	Buena Park city	81,800	92,500	24,000	27,900	34,300	39,800
59	Costa Mesa city	111,200	116,400	40,000	42,500	84,400	93,200
59	Cypress city	48,500	49,700	15,700	16,300	22,100	27,700
59	Dana Point city	33,800	35,800	14,200	15,300	11,900	14,100
59	Fountain Valley city	56,000	59,300	18,700	19,900	30,400	34,900
59	Fullerton city	138,000	160,500	45,500	55,200	60,800	94,100
59	Garden Grove city	172,900	178,200	46,200	48,200	51,700	58,500
59	Huntington Beach city	193,200	207,100	74,900	81,200	75,800	87,000
59	Irvine city	227,100	327,300	81,800	123,400	224,400	320,000
59	Laguna Beach city	23,100	23,100	10,800	11,000	12,100	14,100
59	Laguna Hills city	30,600	31,500	10,400	10,900	18,500	19,400
59	Laguna Niguel city	63,900	72,000	24,300	27,700	18,300	22,100
59	Laguna Woods city	16,500	17,100	11,400	11,700	4,400	6,500
59	La Habra city	61,100	68,500	19,000	21,700	17,300	19,900
59	Lake Forest city	78,500	90,700	26,300	30,500	39,200	49,000
59	La Palma city	15,800	15,800	5,100	5,100	7,700	8,500
59	Los Alamitos city	11,600	12,100	4,100	4,200	14,200	15,600
59	Mission Viejo city	94,500	96,600	33,200	34,100	37,100	39,100
59	Newport Beach city	86,300	92,700	38,800	41,700	76,000	79,100

Draft Policy Growth Forecast at Jurisdictional Level for Draft 2016 RTP/SCS							
County	CityName	Population 2012	Population 2040	Households 2012	Households 2040	Employment 2012	Employment 2040
59	Orange city	138,500	153,000	43,600	49,300	94,100	105,500
59	Placentia city	51,500	58,400	16,600	18,900	19,000	23,500
59	Rancho Santa Margarita city	48,500	48,700	16,700	16,800	17,200	19,500
59	San Clemente city	64,400	68,000	24,000	25,300	24,800	29,500
59	San Juan Capistrano city	35,200	39,500	11,500	13,300	14,700	17,900
59	Santa Ana city	329,200	343,100	73,300	78,000	154,800	166,000
59	Seal Beach city	24,400	24,800	13,000	13,300	11,000	12,300
59	Stanton city	38,700	41,600	10,700	11,800	7,200	8,500
59	Tustin city	77,300	83,000	25,600	27,900	37,600	66,400
59	Villa Park city	5,900	6,100	2,000	2,000	1,500	1,700
59	Westminster city	91,000	92,800	26,200	26,800	24,200	26,400
59	Yorba Linda city	66,200	70,500	21,900	23,400	15,600	17,700
59	Unincorporated	120,700	180,100	37,800	56,900	20,700	41,200
65	Banning city	30,100	37,600	10,800	14,000	7,300	14,200
65	Beaumont city	39,400	80,600	12,400	27,200	5,900	18,000
65	Blythe city	20,000	24,600	4,500	6,200	3,700	6,600
65	Calimesa city	8,100	24,800	3,300	10,900	1,300	5,900
65	Canyon Lake city	10,700	11,300	3,900	4,100	1,200	2,700
65	Cathedral City city	52,200	68,100	17,100	26,000	10,800	21,200
65	Coachella city	42,400	146,300	9,200	40,100	8,500	34,400
65	Corona city	156,000	172,300	45,300	52,000	66,400	88,400
65	Desert Hot Springs city	27,800	58,900	9,100	21,900	3,700	12,900
65	Eastvale City	56,500	65,400	14,100	16,500	4,300	9,800
65	Hemet city	80,800	126,500	30,300	52,200	21,000	45,500
65	Indian Wells city	5,100	7,200	2,800	4,400	4,000	7,000
65	Indio city	78,800	123,300	23,800	39,300	16,000	36,800
65	Lake Elsinore city	54,100	111,400	15,200	35,000	11,800	31,700
65	La Quinta city	38,300	47,700	14,900	19,100	12,400	21,500
65	Menifee city	81,600	121,100	28,400	48,100	10,300	23,500
65	Moreno Valley city	197,600	256,600	51,800	73,000	31,400	83,200
65	Murrieta city	105,600	129,800	32,800	43,500	23,200	45,100
65	Norco city	26,900	32,100	7,000	9,200	13,200	25,700
65	Palm Desert city	49,800	61,700	23,400	31,400	36,900	53,600
65	Palm Springs city	45,600	56,900	22,900	31,300	26,300	45,800
65	Perris city	70,700	116,700	16,600	32,700	15,100	32,200
65	Rancho Mirage city	17,600	25,000	8,900	13,600	12,300	20,500
65	Riverside city	310,700	386,600	92,400	118,600	120,000	200,500
65	San Jacinto city	45,100	79,900	13,200	27,600	5,900	17,800
65	Temecula city	104,100	137,400	32,500	42,900	43,000	63,500
65	Wildomar city	33,000	56,200	10,100	18,100	5,000	13,500
65	Jurupa Valley City	97,000	114,500	25,000	30,400	24,500	32,600
65	Unincorporated	359,500	487,500	112,700	159,200	71,300	160,200
71	Adelanto city	31,100	70,000	7,900	18,100	3,900	7,800
71	Apple Valley town	70,200	100,600	23,700	34,800	15,400	27,600
71	Barstow city	23,100	35,100	8,100	12,900	8,100	16,800
71	Big Bear Lake city	5,100	6,900	2,200	3,000	3,800	5,400
71	Chino city	79,400	120,400	21,000	34,000	42,600	50,600
71	Chino Hills city	75,800	94,900	23,000	28,300	11,500	18,600
71	Colton city	52,800	69,100	15,000	20,800	16,800	29,200
71	Fontana city	200,200	280,900	49,600	74,000	47,000	70,800
71	Grand Terrace city	12,200	14,200	4,400	5,700	2,200	5,300
71	Hesperia city	91,100	129,100	26,400	39,100	14,900	28,300
71	Highland city	53,700	66,900	15,500	20,600	5,500	10,200
71	Loma Linda city	23,400	29,300	8,800	11,800	16,700	21,100
71	Montclair city	37,200	42,700	9,600	11,600	16,500	19,000
71	Needles city	4,900	7,000	1,900	2,800	2,200	3,800
71	Ontario city	166,300	258,600	45,100	75,300	103,300	175,400
71	Rancho Cucamonga city	170,100	204,300	55,400	73,100	69,900	104,600
71	Redlands city	69,600	85,500	24,800	32,400	31,700	53,400
71	Rialto city	100,800	112,000	25,400	31,500	21,100	30,500

Draft Policy Growth Forecast at Jurisdictional Level for Draft 2016 RTP/SCS							
County	CityName	Population 2012	Population 2040	Households 2012	Households 2040	Employment 2012	Employment 2040
71	San Bernardino city	211,900	257,400	59,300	77,100	88,900	128,900
71	Twentynine Palms city	25,900	37,300	8,300	11,400	4,300	8,500
71	Upland city	74,700	81,700	25,900	28,900	31,700	43,500
71	Victorville city	119,600	184,500	33,100	55,400	29,800	52,700
71	Yucaipa city	52,300	72,500	18,400	28,200	8,200	15,000
71	Yucca Valley town	21,000	26,300	8,300	12,200	6,100	10,000
71	Unincorporated	295,600	344,100	94,200	111,300	57,400	91,100
111	Camarillo city	66,300	79,900	24,800	30,200	35,800	47,300
111	Fillmore city	18,800	21,800	5,200	6,300	3,000	5,300
111	Moorpark city	34,800	43,000	10,600	13,100	11,300	16,600
111	Ojai city	7,500	8,400	3,100	3,300	5,100	5,300
111	Oxnard city	200,100	237,300	50,100	60,100	58,100	79,200
111	Port Hueneme city	21,800	22,400	7,100	7,300	6,400	6,700
111	San Buenaventura (Ventura) city	106,700	125,300	40,700	48,400	60,700	66,000
111	Santa Paula city	29,800	39,600	8,500	11,500	7,800	11,700
111	Simi Valley city	125,100	142,400	41,300	47,400	44,000	61,100
111	Thousand Oaks city	127,800	131,700	45,900	47,200	68,200	81,900
111	Unincorporated	96,700	113,600	32,100	37,500	31,800	38,700

Note: Rounded to the nearest 100, may not add up to rounded county figures due to separate rounding process.
Reflecting local input as of July 31, 2015, input received after July 31, 2015 will be incorporated into final plan before April 2016.

REPORT

AGENDA ITEM NO. 2

DATE: November 5, 2015

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

FROM: Hasan Ikhrata, Executive Director, 213.236.1944, ikhrata@scag.ca.gov

SUBJECT: 2016-2040 Draft Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR): Framework, Approaches to Major Components, and Summary of Contents

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Direct staff to prepare and finalize the Draft PEIR for the Draft 2016 RTP/SCS (Draft 2016 RTP/SCS PEIR) based upon the framework, approaches to major components of the Draft PEIR, and summary of contents described in the staff report; and recommend that the Regional Council (RC) at its December 3rd meeting authorize release of the Draft 2016 RTP/SCS PEIR for a 55-day public review and comment period concurrent with the 55-day public review and comment period for the Draft 2016 RTP/SCS.

EXECUTIVE SUMMARY:
This staff report summarizes the Draft 2016 RTP/SCS PEIR and related framework; approaches to major components of the Draft 2016 RTP/SCS PEIR, including the guiding principles and performance-based approach to mitigation measures supported by EEC at its October 8, 2015 EEC meeting; and a summary of contents of the Draft 2016 RTP/SCS PEIR document. Staff is seeking the Joint Policy Committees' support of the framework, approaches, and contents as described in this report to serve as the basis of the Draft 2016 RTP/SCS PEIR document. Additionally, staff is seeking action today by the Joint Policy Committees (PC) to recommend that the Regional Council (RC) at its December 3rd meeting authorize release of the Draft 2016 RTP/SCS PEIR for a 55-day public review and comment period that will take place concurrently with the 55-day public review and comment for the Draft 2016 RTP/SCS.

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

BACKGROUND:
The Regional Transportation Plan (RTP) includes a Sustainable Communities Strategy (SCS) component within the long-range regional transportation plan (RTP/SCS) that provides a vision for regional transportation investments and land use over a 20-year period. In accordance with applicable federal and state laws, SCAG updates the RTP/SCS every four (4) years primarily to reflect changes to the transportation network, most recent planning assumptions, land use patterns, economic trends, and population, household, and employment growth forecasts.

FRAMEWORK AND BASIS FOR A PEIR:
The California Environmental Quality Act (CEQA, Pub. Res. Code § 21000 et seq.) and its implementing regulations (CEQA Guidelines, codified at 14 C.C.R. § 15000 et seq.) require SCAG as the Lead Agency to prepare an Environmental Impact Report (EIR) for any discretionary government action, including programs and plans that may cause significant environmental effects. The 2016 RTP/SCS ("Project" or "Plan") necessitates preparation of a Program EIR (PEIR), which is a "first-tier" CEQA document designed to consider "broad policy alternatives and program-wide mitigation measures" (CEQA Guidelines §15168). As such, SCAG is preparing a PEIR for the 2016 RTP/SCS in accordance with provisions of CEQA and other applicable federal and state environmental laws and regulations.

The PEIR for the 2016 RTP/SCS will serve as a programmatic document that conducts a region-wide assessment of potential significant environmental effects of the 2016 RTP/SCS. The PEIR provides an opportunity to inform decision-makers and the public about these effects. The PEIR must evaluate region-wide, potential significant environmental effects, including direct and indirect effects, growth-inducing impacts, and cumulative impacts of the 2016 RTP/SCS at a programmatic level. The PEIR must consider a range of reasonable alternatives to the 2016 RTP/SCS, including the no-project alternative and alternatives capable of achieving most of the basic objectives of the 2016 RTP/SCS and that may be capable of avoiding or substantially lessening any of the significant environmental effects the 2016 RTP/SCS. The PEIR must also evaluate proposed feasible mitigation measures capable of avoiding or reducing the significant effects of the 2016 RTP/SCS.

In March 2015, SCAG staff completed the Notice of Preparation (NOP) of a PEIR for the 2016 RTP/SCS pursuant to Public Resources Code Section 21080.4 and CEQA Guidelines Section 15082 and 15375. The NOP contained a project description (known at the time) and location of the Draft 2016 RTP/SCS, and probable environmental effects of the Draft 2016 RTP/SCS, in order to enable local, state and federal agencies, and other interested parties to review and provide responses to the proposed scope and content of environmental information to be evaluated in the Draft 2016 RTP/SCS PEIR. At the March 5, 2015 meeting, EEC authorized the release of the NOP for a 30-day public review and comment period beginning March 9, 2015. Subsequently, SCAG released the NOP from March 9 through April 7, 2015.

SUMMARY OF OUTREACH FOR THE DRAFT PEIR:
As part of the scoping process required under CEQA, two NOP scoping meetings were conducted on March 17 and 18, 2015. SCAG received over twenty (20) public comments in response to the NOP, including three (3) public comments received after the NOP closed on April 7, 2015. Public comments in response to the NOP included both PEIR and RTP/SCS topics. For more information on the breakdown of the commenters as well as the breakdown of comments by 2016 RTP/SCS and PEIR topic areas, please visit: http://www.scag.ca.gov/committees/CommitteeDocLibrary/eec070215agn09_PeirUpdateRevised.pdf.

The PEIR team (comprising SCAG staff and consultants) held meetings with stakeholders on the topics of the 2016 RTP/SCS PEIR in the months of July and August 2016, including the PEIR presentations to the Technical Working Group (TWG) at its July 16, 2015 and August 20, 2015 meetings. PEIR stakeholder outreach meetings included representatives of the business and development sectors; the air

districts within the SCAG region, the State Attorney General's Office and the Governor's Office of Planning and Research; and local jurisdictions. The purpose of the stakeholder outreach meetings was to solicit input on the proposed approaches to major components of the Draft PEIR for the 2016 RTP/SCS. For more information on the PEIR presentation at the July, 16, 2015 TWG meeting, please visit: http://www.scag.ca.gov/committees/CommitteeDocLibrary/twg071615fullagn.pdf. For more information on the PEIR presentation at the August 20, 2015 TWG meeting, please visit: http://www.scag.ca.gov/committees/CommitteeDocLibrary/twg082015fullagn.pdf.

SCAG staff and consultants held two workshops for representatives of Native American tribes in the SCAG region in the month of October prior to today's meeting. The purpose of the workshops was to seek participation of the tribes in the SCAG region to provide input on their priorities and comments related to the potential for the 2016 RTP/SCS to affect tribal cultural resources, and to explore opportunities to avoid or mitigate potential significant adverse effects on tribal cultural resources for purposes of the PEIR. For more information on the PEIR presentation at the Native American consultation workshops, please visit: http://scagrtpscs.net/Pages/PEIR.aspx.

APPROACHES TO MAJOR COMPONENTS OF THE DRAFT PEIR:

At the July 2, 2015, September 3, 2015, and October 8, 2015 EEC meetings and the August 6, 2015 Joint meeting of the RC and PC, the PEIR team provided a summary of preliminary contents and approaches to major components of the Draft PEIR for the 2016 RTP/SCS, including (1) greenhouse gas emissions and climate change analysis, (2) air quality and health risk assessment analysis, (3) environmental justice analysis, (4) alternatives analysis, and (5) mitigation measures. Overall, the PEIR team received positive input regarding the preliminary contents and approaches to the 2016 RTP/SCS PEIR. As such, the following discussion on five major components of the Draft PEIR is a culmination of the presentations and staff reports provided prior to today's meeting. It also reflects the feedback received from stakeholders, TWG members, and representatives of Native American tribes during the outreach process prior to the release of the Draft 2016 RTP/SCS PEIR.

(1) Greenhouse Gas Emissions and Climate Change

The Draft PEIR includes an analysis of Greenhouse Gas Emissions and Climate Change. The analysis includes a discussion on the consistency of the Draft 2016 RTP/SCS with the greenhouse gas emissions reduction goals as set forth in the Executive Order S-3-05 (80 percent reduction below 1990 levels by 2050), Executive Order B-16-12 (80 percent less than 1990 levels for 2050 from the transportation sector), and Executive Order B-30-15 (40 percent below 1990 levels by 2030). Moreover, the analysis includes a discussion on the Draft 2016 RTP/SCS per capita greenhouse gas emissions targets for automobiles and light trucks required by the state law, under Senate Bill (SB) 375. Other important considerations discussed in the analysis include climate adaptation, the First Update to the Climate Change Scoping Plan, and the California Cap and Trade Program.

(2) Air Quality and Health Risk Assessment

The Draft PEIR includes a Health Risk Assessment (HRA) in the Air Quality impacts analysis. The HRA evaluates potential cancer risk impacts associated with diesel emissions from transportation corridors. The HRA uses the latest emissions model (EMFAC 2014) developed by California Air Resources Board; follows the 2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments by the Office of Environmental Health Hazard Assessment (OEHHA); characterizes population (age and income) data for areas within 500 feet of transportation corridors with

diesel emissions; and doubles the number of transportation corridors for the HRA analysis from eight (8) in the 2012 RTP/SCS PEIR to sixteen (16).

The Draft PEIR includes consideration of health information, where applicable and appropriate. The Draft PEIR summarizes the best available data acknowledging the correlation between air emissions and health impacts. The Draft PEIR also discusses applicable legal requirements and initiatives on public health. Finally, the Draft PEIR approaches environmental analysis through a public health lens, where appropriate and applicable.

(3) Environmental Justice

Environmental Justice is not an issue area required for analysis under CEQA. Therefore, the Draft PEIR does not specifically analyze Environmental Justice. However, a robust Environmental Justice analysis is included in the Draft 2016 RTP/SCS and Environmental Justice appendix. The Draft PEIR cross references data and information from the Draft 2016 RTP/SCS Environmental Justice analysis in the environmental analysis, where applicable.

(4) Alternatives Analysis

The Draft PEIR considers a range of reasonable alternatives to the 2016 RTP/SCS. A range of reasonable alternatives include those alternatives that would feasibly attain most of the basic objectives of the 2016 RTP/SCS but would avoid or substantially lessen any of the significant environmental effects of the 2016 RTP/SCS. The Draft PEIR briefly describes the rationale for selecting the alternatives to be discussed. The range of alternatives required in the PEIR is limited to only those alternatives necessary to warrant a reasoned choice. Finally, the PEIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

Three alternatives to the 2016 RTP/SCS are identified and evaluated in the Draft PEIR. The three alternatives, each consisting of a transportation network element and a land use/growth forecast element, are substantively aligned with the Plan (2016 RTP/SCS) scenarios. They are: (1) No Project Alternative (based on 2016 RTP/SCS scenario 1); (2) 2012 RTP/SCS Updated with Local Input Alternative (based on 2016 RTP/SCS scenario 2); and (3) Intensified Land Use Alternative (based on a combination of a transportation network of 2016 RTP/SCS scenario 3 and land use/growth forecast of 2016 RTP/SCS scenario 4).

(5) Performance-Based Mitigation Approach

Also noted above, the PEIR, among other considerations, is designed to consider "[…] program-wide mitigation measures." For the 2016 RTP/SCS PEIR, an enhanced approach is needed for the mitigation measures component, due to recent CEQA litigation which reiterates that program-level documents are required to include mitigation measures and that deferral of the formulation of mitigation measures to a later date should not occur unless performance standards are identified. Such recent litigation as well as the CEQA Guidelines provide for the use of performance-based rather than prescriptive mitigation measures, thus allowing flexibility in the consideration and adoption of second-tier subsequent projects.
At its October 8, 2015 meeting, the EEC took action to support the following Guiding Principles and performance based approach for development of the mitigation measures component of the Draft 2016 RTP/SCS PEIR:

- PEIRs must identify mitigation for significant impacts.

- It must recognize SCAG's confines of limited authority.
- It must fulfill SCAG's responsibilities as a lead agency under CEQA in light of recent legal and regulatory landscape.
- It must maintain flexibility for lead agency at project-level implementation.
- It must not defer mitigation measures until some future time. However, measures may specify performance standards (rather than prescriptive measures) which would mitigate the significant impacts and which may be accomplished in more than one specified way.
- It should distinguish SCAG commitments and project-level lead agency responsibilities.
- It should allow efficient and effective implementation of RTP/SCS projects and facilitate CEQA streamlining and tiering, where appropriate.

The performance-based approach to the mitigation measures component of the Draft 2016 RTP/SCS PEIR includes the following three components: 1) SCAG mitigation measures; 2) a "catch-all" mitigation measure for each of the CEQA resource categories, stating that lead agencies "can and should" (rather than "shall") comply with the generally applicable performance standards that are linked to existing statutes, regulations, and adopted general plans for the CEQA resource category that the PEIR analyzes; and 3) project-level mitigation measures which may be potentially utilized by implementing agencies to meet the specified performance standards. For more information on the Guiding Principles and performance-based mitigation approach supported by the EEC at its October 8, 2015 EEC, please visit: http://www.scag.ca.gov/committees/CommitteeDocLibrary/eec100815fullagn.pdf.

SUMMARY OF CONTENTS OF THE PEIR:

The PEIR team has prepared a summary of contents of the Draft PEIR for the 2016 RTP/SCS. Key information about the contents of the Draft PEIR main document is summarized below, and appendices will be included as appropriate.

- Executive Summary: This summarizes key information presented in the Draft PEIR, including a table depicting significant impacts and proposed SCAG and potential project-level mitigation measures for each significant impact discussed in Chapter 3.

- Chapter 1 – Introduction: This chapter provides background information on SCAG's roles and responsibilities. The introduction summarizes the results of the scoping process, and describes the PEIR as a first tier Program EIR. This Chapter describes the CEQA process, emphasizing the early identification of stakeholders and engagement through the scoping process. Supplemental materials, including the NOP of the 2016 RTP/SCS PEIR and comments received on the NOP will be attached, as appropriate, in appendices to the Draft PEIR document. It also describes consideration of CEQA streamlining opportunities, the environmental review process, and an overview of the contents of the Draft PEIR.

- Chapter 2 – Project Description: This chapter provides the location and boundaries of the Draft 2016 RTP/SCS; states the plan's objectives; contains a general description of the technical, economic, and environmental characteristics of the Draft 2016 RTP/SCS; and includes a statement briefly describing the intended uses of the PEIR. Although federal environmental review is not required, a

discussion of purpose and need for the 2016 RTP/SCS will be included along with the CEQA-required project objectives.

- Chapter 3 – Environmental Impact Analysis and Mitigation Measures: This analysis will include: Regulatory Framework; Environmental Setting; Evaluation Methods; Significance Thresholds; Analysis of Direct, Indirect, and Cumulative Impacts; Mitigation Measures; and Level of Significance after Mitigation. Seventeen (17) resource categories included in Appendix G of the CEQA Guidelines, plus the Energy section included in the Appendix F of the CEQA Guidelines, will be analyzed in this section. This chapter of the Draft PEIR describes the applicable regulatory framework that is taken into consideration in evaluating the environmental effects of the Draft 2016 RTP/SCS. This chapter identifies the environmental baseline (conditions, as they existed at the time of publication of the NOP for the PEIR), against which potential environmental impacts are analyzed in the Draft PEIR. It focuses on addressing applicable, current legal requirements and recent CEQA case law; and conducts a programmatic analysis of potential environmental impacts of the Draft 2016 RTP/SCS for the region. As required by the provisions of CEQA, a determination of impacts is based on a comparison of the proposed Project (i.e., the Draft 2016 RTP/SCS) to existing conditions. The analysis is support by Figures and Tables that graphically depict spatial and quantitative data.

- Chapter 4 – Alternatives: This chapter describes a range of reasonable alternatives to the Draft 2016 RTP/SCS, which would feasibly attain most of the basic objectives of the Draft 2016 RTP/SCS but would avoid or substantially lessen any of the significant effects of the Draft 2016 RTP/SCS at a programmatic and region-wide level. It includes a comparison of the Draft 2016 RTP/SCS to the No Project Alternative, the 2012 RTP/SCS Updated with Local Input Alternative, and the Intensified Land Use Alternative as described earlier in this staff report.

- Chapter 5 – Long Term CEQA Considerations: This chapter identifies the significant unavoidable environmental effects, significant irreversible environmental effects, irreversible damage from environmental accidents, and growth inducing impacts of the Draft 2016 RTP/SCS.

- Chapter 6 - Persons and Sources Consulted: This chapter lists the contributors to the preparation of the PEIR and includes a list of sources consulted and used in preparing the Draft PEIR.

- Chapter 7 – Glossary: This chapter includes the acronyms used in the Draft PEIR document.

PEIR SCHEDULE:

Based on comments received from the EEC at its September 2015 meeting, the PEIR schedule was revised to reflect that the Draft 2016 RTP/SCS PEIR will have a 55-day public review and comment period (instead of the minimum 45-day comment period under CEQA). This 55-day public review and comment period is anticipated to take place concurrently with the 55-day public review and comment period for the Draft 2016 RTP/SCS that will begin in December 2015. The current PEIR Schedule was presented to EEC at its October 26, 2015 Special Meeting, and is reflected below:

Milestones	Scheduled Dates
Review by the EEC on the status of the Notice of Preparation (NOP) for the Draft 2016 RTP/SCS PEIR and preliminary draft outline of the Draft PEIR document	July 2, 2015
Review of the RC and PC on the contents and key approaches to the Draft 2016 RTP/SCS PEIR	August 6, 2015
Review by the EEC on the highlights of key approaches to the Draft 2016 RTP/SCS PEIR	September 3, 2015
Action by the EEC to support for purposes of preparing the Draft 2016 RTP/SCS PEIR, the Guiding Principles and performance-based approach to the development of the mitigation measures.	October 8, 2015
Recommendation by the Joint Policy Committees directing staff to prepare and finalize the Draft 2016 RTP/SCS PEIR based upon the framework, approaches to major components of the Draft PEIR, and summary of contents presented to the Joint Policy Committees; and recommend that the RC at its December 3rd meeting authorize release of the Draft 2016 RTP/SCS PEIR for a 55-day public review and comment period concurrent with the 55-day public review and comment period for the Draft 2016 RTP/SCS	November 5, 2015
Presentation on the Draft 2016 RTP/SCS PEIR. The RC will consider authorizing the release of the Draft 2016 RTP/SCS PEIR for a 55-day public review and comment period concurrent with the 55-day public review and comment for the Draft 2016 RTP/SCS	December 3, 2015
Two (2) workshops during the 55-day public review and comment period of the Draft PEIR	January 2016
Stakeholders outreach during preparation of the proposed Final PEIR for the 2016 RTP/SCS	February/March 2016
Review by the EEC or Joint Policy Committee of the summary of comments/proposed responses to comments in the proposed Final PEIR for the 2016 RTP/SCS	March 2016
Presentation of the proposed Final PEIR for the 2016 RTP/SCS and recommendation by the EEC or Joint PC to the RC for consideration of the certification of proposed Final PEIR for the 2016 RTP/SCS	April 2016

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 15/16 Overall Work Program (16-020.SCG00161.04: Regulatory Compliance).

ATTACHMENT:
PowerPoint Presentation: "2016-2040 RTP/SCS Program Environmental Impact Report"

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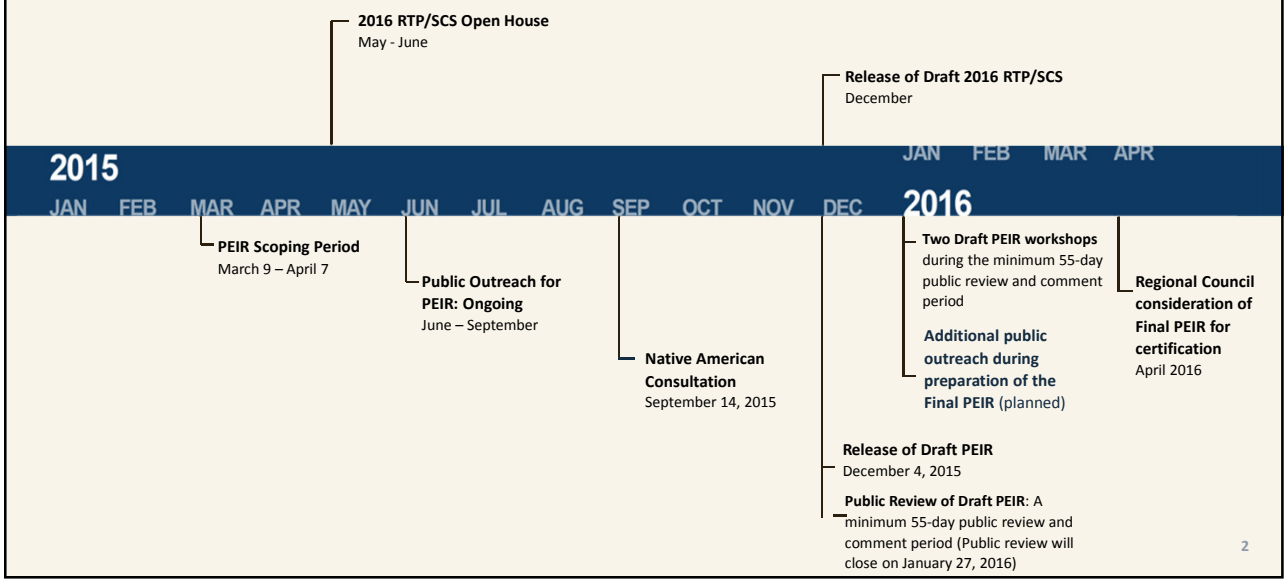
2016 RTP/SCS

PROGRAM ENVIRONMENTAL IMPACT REPORT

November 5, 2015
Joint Policy Committee Meeting

1

2016 RTP/SCS & PEIR
Schedule



2

PEIR: Public Outreach

- Notice of Preparation (NOP) and Scoping
  - **March 9 to April 7, 2015**: NOP circulated for a 30-day public review and comment period
  - **March 17 and 18, 2015**: Public scoping meetings
- Preparation of the Draft PEIR
  - **September 14, 2015**: Tribal Alliance of Sovereign Indian Nations (TASIN) Presentation
  - **October 14 and 19, 2015**: Native American Consultation Workshops
  - **December 4, 2015 through January 27, 2016**: Scheduled release of the Draft PEIR for a 55-day public review and comment period
  - **January 2016**: Proposed Draft PEIR public review workshops

3

PEIR: Highlights of the Approaches to Environmental Analysis of Air Quality & Health

Health Risk Assessment (HRA)

- Acknowledge applicable California legislation and initiatives
- Include consideration of health information related to criteria pollutants and toxic air contaminants
- Summarize best available data acknowledging the correlation between air quality and adverse effects on respiratory health
- Consider *Research Results on Land Use, Transportation, and Community* that document health benefits from active transportation and for users of public transit
  - Greater health benefits can be achieved by increasing the amount of physical activity guidelines.
  - Residents in walkable neighborhoods are more likely to meet physical activity guidelines.
  - Public transit users are more likely to meet Surgeon General recommendations for physical activity.

4

PEIR: Highlights of the Approaches to Environmental Analysis of Air Quality & Health

Health Risk Assessment (HRA)

- Evaluates potential cancer risk impacts associated with diesel emissions from transportation corridors
- "Cancer Risk" related to diesel emissions will be calculated using the most recent health risk models) and air quality emission model made available by the regulatory oversight agencies
  - Evaluation based on 16 transportation corridor segments, double the number evaluated in 2012 RTP/SCS PEIR
  - Use the latest ARB-developed emissions model (EMFAC 2014) in anticipation of USEPA approval by the end of 2015*
  - Follow OEHHA's revised Guidance Manual and the updated cancer risk calculation tool, including greater sensitivity in children and infants
  - Characterize population (age and income) data for areas within 500 feet of transportation corridors with diesel emissions

**Source: CARB. EMFAC Web Database. http://www.arb.ca.gov/emfac/*

5

PEIR: Alternative Analysis

- Alternatives to the proposed 2016 RTP/SCS are substantively aligned with the proposed Plan (2016 RTP/SCS) scenarios
- They include:
  - No Project Alternative (based on Scenario 1)
  - 2012 RTP/SCS Alternative Updated with Local Input Alternative (based on Scenario 2)
  - Intensified Land Use Alternative (based on similar transportation network of Scenario 3/Policy A and land use pattern of Scenario 4/Policy B)
- Alternatives are evaluated to assess ability to avoid or reduce the significant impacts of the proposed 2016 RTP/SCS

6

PEIR: Performance-Based Mitigation Measures: Rationale

- Recent CEQA litigation warrants evaluation of the mitigation approach for the 2016 RTP/SCS PEIR
- Primary goal is to satisfy SCAG's responsibilities as the lead agency under CEQA within the confines of its limited authority. The PEIR will strive to maintain flexibility at the project level while retaining legal defensibility
- Program EIRs must identify mitigation for significant impacts
- Formulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards (rather than prescriptive measures) which would mitigate the significant effect of the 2016 RTP/SCS and which may be accomplished in more than one specified way
- SCAG staff has evaluated a wide range of mitigation approaches and is recommending the use of performance-based mitigation measures for the 2016 RTP/SCS PEIR

7

PEIR: Performance-Based Mitigation Measures

- Recognizes the limits of SCAG's authority
- Each potential impact area would include **SCAG mitigation measures**
- Each potential significant impact would include a **"catch-all"** mitigation measure, stating that local agencies **"can and should"** comply with the generally applicable **performance standards** for the resource area
- **Mitigation measures** with applicable performance standards that may be utilized by implementing agencies
- Optimizes **flexibility** for mitigation/permit approach at project-level implementation
- Facilitates CEQA **streamlining and tiering**
- EEC took action at its October 2015 meeting to support use of a performance-based approach for the mitigation measures

8

RECOMMENDED ACTION

Direct staff to prepare and finalize the Draft PEIR document for the Draft 2016 RTP/SCS based upon the proposed framework, approaches to major components of the Draft PEIR, and contents described in the staff report, and recommend that the Regional Council release the Draft PEIR for the 2016 RTP/SCS for a 55-day public review and comment period in December 2015 concurrent with the 55-day public review and comment period for the Draft 2016 RTP/SCS.

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REPORT

AGENDA ITEM NO. 3

DATE: November 5, 2015

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

FROM: Stephen Patchan, Sr Planner, Active Transportation & Special Programs, (213) 236-1936, patchan@scag.ca.gov

SUBJECT: 2015 Active Transportation Program: Statewide and Regional Funding Awards Update

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Receive and File

EXECUTIVE SUMMARY:
The California Transportation Commission (CTC) approved the 2015 Active Transportation Program's (ATP) Statewide and Small Urban and Rural (Statewide) portions on October 21, 2015. The SCAG region received funding for 34 projects totaling $83.974 million, 47% of the total available funds. Projects not selected through the Statewide competition are eligible for funding through the Regional Program. Staff recommendations for the Regional Program have been endorsed by the regional CEOs and will be considered for approval by the EAC and CTC in January 2016. Collectively, the Statewide and Regional Programs will provide $160.270 million to active transportation projects between now and 2020.

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

BACKGROUND:
In October, staff provided the Regional Council and Policy Committees with an update on the funding awards recommended by CTC staff for the Statewide component of the 2015 ATP. On October 21, 2015 the CTC approved the staff recommendations. Through the Statewide component, the SCAG region was awarded funding for 34 projects totaling $83.974 million. The funding breakdown by County is below. There were no projects from Ventura County or Imperial County recommended from the Statewide component.

- Los Angeles County 23 projects/$61.071 million
- Orange County 3 projects/ $11.519 million
- Riverside County 2 projects/ $1.221 million
- San Bernardino County 6 projects/$10.163 million

Regional Program

ATP projects that were not selected for the Statewide program are eligible for selection through the SCAG Regional Program, which will allocate $76.2 million to both implementation and planning projects. SCAG staff, through collaboration with County Transportation Commission staff, has developed recommendations for the Regional Program, based on the 2015 ATP Regional Program Guidelines which were adopted by the Regional Council in April 2015. The staff recommendations have been approved by the regional CEOs and are being considered for adoption by each of the County Transportation Commission boards. Once the staff recommendations have been endorsed by each County, the EAC will be asked to consider and adopt the Regional Program, on behalf of the Regional Council, in January 2016. These recommendations will be submitted to the CTC for final approval during their January 2016 meeting.

The Regional Program awards funding in two categories: Implementation Projects and Planning Projects. As per the State and Regional Guidelines, up to 3% of the Regional Program can be awarded to planning projects. A minimum of 25% of the funds must be awarded to disadvantaged communities. The proposed regional program exceeds the disadvantaged communities' requirements awarding approximately 80% of funds to disadvantaged communities.

Implementation Projects

Implementation Projects are infrastructure and non-infrastructure projects. Non-infrastructure project can include Safe Routes School programming, education and encouragement projects, etc. Non-infrastructure does not include planning projects. Per the 2015 ATP Regional Program Guidelines, the proposed funding awards for Implementation Projects are based on population-based funding targets for each county. Within each county, a ranked list of projects is developed using the base scores awarded by the CTC as part of the evaluation process for the Statewide component. These scores are then supplemented by up to 10 points by each county in order to provide greater local input to the project selections. The total recommended funding for each county is provided below. The full list of Implementation Projects recommended for funding is included in the attachment.

County	Number of Projects	Implementation Funding
Imperial County	1	$524,000
Los Angeles County	11	$40,110,000
Orange County	12	$12,429,000
Riverside County	11	$9,204,000
San Bernardino County	5	$8,482,000
Ventura County	3	$3,305,000
Total	**43**	**$74,054,000**

Planning Projects

Planning Projects, per the Statewide Guidelines, are community active transportation plans. The CTC Statewide Guidelines and the SCAG Regional Guidelines permit up to 3% of overall ATP funding for planning projects. Planning project funding is awarded to the highest scoring projects based on the original CTC evaluation scores. Each county that applied for planning funding for the 2015 ATP received funding for at least one project through the Regional Program. In total, the Regional Program recommends awarding funding to nine planning projects totaling $2.242 million. The full list of Planning Projects recommended for funding is attached.

FISCAL IMPACT: All staff costs associated with the administration of the ATP are included in the FY2015/16 Overall Work Program under 050.00169.06.

ATTACHMENTS:

1. 2015 ATP Statewide Funding Awards
2. 2015 ATP Regional Program Staff Recommendations: Implementation Projects
3. 2015 ATP Regional Program Staff Recommendations: Planning Projects

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	Co	Applicant	Project Title	Total Project Cost	Total Project Request
1	LA	Los Angeles County	Los Nietos SRTS- Phase I	1,847	1,601
2	LA	Los Angeles County MTA	Willowbrook/Rosa Parks Pedestrian Promenade ad Bicycle Mobility Hub	3,662	2,909
3	LA	Los Angeles	Pedestrian and Bicycle Neighborhood Intersection Enhancements	1,883	1,506
4	LA	Los Angeles County	Rosemead Boulevard Complete Streets Improvements Phase 1	1,250	1,000
5	LA	City of Culver City	Washington-culver Pedestrian and Cyclist Safety Project	2,622	2,772
6	LA	Los Angeles County	West Carson Community Bikeways	531	425
7	LA	Los Angeles Unified School District	LAUSD Middle School Bicycle Safety Physical Education Program	1,360	1,360
8	LA	Los Angeles County	Hawthome/Lennox Green Line Station Community Linkages	3,070	2,406
9	LA	Los Angeles County	Vincent Community Bikeways	4,399	3,519
10	LA	Long Beach	Delta Avenue Bicycle Boulevard	1,335	1,075
11	LA	Pico Rivera	Regional Bikeway Project	4,917	3,932
12	LA	Santa Monica	Michigan Ace Greenway: Completing Bike/Ped Expo Connection Over the I-10	1,234	987
13	LA	Whittier	Whittier Greenway Trail East Extension Gap Closure	5,332	4,516
14	LA	Lancaster	10th Street West Road Diet and Bikeway Improvements	1,568	785
15	LA	Los Angeles County	Aviation /LAX Green Line Station Community Linkages	2,578	1,941
16	LA	Los Angeles	Orange Line-Sherman Way Pedestrian Links	1,441	1,153
17	LA	Lancaster	Pedestrian Gap Closure Improvements	7,824	6,259
18	LA	Arcadia	Bicycle and Facility Improvements	1,457	1,020
19	LA	Los Angeles County MTA	Union Station Master Plan: Alameda Esplanade	12,340	12,340
20	LA	Los Angeles	Boyle Heights Pedestrian Linkages	5,000	5,000
21	LA	Los Angeles	Rosemead SRTS Project	842	702
22	LA	South Gate	Long Beach Boulevard Pedestrian Improvements	2,586	2,250
23	LA	Santa Monica	Expo Station 4th Street Linkages to Downtown and Civic Center	2,016	1,613
24	ORA	Santa Ana	Santa Ana and Fifth Protected Bike Lane	5,424	5,424
25	ORA	Santa Ana	Endinger Protected Bike Lanes Project	2,366	2,366
26	ORA	Santa Ana	Civic Center Bike Boulevard	3,879	3,729
27	RIV	Riverside County DPH	SRTS, East Riverside	628	500
28	RIV	Riverside Co Transp. Dept.	3rd Place Sidewalk and Roadway Safety Improvements	871	721
29	SBD	Hesperia	Willow Street Shared Use Paseo	1,885	1,200
30	SBD	Highland	Regional Connector Project	4,545	3,636
31	SBD	Rialto	Etiwanda Corridor Improvements	850	629
32	SBD	Big Bear Lake	Big Bear Blvd. Pedestrian and Bicycle Mobility Project	1,899	1,519
33	SBD	San Bernardino County	Sidewalk Gap Closure SRTS Project	2,153	2,153
34	SBD	Town of Yucca Valley	Yucca Valley Elementary School Sidewalks	1,026	1,026
			Total	**96,620**	**83,974**

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2015 ATP Regional Program
Staff Recommendations: Implementation Projects

Attachment 2

	Co	Applicant	Project Title	Total Project Cost	Total Fund Request	County Funding Totals
1	**IMP**	**El Centro**	**Establishment of SR2S Program & Bicycle Route Improvements**	**524**	**524**	**524**
2	**LA**	**Los Angeles County MTA**	**Metro Rail to Rail Active Transportation Corridor Segment A-1**	**20,278**	**8,326**	
3	LA	La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	18,712	1,552	
4	LA	Lynwood	Community Linkages to Civic Center and Long Beach blvd Metro Station	2,891	2,319	
5	LA	Port of Long Beach	Coastal Bike Trail Connector-Ocean Blvd, Long Beach	6,660	4,000	
6	LA	Port of Long Beach	South Water Front/Pier j Bike and Pedestrian Path	3,563	2,000	
7	LA	Torrance	Downtown Torrance Active Transportation Improvement Project	2,533	2,027	
8	LA	Cudahy	Wilcox Avenue Complete Streets and SRTS Project	1,371	1,344	
9	LA	Los Angeles	Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	7,690	6,862	
10	LA	Los Angeles	Colorado Bl Pedestrian and Bicycle Active Transportation Improvements	9,843	9,743	
11	LA	Huntington Park	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1,793	1,757	
12	LA	Downey	Downey Bike Share and Safety Education	516	180	**40,110**
13	**ORA**	**La Habra**	**Union Pacific Rail Line Bikeway Project**	**527**	**466**	
14	ORA	San Clemente	Shorecliffs Middle School SRTS Ped Improvements	878	869	
15	ORA	Santa Ana	Pedestrian and Bicyclist Count Program	225	225	
16	ORA	Santa Ana	SRTS Enhancements for Sepulveda Elementary	310	310	
17	ORA	Anaheim	West Street and Citron Street Sidewalk Gap Closure	2,056	2,056	
18	ORA	Garden Grove	"First Mile" Bicycle and Ped Trail Expansion on the PE ROW and Education/Encouragement Activities	1,941	1,891	
19	ORA	San Clemente	Concordia Elementary SRTS Pedestrian & Bicycle Lane Improvement	987	986	
20	ORA	Brea	The Tracks at Brea Segment 6	1,603	646	
21	ORA	Santa Ana	Lincoln Pedestrian Pathway Connectivity	1,230	1,230	
22	ORA	La Habra	Guadalupe Park Reconstruction Project	400	340	
23	ORA	Westminister	Garden Grove Boulevard Complete Street Project	3,139	2,758	
24	ORA	OC Parks Orange County	OC Loop Coyote Creek	3,230	652	**12,429**
	ORA	San Clemente	Southern Extension - San Clemente Beach Trail	1,459	1,246	
	ORA	Santa Ana	SRTS Enhancements for Muir Elementary	571	571	
25	**RIV**	**Moreno Valley**	**Segment of the Juan Bautista De Anza Multi-use Trail**	**1,431**	**1,431**	
26	RIV	Wildomar	Grand Avenue Multi-Use Trail Improvement Project	1,541	1,223	
27	RIV	Banning	Bicycle and SRTS Improvements	1,082	1,082	
28	RIV	Jurupa Valley	Jurupa Valley High School SRTS	1,467	1,252	
29	RIV	Riverside	Citywide Bicycle and Pedestrian Improvements	1,249	1,042	
30	RIV	Riverside County Transp. Department	Camino Aventura Sidewalk Safety Improvements	1,002	902	
31	RIV	San Jacinto	San Jacinto Valley Connect	656	646	
32	RIV	Riverside County Transp Department	Mecca Sidewalk and Roadway Safety Improvements	945	851	
33	RIV	Riverside County Transp Department	Thousand Palms Sidewalk Safety Improvements	1,085	775	**9,204**
	RIV	City of Coachella	ATP Cycle 2	2,755	2,220	
34	**SBD**	**Ontario**	**SRTS Infrastructure Improvement Project-El Camino Elementary**	**400**	**368**	
35	SBD	San Bernardino County	Santa Ana River Trail Phase IV, Reaches B and C	9,750	3,801	
36	SBD	Victorville	Mohave Riverwalk Shared-Use Bicycle Facility	4,700	3,760	
37	SBD	Hesperia	Bear Valley Road Bicycle Bypass Phase II	376	301	
38	SBD	Needles	In-fill Sidewalks, Curbs & Gutters Improvement Project	484	252	**8,482**
39	**VEN**	**Ojai**	**Pedestrian and Bike Safety Improvements: Ojai Avenue and Maricopa Hwy**	**2,833**	**2,333**	
40	VEN	Oxnard	New Traffic Signal	567	510	
41	VEN	Ventura County	Rio Real Elementary School-Pedestrian and Street Improvements Project	462	462	**3,305**
	Total			**127,715**	**74,054**	

Reflects potential contingency projects

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2015 ATP Regional Program
Staff Recommendations: Planning Projects

Attachment 3

	Co	Applicant	Project Title	Total Project Cost	Total Fund Request
1	ORA	Santa Ana	Citywide SRTS Plan	615	615
2	RIV	WRCOG	Limonite Corridor Active Transportation Study	250	250
3	LA	Santa Clarita	Junior High and High School SRTS Plan	200	160
4	LA	Downey	Pedestrian Plan	300	300
5	SBD	Grand Terrace	ATP Planning	295	295
6	IMP	Imperial County	Pedestrian Master Plan	100	88
7	LA	Bellflower	Bellflower and Paramount Joint Active Transportation Plan	125	100
8	LA	Irwindale	Citywide Non Motorized Design Guidelines and Active Transportation Action Plan	154	154
9	ORA	Orange County Transportation Authority	Active Transportation Plan	350	280
			Total	**2,389**	**2,242**

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REPORT

AGENDA ITEM NO. 4

DATE: November 5, 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: Sarah Jepson, Manager, Active Transportation and Special Programs; 213-236-1955, jepson@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:
This report and presentation provide an update on the advertising and community events components of the Active Transportation Safety and Encouragement Campaign, including current statistics on the advertising campaign reach since it was launched at the end of September as well as the announcement of the host cities for the Open Streets and Temporary Demonstration Projects. In total, SCAG will be hosting the Open Streets and Temporary Demonstration events in sixteen cities in 2016 and 2017 in three phases starting in May 2016.

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

BACKGROUND:
In coordination with regional partners, SCAG successfully applied for the statewide 2014 Active Transportation Program (ATP) call for projects, and received $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, 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 Demonstration Events, and active transportation trainings focused on encouraging more walking and biking.

Advertising Campaign

The *Go Human* Campaign and website (www.GoHumanSocal.org) launched on September 28th. The website itself includes fact sheets, blog posts, resources, and access to materials to expand the Campaign's reach. The Campaign is expected to achieve over 130 million impressions, targeting drivers, bicyclists and pedestrians. Through November, paid and donated ads will be displayed on bulletins and billboards, as well as approximately 500 bus tails and 900 interior cards, and over 100 bus shelters. Drivers are being reached through recorded radio advertisements on both English and Spanish speaking stations. Radio interviews have been requested by at least five stations, and staff are working with Campaign spokespersons (elected officials) and other partners to present key messages of the Campaign.

Over 20 agencies have requested additional information and detailed presentations to stakeholders as well as materials for digital billboards, co-branding, and partnering to leverage the Campaign's reach. Broader public relations efforts have included messaging targeting Chinese, Korean and Vietnamese populations. The Campaign is utilizing social media and paid promotion, with posts reaching over 145,000 users within the first week. Finally, a press kit has been developed for any local or regional agency 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 or Sarah Jepson (jepson@scag.ca.gov) 213-236-1955, 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. Open Streets projects are events that temporarily close streets to automobile traffic so that people may use them for walking, bicycling, dancing, playing and socializing. The event offers an opportunity for residents to experience the street and their neighborhood at a slower pace that allows for more time to see/meet neighbors, visit businesses and other community amenities. The most recognizable example of this event type is CicLAvia which according to their website "five years and 14 CicLAvias later, more than a million people have explored more than 100 miles of open streets in Los Angeles County."

The Temporary Demonstration Events will implement temporary infrastructure projects that reimagine the roadway space to prioritize pedestrian and cyclists. The program identifies three different types of Temporary Demonstration Events for communities to stage. These include Complete Streets, Safe Routes to School and First/Last Mile events. Complete Streets projects redesign streets to accommodate all modes of travel, when feasible, to maximize safety and traffic efficiency. A common approach for this strategy are road diets, where a lane of parking or travel is repurposed for active transportation or mass transit. Safe Routes to School projects are similar to Complete Streets, in that they redesign corridors that connect schools to residential and business corridors to encourage students to walk and bike. Finally, First/Last Mile events implement the Complete Streets strategy with mass transit elements by augmenting corridors that connect transit stations to residential and business corridors. At this point in the project development, staff is developing the Temporary Demonstration Event through discussions with the applicant City. The lists below will reflect if the City is implementing an Open Streets and/or a Temporary Demonstration Event. It does not identify the type of Temporary Demonstration Event.

SCAG hosted a call for projects in June 2015 to identify local agencies interested in partnering on these community events. Seventeen applications were received from across the region. SCAG currently has resources through the Campaign to fund six events in six cities; however, due to the number and quality of the applications received, SCAG plans to host all eligible events in three phases subject to the receipt of additional funding.

Phase 1 May 2016 (Bike Month)

1. City of El Centro: Open Streets and Temporary Demonstration Event
2. City of Palm Desert: Open Streets and Temporary Demonstration Event
3. City of Fontana: Open Streets
4. City of Westminster: Temporary Demonstration Event
5. City of South El Monte: Temporary Demonstration Event
6. City of Los Angeles: Temporary Demonstration Event

Phase 2 October 2016 (Walktober):

1. City of Riverside: Open Streets
2. City of Rialto: Open Streets
3. Orange County Parks: Temporary Demonstration Event
4. City of Brea: Open Streets and Temporary Demonstration Event
5. City of Santa Ana: Open Streets and Temporary Demonstration Event
6. City of Garden Grove: Open Streets and Temporary Demonstration Event
7. City of Cudahy: Temporary Demonstration Event
8. City of Long Beach: Open Streets and Temporary Demonstration Event

Phase 3 May 2017 (Bike Month):

1. City of Fullerton: Open Streets
2. City of Rancho Cucamonga: Open Streets and Temporary Demonstration Event

The events can occur for one day or up to one month and will transform City streets through temporary improvements (or pop-ups), street "festivals" and other fun activities that increase awareness of active transportation and complete street concepts. The Campaign Steering Committee is exploring opportunities to raise additional funds for projects in Phases 2 and 3. SCAG staff will return to the Board with a funding plan early in 2017. For more information regarding the events and demonstration phases of the Campaign, please contact Stephen Patchan (patchan@scag.ca.gov), 213-236-1923.

FISCAL IMPACT:
SCAG has received $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 No. 14-561-2.

ATTACHMENT:
None

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REPORT

AGENDA ITEM NO. 5

DATE: November, 5 2015

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

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

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:
SCAG is providing a monthly update (attached) regarding successful implementation of (75) Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. The remaining projects were funded in the fall of 2014. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, sixty-nine (69) grant projects have selected consultants, and sixty-nine (69) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - $200,000; Indio - $175,000; Westminster - $200,000; and Fountain Valley - $200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

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

Sustainability Planning 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-nine (69) grant projects have selected consultants, and sixty-nine (69) 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 2015-16 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2015-16 OWP 065.SCG02663.02.

ATTACHMENT:
Summary Progress Chart

SCAG Sustainability Planning Grants

October 26, 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	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	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**	**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**	**x**	**x**
57	Lancaster	Complete Streets Master Plan - **Complete Streets Plan**		**x**	**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**	**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**	**x**
68	Huntington Beach	Neighborhood Electric Vehicle Plan - **Electric Vehicle**		**x**	**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	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