



MEETING OF THE

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

Main Office

818 West 7th Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President

Cheryl Viegas-Walker, El Centro

First Vice President

Michele Martinez, Santa Ana

Second Vice President

Margaret Finlay, Duarte

Immediate Past President

Carl Morehouse, San Buenaventura

Executive/Administration Committee Chair

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and Human Development

Bill Jahn, Big Bear Lake

Energy & Environment

Deborah Robertson, Rialto

Transportation

Alan Wapner, San Bernardino Associated Governments

Thursday, October 8, 2015
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. Agendas and Minutes for the CEHD Committee are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

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

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**Community, Economic, and Human Development Committee
Members – October 2015**

<u>Members</u>	<u>Representing</u>
Chair* 1. Hon. Bill Jahn	<i>Big Bear Lake</i> District 11
Vice Chair* 2. Hon. Larry McCallon	<i>Highland</i> District 7
3. Hon. Dante Acosta	<i>Santa Clarita</i> SFVCOG
4. Hon. Al Austin	<i>Long Beach</i> GCCOG
5. Hon. Stacy Berry	<i>Cypress</i> OCCOG
6. Hon. Wendy Bucknum	<i>Mission Viejo</i> OCCOG
7. Hon. Carol Chen	<i>Cerritos</i> GCCOG
* 8. Hon. Steven Choi	<i>Irvine</i> District 14
9. Hon. Jeffrey Cooper	<i>Culver City</i> WSCCOG
10. Hon. Rose Espinoza	<i>La Habra</i> OCCOG
11. Hon. Kerry Ferguson	<i>San Juan Capistrano</i> OCCOG
* 12. Hon. Margaret Finlay	<i>Duarte</i> District 35
13. Hon. Debbie Franklin	<i>Banning</i> WRCOG
* 14. Hon. James Gazeley	<i>Lomita</i> District 39
15. Hon. Julie Hackbarth-McIntyre	<i>Barstow</i> SANBAG
16. Hon. Tom Hansen	<i>Paramount</i> GCCOG
17. Hon. Robert “Bob” Joe	<i>South Pasadena</i> Arroyo Verdugo Cities
* 18. Hon. Barbara Kogerman	<i>Laguna Hills</i> District 13
19. Hon. Paula Lantz	<i>Pomona</i> SGVCOG
20. Hon. Joe Lyons	<i>Claremont</i> SGVCOG
* 21. Hon. Victor Manalo	<i>Artesia</i> District 23
22. Hon. Charles Martin	Morongo Band of Mission Indians
23. Hon. Joseph McKee	<i>Desert Hot Springs</i> CVAG
24. Hon. Susan McSweeney	<i>Westlake Village</i> LVMCOG
* 25. Hon. Carl Morehouse	<i>Ventura</i> District 47
26. Hon. Ray Musser	<i>Upland</i> SANBAG
* 27. Hon. Steve Nagel	<i>Fountain Valley</i> District 15
* 28. Hon. John Nielsen	<i>Tustin</i> District 17
29. Hon. Edward Paget	<i>Needles</i> SANBAG
* 30. Hon. Erik Peterson	<i>Huntington Beach</i> District 64
31. Hon. Jim Predmore	<i>Holtville</i> ICTC
32. Hon. John Procter	<i>Santa Paula</i> VCOG
* 33. Hon. Rex Richardson	<i>Long Beach</i> District 29
34. Hon. Sonny R. Santa Ines	<i>Bellflower</i> GCCOG
* 35. Hon. Andrew Sarega	<i>La Mirada</i> District 31
36. Hon. Becky Shevlin	<i>Monrovia</i> SGVCOG
* 37. Hon. Tri Ta	<i>Westminster</i> District 20
38. Hon. Frank Zerunyan	<i>Rolling Hills Estates</i> SBCCOG

*Regional Council Member

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA OCTOBER 8, 2015

The Community, Economic and Human Development (CEHD) Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Bill Jahn, Chair)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Page No.

Approval Item

- | | | |
|--|-------------------|----------|
| 1. <u>Minutes of the September 3, 2015 Meeting</u> | Attachment | 1 |
|--|-------------------|----------|

Receive and File

- | | | |
|--|-------------------|-----------|
| 2. <u>2015 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 6 |
| 3. <u>2016 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 7 |
| 4. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u> | Attachment | 8 |
| 5. <u>Recap of Progress made on the Development of the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and Anticipated Next Steps</u> | Attachment | 16 |
| 6. <u>2015 Active Transportation Program Update</u> | Attachment | 30 |
| 7. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Public Health Guiding Principles and Framework</u> | Attachment | 35 |

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA OCTOBER 8, 2015

ACTION ITEM

Time Page No.

8. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – Policy Growth Forecast (PGF) Guiding Principles and Framework
(Huasha Liu, Director, Land Use and Environmental Planning) Attachment 40 mins. 49

Recommended Action: Support for inclusion in the draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016- RTP/SCS) the proposed guiding principles and framework for the Policy Growth Forecast (PGF) to serve as the basis of the region’s Sustainable Communities Strategy for the Draft 2016-2040 RTP/SCS.

INFORMATION ITEMS

9. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Update: Draft Guidelines
(Kristen Pawling, SCAG Staff) Attachment 15 mins. 60
10. SCAG Region Economy: An Update Since the Great Recession
(Stephen Levy, Director, The Center for Continuing Study of the California Economy - CCSCE) Attachment 30 mins. 62

CHAIR’S REPORT

(Hon. Bill Jahn, Chair)

STAFF REPORT

(Frank Wen, SCAG Staff)

FUTURE AGENDA ITEM/S

ANNOUNCEMENTS

ADJOURNMENT

The next regular CEHD meeting will be held on Thursday, November 5, 2015 at the SCAG Los Angeles Office.

**COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**September 3, 2015
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING.

The Community, Economic & Human Development Committee held its meeting at SCAG's downtown Los Angeles office.

Members Present

Hon. Dante Acosta, Santa Clarita	SFVCOG
Hon. Stacy Berry, Cypress	OCCOG
Hon. Wendy Bucknum, Mission Viejo	OCCOG
Hon. Carol Chen, Cerritos	GCCOG
Hon. Steven Choi, City of Irvine	District 14
Hon. Jeffrey Cooper, Culver City	WSCCOG
Hon. Rose Espinoza, City of La Habra	OCCOG
Hon. Margaret Finlay, Duarte	District 35
Hon. Debbie Franklin, Banning	WRCOG
Hon. James Gazeley, Lomita	District 39
Hon. Tom Hansen, City of Paramount	GCCOG
Hon. Bill Jahn, Big Bear Lake (Chair)	District 11
Hon. Robert Joe, South Pasadena	Arroyo Verdugo Cities
Hon. Barbara Kogerman, Laguna Hills	District 13
Hon. Paula Lantz, Pomona	District 38
Hon. Joe Lyons, City of Claremont	SGVCOG
Hon. Victor Manalo, Artesia	District 23
Hon. Joe McKee, City of Desert Hot Springs	CVAG
Hon. Carl Morehouse, San Buenaventura	District 47
Hon. Steve Nagel, City of Fountain Valley	OCCOG
Hon. John Nielsen, Tustin	District 17
Hon. Ed Paget, Needles	SANBAG
Hon. Jim Predmore, Holtville	ICTC
Hon. John Procter, Santa Paula	VCOG
Hon. Rex Richardson, Long Beach	District 29
Hon. Sonny Santa Ines, Bellflower	GCCOG
Hon. Becky Shevlin, Monrovia	SGVCOG
Hon. Tri Ta, Westminster	District 20
Hon. Frank Zerunyan, Rolling Hills Estates	SBCCOG

Members Not Present

Hon. Barbara Delgleize, Huntington Beach	District 64
Hon. Kerry Ferguson, San Juan Capistrano	OCCOG
Hon. Charles Martin	Morongo Band of Mission Indians
Hon. Larry McCallon, Highland (Vice-Chair)	District 7
Hon. Julie Hackbarth-McIntyre, Barstow	SANBAG
Hon. Susan McSweeney, Westlake Village	LVMCOG
Hon. Ray Musser, Upland	SANBAG
Hon. Andrew Sarega, La Mirada	District 31

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Bill Jahn, Chair, called the meeting to order at 10:05 AM. Hon. Ed Paget led the Committee in the Pledge of Allegiance.

The Chair introduced Stacy Berry from the City of Cypress, representing OCCOG, as a new member of the CEHD Committee.

PUBLIC COMMENT PERIOD

There were no public comments presented.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

ACTION ITEMS

1. Minutes of the July 2, 2015 Meeting

A MOTION was made (Morehouse) to approve the Minutes of the July 2, 2015 meeting. The MOTION was SECONDED (Kogerman) and APPROVED by the following vote:

AYES: Acosta, Bucknum, Chen, Choi, Cooper, Espinoza, Gazeley, Hansen, Jahn, Joe, Kogerman, Lyons, Manalo, McKee, Morehouse, Nielsen, Paget, Predmore, Procter, Richardson, Santa Ines, Zerunyan

NOES: None

ABSTAIN: Berry, Franklin, Shevlin, Ta

CONSENT CALENDAR

Receive and File

2. 2015 Regional Council and Policy Committees Meeting Schedule
3. SCAG Sustainability Planning Grants Program – Monthly Update
4. Southern California Active Transportation Safety and Encouragement Campaign Update

A MOTION was made (Morehouse) to Receive and File Items 2 - 4. The MOTION was SECONDED (Espinoza) and APPROVED by the following vote:

AYES: Acosta, Berry, Bucknum, Chen, Choi, Cooper, Espinoza, Franklin, Gazeley, Hansen, Jahn, Joe, Kogerman, Lyons, Manalo, McKee, Morehouse, Nielsen, Paget, Predmore, Procter, Richardson, Santa Ines, Shevlin, Ta, Zerunyan

NOES: None

ABSTAIN: None

INFORMATION ITEMS

5. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Results of Local Review of SCAG’s Policy Growth Forecast

Huasha Liu, Director of Land Use and Environmental Planning, stated that as part of the regional planning process for the 2016 RTP/SCS, SCAG developed the Policy Growth Forecast, which is a locally-informed growth scenario that maximizes the efficiency of transportation investments and other sustainability performance goals. Ms. Liu further stated that starting in late June 2015 and during the month of July 2015, SCAG sought input from local jurisdictions on the distribution of growth under this scenario at the neighborhood or traffic analysis zone (TAZ) level. The Policy Growth Forecast builds on input received during that period, as jurisdictional level totals on population, household, and employment growth remain the same as the Local Input. Ms. Liu reported that 41% of the cities and counties in the region provided input. Staff will be working with its local partners to incorporate all of that input, specifically information on planned development projects and entitlements. Ms. Liu emphasized that the sub-jurisdictional level data, such as TAZ data, is included in the draft Policy Growth Forecast for regional modeling purposes only, and is advisory and non-binding. SCAG just received written response from SCAQMD confirming that TAZ level data provided for Air-Quality Management Plan (AQMP) development is not binding and will not affect local jurisdictions’ General Plans and their land use decisions. SCAG will continue to communicate with other agencies, such as ARB, to ensure that the advisory and non-binding nature of the dataset is appropriately maintained. Mr. Liu stated that in the coming weeks, SCAG will continue working with local jurisdictions to incorporate input on the draft Policy Growth Forecast so that the figures can be finalized and technical modeling can be completed for the upcoming 2016 RTP/SCS.

Hon. Carl Morehouse emphasized the critical timelines in the development of the RTP/SCS and noted that those timelines are set by the State of California, not by SCAG. He further emphasized that it is essential that jurisdictions’ understand the function and purpose of the TAZ data. In addition, Hon. Morehouse stated that it is crucial for jurisdictions to gather accurate general plan data.

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

Hon. Bill Jahn, Chair, reported that the Regional Council adopted the AHSC Action Plan in July 2015 and SCAG has prioritized its implementation. The focus has been to bring together

partners to identify regional priorities and approaches in order to strategically position the region's stakeholders to compete for 2015-16 AHSC funds. Hon. Jahn reported that on August 6, 2015, SCAG and its regional partners hosted the first of three (3) workshops entitled, "California Gold: Bringing Cap and Trade Dollars to Southern California." In the coming months, next steps include advocating for guideline reforms, hosting additional workshops, reconvening the Regional Advisory Committee, and providing applicants technical assistance in anticipation of the January 2016 release of the Notice of Funding.

7. Housing Tenure and Affordability for Millennials and Others: Trends Since 2000

Dr. Dowell Myers, Professor and Director of Population Dynamics Research Group at the Sol Price School of Public Policy, University of Southern California (USC), has recently focused on the newfound importance of the Millennial generation and younger children as critical resources for rebuilding the ranks of California's workforce, taxpayers, and home buyers. Dr. Myers presented trends of housing tenure and affordability during the boom years of 2000 to 2007, the recession years of 2007 to 2010, and the recovery years through 2013. His presentation on "Millennials Form the Critical Foundation for Housing" for the 2015 Annual Demographic Workshop may be accessed at: <http://www.scag.ca.gov/calendar/Documents/demo26/Panel3-DowellMyers.pdf>

CHAIR'S REPORT

There was no Chair's report presented.

STAFF REPORT

There was no staff report presented.

FUTURE AGENDA ITEMS

There were no future agenda items presented.

ANNOUNCEMENTS

There were no announcements presented.

ADJOURNMENT

The Chair adjourned the meeting at 11:45 AM.

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2015 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

Main Office

818 West 7th Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
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All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October*	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

Officers

President
Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

**Executive/Administration
Committee Chair**

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and
Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

January 1, 2015 (DARK)

February 5, 2015

March 5, 2015

April 2, 2015

**May 7 – 8, 2015
(2015 SCAG Regional Conference & General Assembly)**

June 4, 2015

July 2, 2015

August 6, 2015 (DARK)

September 3, 2015

October 8, 2015*

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

November 5, 2015

December 3, 2015

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

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**Executive/Administration
Committee Chair**

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Policy Committee Chairs

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Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

2016 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October which is on the 5th Thursday of September* (Approved by the Regional Council 9-3-15)	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

January 7, 2016
(SCAG 6th Annual Economic Summit --- in lieu of the regularly scheduled Regional Council and Policy Committee Meetings)

February 4, 2016

March 3, 2016

April 7, 2016

May 5 – 6, 2016
(2016 SCAG Regional Conference and General Assembly, La Quinta)

June 2, 2016

July 7, 2016

August 4, 2016 (DARK)

September 1, 2016

September 29, 2016*

(Note: League of California Cities Annual Conference, Long Beach, CA, Oct. 5 - 7)

November 3, 2016

December 1, 2016

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

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DATE: October 8, 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-three (63) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

STRATEGIC PLAN:

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

BACKGROUND:

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

REPORT

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

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, sixty-nine (69) grant projects have selected consultants, and sixty-three (63) 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

September 14, 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	

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	
57	Lancaster	Complete Streets Master Plan - Complete Streets Plan	x	x	x	x	
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	x	x	x	x	x
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	N/A				
60	Seal Beach	Climate Action Plan - Climate Action Plan	x	x	x	x	x
61	La Mirada	Industrial Area Specific Plan - Land Use Design	N/A				
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	x	x	x	x	x
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal	x	x	x	x	x
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation	N/A				
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	x	x	x	x	x
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x	x	x	x	x
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	x	x	x	x	
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	x	x	x	x	
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	x	x	x	x	x

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

DATE: October 8, 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: Hasan Ikhata, Executive Director, 213-236-1944, ikhata@scag.ca.gov

SUBJECT: Recap of Progress made on the Development of the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and Anticipated Next Steps

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
 For Information Only – No Action Required

EXECUTIVE SUMMARY:
Over the last several months, SCAG staff has been engaged in informing the Regional Council and Policy Committees about the various key issues, analyses, and policy considerations for the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and its associated Program Environmental Impact Report (PEIR). During this time, SCAG has also met with the subregional organizations within SCAG, the county transportation commissions, the Technical Working Group and other key stakeholders to apprise them of the development of the 2016 RTP/SCS. The purpose of these meetings was to ensure that the Regional Council and Policy Committees had the opportunity to learn, understand, review and provide input to staff regarding the 2016 RTP/SCS. This staff report recaps the information shared at these meetings and tracks the progress made thus far in developing the Plan. This report also provides the next steps that will lead to the Regional Council's anticipated release of the Draft 2016 RTP/SCS for formal 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

BACKGROUND:
 Since early 2015, SCAG's Regional Council and Policy Committees have been taking part in numerous discussions on key issues, analyses, and policy considerations for development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). This report serves as a summary of RTP/SCS-related topics discussed at each Regional Council, Policy Committee, and Joint meetings held this year. The purpose of this report is to review the plan development process and clearly set forth objectives over the next several months, including preparing Regional Council members for the anticipated release of the Draft 2016 RTP/SCS for formal public review and comment on December 3, 2015, as well as the anticipated adoption of the plan.

February 5, 2015 – Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: Framework for Development of the 2016 RTP/SCS and Progress Report on the 2012-2035 RTP/SCS

SCAG's Executive Director, Hasan Ikhata, provided a presentation and general overview of the framework for development of 2016 RTP/SCS. The presentation included a summary of the components of the 2012 RTP/SCS, a progress report on the implementation of the 2012 plan, a discussion of emerging policy issues over the past several years, challenges and opportunities, and general assumptions for the 2016 RTP/SCS. In addition, the presentation included a schedule for the development of the 2016 RTP/SCS and a summary of the respective roles of the Regional Council and Policy Committees.

March 5, 2015 – Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: Potential Policy Committee Meetings and Agenda Items Related to the Development of the 2016 RTP/SCS for the Next Eight (8) Months

SCAG staff provided a schedule of upcoming potential Policy Committee meetings and corresponding items for discussion related to the development of the 2016 RTP/SCS.

Energy & Environment Committee Meeting

- Agenda Item: Release of the Notice of Preparation of a Program Environmental Impact Report for the 2016 RTP/SCS

SCAG staff requested the release of a Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS in accordance with provisions of the California Environmental Quality Act (CEQA). As the lead agency under CEQA, SCAG is responsible for preparing a PEIR for the 2016 RTP/SCS. The PEIR will serve as a first-tier, programmatic document that provides a region-wide assessment of potential significant environmental effects of the 2016 RTP/SCS.

ACTION taken: The EEC authorized the release of the NOP for a 30-day public review and comment period beginning March 9, 2015, to obtain input into the scope and content of the environmental information that will be evaluated in the 2016 RTP/SCS PEIR. Upon completion of the public review and comment period, SCAG staff noted that it will report back to the EEC regarding comments received.

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

Following the adoption of the 2012RTP/SCS, the Regional Council established several committees, including a Public Health Subcommittee, to assist in implementing the Plan. Based on the recommendations from the subcommittee, SCAG staff developed a Public Health Work Program which included integrating public health considerations into the 2016 RTP/SCS. At the March EEC

meeting, staff presented SCAG's preliminary approach for addressing public health in the 2016 RTP/SCS. The preliminary strategy included strategies for engagement, developing a public health appendix and including a "Health in All Policies" approach to incorporate health throughout plan components where appropriate.

April 2, 2015 - Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: Southern California's Transportation System Preservation and Operations

This meeting included a discussion on improving the efficiency on the region's roadways and the preservation of transportation infrastructure, a top priority included in the 2012 RTP/SCS and a critical issue at the state and national level. According to SCAG's research, maintaining local streets and roads in the SCAG region over the next 20 plus years will require \$55 billion to ensure proper maintenance and, according to the California Transportation Commission, the State Highway Operation and Protection Plan (SHOPP) has an \$87 billion need over ten (10) years. Poor road quality from lack of investment in maintaining the region's infrastructure has resulted in the SCAG region having the highest vehicle operating costs in the country. Crumbling infrastructure poses a serious threat not just to mobility and safety, but also to the economic well-being of our region. Furthermore, deferring maintenance ends up costing substantially more in the long run, exacerbating the problem even more. Roadway expansion has also become limited as an option to address the region's mobility and accessibility challenges due to limited funding, environmental constraints and/or political challenges. This workshop provided the Regional Council and Policy Committee members with an opportunity to hear from experts and thought leaders on this important topic in preparation of the development of the 2016 RTP/SCS. Experts and thought leaders included:

- Susan Bransen, Deputy Executive Director of the California Transportation Commission (CTC), provided an overview on state highway system needs, deferred maintenance, and associated risks in light of the latest draft SHOPP Plan.
- Tarek Hatata, SCAG consultant, provided an update on the infrastructure condition of the region's local roads based on the most recent data collection efforts commissioned by SCAG.
- Ali Zaghari, Caltrans District 7 Deputy Director of Operations, provided an overview of the role of operations and discussed some of the state's current initiatives.
- Alexander Bayen, Director of the Institute of Transportation Studies at U.C. Berkeley, gave a presentation on operational improvement strategies, with a focus on the I-210 Corridor.
- Harry Voccola, Vice President of Nokia HERE, provided a private sector perspective on the role of technology in improving operations

June 4, 2015 – Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: 2016 RTP/SCS – Environmental Justice Workshops Update

SCAG staff provided a brief update on environmental justice outreach. As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis as part of the 2016 RTP/SCS development process. SCAG conducted three (3) workshops, one in November

2014 and two in April 2015, to provide information on the environmental justice process and seek input from stakeholders and the public. Over 130 individuals participated in the workshops. SCAG offered additional opportunities for input on the environmental justice analysis over subsequent months and provided participants with updates on the process.

Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Goods Movement Update

SCAG staff provided a brief overview of goods movement strategies that were included in the 2012 RTP/SCS and discussed on-going planning activities that would become the basis for the 2016 RTP/SCS Goods Movement element. Emphasis areas included:

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

- Agenda Item: 2016 RTP/SCS – Active Transportation Update

SCAG staff briefed TC on the progress on the Active Transportation element of the 2016 RTP/SCS. The presentation included information on existing conditions, needs and strategies, with a focus on the proposed greenway network. Staff explained that they had examined existing conditions and needs, and were studying strategies for increasing active transportation as a viable transportation option and for increasing the quality of life for Southern Californians. These options included:

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

- Agenda Item: 2016 RTP/SCS – Overall Regional Aviation Demand

SCAG staff briefed TC on goals for the 2016 RTP/SCS Aviation element, which will be used to develop the Aviation and Aviation Ground Access elements for the 2016 RTP/SCS. Staff explained that the overall vision of the Aviation element is to recognize that the aviation industry is a business, not a public utility, with airlines and passengers choosing the airports they serve and use. In addition, every flight and every passenger that departs from a SCAG region airport is considered good for the

region, and is a sign of regional prosperity. Based on this vision, staff proposed five (5) goals for the Aviation element:

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

In addition, SCAG staff developed an overall regional aviation demand forecast of 136.2 million annual passengers in the year 2040. This forecast translates to a 1.6% annual growth rate between 2015 and 2040. Compared to previous RTP/SCS cycles, this forecast is more conservative, but consistent with the overall trends in the industry.

- Agenda Item: 2016 RTP/SCS – Passenger Rail Update

SCAG staff provided a review of the Passenger Rail element included in the 2012 RTP/SCS and progress in implementing it. Staff then provided passenger rail strategies for the 2016 RTP/SCS, which build upon the previous plan and incorporate planning and project development efforts that have taken place since the Plan's adoption, including the LOSSAN Strategic Implementation Plan and Metrolink's Strategic Assessment. These strategies included:

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

June 18, 2015 - Joint Meeting of the Regional Council and Policy Committees' Meeting

- Agenda Item: 2016 RTP/SCS – Goals, Guiding Policies and Performance Measures, and Preliminary Scenario Results Discussion (Land Use/Urban Form, Shared Mobility and Technology)

SCAG's Executive Director, Hasan Ikhata, provided an overview of the 2012 RTP/SCS, its goals, guiding policies and performance measures, and how it met requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) passed by Congress on June 29, 2012 and signed into law by President Obama on July 6, 2012. To build upon what was achieved in the 2012 RTP/SCS, he provided additional staff-recommended guiding policies and performance measures to be included in the 2016 RTP/SCS.

- Agenda Item: 2016 RTP/SCS – Scenario Results Focusing on Land Use and Urban Form

Joe DiStefano, Principal at Calthorpe Analytics, provided an overview of the key findings from the regional growth scenario analysis work associated with the 2016 RTP/SCS and potential benefits and impacts of key transportation and land use policies. His explanation of scenario alternatives included comparisons of potential land use patterns, housing, land consumption, estimates of household driving, fuel consumption, active transportation and health impacts, building energy and water use, local infrastructure costs and greenhouse gas emissions.

- Agenda Item: 2016 RTP/SCS – Road Charge and the Future of Transportation

Jim Madaffer, Commissioner of the California Transportation Commission, discussed shared mobility and implications of future technology on mobility and sustainability, how an efficient transportation system is critical to California's economy and quality of life, the State's infrastructure status, revenue solutions, a summary of proposed funding legislation. He also presented on the policy and principle of road charging, the role and composition of the Road Charge Technical Advisory Committee and the future of transportation.

July 2, 2015 - Energy & Environment Committee Meeting

- Agenda Item: 2016 RTP/SCS – Active Transportation Update

SCAG staff briefed EEC on the progress of the Active Transportation element of the 2016 RTP/SCS and provided the same presentation on Active Transportation that was given to TC on June 4, 2015 (see above).

- Agenda Item: 2016 RTP/SCS – Natural/Farm Lands Update

SCAG staff briefed EEC on the progress of the Natural/Farm Lands element of the 2016 RTP/SCS. Staff explained that the 2012 RTP/SCS had outlined a regional need to develop a habitat conservation planning policy. In response to that need, SCAG initiated data gathering efforts and commissioned an initial conservation framework. Additionally, SCAG convened an Open Space Conservation Working Group to share best practices. Over the past several months, the working group documented its

recommendations for refining and updating natural/farm land conservation strategies in the 2016 RTP/SCS. These recommendations addressed best practice sharing, funding, land use policies, natural corridor connectivity, climate smart conservation, and others. These recommendations were a result of thoughtful collaboration that considers the diversity of the SCAG region while moving towards an enhanced regional natural/farm lands conservation strategy. The working group also provided input on the scenario planning process for the 2016 RTP/SCS, including sea level rise and sensitive habitat conservation. Further staff noted that developing a regional conservation strategy with a collaborative approach may help to position the region for cap-and-trade funds.

- Agenda Item: 2016 RTP/SCS – Program Environmental Impact Report Update and Preliminary Draft Outline

SCAG staff explained that they were preparing a Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS to ensure that environmental compliance procedures under the California Environmental Quality Act and other applicable federal and state environmental laws and regulations are adequately addressed and fulfilled. The PEIR must evaluate region-wide, potential 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 also evaluate alternatives to the 2016 RTP/SCS and propose feasible mitigation measures. SCAG staff provided a status update on the Notice of Preparation (NOP) of a PEIR for the 2016 RTP/SCS, which SCAG released for a 30-day public review and comment period on March 9, 2015. Staff also provided the EEC with a preliminary draft outline of the PEIR and a schedule relating to the preparation of the PEIR over the next few months.

Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Highways and Arterials Update

SCAG staff provided an overview of the highways and arterials strategies included in the adopted 2012 RTP/SCS and described current planning for the 2016 RTP/SCS. Investments in the previous plan included \$56.7 billion for operations and maintenance of roadways and bridges, \$4.5 billion for Transportation Demand Management to reduce vehicular demand and congestion and \$7.6 billion for Transportation Systems Management to increase productivity of the existing transportation system, such as traffic signal synchronization and advanced ramp metering. HOV/HOT lane projects recently started or completed included I-405 Sepulveda Pass improvements, the I-110 and I-10 HOT lanes adopted as permanent facilities and the I-605 to I-405/SR-22 HOV connector. Current challenges described included closing critical highway network gaps and addressing congestion chokepoints. Additionally, the aging highway infrastructure will face accelerated preservation costs if deferred maintenance persists. Proposed guiding principles for the 2016 RTP/SCS included protecting and preserving the current network and adding capacity only to close gaps in the system and improve access where needed.

July 23, 2015 - Special Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Regional Aviation Forecasts Update

As a follow up to the June 4, 2015 Transportation Committee meeting on the regional aviation forecast, SCAG staff presented an updated aviation demand forecast of 136.2 million annual passengers in 2040. Developed with the assistance of a consultant team, the forecast was developed based on industry

accepted data, tools and methodology. In addition to the forecast, staff presented four (4) possible scenario options for distributing passenger demand to the regional airports (Unconstrained, Physical/Policy, New Hub and Fast Growth Regionalization). Staff proposed an option to adopt a range for each of the regional airports based on the four scenario options. After significant discussion, the committee recommended that staff seek additional input from several of the region's airports on their forecast distribution.

August 6, 2015 - Special Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Regional Aviation Forecasts Update

Based on feedback from regional stakeholders and committee members at the July 23rd Special Transportation Committee meeting, staff was directed to collaborate with three (3) specific airports on their aviation demand forecasts: Palmdale Airport, San Bernardino International Airport and John Wayne Airport. Staff reported they had successfully reached consensus with these airports and provided to the committee updated 2040 aviation demand forecasts for the twelve (12) airports in the region. Projection ranges were also eliminated at John Wayne Airport, March Inland Port, Palm Springs, Southern California Logistics Airport and Oxnard Airport. Staff then reviewed the four (4) possible scenario options (Unconstrained, Physical/Policy, New Hub and Fast Growth Regionalization) that would provide direction to staff in preparing the Aviation Element for the 2016 RTP/SCS.

ACTIONS taken: (1) Approved the use of a regional passenger demand distribution estimated at 136.2 million annual passengers in 2040; and (2) Approved the hybrid approach of ranges and fixed numbers for each of the twelve regional commercial airports.

- Agenda Item: 2016 RTP/SCS – Highways and Arterials Guiding Principles and Framework Update

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

Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: 2016 RTP/SCS Summary of Feedback from Public Outreach Open Houses

SCAG staff provided a summary report on input received from the general public and key stakeholders at 23 RTP/SCS Open Houses held between May 26 and July 23, 2015. The traveling open house made stops in each county in the SCAG region and provided an overview of some of the key topics that will be discussed in the plan, including – transportation, air quality, land use development, open space, poverty/jobs, and the region's vital goods movement industry. Open house materials, handouts and kiosk surveys were also provided online at <http://scagrtpscs.net>. An initial review of the survey results showed considerable public support for system preservation, increased transit alternatives, safer walking and biking options and open space preservation.

- Agenda Item: 2016-2040 RTP/SCS – Program Environmental Impact Report Status and Progress

SCAG staff provided an overview of the contents and key approaches to the Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS. Staff gave a progress report on PEIR development and outreach activities, as well as an updated schedule of milestones relating to the preparation and recommended approval to release the Draft PEIR by the Regional Council.

August 20, 2015 - Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: 2016 RTP/SCS Transportation Finance

Staff provided a brief overview of the SCAG region's core revenue forecast and transportation system investment needs through 2040, highlighting the importance of finding new ways of paying for transportation. In accordance with federal fiscal constraint requirements, SCAG must develop a financial plan as part of the 2016 RTP/SCS. The financial plan must identify how much money is reasonably expected to be available to build, operate, and maintain the region's surface transportation system over the next 25 years. SCAG's latest forecast of existing core transportation revenues totals \$356 billion through 2040, while the region's transportation system expenditure needs are projected to total \$554 billion; a difference of \$198 billion. Total costs include capital costs for transit, state highways, and arterials, as well as operations and maintenance costs and debt service payments.

This funding gap is similar to the amount identified in the 2012 RTP/SCS, and staff introduced new revenue sources such as short-term adjustments to state and federal gas excise tax rates and the long-term replacement of gas taxes with mileage-based user-fees to fill the gap and establish a more sustainable funding future. A panel of experts in academia and practitioners provided additional context and information:

- Dr. Brian Taylor, Professor of Urban Planning at UCLA and Director of the Lewis Center for Regional Policy Studies, presented on the economics of transportation funding.
- Will Kempton, Executive Director of the California Transportation Commission, presented on California's Road Charge Pilot Program established under SB 1077.
- Jim Earp, California Transportation Commissioner, discussed focus group research on transportation funding.
- Mathew Dorfman, Managing Partner and President of D'Artagnan Consulting, presented on international and domestic case studies related to road charges and transportation funding.
- Dr. Genevieve Giuliano, Professor at USC's School of Public Policy and Director of METRANS, gave a brief commentary on the true costs and impacts of transportation.

September 3, 2015 - Community, Economic & Human Development Committee Meeting

- Agenda Item: 2016 RTP/SCS - Results of Local Review on SCAG's Policy Growth Forecast

SCAG staff provided an update on the growth forecast. As part of the regional planning process for the 2016 RTP/SCS, SCAG developed the Policy Growth Forecast, which is a locally-informed growth scenario that maximizes the efficiency of transportation investments and other sustainability factors.

Starting in late June and during the month of July 2015, SCAG sought input from local jurisdictions on the distribution of growth under this scenario at the neighborhood, or traffic analysis zone (TAZ) level. The review by jurisdictions of this data is a supplement to the initial round of feedback provided during SCAG's Bottom-Up Local Input Process, which was conducted in 2013 and 2014. The Policy Growth Forecast builds on input received during that period, as jurisdictional level totals on population, household, and employment growth are carried over from the Local Input Process. Staff provided a summary of the local review period, with a total of 80 jurisdictions providing input (41% of the cities and counties in the region). Staff planned to work with local partners to incorporate all of the technical feedback provided by jurisdictions, specifically information on planned development projects and entitlements.

Energy & Environment Committee Meeting

- Agenda Item: 2016 RTP/SCS - Updates and Highlights of the Environmental Justice Analysis

SCAG staff provided an update on the environmental justice analysis. As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis and outreach as part of the 2016 RTP/SCS development process. To maximize outreach and opportunities for stakeholder input, SCAG conducted a total of five (5) public workshops and also a number of focus groups and interviews. To determine if there were disproportionately high and adverse impacts to environmental justice groups and communities, SCAG staff reported that they would conduct a regional analysis, and would also evaluate specific areas of concern to address the impacts of the 2016 RTP/SCS for selected performance areas. Building on the analysis of the 2012 RTP/SCS, SCAG staff noted that it would continue to examine the impacts of the proposed plan for areas that are known to have specific environmental vulnerabilities. The 2016 RTP/SCS will also include a mitigation toolbox to address potential impacts as in the previous plan.

- Agenda Item: 2016 RTP/SCS – Program Environmental Impact Report (PEIR) Status and Progress

As a follow-up item to the staff presentation on August 6, 2015, at the Joint Regional Council and Policy Committees' meeting, SCAG staff provided an update on the PEIR development, including a summary of outreach to stakeholders in the month of July and a revised schedule of milestones relating to the EEC's review of the Draft PEIR.

Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Proposed Financial Strategies

As a follow-up to the discussions on August 20, 2015, at the Joint Regional Council and Policy Committees' meeting, SCAG staff provided an overview on transportation revenues and expenditures projected through 2040, as well as an explanation of federal fiscal constraint requirements allowing for the inclusion of reasonably available revenues. Staff sought reaffirmation of the guiding principles adopted as a part of the 2012 RTP/SCS financial plan. Further, staff sought approval of near-term transitional strategies and long-term initiatives for the Draft 2016 RTP/SCS. Staff will continue to track the development of pending legislative initiatives that may impact current assumptions for the financial plan and refine strategies accordingly.

ACTION taken: Support the inclusion of the proposed guiding principles and reasonably available revenue strategies in the Draft 2016 RTP/SCS but limiting reference to any specific legislation and confirming idea that revenue raised for transportation would be used exclusively for transportation purposes.

- Agenda Item: 2016 RTP/SCS – Proposed Transit and Passenger Rail Element

SCAG staff provided a brief summary of the adopted 2012 RTP/SCS transit and passenger rail projects and strategies. Collectively, these investments total \$246 billion, almost half of the total plan cost. In developing the transit and passenger rail elements of the Draft 2016 RTP/SCS, staff proposed to build upon the adopted 2012 RTP/SCS transit and passenger rail strategies and to incorporate recent regional planning and project development efforts, including the latest available project information received from the county transportation commissions and transit operators. Aside from these updates, there have been no substantive changes to the projects and strategies included in the adopted and financially constrained 2012 RTP/SCS.

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

- Agenda Item: 2016 RTP/SCS – Proposed Highways and Arterials Guiding Principles and Framework

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

- Protecting and preserving what we have first, supporting ‘Fix it First’ principle, including the consideration of life cycle costs beyond construction;
- Supporting new funding for system preservation;
- Focusing on achieving maximum productivity through strategic investments in system management and demand management;
- Focusing on adding capacity primarily (but not exclusively) to: Close gaps in the system and improve access where needed;
- Supporting policies and system improvements that will encourage seamless operation of our roadway network from user perspective; and
- Any new roadway capacity project must be developed with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit, and ITS, where feasible.

ACTION taken: Support the proposed guiding principles and framework for inclusion in the Highways and Arterials component in the Draft 2016 RTP/SCS

October 8, 2015 - Community, Economic & Human Development Committee Meeting

- Agenda Item: Support for inclusion in the Draft 2016 RTP/SCS the Proposed Guiding Principles and Framework of for the Policy Growth Forecast

As part of the Draft 2016 RTP/SCS development, staff used local-input-based jurisdictional growth totals as a foundation to develop a draft Policy Growth Forecast (PGF) for the region. The draft PGF is developed to meet statutory targets, and to maximize economic, environmental and social benefits throughout the region. The draft PGF applies strategies described below to envision population, household and employment growth in opportunity areas that are well served by transit where are appropriate for mixed-use and/or higher density housing in the future. In preparation for the release of the Draft 2016 RTP/SCS for public review and comments in early December, this item summarizes the development process of the PGF and seeks support by the CEHD Committee of its guiding principles and framework for incorporation into the 2016 RTP/SCS.

Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Regional Express Lane Strategy

A network of Regional Express Lanes was adopted as part of the 2012 RTP/SCS. Building on the success of the HOT Lane Pilot projects on I-10 and I-110 in Los Angeles County, and other initiatives in Riverside and San Bernardino Counties on I-10 and I-15, an update to the Regional Express Lanes will be incorporated into the Draft 2-16 RTP/SCS.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Goods Movement Strategies

The approach that SCAG staff is taking is to build upon the 2012-2035 RTP/SCS, incorporate findings through research and planning initiatives that commenced since the adoption of the 2012-2035 RTP/SCS, and incorporate recent regional planning and project development efforts, including the latest available project information received from our partner agencies. Aside from these updates, staff notes that there have been no substantive changes to the projects and strategies included in the adopted, financially constrained 2012-2035 RTP/SCS.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Active Transportation Plan Investment Framework

The proposed active transportation investment framework builds upon the 2012 Plan, which allocated \$6.7 billion toward improving safety, increasing active transportation usage and friendliness and implementing local active transportation plans. In the 2016 RTP/SCS, the recommendation is to double the funding available for active transportation to \$12.9 billion, including \$8.1 billion in capital projects and capturing \$4.8 billion by taking a “complete streets” approach and integrating pedestrian and bicycle improvements into operations and maintenance projects. The proposed strategies in the investment framework continue progress being made on key priorities established in the 2012 RTP/SCS, and also advance new approaches to support alignment of active transportation projects with local land-use planning and the multi-modal transportation network that will unfold over the next several decades.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Air Cargo Forecast

In 2014, airports in the SCAG region handled over 2.4 million metric tons of air cargo. Historically, the vast majority of air cargo has been handled by just two airports: Los Angeles International Airport (LAX) and LA/Ontario International Airport (ONT). By 2040, the total air cargo volume at airports in the SCAG region is forecast to increase to 3.78 million metric tons. At its August 6, 2015, meeting, the TC approved the 2040 air passenger demand forecasts for the 12 airports in the region anticipated to have commercial passenger service by 2040. One of the next steps identified in the staff report for that action was the development of accompanying air cargo forecasts. Air cargo forecasts are developed after air passenger forecasts because approximately one quarter of the air cargo at SCAG region airports is carried in the bellies of passenger airplanes. Therefore, to a certain extent, the distribution of air cargo is limited by the anticipated distribution of air passenger traffic.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Regional Aviation Ground Access Strategies

At its August 6, 2015 meeting, the TC reaffirmed its commitment to regionalization of air travel across the region's airports that currently have or are anticipated to have commercial passenger service by 2040. Some of the airports in the region already experience ground access congestion, and other airports are expected to see large increases in their passenger demand. At these airports in particular, it is important to develop strategies for ground access improvements that can accommodate the anticipated growth in passenger demand. The Airport Ground Access component of the 2016 RTP/SCS includes two components: 1) development of "trip tables" for the SCAG's regional travel demand model, and 2) development of strategies for improving ground access to the region's airports.

Energy & Environment Committee meeting

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Public Health Guiding Principles and Framework

During the 2012 RTP/SCS process, SCAG received numerous comments from public health stakeholders and direction from the Regional Council to address public health more broadly in its planning process. Since the adoption of the 2012 RTP/SCS, SCAG has taken several steps to integrate public health into its planning processes. One of the Public Health Subcommittee's primary recommendations was to "provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016 RTP/SCS, and support public health stakeholder participation." This item will summarize the guiding principles and the organizing framework for presenting public health-related analysis in the 2016 RTP/SCS. Staff will also present a Draft Public Health Work Program that is being developed for the Plan appendix. The strategies and actions outline steps SCAG can take following plan adoption to continue to support the integration of public health into regional and local transportation and land use planning efforts.

REPORT

NEXT STEPS

In the remaining months, staff will continue to prepare the Regional Council for the anticipated release of the Draft 2016 RTP/SCS and the Draft PEIR for public review and comment at the December 3rd, meeting. Additional committee discussions may be necessary in October or November to prepare for this release date.

November 5, 2015 – Joint Meeting of the Regional Council and Policy Committees

- Potential Agenda Item: Major Components of the Proposed Draft 2016 RTP/SCS.

This agenda item is intended to provide the Regional Council and Policy Committees with an inclusive overview of the major components of the Draft 2016 RTP/SCS. Staff intends to present the results from SCAG's modeling analysis, including the co-benefits of the Plan. While the Draft 2016 RTP/SCS document itself will not be presented at this meeting, comprehensive information shall be provided to allow the Regional Council and Policy Committees to provide SCAG staff with additional input to finalize the Draft Plan and to facilitate a recommendation to release the Draft Plan in December.

December 3, 2015

- Release the Draft 2016 RTP/SCS for a 55-Day Public Review and Comment Period
- Release the Draft PEIR for the 2016 RTP/SCS for a 55-Day Public Review and Comment Period

Immediately following the release of the Draft 2016 RTP/SCS and the Draft PEIR, SCAG will host a series of elected official workshops in each county to brief local jurisdictions on the key elements and benefits of the Draft 2016 RTP/SCS. Additionally, one public hearing will be held in each county to receive comments from the public on the draft Plan and PEIR. Individuals may also mail comments directly to SCAG's Los Angeles office or submit comments on the 2016 RTP/SCS website (<http://scagrtpscs.net>). The release of the Draft 2016 RTP/SCS and its PEIR will be properly noticed. Comments will be recorded and staff will provide responses as part of the process.

March 3, 2016

- Staff presents summary report of comments received on the Draft 2016 RTP/SCS and PEIR
- Committees make recommendation to the Regional Council to adopt the Final 2016 RTP/SCS
- Committees make recommendation to the Regional Council to adopt the Final PEIR to the 2016 RTP/SCS

April 7, 2016

- Regional Council adopts the Final 2016 RTP/SCS
- Regional Council adopts the PEIR to the 2016 RTP/SCS

DATE: October 8, 2015

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

FROM: Sarah Jepson, Manager of Active Transportation & Special Programs, (213) 236-1955,
jepson@scag.ca.gov

SUBJECT: 2015 Active Transportation Program Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
 Receive and File

EXECUTIVE SUMMARY:

The California Transportation Commission (CTC) announced staff recommendations for the 2015 Active Transportation Program's (ATP) Statewide and Small Urban and Rural portions on September 15, 2015. These recommendations will be considered for adoption by the CTC on October 21, 2015. Proposed projects not selected through the statewide competition will be eligible for funding through the regional MPO portion of the ATP, which is administered in the SCAG region by SCAG in collaboration with the County Transportation Commissions. SCAG staff recommendations for the MPO portion will be considered for approval by the Regional Council and CTC in January 2016.

STRATEGIC PLAN:

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

BACKGROUND:

The Active Transportation Program (ATP) was created by [Senate Bill 99 \(Chapter 359, Statutes of 2013\)](#) and [Assembly Bill 101 \(Chapter 354, Statutes of 2013\)](#) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs into a single program to:

- Increase the proportion of biking and walking trips
- Increase safety for non-motorized users
- Increase mobility for non-motorized users

- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding
- Ensure disadvantaged communities fully share in program benefits (25% of program)
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Program funding is segregated into three components and is distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to small urban and rural regions with populations of 200,000 or less (and which are not included within a large MPO, like SCAG) for the small urban and rural area competitive program, and 40% to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 for the large urbanized area competitive program.

The 2015 Active Transportation Program (ATP) will provide approximately \$360 million during Fiscal Years: FY 16-17; FY 17-18; and FY 18-19. In addition to the funding awarded for the Statewide and Small Urban and Rural portions, the SCAG region will receive \$76.296 million as part of the MPO portion.

2015 ATP Schedule

The ATP program includes two selection opportunities. The Statewide and Small Urban and Rural portions are combined into the Statewide portion, and the recommendations from MPOs are combined to create the MPO portion. The Statewide portion, which is completed first, selects the highest scoring projects statewide. CTC staff recommendations for the Statewide portion were released on September 15, 2015 (see attached for CTC staff recommendations for Statewide portion). The CTC will adopt the Statewide portion on Oct 21, 2015. Projects submitted by eligible applicants in the SCAG region that are not selected as part of the Statewide portion are eligible for the MPO portion.

The SCAG regional MPO portion is administered by SCAG and the six regional County Transportation Commissions. In April 2015, the Regional Council adopted regional guidelines that will be used to prioritize and rank projects recommended for funding through the MPO portion. Similar to previous funding cycles, the selection process involves seeking approval of the projects recommended for funding from all of the county transportation commissions, prior to SCAG's adoption and submission of the MPO portion to the CTC. SCAG staff recommendation for the MPO portion will be completed by mid-October and reviewed by SCAG's policy committees and the county transportation commissions this fall. The Regional Council will be asked to approve the final project funding recommendations in January 2016. These recommendations will be submitted to the CTC for final approval during their January 2016 meeting. The ATP program adoption schedule has changed slightly since the Statewide ATP Guidelines were issued last May. To accommodate the regional process and review by all of the county transportation commission boards, SCAG requested and received an amendment to the Highway Streets and Highways Code to delay adoption of the MPO portion of the ATP in the SCAG region from the original date of December 9, 2015 to January 20, 2016. This delay does not have any substantive

REPORT

impacts on the program and will not delay funding allocation. The 2015 ATP Statewide and MPO Project Selection Schedule is attached to this report (see Attachment 2).

FISCAL IMPACT: None. All staff costs associated with the administration of the ATP are included in the FY 15/16 Overall Work Program under 050.00169.06.

ATTACHMENTS:

1. 2015 Statewide and Small Urban and Rural Staff Recommendations
2. 2015 ATP Statewide and MPO Project Selection Schedule

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2015 ATP

Statewide Funding Staff Recommendations

	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	Willowbrook/Rosa Parks	3,662	2,909
3	LA	Los Angeles	Pedestrian and Bicycle	1,883	1,506
4	LA	Los Angeles County	Rosemead Boulevard Complete	1,250	1,000
5	LA	City of Culver City	Washington-culver Pedestrian and	2,622	2,772
6	LA	Los Angeles County	West Carson Community	531	425
7	LA	Los Angeles Unified	LAUSD Middle School Bicycle	1,360	1,360
8	LA	Los Angeles County	Hawthome/Lennox Green Line	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:	1,234	987
13	LA	Whittier	Whittier Greenway Trail East	5,332	4,516
14	LA	Lancaster	10th Street West Road Diet and	1,568	785
15	LA	Los Angeles County	Aviation /LAX Green Line	2,578	1,941
16	LA	Los Angeles	Orange Line-Sherman Way	1,441	1,153
17	LA	Lancaster	Pedestrian Gap Closure	7,824	6,259
18	LA	Arcadia	Bicycle and Facility Improvements	1,457	1,020
19	LA	Los Angeles County	Union Station Master Plan:	12,340	12,340
20	LA	Los Angeles	Boyle Heights Pedestrian	5,000	5,000
21	LA	Los Angeles	Rosemead SRTS Project	842	702
22	LA	South Gate	Long Beach Boulevard Pedestrian	2,586	2,250
23	LA	Santa Monica	Expo Station 4th Street Linkages	2,016	1,613
24	O	Santa Ana	Santa Ana and Fifth Protected	5,424	5,424
25	O	Santa Ana	Endinger Protected Bike Lanes	2,366	2,366
26	O	Santa Ana	Civic Center Bike Boulevard	3,879	3,729
27	RI	Riverside County	SRTS, East Riverside	628	500
28	RI	Riverside Co Transp.	3rd Place Sidewalk and Roadway	871	721
29	SB	Hesperia	Willow Street Shared Use Paseo	1,885	1,200
30	SB	Highland	Regional Connector Project	4,545	3,636
31	SB	Rialto	Etiwanda Corridor Improvements	850	629
32	SB	Big Bear Lake	Big Bear Blvd. Pedestrian and	1,899	1,519
33	SB	San Bernardino	Sidewalk Gap Closure SRTS	2,153	2,153
34	SB	Town of Yucca	Yucca Valley Elementary School	1,026	1,026
Total				96,620	83,974

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**Active Transportation Program Cycle 2
Project Selection Process Timeline**

- September 15, 2015 California Transportation Commission (CTC) Staff Recommendation for **Statewide and Rural/Small Urban Component**
- October 8, 2015 SCAG Regional Council, Policy Committees: Schedule Update
- October 16, 2015 October CEOs Meeting- SCAG Staff to Present Preliminary **MPO Component** Project List
- *October 22, 2015* *CTC Meeting: **Statewide and Rural/Small Urban Component** Approval (Action)*
- October/November 2015 County Transportation Commissions **MPO Component** Project List Approvals
- *January, 2016* *SCAG EAC: **MPO Component** Project List Recommendations Consideration/Approval (Action)*
- January, 2016 SCAG **MPO Component** Project List Submitted to CTC
- *January 20, 2016* *CTC adopts MPO Component for SCAG region (Action)*

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DATE: October 8, 2015

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

FROM: Rye Baerg, Associate Regional Planner, 213-236-1866, baerg@scag.ca.gov

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EEC:

Support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and framework for the development and presentation of public health analysis in the plan.

RECOMMENDED ACTION FOR CEHD and TC:

Receive and File

EXECUTIVE SUMMARY:

This report and attached presentation discuss guiding principles and the organizing framework for presenting public health-related analysis in the 2016 RTP/SCS. Staff will also present Draft Public Health Work Program that is being developed for the plan appendix. The work program outline steps SCAG can take following plan adoption to continue to support the integration of public health into regional and local transportation and land use planning efforts. The items presented support the Public Health Subcommittee recommendation to “provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation.”

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:

During the 2012 RTP/SCS process, SCAG received numerous comments from public health stakeholders and direction from the Regional Council to address public health more broadly in its planning process. Since the adoption of the 2012 RTP/SCS, SCAG has taken several steps to integrate public health into its planning processes. These include the convening of the Public Health Subcommittee, the development of public health policy recommendations, and development of a public health work program. One of the Public Health Subcommittee’s primary recommendations was to “provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation.”

On June 18, 2015, staff provided a presentation during the Joint Policy meeting on the overarching vision, goals, policies and performance objectives for the 2016 RTP/SCS. The proposed goals for the 2016 RTP/SCS are the same as the 2012 RTP/SCS and include “protecting the environment and health of our residents...” , as well as, ensuring travel safety, improving economic competitiveness, maximizing accessibility and other factors that contribute to public health. Staff also presented the proposed performance measures for the plan. The performance measures provide a means to quantify the extent to which the plan advances established goals, including those related to public health. Three performance outcomes are required to be included in the plan per federal and/or state requirements. These include air quality conformity, greenhouse gas emissions and environmental justice. The remaining outcomes are intended to provide stakeholders and decision-makers with more complete information of the impacts of the plan, as it relates to the plan goals. For the public health analysis, staff will group and report on the proposed performance measures as they relate to public health focus areas (outlined in 5 (a) below). The Guiding Principles below are proposed for the development and presentation of public health analysis.

Public Health Analysis Guiding Principles:

- 1) To reflect and provide information on the ways in which the investments and strategies of the 2016 RTP/SCS provide an opportunity to improve public health outcomes across the region and advance plan goals, SCAG shall provide robust public health data and information, as feasible.
- 2) Recognizing that public health outcomes are influenced by multiple policy elements of the plan (transportation and land-use), SCAG will utilize a “Health in All Policies” approach, which will include engaging a wide range of stakeholders, supporting interagency coordination and conducting analysis across relevant plan elements as appropriate.
- 3) SCAG will provide support and assistance as requested, to local jurisdictions interested in using public health analysis, policy support and data from the 2016 RTP/SCS to increase competitiveness for local grants and promote information sharing.
- 4) In response to stakeholder interest, SCAG will consolidate the relevant areas of the plan that relate to public health in the Public Health Appendix. The Public Health Appendix will organize and summarize analysis completed in the plan using a public health “lens.” The following framework will be used to present public health analysis in the appendix:
 - a) Analysis of the public health impacts will be targeted to focus areas where there is literature to support the relationship between public health and the built environment. The proposed focus areas include: 1) Access, 2) Air Quality, 3) Climate Resiliency, 4) Economic Wellbeing, 5) Physical Activity and 6) Transportation Safety.
 - b) Within each focus area, SCAG will compile the plan performance metrics that relate to each focus area. The reporting of the metrics will not be weighted or presented in a manner that would prioritize one focus area over another. Ex: Air Quality vs. Physical Activity vs. Economic Well-being.
 - c) The metrics will be reported at a regional-level to allow for comparison between the baseline and the plan.

REPORT

The approach reflected in the Guiding Principles is based on and responds to feedback SCAG received on the Public Health Analysis Framework, which was released in April 2015 and presented to the Public Health Working Group, Technical Working Group and EEC.

In addition to reporting on the public health impacts of the plan, the Public Health Appendix will include a work program that outlines steps SCAG can take following plan adoption to continue to provide support for the integration of public health into regional and local transportation and land use planning efforts, as requested. The Draft Public Health Work Program is organized into three main priority areas: 1) Leadership and Collaboration, 2) Policy and Analysis, and 3) Regional Support. Staff is presenting the Draft Public Health Work Program in order to receive feedback as part of the development of the Public Health Appendix for the 2016 RTP/SCS.

FISCAL IMPACT:

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

ATTACHMENTS:

1. PowerPoint Presentation: "2016 RTP/SCS Public Health Framework"
2. Draft Public Health Work Program for 2016 RTP/SCS
3. Draft Public Health Focus Areas and Relevant Performance Measures

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2016 RTP/SCS Public Health Framework

October 8, 2015

Rye Baerg
Active Transportation & Special
Programs



Framework Development

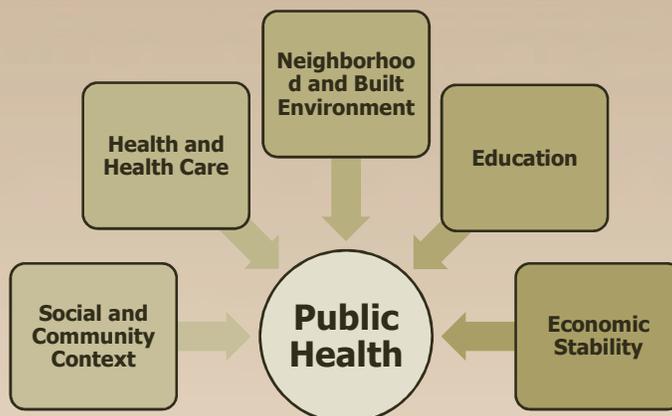
Guiding Documents

- Public Health Subcommittee Recommendations (2012-2013)
- Public Health Work Program (November 2014)
- Public Health Analysis Framework (April 2015)

Outreach

- Public Health Working Group
- Technical Working Group
- Policy Committees
- Stakeholder Meetings
- RTP/SCS Outreach

Social Determinants of Health



Social Determinants of Health – Includes the circumstances in which people are born, grow up, live, work, play, and age. Economic opportunities, government policies, and the built environment all play a role in shaping these circumstances and influencing public health outcomes.

3

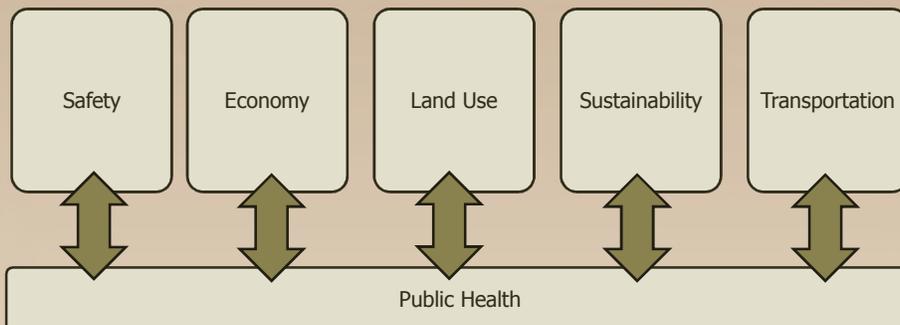
Surgeon General Call to Action

- One out of every two U.S. adults is living with a chronic disease, such as heart disease, cancer, or diabetes.
- Increasing people's physical activity levels will significantly reduce their risk of chronic diseases and related risk factors.
- *Step It Up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities* recognizes the importance of physical activity for people of all ages and abilities. It calls on Americans to be more physically active through walking and calls on the nation to better support walking and walkability. Improving walkability means that communities are created or enhanced to make it safe and easy to walk and that pedestrian activity is encouraged for all people.



4

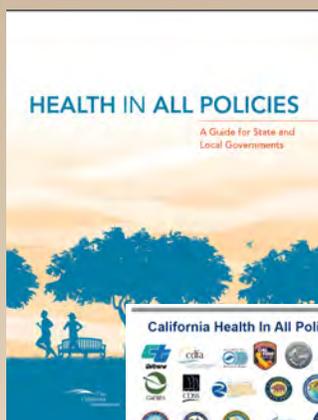
Health in All Policies



Health in All Policies – HiAP is a collaborative strategy that aims to improve public health outcomes by including health considerations in the planning process across sectors and policy areas. HiAP addresses the social determinants of health by encouraging transportation practitioners to work with nontraditional partners who have expertise related to public health outcomes, such as city and county public health departments.

5

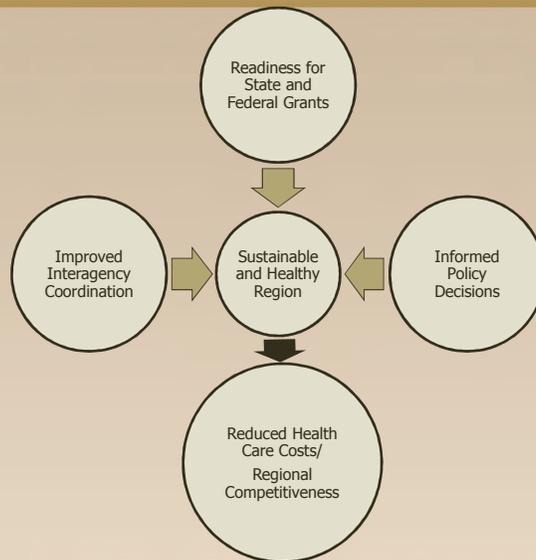
Health in All Policies



- Affordable Housing and Sustainable Communities
 - The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects (...) including the following:
 - supporting or improving public health...
- Active Transportation Program
 - Describe the health status of the targeted users of the project/program/plan.
 - Describe how you expect your project/proposal/plan to enhance public health.

6

Benefits to the Region



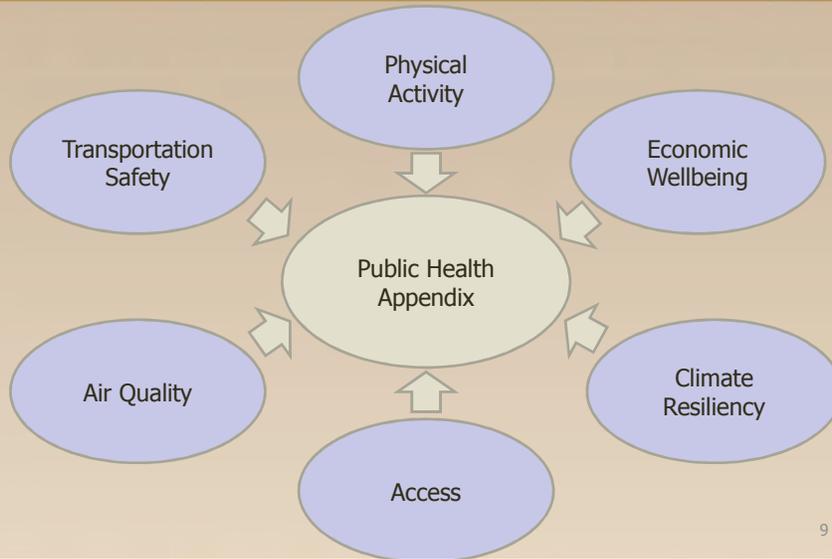
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Guiding Principles

1. Robust public health data for information sharing
2. Comprehensive/collaborative approach-- "Health in All Policies"
3. Provide support to local jurisdictions
4. Provide a "one-stop shop"
 - a) Six focus areas
 - b) Compile existing relevant performance measures
 - c) Baseline to plan analysis

8

2016 RTP/SCS Health Appendix Focus Areas



9

2016 RTP/SCS Goals

Focus Areas and Plan Goals						
RTP Goals	Access to Essential Destinations	Air Quality	Climate Resiliency	Economic Wellbeing	Physical Activity	Transportation Safety
Align the plan investments and policies with improving regional economic development and competitiveness.	✓	✓		✓	✓	
Maximize mobility and accessibility for all people and goods in the region.	✓			✓	✓	✓
Ensure travel safety and reliability for all people and goods in the region.	✓					✓
Preserve and ensure a sustainable regional transportation system.		✓	✓	✓	✓	✓
Maximize the productivity of our transportation system.	✓			✓		
Protect the environment and health of our residents by improving air quality and encouraging active transportation.		✓	✓		✓	✓
Actively encourage and create incentives for energy efficiency, where possible.		✓	✓	✓		
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	✓	✓	✓		✓	
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.						✓

2016 RTP/SCS Public Work Program

Strategies	Actions					
Leadership and Collaboration	Increase regional engagement and collaboration	Facilitate information exchange	Develop and sustain partnerships	Support Policy Adoption		
Policy and Analysis	Integrate public health in SCAG's activities	Develop information on a broad spectrum of health issues	Integrate public health into Joint Work Programs	Support local agency policy initiatives	Policy identification with regional partners	Data sharing and resource pooling
Regional Support	Provide technical assistance to local agencies		Develop informational resources		Seek funding to support demonstration programs	

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Draft Public Health Work Program for the 2016 RTP/SCS

Work Program

Strategy 1 - Leadership and Collaboration: Provide leadership in collaboration with regional partners (the county transportation commissions, the county and city departments of public health, subregional partners, health industry leaders, local cities, and other local stakeholder groups) to measure and improve public health and health equity outcomes by increasing awareness of the relationship between the social determinants of health and the built environment throughout the region.

- Action A: Increase regional engagement and collaboration on the issue of public health, as related to the built environment and SCAG core planning functions, by defining the issue and raising awareness among policy leaders, agency staff, businesses, and the public.
- Action B: Facilitate information exchange and region-wide collaboration through SCAG Committees, health forums, and issue integration within other SCAG-led forums (active transportation, poverty, economy, etc.).
- Action C: Develop and sustain partnerships with governmental agencies, local non-profit organizations, colleges and universities, private foundations, and other stakeholder groups to identify, coordinate and leverage existing and planned public health activities.
- Action D: Promote, develop and where feasible accelerate the adoption of policies that support public health considerations across the region in day to day planning activities that relate to the built environment.

Strategy 2 - Policy and Analysis: Develop and support balanced regional policies using a Health in All Policies approach to facilitate positive, equitable health outcomes for all residents of the SCAG region related to accessibility, air quality, climate resiliency, economic wellbeing, physical activity, and transportation safety.

- Action A: Integrate public health considerations as related to the built environment throughout SCAG's decision making processes and planning activities.
- Action B: Collaborate with regional partners to develop information on a broad spectrum of health issues through data/statistics collection, modeling enhancements, and research.
- Action C: Collaborate with interested County Transportation Commissions to integrate public health related analyses and planning projects related to the built environment into the Joint Work Programs.
- Action D: Support local and regional agencies in the application of health, equity and sustainability consideration in transportation and land use policy efforts.
- Action E: In collaboration with regional partners, identify policies and examples of existing conditions that may create barriers to improving public health outcomes and identify solutions.
- Action F: Support opportunities for cooperative multiagency/multi-municipality data systems, data sharing and resource pooling.

Strategy 3 - Regional Support: Provide support, if requested, to regional and local initiatives, agencies, and partners, including the sharing of data, statistics, benchmarks, analysis tools and best practices, to help local agencies integrate public health and health equity considerations into the multimodal transportation, economic development, job creation and land use planning processes.

Action A: Provide technical assistance to local agencies to support implementation of the 2016 RTP/SCS, such as continued support through the Sustainability Program Grants for transportation, land-use, and sustainability planning efforts that support improved health outcomes or providing support and assistance to local agencies seeking grant funding for projects that align with the public health goals of the RTP/SCS.

Action B: Eliminate knowledge gaps by developing resources such as fact sheets, documentation of best practices, policy templates, Toolbox Tuesday trainings, and website resources to support local jurisdictions interested in incorporating public health considerations into their planning processes.

Action C: Seek funding to support local regional, countywide and local planning efforts and consider implementing regional demonstration programs aimed at integrating elective public health considerations into planning efforts.

Definitions:

Health in All Policies – HiAP is a collaborative and voluntary strategy that aims to improve public health outcomes by including health considerations in the planning process across sectors and policy areas. HiAP addresses the social determinants of health by encouraging transportation practitioners to work with nontraditional partners who have expertise related to public health outcomes, such as city and county public health departments.

Social Determinants of Health – Includes the circumstances in which people are born, grow up, live, work, play, and age. Economic opportunities, government policies, and the built environment all play a role in shaping these circumstances and influencing public health outcomes.

RELVANT PERFORMANCE MEASURES			PUBLIC HEALTH FOCUS AREAS						ANALYSIS	
Outcome	Performance Measure	Data Source	Accessibility	Air Quality	Climate Resiliency	Economic Wellbeing	Physical Activity	Transportation Safety	Outcome Required	Supports Plan Goals
Economic Well Being	Additional jobs supported by improving competitiveness	Regional Economic Model REMI				X				Improvement (increase) over No Project Baseline
Economic Well Being	Additional jobs supported by transportation investments	Regional Economic Model REMI				X				Improvement (increase) over No Project Baseline
Economic Well Being	Net contribution to Gross Regional Product	Regional Economic Model REMI				X				Improvement (increase) over No Project Baseline
Investment Effectiveness	Benefit/Cost Ratio	California Benefit Cost				X				Greater than 1.0
Environmental Quality	Criteria pollutant and greenhouse gas emissions	Travel Demand Model/ARB EMFAC Model		X	X				Meet Transportation Conformity requirements and SB 375 per capita GHG reduction targets	
Location Efficiency	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data	X	X	X	X	X			Improvement (increase) over No Project Baseline
Location Efficiency	Average distance for work or non-work trips	Travel Demand Model	X							Improvement (decrease) over No Project Baseline
Location Efficiency	Percent of trips less than 3 miles	Travel Demand Model	X		X	X	X			Improvement (increase) over No Project Baseline
Location Efficiency	Work Trip Length Duration	Travel Demand Model	X							Improvement (decrease) over No Project Baseline
Location Efficiency	Vehicle Miles Traveled (VMT) per capita	Travel Demand Model		X	X					Improvement (decrease) over No Project Baseline
Location Efficiency	Mode share of transit	Travel Demand Model		X	X					Improvement (increase) over No Project Baseline
Location Efficiency	Land Consumption	Scenario Planning Model			X					Improvement (decrease) over No Project Baseline
Mobility and Accessibility	Person delay per capita	Travel Demand Model	X			X				Improvement (decrease in SOV share) over No Project Baseline
Mobility and Accessibility	Person delay by facility type (mixed flow, HOV, arterials)	Travel Demand Model	X							Improvement (decrease in SOV share) over No Project Baseline

RELVANT PERFORMANCE MEASURES			PUBLIC HEALTH FOCUS AREAS						ANALYSIS	
Outcome	Performance Measure	Data Source	Accessibility	Air Quality	Climate Resiliency	Economic Wellbeing	Physical Activity	Transportation Safety	Outcome Required	Supports Plan Goals
Mobility and Accessibility	Travel time distribution for transit, SOV, HOV for work and non- work trips	Travel Demand Model	X							Improvement (decrease in SOV share) over No Project Baseline
Safety and Health	Mode share of walking and bicycling	Travel Demand Model	X	X	X		X			Improvement (increase) over No Project Baseline
Safety and Health	Air pollution-related health measures	Scenario Planning Model		X		X				Improvement (decrease) over No Project Baseline
Safety and Health	Criteria pollutants emissions	Travel Demand Model/ ARB EMFAC Model		X					Meet Transportation Conformity requirements	
Safety and Health	Physical activity-related health measures	Scenario Planning Model				X	X			Improvement (decrease) over No Project Baseline
Safety and Health	Collison/accident rates by severity by mode	CHP Accident Data Base, Travel Demand Model Mode Split Outputs						X		Improvement (decrease) over No Project Baseline
System Sustainability	Cost per captia to preserve multi-modal system to current and state of good repairs	Estimated using SHOPP				X				Improvement (decrease) over No Project Baseline
Environmental Justice									Meet federal Environmental Justice requirements. No unaddressed disproportionately high and adverse effects for low income or minority communities	

DATE: October 8, 2015

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

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

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Policy Growth Forecast (PGF) Guiding Principles and Framework

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Support for inclusion in the draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) the guiding principles and framework to serve as the basis for the Policy Growth Forecast (PGF) for the Draft 2016-2040 RTP/SCS.

EXECUTIVE SUMMARY:

As part of the Draft 2016 RTP/SCS development, staff used local-input-based jurisdictional growth totals as a foundation to develop a draft Policy Growth Forecast (PGF) for the region. The draft PGF is developed to meet statutory targets, and to maximize economic, environmental and social benefits throughout the region. The draft PGF applies strategies described below to envision population, household and employment growth in opportunity areas that are well served by transit where are appropriate for mixed-use and/or higher density housing in the future. In preparation for the release of the Draft 2016 RTP/SCS for public review and comments in early December, this memorandum summarizes the development process of the PGF and related guiding principles and framework, and seeking CEHD's support of these guiding principles to serve as the basis of the draft PGF 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; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

Over the past three years, SCAG has maintained ongoing collaboration with the region's cities and counties to receive substantive local input regarding policies that will guide future population, household and employment growth. This collaboration with local jurisdictions has been instrumental in building a shared vision for regional growth, and is a fundamental component of the technical framework for the draft 2016 RTP/SCS.

Concurrent with this ongoing collaboration and to enable preparation of a draft 2016 RTP/SCS, SCAG developed four (4) preliminary growth scenarios for future land use and transportation investments in the region over the next 25 years. The scope of these regional growth scenarios, which were developed in consultation with the CEHD Committee and Technical Working Group (TWG), evolved throughout

the first five months of 2015. Using local population, household and employment growth projections, the scenarios explored a range of potential regional development patterns using several relevant 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 and co-benefits were considered including land, energy, and water consumption; air quality; and household costs. A series of 23 workshops were held throughout the SCAG region from May through July 2015 in an open house style format to provide context for the development of the 2016 RTP/SCS, and to solicit feedback on regional growth scenarios and stakeholder preferences. Workshop input was summarized and presented to the Regional Council and Policy Committees as part of a Joint Meeting held on August 6, 2015.

Consistent with the scenario development process and workshop feedback, SCAG developed the draft policy growth forecast (PGF) to serve as the foundation for the 2016 RTP/SCS, and specifically, to serve as the staff proposed preferred regional growth scenario which could ultimately be incorporated as part of the region's Sustainable Communities Strategy for the Draft 2016 RTP/SCS. As further described in this report, the framework of the PGF is built up upon the success of the 2012 RTP/SCS and follows a similar approach with respect to regional land use strategies that the Regional Council adopted as part of the 2012 RTP/SCS. The draft PGF maintains the local input-based jurisdictional growth totals 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, recent construction trends for similar developments, and general plan densities).

In June 2015, SCAG distributed the draft PGF population, household, and employment figures at the neighborhood or transportation analysis zone (TAZ) level for local review, and SCAG provided the opportunity for additional input through July 31, 2015. Overall, 80 SCAG jurisdictions provided input by this date (representing 41% of the cities and counties in the region). 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 existing 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 to ensure that revisions were appropriately reflected in the revised data set. SCAG delivered the modified PGF with technical corrections to the Center for Demographic Research (CDR) for jurisdictions in Orange County and to San Bernardino Associated Governments (SANBAG) for jurisdictions in San Bernardino County for verification. Both CDR and SANBAG had a principal role in working with jurisdictions to develop the TAZ- and city-level growth totals. This entire technical revision process was completed on September 16, 2015. As such, the modified draft PGF figures with technical corrections have been finalized and the technical modeling for the upcoming draft 2016 RTP/SCS is now underway.

I. The Policy Growth Forecast Principles

At the September 3rd CEHD Committee meeting, staff provided the Committee with an overview of the development, scope and purpose of the draft PGF, and summarized guiding principles providing the framework for developing the draft 2016-2040 RTP/SCS. It was also noted that the policy question of what forecasted land use pattern for the region will be included in the draft 2016 RTP/SCS will be determined by SCAG's Regional Council.

Below are the guiding principles, which are the basis for developing the draft Policy Growth Forecast:

- **Principle #1:** The draft PGF for the 2016-2040 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 draft 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 TAZ level is controlled to be within the density ranges of local general plans or input received from local jurisdictions in this most recent round of review.
- **Principle #3:** For the purpose of determining consistency for California Environmental Quality Act (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:** Transportation Analysis Zone (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 2016-2040 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. (See Attachment 1 for information regarding SCAG’s communications with SCAQMD and ARB about the use of SCAG’s sub-jurisdictional level data)

II. The Draft Policy Growth Forecast Framework

A. Building off the Adopted 2012-2035 RTP/SCS Framework

The framework for the draft PGF is built upon the success of the 2012 RTP/SCS, and establishes regional strategies to increase transportation mode choice, guide future land development patterns, and further improve air quality. The draft PGF incorporates land use strategies recognizing a higher portion of new households and employment in areas well-served by transit, and reduces growth in high value habitat areas along with neighborhoods that are adjacent to highways. Like the 2012 RTP/SCS, the draft PGF continues to focus new growth in High-Quality Transit Areas (HQTAs), existing suburban town centers, and more walkable, mixed-use communities. The draft PGF is consistent with the committed and projected transportation investments in our region that emphasize system enhancements, active transportation, and land use integration.

The draft PGF recognizes that the region can no longer afford to rely solely on expanding the transportation system to address our diverse mobility needs. Our future transportation system will rely on a comprehensive planning approach that focuses on preservation, sustainability, and productivity, as well as strategic expansion. Moreover, our region’s dynamic land use patterns provide a strategic opportunity to build a smarter transportation system that is responsive to the evolving needs and desires of our communities. The draft PGF seeks to deftly balance the region’s land use choices and

transportation investments to ensure that the best-performing projects and strategies are included in the 2016-2040 RTP/SCS.

B. Proposed 2016-2040 RTP/SCS Framework

In support of the draft PGF’s guiding principles, staff proposes to reflect the following strategies in the draft 2016-2040 RTP/SCS:

High Quality Transit Areas (HQTAs)

A “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. A land use pattern will be developed exhibiting increased residential and employment growth in HQTAs, with a 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 would include enhanced street crossings, connections, wayfinding, signage, station amenities, and bike parking.

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.

Natural Lands Preservation

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 PGF 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 PGF recognizes guidance from the 2005 California Air Resources Board (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 constant in the 500 foot buffer areas to reflect the local input thereby, balancing the growth distribution.

III. Advantages of the PGF

The foregoing draft PGF 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 draft PGF and land use strategies are based on best practices that encourage infill and mixed-use development in transit rich and/or transit ready areas. The PGF supports these local trends. 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 and Trade resources. Ultimately, the advantage of the draft PGF is that it better integrates regional land use strategies with transportation investments to significantly reduce VMT and GHG emissions so as to result in cleaner air by increasing transit ridership, increasing walking and biking, and reducing the length of auto trips.

FISCAL IMPACT:

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

ATTACHMENTS:

1. SCAG communications with SCAQMD and ARB about the use of sub-jurisdictional level data
2. PowerPoint Presentation: "2016-2040 RTP/SCS Policy Growth Forecast (draft PGF) Guiding Principles and Framework"

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Use and Implications of SCAG TAZ Level SED: Written Responses from SCAQMD and CA ARB

AQMD

.....[Whether] the use of the TAZ map data in the South Coast Air Basin attainment demonstration modeling for the SIP will specifically limit the implementation of local general plans. It is true, as stated later in the letter, that the South Coast's aggregate motor vehicle emissions budget is derived from the TAZ data in the final RTP. However, an EPA-approved SIP only creates an enforceable emissions budget in the aggregate for the Basin as a whole, and does not directly limit implementation of local plans or projects other than those regional limits. In other words, the inclusion or exclusion of a local project or plan in the TAZ data used in the SIP does not directly affect its implementation, as long as overall regional motor vehicle emissions budgets are still met.

ARB:

This email is to clarify the position of the California Air Resources Board with regard to SCAG's use of TAZ level data in developing a regional SCS to meet GHG reduction targets under SB375. In evaluating whether an MPO's Sustainable Communities Strategy (SCS) would achieve the SB 375 GHG reduction targets, ARB considers the growth forecast for the region as a whole and the estimated GHG emissions reductions resulting from the SCS as a whole. Changes in TAZ level data from that used in the RTP/SCS does not affect a region's ability to meet its SB 375 targets, as long as the region as a whole continues to meet or exceed its targets.

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2016 2040 RTPSCS

POLICY GROWTH FORECAST
GUIDING PRINCIPLES & FRAMEWORK

CEHD Committee

Huasha Liu, Land Use & Environmental Planning Director
October 8, 2015

Policy Growth Forecast (PGF) Guiding Principles & Framework Summary

Principle #1:

Consistency with Local Input

- ✓ Adoption of city/county total – pop, HH, jobs
- ✓ Consistent with the Local Input

**Policy Growth Forecast (PGF)
Guiding Principles & Framework Summary**

Principle #2:

Consistency with GP

- ✓ Sub-city/county level data consistent with respective general plan
- ✓ Or any updated input provided by local jurisdictions

**Policy Growth Forecast (PGF)
Guiding Principles & Framework Summary**

Principle #3:

Local Authority

- ✓ CEQA streamlining consistency determination by local lead agencies
- ✓ At locals' sole discretion

**Policy Growth Forecast (PGF)
Guiding Principles & Framework Summary**

**Principle #4:
*Non-Binding***

- ✓ Advisory – any data at sub-city/county level
- ✓ Deemed as advisory

**Policy Growth Forecast (PGF)
Guiding Principles & Framework Summary**

**Principle #5:
*Written Confirmation***

- ✓ Received from SCAQMD and CARB
- ✓ Confirming Non-Binding with the State Implementation Plan

**Policy Growth Forecast (PGF)
Guiding Principles & Framework Summary**

Framework:

- ✓ Builds off 2012-2035 RTP/SCS
- ✓ Balances land use choices and transportation investments

**Policy Growth Forecast (PGF)
Guiding Principles & Framework Summary**

Strategies:

- ✓ HQTAs
- ✓ Livable Corridors
- ✓ Natural Lands Preservation
- ✓ ARB Guidelines



Thank you !

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



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DATE: October 8, 2015

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:

In June 2015, the Strategic Growth Council (SGC) formally awarded over \$27 million from the Greenhouse Gas Reduction Fund (GGRF) to support construction of more than 800 affordable housing units and associated transportation infrastructure in the SCAG region as part of the statewide 2014-2015 Affordable Housing & Sustainable Communities (AHSC) Program.

In September, the Strategic Growth Council (SGC) released Draft Revised Guidelines for the Fiscal Year 2015-2016 AHSC grant program. These Draft Revised Guidelines will be used for public discussion during SGC's public workshops, including a workshop on October 21st at the SCAG Downtown LA office. SGC is currently accepting public comment until October 30th.

STRATEGIC PLAN:

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

BACKGROUND:

Last fiscal year was the first year of the statewide AHSC program, which resulted in funding for nine (9) housing and transportation improvements in the SCAG region related to lowering vehicles miles traveled. The SGC initiated the process for the 2015-2016 (Round Two) program and has released the Draft Revised Program Guidelines for public comment. Some key changes in the Draft Revised Program Guidelines include the removal of the jurisdictional cap, the creation of a new "Rural Innovation Project Areas" category, an increase in the maximum per project award size to \$20 million from \$15 million, modified greenhouse gas reduction scoring, and an increase in points for collaborative projects. The Draft revised Program Guidelines explicitly do not discuss any changes to the role of Metropolitan Planning Organizations, geographic distribution of funds, or technical assistance. The

REPORT

total funds available for the program is expected to be up to \$400 million and will be formally announced in the anticipated January 2016 Notice of Funding Availability. In October, SGC is seeking public comment at workshops across the state. The Los Angeles workshop will be held on October 21st at the SCAG Downtown Los Angeles office. Please visit <http://sgc.ca.gov/> for SGC workshop information. In the winter, SGC plans to release the Revised Guidelines and hold a Council meeting to vote on approval of the Guidelines.

In November, SCAG and our regional partners plan to host a regional workshop focused on providing technical assistance to potential AHSC applicants. SCAG's AHSC Action Plan proposed hosting regional workshops and ongoing dialogue to support the region's applications. The first California Gold workshop, entitled "California Gold: Bringing Cap and Trade Dollars to Southern California," was successfully hosted by SCAG and its regional partners on August 6, 2015. Presentations from the workshop are available at SCAG's Greenhouse Gas Reduction Fund webpage (<http://www.scag.ca.gov/programs/Pages/Programs/GreenhouseGasReductionFund.aspx>). Future dates for California Gold workshop will be announced and coordinated with the schedule of the SGC's guideline revision process.

The AHSC Action Plan outlines specific goals and strategies such as collaboration, technical assistance, and outreach to bolster the performance of the SCAG region in the competitive AHSC grant program for Round Two and future rounds. Specifically, the Action Plan called for outside expertise to help develop recommended changes to the AHSC Guidelines. A consultant has been procured and has commenced work in collaboration with SCAG's Cap-and-Trade Action Team (CTAT) to develop concrete and pragmatic recommendations by engaging stakeholders across the region. For the second phase, SCAG is procuring a second consultant team to work with potential AHSC applicants as they apply for AHSC funding in Round Two.

FISCAL IMPACT:

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

ATTACHMENT:

None

DATE: October 8, 2015

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

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

SUBJECT: SCAG Region Economy: An Update Since the Great Recession

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Stephen Levy, Director and Senior Economist, Center for Continuing Study of the California Economy (CCSCE) in Palo Alto, will provide a presentation on “SCAG Region Economy: An Update Since the Great Recession.” CCSCE prepares long-term economic and demographic projections for public agencies like SCAG and private sector organizations. Mr. Levy is a member of the NOVA (Silicon Valley) and California Workforce Boards and the Board of the Bay Area Council Economic Institute.

STRATEGIC PLAN:

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

BACKGROUND:

The SCAG region economy has recovered all of the jobs lost during the recession and as of August 2015 has 163,800 jobs above the pre-recession peak. The region lagged the nation during the recession but regional job growth during the recovery period is 13.1% compared to 9.6% for the nation. During the recovery the region’s share of U.S. jobs has risen from 5.12% to 5.32% but is still slightly below the pre-recession peak.

All metro areas in the region are above their pre-recession job peak except for Ventura County, which should reach that level by year end. The industry pattern of regional job growth is mixed. There are large continuing job losses in Manufacturing, Finance and Construction and smaller losses in Retail Trade, Information and Government.

Job growth has been concentrated in health care, leisure and hospitality led by restaurants, professional and business services and wholesale trade. The Inland Empire has seen strong job growth in sectors connected to trade and warehousing.

REPORT

Future job growth and competitiveness will depend on regional policies and investments. Unemployment rates have been substantially reduced but remain above pre-recession levels. The UCLA forecast released last week anticipates a return to full employment statewide in the next 18 months. Other economic indicators show a mixture of positive and worrisome trends.

On the positive side: (1) port volume is near pre-recession levels and growing; (2) regional air passengers reached record levels in 2014 and are up again this year; (3) regional VC funding is surging in 2015; (4) assessed valuations are rising faster than inflation in all counties in the region; (5) median home prices are rising but remain below pre-recession peaks.

Less favorable trends include: (1) poverty rates remain high and have not fallen much; (2) wage gains remain modest (3) the region continues to build far fewer homes than needed.

On January 7, 2016, SCAG, in partnership with the Southern California Leadership Council, will be holding the Sixth Annual Southern California Economic Summit in Downtown Los Angeles. Time, location, and a draft agenda will be available in the coming weeks. The Economic Summit will bring together the region's top economists to provide an update on the region's economy, as well as in-depth comprehensive written report for each county, and discussion on the impact of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on jobs, workforce development, and industries in the SCAG region.

FISCAL IMPACT:

None

ATTACHMENT:

PowerPoint Presentation "Economy Improving, Challenges Remain A Regional Economic Update"

Economy Improving, Challenges Remain A Regional Economic Update

Stephen Levy, CCSCE
CEHD Meeting
October 8, 2015

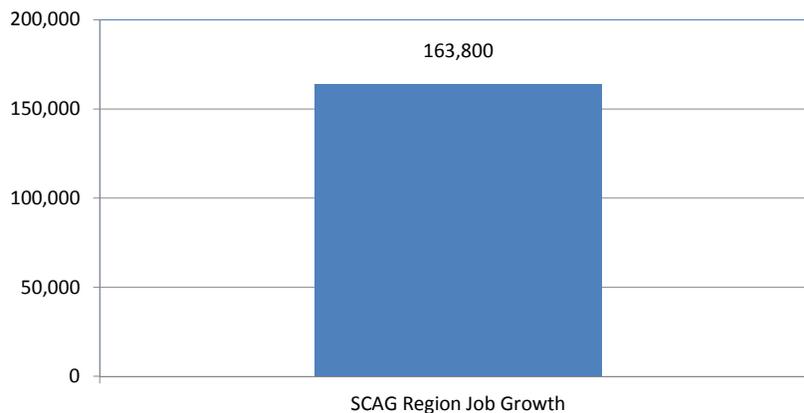
Topics

- Regional Job Trends
- Sub Regional Job Trends
- Industry Job Trends
- Unemployment Trends
- Other Economic Indicators
- Challenges

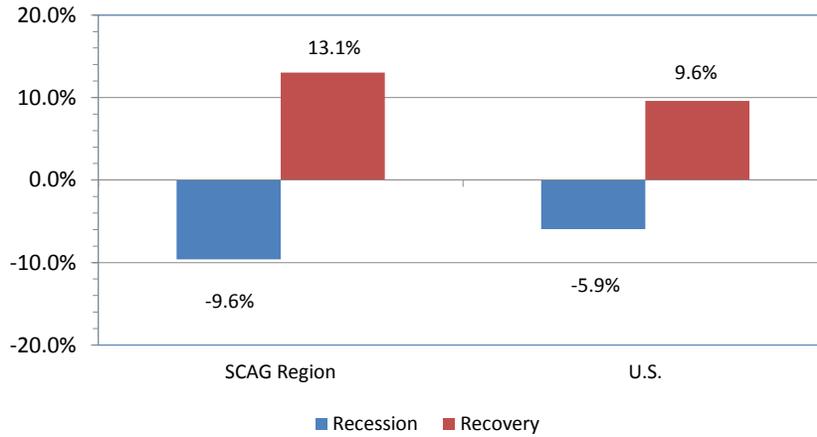
Regional Job Trends

- The SCAG region has recovered all the jobs lost during the recession and is now 200,000 jobs above the pre-recession peak
- The region was hit harder than the nation by the recession but has outpaced the nation in job growth during the recovery period.
- From 2007 through 2015 the region and nation have similar growth rates

July 2007 (Pre-recession Peak) to August 2015



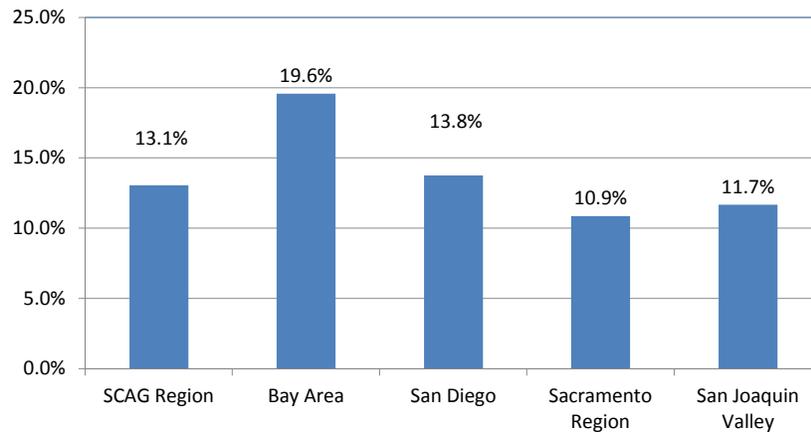
Job Growth Rates During Recession and Recovery Years



SCAG Region Share of U.S. Jobs



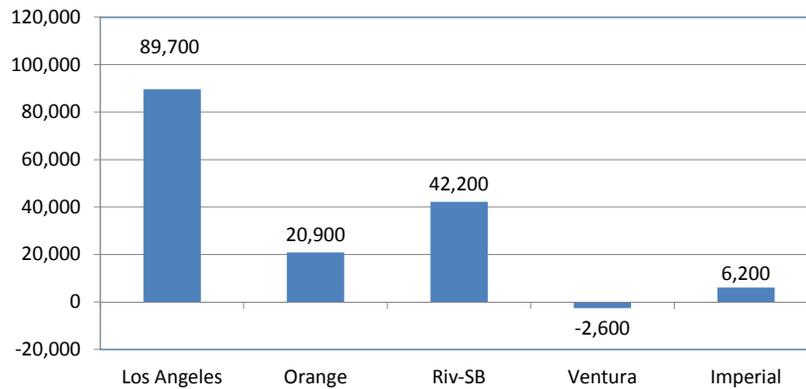
Regional Job Growth Rates During the Recovery Years



Sub Regional Job Trends

- All metro areas except Ventura have surpassed pre-recession peak job levels.

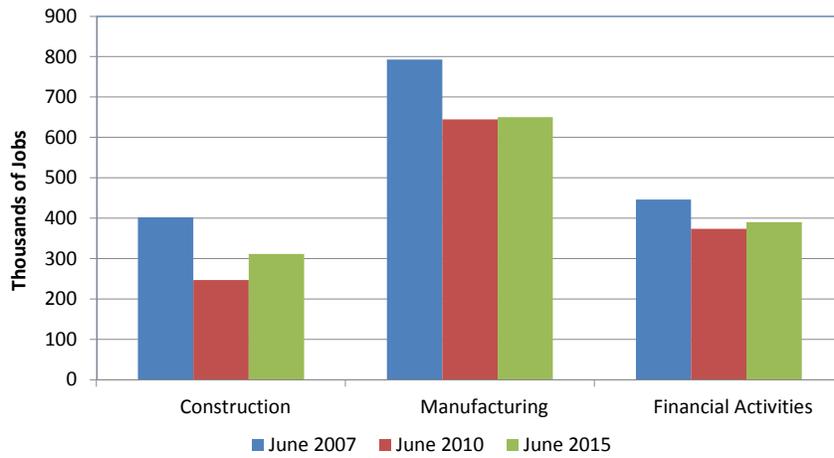
Job Growth Since Pre-Recession Peak



Industry Trends

- A mixed industry picture for the region
- Large losses in Manufacturing, Finance and Construction (some recovery here)
- Gains in health care, leisure and hospitality, professional services and wholesale trade
- A large pleasant surprise in the Inland Empire
- The future can be different

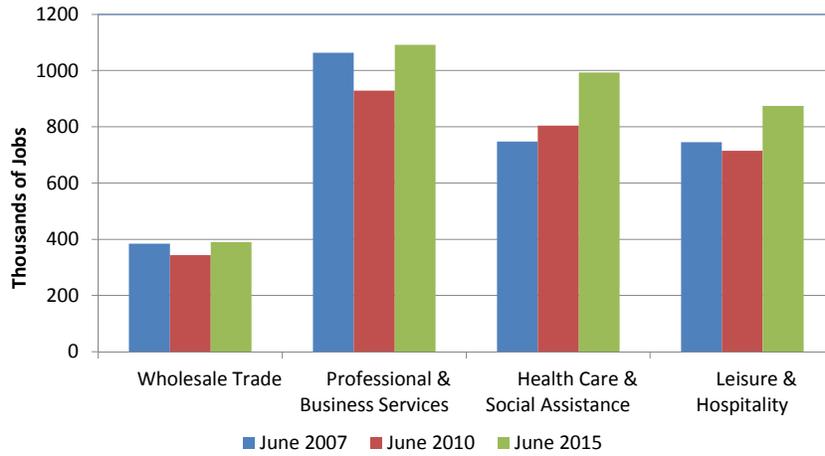
Large Job Losses, Small Recovery; Future Depends on Construction Surge



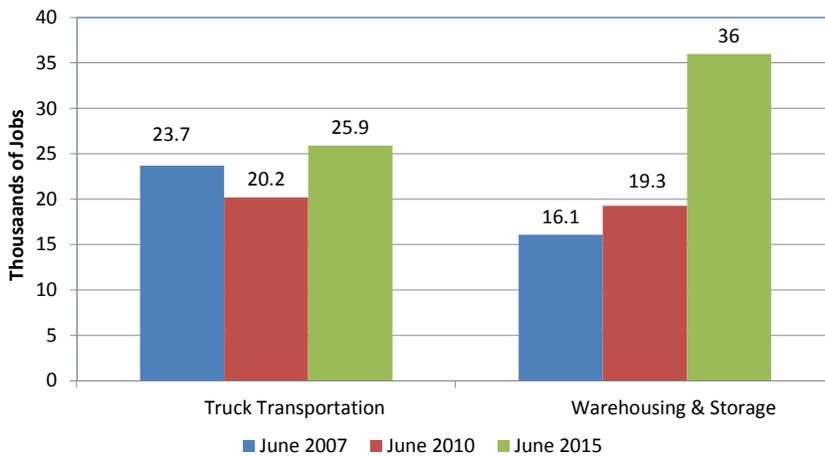
Some Job Losses; Future Gains Likely



Sectors with Continuing Growth Prospects



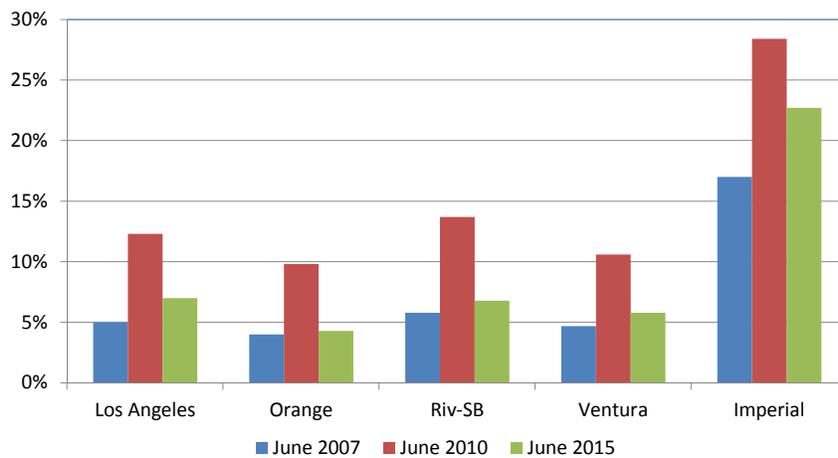
An Inland Empire Surge



Unemployment Rate Trends

- Unemployment rates have fallen substantially since 2010
- But are still higher than before the recession

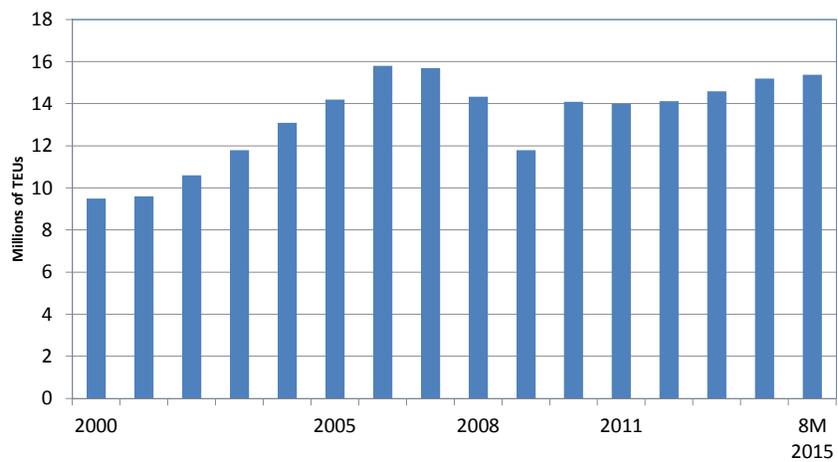
SCAG Region Unemployment Rates



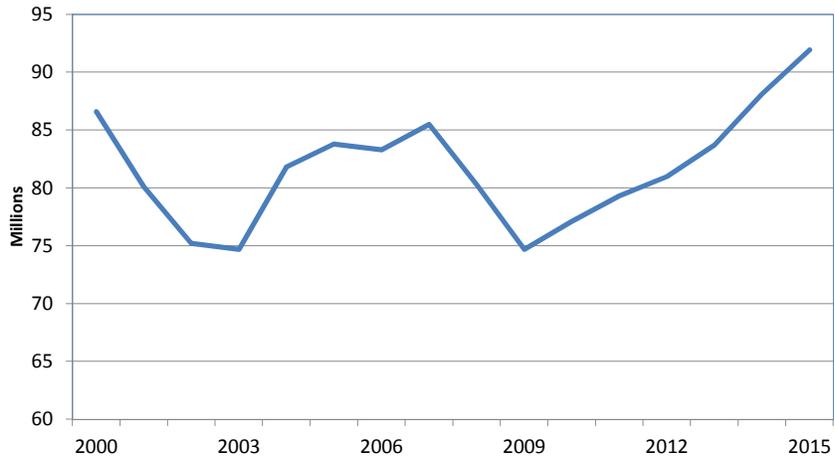
Other Economic Indicators

- Port traffic
- Air travel
- VC Funding
- Poverty Rates
- Assessed Value
- Housing Indicators

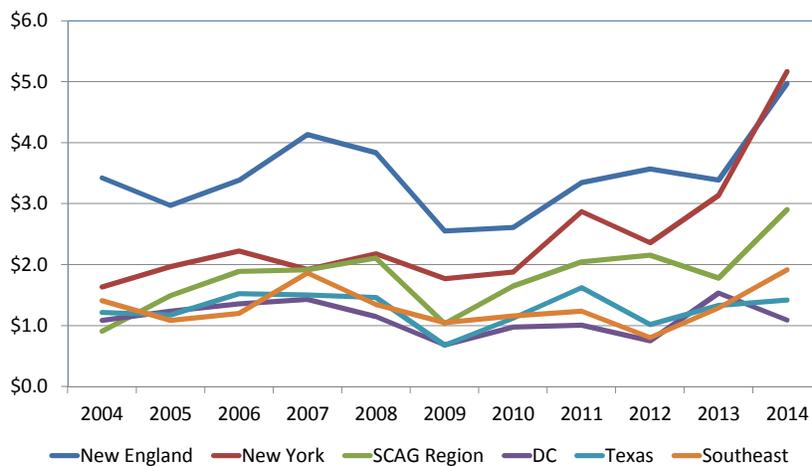
Container Shipments Ports of Los Angeles and Long Beach



Passengers at Major SCAG Region Airports



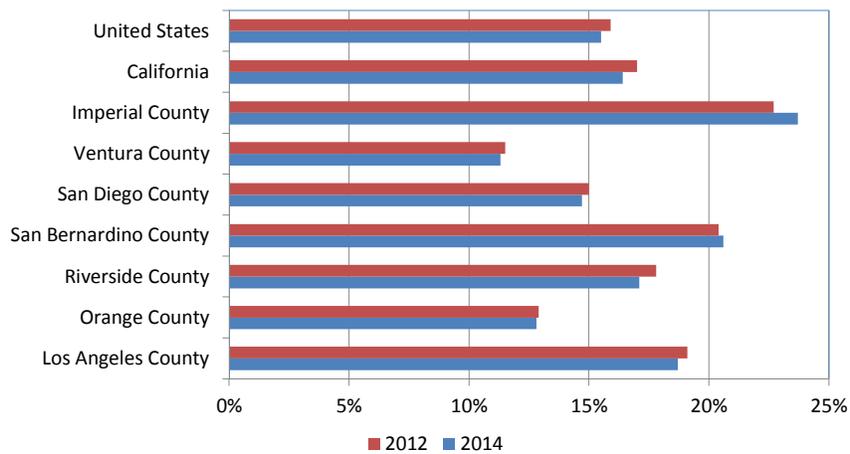
VC Funding (\$Billions)—Bay Area Leads, SCAG Region 4th, 1st Half 2015 Region Funding Surpasses 2014 Total



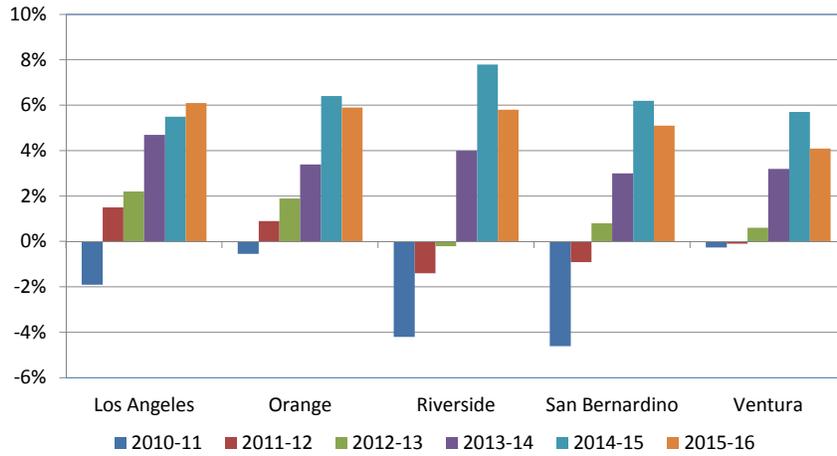
Poverty Rates

- Poverty rates remain high despite job growth
- Orange, San Diego and Ventura County rates slightly below the state and national average
- Imperial, Los Angeles, Riverside and San Bernardino County rates much higher

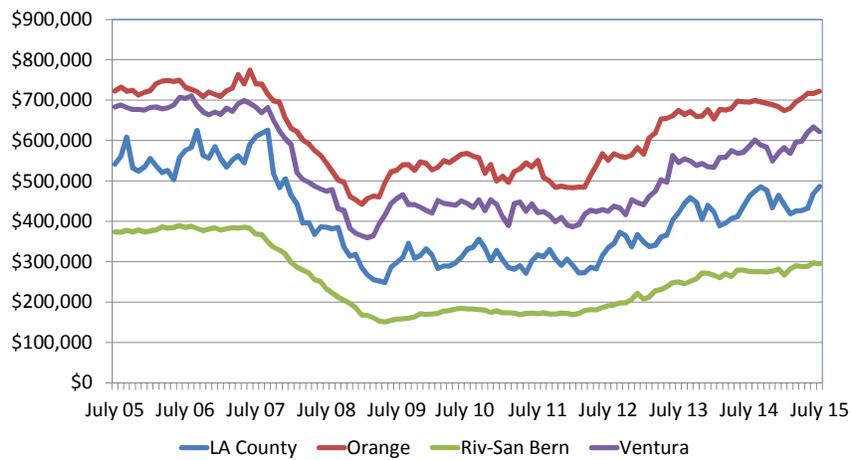
Poverty Rates for All Residents



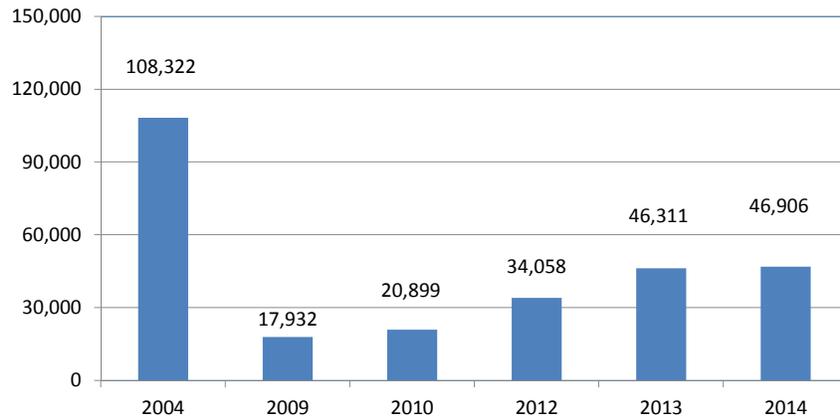
Change in Assessed Value



Median Home Prices Rising; Still Below Pre-Recession Peak



Residential Building Unit Permits



Challenges From the Data

- An ongoing shortage of housing
- The need for infrastructure to support a competitive port and warehousing complex
- Increasing education and training (plus immigration reform) necessary to prepare a competitive workforce and prepare for baby boomer retirement
- Regional opportunities exist but need investment and hard work to capture