

SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

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Officers

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Human Development
Paula Lantz, Pomona

Energy & Environment
Cheryl Viegas-Walker, El Centro

Transportation
Keith Millhouse, Ventura County
Transportation Commission

JOINT MEETING OF THE

Active Transportation, Public Health, and Sustainability Subcommittees

PLEASE NOTE DATE & TIME

***Monday, November 5, 2012
10:00 a.m. – 12:30 p.m.***

**SCAG Main Office
818 West Seventh Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800**

Teleconference and Videoconference Available
(Location information is attached)

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Alan Thompson at (213) 236-1940 or via email thompson@scag.ca.gov

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) 236-1993. We request at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

Active Transportation Subcommittee Member List

Orange County: Hon. Michele Martinez, Member, **Chair** (OC)
Hon. Patricia Kelley, Alternate (OC)

Los Angeles County: Hon. Margaret Clark, Alternate (LA)
Hon. Margaret Finlay, Member (LA)

Imperial County: Hon. Cheryl Viegas-Walker, Member (Imp)

Riverside County: Hon. Jeff Stone, Member, **Vice Chair** (Riv)
Hon. Lupe Ramos Watson, Alternate (Riv)

San Bernardino County: Hon. Jon Harrison, Member (SB)

Ventura County: Hon. Linda Parks, Member (V)

Ex-Officio Members:

Hon. Alan Wapner, Vice-Chair, Transportation Committee
(SANBAG)
Rye Baerg, P-Sector, Member (Safe Routes to School)
Terry M. Roberts, P-Sector, Alternate (American Lung Association)
Michael A. Morris, P-Sector, Other (FHWA)

Public Health Subcommittee Member List

San Bernardino County: Hon. Deborah Robertson, Member, **Chair** (SB)
Hon. Ray Musser, Member (SB)

Orange County: Hon. Ron Garcia, Member, **Vice Chair** (OC)

Los Angeles County: Hon. Paula Lantz, Member (LA)
Hon. Sylvia Ballin, Member (LA)
Hon. Dan Medina, Member (LA)

Ex-Officio Members:

Randall Lewis, President & CEO, Lewis Operating Group
Patty Ochoa, Physicians for Social Responsibility
Terry M. Roberts, American Lung Association
Lianne Dillon, Public Health Institute
Michael A. Morris, FHWA

Sustainability Subcommittee Member List

Los Angeles County: Hon. Pam O'Connor, Santa Monica, District 41 (Primary), **Chair**
Hon. Carol Chen, Cerritos, Gateway Cities (Alternate)
Hon. Marsha McLean, Santa Clarita, North LA County (Alternate)

Orange County: Hon. Kris Murray, Duarte, District 35 (Primary), **Vice-Chair**

San Bernardino County: Hon. Larry McCallon, Highland, District 7 (Primary)
Hon. Ed Graham, Chino Hills, District 10 (Alternate)

Riverside County: Hon. Greg Pettis, Cathedral City, District 2 (Primary)

Ventura County: Hon. Brian Brennan, Ventura, VCOG (Primary)

Ex-Officio Members: Kristin Eberhard, NRDC (Primary)
David Shepherd, BIA (Alternate)
Terry Roberts, ARB (Other)
Michael Morris, FHWA (Other)

Teleconference Locations

Hon. Margaret Clark, Alternate
Active Transportation Subcommittee
Rosemead City Hall
8838 E. Valley Blvd.
Rosemead, CA 91770

Hon. Ron Garcia, Member
Public Health Subcommittee
Brea City Hall
1 Civic Center Circle
Brea, CA 92821

Hon. Marsha McLean, Member
Sustainability Subcommittee
Santa Clarita City Hall
23920 Valencia Blvd., Suite 300
Santa Clarita, CA 91355

Mr. Randall Lewis, Ex-Officio Member
Public Health Subcommittee
President & CEO
Lewis Operating Group
1156 N. Mountain Avenue
Upland, CA 91786-3633

Videoconference Locations

Orange County Office

600 S. Main Street, Suite 906
Orange, CA 92863

San Bernardino County Office

1170 W. 3rd Street, Suite 140
San Bernardino, CA 92410

Ventura County Office

950 County Square Drive, Suite 101
Ventura, CA 93003

Imperial County Office

1405 N. Imperial Ave., Suite 1
El Centro, CA 92243

Palmdale Videoconference Site

38250 Sierra Hwy.
Palmdale, CA 93550

Riverside County Office

3403 10th Street, Suite 805
Riverside, CA 92501

CVAG Videoconference Site

73-710 Fred Waring Drive Suite 200
Palm Desert, CA 92260

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JOINT MEETING OF THE ACTIVE TRANSPORTATION, PUBLIC HEALTH, AND SUSTAINABILITY SUBCOMMITTEES

AGENDA

NOVEMBER 5, 2012

The Active Transportation, Public Health, and Sustainability Subcommittees 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. Pam O'Connor, Chair, Sustainability Subcommittee)

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 Subcommittee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for all comments to twenty minutes.

CHAIRS' REPORTS

(Hon. Pam O'Connor, Chair, Sustainability Subcommittee)

(Hon. Michelle Martinez, Chair, Active Transportation Subcommittee)

(Hon. Deborah Robertson, Chair, Public Health Subcommittee)

REVIEW AND PRIORITIZE AGENDA ITEMS

(Hon. Pam O'Connor, Chair, Sustainability Subcommittee)

INFORMATION ITEMS

Page No.

- | | | |
|--|-------------------|-----------|
| 1. <u>Presentation: Subcommittee Recommendations Process</u>
<i>(Hasan Ikhmeta, Executive Director, SCAG)</i> | Attachment | 1 |
| 2. <u>Presentation: Subcommittee Policy Frameworks</u>
<i>(Huasha Liu, Director, Land Use & Environmental Planning, SCAG)</i> | Attachment | 13 |
| 3. <u>Presentation: Improving Public Health through Healthy Communities Initiatives in San Bernardino County</u>
<i>(Evelyn Trevino, San Bernardino County Dept of Public Health)</i> | Attachment | 40 |
| 4. <u>Presentation: Challenges Facing Sustainable Transportation Policy Makers</u>
<i>(Jaime de la Vega, General Manager, LADOT)</i> | | |

**JOINT MEETING OF THE
ACTIVE TRANSPORTATION, PUBLIC HEALTH, AND
SUSTAINABILITY SUBCOMMITTEES
AGENDA
NOVEMBER 5, 2012**

5. Presentation: Connecting Active Transportation, Open Space, and Public Health in Anaheim Attachment 52
(Hon. Kris Murray, Anaheim, and Pamela Galera, Community Services, City of Anaheim)
6. Presentation: Active Transportation Infrastructure in the Inland Empire Attachment 72
(Tom Kirk, Executive Director, CVAG)
7. Establish Future Subcommittee Meeting Dates
(Hon. Pam O'Connor, Chair, Sustainability Subcommittee)
(Hon. Michelle Martinez, Chair, Active Transportation Subcommittee)
(Hon. Deborah Robertson, Chair, Public Health Subcommittee)
Proposed Meeting Dates and Times for each Subcommittee

STAFF REPORT

- Alan Thompson, Arlene Granadosin, Marco Anderson,* Attachment 82
(SCAG Staff)

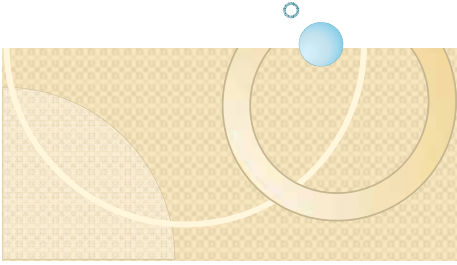
FUTURE AGENDA ITEMS

Any Subcommittee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

Please note that the next meetings of the Sustainability, Active Transportation and Public Health Subcommittees will be separate meetings. The meeting date and time will be determined.



Subcommittee Recommendations Process

Active Transportation, Public Health, and Sustainability
Joint Subcommittee Meeting

November 5, 2012

SCAG Los Angeles Office

RTP/SCS Press Coverage



THE WALL STREET JOURNAL



Los Angeles Times



PLANETIZEN



Administrative Plan Canal Line Distribution (Post-Share Our Climate and Our Lives)



HUFF POST LOS ANGELES

Mother Jones



Successful RTP/SCS



North Central Texas
Council of Governments



Chicago Metropolitan
Agency for Planning



Recognition from
other MPOs



Our RTP/SCS

+500,000

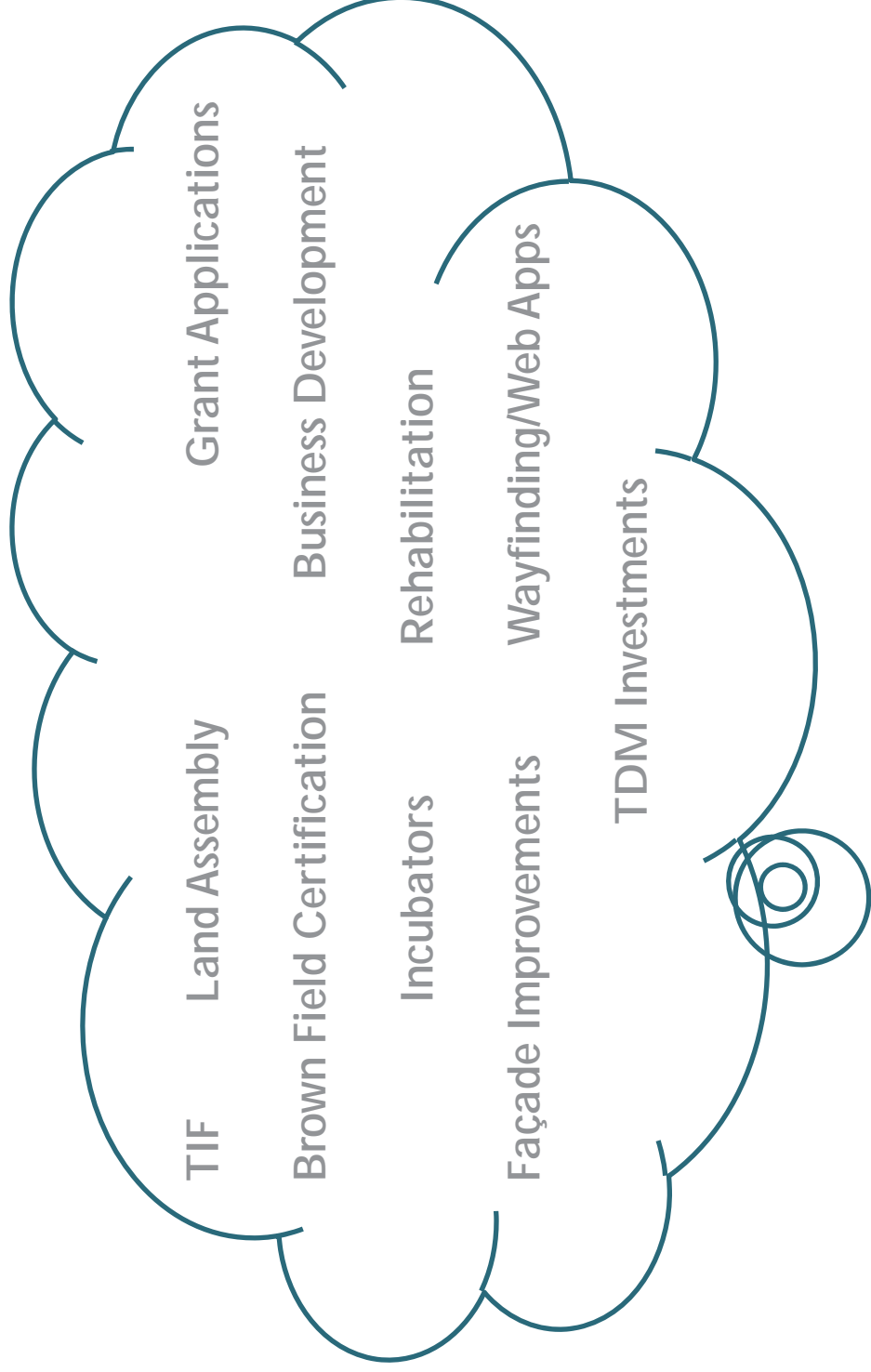


*In all sectors generated each year on
average with the Plan*

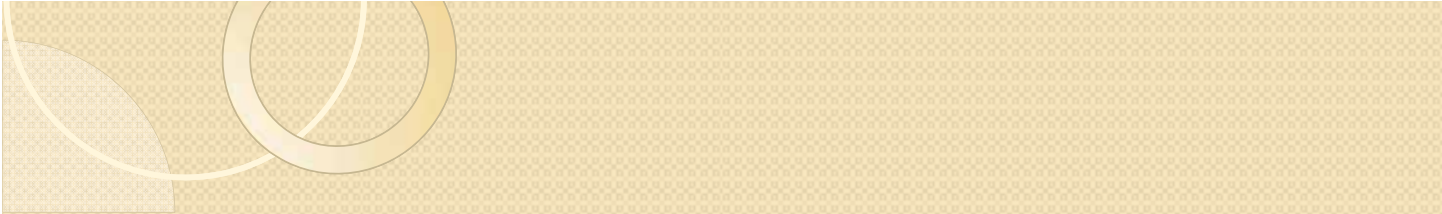
... is a Big Fiscal Deal

Challenges

Redevelopment...



... also gave us useful tools.



Challenges

Rules...



... are blocking sustainable projects too!

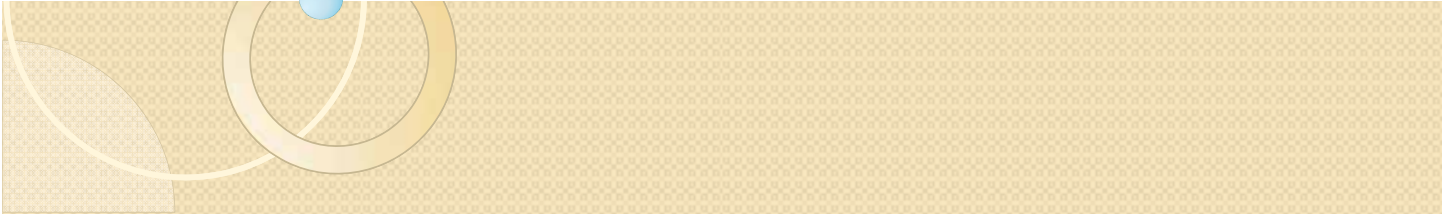
Stuck in the Past...



Stuck in the Past...

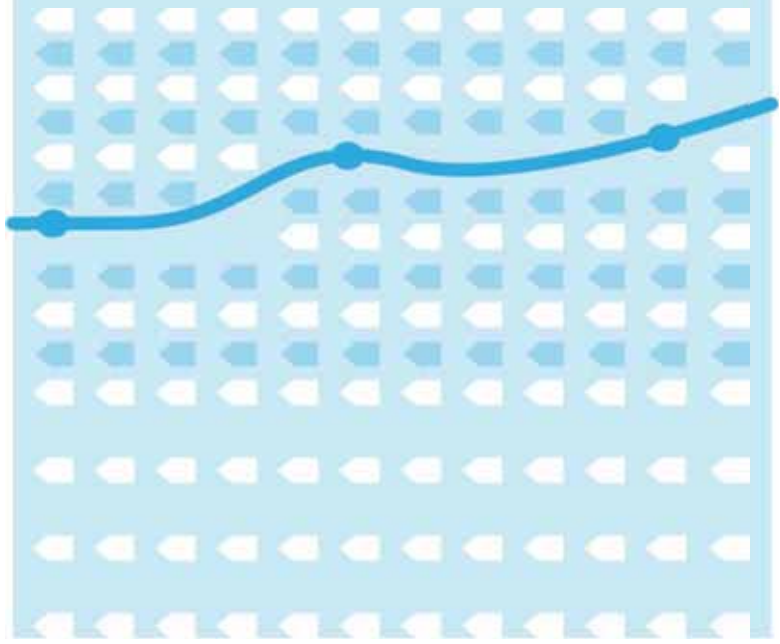


...is not a leading economic development strategy



Implementing our RTP/SCS is!

Location Efficiency



Over **TWICE** as many households will live in high quality transit opportunity areas **WITH** Plan.



Implementing our RTP/SCS is!



Land Consumption

DECREASE by over **400 SQUARE MILES**



Household Savings

annual **SAVINGS** of **\$3,400** per household in 2035



Health Outcome

REDUCE health incidences by **95,000** in 2035

Oh, by the way...

**February-May
2013**

Findings from Subcommittees presented to Policy Committees, RC, and General Assembly

**October-
December 2014**

Policy input/direction from Policy Committees and RC on PEIR and RTP/SCS Strategies

April-June 2015

Conduct county-specific 2016 RTP/SCS Planning Workshops

**September-
October 2015**

Policy Committees recommend Regional Council to release Draft 2016 RTP/SCS and PEIR;
RC approved release for public review and comment

**October 2015-
March 2016**

Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016 RTP/SCS and PEIR

**March-May
2016**

Policy Committees recommend approval of Final 2016 RTP/SCS and PEIR, and conformity determination
RC certifies 2016 RTP/SCS

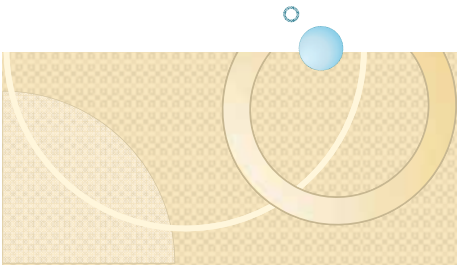
*... all this while we work even harder on
the next one!*



Why Subcommittee Recommendations Matter

“I know that this has been frustrating for some members to not have something to look at, but we committed to an open process, and this is what that looks like. We have to talk about these questions. If we had something to look at then the staff work would be done, and we wouldn’t have an open process.”

-Hon. Pam O’Connor, 2011



Subcommittee Policy Frameworks

Active Transportation, Public Health, and Sustainability
Joint Subcommittee Meeting

November 5, 2012

SCAG Los Angeles Office

Role of Subcommittees in the Development of the 2016 RTP/SCS

- Recommendations to the Policy Committees
- Additional opportunities for input



2016 RTP/SCS Milestone Schedule

Key Dates

**February-May
2013**

Findings from Subcommittees presented to Policy Committees, RC, and General Assembly

**October-
December 2014**

Policy input/direction from Policy Committees and RC on PEIR and RTP/SCS Strategies

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Subcommittee Recommendations

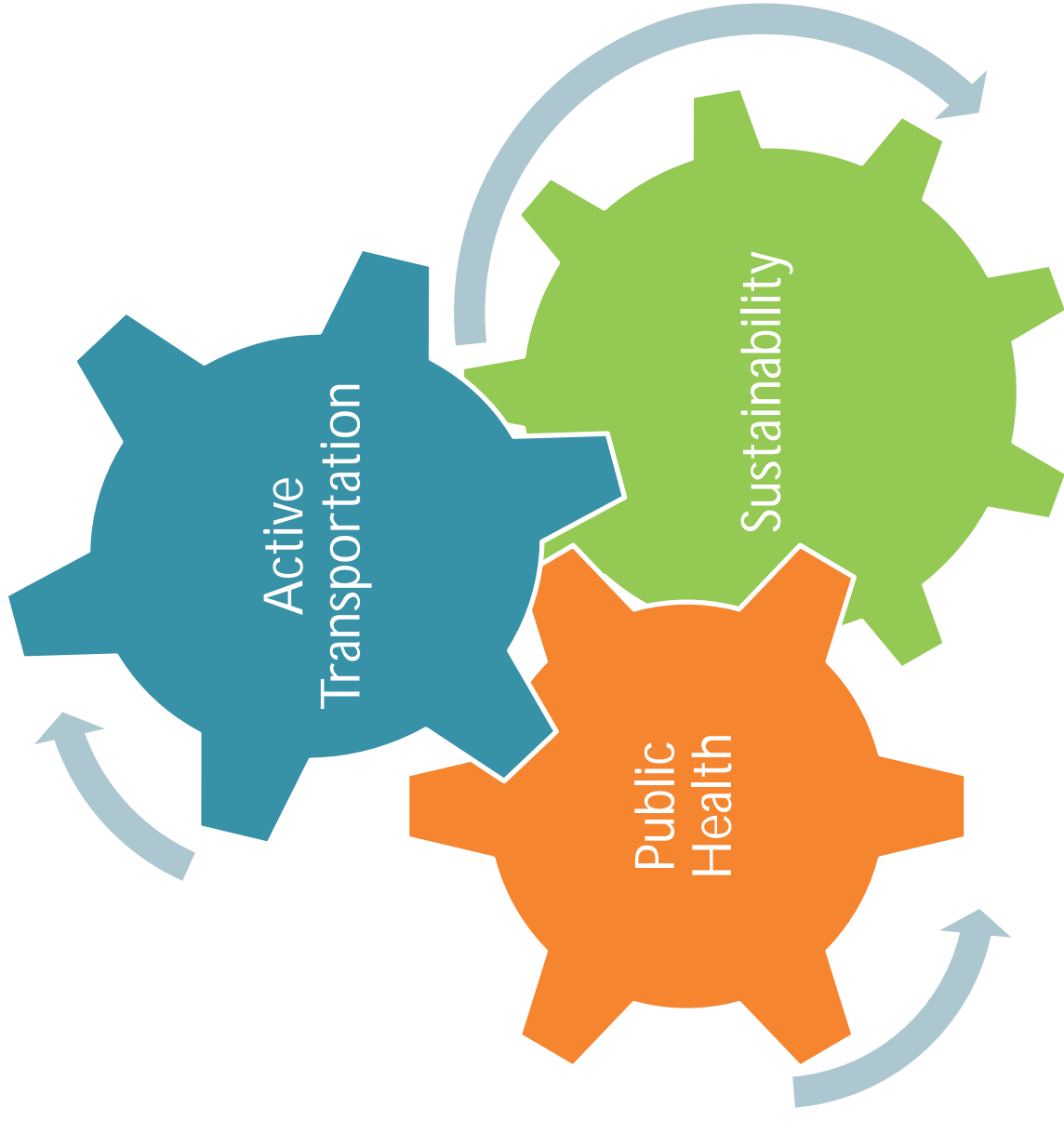
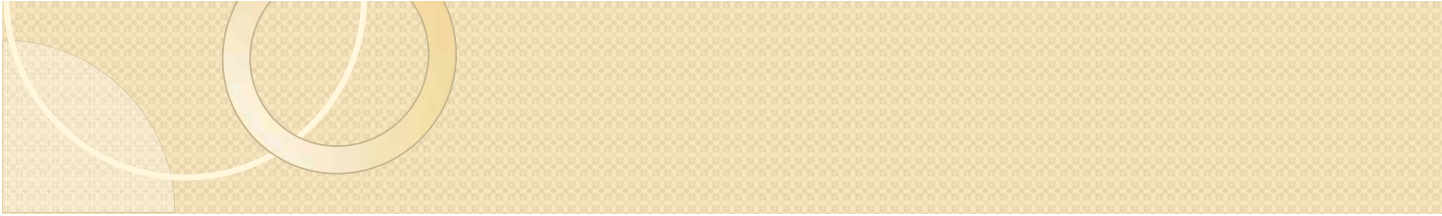
- Questions from Members
 - What types of recommendations should Subcommittee members provide to the Policy Committees?
 - What is the substance of the policy recommendations?
- Developed an overall Policy Framework to provide guidance to Subcommittees



Policy Framework



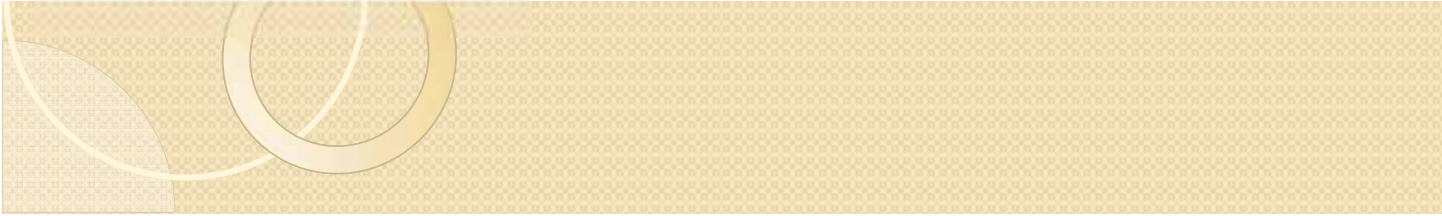
- Definition(s)
- Needs Assessment
- Performance Measurement
- Strategy
- Investment





Potential Definitions of Sustainability

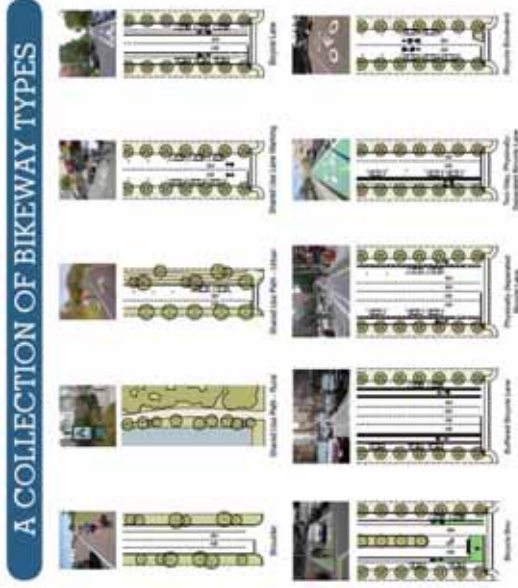
- **Conceptual**
 - Environmental Carrying Capacity – Meadows, Meadows, Randers, & Behrens (1972)
 - “Development that meets the needs of the present without compromising the ability of future generations to meet their own needs” - United Nations (1987)
- **Regulatory**
 - “Reduce statewide greenhouse gas emissions to 1990 levels by 2020.” - AB 32 (2006)
 - “Achieve specified greenhouse gas emission reduction targets for the automobile and light truck sector by 2020 and 2035” – SB 375 (2008)
- **Operational**
 - Triple Bottom Line Accounting & Reporting - Economics, Environment, & Equity auditing – Spreckley (1981) & Elkington (1997)
 - Applied Sustainability – “Ensure a better quality of life for all, now and into the future, in a just and equitable manner, whilst living within the limits of supporting ecosystems” Agyeman, et al., (2003)



Joint Policy Considerations/ Deliverables

- **Performance Measurement**
 - Quantifying benefits of active transportation relates to public health and sustainability principles
 - Social determinants of health includes active transportation and sustainable urban design
- **Strategy**
 - Scenario Development & Modeling analyzes varying emphasis on transit-oriented development and accessibility to different transportation options
 - Sustainable Development Policies include Complete Streets
- **Investment**
 - Funding priority for active transportation supports opportunities for physical activity and reduction in vehicle emissions
 - Implementation Grant Programs support local projects that promote active transportation, public health, and sustainability principles
- **Social Equity/Environmental Justice**
 - Social Equity/Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income and is an underlying principle in all three areas
 - Topic for the next Joint Subcommittee Meeting (December 2012-January 2013)

Definitions



- Standard Definitions for Bikeway Types
- Definitions for Public Health and Healthy Community
- Operational Definition of “Sustainability” for SCAG



Needs Assessment

- Gaps in Regional Bikeway Network
- Health Impact Assessments (HIA)
- Local Policies that Support Sustainability Principles





Performance Measurement



- Quantify Benefits of Active Transportation
- Social Determinants of Health
- Further Refinements for measuring Location Efficiency



Strategy



- Consensus building and working with other agencies
- Strategies to increase positive health outcomes
- Scenario development and modeling



Investment



- How can SCAG maximize funding for Active Transportation?
- Increased funding for transportation projects that support public health goals
- Implementation Grant Programs (Compass Blueprint, Green Regions etc.)

Active Transportation Policy Framework – For Discussion

Policy Component	Considerations	Potential Recommendations/Actions	RTP/SCS Process
Definitions	<ul style="list-style-type: none"> • Definitions for the following: <ul style="list-style-type: none"> ○ Types of existing bicycle facilities ○ Experimental designs being used for bikeways 	2012-2035 RTP/SCS Implementation Actions <ul style="list-style-type: none"> • Work with local jurisdictions and Caltrans to develop standard definitions of experimental bikeways in use in the region, ensuring consistency and helping acceptance of standards on State/national level 	Provide guidance to staff to help ensure commonality for bikeway development across region

Policy Component	Considerations	Potential Recommendations/Actions	RTP/SCS Process
Needs Assessment	<ul style="list-style-type: none"> • What data is available to measure Active Transportation Mode Share? • What additional data needs to be collected to measure performance and at what cost? • What barriers are in place (policies, priorities, fiscal constraints) that constrain active transportation infrastructure development? • How do we increase safety? 	<p>2012-2035 RTP/SCS Implementation Actions</p> <ul style="list-style-type: none"> • Identify nexus between Active Transportation infrastructure and increased safety <p>2016 RTP/SCS Development</p> <ul style="list-style-type: none"> • Continue to work with local jurisdictions to collect Active Transportation data in a central repository • Work to leverage available data to help in measuring/forecasting Active Transportation. • Review local and state policies/procedures for barriers to Active Transportation infrastructure development • Continue to work with local jurisdictions to collect Active Transportation data in a central repository 	<p>Provide guidance to staff for research and development</p>

Policy Component	Considerations	Potential Recommendations/Actions	RTP/SCS Process
Strategy	<ul style="list-style-type: none"> • How does SCAG promote Active Transportation against competing modes in a fiscally limited environment? • How can SCAG build consensus on regional active transportation goals and objectives? • How can SCAG collaborate with local public health departments and other organizations to develop mutually beneficial Active Transportation policies and programs? 	<p>2012-2035 RTP/SCS Implementation Actions</p> <ul style="list-style-type: none"> • Continue to promote Active Transportation as part of a comprehensive solution to help reduce GHG emissions and increase public health <p>2016 RTP/SCS Development</p> <ul style="list-style-type: none"> • Continue to seek stakeholder input on the FY12-16 Work Plan <p>2016 RTP/SCS Preliminary Policy Recommendations</p> <ul style="list-style-type: none"> • Work in partnership with local public health departments and other organizations to develop active transportation strategies to increase public health and regional quality of life 	<p>Provide guidance to staff to develop strategies that will help address resolving needs identified in the needs assessment</p>
Performance Measurement	<ul style="list-style-type: none"> • What are the appropriate indicators and metrics to assess the performance of the RTP/SCS as it affects Active Transportation? 	<p>2012-2035 RTP/SCS Implementation Actions</p> <ul style="list-style-type: none"> • Develop appropriate Active Transportation performance measures for monitoring implementation <p>2016 RTP/SCS Development</p> <ul style="list-style-type: none"> • Develop appropriate Active 	<p>Provide guidance to staff to measure what level the goals of the strategies are being met</p> <p>Provide guidance to staff for research and development</p>

Policy Component	Considerations	Potential Recommendations/Actions	RTP/SCS Process
		<p>Transportation performance measures for the 2016 RTP/SCS.</p>	<p>Preliminary policy recommendations subject to further technical work and review (Plans & Programs Technical Advisory Committee)</p>
<p>Investment</p>	<ul style="list-style-type: none"> • What funding opportunities are available for SCAG and local jurisdictions? • How can SCAG maximize Active Transportation funding for the region? • Increased funding in active transportation projects can support SCAG goals on sustainability, public health and transit. 	<p>2012-2035 RTP/SCS Implementation Actions</p> <ul style="list-style-type: none"> • Research and review available funding sources for Active Transportation related projects and programs • Develop an Active Transportation legislative strategy focusing on safety, streamlining costs and increased funding • Develop methods to leverage different sources of federal/state/local funding for Active Transportation. <p>2016 RTP/SCS Development</p> <ul style="list-style-type: none"> • Estimate amount of funding necessary to fully develop the Active Transportation Network 	<p>Provide guidance to staff to help determine the amount of available funding for meeting active transportation needs in the region</p>

Policy Component	Considerations	Potential Recommendations/Actions	RTP/SCS Process
Benefits	<ul style="list-style-type: none"> • What are the economic benefits of active transportation? <ul style="list-style-type: none"> • Housing prices • Commuting • Recreational • Industry (mfg and repair) • Employment • Public health 	2012-2035 RTP/SCS Implementation Actions <ul style="list-style-type: none"> • Research and review economic impacts of active transportation • Research and review public health benefits of active transportation 2016 RTP/SCS Development <ul style="list-style-type: none"> • Estimate the economic and health benefits of fully developing the Active Transportation Network 	Provide guidance to staff to identify the benefits of achieving the strategies to be outlined as compared to base year conditions or baseline plan

Public Health Policy Framework- For Discussion

Policy Component	Considerations	Potential Recommendations/Actions	RTP/SCS Process
Definitions	<ul style="list-style-type: none"> • Definitions for the following: <ul style="list-style-type: none"> ○ Public health ○ Healthy community ○ Factors affecting health 	2016 RTP/SCS Preliminary Policy Recommendations <ul style="list-style-type: none"> • Develop a definition of public health to guide regional public health policy • Develop a list of factors affecting health to guide regional public health policy 	Provide guidance to staff, and eventual integration into 2016 RTP/SCS text
Needs Assessment	<ul style="list-style-type: none"> • How can Health Impact Assessments (HIA) be used to improve regional public health? • How should SCAG utilize other health assessments undertaken by local public health departments? 	2016 RTP/SCS Development <ul style="list-style-type: none"> • Review how HIAs can be used to inform the RTP/SCS • Work in partnership with local public health departments to determine needs assessment gaps 	Provide guidance to staff for research and development

Policy Component	Considerations	Potential Recommendations/Actions	RTP/SCS Process
Performance Measurement	<ul style="list-style-type: none"> • What are the appropriate indicators and metrics to assess the performance of the RTP/SCS as it affects public health? • How should SCAG address other social determinants of health? 	<p>2016 RTP/SCS Development</p> <ul style="list-style-type: none"> • Develop appropriate public health performance measures for the 2016 RTP/SCS • Consider measuring other social determinants of health 	<p>Provide guidance to staff for research and development</p> <p>Preliminary policy recommendations subject to further technical work and review (Plans & Programs Technical Advisory Committee)</p>
Strategy	<ul style="list-style-type: none"> • What is SCAG's role in promoting public health policies in the region? • Should SCAG develop guiding principles to steer public health strategies, policies, and programs? • What other mitigation strategies can SCAG develop to address the negative health effects of the RTP/SCS? • How can SCAG collaborate with local public health departments and organizations to develop regional public health policies and programs? 	<p>2012-2035 RTP/SCS Implementation Actions</p> <ul style="list-style-type: none"> • Consider the development of a Public Health Work Plan to inform regional planning, pending budget availability <p>2016 RTP/SCS Development</p> <ul style="list-style-type: none"> • Develop additional mitigation strategies to address the negative health effects of the 2016 RTP/SCS <p>2016 RTP/SCS Preliminary Policy Recommendations</p> <ul style="list-style-type: none"> • Work in partnership with local public health departments and organizations to develop public health policies and programs 	<p>Provide guidance to staff for implementation activities</p> <p>Provide guidance to staff for research and development, assist and support budget allocations</p>

Policy Component	Considerations	Potential Recommendations/Actions	RTP/SCS Process
Investment	<ul style="list-style-type: none"> What funding opportunities are available for SCAG and local jurisdictions? 	<p>2016 RTP/SCS Preliminary Policy Recommendations</p> <ul style="list-style-type: none"> Develop methods to leverage different sources of federal/state/local funding for public health Research and review available funding sources for public health-related projects and programs 	Provide guidance to staff for budget allocation and direct investment through grant making, staff work, and educational opportunities

Sustainability Policy Framework- For Discussion

Policy Component	Considerations	Preliminary Policy Recommendations	RTP/SCS Notes
<p>Definitions</p>	<p>What definition of Sustainability should SCAG use to undergird the 2016 RTP/SCS:</p> <ul style="list-style-type: none"> • UN: Meeting current needs without hindering future generations from meeting their own needs. • SB375: Reduce GHG emissions to 1990 levels by 2035 through a combination of vehicle, and stationary source emissions reductions technologies, and per capita VMT reductions. • Academic: Balance policies using triple bottom line determination: Equity, Environment, Economy - or- People, Places, Profit 	<p>2016 RTP/SCS Process</p> <ul style="list-style-type: none"> • Develop a definition of sustainability that recognizes the unique history and development patterns of Southern California yet challenges the region to achieve nationally ambitious targets • Develop a definition of sustainability which recognizes the importance of local decision making, yet fosters regionally significant sustainability goals 	<p>Provide guidance to staff, and eventual integration into 2016 RTP/SCS text</p>

Policy Component	Considerations	Preliminary Policy Recommendations	RTP/SCS Notes
	<ul style="list-style-type: none"> What are the indicators and metrics that SCAG can efficiently collect and monitor? 	<p>2016 RTP/SCS Process</p> <ul style="list-style-type: none"> Identify sustainability goals outside of transportation and land use, and identify regional partners to work with to achieve those goals e.g. water, energy, habitat conservation Develop and refine performance metrics for location efficiency in order to measure development siting impacts Refine methods for measuring and analyzing jobs/housing fit across regional housing and employment centers 	<p>Provide guidance to staff for research and development</p>
Strategy	<ul style="list-style-type: none"> Based on the definition of sustainability, what are the guiding principles for SCAG implementation strategies? How can SCAG collaborate with traditional, and new partners to implement sustainability measures? 	<p>2012 RTP/SCS Policy Implementation</p> <ul style="list-style-type: none"> Encourage development and adoption of sustainable development policies and zoning, and local climate action plans <p>2016 RTP/SCS Process</p> <ul style="list-style-type: none"> Develop regional growth scenarios to better achieve sustainability by analyzing varying emphasis on TOD, walk/bike-ability, complete streets, and alternative vehicles for neighborhood level trip making 	<p>Provide guidance to staff for implementation activities</p> <p>Provide guidance to staff for research and development, assist and support budget allocations</p>

Policy Component	Considerations	Preliminary Policy Recommendations	RTP/SCS Notes
		<ul style="list-style-type: none"> Assist local agencies in analyzing the relative lifetime costs and benefits of infill development in terms of infrastructure and services <p>2016 RTP/SCS Policies</p> <ul style="list-style-type: none"> Develop policies regarding alternatives to traditional one-dimensional auto-oriented transportation engineering methods 	<p>Determine appropriate role for SCAG in supporting willing jurisdictions efforts to clear regulatory, and environmental clearance barriers to adoption</p>
Investment	<ul style="list-style-type: none"> What are the sources of funds that SCAG can access to develop and sustain direct investments? How can SCAG best invest in cutting edge local implementation projects? 	<p>2012 RTP/SCS Policy Implementation</p> <ul style="list-style-type: none"> Perform validation studies to provide documented analysis of alternative trip generation, Level of Service (LOS) analysis and Parking Requirement methodologies Continue to invest in local planning projects through the Compass Blueprint program, and new Green Region and Active Transportation grant programs Explore ability to invest in design and direct implementation of sustainable projects Advocate for member jurisdictions at the state and federal levels to 	<p>Provide guidance to staff for budget allocation and direct investment through grant making, staff work, and educational opportunities</p>

Policy Component	Considerations	Preliminary Policy Recommendations	RTP/SCS Notes
		<p>secure value-capture funding and financing tools to encourage public benefit development</p> <p>2016 RTP/SCS Process</p> <ul style="list-style-type: none"> Invest in local customization of open-source scenario development and modeling systems 	

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Public Health Challenges and Response: Healthy Communities Initiatives in San Bernardino County

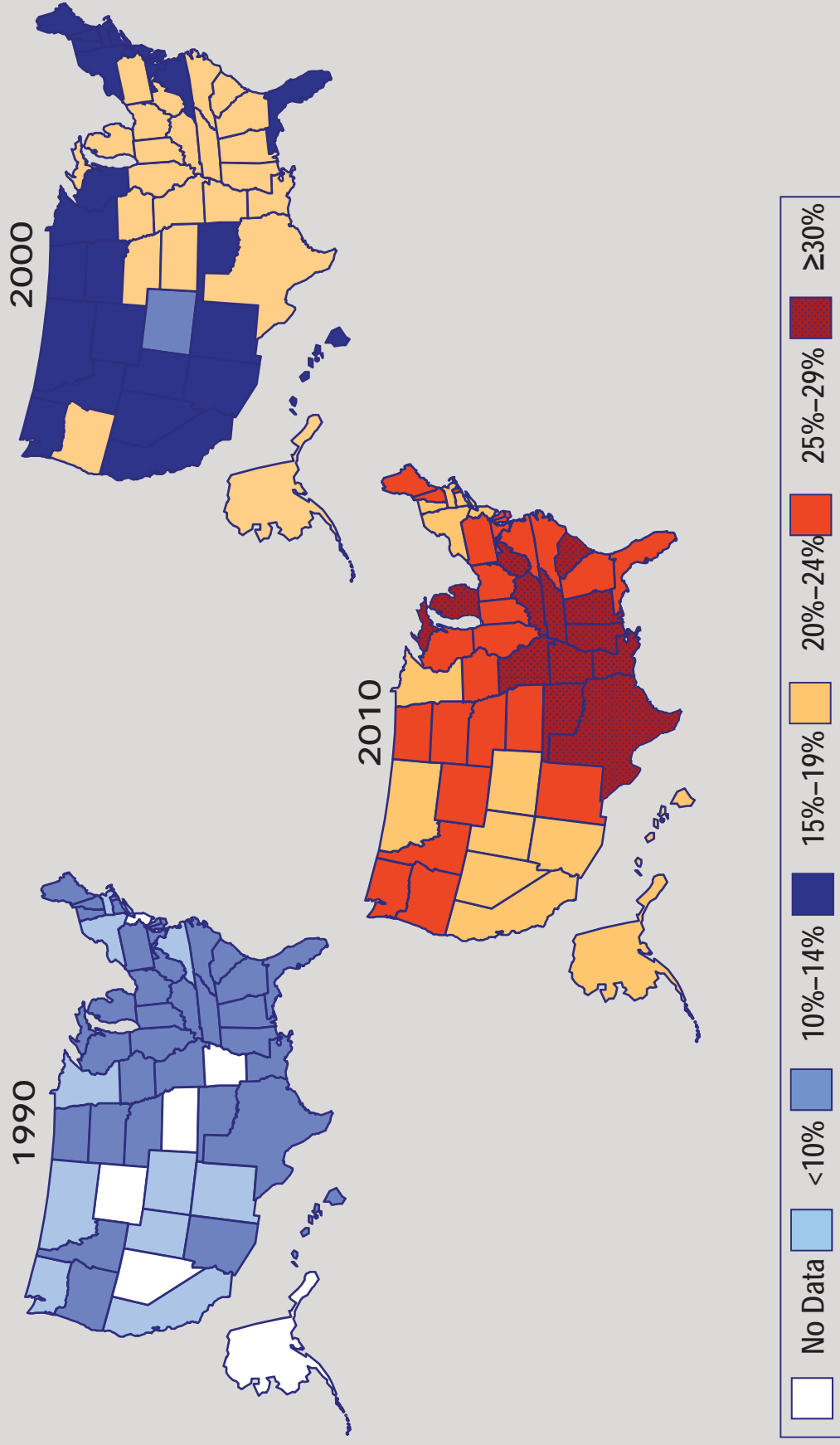


San Bernardino County Department of Public Health

CHALLENGE: Obesity Trends, U.S. Adults

BRFSS, 1990, 2000, 2010

(*BMI ≥ 30 , or about 30 lbs. overweight for 5'4" person)



CHALLENGE: Life expectancy decrease

“The youth of today may, on average, live less healthy and possibly even **shorter lives than their parents**”

Source: New England Journal of Medicine, Volume 352:1138-1145 March 17, 2005 Number 11
A Potential Decline in Life Expectancy in the United States in the 21st Century
S. Jay Olshansky, Ph.D. et al

CHALLENGE:

The Riverside-San Bernardino metropolitan area is...

- 4th most obese in US
- #1 most sprawling in US

Health

America's Most Obese Cities

Rebecca Ruiz 11.26.07, 6:00 PM ET



Forbes
U.S. EUROPE ASIA
.com

4. Riverside/San Bernardino, Calif.: 30.8%

Those living in the city of Riverside and the surrounding metropolitan area, located about an hour east of Los Angeles, are likely victims of a car-centric culture. But despite efforts to promote safe streets and bicycle riding, the obesity epidemic is only getting worse: 30.8% percent of Riverside residents are obese, a 5% increase from 2005. The percentage of people neglecting regular exercise is also creeping upward, now standing at 30%.

“[Residents] are likely victims of a car-centric culture.”

CHALLENGE

“It is unreasonable to expect that people will change their behavior so easily when so many forces in the social, cultural, and physical environment conspire against change.”

- Institute of Medicine of the National Academies

RESPONSE



San Bernardino County Department of Public Health

- Countywide effort since 2006
- Create healthy environments
- Promote healthful lifestyles

IN PARTNERSHIP WITH MANY ...
especially Municipalities

Transportation and Planning Focus

City Focus Areas

General plan updates

Smart growth

Transit oriented development

Mixed use neighborhoods

Safe walkable & bikeable neighborhoods

Complete streets

Bicycle/pedestrian master plans

RESPONSE: Countywide Vision



Adopted in 2011 by:

- San Bernardino County Board of Supervisors
- San Bernardino Associated Governments
- 22 municipal governments
- Includes 9 elements

Wellness Element

“ ... reduce chronic disease and socio-economic disparities through health education, promotion of healthy lifestyles and *healthy city initiatives*...”

RESPONSE:



- Ongoing tracking:
 - Indicators of health determinants and outcomes

Vision

... a commitment to optimizing health and wellness is embedded in all decisions by residents, organizations and government.

Purpose

... a community health improvement framework ... builds upon the Countywide Vision by setting evidence-based goals and priorities for action...

Contact

San Bernardino County Department of Public Health
Healthy Communities Program
(909) 387-6604
Mailing Address:
351 N. Mountain View Ave.
San Bernardino, CA 92415-0010

Evelyn “Evy” Trevino, Program Coordinator
etrevino@dph.sbcounty.gov

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Anaheim OUTDOORS

Connectivity Plan "IT'S YOUR BACKYARD"

Anaheim Outdoors Connectivity Plan SCAG Compass Blueprint and Urban Greening Grants

SCAG Sustainability Subcommittee
November 5, 2012

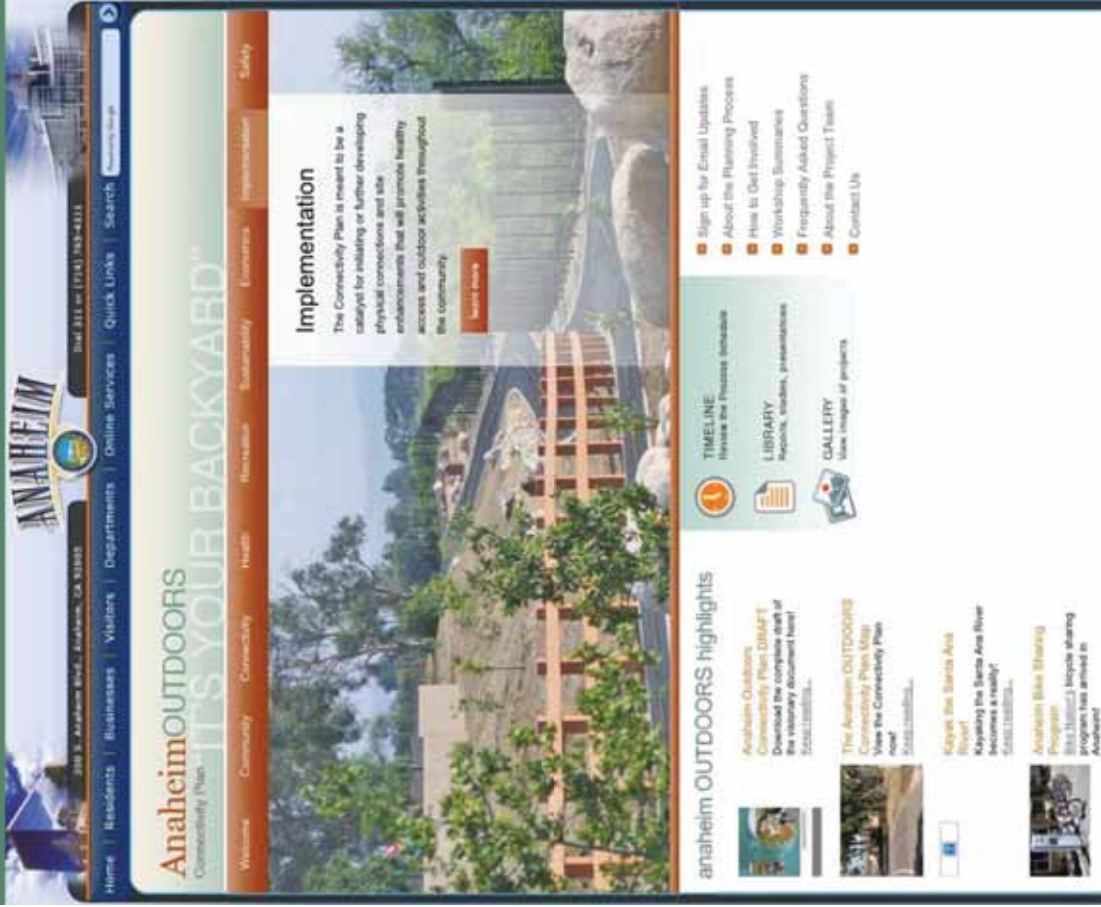
Introduction by: Councilmember Kris Murray
City of Anaheim

Pamela Galera, LEED AP
Principal Project Planner
Landscape Architect
City of Anaheim



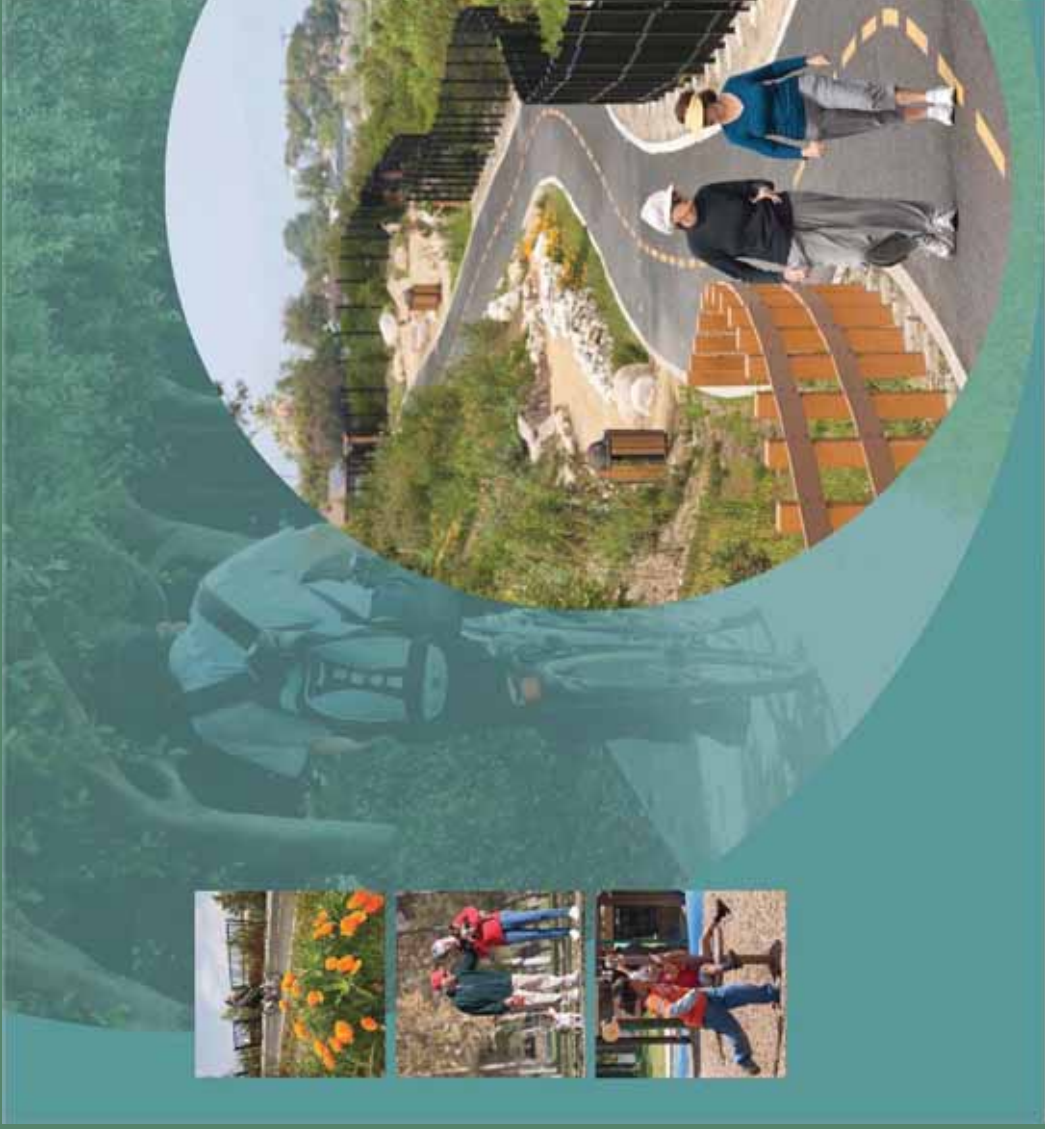
City of Anaheim

Anaheim Outdoors Website!



www.anaheimoutdoors.net

Anaheim Outdoors Report!



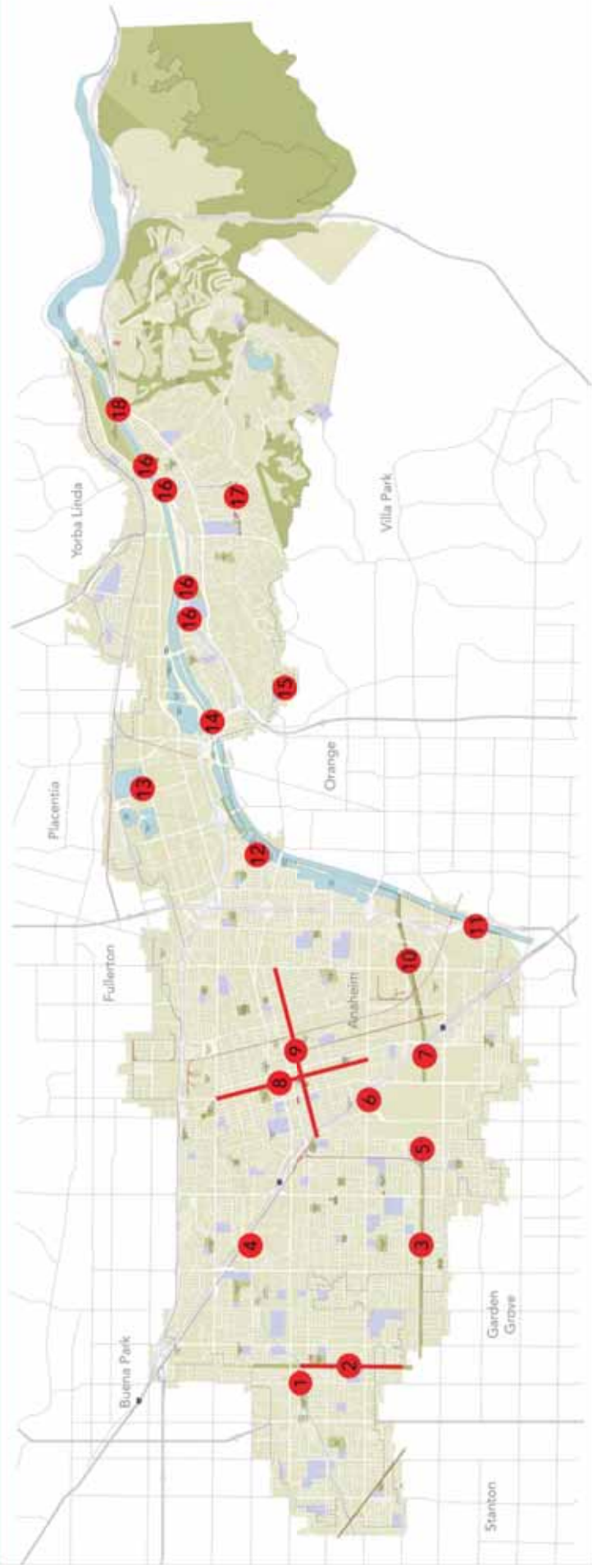
Anaheim **OUTDOORS**
Connectivity Plan "IT'S YOUR BACKYARD"

Connectivity Plan – Key Results

- ✓ Over 45 City Depts and SoCal Agencies Engaged in Planning Process
- ✓ 18 Opportunity Sites Identified
- ✓ Additional 130 acres of New Parks and Open Space Proposed
- ✓ 200 miles of Bike Routes Identified
- ✓ Reduction of 120,000 Vehicle Miles Travelled per Day
- ✓ Reduction of Greenhouse Gas Emissions by 56 metric tons

Connectivity Plan – Key Results

✓ 18 Opportunity Sites Identified



Connectivity Plan - Focus

- Build Community
- Improve Connectivity
- Promote Healthy Lifestyle
- Increase Recreation Opportunities
- Foster the Sustainable Landscape
- Enhance Financial Value
- Promote Safety
- Implement and Maintain the Plan

1. Build Community



Engage Non-Profits and Youth Groups



Incorporate Hi Neighbor



Transform Underutilized Parcels



Build Community Gardens and Dog Parks

1. Build Community



Identify Outdoor Venues for Events



Include Interpretive and Cultural Features

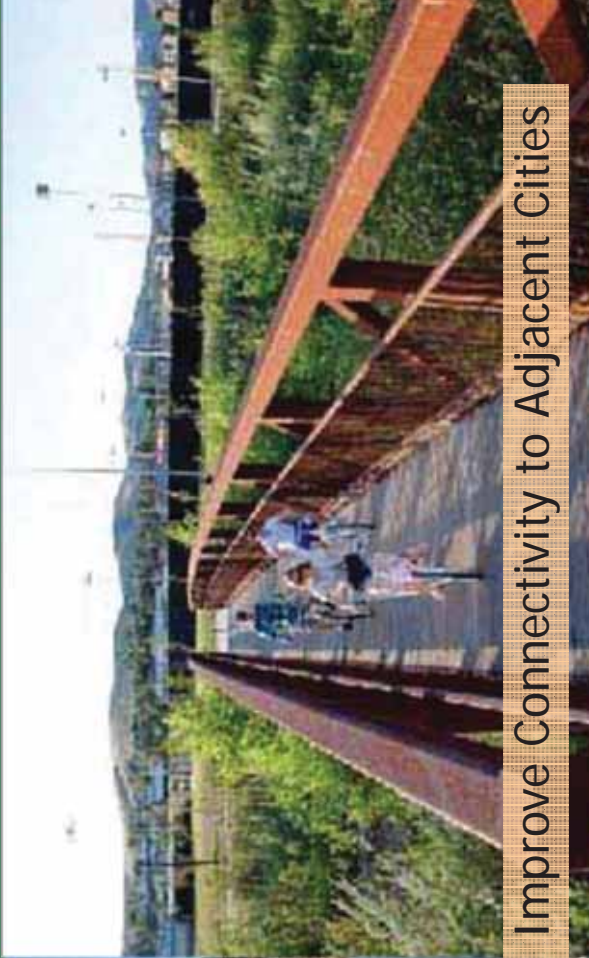


Create Neighborhood Landmarks

2. Improve Connectivity



Link Trails and Bike Routes to Transit



Improve Connectivity to Adjacent Cities

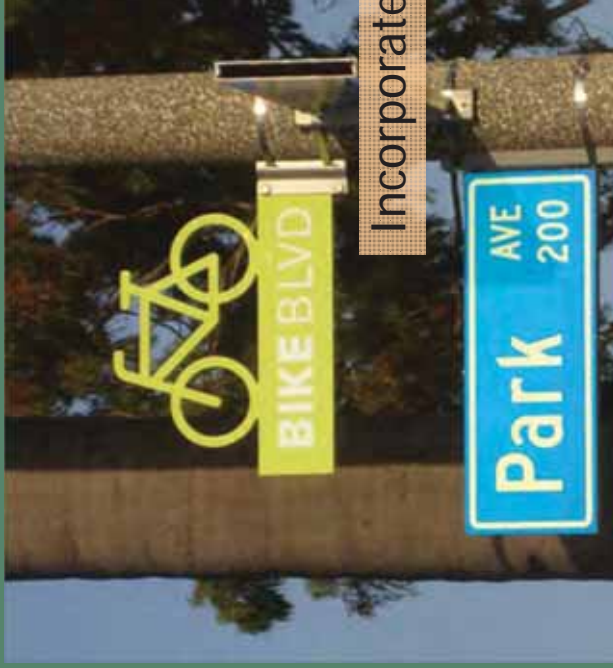


Create Pedestrian Friendly Streets



Embrace "Complete Streets"

2. Improve Connectivity



Incorporate Bike Boulevards



Think Regionally



Provide Connectivity for Multiple User Groups

3. Promote Healthy Lifestyle



Incorporate Healthy Foods and Fitness into Parks



Create Parks with Health Focus to combat "Nature Deficit Disorder"



Promote Options for Non-Motorized Access

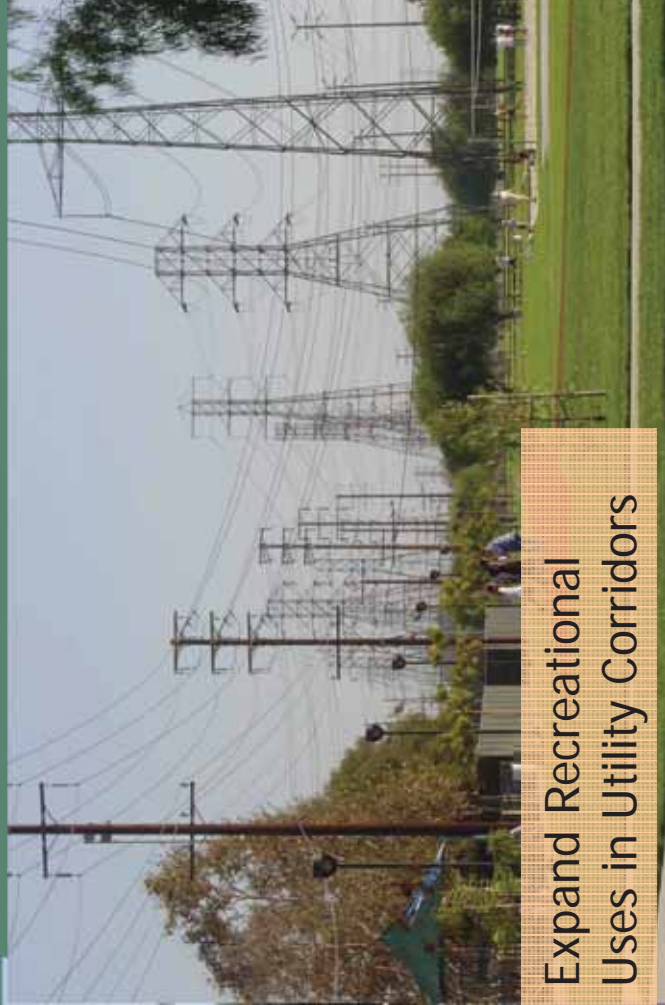


Build Trails with Exercise Stations

4. Increase Recreation Opportunities



Allow for Aquatic Recreation



Expand Recreational Uses in Utility Corridors



Provide Access to Youth Recreation



Transform Flood Control Channels and connect Attractions with Trails

5. Foster the Sustainable Landscape



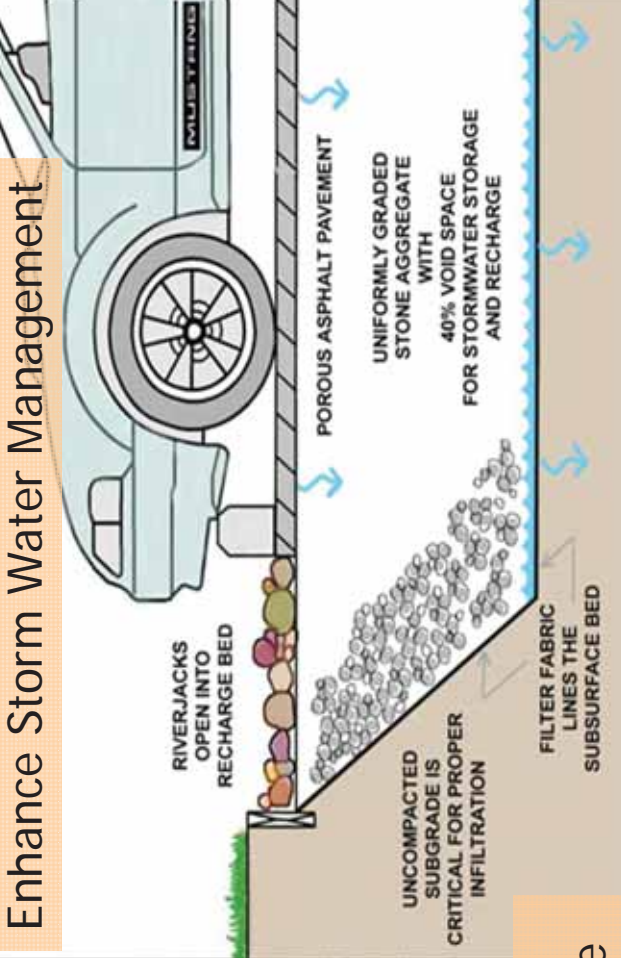
Promote Green Streets



Include Roof Gardens, Solar Panels and Alternative Energy



Landscape Excess Rights-of-Way and adopt a Calif Friendly Landscape Palette



Enhance Storm Water Management

6. Enhance Financial Value



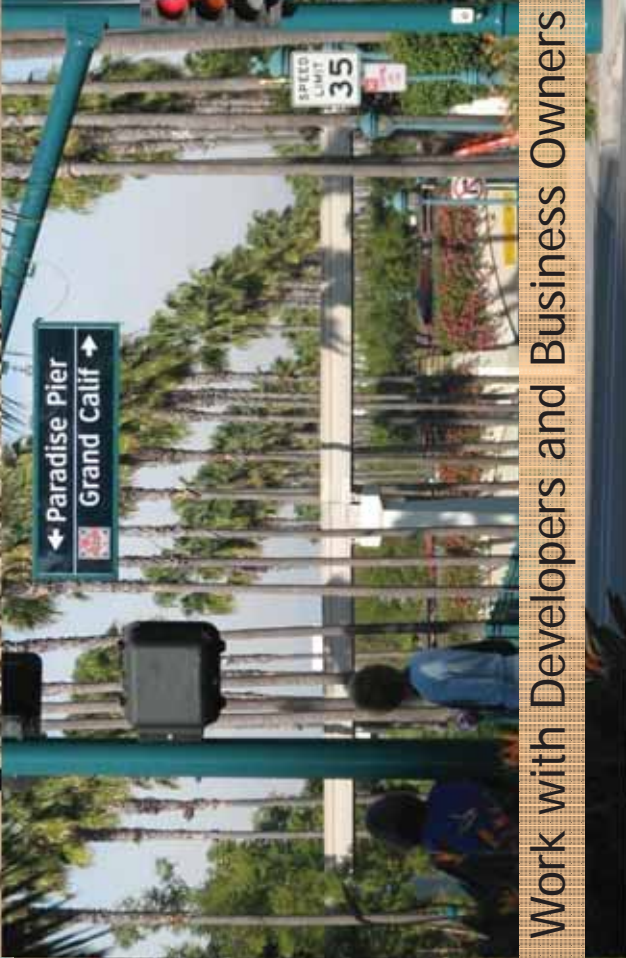
Parks to Reflect Community Pride and Investment



Utilize Plans to Spur Neighborhood Dev.



Parks to Increase Property Values



Work with Developers and Business Owners

6. Enhance Financial Value



Cultural and Recreation Programs to Increase Property Values



Combine Parks and Cultural Amenities



Coordinate Plans with Tourism



Attract New Businesses

7. Promote Safety



RESPECT:

OTHER VISITORS - Slow Down & Communicate When Passing.
THE LAND AND WILDLIFE - Leave NO Trace.
TRAIL RULES - Be Responsible.



Enhanced Safety for Pedestrians, Bicyclists, and Equestrians at Parks and Trails

8. Implement and Maintain the Plan



Create a Phased Implementation Plan



Strengthen Public-Private Partnerships



Enhance Inter-Agency and non-profit Partnerships



Consider All Projects – Regardless of Size

Proposed Anaheim Outdoors Resolution

1. Encourage Non-Motorized Transportation
2. Create Bicycle Friendly Streets
3. Provide a Higher Level of Maintenance for Bicycle Friendly Streets
4. Improve Vacant Parcels
5. Connect to Nature
6. Expand the Urban Forest
7. Improve Accessibility
8. Integrate this Plan into City Documents
9. Improve Access to Fresh Food

Anaheim OUTDOORS

Connectivity Plan "IT'S YOUR BACKYARD"

Anaheim Outdoors Connectivity Plan

SCAG Compass Blueprint and Urban Greening Grants

SCAG Sustainability Subcommittee
November 5, 2012

Pamela Galera, LEED AP
Principal Project Planner
Landscape Architect
City of Anaheim
pgalera@anaheim.net



City of Anaheim

Parkway 1e11

Joint Meeting of SCAG's Active Transportation,
Public Health, and Sustainability Subcommittees



CVAG

Tom Kirk

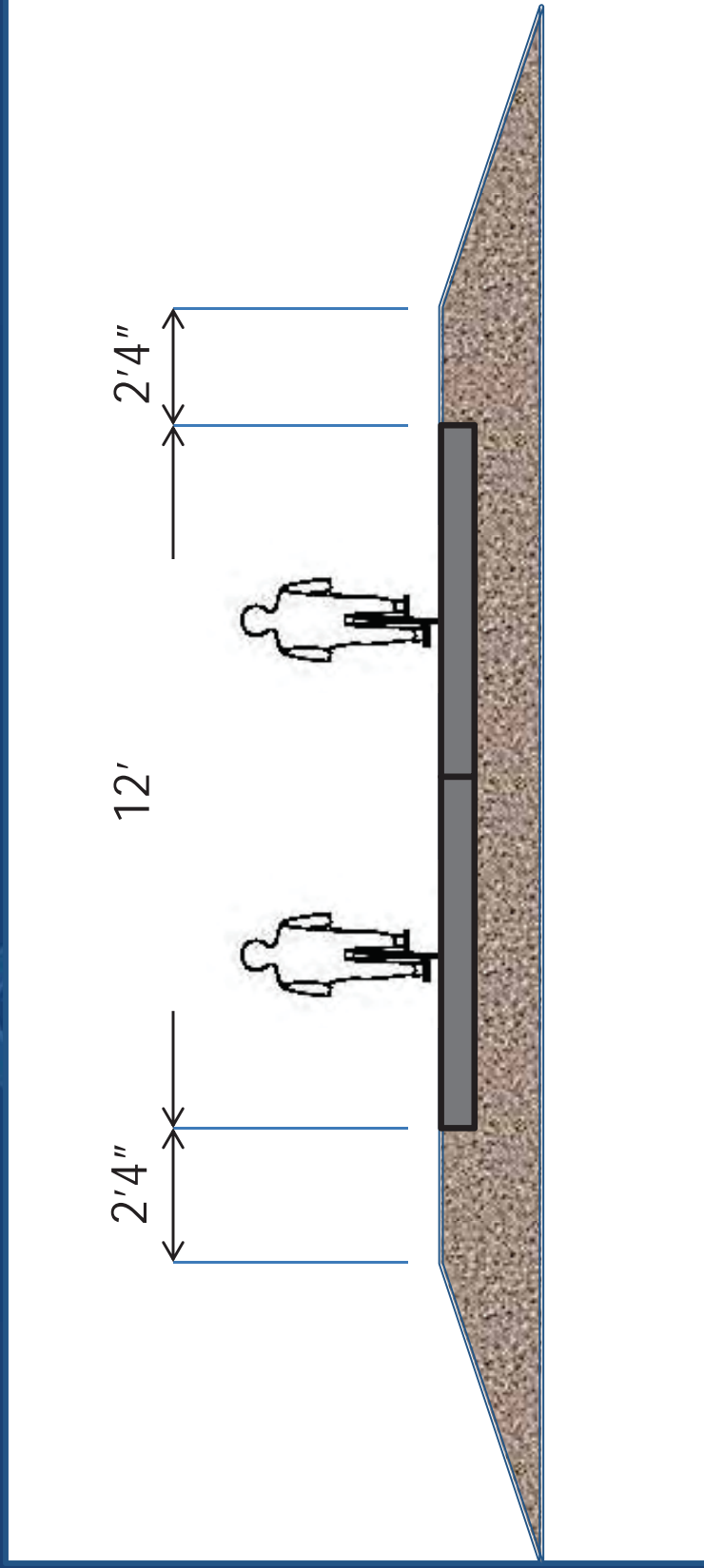
November 5, 2012

Background

- Regional Trails Corridor Study
- Tens of Millions \$
- Decades of Work
- Reasonable Steps Identified
- Report Filed Away

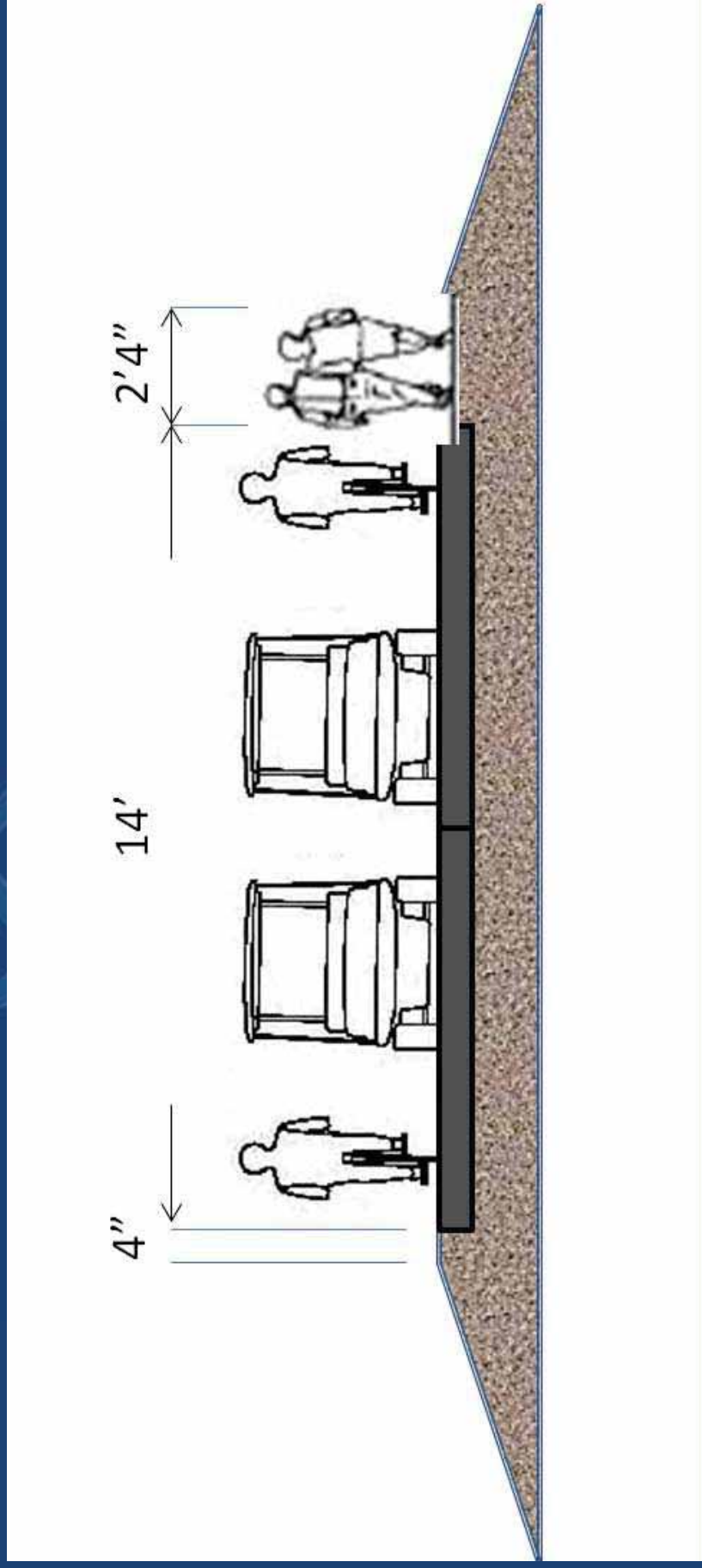


The Concept for Biking



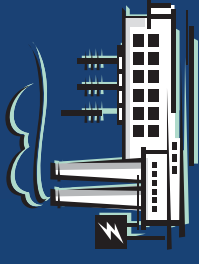
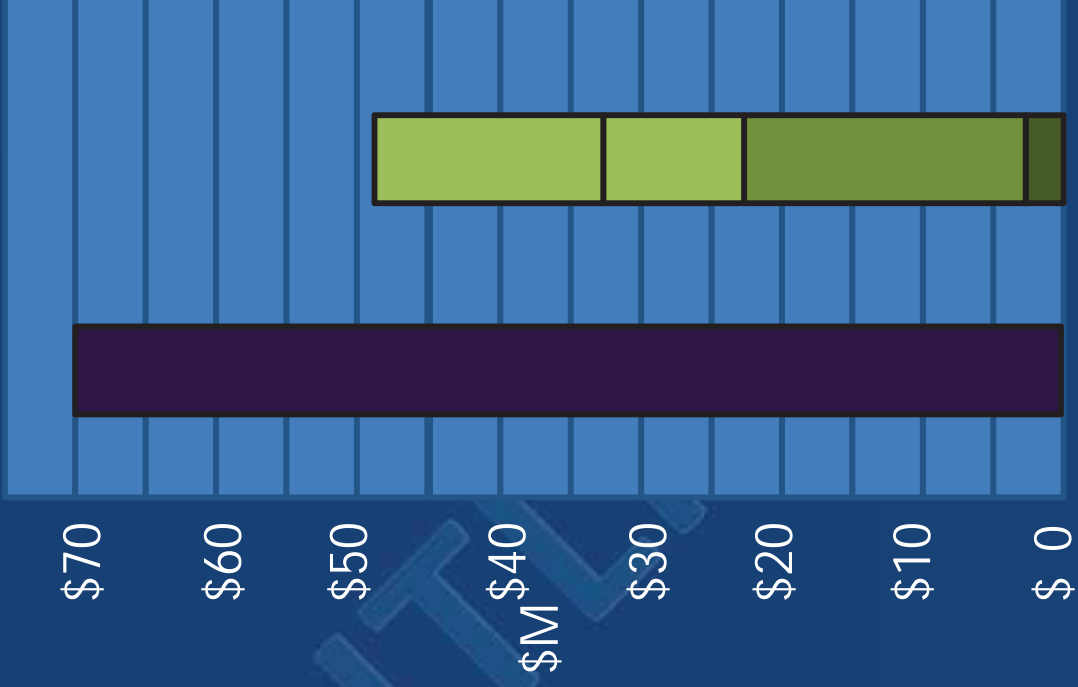
Opportunity For More

- More than a bike trail
- Mostly grade separated



Linking Benefits to Financing

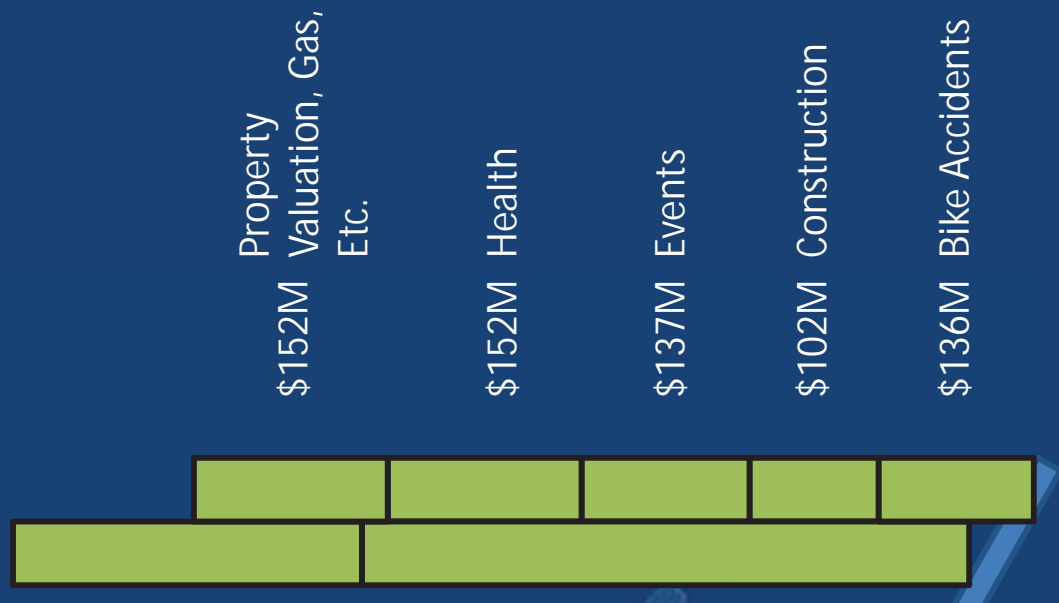
- State & Federal
- CVAG TUMF & Measure A
- Public Health Funding
- Air Quality Funding (Sentinel Mitigation)



Economics

- Build on Existing Tourism Industry

- Cost vs Benefit



Frequently Asked Questions

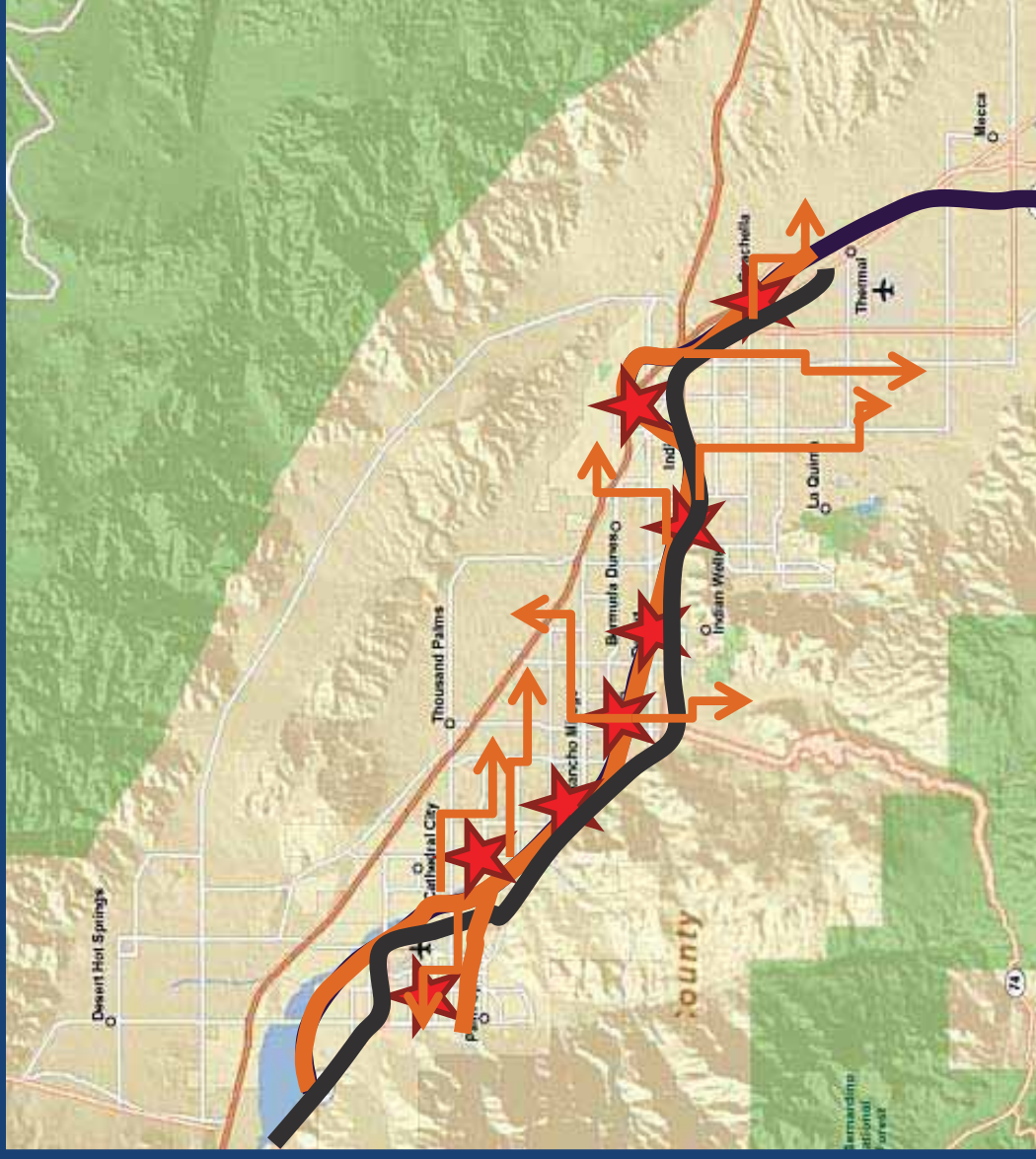
- Will it Take Too Long?
- Will it Flood?
- Will it Cost to Maintain?
- Who Will Use it?
- Isn't it Too Hot?

Next Steps

- Master Plan - 2 Years
- Seek Air Quality Funding
- Construct 1st Phases
 - Palm Springs to Rancho Mirage
 - La Quinta to Indio (e.g. Monroe St.)

A PARKway 1e11 for the 21st Century

- Weaves Through 8 CV Cities
- Stimulate Local Connections
- Spine Just Like Hwy 111



A PARKway 1e11 for the 21st Century



CVAAG



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
 SUSTAINABLE COMMUNITIES STRATEGY
 Towards a Sustainable Future



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

www.scag.ca.gov/rtp2012

Economic Impact of the 2012–2035 RTP/SCS

Investing in the region's transportation system is critical to Southern California's economic prosperity. With a gross regional product of nearly \$900 billion, Southern California's economy is the 16th largest in the world behind South Korea. It is imperative to protect and strengthen the region's assets, maximize natural resources and invest in infrastructure to compete on a global scale in the 21st century. Long-term strategic investments in the region create jobs and ensure a competitive future both nationally and internationally.

SOUTHERN CALIFORNIA ECONOMY

- ▶ The region's population is projected to increase by 4 million to 22 million by 2035
- ▶ The region is projected to add 1.7 million jobs by 2035 totaling 9.4 million
- ▶ The gross regional product of nearly \$900 billion places the region's economy as the 16th largest in the world
- ▶ Southern California's top four industries are transportation dependent: trade, technology, tourism and entertainment
- ▶ The twin ports of Los Angeles and Long Beach together are investing over \$6.0 billion in infrastructure projects over the next decade to compete in a 21st century global economy
- ▶ The region's diversified industry base requires a multi-modal transportation approach
- ▶ California's unemployment rate was the second highest in the nation in 2010 and 2011
- ▶ Southern California has nearly one million unemployed two and a half years after the recession technically ended

ECONOMIC ANALYSIS

SCAG contracted four outside economic experts to review the 2012–2035 RTP/SCS and provide an independent economic analysis. The economic impact of the plan was calculated based on a leading economic-forecasting model that evaluates the economic impacts of transportation improvements called Regional Economic Models, Inc. (REMI).

- ▶ The 25-year investment plan generates an average of 174,500 jobs per year from construction and operations expenditures
- ▶ The improved transportation network will generate an additional 354,000 annual jobs through congestion relief, increased labor mobility and efficient movement of goods
- ▶ Every \$1 spent on infrastructure investments yields a return of \$2.90 (see Figure 1)
- ▶ The projected cost per day/per capita is less than \$2.00 (see Figure 2)
- ▶ The projected benefit per day/per capita exceeds \$5.00 (see Figure 3)

QUICK FIGURES

FIGURE 1

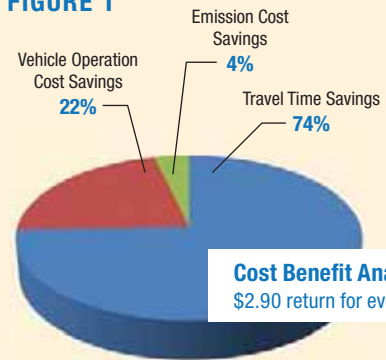


FIGURE 2

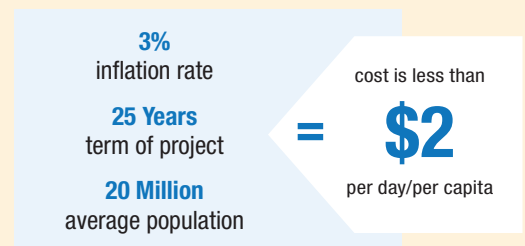
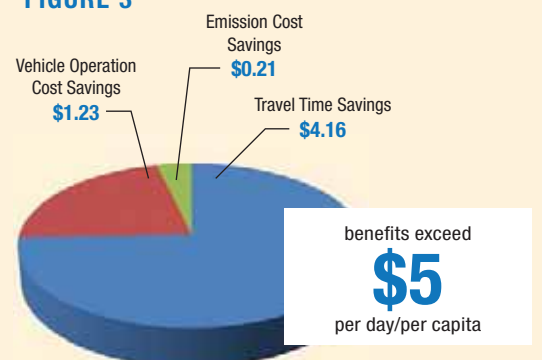


FIGURE 3



2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy

The region represented by the Southern California Association of Governments is projected to add 4 million residents and 1.7 million jobs by 2035. To protect quality of life for future generations, the 2012-2035 RTP/SCS is presented as an economic development strategy as well as a transportation, infrastructure and sustainability investment plan.

MOBILITY BENEFITS

- ▶ The plan improves overall mobility and provides needed congestion relief by closing critical gaps in the network and an expansion of the system to accommodate current and future needs
- ▶ Implementation of the plan will result in a doubling of new households living near high quality transit areas from 25% to 51% in 2035
- ▶ By integrating land use and transportation, 53% of future jobs will be located near high quality transit areas in 2035 compared to 33% without the plan
- ▶ The per day/per capita delay due to congestion is projected to fall by 24% from 17.3 minutes today to 13.1 minutes by 2035

ECONOMIC BENEFITS

- ▶ The 25-year investment plan is projected to add an average of 174,500 jobs per year from construction and operations expenditures
- ▶ The improved transportation network will generate an additional 354,000 jobs per year from congestion relief, increased labor mobility and the efficient movement of goods
- ▶ The plan will provide a \$2.90 investment return for every \$1 spent
- ▶ The job growth will create wealth in the region, raise household income and enhance the region's economic competitiveness
- ▶ The plan reduces household costs associated with driving, energy and water use

HEALTH BENEFITS

- ▶ Improves air quality and public health by reducing all criteria pollutants, emissions and their precursors – reactive organic gases (ROG), oxides of nitrogen (NO_x), particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), carbon monoxide (CO), and nitrogen dioxide (NO₂)
- ▶ Projects a 24% reduction in health incidences related to regional emissions
- ▶ Promotes active transportation (bicycling and walking) by providing \$6.7 billion in funding, a 270% increase over the 2008 RTP, for a 134% expansion of bikeway miles and improved sidewalk safety

SUSTAINABILITY BENEFITS

- ▶ Reduction of per capita GHG emissions of 9% by 2020 (vs. target of 8%) and 16% by 2035 (vs. target of 13%)
- ▶ The integrating of land-use, housing and transportation planning will result in the conservation of land-use and the reduction of transportation fuel, electricity and natural gas, saving households \$3,400 per year
- ▶ Compact and urban infill development will result in a 6% reduction in regional water use and 8% reduction in energy consumption



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

818 West 7th Street, 12th Floor | Los Angeles, CA 90017
Tel: (213) 236-1800 | Fax: (213) 236-1963 | www.scag.ca.gov

SCAG's DRAFT Preliminary Schedule for Development of the 2016-2040 RTP/SCS as of August 2012

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS was the culmination of a multi-year effort involving stakeholders from across the SCAG Region. SCAG plans to build upon the success of its recent efforts and continue the vision for sustainable growth in the next planning cycle. This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS. Both the technical framework and timeline for collaboration with regional stakeholders are presented in detail. It is important to note that as development of the 2016-2040 RTP/SCS solidifies, changes may be made to account for input from our governing bodies and our partner agencies.

2012 Basic Approach/Framework and Program Set up	2013 Establishing Technical Bases and Data Collection	2014 Focus on Major Policy Directions	2015 Establishing the Plan and Engaging the Public	2016 Finalizing the 2016-2040 RTP/SCS
<p>SEPTEMBER 2012-MARCH 2013 New SCAG Subcommittees to begin policy development around their respective emphasis areas and identify regional priorities</p>	<p>JANUARY-MARCH 2013 Work with local jurisdictions to collect necessary data for use in the 2016-2040 RTP/SCS (general plan, existing land use, zoning, housing unit demolitions, etc.)</p>	<p>JANUARY-SEPTEMBER 2014 Obtain input from cities and counties for SCAG's Growth Forecast and develop list of local scenario planning options, through one-on-one meetings and subregional workshops, as applicable</p>	<p>JANUARY-MARCH 2015 Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and conformity emission budgets set in applicable State Implementation Plans</p>	<p>FEBRUARY 2016 Conclude and finalize Economic & Job Creation Analysis Component of the 2016-2040 RTP/SCS</p>
<ul style="list-style-type: none"> JULY-SEPTEMBER 2012 Determine the basics: What will be the base year/horizon year? How will this match up with available data from national and state-wide resources? Development of Draft Framework and Approach/Methodology: How will we get there? Data/GIS, Model/Tool Development: What will be the tools used to quantify outcomes? Identify uncertainties: What factors are outside our control? (e.g. ARB GHG Target revisions, planning for jurisdictions that require 4 year housing element cycle?) 	<p>FEBRUARY-MAY 2013 Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly</p> <p>APRIL-JUNE 2013 Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS</p> <p>DECEMBER 2013 Complete preliminary calibrations to SCAG's technical models</p>	<p>JANUARY 2014 Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG</p> <p>APRIL-MAY 2014 SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)</p> <p>MAY 2014 SCAG's General Assembly & Regional Council</p> <p>SEPTEMBER 2014 Deadlines for input from local jurisdictions on SCAG's Growth Forecast, and for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS</p> <p>OCTOBER-DECEMBER 2014 Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies</p> <p>DECEMBER 2014 Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed</p>	<p>MARCH 2015 Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG</p> <p>MARCH 2015 Final input on planned projects from the CTCs for the Draft 2016-2040 RTP/SCS</p> <p>APRIL-JUNE 2015 Conduct county-specific Draft 2016-2040 RTP/SCS Planning Workshops to fulfill SB 375 outreach requirements (16 workshops minimum, including extensive outreach for public participation)</p> <p>MAY 2015 SCAG's General Assembly & Regional Council</p> <p>SEPTEMBER 2015 Joint Policy Committees recommend Regional Council to release the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> <p>OCTOBER 2015 RC approves the release of the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> <p>OCTOBER 2015 Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016-2040 RTP/SCS and PEIR to fulfill State & Federal requirements. Start of public input on the Draft RTP/SCS document</p>	<p>MARCH 2016 Joint Policy Committees recommend approval to Regional Council of proposed Final PEIR, conformity determination, and 2016-2040 RTP/SCS</p> <p>MAY 2016 Regional Council certifies Final PEIR and approves conformity determination and 2016-2040 RTP/SCS</p>
<p>OCTOBER-DECEMBER 2012 Roll out the framework and methodology for development of the 2016-2040 RTP/SCS</p> <ul style="list-style-type: none"> Public Outreach and Input from Local Jurisdictions SCS Development for Delegated Subregions Staff Actions in Relation to Policy/Plan Development Regional Council Policy Committees/Subcommittees Milestones 	<p>OCTOBER 2015-MARCH 2016 Conduct workshops with Elected Officials and other appropriate outreach to fulfill State & Federal outreach requirements</p>	<p>OCTOBER 2015-MARCH 2016 Conduct workshops with Elected Officials and other appropriate outreach to fulfill State & Federal outreach requirements</p>	<p>OCTOBER 2015-MARCH 2016 Conduct workshops with Elected Officials and other appropriate outreach to fulfill State & Federal outreach requirements</p>	<p>OCTOBER 2015-MARCH 2016 Conduct workshops with Elected Officials and other appropriate outreach to fulfill State & Federal outreach requirements</p>



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
 SUSTAINABLE COMMUNITIES STRATEGY
 Towards a Sustainable Future

S O U T H E R N C A L I F O R N I A A S S O C I A T I O N O F G O V E R N M E N T S

BENEFITS OF THE 2012–2035 RTP/SCS FOR Imperial County

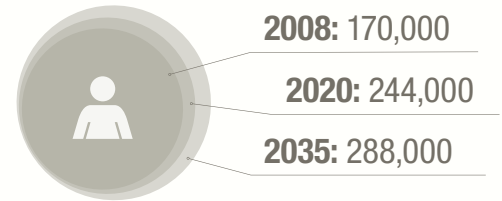
The Southern California Association of Governments (SCAG) undertakes a variety of planning and policy initiatives on behalf of the region, in coordination with its members and stakeholders. SCAG worked with the Imperial County Transportation Commission (ICTC), elected officials and local jurisdictions in Imperial County to develop the 2012–2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), a long-range plan that improves overall mobility, reduces greenhouse gases and enhances the quality of life for the region’s residents. Approved by state and federal agencies in June 2012, the plan includes \$3.8 billion in transportation projects for Imperial County. The 2012–2035 RTP/SCS is guided by and incorporates projects and programs from ICTC’s planning efforts. The list below features major transportation projects from a total of 207 Imperial County-specific projects contained in the 2012–2035 RTP/SCS.

RTP PROJECTS

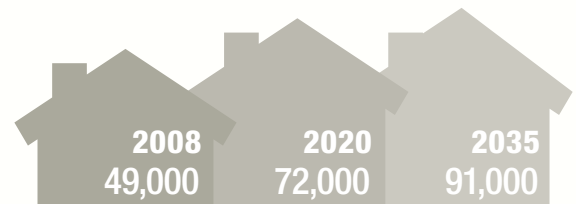
- ▶ Widen and improve Jasper Rd. or SR-98 from SR-111 to SR-7; Cost: \$1.2 billion; Estimated completion: 2035
- ▶ Widen and improve SR-111 from SR-98 to I-8; interchanges at Heber, McCabe, and Jasper; overpass at Chick Rd.; Cost: \$997 million; Estimated completion: 2030
- ▶ Widen and improve Forrester Rd. between I-8 and SR-78; Cost: \$251 million; Estimated completion: 2018
- ▶ Widen SR-115 from I-8 to Evan Hewes Highway; Cost: \$232 million; Estimated completion: 2030
- ▶ Widen and improve interchange at I-8 and SR-186; Cost: \$91 million; Estimated completion: 2035
- ▶ Widen SR-98 to 4 lanes from All American Canal to V V Williams Ave.; Cost: \$59 million; Estimated completion: 2020
- ▶ Reconstruct I-8 interchange at Imperial Ave.; Cost: \$40 million; Estimated completion: 2020
- ▶ Widen SR-98 to 4 lanes from Dogwood Rd. to All American Canal; Cost: \$35 million; Estimated completion: 2023
- ▶ Widen Cesar Chavez Blvd. from 2nd St. to SR-98; Cost: \$13 million; Estimated completion: 2018
- ▶ Widen SR-98 from Ollie Ave. to Rockwood Ave.; Cost: \$9 million; Estimated completion: 2014

IMPERIAL COUNTY AT-A-GLANCE

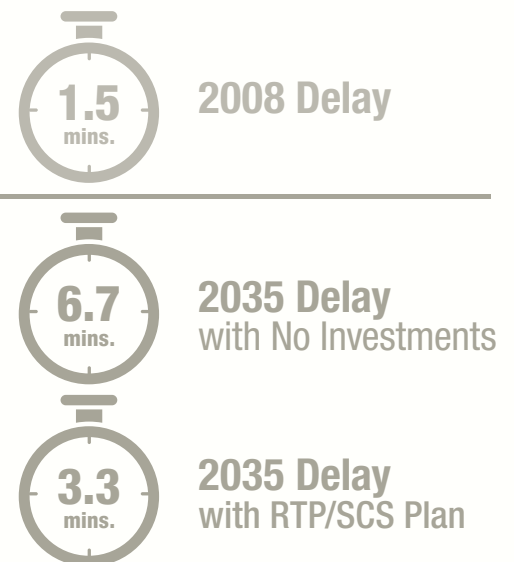
Projected Population Growth



Projected Household Growth

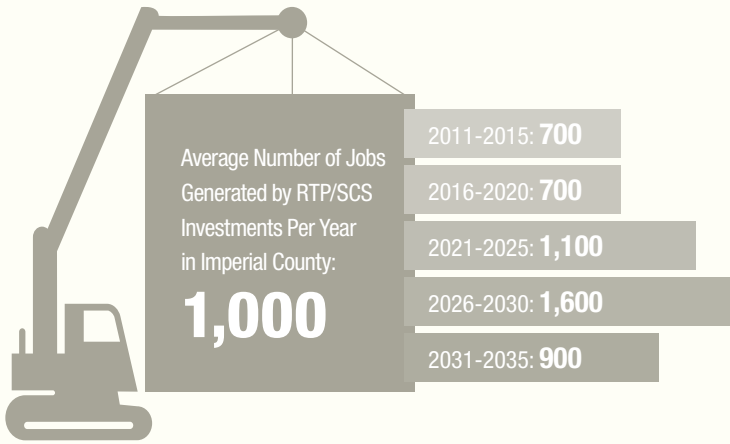


Projected Improvements in Daily Delay per Person



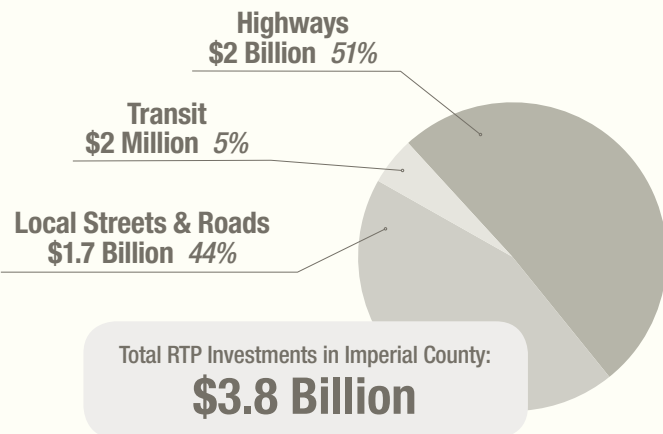
Implementation of the 2012–2035 RTP/SCS is expected to reduce delay below 2008 levels, mitigating traffic congestion in light of increasing population growth.

EMPLOYMENT IMPACT OF 2012–2035 RTP/SCS*



*Data based on calculations from Regional Economic Models, Inc.

IMPERIAL COUNTY RTP PROJECTS*



*excludes debt service and regional projects located within Imperial County

RTP PROJECTS (continued)

- ▶ Construct Calexico Intermodal Transportation Center; Cost: \$9 million; Estimated completion: 2018
- ▶ Construct bicycle and pedestrian facilities at the Andrade International Border Crossing Port of Entry; Cost: \$3 million; Estimated completion: 2013
- ▶ Widen SR-98 to 4 lanes from V V Williams Ave. to Ollie Ave. and make intersection improvements at SR-98 and Cesar Chavez St.; Cost: \$9 million; Estimated completion: 2014
- ▶ Improve bridge crossing Alamo River on SR-115 in Holtville and conduct project design and environmental analysis for a new bridge; Cost: \$1 million; Estimated completion: 2013

SCAG Regional Projects

- ▶ California High Speed Rail - Phase 1 (includes Metrolink AVL and LOSSAN corridor speed upgrades); Cost: \$47.7 billion; Estimated completion: 2033
- ▶ Regional Express/HOT Lane Network; Cost: \$9.5 billion; Estimated completion: 2035
- ▶ Additional active transportation investments; Cost: \$5 billion; Estimated completion: 2035
- ▶ Goods Movement Bottleneck Relief Strategy; Cost: \$5 billion; Estimated completion: 2035

SUSTAINABLE COMMUNITIES STRATEGY BENEFITS

For the first time, SCAG has integrated land use, housing and environmental strategies with transportation planning to help meet emissions reduction targets by the California Air Resources Board. This Sustainable Communities Strategy provides an alternative to “business as usual” development. It encourages community revitalization and neighborhoods that are bike and pedestrian friendly, with convenient access to transit. By implementing these strategies, Imperial County will benefit from:

60%
Reduction in Greenfield Land Consumed
 (the plan preserves 24 square miles of undeveloped land in Imperial County)



Household Costs Savings

(includes Fuel, Auto Operating, Energy, and Water Costs per Household, 2011 dollars)

\$16,000 – **\$14,000**
 Business as Usual – SCS Adopted Plan



\$2,000
 Annual Household Savings

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012–2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region.

LEARN MORE ONLINE:

2012–2035 RTP/SCS
www.scag.ca.gov/RTP2012

iRTP an interactive Regional Transportation Plan
www.SCAGRTP.net



818 W. 7th Street, 12th Floor
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 Tel: (213) 236-1800 • Fax: (213) 236-1963
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For further information on the Benefits of the 2012–2035 RTP/SCS, please contact: 86
 Tomás Oliva at (213) 236-1967 or email oliva@scag.ca.gov.



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
 SUSTAINABLE COMMUNITIES STRATEGY
 Towards a Sustainable Future

S O U T H E R N C A L I F O R N I A A S S O C I A T I O N O F G O V E R N M E N T S

BENEFITS OF THE 2012–2035 RTP/SCS FOR Los Angeles County

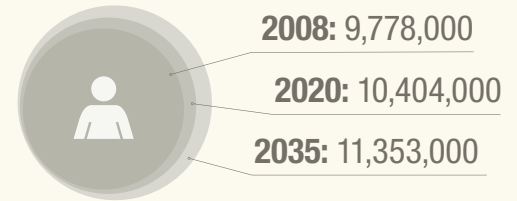
The Southern California Association of Governments (SCAG) undertakes a variety of planning and policy initiatives on behalf of the region, in coordination with its members and stakeholders. SCAG worked with the Los Angeles County Metropolitan Transportation Authority (Metro), elected officials and local jurisdictions in Los Angeles County to develop the 2012–2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), a long-range plan that improves overall mobility, reduces greenhouse gases and enhances the quality of life for the region’s residents. Approved by state and federal agencies in June 2012, the plan includes \$180 billion in transportation projects for Los Angeles County. The 2012-2035 RTP/SCS is guided by and incorporates all projects from Metro’s own Long-Range Transportation Plan. The list below features major transportation projects from a total of 1,614 Los Angeles County-specific projects contained in the 2012-2035 RTP/SCS.

RTP PROJECTS

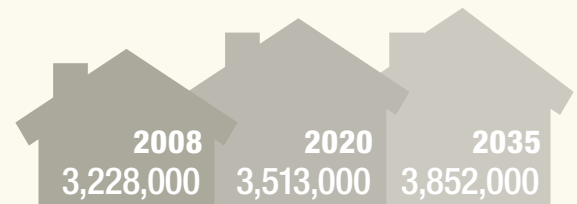
- ▶ I-710 widening, including dedicated lanes for clean technology trucks; Cost: \$5.6 billion; Estimated completion: 2025
- ▶ SR-710 North Extension (tunnel) (alignment TBD); Cost: \$5.6 billion; Estimated completion: 2025
- ▶ I-605 Corridor “hot spot” interchanges in the Gateway Cities; Cost: \$3.2 billion; Estimated completion: 2025
- ▶ Metro Purple Line Westside Subway Extension from Wilshire Blvd./Western Ave. to La Cienega Blvd.; Cost: \$2.5 billion; Estimated completion: 2023
- ▶ Metro Purple Line Westside Subway Extension from La Cienega Blvd. to Century City; Cost: \$2.5 billion; Estimated completion: 2026
- ▶ Metro Gold Line Eastside Extension from Atlantic Station farther east; Cost: \$2.5 billion; Estimated completion: 2035
- ▶ Metro Purple Line Westside Subway Extension from Century City to Westwood; Cost: \$1.6 billion; Estimated completion: 2035
- ▶ Crenshaw/LAX Transit Corridor; Cost: \$1.7 billion; Estimated completion: 2018
- ▶ Regional Connector light rail from Alameda/1st St. to 7th St./Metro Center; Cost: \$1.4 billion; Estimated completion: 2019
- ▶ Grade separation crossings along 35-mile Union Pacific Railroad between the San Gabriel Valley/ East L.A. to Pomona; Cost: \$1.3 billion; Estimated completion: 2018
- ▶ Metro Exposition Line light rail from Culver City to Santa Monica; Cost: \$1.3 billion; Estimated completion: 2017
- ▶ I-405, I-110, I-105 and SR-91 ramp and interchange improvements in South Bay Cities; Cost: \$1.3 billion; Estimated completion: 2014
- ▶ I-5 widening for HOV and mixed-flow lanes from Orange County Line to I-605; Cost: \$1.2 billion; Estimated completion: 2016

LOS ANGELES COUNTY AT-A-GLANCE

Projected Population Growth



Projected Household Growth

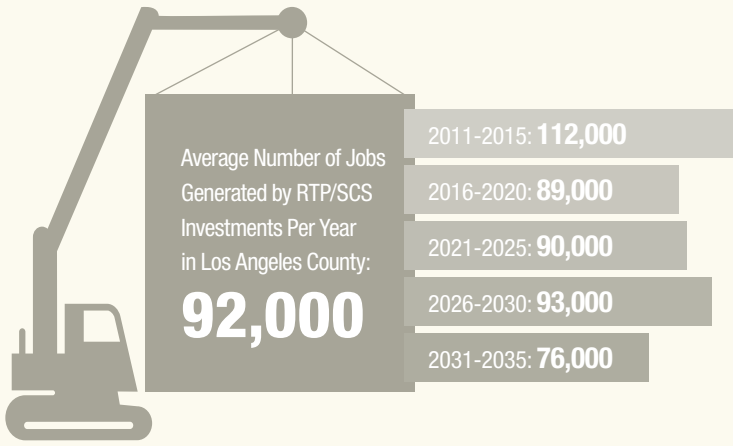


Projected Improvements in Daily Delay per Person



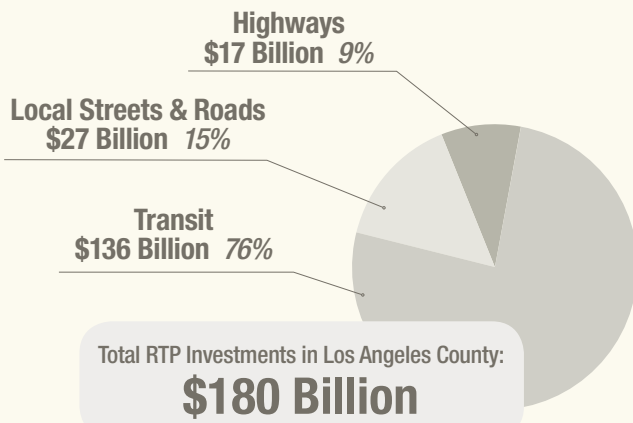
Implementation of the 2012-2035 RTP/SCS is expected to reduce delay below 2008 levels, mitigating traffic congestion in light of increasing population growth.

EMPLOYMENT IMPACT OF 2012–2035 RTP/SCS*



*Data based on calculations from Regional Economic Models, Inc.

LOS ANGELES COUNTY RTP PROJECTS*



*excludes debt service and regional projects located within Los Angeles County

RTP PROJECTS *(continued)*

- ▶ Metro Gold Line Foothill Extension from Azusa to Montclair; Cost: \$1 billion; Estimated completion: 2035
- ▶ Add HOV lane on I-405 between I-10 and US-101; Cost: \$1 billion; Estimated completion: 2016
- ▶ Metro Red Line Extension from North Hollywood Station to Burbank Bob Hope Airport; Cost: \$940 million; Estimated completion: 2035
- ▶ Metro Slauson light rail from Crenshaw Corridor to the Metro Blue Line Slauson Station; Cost: \$554 million; Estimated completion: 2035
- ▶ Metro Green Line Extension from Norwalk Station to the Norwalk Metrolink Station; Cost: \$500 million; Estimated completion: 2035
- ▶ San Fernando Valley Bus Rapid Transit Phase 2 on major North/South arterials; Cost: \$157 million; Estimated completion: 2018
- ▶ Wilshire Blvd. Bus Rapid Transit 12.5-mile corridor from Valencia St. to Santa Monica; Cost: \$81 million; Estimated completion: 2013
- ▶ El Monte Transit Center and El Monte busway improvements; Cost: \$77 million; Estimated completion: 2012
- ▶ Rehabilitation and seismic retrofit of Glendale Blvd.-Hyperion Ave. bridges over L.A. River, I-5 and Riverside Dr.; Cost: \$67 million; Estimated completion: 2016

SCAG Regional Projects

- ▶ California High Speed Rail – Phase 1 (includes Metrolink AVL and LOSSAN corridor speed upgrades); Cost: \$47.7 billion; Estimated completion: 2033
- ▶ East-West Freight Corridor; Cost: \$15.3 billion; Estimated completion: 2035
- ▶ Regional Express/HOT Lane Network; Cost: \$9.5 billion; Estimated completion: 2035
- ▶ High Desert Corridor; Cost: \$6.9 billion; Estimated completion: 2020
- ▶ Additional active transportation investments; Cost: \$5 billion; Estimated completion: 2035

SUSTAINABLE COMMUNITIES STRATEGY BENEFITS

For the first time, SCAG has integrated land use, housing and environmental strategies with transportation planning to help meet emissions reduction targets by the California Air Resources Board. This Sustainable Communities Strategy provides an alternative to “business as usual” development. It encourages community revitalization and neighborhoods that are bike and pedestrian friendly, with convenient access to transit. By implementing these strategies, Los Angeles County will benefit from:

64%

Reduction in Greenfield Land Consumed

(the plan preserves 85 square miles of undeveloped land in Los Angeles County)



Household Costs Savings

(includes Fuel, Auto Operating, Energy, and Water Costs per Household, 2011 dollars)

\$17,200 – **\$14,000**

Business as Usual – SCS Adopted Plan

19%
Savings

\$3,200

Annual Household Savings

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region.

LEARN MORE ONLINE:

2012–2035 RTP/SCS
www.scag.ca.gov/RTP2012

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For further information on the Benefits of the 2012–2035 RTP/SCS, please contact: **Mark Butala** at (213) 236-1945 or email butala@scag.ca.gov or **Matt Horton** at (213) 236-1980 or email horton@scag.ca.gov.



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REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
 SUSTAINABLE COMMUNITIES STRATEGY
 Towards a Sustainable Future

S O U T H E R N C A L I F O R N I A A S S O C I A T I O N O F G O V E R N M E N T S

BENEFITS OF THE 2012–2035 RTP/SCS FOR Orange County

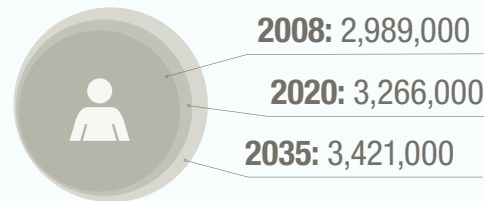
The Southern California Association of Governments (SCAG) undertakes a variety of planning and policy initiatives on behalf of the region, in coordination with its members and stakeholders. SCAG worked with the Orange County Transportation Authority (OCTA), elected officials and local jurisdictions in Orange County to develop the 2012–2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), a long-range plan that improves overall mobility, reduces greenhouse gases and enhances the quality of life for the region’s residents. Approved by state and federal agencies in June 2012, the plan includes \$55.1 billion in transportation projects for Orange County. The 2012-2035 RTP/SCS is guided by and incorporates all projects from OCTA’s own Long-Range Transportation Plan and the Sustainable Communities Strategy developed by the Orange County Council of Governments. The list below features major transportation projects from a total of 446 Orange County-specific projects contained in the 2012-2035 RTP/SCS.

RTP PROJECTS

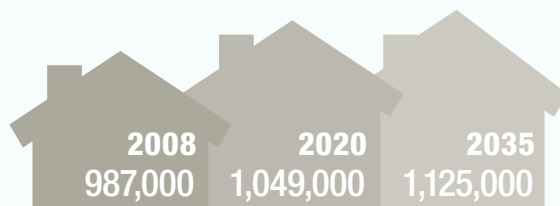
- ▶ Add 1 mixed-flow lane in each direction, convert existing HOV lane to HOT lane, and add 1 additional HOT lane on I-405 from SR-73 to I-605, along with additional capital improvements; Cost: \$1.7 billion; Estimated completion: 2022
- ▶ 2 mixed-flow lanes in each direction by 2013 and 1 additional mixed-flow lane in each direction plus climbing lanes on SR-241 from I-5 to Oso Parkway; Cost: \$1.5 billion; Estimated completion: 2030
- ▶ High-frequency Metrolink service from Laguna Niguel to LA and provide corridor improvements and rail feeder service within the county; Cost: \$1.2 billion; Estimated completion: 2035
- ▶ Add 2 mixed-flow lanes in each direction, plus climbing and auxiliary lanes on SR-241/261/133 from SR-91 to I-5/Jamboree; Cost: \$1.2 billion; Estimated completion: 2020
- ▶ Anaheim Rapid Connection: Elevated fixed-guideway system connecting the Anaheim Regional Transportation Intermodal Center, the Platinum Triangle, and the Anaheim Resort; Cost: \$676 million; Estimated completion: 2019
- ▶ Synchronize signals across jurisdictions and smart streets in county; Cost: \$635 million; Estimated completion: 2035
- ▶ Add 2 general purpose lanes in both directions from Avery to Alicia on I-5; extend second HOV lane from El Toro to Alicia in both directions; provide operational improvements; and reconfigure interchanges at Avery Pkwy. & La Paz; Cost: \$559 million; Estimated completion: 2022
- ▶ Add an HOV/HOT connector from SR-241 northbound to SR-91 eastbound, and SR-91 westbound to SR-241 southbound; Cost: \$473 million; Estimated completion: 2017
- ▶ Expand transportation choice for seniors and the disabled in the county; Cost: \$382 million; Estimated completion: 2035
- ▶ Add 1 mixed-flow lane in each direction on I-405 from I-5 to SR-55; Cost: \$375 million; Estimated completion: 2023
- ▶ Add 1 mixed-flow lane eastbound on SR-91 from SR-55 to SR-57 and improve the SR-91/SR-55 and Lakeview Ave. interchange; Cost: \$356 million; Estimated completion: 2021
- ▶ Add 1 mixed-flow lane in each direction plus climbing and auxiliary lanes on the San Joaquin Hills Transportation Corridor 15-mile toll road between I-5 and SR-73; Cost: \$351 million; Estimated completion: 2020
- ▶ Add 1 mixed-flow lane in each direction on SR-55 from I-405 to SR-22 and add 1 auxiliary lane in each direction between select on/off ramps; Cost: \$343 million; Estimated completion: 2022

ORANGE COUNTY AT-A-GLANCE

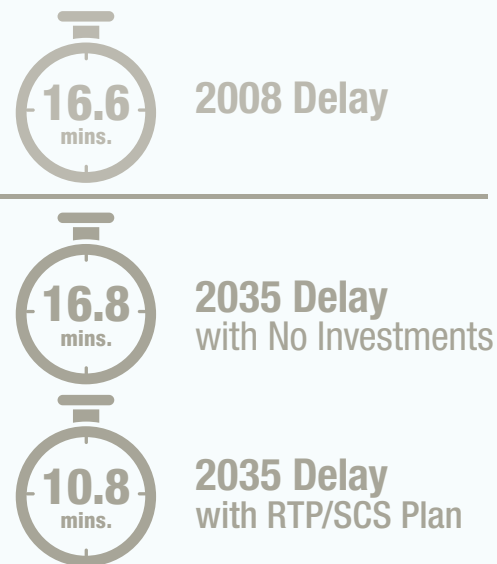
Projected Population Growth



Projected Household Growth

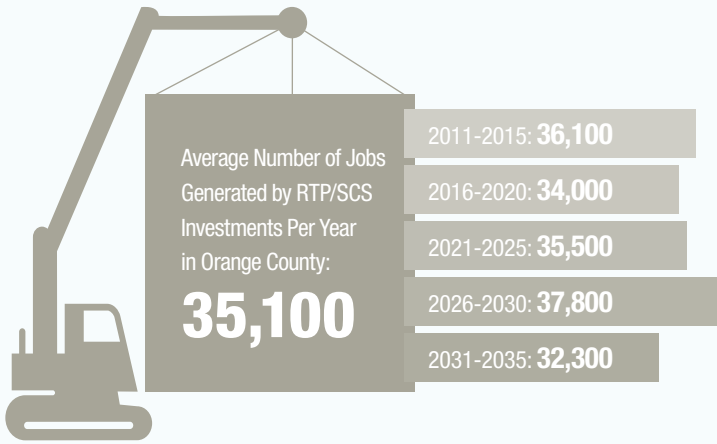


Projected Improvements in Daily Delay per Person



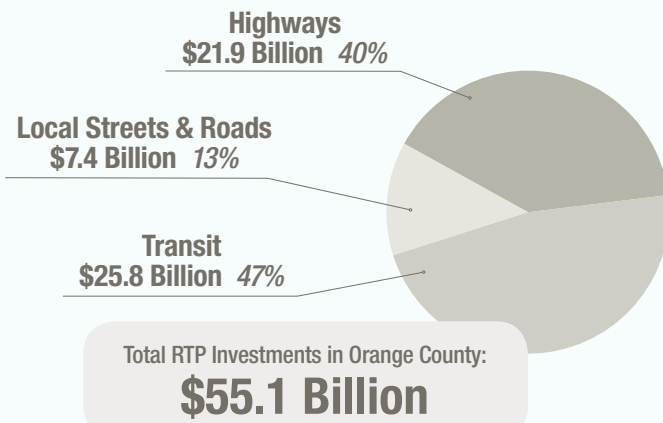
Implementation of the 2012-2035 RTP/SCS is expected to reduce delay below 2008 levels, mitigating traffic congestion in light of increasing population growth.

EMPLOYMENT IMPACT OF 2012–2035 RTP/SCS*



*Data based on calculations from Regional Economic Models, Inc.

ORANGE COUNTY RTP PROJECTS*



*excludes debt service and regional projects located within Orange County

RTP PROJECTS (continued)

- ▶ Add 1 lane in each direction on I-5 from SR-57 to SR-91; Cost: \$337 million; Estimated completion: 2030
- ▶ Add 1 mixed-flow lane in each direction on I-5 from the El Toro Y Truck Bypass to SR-55 and make merging improvements; Cost: \$298 million; Estimated completion: 2023
- ▶ Add 1 HOV lane in each direction on I-5 from Avenida Pico to San Juan Creek Rd. and reconfigure Avenida Pico interchange; Cost: \$270 million; Estimated completion: 2017
- ▶ Station improvements to support high-speed rail systems; Cost: \$265 million; Estimated completion: 2035
- ▶ Add 1 HOV lane in each direction on SR-73 from MacArthur Blvd. to I-405; Cost: \$249 million; Estimated completion: 2035
- ▶ Anaheim Regional Transportation Intermodal Center (ARTIC) Phase 1 includes expanding existing Anaheim Amtrak/Metrolink station to provide transit access; Cost: \$184 million; Estimated completion: 2018
- ▶ Add 1 mixed-flow lane westbound on SR-91 from SR-241 to Gypsum Canyon Rd. and auxiliary lanes in each direction from SR-241 to I-15; Cost: \$174 million; Estimated completion: 2018
- ▶ Add a fixed 22-mile bus rapid transit route from the Long Beach Transit Mall to the Santa Ana Regional Transportation Center; Cost: \$2 million; Estimated completion: 2027

SCAG Regional Projects

- ▶ California High Speed Rail – Phase 1 (includes Metrolink AVL and LOSSAN corridor speed upgrades); Cost: \$47.7 billion; Estimated completion: 2033
- ▶ Regional Express/HOT Lane Network; Cost: \$9.5 billion; Estimated completion: 2035
- ▶ Community and Environmental Transportation Acceptability Process (CETAP): Add two toll lanes in each direction from Riverside County to Orange County; Cost: \$2.7 billion; Estimated completion: 2035
- ▶ California Nevada High Speed Rail planning and environmental review; Cost: \$50 million; Estimated completion: 2016
- ▶ Additional active transportation investments; Cost: \$5 billion; Estimated completion: 2035

SUSTAINABLE COMMUNITIES STRATEGY BENEFITS

For the first time, SCAG has integrated land use, housing and environmental strategies with transportation planning to help meet emissions reduction targets for the region by the California Air Resources Board. Developed by the Orange County Council of Governments, Orange County's Sustainable Communities Strategy provides an alternative to "business as usual" development. It encourages community revitalization and neighborhoods that are bike and pedestrian friendly, with convenient access to transit. By implementing these strategies, Orange County will benefit from:

71%
Reduction in Greenfield Land Consumed
 (the plan preserves 35 square miles of undeveloped land in Orange County)



Household Costs Savings

(includes Fuel, Auto Operating, Energy, and Water Costs per Household, 2011 dollars)

\$18,600 – **\$14,600**
 Business as Usual – SCS Adopted Plan



\$4,000
 Annual Household Savings

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012–2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region.

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Matt Horton at (213) 236-1980 or email horton@scag.ca.gov.



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
 SUSTAINABLE COMMUNITIES STRATEGY
 Towards a Sustainable Future

S O U T H E R N C A L I F O R N I A A S S O C I A T I O N O F G O V E R N M E N T S

BENEFITS OF THE 2012–2035 RTP/SCS FOR Riverside County

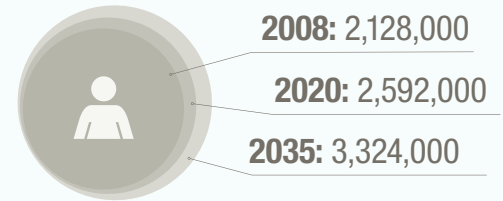
The Southern California Association of Governments (SCAG) undertakes a variety of planning and policy initiatives on behalf of the region, in coordination with its members and stakeholders. SCAG worked with the Riverside County Transportation Commission (RCTC), Western Riverside Council of Governments, Coachella Valley Association of Governments, elected officials and local jurisdictions in Riverside County to develop the 2012–2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), a long-range plan that improves overall mobility, reduces greenhouse gases and enhances the quality of life for the region’s residents. Approved by state and federal agencies in June 2012, the plan includes \$27.1 billion in transportation projects for Riverside County. The 2012-2035 RTP/SCS is guided by and incorporates projects and programs from RCTC’s planning efforts. The list below features major transportation projects from a total of 1,114 Riverside County-specific projects contained in the 2012-2035 RTP/SCS.

RTP PROJECTS

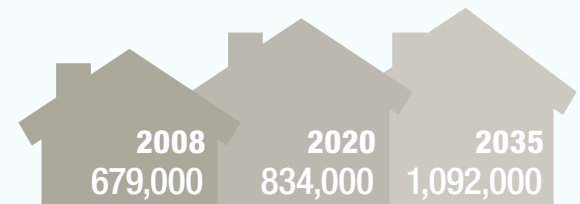
- ▶ New Mid-County Parkway between I-215 in Perris and SR-79 in San Jacinto; Cost: \$1.7 billion; Estimated completion: 2020
- ▶ Add HOT lanes on I-15 from San Bernardino County line to SR-74, mixed-flow lanes from San Bernardino County line to SR-74 and HOV lanes from SR-74 to I-15/I-215 interchange; Cost: \$1.7 billion; Estimated completion: 2019
- ▶ SR-91 HOT lane conversions from Orange County line to I-15, adding direct connectors at I-15 and mixed-flow lanes from SR-241 to Pierce St.; Cost: \$1.5 billion; Estimated completion: 2035
- ▶ Realign and widen SR-79 from near Domenigoni Pkwy. to Gilman Springs Rd.; Cost: \$1.4 billion; Estimated completion: 2015
- ▶ Service expansion of Metrolink Riverside, 91, and Inland Empire-Orange County lines; Cost: \$690 million; Estimated completion: 2035
- ▶ Reconstruct Metrolink Perris Valley Line from Riverside to Perris; Cost: \$247 million; Estimated completion: 2014
- ▶ Metrolink Perris Valley line extension from Perris to Temecula; Cost: \$450 million; Estimated completion: 2035
- ▶ Metrolink Perris Valley line extension from Perris to San Jacinto; Cost: \$202 million; Estimated completion: 2035
- ▶ Widen N. Indian Canyon Dr. from Tramview Rd. to the Railroad Crossing, including bridge at Whitewater River; Cost: \$304 million; Estimated completion: 2025
- ▶ Add HOV lanes on SR-91 from Adams St. to the SR-60/I-215 interchange, extend mixed-flow lanes from the interchange to the Central Ave. and 14th St. off-ramps, add auxiliary lanes from Madison St. to Central Ave., widen and replace bridge and other improvements; Cost: \$278 million; Estimated completion: 2015
- ▶ Construct SR-79 (Eastern Bypass) arterial from near Scott Rd. to I-15; Cost: \$260 million; Estimated completion: 2030
- ▶ Add mixed-flow lanes on I-215 between Scott Rd. to Nuevo Rd. exits; Cost: \$191 million; Estimated completion: 2015

RIVERSIDE COUNTY AT-A-GLANCE

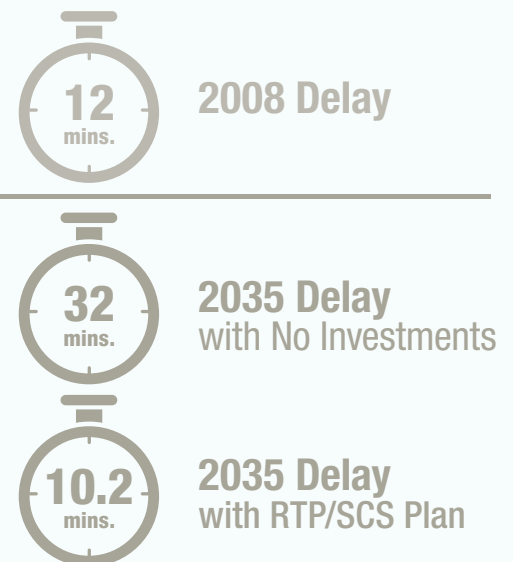
Projected Population Growth



Projected Household Growth

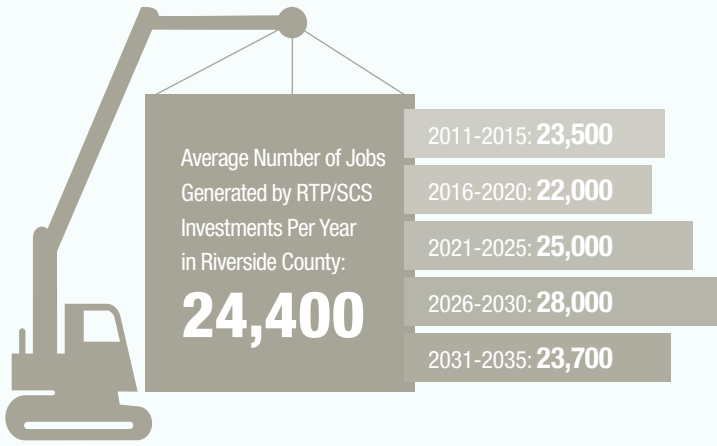


Projected Improvements in Daily Delay per Person



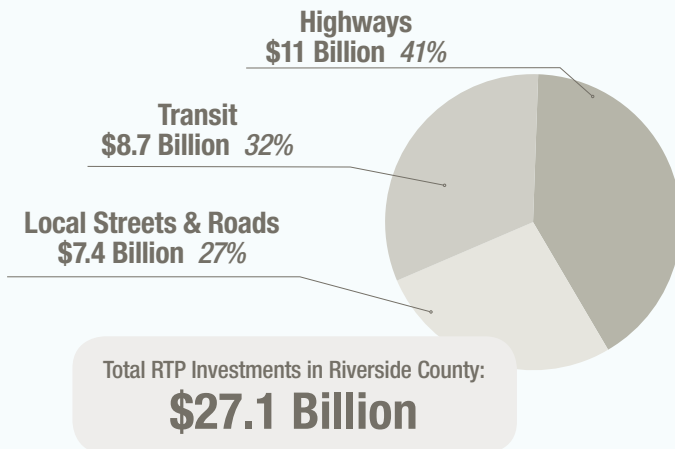
Implementation of the 2012-2035 RTP/SCS is expected to reduce delay below 2008 levels, mitigating traffic congestion in light of increasing population growth.

EMPLOYMENT IMPACT OF 2012–2035 RTP/SCS*



*Data based on calculations from Regional Economic Models, Inc.

RIVERSIDE COUNTY RTP PROJECTS*



*excludes debt service and regional projects located within Riverside County

RTP PROJECTS (continued)

- ▶ I-10 new interchange at Da Vall Dr., adding auxiliary lanes from Date Palm Dr. to Da Vall Dr. and Da Vall Dr. to Ramon Rd.; Cost: \$133 million; Estimated completion: 2021
- ▶ Add mixed-flow lanes on I-10 from Monterey Ave. to Dillon Rd.; Cost: \$127 million; Estimated completion: 2025
- ▶ Widen Ramon Rd. from S. Indian Canyon Rd. to Sunrise Way, including Baristo Storm Channel crossing; Cost: \$98 million; Estimated completion: 2020
- ▶ Widen Avenue 52 from Highway 111 to SR-86S; Cost: \$115 million; Estimated completion: 2020
- ▶ New interchange on I-10 at Landau Blvd., between Palm Dr. and Date Palm Dr. exits; Cost: \$112 million; Estimated completion: 2035
- ▶ Widen Avenue 50 from Highway 111 to SR-86S; Cost: \$103 million; Estimated completion: 2020
- ▶ Replace low water crossing on Vista Chino at Whitewater River with new 4-lane bridge; Cost: \$95 million; Estimated completion: 2021
- ▶ Highway 111 bus rapid transit service; Cost: \$12 million; Estimated completion: 2015
- ▶ Construct 4 new Coachella transit centers; Cost: \$11 million; Estimated completion: 2013
- ▶ Express bus service to connect commuters to Metrolink service in Riverside and express bus service along I-10; Cost: \$3 million; Estimated completion: 2015

SCAG Regional Projects

- ▶ California High Speed Rail – Phase 1 (includes Metrolink AVL and LOSSAN corridor speed upgrades); Cost: \$47.7 billion; Estimated completion: 2033
- ▶ Regional Express/HOT Lane Network; Cost: \$9.5 billion; Estimated completion: 2035
- ▶ Additional active transportation investments; Cost: \$5 billion; Estimated completion: 2035

SUSTAINABLE COMMUNITIES STRATEGY BENEFITS

For the first time, SCAG has integrated land use, housing and environmental strategies with transportation planning to help meet emissions reduction targets by the California Air Resources Board. This Sustainable Communities Strategy provides an alternative to “business as usual” development. It encourages community revitalization and neighborhoods that are bike and pedestrian friendly, with convenient access to transit. By implementing these strategies, Riverside County will benefit from:

40%
Reduction in Greenfield Land Consumed
(the plan preserves 123 square miles of undeveloped land in Riverside County)



Household Costs Savings

(includes Fuel, Auto Operating, Energy, and Water Costs per Household, 2011 dollars)

\$22,600 – **\$20,800**
 Business as Usual SCS Adopted Plan



\$1,800
 Annual Household Savings

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012–2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region.

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Arnold San Miguel at (213) 236-1925 or email sanmiguel@scag.ca.gov.



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
 SUSTAINABLE COMMUNITIES STRATEGY
 Towards a Sustainable Future

S O U T H E R N C A L I F O R N I A A S S O C I A T I O N O F G O V E R N M E N T S

BENEFITS OF THE 2012–2035 RTP/SCS FOR San Bernardino County

The Southern California Association of Governments (SCAG) undertakes a variety of planning and policy initiatives on behalf of the region, in coordination with its members and stakeholders. SCAG worked with the San Bernardino Associated Governments (SANBAG), elected officials and local jurisdictions in San Bernardino County to develop the 2012–2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), a long-range plan that improves overall mobility, reduces greenhouse gases and enhances the quality of life for the region’s residents. Approved by state and federal agencies in June 2012, the plan includes \$24.4 billion in transportation projects for San Bernardino County. The 2012-2035 RTP/SCS is guided by and incorporates projects and programs from SANBAG’s planning efforts. The list below features major transportation projects from a total of 1,443 San Bernardino County-specific projects contained in the 2012-2035 RTP/SCS.

RTP PROJECTS

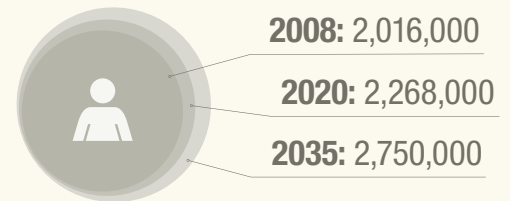
- ▶ Add HOV lanes to I-10 between Haven Ave. and Ford St. (HOT lanes also being considered); Cost: \$1.1 billion; Estimated completion: 2020
- ▶ Add HOV lanes to I-15 between Riverside County line and I-215 (HOT lanes also being considered); Cost: \$480 million; Estimated completion: 2020
- ▶ I-15/I-215 (Devore) interchange improvements; Cost: \$324 million; Estimated completion: 2017
- ▶ Add HOV lanes to I-15 between US-395 and SR-18 Mojave River; Cost: \$398 million; Estimated completion: 2020
- ▶ Realign and add 2 lanes to SR-58 with new interchanges at Lenwood Rd. and Hinkley Rd.; Cost: \$298 million; Estimated completion: 2016
- ▶ Add HOV lanes to I-15 between I-215 and US-395 (reversible HOT lanes also being considered); Cost: \$800 million; Estimated completion: 2020
- ▶ Colton Crossing Railroad-to-Railroad Grade Separation; Cost: \$202 million; Estimated completion: 2014
- ▶ Add HOV lanes to I-215 between SR-210 and I-15; Cost: \$179 million; Estimated completion: 2025
- ▶ Reconstruct I-215/Barton Rd. and I-215/Washington St. interchanges; Cost: \$160 million; Estimated completion: 2016
- ▶ New 4-lane alignment on SR-58 west of Kern County line, new interchange at US-395; Cost: \$148 million; Estimated completion: 2019
- ▶ SR-210 widening between I-215 and I-10 for mixed flow and HOV lanes; Cost: \$138 million; Estimated completion: 2020
- ▶ Add Yucca Loma Corridor, Apple Valley and County portion; Cost: \$68 million; Estimated completion: 2015

Transit Projects

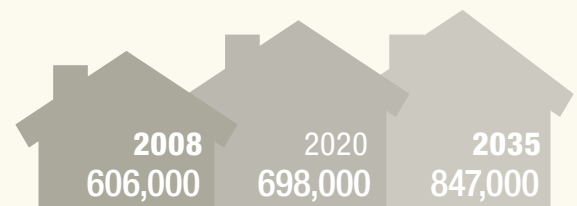
- ▶ Metro Gold Line Extension from Azusa to Montclair; Cost: \$1.2 billion; Estimated completion: 2035
- ▶ Foothill/5th Street bus rapid transit from Montclair to Highland; Cost: \$416 million; Estimated completion: 2020
- ▶ E St. bus rapid transit service from Cal State San Bernardino to Loma Linda; Cost: \$192 million; Estimated completion: 2014

SAN BERNARDINO COUNTY AT-A-GLANCE

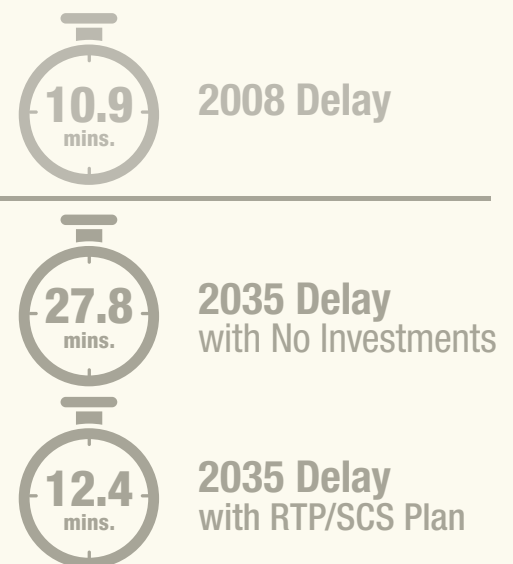
Projected Population Growth



Projected Household Growth

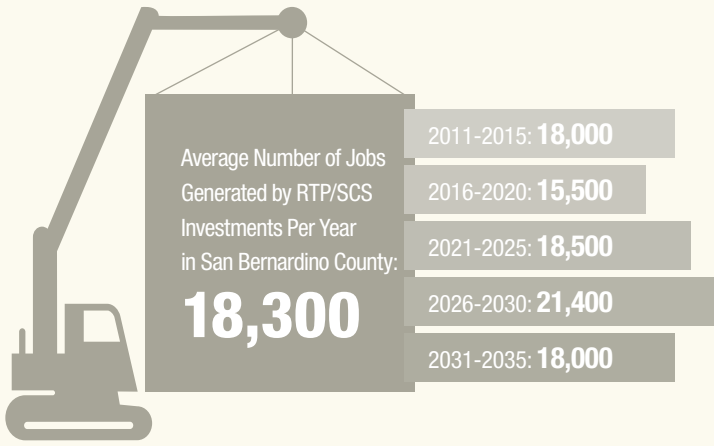


Projected Improvements in Daily Person Delay per Capita



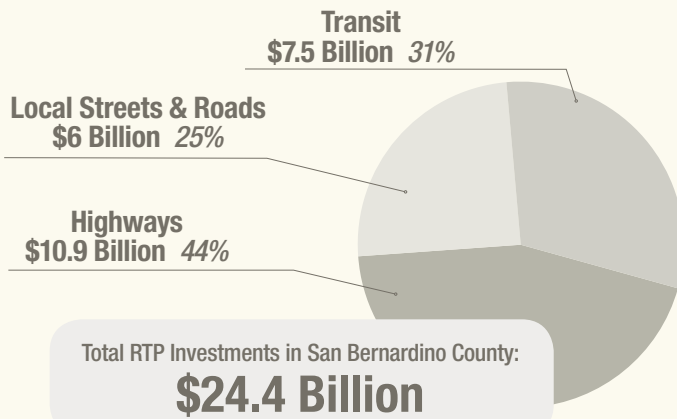
Implementation of the 2012-2035 RTP/SCS is expected to reduce delay below 2008 levels, mitigating traffic congestion in light of increasing population growth.

EMPLOYMENT IMPACT OF 2012–2035 RTP/SCS*



*Data based on calculations from Regional Economic Models, Inc.

SAN BERNARDINO COUNTY RTP PROJECTS*



*excludes debt service and regional projects located within San Bernardino County

RTP PROJECTS (continued)

- ▶ Metrolink commuter rail service expansion; Cost: \$189 million; Estimated completion: 2030
- ▶ Redlands Rail Phase I commuter rail service, San Bernardino to University of Redlands; Cost: \$149 million; Estimated completion: 2015
- ▶ Redlands Rail Phase II, expansion to light rail; Cost: \$183 million; Estimated completion: 2020
- ▶ Euclid Ave. bus rapid transit service from Upland to Chino; Cost: \$129 million; Estimated completion: 2025
- ▶ Holt Blvd./4th St. bus rapid transit project development; Cost: \$2 million; Estimated completion: 2014

Transportation System Management/Travel Demand Management Projects

- ▶ Various travel demand management projects (including ridesharing); Cost: \$4 billion region-wide; Estimated completion: 2035
- ▶ Various Intelligent Transportation System projects throughout San Bernardino County (e.g. freeway service patrols, signal coordination, ramp metering); Cost: \$471 million; Estimated completion: 2035

SCAG Regional Projects

- ▶ Regional Express/HOT Lane Network; Cost: \$9.6 billion; Estimated completion: 2035
- ▶ High Desert Corridor; Cost: \$6.9 billion; Estimated completion: 2020
- ▶ East-West Freight Corridor from I-710 to I-15 (segment of greater freight corridor originating at the Ports of Los Angeles/Long Beach); Cost: \$15.3 billion; Estimated completion: 2035
- ▶ I-15 Freight Corridor (continuation of East-West Freight Corridor); Cost: \$857 million; Estimated completion: 2035
- ▶ California Nevada High Speed Rail planning and environmental review; Cost: \$45 million; Estimated completion: 2016
- ▶ Additional active transportation investments; Cost: \$5 billion; Estimated completion: 2035

SUSTAINABLE COMMUNITIES STRATEGY BENEFITS

For the first time, SCAG has integrated land use, housing and environmental strategies with transportation planning to help meet emissions reduction targets by the California Air Resources Board. This Sustainable Communities Strategy provides an alternative to “business as usual” development. It encourages community revitalization and neighborhoods that are bike and pedestrian friendly, with convenient access to transit. By implementing these strategies, San Bernardino County will benefit from:

63%
Reduction in Greenfield Land Consumed
 (the plan preserves 105 square miles of undeveloped land in San Bernardino County)



Household Costs Savings

(includes Fuel, Auto Operating, Energy, and Water Costs per Household, 2011 dollars)

\$29,000 – **\$20,500**
 Business as Usual – SCS Adopted Plan



\$8,500
 Annual Household Savings

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012–2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region.

LEARN MORE ONLINE:

2012–2035 RTP/SCS
www.scag.ca.gov/RTP2012

iRTP an interactive Regional Transportation Plan
www.SCAGRTP.net



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REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
 SUSTAINABLE COMMUNITIES STRATEGY
 Towards a Sustainable Future

S O U T H E R N C A L I F O R N I A A S S O C I A T I O N O F G O V E R N M E N T S

BENEFITS OF THE 2012–2035 RTP/SCS FOR Ventura County

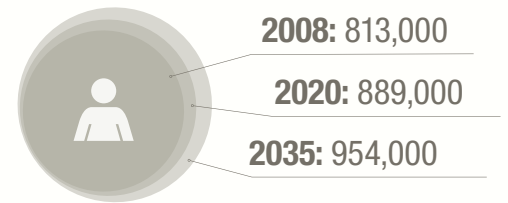
The Southern California Association of Governments (SCAG) undertakes a variety of planning and policy initiatives on behalf of the region, in coordination with its members and stakeholders. SCAG worked with the Ventura County Transportation Commission (VCTC), elected officials and local jurisdictions in Ventura County to develop the 2012–2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), a long-range plan that improves overall mobility, reduces greenhouse gases and enhances the quality of life for the region’s residents. Approved by state and federal agencies in June 2012, the plan includes \$5 billion in transportation projects for Ventura County. The 2012-2035 RTP/SCS is guided by and incorporates projects and programs from VCTC’s planning efforts. The list below features major transportation projects from a total of 367 Ventura County-specific projects contained in the 2012-2035 RTP/SCS.

RTP PROJECTS

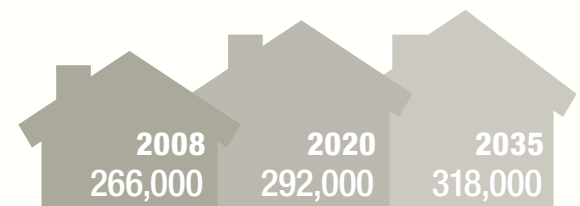
- ▶ Los Angeles Ave. grade separation (Simi Valley); Cost: \$93 million; Estimated completion: 2019
- ▶ US-101 HOV lanes between Mussell Shoals and La Conchita; Cost: \$88 million; Estimated completion: 2014
- ▶ US-101 Del Norte Bridge widening & interchange improvement; Cost: \$57 million; Estimated completion: 2016
- ▶ Construction of multimodal transportation center with for rail, bus, and bicycle commuters (downtown Ventura); Cost: \$50 million; Estimated completion: 2014
- ▶ Bus service expansions (includes Paratransit); Cost: \$42 million; Estimated completion: 2035
- ▶ US-101 Central Ave. Bridge widening & interchange improvement (Camarillo); Cost: \$38 million; Estimated completion: 2016
- ▶ Ventura Intercity Service Transit Authority capital lease; Cost: \$30 million; Estimated completion: 2014
- ▶ Transit service expansion; Cost: \$27 million; Estimated completion: 2035
- ▶ Reconfiguration of US-101 northbound California St. off-ramp; Cost: \$25 million; Estimated completion: 2013
- ▶ Harbor Blvd. widening from Oxnard city limits to Ventura city limits; Cost: \$24 million; Estimated completion: 2030
- ▶ Santa Clara Ave. widening from north of Oxnard city limits to SR-118; Cost: \$22 million; Estimated completion: 2015
- ▶ Gonzales Rd. grade separation at Oxnard Blvd. and Union Pacific Railroad tracks; Cost: \$20 million; Estimated completion: 2013
- ▶ Rose Ave. overpass at Gonzales Rd.; Cost: \$20 million; Estimated completion: 2017

VENTURA COUNTY AT-A-GLANCE

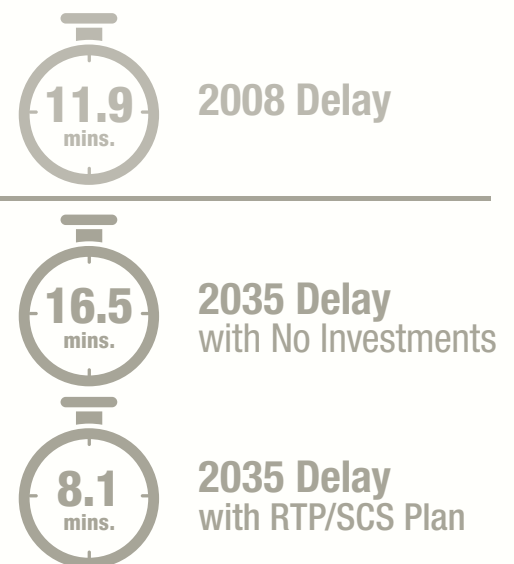
Projected Population Growth



Projected Household Growth

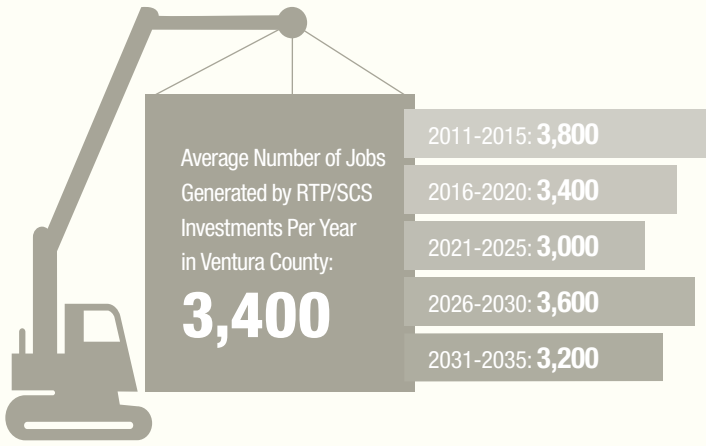


Projected Improvements in Daily Delay per Person



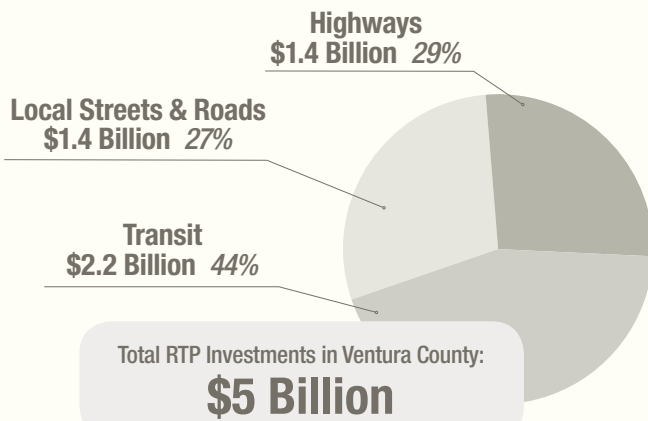
Implementation of the 2012-2035 RTP/SCS is expected to reduce delay below 2008 levels, mitigating traffic congestion in light of increasing population growth.

EMPLOYMENT IMPACT OF 2012–2035 RTP/SCS*



*Data based on calculations from Regional Economic Models, Inc.

VENTURA COUNTY RTP PROJECTS*



*excludes debt service and regional projects located within Ventura County

RTP PROJECTS (continued)

- ▶ Rose Ave. grade separation at E. Fifth St.; Cost: \$20 million; Estimated completion: 2013
- ▶ Victoria Ave. overpass at Gonzales Rd.; Cost: \$20 million; Estimated completion: 2017
- ▶ Vineyard Ave. grade separation over Union Pacific Railroad tracks; Cost: \$20 million; Estimated completion: 2013
- ▶ Pleasant Valley Rd. widening from Dodge Rd. to Las Posas Rd.; Cost: \$20 million; Estimated completion: 2030
- ▶ SR-33/SR-150 spot improvements; Cost: \$19 million; Estimated completion: 2025
- ▶ Victoria Ave. widening from Gonzales Rd. to Ventura city limits; Cost: \$17 million; Estimated completion: 2025
- ▶ SR-34 railroad grade separation at Rice Ave.; Cost: \$12 million; Estimated completion: 2017
- ▶ US-101 acceleration/deceleration lane extensions and three median crossing closures near La Conchita; Cost: \$12 million; Estimated completion: 2014
- ▶ Victoria Ave. widening from Gonzales Rd. to Oxnard city limits; Cost: \$8 million; Estimated completion: 2030
- ▶ Princeton Ave. widening from SR-118 to Spring Rd.; Cost: \$8 million; Estimated completion: 2015
- ▶ Central Ave. widening from Santa Clara Ave. to Camarillo city limits; Cost: \$8 million; Estimated completion: 2020

SCAG Regional Projects

- ▶ Additional active transportation investments; Cost: \$5 billion; Estimated completion: 2035

SUSTAINABLE COMMUNITIES STRATEGY BENEFITS

For the first time, SCAG has integrated land use, housing and environmental strategies with transportation planning to help meet emissions reduction targets by the California Air Resources Board. This Sustainable Communities Strategy provides an alternative to “business as usual” development. It encourages community revitalization and neighborhoods that are bike and pedestrian friendly, with convenient access to transit. By implementing these strategies, Ventura County will benefit from:

81%
Reduction in Greenfield Land Consumed
 (the plan preserves 34 square miles of undeveloped land in Ventura County)



Household Costs Savings

(includes Fuel, Auto Operating, Energy, and Water Costs per Household, 2011 dollars)

\$21,800 – **\$17,000**

Business as Usual – SCS Adopted Plan



\$4,800

Annual Household Savings

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012–2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region.

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For further information on the Benefits of the 2012–2035 RTP/SCS, please contact: 96
 John Procter at (213) 236-1965 or email procter@scag.ca.gov.