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MEETING OF THE

HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE

Friday, January 18, 2013
10:00 a.m. – 12:00 p.m.

SCAG Los Angeles Office
818 West Seventh Street, 12th Floor
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Videoconference Available

Orange County Office
600 S. Main Street, Suite 906
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Riverside, CA 92501

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jane Embry at (213) 236-1826 or via email embry@scag.ca.gov

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High Speed Rail & Transit Subcommittee
Member/Alternate/Ex-Officio Roster

Los Angeles County:	Hon. Mike Antonovich, **Vice-Chair**
	Hon. Frank Quintero
	Hon. Gene Murabito
	Hon. Bruce Barrows, Alternate
	Hon. Steve Hofbauer, Alternate
	Hon. Jess Talamantes, Alternate
Orange County:	Hon. Leroy Mills
Riverside County:	Hon. Karen Spiegel, **Chair**
	Hon. Ron Roberts

Ex-Officio Members
Nancy Pfeffer, Gateway Cities
Michael A. Morris, FHWA

HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE
AGENDA
JANUARY 18, 2013

The High-Speed Rail & Transit Subcommittee 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. Karen Spiegel, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the 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.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR		Time	Page
Approval Item			
1. Minutes of the December 21, 2012 Meeting	**Attachment**	**5 mins.**	**1**
2. Receive & File: Draft Best Practices Technical Memorandum	**Attachment**		**4**
INFORMATION ITEMS			
1. First Mile/Last Mile Strategic Plan ***(Alan Thompson, Senior Regional Planner, SCAG)***	**Attachment**	**15 mins.**	**10**
2. Transportation and Land Use ***(Genevieve Giuliano, Ferraro Chair, Effective Local Government, Sol Price School of Public Policy, USC)***	**(Under Separate Cover)**	**20 mins.**	
3. Planning for Transit Oriented Development in Post – Redevelopment Environment ***(Cecilia Estolano, Member, Estolano LeSar Perez Advisors LLC)***	**Attachment**	**20 mins**	**18**
4. Joint Development Programs at Metro ***(Roger Moliere, Chief, Real Property Management & Development, Metro)***	**Attachment**	**20 mins**	**31**
5. Fullerton Forward Streetcar Project ***(Jay Eastman, Senior Planner, City of Fullerton)***	**Attachment**	**15 mins**	**54**
6. Streetcar Oriented Development: Economic Development Aspects of TOD ***(Ron Golem, Principal, Bay Area Economics)***	**Attachment**	**20 mins.**	**64**

CHAIR'S REPORT
(Hon. Karen Spiegel)

STAFF REPORT
(Stephen Fox – Transit/Rail)

Regional Rail Vision Framework	**Attachment**	**5 mins.**	**75**

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

ANNOUNCEMENTS

ADJOURNMENT
The next meeting dates are:

February 7, 2013, 2:30 PM to 4:30 PM – Joint meeting with Transportation Finance Subcommittee

February 15, 2013; 10:00 AM to 12:00 PM – Final HSR&T Subcommittee meeting and wrap-up

HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

December 21, 2012
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE HIGH-SPEED RAIL & TRANSIT SUBCOMMITTEE. AN AUDIO RECORDING OF THE MEETING IS AVAILABLE FOR LISTENING AT SCAG'S DOWNTOWN OFFICE AND A VIDEO OF THE MEETING IS AVAILABLE ON SCAG'S WEBSITE.

The High-Speed Rail & Transit (HSR&T) Subcommittee held its meeting at SCAG's downtown Los Angeles office with video-conferencing at SCAG's Regional Offices.

Members/Alternates Present

Hon. Mike Antonovich **(Vice-Chair)**	Los Angeles County
Hon. Bruce Barrows, City of Cerritos	Los Angeles County
Hon. Steve Hofbauer, City of Palmdale	Los Angeles County
Hon. Leroy Mills, City of Cypress	Orange County
Hon. Frank Quintero, City of Glendale	Los Angeles County
Hon. Ron Roberts, City of Temecula (via video conference)	District 5
Hon. Karen Spiegel, City of Corona **(Chair)**	WRCOG

Members/Alternates Not Present

Hon. Gene Murabito, City of Glendora	SGVCOG
Hon. Jess Talamantes, City of Burbank	SFVCOG

Ex-Officio Members Present

Nancy Pfeffer (via video conference)	Gateway Cities COG

Ex-Officio Members Not Present

Michael Morris	FHWA

CALL TO ORDER & PLEDGE OF ALLEGIANCE
Hon. Karen Spiegel, Chair, called the meeting to order at approximately 10:00 AM and Hon. Leroy Mills led the Subcommittee in the Pledge of Allegiance.

The Chair introduced the Subcommittee members, SCAG staff, and members of the public.

PUBLIC COMMENT PERIOD
There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEMS
The Chair announced that Item 6, First Mile/Last Mile Planning Efforts, would be postponed until the next meeting, due to time constraints.

CONSENT CALENDAR

Approval Item

1. Minutes of November 9, 2012

Receive and File

2. System Performance Report Update

3. California High-Speed Train Fact Sheet

A MOTION was made (Barrows) to approve the Consent Calendar. The MOTION was SECONDED (Mills). A roll-call vote was taken by Joann Africa, Chief Counsel, and the MOTION was UNANIMOUSLY APPROVED.

Joann Africa, Chief Counsel, stated for the record that the Subcommittee's voting conformation was comprised of Chair Karen Spiegel, Hon. Ron Roberts, Hon. Leroy Mills, and Hon. Bruce Barrows serving as the Los Angeles County alternate for Hon. Mike Antonovich and Hon. Steve Hofbauer serving as the Los Angeles County alternate for Hon. Frank Quintero.

INFORMATION ITEMS

1. Regional Transit Update
   Matt Gleason, Associate Regional Planner, provided an overview of transit in the region and outlined the transit element contained in the 2012 RTP/SCS.

2. Contextualizing Travel Behavior and Transit Use
   Brian Taylor, Professor of Urban Planning at UCLA, provided an overview of his research on public transit, including travel behavior, implications of transit subsidies and cost-effective ways to increase transit use.

3. Smart Fare Media in Orange County
   Jorge Duran, Project Manager, Transit for OCTA, outlined the goals and benefits of OCTA's Fare Integration Project, including better integration of fare collection with other transportation system elements, utilizing new technology to pay for transit fares, and improved travel time.

4. Smart Fare Media in Ventura County
   Vic Kamhi, Bus Transit Director with VCTC, outlined the benefits of the Goventura Smartcard, including improved customer satisfaction, seamless travel across transit systems, faster boarding, and more fare payment options.

5. Predictive Arrival Technologies
   Lan-Chi Lam, Interactive Design & Strategy Manager with Metro, provided an overview of Metro's mobile and customer-facing websites, including mobile apps, mobile web, and mobile tools.

CHAIR'S REPORT
There was no report provided.

STAFF REPORT
Government Accounting Office (GAO) Preliminary Assessment of CA HSR Cost Estimates and Other Challenges
Steve Fox, Senior Regional Planner, stated that on December 6, 2012 the U.S. House of Representatives' Transportation and Infrastructure Committee held a hearing on the Obama Administration expenditures for the $10B high-speed rail funding program, wherein a representative from GAO outlined its preliminary assessment. Michelle Boehm, Southern California Regional Director of CHSRA clarified that this was only testimony and the GAO Report will not be finalized until March 2013.

FUTURE AGENDA ITEMS
The Information Item entitled "First Mile/Last Mile Planning Efforts" (Item #6 of the agenda) was continued and will be presented at the next meeting of the Subcommittee.

ANNOUNCEMENTS
Joann Africa, Chief Counsel, noted for the record that Supervisor Mike Antonovich and Hon. Frank Quintero joined the meeting at 10:20 AM.

ADJOURNMENT
The Chair adjourned the meeting at 12:13 PM.

Minutes Approved By:

Philip Law, Acting Manager
Transit/Rail

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MEMO

DATE: January 18, 2013

TO: High-Speed Rail & Transit (HSR&T) Subcommittee Members

FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov

SUBJECT: Transit Best Practices – Initial Literature Review

BACKGROUND

As with many industries, the transit industry has a large body of "best practice" literature. The goal of the best practice exercise is to provide benchmarking and lessons learned examples for the transit professional to use in planning and designing aspects of service delivery so as not to reinvent the wheel and to avoid mistakes. The body of literature is very broad and includes such areas as Intelligent Transportation Systems (ITS), smart fare media, bus facilities, Bus Rapid Transit (BRT) design, employee relations and productivity, and service planning.

Initial discussions of this subject have occurred with the HSR&T Subcommittee and will also take place with the Regional Transit Technical Advisory Committee (RTTAC). These discussions and the input received will provide a foundation for the development of the transit and rail elements of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) update.

DISCUSSION

The body of transit best practice literature is extensive. Staff has been conducting a literature review of best practice efforts among various elements of transit service delivery including first mile/last mile, ITS, smart fare media, transit signal priority, BRT and on-road bus facilities. In addition, best practices are being identified and discussed by the HSR&T Subcommittee over the course of its six meetings. Following is a discussion of best practices studied to date.

First Mile/Last Mile

First Mile/Last Mile strategies are designed to increase the range and desirability of transit by removing barriers around transit stations and providing alternatives to access transit. Strategies include adequate sidewalk facilities, bike facilities such as bike lanes and lockers, bike sharing and car sharing. These strategies can increase the effective range of transit stations from less than ¼ mile to ranges greater than ½ mile.

In 2009, SCAG partnered with the City of Los Angeles in a study to maximize first mile/last mile strategies. The report, "Maximizing Mobility in Los Angeles – First and Last Mile Strategies" focused on six specific cost-effective strategies that can be used around transit stations. In 2012, SCAG began a partnership with the Los Angeles County Metropolitan Transportation Authority (Metro) to examine different station types and develop first mile/last mile recommendations geared towards these station types. Knowing this, the most effective strategies can then be implemented where they can be most effective.

Literature Review

The Mineta Transportation Institute published a report titled "Using Bicycles for the First and Last Mile of a Commute." This document details a bicycle summit held by the Institute to address how to best integrate cycling with existing forms of commuter transit and ways to increase first/last mile ridership. The main topics focused on safety, bikes on transit, the future of bike sharing, and work accommodations. Safety is being addressed as more and more bike facilities such as bike lanes are being implemented. Bikes on transit topics focused largely on the issues of bikes on Caltrain. Caltrain has seen a rise in the number of passengers taking bikes on board, which has caused capacity issues on their trains. Caltrain is updating its current fleet to be able to hold more bikes and planning for their new electric fleet to have adequate bicycle capacity. (Metrolink and L.A. County Metro Rail have taken out passenger seats to allow for more bikes recently.) Bike sharing was mentioned by many of the speakers and is starting to be implemented across the county. Anaheim has recently started a program and the cities of Long Beach and Los Angeles are following. On the subject of work accommodations, the speakers touched on having adequate safe bike storage areas at work. They also mentioned the need for space for people to go change and transition from biking to work. The full report is located here:
http://transweb.sjsu.edu/MTIportal/research/publications/documents/BikeCommute.pdf.

The Mineta Transportation Institute also authored a report titled: "Bicycling Access and Egress to Transit: Informing the Possibilities." This report looks into integrating bikes with transit as both become increasingly popular across the U.S. and are therefore resulting in bike capacity issues on transit vehicles. The study included five case studies in Boulder/Denver, Chicago, Ithaca, Portland and Santa Clara County. The study provides a baseline understanding of transit/cycling integration strategies. The full report is located at
http://transweb.sjsu.edu/PDFs/research/2825_bicycling_access.pdf.

"Bike Sharing in Europe, the Americas, and Asia" provides a historical review of bike sharing programs around the globe and looks at the future of bike sharing. It identifies four distinct generations of bike sharing: the first, free bike systems; the second, coin deposit systems; the third, information technology based systems; and finally, demand response, multi modal systems. The third system is the one being used today that is based on information technology and user fees. While the different cities vary, they are not deposit systems but rather member-based that a user pays for throughout the year. Non-members pay as they go but at higher rates. The next generation of bike sharing programs will include four advances over the third generation: flexible, clean docking stations; bicycle redistribution innovations; smartcard integrations with public transit and car sharing programs, and technology advances that will include touch screen interfaces; and GPS tracking and electric bike options at certain locations. Bike sharing began in Europe, which still is the world leader, but is really taking off in the U.S. The City of Anaheim recently rolled out a program and the City of Long Beach is launching one this spring. The paper details many experiences in individual cities and discusses lessons learned in the areas of bicycle theft and vandalism, bicycle redistribution, information systems, insurance and liability considerations, and pre-launch caveats.
http://76.12.4.249/artman2/uploads/1/Bikesharing_in_Europe__the_Americas__and_Asia.pdf

"Integrating Bicycling and Public Transport in North America" is another study of bike-transit integration in North America. This is a case study of bike integration in six American cities: San Francisco, Portland, Minneapolis, Chicago, Washington, and New York; and two Canadian cities: Vancouver and Toronto. These cities have undertaken various measures of integration for bike and transit, including: 1) provision of bike parking facilities at rail stations and bus stops, with different degrees of shelter and security; 2) multi-functional bike stations providing not only parking but also a range of services such as bike rentals, repairs, parts and accessories, bike washing, showers and lockers; 3) bike racks on buses; 4) allowance of bike on rail options; and 5) bike paths, lanes, and on-street routes that lead to public transport stations and stops, thus facilitating the bike's role as feeders and collectors for transit. The main finding and recommendation was that there is a need for more funding to provide 1) more secure parking at rail stations and 2) to increase bike carrying capacity on rail systems. http://www.nctr.usf.edu/jpt/pdf/JPT12-3Pucher.pdf

Intelligent Transportation Systems and Smart Fare Media

Intelligent Transportation Systems (ITS) are systems that use modern detection, communications and computing technology to collect data on system operations and performance, and communicate that information to system managers and users for managing and adjusting the transportation system to respond to changing operating conditions, congestion, or accidents. ITS technology can be applied to arterials, freeways, transit, trucks, and private vehicles. ITS includes Advanced Traveler Information Systems (ATIS), Advanced Public Transit Systems (APTS), Advanced Traffic Management Systems (ATMS), Advanced Vehicle Control Systems (AVCS), and Commercial Vehicle Operations (CVO).

Smart fare media are being used more and more by transit agencies. The fare medium is a smart card with a chip that has stored value loaded on it. Its benefits are many, including eliminating the burdens of cash fare payments (exact change and longer boarding times at each stop), the ability to use on multiple transit operators within a particular region, and origin and destination information that is of great value to transit planners.

Best practices on this subject in our region include work being done by OCTA and VCTC's smart card implementation projects. At the December 21, 2012 HSR&T Subcommittee meeting, OCTA discussed its smart card/fare integration project. OCTA is intelligently designing its smart fare architecture by looking at other examples and considering the systems of other transit operators in the region and in their service area. OCTA hosted a Southern California "Super Users" Group discussion in partnership with SCRRA (Metrolink) and the USDOT Volpe National Transportation Systems Center in July 2011. OCTA is investigating an account based, open payment fare system, and no such system is fully operational in the U.S. at this point in time. OCTA expects to conclude the study and begin implementation of the system in late 2014. VCTC also presented Ventura County's history with smart cards, being one of the very first in the nation to implement a smart card. VCTC's efforts began in 1994, with a Smartcard Demonstration Partnership, and was implemented county-wide in 1996.

Literature Review

"Interoperable Transit Smart Card Systems: Are We Moving Too Slowly or Too Quickly?" discusses the array of institutional factors affecting public transit operators' adoption of interoperable smart cards. Although many transit agencies have implemented smart card technologies as stand-alone systems that cannot be used on other systems, others have done so as part of a regional partner architecture in which multiple agencies with contiguous or overlapping service areas develop compatible systems. Through a review of the literature and in-depth interviews with industry experts, it was found that whereas interoperable systems have the benefit of allowing riders to use one fare card across multiple operators, such systems have proved difficult to form and coordinate as they require consensus among multiple parties. Four main institutional issues hindering implementation were identified: 1) staff and elected officials are often hesitant to relinquish local control over fare policies and collection because individual transit agencies are guided by different missions or priorities and tend to serve different markets of user groups; 2) the future of smart card technology is uncertain; 3) decentralized systems of decision making mean that inter-jurisdictional governance structures tend to be far more informal than intra-organizational operations and management; and 4) transit agencies typically lack the institutional capacity to comprehensively evaluate the costs and benefits of interoperable systems, and as a result, there are few rigorous evaluations of smart cards. A conclusion is that there are no national or regional standards for the technology and this remains a barrier. http://pubsindex.trb.org/view.aspx?id=777674

"Smart Card Data Use in Public Transit: A Review" is a comprehensive review of smart card usage worldwide. First, the varying technologies used are introduced along with advantages and disadvantages. Major issues addressed include: user convenience, vehicle dwell time delay, cost, fare security, and interoperability. Second, methods of using data are analyzed in three different approaches: strategic long term planning, tactical (service adjustment) planning changes, and evaluation of operational data. The paper also looks at smart card commercialization applications that have been conducted globally. https://www.cirrelt.ca/DocumentsTravail/CIRRELT-2009-46.pdf

"Travel Pattern Analysis Using Smart Card Data of Regular Users" is another paper discussing the integration of smartcard fare boarding data with GIS location-based information to analyze transit ridership for better service planning. The authors' methodology was applied to the Minneapolis/St. Paul Metro Transit agency in 2008. (Only 50% of riders at the time used a form of smart card for transit ridership.) The study placed particular emphasis on analyzing different stored values on cards against spatial usage of the ridership. The study showed that smart fare media can be used to identify ridership patterns that can lead to more efficient and effective service planning and evaluation.
ftp://ftp.hsrc.unc.edu/pub/TRB2011/data/papers/11-4258.pdf

"Implementing Regional Fare Systems" is an article in *Mass Transit* magazine that focused on the Seattle and Bay Areas' experiences of their respective public transit agencies cooperating to create a regional fare system on one smartcard. In the Seattle case, one of the challenges was deciding governance structure and business models to be used. Three types of governance structure were options: a joint powers authority, a main lead agency, or an inter-local agreement. The decision was with the inter-local agreement where costs and responsibilities were shared among partner agencies. In the Bay Area the major challenge was to incorporate 24 transit agencies in to one architecture. This was managed by the Metropolitan Transportation Commission, and the largest challenge was fare issues among so many transit operators.
http://www.masstransitmag.com/article/10219958/implementing-regional-fare-systems

Transit Facilities and Bus Rapid Transit

Bus Rapid Transit (BRT) is bus transit service that reduces travel time through treatments such as traffic signal priority, automatic vehicle location, dedicated bus lanes, limited-stop service, and pre-boarding fare payment. BRT service is often branded with its own fleet livery and stations. In our region, Metro operates the Orange Line and the Metro Rapid network. The Orange Line is "true" BRT, operating exclusively on its own right-of-way. The Metro Rapid network runs along city streets in mixed-flow traffic lanes (some bus lanes are in the planning phase), but benefits from signal priority and limited stops. Both services have reduced passenger travel time by 15 to 25% and have attracted new riders to transit. The 2012 RTP/SCS includes new BRT or limited stop service throughout the

SCAG region, including the sbX now being built in San Bernardino County and others in the planning stage in Orange and Riverside counties.

Literature Review
"Comprehensive Evaluation of Transit Signal Priority System Impacts Using Field Observed Traffic Data" was an analysis on an existing transit signal priority (TSP) system in Snohomish County, Washington State for Community Transit (CT) buses. In this study, impacts of the TSP system on both transit and local traffic operations were quantitatively evaluated on the basis of field-observed data. Simulation models were also built and calibrated to compute measures of effectiveness that could not be obtained from field-observed data. With simulation models and field observed data, the impacts of the TSP system on both transit and local traffic operations were quantitatively evaluated. The evaluation results showed that CT's system provided "remarkable" benefits to transit vehicles, with insignificant impacts to local traffic on cross-streets under the current coordinated control strategy. The major recommendation of the study was that more of CT's buses be equipped with the TSP technology. (In our region, it was found that the Metro Rapid program also had an insignificant effect on regular vehicle cross traffic for the Metro Rapid's extensive network of over 20 lines along heavily congested corridors. This was even true along Wilshire Blvd. where buses were running along the corridor every five minutes or less.) http://www.wsdot.wa.gov/research/reports/fullreports/699.1.pdf

"Integrating Transit Signal Priority within Adaptive Traffic Signal Control Systems" is another study looking at the effectiveness of different types of TSP systems. The study looks at three types of TSP and the effects they have on both transit vehicles and general traffic flow. The study involved a 21-intersection section of the Columbia Pike arterial in Arlington, Virginia. The study analyzed simulated peak morning, peak afternoon, and midday traffic on the three types of TSP: "fixed-time control," "adaptive splits," and "adaptive spits and offsets." The conclusion showed that all three methods provide benefits to transit service. Moreover, when express bus service was combined with the adaptive technology the best benefits were gained. As with other studies, it was shown that there were no negative general traffic flow consequences.
http://filebox.vt.edu/users/hrakha/Publications/Transit%20Signal%20Priority%20within%20Adaptive%20Control%20-%20Ver5.pdf

"Effective Bus-Only Lanes" explores geometric design and institutional barriers to effective bus-only lanes in the United States. It highlights design features for effective bus lanes in those communities with bus-only lanes (U.S. and abroad) and discusses institutional barriers, such as objections to remote enforcement and mixed-flow vehicle capacity reduction. It uses the City of San Francisco as an example of how a network of bus-only lanes could be implemented and what benefits could be derived. The current bus-only lanes in San Francisco vary in type and hours of operation. Some are peak hour curbside lanes; some are all-day or full-time curbside lanes; and the remainder are all-day or full-time dedicated lanes. Some allow taxis to operate in the lane with the buses. The conclusion is that San Francisco should standardize the hours of operation, signage and markings for its bus only lanes to improve bus service while decreasing operating costs. http://arch21.org/BusLanes/CB06C273.pdf

"Bus Rapid Transit Systems on Conventional Highways: A Review of the Literature and Practice" documents examples of BRT systems implemented on arterials, freeways and busways. On-street bus facilities have widespread applicability because of their relatively low costs, ease of implementation, and opportunities for incremental deployment. For these on-street facilities, numerous implementation options exist depending on the placement of the bus lane (curb or median), direction of flow (normal or

contra-flow), mix of traffic (e.g. dedicated bus lanes, buses and taxis, buses and goods delivery vehicles, or mixed traffic flow with automobiles), and traffic controls (turn controls, parking, loading and unloading of commercial motor vehicles, and signalization). Off-street BRT facilities, however, require higher investments in land and construction, and commonly take the form of special bus roadways that vary by type of construction (above grade, at grade, below grade), direction of flow (concurrent or contra-flow), and treatment of stations (on- or off-line). The paper discusses each type of treatment with its strengths and weaknesses.
http://www.path.berkeley.edu/PATH/Publications/PDF/PWP/2009/PWP-2009-01.pdf

"TCRP Report: Volume 1: Case Studies in Bus Rapid Transit" is a comprehensive review of implemented BRT systems around the world using 26 case studies, of which 12 are in North America. The report discusses reasons for implementing BRT, features of BRT, performance, costs, BRT prospects, and lessons learned on BRT elements such as the planning and implementation process, system concepts and packaging, running ways, stations, vehicles, fare collection, ITS applications, service planning and operations, traffic-transit integration, and performance.
http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_90v1.pdf

"The BRT Standard" is a publication by leading technical experts to come to a common understanding of what constitutes internationally recognized best practices in BRT system design. Many are unaware of the characteristics of the best BRT systems and their potential to provide a quality of customer service usually associated with light rails and subways. This lack of awareness frequently results in demands for rail when BRT may be a comparable and much cheaper alternative. It can also result in inaccurately labeling minimal improvements to standard bus service as BRT. "The BRT Standard" provides a framework for system designers, decision makers, and the sustainable transportation community to implement and identify top-quality BRT systems. A corridor of a system can be certified as "Gold Standard," "Silver Standard," or "Bronze Standard" based on the scorecard. 2012 is a pilot year to test the scorecard and make modifications as needed.
http://www.itdp.org/documents/BRT_English_REVISED2_FINAL_LR.pdf

NEXT STEPS

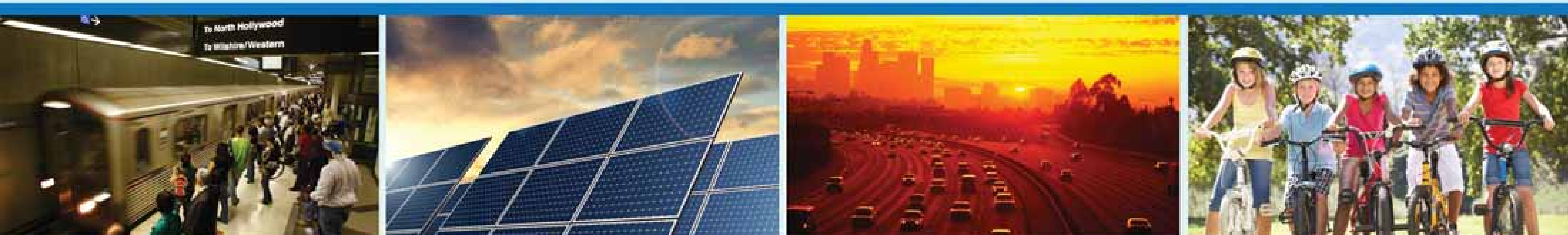
A completed literature review will be provided to the HSR&T Subcommittee at its sixth and final meeting on February 15, 2013. The best practice research, along with presentations and discussion at the HSR&T Subcommittee and the RTTAC, will be incorporated into the State of Transit Report as appropriate, and will provide a framework and starting point for development of the 2016 RTP/SCS update.

SCAG/LACMTA First Mile/Last Mile Strategic Plan

Alan Thompson

SCAG

SCAG High Speed Rail and Transit Subcommittee



January 18th, 2013

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Why do the Study

- Need to reduce GHG emissions
- Expansion of light rail/Fixed Bus-ways throughout LA County and HSR in SoCal

- How can we expand the reach of transit beyond ¼ mile from stations?
- How can we avoid duplication of effort and expense as each city grapples with that question?

Project Objectives

1. General Assessment on impact of
   - Planned Transit Expansion
   - Demographic changes
   - Technology Trends

   On transit access patterns to estimate demand at different types of transit stops
2. A Case study analysis of up to 10 prototype transit stops (% walk. % bike, % auto)

Case Study Analysis

	Low Centrality	Medium Centrality	High Centrality
Low Residential Density	Los Virgenes/Malibu • Agoura Rd	San Gabriel Valley • Sierra Madre Villa Station	South Bay • Douglas Dr.
Medium Residential Density	San Fernando Valley • Reseda Station	South Bay/Gateway Cities • 103rd / Watts	South Bay • Harbor GTC
High Residential Density	North Los Angeles County • Newhall	San Fernando Valley • NoHo Central Los Angeles • Highland Park	Central Los Angeles • Wilshire /Normandie Westside Cities • Wilshire/ Westwood Arroyo Verdugo Cities • Olive/San Fernando

Project Objectives (cont.)

3. Develop Street Design Guidelines for each station prototype
4. Recommendations for size and type of multi-modal facilities
5. Recommendations for implementation, including potential funding sources
6. Guidelines

Current Status

- Literature Review complete
- Case Studies
  - Have narrowed potential locations down from 20 to 12 based on stakeholder comments
  - Have examined characteristics within ½ mile radius from each station for
    - walk, bike, car, transit lines
    - Land use
    - Street Grid/Freeways/major arterials
    - Access Barriers

Next Steps

- Best Practices
- Recommend 5, 10 year modal access targets for each type of protoype transit stations/stops
- Design Guidelines
- Recommendations
  - Modifications to existing programs/policies
  - Additional actions by Metro and/or Partners
  - Potential funding
- Develop Strategy

For More Information

Alan Thompson
213.236.1940
thompson@scag.ca.gov




SCAG Presentation Background Materials
Prepared January 9, 2013

BILL NUMBER: SB 1

Introduced by Senator Steinberg
December 3, 2012

An act to add Part 1.86 (commencing with Section 34191.10) to Division 24 of the Health and Safety Code, and to amend Section 21094.5 of the Public Resources Code, relating to economic development, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 1, as introduced, Steinberg. Sustainable Communities Investment Authority. The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies.

Existing law provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state.

This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years.

The bill would establish prequalification requirements for entities that will receive more than $1,000,000 from the Sustainable Communities Investment Authority and would require the Department of Industrial Relations to monitor and enforce compliance with prevailing wage requirements for specified projects within a Sustainable Communities Investment Area. The bill would deposit moneys received by the department from developer charges related to the costs of monitoring and enforcement in the State Public Works Enforcement Fund. By depositing a new source of revenue in the State Public Works Enforcement Fund, a continuously appropriated special fund, the bill would make an appropriation.

Vote: majority. Appropriation: yes. Fiscal committee: yes. State-mandated local program: no.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Part 1.86 (commencing with Section 34191.10) is added to Division 24 of the Health and Safety Code, to read:

PART 1.86. Sustainable Communities Investment PROGRAM

CHAPTER 1. GENERAL PROVISIONS

34191.10.

(a) The Legislature finds and declares that better economic development patterns in California can contribute to greater economic growth by creating good jobs, reducing commuter times for employees, reducing the costs of public infrastructure, and reducing energy consumption. Better development patterns may also result in increased options in the type of housing available, more affordable housing, and a reduction in a household's combined housing and transportation costs.

(b) The construction industry has been one of the sectors hardest hit by the economic downturn of recent years. Creating incentives for construction can help restore construction and permanent jobs, which are essential for a restoration of prosperity.

(c) Economic development patterns can also help California attain some of its long-term strategic environmental objectives including reduced air pollution, greater water conservation, reduced energy consumption, and increased farmland and habitat preservation.

(d) Implementation of the growth plans identified by the metropolitan planning organizations in their sustainable communities strategies, and in particular the development of areas identified for transit priority projects, is essential if California is to achieve the multiple benefits that would result from economic development. Implementation of growth plans in transit priority project areas requires redevelopment of existing developed areas.

(e) In addition to economic pressures from the current recession, development of transit priority projects remains challenging. Infrastructure is often old and inadequate. Sites may suffer from contamination that is expensive to remediate. The high construction costs in urban areas, particularly for multifamily dwellings, create an additional challenge. For these reasons, it is critical to restructure and refocus redevelopment in California to assist in achievement of these multiple benefits.

(f) At the same time, California cannot afford a redevelopment program that causes schools to lose revenue at a time when investing in education is also key to the state's economic prosperity. A growth plan for the state consistent with regional sustainable communities strategies must also provide that schools are able to play their full role in achieving the future of California. In this regard, Section 16 of Article XVI of the California Constitution does not require that all taxing agencies set aside their portion of future property tax for tax increment. It defines taxing agencies disjunctively as "any city, county, city and county, district, or other public corporation."

(g) (g) The elimination of redevelopment agencies has resulted in the loss of approximately one billion dollars ($1,000,000,000) annually in low- and moderate-income housing funds for communities throughout the state. Communities need alternative sources of revenue to support the continued production of affordable housing units. (h) The Legislature finds that a comprehensive strategy for the long-term economic development of the state must encourage the creation of good jobs and workforce skills needed to attract and retain a high-wage workforce, in addition to public infrastructure requirements. Public investments in human capital are as vital to the long-term growth of the state's economy as investments in physical capital.

34191.11. The Legislature further finds and declares that inefficient land use patterns cause an increased economic burden on taxpayers for the costs of an inefficient transportation infrastructure, and create a high combined economic cost of housing and transportation for California residents. These development patterns have also contributed to declining property values and foreclosures in many communities. They create further economic risks for the agricultural industry, the largest industry in California, through the loss of critical farmland. They also result in increased air pollution, energy consumption, and greenhouse gas emissions which impose additional costs on business and damage public health. They also lead to inefficient consumption of water, a critical resource for all of California.

34191.12. The Legislature finds and declares that the interrelated problems identified in this chapter are a form of blight that can be addressed through a new Sustainable Communities Investment Program.

34191.13. In order to more effectively address blight, the program shall be established to support development in transit priority project areas and small walkable communities and to support clean energy manufacturing through tax increment revenue. This new program shall use tax increment revenue to fight blight as it is understood in the contemporary setting without including those aspects of the former redevelopment program that created so much controversy, including the manipulation of the definition of blight and the use of the school share of tax increment revenue, such that it became a drain on the

General Fund. The new program, focused on certain geographic areas and sites, shall require greater levels of intergovernmental collaboration. 34191.14. It is the intent of the Legislature in establishing the Sustainable Communities Investment Program to create a new, collaborative structure for the creation of a governing board for a Sustainable Communities Investment Authority and to allow governmental entities through a consensual process to invest tax increment revenue to relieve conditions of blight as prescribed by the Legislature. The new authority shall have new planning obligations and, in particular, shall have a new focus on the job creation associated with new economic development. To the extent not inconsistent with the new program, the authority shall be able to exercise the powers of the former redevelopment agencies, but only as part of this newly created and reformed program. 34191.15. For purposes of this part, "authority" or "Sustainable Communities Investment Authority" means the entity formed under Chapter 2 (commencing with Section 34191.20).

CHAPTER 2. SUSTAINABLE COMMUNITIES INVESTMENT AUTHORITY
34191.20.

(a) A Sustainable Communities Investment Authority is a public body, corporate and politic, that may be created by the appointment of a governing board as provided in subdivision (d). The authority shall comply with the provisions of this part, the Community Redevelopment Law (Part 1 (commencing with Section 33000)), excluding Sections 33401, 33492.140, 33607, 33607.5, 33607.7, 33676, and any other similar payment provision of that part, Part 1.5 (commencing with Section 34000), Part 1.6 (commencing with Section 34050), and Part 1.7 (commencing with Section 34100), to the extent not inconsistent with this part. The authority shall not be subject to the provisions of Part 1.8 (commencing with Section 34161) and Part 1.85 (commencing with Section 34170).
(b) The authority shall be deemed to be an "agency" pursuant to Section 33003 and shall have all the rights, responsibilities, and obligations of an agency. For purposes of this part, a project area shall be referred to as a Sustainable Communities Investment Area and a redevelopment plan shall be referred to as a Sustainable Communities Investment Plan.
(c) An authority created pursuant to this part may rely on the legislative determination of blight and shall not be required to make a separate finding of blight or conduct a survey of blight within the project area.
(d) An authority may be created as follows:
    (1) A city, county, city and county, or a special district may create an authority pursuant to this part by entering into a joint powers agreement under Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code. The joint powers agreement shall establish a governing board and designate the Sustainable Communities Investment Area.
    (2) A city may create an authority, appoint the authority governing board, designate a Sustainable Communities Investment Area within the city's incorporated area, and establish the parameters of the proposed economic development within a proposed Sustainable Communities Investment Area with county approval of the economic development parameters and the Sustainable Communities Investment Plan, including any amendments to the plan.
    (3) A city and a county may create an authority and appoint the authority governing board, which shall be comprised of two members appointed by the city and two members appointed by the county. A fifth member shall be appointed by the two city and the two county members. The governing board shall designate the Sustainable Communities Investment Area. A Sustainable Communities Investment Plan, including any amendments to it, shall be approved by both the city and the county. The Sustainable Communities Investment Area may include an incorporated area or both an incorporated area and an unincorporated area.
    (4) If the Sustainable Communities Investment Area is within an unincorporated area, the board of supervisors of a county may create an authority and appoint the authority governing board.
    (5) A city may create an authority, which shall constitute a legally distinct entity from that city, and appoint the authority governing board, which may designate a Sustainable Communities Investment Area only within the incorporated limits of that city.
(e) If an authority is created pursuant to this section by an entity that is a city and county the governing body shall be composed of five members appointed by the mayor of the city, if that appointment is subject to confirmation by the county board of supervisors.

(f) Any city or county approval under this section shall be by resolution of the legislative body.

(g) A taxing agency participating in or approving the formation of a Sustainable Communities Investment Authority or appointing governing board members may authorize an allocation to the authority of all or part of the tax increment revenue that otherwise would be paid to that taxing agency.

(h) A governing board appointed pursuant to this section shall consist of five members. The members of any governing board formed pursuant to this part shall be appointed for four-year terms and shall be removed by the appointing authority only for cause. The initial appointees to the governing board shall serve either two-year or four-year terms and shall draw their terms by lot. An authority created pursuant to this section shall be deemed to be a local public agency subject to the Ralph M. Brown Act (Chapter 9 (commencing with Section 54950) of Part 1 of Division 2 of Title 5 of the Government Code), the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1 of the Government Code), and the Political Reform Act of 1974 (Title 9 (commencing with Section 81000) of the Government Code).

(i) A school district shall be excluded from participating in a Sustainable Communities Investment Authority.

CHAPTER 3. SUSTAINABLE COMMUNITIES INVESTMENT AREAS

34191.25.

(a) A Sustainable Communities Investment Area shall include only the following:

(1) Transit priority project areas, which are areas where a transit priority project, as defined in Section 21155 of the Public Resources Code, may be constructed, provided that if the Sustainable Communities Investment Area is based on proximity to a planned major transit stop or a high-quality transit corridor, the stop or the corridor must be scheduled to be completed within the planning horizon established by Section 450.322 of Title 23 of the Code of Federal Regulations. For purposes of this paragraph, a transit priority project area may include a military base reuse plan that meets the definition of a transit priority project area and it may include a contaminated site within a transit priority project area.

(A) If the Sustainable Communities Investment Area includes a high-speed rail station, the radius of the area may be up to one mile from a high-speed rail station. If the project area consists of a radius greater than one-half of one mile, at least 50 percent of tax increment revenue derived from the area shall be used to support construction of the high-speed rail station and related infrastructure.

(B) All or part of a transit priority project area may be included in the Sustainable Communities Investment Area or an area may include one or more contiguous transit priority project areas. One or more Sustainable Communities Investment Areas may be created pursuant to subdivision (d) of Section 34191.20.

(C) Transit priority project areas shall be within the geographic boundaries of a metropolitan planning organization in which a sustainable communities strategy has been adopted by the metropolitan planning organization, and the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted the metropolitan planning organization's determination that the sustainable communities strategy would, if implemented, achieve the region's greenhouse gas emission reduction targets.

(2) Areas that are small walkable communities, as defined in paragraph (4) of subdivision (e) of Section 21094.5 of the Public Resources Code, except that small walkable communities may also be designated in a city that is within the area of a metropolitan planning organization. No more than one small walkable community project area shall be designated within a city. All or part of a small walkable community may be included in the Sustainable Communities Investment Area.

(b) Sites that have land use approvals, covenants, conditions and restrictions, or other effective controls restricting the sites to clean energy manufacturing, and that are consistent with the use, designation, density, building intensity, and applicable policies specified for the Sustainable Communities Investment Area in the applicable sustainable communities strategy, if those sites are within the geographic boundaries of a metropolitan planning organization. Clean energy manufacturing shall consist of the manufacturing of any of the following:

(1) Components, parts, or materials for the generation of renewable energy resources.
(2) Equipment designed to make buildings more energy efficient or the component parts thereof.
(3) Public transit vehicles or the component parts thereof.
(4) Alternative fuel vehicles or the component parts thereof.

CHAPTER 4. SUSTAINABLE COMMUNITIES INVESTMENT PLAN

34191.26.

(a) A Sustainable Communities Investment Plan may include a provision for the receipt of tax increment funds according to Section 33670, provided that the local government with land use jurisdiction has adopted all of the following:
   (1) A sustainable parking standards ordinance that restricts parking in transit priority project areas to encourage transit use to the greatest extent feasible.
   (2) An ordinance creating a jobs plan that requires all entities receiving financial support from the authority to enter into an agreement with the authority describing how the project will do both of the following:
      (A) Further construction careers that pay prevailing wages and create living wage permanent jobs.
      (B) Implement a program for community outreach, local hire, and job training that includes disadvantaged California residents, including veterans of the Iraq and Afghanistan wars, people with a history in the criminal justice system, and single-parent families.
   (3) For transit priority project areas and small walkable communities within a metropolitan planning organization, a plan consistent with the use designation, density, building intensity, and applicable policies specified for the Sustainable Communities Investment Area in the sustainable communities strategy.
   (4) Within small walkable communities outside a metropolitan planning organization, a plan for new residential construction that provides a density of at least 20 dwelling units per net acre and, for nonresidential uses, provides a minimum floor area ratio of 0.75.
(b) For areas referred to in paragraph (4) of subdivision (a), the authority shall consult with the metropolitan planning organization to obtain its opinion whether the plan is consistent with the use designation, density, building intensity, and applicable policies for the project area in the sustainable communities strategy.

34191.27.

(a) Upon adoption of a Sustainable Communities Investment Plan that includes the tax increment financing provision authorized by subdivision (a) of Section 34191.26, the county auditor-controller shall allocate tax increment revenue to the authority as follows:
   (1) If the authority was formed pursuant to paragraph (1) of subdivision (d) of Section 34191.20, the authority shall be allocated each year specified in the plan that portion of the levied taxes for each city, county, city and county, and special district that is a party to the joint powers authority in excess of the amount specified in subdivision (a) of Section 33670.
   (2) If the authority was formed pursuant to paragraph (2) or (3) of subdivision (d) of Section 34191.20, the authority shall be allocated each year specified in the plan that portion of the levied taxes for the city and the county in excess of the amount specified in subdivision (a) of Section 33670.
   (3) If the authority was formed pursuant to paragraph (4) of subdivision (d) of Section 34191.20, the authority shall be allocated each year specified in the plan that portion of

the levied taxes for the county in excess of the amount specified in subdivision (a) of Section 33670.

(4) If the authority was formed pursuant to paragraph (5) of subdivision (d) of Section 34191.20, the authority shall be allocated each year specified in the plan that portion of the levied taxes for the city in excess of the amount specified in subdivision (a) of Section 33670.

(5) Any city, county, city and county, or special district may, by resolution of its board, authorize the county auditor-controller to allocate that portion of the levied taxes for that entity in excess of the amount specified in subdivision (a) of Section 33670.

(6) Any allocation of revenues to the authority made pursuant to this subdivision shall be adjusted to comply with the provisions of subdivision (g) of Section 34191.20.

(7) Proceeds of taxes levied for a school district that are in excess of the amount specified in subdivision (a) of Section 33670 shall not be pledged or allocated to an authority created by any of the governance structures specified in subdivision (d) of Section 34191.20.

(8) Notwithstanding any other law, the county auditor-controller shall allocate to the authority a taxing agency's portion of tax increment revenues only if the governing body of the taxing agency adopts a resolution authorizing the allocation. A taxing agency that adopts a resolution shall not revoke the county auditor-controller's authority pursuant to this section if revocation would impair the authority's ability to honor existing obligations secured by tax increment revenues.

(c) If a Sustainable Communities Investment Area includes, in whole or in part, land formerly or currently designated as a part of a redevelopment project area, as defined in Section 33320.1, any Sustainable Communities Investment Plan adopted pursuant to this part that includes a provision for the receipt of tax increment revenues according to Section 33670 shall include a provision that tax increment amounts collected and received by an authority are subject and subordinate to any preexisting enforceable obligation, as that term is defined in Section 34171.

(d) The legislative body of the city or county forming an authority may choose to dedicate any portion of its net available revenue to the authority through the Sustainable Communities Investment Plan. The plan shall state that net available revenue from the city or county may be used by the authority in accordance with this part, and state the maximum portion of the net available revenue to be committed to the authority for each year during which the authority will receive these revenues. The portion may vary over time. The plan shall state the date upon which the authority will cease to receive net available revenue. The city or county may direct the county auditor-controller to transfer any portion of the net available revenue to the authority and the county auditor-controller may collect administrative costs from the authority.

(a) (d) For purposes of this section, "net available revenue" means periodic distributions to the city or county from the Redevelopment Property Tax Trust Fund, created pursuant to Section 34170.5, that are available to the city or county after all preexisting legal commitments and statutory obligations funded from that revenue are made pursuant to Part 1.85 (commencing with Section 34170). Net available revenue shall include only revenue remaining after all current distributions, including, but not limited to, payment of enforceable obligations, all distributions to other taxing entities, and applicable administrative fees, have been made. (e) In accordance with Section 33334.2 and all other applicable affordable housing provisions of the Community Redevelopment Law (Part 1 (commencing with Section 33000), an authority that includes in its Sustainable Communities Investment Plan a provision for the receipt of tax increment revenues according to Section 33670 shall dedicate no less than 20 percent of allocated tax increment revenues for affordable housing purposes.

34191.28. A Sustainable Communities Investment Plan, in addition to the applicable requirements of Part 1 (commencing with Section 33000) shall include all of the following:

(a) A fiscal analysis setting forth the projected receipt of tax increment and other revenue and projected expenses over five-year planning horizons for the life of the authority.

- (b) A statement of the principal goals and objectives of the plan together with findings of the public purposes and uses that will be achieved.
- (c) A statement of how the plan will relieve blight as follows:
  - (1) How it will implement the goals of a sustainable communities strategy, if the Sustainable Communities Investment Area is within a metropolitan planning organization.
  - (2) How it will contribute to a more efficient transportation infrastructure.
  - (3) How it will contribute to a reduced cost for the combined costs of housing and transportation for California residents.
  - (4) How it will contribute to improved public health.
  - (5) How it will promote more efficient water consumption.
  - (6) How it will avoid loss of prime farmland.
  - (7) How it will reduce air pollution, energy consumption and greenhouse gas emissions by reducing vehicle miles traveled.
- (d) A statement of how the plan will implement the sustainable parking standards adopted pursuant to paragraph (1) of subdivision (a) of Section 34191.26.
- (e) A statement of how the plan will implement the jobs plan adopted pursuant to paragraph (2) of subdivision (a) of Section 34191.26.
- (f) In addition to satisfying the requirements of Part 1 (commencing with Section 33000), a Sustainable Communities Investment Plan may include, to the extent applicable to the area, any of the following:
  - (1) Farmworker housing.
  - (2) Transitional and supportive housing including, but not limited to, former foster youth, persons with mental health treatment needs, persons with substance use disorder treatment needs, and various offender populations.
  - (3) Health and safety related infrastructure investments for disadvantaged and rural communities.
  - (4) Infrastructure investments to support countywide services including, but not limited to, health clinics, hospitals, medical provider offices, child care facilities, day reporting centers, and grocery stores in food desert areas.

34191.29. A state or local public pension fund system authorized by state law or local charter, respectively, including, but not limited to, the Public Employees' Retirement System, the State Teachers' Retirement System, a system established under the County Employees Retirement Law of 1937, Chapter 3 (commencing with Section 31450) of Part 3 of Division 4 of Title 3 of the Government Code, or an independent system, may invest capital in the public infrastructure projects and private commercial and residential developments undertaken by an authority.

34191.30.

- (a) An authority may exercise the full powers granted under Chapter 2.8 (commencing with Section 53395) of Part 1 of Division 2 of Title 5 of the Government Code and the Marks-Roos Local Bond Pooling Act of 1985 (Article 4 (commencing with Section 6584) of Chapter 5 of Division 7 of Title 1 of the Government Code).
- (b) An authority may implement a local transactions and use tax under Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, except that the resolution authorizing the tax may designate the use of the proceeds of the tax.
- (c) An authority may issue bonds paid for with authority proceeds, which shall be deemed to be special funds to be expended by the authority for the purposes of carrying out this part.
- (d) School district property tax revenues shall not be pledged for the repayment of bonds issued by the authority.

34191.31. Every five years the authority shall contract for an independent financial and performance audit. The audit shall be conducted according to guidelines established by the Controller. A copy of the completed audit shall be provided to the Controller, the Director of the Department of Finance, and to the Joint Legislative Budget Committee. The Controller shall not be required to review and approve the completed audits.

CHAPTER 5. PREQUALIFICATION REQUIREMENTS

34191.35. All entities that will receive in excess of one million dollars ($1,000,000) from the Sustainable Communities Investment Authority, including projects undertaken by private developers, shall comply with the following prequalification process for all construction contracts or subcontracts:

(a) The entity shall require that each prospective bidder on a construction contract complete and submit to the authority a standardized questionnaire and financial statement in a form specified by the authority that includes a complete statement of the prospective bidder's financial ability and experience in performing large construction contracts. The questionnaire and financial statement shall be verified under oath by the bidder in the manner in which civil pleadings in civil actions are verified. The questionnaires and financial statements shall not be public records and shall not be open to public inspection.

(b) The entity receiving funding from the authority shall adopt and apply a uniform system of rating bidders on the basis of the completed questionnaires and financial statements, in order to determine the size of the contracts, if any, upon which each bidder shall be deemed qualified to bid.

(c) The questionnaire described in subdivision (a) and the uniform system of rating bidders described in subdivision (b) shall cover, at a minimum, the issues covered by the standardized questionnaire and model guidelines for rating bidders developed by the Department of Industrial Relations pursuant to subdivision (a) of Section 20101 of the Public Contract Code.

(d) For purposes of this section, bidders shall include all subcontractors performing work on a contract in excess of 3 percent of the total cost.

(e) A bid shall not be accepted from any person or entity who is required to submit a completed questionnaire and financial statement for prequalification pursuant to subdivision (a) but has not done so by the deadline set by the entity or who has not been prequalified by the authority prior to the deadline for submission of bids.

(f) This section shall not prevent an entity or the authority itself from establishing additional prequalification requirements.

34191.36.

(a) .

(1) Within a Sustainable Communities Investment Area, the Department of Industrial Relations shall monitor and enforce compliance with prevailing wage requirements for any project paid for in whole or part out of public funds, within the meaning of subdivision (b) of Section 1720 of the Labor Code that include funds of a Sustainable Communities Investment Authority and shall charge each awarding body or developer for the reasonable and directly related costs of monitoring and enforcing compliance with the prevailing wage requirements on each project.

(2) All moneys received by the department pursuant to this section shall be deposited in the State Public Works Enforcement Fund created by Section 1771.3 of the Labor Code.

(b) Paragraph (1) of subdivision (a) shall not apply to any project paid for in whole or part out of public funds if the awarding body or developer has entered into a collective bargaining agreement that binds all of the contractors performing work on the project and includes a mechanism for resolving disputes about the payment of wages.

SEC. 2. Section 21094.5 of the Public Resources Code is amended to read:

21094.5.

(a) .

(1) If an environmental impact report was certified for a planning level decision of a city or county, the application of this division to the approval of an infill project shall be limited to the effects on the environment that (A) are specific to the project or to the project site

and were not addressed as significant effects in the prior environmental impact report or (B) substantial new information shows the effects will be more significant than described in the prior environmental impact report. A lead agency's determination pursuant to this section shall be supported by substantial evidence.

(2) An effect of a project upon the environment shall not be considered a specific effect of the project or a significant effect that was not considered significant in a prior environmental impact report, or an effect that is more significant than was described in the prior environmental impact report if uniformly applicable development policies or standards adopted by the city, county, or the lead agency, would apply to the project and the lead agency makes a finding, based upon substantial evidence, that the development policies or standards will substantially mitigate that effect.

(b) If an infill project would result in significant effects that are specific to the project or the project site, or if the significant effects of the infill project were not addressed in the prior environmental impact report, or are more significant than the effects addressed in the prior environmental impact report, and if a mitigated negative declaration or a sustainable communities environmental assessment could not be otherwise adopted, an environmental impact report prepared for the project analyzing those effects shall be limited as follows:

(1) Alternative locations, densities, and building intensities to the project need not be considered.

(2) Growth inducing impacts of the project need not be considered.

(c) This section applies to an infill project that satisfies both of the following:

(1) The project satisfies any of the following:

(A) Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

(B) Consists of a small walkable community project located in an area designated by a city for that purpose. (C) Is located within the boundaries of a metropolitan planning organization that has not yet adopted a sustainable communities strategy or alternative planning strategy, and the project has a residential density of at least 20 units per *net* acre or a floor area ratio of at least 0.75.

(2) Satisfies all applicable statewide performance standards contained in the guidelines adopted pursuant to Section 21094.5.5.

(d) This section applies after the Secretary of the Natural Resources Agency adopts and certifies the guidelines establishing statewide standards pursuant to Section 21094.5.5.

(e) For the purposes of this section, the following terms mean the following:

(1) "Infill project" means a project that meets the following conditions:

(A) Consists of any one, or combination, of the following uses:

(i) Residential.

(ii) Retail or commercial, where no more than one-half of the project area is used for parking.

(iii) A transit station.

(iv) A school.

(v) A public office building.

(A) Is located within an urban area on a site that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

(2) "Planning level decision" means the enactment or amendment of a general plan, community plan, specific plan, or zoning code.

(3) "Prior environmental impact report" means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents.

(4) "Small walkable community project" means a project that is ~~in an incorporated city, which~~ *located in a small walkable community project area. A small walka ble community project area means an area within an incorporated city that* is not within the boundary of a metropolitan planning organization and ~~that satisfies~~ *meets all* the following requirements:

  (A) Has a project area of approximately one-quarter mile diameter of contiguous land completely within the existing incorporated boundaries of the city.

  (B) Has a project area that includes a residential area adjacent to a retail downtown area.

  (C) The project ~~has a~~ *area has an average net* density of at least eight dwelling units per *net* acre or a floor area ratio for retail or commercial use of not less than 0.50. *For purposes of this subparagraph: (i) "Floor area ratio" means the ratio of gross building area (GBA) of development, exclusive of structured parking areas, proposed for the project divided by the total net lot area (NLA); (ii) "gross building area" means the sum of all finished areas of all floors of a building included within the outside faces of its exterior walls; and (iii) "net lot area" means the area of a lot excluding publicly dedicated land, private streets that meet local standards, and other public use areas as determined by the local land use authority.*

(5) "Urban area" includes either an incorporated city or an unincorporated area that is completely surrounded by one or more incorporated cities that meets both of the following criteria:

  (A) The population of the unincorporated area and the population of the surrounding incorporated cities equal a population of 100,000 or more.

  (B) The population density of the unincorporated area is equal to, or greater than, the population density of the surrounding cities.

Long-Range Property Management Plan (CRA Dissolution)

Each Successor Agency is required to submit a Long-Range Property Management Plan (LRPMP) for Oversight Board and DOF approval after the completion of the Due Diligence Review and within six months receipt of the "Finding of Completion." The plan includes an inventory of all properties and details a long-range strategic plan that will govern the disposition of all properties, excluding housing assets and governmental use properties. With limited exceptions, no property may be transferred to a Successor Agency, city, or county unless the plan is approved by the Oversight Board and the DOF.

A newly created Community Redevelopment Property Trust Fund, administered by the Successor Agency, serves as the repository for real properties of the former RDA that are not considered housing assets. All non-housing real property identified in the Due Diligence Review, unless subject to requirements of any existing enforceable obligation, will be transferred to the Community Redevelopment Property Trust Fund upon approval of the LRPMP.

The LRPMP is required to include an inventory of all former RDA properties and describe the planned use or disposition of each property in the Community Redevelopment Property Trust Fund, which can only include:

1. Retention of the property for governmental use pursuant to Section 34181(a)
2. Retention of the property for future development
3. Sale of the property
4. Use of the property to fulfill an enforceable obligation

The LRPMP must separately identify and list properties dedicated for governmental use purposes and properties retained for purposes of fulfilling an enforceable obligation. The inventory of properties in the LRPMP must include detailed property information such as acquisition date, property value(s), parcel data, appraisal info, environmental background, and a description of its potential for transit-oriented development, history of development proposals and activity, and the advancement of the planning objectives of the Successor Agency.

Once the Successor Agency submits the LRPMP, the Oversight Board and the DOF must both approve the plan before any non-housing property transfer or disposition can occur. If the LRPMP directs the use or sale of a property for a project identified in an approved redevelopment plan, the property shall transfer to the sponsoring community. If the LRPMP directs the sale of the property or the use of revenues generated from the property, such as lease or parking revenues, for any purpose other than to fulfill an enforceable obligation or for a project identified in an approved redevelopment plan, the proceeds from the sale shall be distributed as property tax to the taxing entities.

TOAH Fund

The Bay Area Transit-Oriented Affordable Housing (TOAH) Fund is a $50 million equitable TOD Fund that serves the nine-county Bay Area. It is a 10-year fund with a 5-year origination period and offers five loan products for affordable housing, community facilities and other neighborhood uses.

Administered by the San Francisco-based Low Income Investment Fund (LIIF), the fund consists of $10M from the Metropolitan Transportation Committee through its Transportation for Livable Communities Program; $25M from banks Morgan Stanley and Citi Community Capital; and $15M from the Ford Foundation, Silicon Valley Foundation, and Living Cities. The six Community Development Financial Institutions (CDFI) that are the originators include CSH, ECLF, LIIF, LISC, NCCLF and the San Francisco Foundation.

Affordable Housing is the priority, with 85% of Fund targeted to support the creation and preservation of affordable housing. Other neighborhood uses up to 15% of Fund capital may be used to support community facilities, child care centers, health clinics, fresh food markets and other neighborhood retail.

Projects are required to be sited within a previously determined Priority Development Area and within a half-mile distance to "quality transit services." The project must demonstrate local public support while the sponsors/borrowers must have a track record of developing affordable housing or other community-need projects.

TOAH Funds include the following products:

- Predevelopment Loans
  - Maximum loan commitment amount of $750,000.
  - 10% Equity, 4.80% - 5.75% Interest rate, max 7-year term, LTV 100-110%
  - Applicable Uses
    - Multifamily rental housing – (20% at 50% AMI or 40% at 60% AMI);
    - Homeownership – Must target low to moderate income families;
    - Mixed-use projects – Eligible for fund financing when housing component meets above criteria and additional uses, such as neighborhood retail, childcare centers or social services, meet community needs; and
    - Other uses on a case-by-case bases
- Acquisition Loans
  - Maximum loan commitment amount of $7,500,000, including a maximum of $750,000 for predevelopment expenses.
  - 10% Equity, 4.80% - 5.75% Interest rate, max 7-year term, LTV 100-110%
  - Applicable Uses
    - Multifamily rental housing – (20% at 50% AMI or 40% at 60% AMI)
    - Homeownership – Must target low to moderate income families;
    - Mixed-use projects – Eligible for fund financing when housing component meets above criteria and additional uses, such as neighborhood retail, childcare centers or social services, meet community needs;
    - Community Facilities and Catalytic Neighborhood Projects; and
    - Other uses on a case-by-case bases
- Construction Bridge Loans

  - Maximum loan commitment amount of $7,500,000
  - 10% Equity, 6.00% - 7.00% Interest rate, 3-year term, LTV 100-110%
  - Applicable Uses
    - Multifamily rental housing – (20% at 50% AMI or 40% at 60% AMI)
    - Mixed-use projects – Eligible for fund financing when housing component meets above criteria and additional uses, such as neighborhood retail, childcare centers or social services, meet community needs;
    - Community Facilities and Catalytic Neighborhood Projects; and
    - Other uses on a case-by-case bases
- Construction-to-Mini Permanent Loans
  - Maximum loan commitment amount of $7,500,000, including a maximum of $750,000
  - 10% Equity, 4.80% - 5.75% Interest rate, max 7-year term (2 for construction, 5-6 for mini-permanent phase), LTV 90%
  - Applicable Uses
    - Mixed-use projects – Eligible for financing when housing component meets Fund criteria and additional uses, such as neighborhood retail, childcare centers, or social services, meet community needs; and
    - Community Facilities and Catalytic Neighborhood Projects; and
    - Other uses on a case-by-case bases
- Leveraged Loans
  - Maximum loan size of $7,500,000, 6.5% and 7.5% interest rate, 7-year term, 80% LTV, 2% origination fee

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METRO'S TRANSIT ORIENTED DEVELOPMENT PROGRAM

SCAG High Speed Rail & Transit Committee

ROGER S. MOLIERE
CHIEF, REAL PROPERTY MANAGEMENT & DEVELOPMENT

Metro

Metro Joint Development Program Status Map

Metro Joint Development Program

Completed

1. Hollywood/Highland
2. Hollywood/Vine Apts
2. Hollywood/Vine Hotel & Condos
3. Hollywood/Western
4. Sierra Madre Villa (Phase I)
5. Wilshire/Vermont Apts
5. Wilshire/Vermont School
6. Wilshire/Western
7. Grand Central Market
8. Union Station (Metro HQ)
9. Willow
10. Fillmore
11. Del Mar

Under Construction

1. Westlake/MacArthur Park (Phase A)
2. One Santa Fe
3. Taylor Yard
4. Sierra Madre Villa (Phase II) (under contract)

In Negotiations

1. Westlake/MacArthur Park (Phase B)
2. Mariachi Plaza
3. 1^{st}/Boyle (Southwest Corner)
3. 1^{st}/Lorena
4. Chavez/Fickett
4. Chavez/Soto
5. El Monte
6. Balboa/Victory (West Property)
7. 103^{rd} St/Kenneth Hahn
8. Pico/Sepulveda
9. Washington/National

Under Consideration

1. Chatsworth Metrolink
2. Canoga Park/Ride
3. Balboa Park/Ride
4. Sepulveda Park/Ride
5. Van Nuys
6. North Hollywood
7. Universal City
8. West Hollywood (Division 7)
9. Vermont/Sunset
10. Vermont/Santa Monica
11. Vermont/Beverly
12. Wilshire/Shatto (Bus Layover)
13. 1^{st}/Alameda
14. 1^{st}/Soto
15. Temple/Beaudry
16. Florence
17. Artesia Station
18. Artesia Transit Center
19. Aviation/LAX

Metro

Los Angeles County Covers 4,084 Sq. Miles

- **Total county population: 10.2 million**
  - **88 cities - 5.1 million**
  - **Los Angeles – 4 million**
  - **Unincorporated county- 1.1 million**
  - **Larger than 42 states (just behind Ohio)**

Metro

Los Angeles County Metropolitan Transportation Authority (Metro)

Is different from other transit agencies because it is the . . .

regional transportation planner;

regional builder;

and the regional transit operator

.... for Los Angeles County.

Metro

What Metro seeks from TOD

- Reduced auto use/Increased transit use
- Density, but consistent with surrounding neighborhood
- Mix of uses linked to transit
- Upgrades to/Completion of Metro facilities
- Strong neighborhood and inter-modal link
- Pedestrian orientation
- Enhanced transit patron experience
- Long-term ground lease (typically)
- Fair market return
- Sustainable development

Metro

Completed Projects (Selected)

Hollywood + Vine

Metro

Hollywood + Vine – W Hotel/Condos

- **Line:** Metro Red Line
- **Site:** +2.30 acres (some Metro-owned)
- **Development:**
  - o 300-room W Hotel
  - o 143 condominiums
  - o 30,000 sq. ft. of ground floor retail
  - o Improved/enlivened public plaza
  - o New subway portal canopy, subway elevator and bike room
- **Status:** Complete
- **Completed:** Q4 2009

Metro

Hollywood + Vine – Apartments

- **Line:** Metro Red Line
- **Site:** 2.35 acres of Metro-owned property
- **Development:**
  - o 375 apartments
  - o 28,000 sq. ft. of ground floor retail
  - o New bus layover facility
- **Status:** Complete
- **Completion:** Q4 2009

Metro

Wilshire/Vermont - Apartments

- **Line:** Metro Red & Purple Lines
- **Site:** 3.24 acres of Metro-owned property
- **Development:**
  - o 449 apartments
  - o 35,000 square feet of ground floor retail
  - o Improved/enlivened public plaza
  - o New subway portal and elevator access
  - o New bus layover facility on adjacent 1.02-acre parcel
- **Status:** Complete
- **Completed:** August 2007

Metro

Wilshire/Vermont - School

- **Line:** Metro Red & Purple Lines
- **Site:** 2.4 acres
- **Development:**
  - o 800-student middle school
  - o Relocation of Metro intake/exhaust shaft and emergency exit
- **Status:** Complete
- **Completed:** Q4 2008

Metro

Wilshire/Western

- **Line**: Metro Purple Line
- **Site**: 2.6 acres (1.7 acres owned by Metro)
- **Development:**
  - o 186 condominiums
  - o 49,500 s.f. of retail space
  - o New bus layover facility and subway portal canopy
- **Status**: Complete
- **Completed**: May 2009

Metro

Del Mar Station

- **Line:** Metro Gold Line
- **Site:** Two parcels totaling 3.56 acres separated by the Gold Line right-of-way
- **Development:**
  - o 347 apartments
  - o 11,000 square feet of ground floor retail
  - o Public plaza connected to Gold Line station
  - o Refurbished train depot
  - o 600 transit parking spaces
- **Status:** Complete
- **Completed:** 2007

Metro

Del Mar Station

Metro

Projects Under Construction and Selected Projects in Negotiation

Westlake/MacArthur Park

- **Line**: Metro Red/Purple Line
- **Site**: Two separate Metro-owned parcels totaling 3.7 acres
- **Proposed Development**:

  Two-phased project including:
  - 172 affordable apartments
  - 38,000 s.f. of retail space
  - 316 parking spaces (including 100 "commuter parking spaces")
  - Public plaza and portal improvements
- **Status**: Phase I completed May 2012, Phase II scheduled to begin construction 1st qtr.of 2013

Metro

Taylor Yard

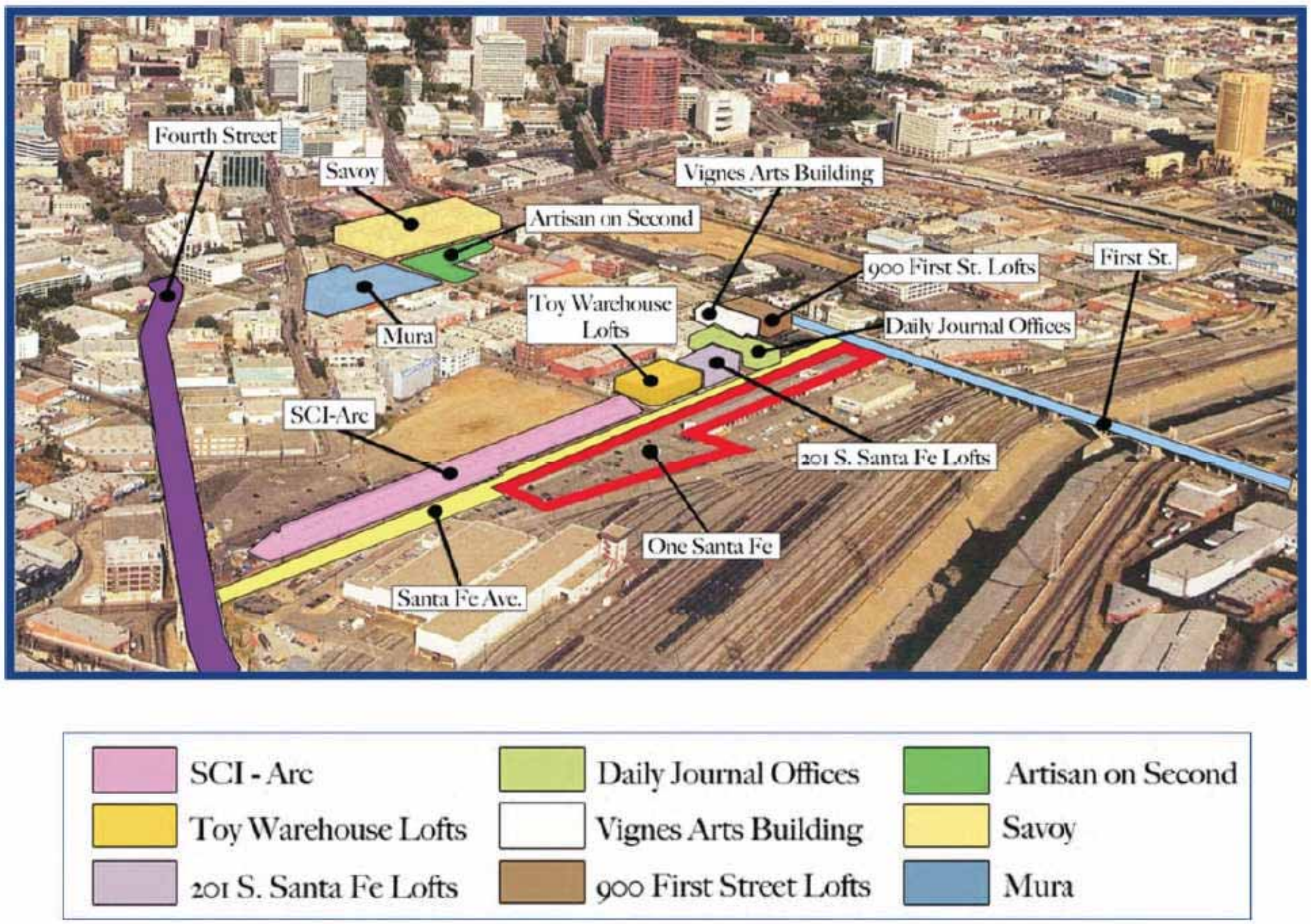
- **Line:** Metrolink Rail Corridor
- **Site:** Metro-owned property totaling 20.2 acres
- **Proposed Development:**
  Multi-phased project including:
  - o 138 condominiums
  - o 253 affordable apartments (108 for seniors and 155 for families)
  - o 10 live/work
  - o 28,400 s.f. of retail space
  - o Open space
- **Status:** Commencement of Const. Scheduled for 1at Qtr. 2013

Metro

Taylor Yard

Metro

One Santa Fe Neighborhood



SURROUNDING NEIGHBORHOOD AND ARTS DISTRICT

Metro

One Santa Fe

- **Line:** Metro Red Line Yard
- **Site:** 2.78 acres of Metro-owned property
- **Proposed Development:**
    - o 420 apartments – 20% affordable Units
    - o 77,000 s.f. of ground floor retail and live/work space
- **Status:** Under Construction

Metro

1st + Boyle (SWC)/Mariachi Plaza

- **Site:** Metro-owned property, private property and a street closing totaling +3.5 acres and lying on the SWC and the NEC of 1st and Boyle. Situated at the Mariachi Plaza station. RFP Scheduled 4th qtr. 2012

Metro

Other Projects

- Vermont/Santa Monica (Red Line – In Negotiation)
  - 140-200 apartments/16,000-24,000 s.f. of retail
- Ist & Lorena (Eastside – In Negotiation)
  - 1.3 -acre development
- Sepulveda (Orange Line – RFP Scheduled – 1st Qtr. 2013
  - 12.5-acre development and transit parking
- North Hollywood (Red Line – Under Consideration)
  - 15.5-acre development and transit parking
- West Hollywood – Division 7 (Under Consideration)
  - 8.3-acre development/Bus Division
- Chatsworth Metrolink Station (Orange Line – Under Consideration)
  - 11.4-acre development/Station, Childcare, transit parking

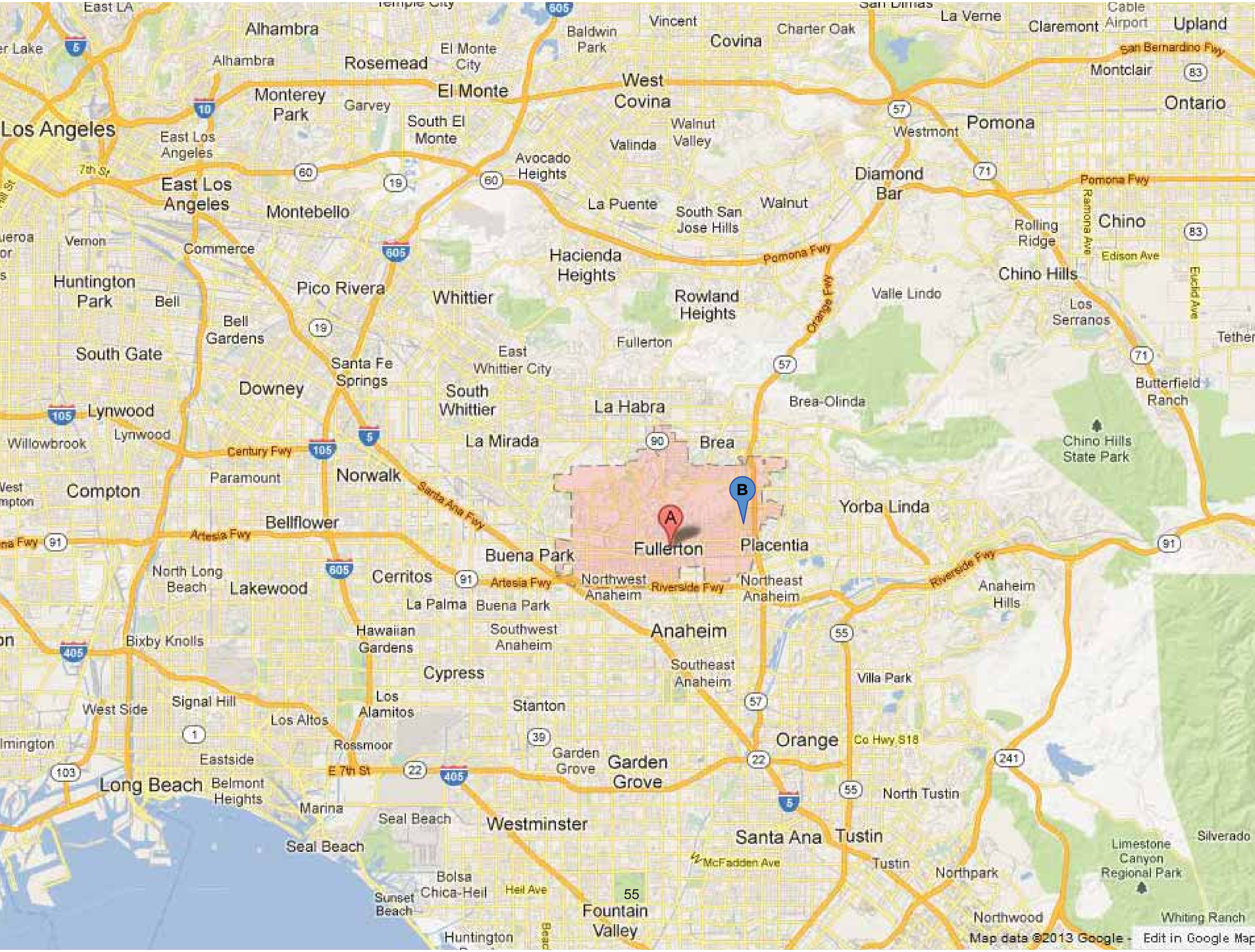
Metro

Fullerton Forward’s

CollegeTown Connector Study

Jay Eastman, AICP

City of Fullerton



East LA
Alhambra
Rosemead
El Monte City
Baldwin Park
Vincent
Covina
Charter Oak
La Verne
Claremont
Cable Airport
Upland
San Bernardino Fwy
Montclair
El Monte
West Covina
Monterey Park
Garvey
South El Monte
Los Angeles
East Los Angeles
Walnut Valley
Valinda
Westmont
Pomona
Ontario
Avocado Heights
Diamond Bar
Pomona Fwy
Ramona Ave
East Los Angeles
Montebello
La Puente
South San Jose Hills
Walnut
Rolling Ridge
Chino
Vernon
Commerce
Edison Ave
Hacienda Heights
Pomona Fwy
Huntington Park
Bell
Pico Rivera
Whittier
Rowland Heights
Orange Fwy
Chino Hills
Valle Lindo
Los Serranos
Euclid Ave
Bell Gardens
South Gate
Fullerton
East Whittier City
Santa Fe Springs
Downey
South Whittier
Brea-Olinda
Butterfield Ranch
Lynwood
La Habra
Willowbrook
Lynwood
Century Fwy
La Mirada
Brea
Chino Hills State Park
Paramount
Norwalk
Compton
Santa Ana Fwy
Yorba Linda
Bellflower
Artesia Fwy
Fullerton
Placentia
Buena Park
North Long Beach
Lakewood
Cerritos
Artesia Fwy
Northwest Anaheim
Riverside Fwy
Northeast Anaheim
Riverside Fwy
Anaheim Hills
La Palma
Buena Park
Hawaiian Gardens
Southwest Anaheim
Anaheim
Bixby Knolls
Cypress
Southeast Anaheim
Villa Park
Signal Hill
West Side
Los Alamitos
Stanton
Los Altos
Rossmoor
Eastside
Garden Grove
Garden Grove
Orange
Co Hwy S18
E 7th St
Long Beach
Belmont Heights
North Tustin
Marina
Seal Beach
Westminster
Seal Beach
Santa Ana
Tustin
Limestone Canyon Regional Park
Silverado
McFadden Ave
Tustin
Bolsa Chica-Heil
Heil Ave
Northpark
Sunset Beach
Fountain Valley
Northwood
Whiting Ranch
Huntington
A
B
Map data ©2013 Google - Edit in Google Map

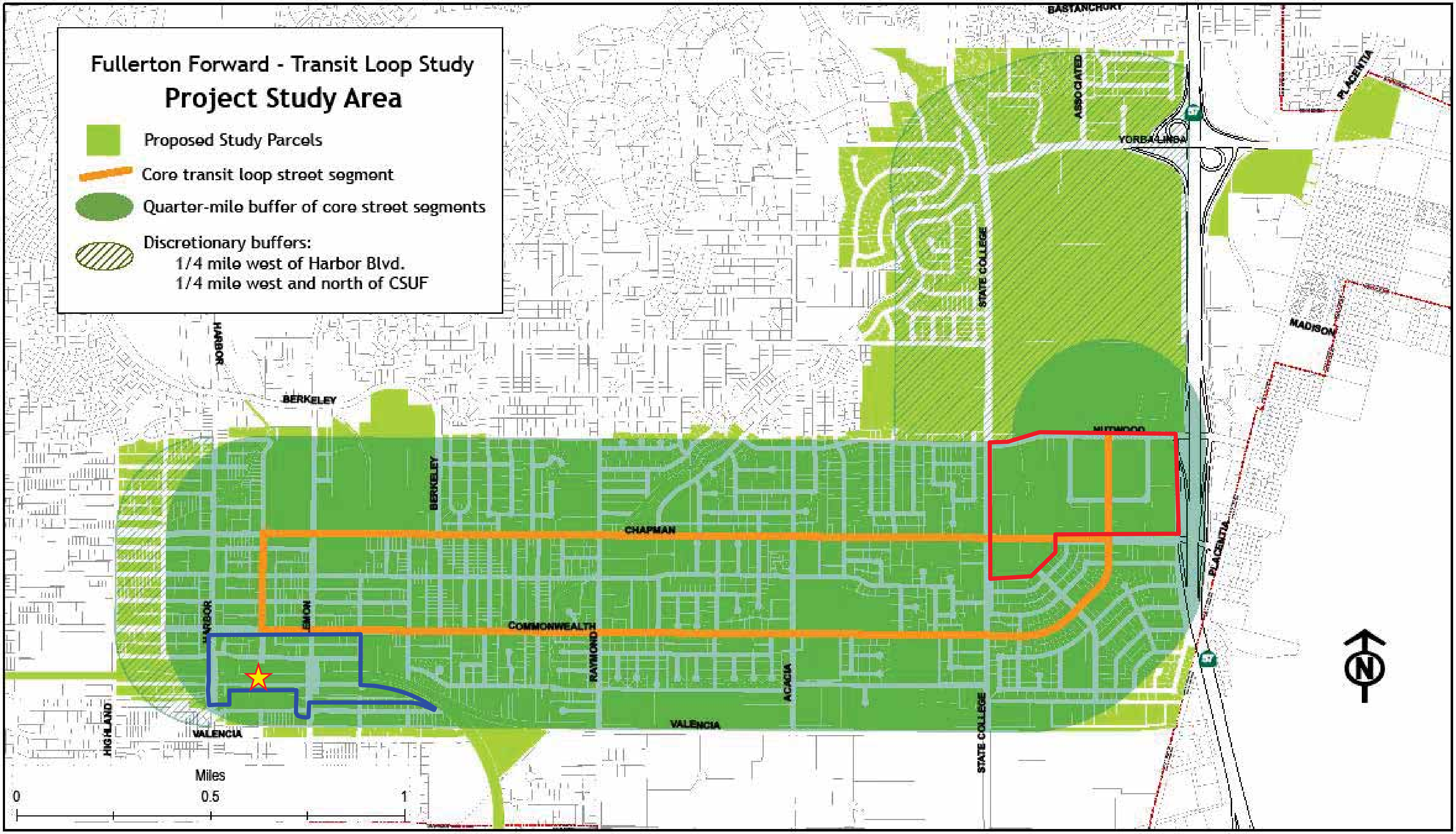
CollegeTown Connector Study

Vision:

Create a public transit system between CSUF and the Fullerton Metrolink station, in a manner that encourages private investment, accommodates population growth, maximizes sustainable operations and enhances the City's quality of life.

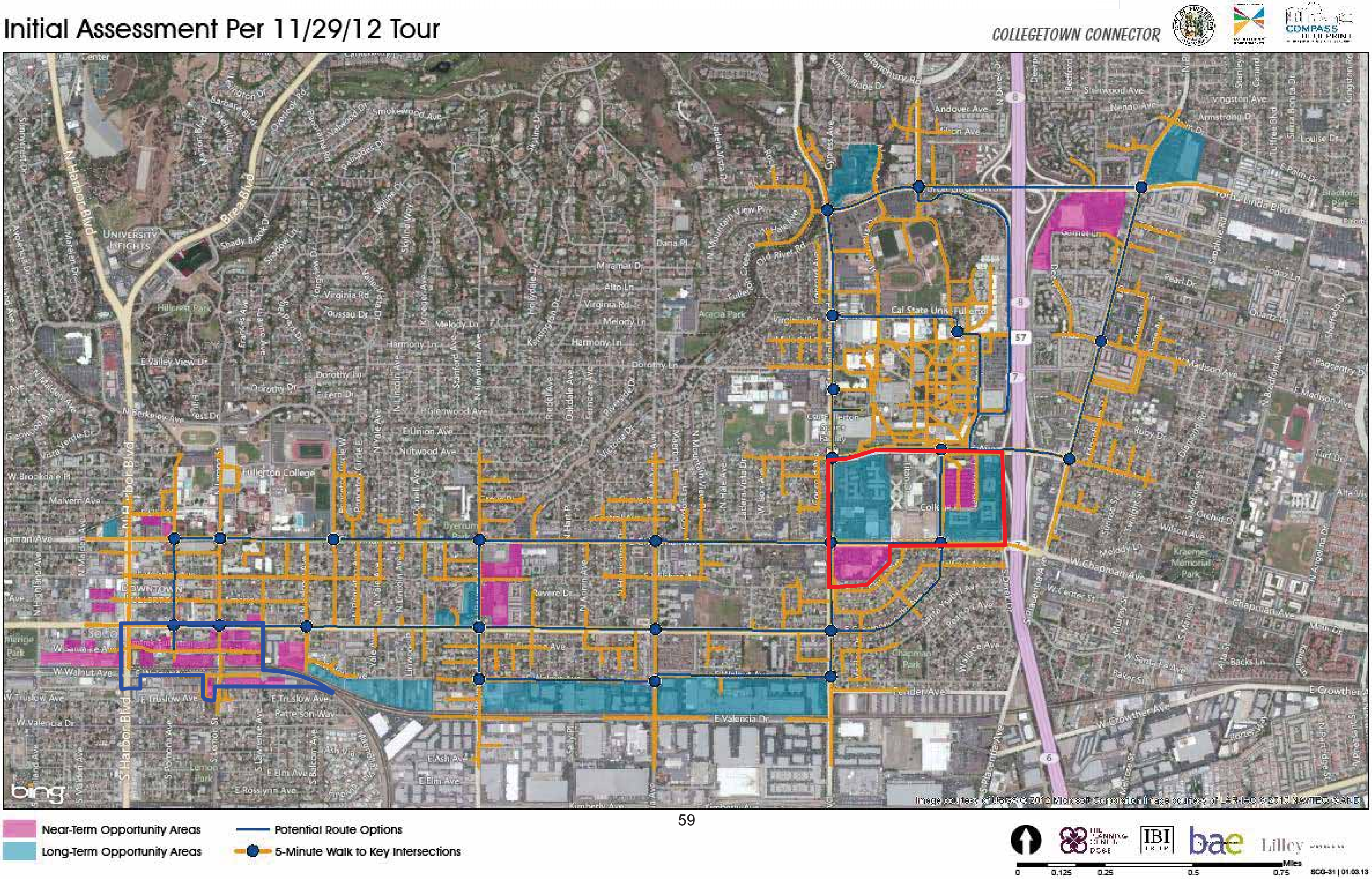
- 12 month study
- Initiated December, 2012
- Final product:
  1. Feasibility analysis
  2. Financial strategy
  3. Implementation program
- Primarily land use economics effort
  - Value Capture
- Will be integrated into current & future planning documents

Study Area



Map produced by Fullerton Community Development Department, GIS 12/20/2012

Initial Assessment



What the Study Includes…

- Market Analysis
  - Inteviews with developers & owners
  - Opportunity areas
- Public Engagement
  - Steering Committee
    - 8 meetings min.
    - ~18 representatives
  - Community meetings
    - Informational
    - All day charrette
    - Alignment and development analysis
- Six preliminary alignments
  - Alignment planning
  - Alignment opportunities and Constraints
  - Sketch level ridership modeling
  - Alignment cost estimates

What the Study Includes…

- Development Analysis
  - – Proforma of 3 prototype infill projects
  - – potential increase in land value (land lift)
- Implementation Strategy
  - – Funding alternatives
  - – Economic value of alternative alignments
- Recommendation Report

THANK YOU

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TRANSIT CENTER PLAZA VIEW

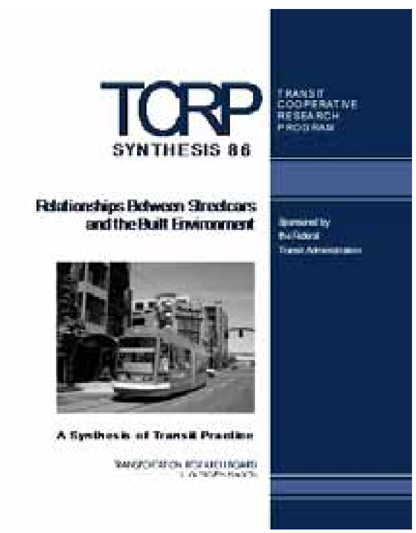
Streetcars & Economic Development

bae

SCAG • January 18, 2013

BAE Streetcar Background

- **More than 40 completed TOD plans throughout US**
  - SCAG LA Sustainable Transit Communities study
  - P3 TOD projects, includes $1.5 billion project in Baltimore, MD
- **Advisor to Charlotte, NC streetcar under construction**
  - Currently working on Fullerton CollegeTown Connector
- **Author of TCRP Synthesis 86,** ***Relationships Between Streetcars and the Built Environment*** (www.trb.org)
  - First US-wide look at streetcars and ED



Highlights of Operating Streetcar Systems

- **Less experience than with other light rail – 17 US systems - research not as developed**
  - 6 in design/construction; up to 60+ planned/proposed

- **Variety of system types: demonstration; targeted trips; full service; urban connectors**
  - Mix of operators, vehicle types

Highlights of Operating Streetcar Systems

- **Portland, OR: integral to City redevelopment of Pearl District, South Waterfront mixed-use districts**
  - 4.2M sf new development within 1-block, 1997 – 2005
  - Complementary City redevelopment strategies for these areas: light rail; Fareless Square; public improvements, etc.

Highlights of Operating Streetcar Systems

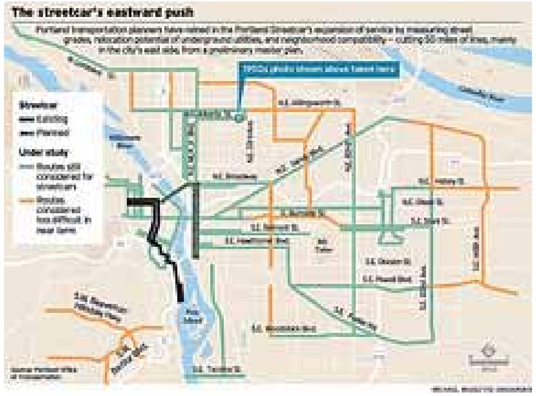
- **Seattle, WA: catalyst to redevelop South Lake Union into center for biotech, corporate HQ**

  - Industrial area designated as Urban Center
  - 3M sf new office; 6,000 du. Amazon, U of W, etc.
- **Memphis, TN: revitalization of Main St. corridor**
  - Linked at either end to intermodal transportation terminals, connecting them with Downtown Core, Medical District
  - $3B in new development projects; 780% land value increase

Types of Economic Development

- **Need to distinguish actions that produce regional expansion vs. those with more local benefits**
- **A streetcar as an urban circulator and connector is unlikely to grow the overall regional economy**
- **Streetcar, in and of itself, may not spur revitalization or create demand where it does not exist**

What Streetcars Can Accomplish



- **Promote denser and more efficient urban development patterns to accommodate growth**
- **Streetcar, as part of a larger strategy with other public actions and investment, can be catalytic**
  - The experience to date with streetcars as urban connectors
- **Create environments that attract firms, workers, and residents focused on convenience, quality of life**
  - Office, mixed-use, institutions, entertainment, residential, etc.

Streetcar Partnership Strategies

- **Partnerships can be key to developing and operating streetcar systems**
- **Property owner and developer support for financing, based on increase in land value**
  - Seattle South Lake Union (Vulcan Props.); LA Streetcar
- **Non-profit organizations for some or all of planning and operation of new streetcars**
  - Portland Streetcar, Inc
  - McKinney Ave. Transit Authority (Dallas)

Streetcar Financing Strategies

- **Many systems have been “grassroots” efforts, not supported by transit agencies, nor in existing RTP**
  - Unfunded, without access to overcommitted transit funding
- **Result: creative layering of multiple funding sources**
  - Assessment districts; TIF; federal; parking; impact fees; other
- **Once planning for these systems have momentum, transit agencies will often take on operation**

What Are The Challenges?

- **Generating political support**
  - Public support – environmental justice, other factors
- **Getting the business community on board**
  - Evaluate and document benefits
- **Resolving potential tensions between stakeholders**
  - Developers
  - Existing property owners
  - Business owners
  - Bicyclists

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MEMO

DATE: January 18, 2013

TO: High-Speed Rail & Transit (HSR&T) Subcommittee Members

FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov

SUBJECT: SCAG Regional Rail Vision – Draft Outline

BACKGROUND:
The HSR&T Subcommittee's work plan includes a "road map" for the development of the passenger rail element of the 2016 RTP/SCS as one of its deliverables. In support of this objective, the HSR&T's second meeting held on December 9, 2012 focused on regional rail planning efforts and highlighted key elements of a coordinated regional vision for passenger rail service in the SCAG region.

DISCUSSION:
The SCAG region has an extensive freight and passenger rail network that includes freight, commuter, intercity and future high-speed operations. Southern California is experiencing a rail renaissance and many capital improvements are underway and planned. Many rail planning efforts are also in process or have been recently completed. Recently completed documents include the 2012 RTP/SCS, the California High-Speed Rail Authority's (CHSRA) 2012 Business Plan, the LOSSAN Strategic Implementation Plan, and the Metrolink Antelope Valley Line improvement study. Documents underway include the 2013 California State Rail Plan, the High-Desert Corridor environmental study, and the Metrolink San Bernardino Line improvement study.

The CHSRA's 2012 Business Plan incorporates the blended approach that calls for early investment in our region's existing rail network. The Southern California HSR MOU has identified a list of prioritized projects to receive Prop 1A funding by 2020. Last year Amtrak released a report titled: "The Amtrak Vision for the Northeast Corridor: 2012 Update Report." This report describes the current level of conceptual development and planning for the future of the Northeast Corridor (NEC) rail network. The NEC corridor runs 457 miles between Washington D.C. and Boston, MA and serves Amtrak, commuter and freight trains. The report discusses a phased implementation strategy for the NEC. Due to the length and complexity of the corridor, as with the CA high-speed train (HST) project, Amtrak has developed a phasing plan called the "Stair-Step" approach that shows how various improvements and projects can be delivered in useful increments over time that have independent utility for both Amtrak and the commuter rail operators along the corridor. This is similar to the CA HST's new blended approach.

In support of developing the regional rail element of the 2016 RTP/SCS update, staff intends to produce a similar vision report for the SCAG region documenting planned and needed capital and operational improvements to tie together all of the existing efforts. An outline of the vision document is on the following page.

SCAG REGIONAL RAIL VISION – DRAFT OUTLINE

1. Inventory of passenger and freight rail facilities
    a. Current facilities including rights-of-way, trackage, rolling stock, other facilities and shared-use agreements
    b. Future facilities including HSR
2. Analysis of SCAG region passenger rail system
    a. Documentation of existing passenger rail performance
    b. Evaluation of current performance with trends and forecasted future performance
3. Inventory of planned rail facility improvement projects, including schedules, estimated costs and funding needs in the SCAG region
4. Strategies and recommendations for increasing passenger rail ridership in the region, including challenges, such as operational, environmental and jurisdictional constraints
5. Passenger rail vision section, including future service needs