



**ORANGE COUNTY  
COUNCIL OF GOVERNMENTS**  
*Technical Advisory Committee*

**Meeting Date / Location**

**Tuesday, February 5, 2013  
9:00 a.m. – 12:00 p.m. Noon  
Orange County Transportation Authority Headquarters  
600 South Main Street  
Orange, California 92863**

**Agenda Item**

**Staff**

**Page**

**INTRODUCTIONS**

(Vice Chair Nate  
Farnsworth, City of  
Rancho Margarita)

**PUBLIC COMMENTS**

(Vice Chair Farnsworth)

The agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not include what action will be taken. The Technical Advisory Committee may take any action which it deems appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

At this time members of the public may address the TAC regarding any items within the subject matter jurisdiction, which are not separately listed on this agenda. Members of the public will have an opportunity to speak on agenda items at the time the item is called for discussion. NO action may be taken on items not listed on the agenda unless authorized by law. Comments shall be limited to three minutes per person and an overall time limit of twenty minutes for the Public Comments portion of the agenda.

Any person wishing to address the TAC on any matter, whether or not it appears on this agenda, is requested to complete a "Request to Speak" form available at the door. The completed form is to be submitted to the TAC Chair prior to an individual being heard. Whenever possible, lengthy testimony should be presented to the TAC in writing and only pertinent points presented orally. A speaker's comments shall be limited to three minutes.

**ADMINISTRATION**

- 1. OCCOG TAC Meeting Minutes**  
**♦ Draft OCCOG TAC minutes for January 8, 2013 meeting**

(Vice Chair  
Farnsworth)

**1**

Recommended Action: Approve OCCOG TAC minutes of January 8, 2013, as presented or amended

Agenda Item	Staff	Page
<b>PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS</b>		
2.	<b>Center for Demographic Research Update</b>  <i>Recommended Action:</i> Receive report. Discussion.	(Deborah Diep, Director, Center for Demographic Research) – 15 minutes  9
3.	<b>2016 Regional Transportation Plan and Sustainable Communities Strategy Subcommittee Update</b> <ul style="list-style-type: none"> <li>◆ SCAG SCS Subcommittees</li> <li>◆ Consideration of Ad-Hoc Subcommittee to Review Draft Consolidation Policy Subcommittee Recommendations</li> <li>◆ Plans and Programs Technical Advisory Committee</li> </ul> <i>Recommended Action:</i> Receive report. Discussion. Form Ad-Hoc Subcommittee of approximately 5 members to review the proposed Draft Consolidated Policy Subcommittee Recommendations. The Ad-Hoc Subcommittee will provide comments on the proposed SCAG SCS Subcommittee recommendations to the OCCOG Board of Directors and to the SCAG Plans and Programs Technical Advisory Committee.	(David Simpson, OCCOG Executive Director) – 50 minutes  10
4.	<b>Southern California Association of Governments and Orange County Council of Governments Update</b> <ul style="list-style-type: none"> <li>◆ February 7, 2013 Regional Council and Policy Committee Meetings</li> <li>◆ January 24, 2013 Orange County Council of Governments Board of Directors Meeting</li> </ul> <i>Recommended Action:</i> Receive report. Discussion.	(Mr. Simpson) – 25 minutes  19
5.	<b>California Communities Environmental Health Screening Tool (CalEnviroScreen Tool)</b>  <i>Recommended Action:</i> Receive report. Discussion. Recommend draft comments on the CalEnviroScreen Tool that can be forwarded to the Orange County Council of Governments Board of Directors and distributed to local jurisdictions.	(Ms. Diep, Ms. Kori Nevarez, City of Cypress, and Mr. Greg Nord, OCTA) – 60 minutes  20

**REPORT FROM THE VICE CHAIR**

**REPORT FROM THE OCCOG EXECUTIVE DIRECTOR**

**MATTERS FROM OCCOG TAC MEMBERS**

- ◆ Update from the AQMP Workgroup Meeting of January 29, 2013 – Ms. Carla Walecka

**ANNOUNCEMENTS FROM OCCOG TAC NON-MEMBERS**

**ITEMS FOR NEXT MEETING**

**IMPORTANT DATES OR UPCOMING EVENTS**

- ◆ February 7, 2013: Southern California Association of Governments Regional Council and Policy Committee Meetings
- ◆ February 28, 2013: Orange County Council of Governments Board of Directors Meeting

**ADJOURNMENT**

**Adjourn to: March 5, 2013  
Orange County Transportation Authority Headquarters  
600 South Main Street  
Orange, California 92863**



**ORANGE COUNTY  
COUNCIL OF GOVERNMENTS**  
*Technical Advisory Committee*

**Draft Action Minutes**

Meeting of January 8, 2013

The OCCOG Technical Advisory Committee (TAC) meeting of January 8, 2013, was called to order by Chair Marika Poynter, City of Irvine, at the Orange County Transportation Authority Headquarters, 600 South Main Street, Orange, California 92863, at 9:10 a.m. Attendees were invited by the Chair to introduce themselves. The list of meeting attendees is attached.

**PUBLIC COMMENT:**

There were no public comments.

**ADMINISTRATION**

**1. OCCOG TAC Meeting Minutes**

Ms. Carolyn Mamaradlo contacted Chair Poynter prior to the TAC meeting and requested the following change be made to the minutes regarding her update on the Orange County Bike Planning Study. The minutes should be corrected to reflect that work on District 5 will begin in mid to late 2013 or early 2014 instead of late 2014 or early 2015. The OCCOG TAC meeting minutes for December 4, 2012 were unanimously approved with the amendment by the TAC as moved by Ms. Carla Walecka, Transportation Corridor Agencies, and seconded by Ms. Adrienne Gladson, City of Brea.

**PRESENTATIONS, DISCUSSION AND ACTION ITEMS, REPORTS**

**2. Center for Demographics Research Update**

Ms. Deborah Diep, Director for the Center for Demographic Research, provide an update on several issues, including the July-December 2012 Housing Inventory System (HIS) collection, the 2012 Government Employment Survey, the 2012 Employers Survey, the U.S. Census Bureau 2013 Consolidated Boundary and Annexation Survey (CBAS), and the Draft Orange County Projections 2014 and Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategy Timeline. Detailed below is information on each of the issues discussed.

- HIS: CDR is collecting housing construction and demolition data for July 1, 2012 through December 31, 2012 in preparation for the 2014 Orange County Projections. Deadline for activity submittal is Friday, January 18, 2013.
- 2012 Government Employee Survey: CDR is continuing to work with jurisdictions on the local, on-site government employment database.
- 2012 Employers Survey: This survey is for employers with 100 or more employees on site. The survey has been completed and local jurisdictions may request an electronic file of employers by address with total employees on site. Jurisdictions wishing to receive this information are required to sign a confidentiality agreement.

**DRAFT - OCCOG TAC Minutes**  
**Meeting of January 8, 2013**  
**Page 2**

- U.S. Census Bureau 2013 Consolidated Boundary and Annexation Survey (CBAS): 28 of 35 jurisdictions have delegated boundary review to CDR. CDR is using the January 1, 2013 official County Surveyor jurisdiction boundary file and is coordinating with the Orange County LAFCO. The CBAS deadline for CDR to submit requested changes is March 1, 2013.
- Draft OCP 2014 and SCAG 2016 RTP/SCS Timeline: The CDR has begun the process to update the OCP series. The next iteration is OCP 2014. Initial work began in the summer of 2012 and base year estimates will be developed and tentatively released to the 35 Orange County jurisdictions for review and approval in summer 2013 after the Department of Finance and the Employment Development Department benchmark data is released in the spring 2013. These will be the foundation of the 2014 OCP and 2016 Regional Transportation Plan. The base year (starting date) for OCP data is July 1, 2012 and the projection years will be in 5-year increments from 2015 to 2040.

Action: Received and discussed report.

**3. 2016 Regional Transportation Plan and Sustainable Communities Strategy Subcommittee Update**

Chair Poynter provided the OCCOG TAC with an update on the Southern California Association of Governments Sustainable Communities Strategy Subcommittee meetings held to date. The TAC members were provided with a copy of the meeting summary distributed to the SCAG Regional Council and Policy Committee members at their meeting on January 3, 2013. Chair Poynter noted that the Sustainability Subcommittee members had a robust discussion on several issues including exploring the opportunity to develop region wide parking requirements and density requirements. However, it was noted that the Sustainability Subcommittee did NOT have a quorum at their December 11, 2013 meeting. Chair Poynter indicated that she will review the post-meeting recap to make sure it is correctly noted that there was not a quorum at the last Sustainability Subcommittee meeting and ensure the meeting minutes are re-approved. In regards to the discussed topics of region wide parking requirements and density requirements, Chair Poynter shared some of the concerns expressed by the elected officials and members of the public.

Ms. Carla Walecka also noted that the Transportation Corridor Agencies is monitoring several of the SCAG SCS Subcommittees and is concerned with the discussion of adding in additional performance standards and measures. Ms. Walecka noted that SCAG staff is receiving a lot of pressure from advocacy groups, especially groups associated with public health, to add in these additional performance standards and measures. She hopes SCAG staff will continue to monitor and will fully evaluate the proposed performance measures before including them in the 2016 Regional Transportation Plan/Sustainable Communities Strategy.

Ms. Deborah Diep, Center for Demographic Research, added that prior to being disbanded, the Subregional Coordinators Group stressed the importance of discussing any new proposed performance measures early. This is a critical discussion that must occur as early as possible in the process of developing the 2016 RTP/SCS. She noted that this further justifies the need for a Plans and Programs Technical Advisory Committee (P&P TAC) to be scheduled as soon as possible, as many of these proposed new performance measures may be included in

**DRAFT - OCCOG TAC Minutes**  
**Meeting of January 8, 2013**  
**Page 3**

recommendations from the SCAG SCS Subcommittees to the SCAG Policy Committees in March 2013. Ms. Diep also noted that SCAG staff announced at the January 3, 2013 Regional Council meeting that \$3.1 million is going to be cut from the 2013 SCAG budget.

Action: Received and discussed report.

**4. California Environmental Protection Agency CalEnviroScreen Tool**

Chair Poynter provided the TAC with a brief update on the California Communities Environmental Health Screening Tool or CalEnviroScreen Tool developed by the Office of Environmental Health Hazard Assessment (OEHHA) that is a subsidiary of the California Environmental Protection Agency (Cal EPA). The draft screening tool was released in July 2012 and uses existing environmental, health, and socioeconomic data to create a cumulative impacts score for communities across the state. The tool compares areas of the state against other areas and creates a relative ranking that is used to identify communities that are disadvantaged.

On December 12, 2012, the Southern California Association of Governments, in cooperation with interested stakeholders, held a workshop intended to offer business, local governments, and other stakeholders the opportunity to receive relevant information and provide input to Cal EPA staff on the draft CalEnviroScreen Tool. The workshop was well attended with several members of the Regional Council, staff from various local jurisdictions and agencies, and other stakeholders. There were two important themes that ran throughout the dialogue: 1) the need for greater stakeholder involvement, particularly in Southern California, and 2) concern for need for clarification regarding the potential unintended consequences that may arise from use of the tool. Cal EPA staff offered clarification on the intended use of the tool, which is to help the impacted communities with potential funding. Cal EPA staff assured that the use of the tool would not subject any project for additional review above and beyond the CEQA requirements.

Chair Poynter invited Ms. Deborah Diep, Center for Demographic Research, and Ms. Kori Nevarez, City of Cypress, who also attended the December 12, 2012 workshop to share their thoughts and concerns. Ms. Diep noted that SCAG President Glen Becerra expressed his frustration and concern that there was little stakeholder outreach, particularly in Southern California. Ms. Diep also reiterated the comments made by the Cal EPA staff that the CalEnviroScreen Tool is not to be used to replace CEQA. Ms. Nevarez mentioned that one positive is that in the post Redevelopment Agency environment, the screening tool can be used to identify brownfields that are in need of being cleaned up and funding may be distributed based on the ranking system that is an output of the screening tool.

Cal EPA and OEHHA intend to release a revised draft of the CalEnviroScreen Tool later in January and SCAG has agreed to schedule another workshop in late January 2013 or early February 2013 to continue the dialogue with Cal EPA.

Action: Received and discussed report.

**5. 2012 Air Quality Management Plan (AQMP) Update**

Ms. Carla Walecka attended the December 7, 2012 South Coast Air Quality Management District Governing Board meeting where the 2012 Air Quality Management Plan was approved. Ms. Walecka provided the TAC with the details of the approval. The 2012 AQMP was approved unanimously by those members of the Governing Board that were present at the meeting. The 2012 AQMP adopted includes the PM 2.5 and early ozone measures. In total, there are 41 measures for ozone and PM 2.5 and of those, 23 do not have calculated emission benefits. The District will investigate these control measures further before establishing rules for them. The AQMD Governing Board also removed some portions of the ozone plan that the Ports of Long Beach and Los Angeles had expressed concern with. AQMD agreed to meet with the Ports and other interested stakeholders to discuss these issues in February 2013. Ms. Walecka also noted that the Board removed several other controversial measures from the 2012 AQMP, including those associated with aerosol sprays where technology no longer exists, and they gave concessions to RECLAIM industries as it relates to NOx. The Governing Board also passed a resolution to work with businesses and industry to maintain incentives and provide a more robust cooperative work effort with the business community the next time the AQMP is due in 2015. The adopting resolution also included a requirement for more public outreach as it relates to wood burning curtailment requirements. Ms. Walecka added that the California Air Resources Board (CARB) will be holding a public hearing/meeting at the South Coast Air Quality Management District offices in Diamond Bar on January 25, 2013 to discuss approval of the 2012 SCAMQD AQMP. Following approval of the 2012 AQMP, AQMD staff will turn their efforts to converting the approved control measures into Rules over the next six month. Ms. Walecka encouraged the TAC members to contact AQMD staff if they wish to be included on a mailing list for any or all of the Rules that will be developed this next year. The Governing Board also included a stipulation in the adopting resolution that will require the socio-economic report associated with the 2012 AQMP to be evaluated by an outside economist.

Action: Received and discussed report.

**6. Southern California Association of Governments and Orange County Council of Governments Update**

Chair Poynter provided the TAC with an update on the January 3, 2013 SCAG Regional Council and Policy Committee meetings. Specifically, Chair Poynter shared the latest information from the California Department of Housing and Community Development (HCD) on the eligibility of jurisdictions to take credit for housing activity during the 5<sup>th</sup> cycle housing element update that was discussed at the Community, Economic and Human Development Committee. According to the December 13, 2012 letter, credit for built housing units towards a housing element is applied to the period in which it is reported. For the 5<sup>th</sup> cycle housing element, the projection period begins on January 1, 2014. Any built unit reported to the DOF after that date may be credited towards the jurisdiction's 5<sup>th</sup> cycle housing element update. Housing units reported to the DOF prior to January 1, 2014 cannot be credited towards the 5<sup>th</sup> cycle housing element. Furthermore, any sites that continue to be suitable for development, including sites with units approved and permitted, but not developed and reported to DOF in the 4<sup>th</sup> cycle housing element may be counted in the 5<sup>th</sup> cycle housing element sites inventory and analysis. This information was also shared at the Regional Council.

**DRAFT - OCCOG TAC Minutes**  
**Meeting of January 8, 2013**  
**Page 5**

Chair Poynter highlighted several other issues of interest from the January 3, 2013 SCAG Regional Council and Policy Committee meetings. The Regional Council authorized SCAG to file an amicus brief along with other interested agencies in support of the San Diego Association of Governments (SANDAG) should it appeal the trial court decision in *Cleveland National Forest Foundation, et al. v. SANDAG*, Case No. 2011-001011593. The Regional Council deferred a decision on the proposed pilot program to allow the Transportation Committee the ability to offer videoconferencing for its meetings. The issue was deferred by the Executive/Administrative Committee to the Transportation Committee, who then deferred the decision to the Regional Council. After robust discussion at the Regional Council, it was determined that the ultimate decision on the matter needed to be made at the Transportation Committee, so it will be discussed at the February meeting. The option to attend via videoconference would only be available to non-Regional Council policy committee members and all action items would require a roll call vote. Some of the members of the Regional Council and Transportation Committee expressed their concerns with the requirement for a roll call vote and the inability to allow fluid discussion with the use of videoconferencing, especially for a committee with as many members as the Transportation Committee. The final significant item discussed was the proposed 2013 State and Federal Legislative Priorities. Several members of the CEHD committee who had been members of the Regional Housing Needs Assessment (RHNA) Subcommittee expressed their disappointment in the oversight of not including RHNA reform on the 2013 priorities list. SCAG staff responded that RHNA reform is not expected to be a critical item and should not be included on the priority list. There was also concern with the inclusion of a priority to 'lower vote threshold to approve local tax measures.' This priority is to support legislation that would require a 55% voter approval threshold for the creation, extension or increase of local city, county, and transportation tax measures, similar to authority given school districts. The current threshold requires 66.6%, or super-majority, approval rate. The Regional Council voted to support the 2013 State and Federal Legislative Priorities with the exception of this tax measure issue, which was voted on under a separate motion. The motion to support the proposed lower vote threshold to approve local tax measures failed on a tie vote.

Chair Poynter asked Mr. Greg Nord, Orange County Transportation Authority, to provide the TAC with a brief update on the proposed Pacific Electric Right-of-Way (PE ROW)/West Santa Ana Branch Corridor Alternatives Analysis (AA) – Study Recommendations that was discussed at the January 3, 2013 Transportation Committee meeting. The PE ROW is owned by Los Angeles Metropolitan Transportation Agency (Metro) and OCTA and is approximately 25 miles in length. The main discussion issue discussed at the Transportation Committee meeting was to accept the staff recommendations regarding the technology, stations, alignments, and phasing options or consider the Steering Committee recommendation regarding the Low Speed Maglev alternative. After significant discussion amongst its members, the Transportation Committee recommended that the Regional Council accept the staff recommendation. This was in part due to the fact that OCTA has stated its opposition to the use of Low Speed Maglev which is an untested technology in the United States and is extremely costly. Mr. Nord noted that this process is in its early stages and there will be more opportunities for discussion.

Chair Poynter briefly discussed SCAG's Third Annual Economic Summit that was held in Downtown Los Angeles on December 6, 2012 and informed the TAC that there will be a meeting of the Orange County Council of Governments Board of Directors on January 24, 2013.



**DRAFT - OCCOG TAC Minutes**  
**Meeting of January 8, 2013**  
**Page 6**

This will be the first meeting of the OCCOG Board of Directors since September since the meetings in October and December were cancelled and there was not a quorum in November.

**REPORT FROM THE CHAIR**

There was no report from the Chair.

**REPORT FROM THE EXECUTIVE DIRECTOR**

There was no report from the Executive Director

**MATTERS FROM OCCOG TAC MEMBERS**

Ms. Kori Nevarez shared that staff from the City of Cypress attended the first outreach meeting on the District 1 and 2 Bikeways Collaborative hosted by OCTA. One of the issues discussed at the outreach meeting was to use the existing right-of-way to establish the bike trails network. The next meeting will be scheduled in late January or early February 2013.

Ms. Adrienne Gladson shared that she watched the debate between the Los Angeles Mayoral candidates and noted that they spoke on topics similar to what are issues at SCAG. She also mentioned the noticeable differences between issues that interest Los Angeles and Orange County.

**ANNOUNCEMENTS FROM OCCOG TAC NON-MEMBERS**

There were no announcements from OCCOG TAC non-members.

**ITEMS FOR NEXT MEETING**

There were no specific items identified for the next meeting.

**IMPORTANT DATES OR UPCOMING EVENTS**

- January 14, 2013: Joint Meeting of the Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS) Active Transportation, Public Health, and Sustainability Subcommittees
- January 18, 2013: SCAG SCS High Speed Rail and Transit Subcommittee Meeting
- January 24, 2013: Orange County Council of Governments Board of Directors Meeting
- January 28, 2013: Joint meeting of the SCAG SCS Goods Movement and Transportation Finance Subcommittee
- February 5, 2013: OCCOG Technical Advisory Committee Meeting
- February 7, 2013: SCAG Regional Council and Policy Committee Meetings

**ADJOURNMENT**

The meeting was adjourned by Chair Poynter at 11:15 a.m. until Tuesday, February 5, 2013 at 9:00 a.m. at the OCTA Headquarters.

**DRAFT - OCCOG TAC Minutes**  
**Meeting of January 8, 2013**  
**Page 7**

Submitted by:

---

Marika Poynter, City of Irvine  
OCCOG TAC Chair

**DRAFT - OCCOG TAC Minutes**  
**Meeting of January 8, 2013**  
**Page 8**

**Attendees List for January 8, 2013 Meeting**

Marika Poynter, City of Irvine  
Susan Kim, City of Anaheim  
Aileen Kennedy, Caltrans  
Ian Boles, Center for Demographic Research/California State University Fullerton  
Robert K. Glessner  
Cheryl Kuta, City of Lake Forest  
Roy Ramsland, City of La Habra  
Linda Smith, County of Orange  
Carla Walecka, Transportation Corridor Agencies  
Doug Feremenga, Transportation Corridor Agencies  
John Douglas, JHD Planning  
Bill Jacobs, City of Irvine  
Elaine Lister, City of Mission Viejo  
Larry Longenecker, City of Laguna Niguel  
Erica Roess, City of Aliso Viejo  
Adrienne Gladson, City of Brea  
Anna Pehoushek, City of Orange  
Nate Farnsworth, City of Rancho Santa Margarita  
Christopher Wright, City of San Clemente  
Kori Nevarez, City of Cypress  
Fern Nueno, City of Newport Beach  
Ruby Maldonado, City of Orange  
Julie Molloy, City of Laguna Hills  
Kevin Gilhooly, Southern California Association of Governments  
Deborah Diep, Center for Demographic Research/California State University Fullerton  
Greg Nord, Orange County Transportation Authority  
Minoo Ashabi, City of Costa Mesa  
Scott Reekstin, City of Tustin



**Item 2:** **Center for Demographic Research Project Updates**  
**Recommended Action:** Receive reports.

## **Reports**

---

1. July– December 2012 Housing Inventory System (HIS) collection  
CDR is collecting housing construction and demolition data for July 1, 2012- December 31, 2012 in preparation for the 2014 Orange County Projections. Deadline for activity submittal was Friday, January 18, 2013. Please send data to [dyanez@fullerton.edu](mailto:dyanez@fullerton.edu). HIS forms are located at <http://www.fullerton.edu/cdr/2012HISform.xls>. Verification of completed data will be sent to jurisdictions for approval after CDR completes data geocoding.
2. 2012 Government Employment Survey  
CDR is continuing to work with jurisdictions on the local, on-site government employment database. Remaining jurisdictions will be contacted by Scott Martin.
3. 2012 Employers with 100 or more employees on site
  - Electronic file of employers by address with total employees on site available for review
  - Jurisdiction must sign confidentiality agreement
  - If interested, please send email request to Scott Martin [smartin@fullerton.edu](mailto:smartin@fullerton.edu)
4. U.S. Census Bureau 2013 Consolidated Boundary and Annexation Survey (CBAS)
  - 28 of 35 jurisdictions have delegated boundary review to CDR
  - CDR is using the 1/1/2013 official County Surveyor jurisdiction boundary file; coordinating with OCLAFCO
  - CBAS deadline for CDR to submit requested changes is March 1, 2013
  - CDR Contact: Ian Boles

---

**Contact:** Ms. Deborah Diep, Director, Center for Demographic Research  
657/278-4596  
[ddiep@fullerton.edu](mailto:ddiep@fullerton.edu)

**For Employment:** Mr. Scott Martin, Assistant Director, CDR  
657/278-4709  
[smartin@fullerton.edu](mailto:smartin@fullerton.edu)

**For HIS:** Ms. Diana Yanez, Demographic Analyst, CDR  
657/278-3417  
[dyanez@fullerton.edu](mailto:dyanez@fullerton.edu)

**For GIS & CBAS:** Mr. Ian Boles, GIS Demographic Analyst, CDR  
657/278-4670  
[iboles@fullerton.edu](mailto:iboles@fullerton.edu)



**Item 3: 2016 Regional Transportation Plan/Sustainable Communities Strategy Subcommittee Updates**

**Recommended Action:** Receive report. Discussion. Form an ad-hoc subcommittee of approximately 5 members to review the proposed Draft Consolidated Policy Subcommittee Recommendations. The ad-hoc subcommittee will provide comments on the proposed SCAG SCS Subcommittee recommendations to the OCCOG Board of Directors and to the SCAG Plans and Programs Technical Advisory Committee.

**Report**

---

Mr. David Simpson, OCCOG Executive Director, will provide a brief update on the latest with the preliminary development of the Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). This will include an update on the SCAG Sustainable Communities Strategy (SCS) Subcommittees. All of the SCS Subcommittees have held four meetings and the majority have scheduled the fifth meeting for some time in February 2013. Attached for review is a copy of the Draft Consolidated Policy Subcommittee Recommendations that were included in the packet for the joint meeting of the Public Health, Active Transportation, and Sustainability SCS Subcommittee meeting of January 14, 2013. The draft recommendations included in this document has not yet received any technical review by the Plans and Programs Technical Advisory Committee. As a reminder, the SCAG SCS Subcommittees are scheduled to each meet six times prior to end of February 2013. At that time, the SCAG SCS Subcommittees will forward policy recommendations to the three Policy Committees in March 2013 and the Regional Council in April 2013. The policy recommendations will be introduced and discussed at the General Assembly.

It is recommended that the OCCOG TAC form an ad-hoc subcommittee of approximately five members to review the Draft Consolidated Policy Subcommittee Recommendations and provide comments to the OCCOG Board of Directors at their February 28, 2013 meeting. The comments can also be discussed at a Plans and Programs Technical Advisory Committee meeting once one is scheduled.

---

**Attachments:**

1. Draft Consolidated Subcommittee Recommendations
2. SCAG SCS Subcommittee Status and Update Memo (to be distributed at the meeting)

**Contact:** Mr. Nate Farnsworth, Vice Chair, City of Rancho Santa Margarita  
949/635-1800  
[nfarnsworth@cityofrsm.org](mailto:nfarnsworth@cityofrsm.org)

# Consolidated Policy Subcommittee Recommendations

## Key

<b>Subcommittees</b>	<b>Policy Categories</b>	<b>Notes</b>
<p>Listed in order of stage of development of policies:</p> <p>A. <i>Public Health Subcommittee</i>-Scoping of direction for 2016-2040 RTP/SCS</p> <p>B- <i>Sustainability Subcommittee</i>-refinement of existing policies from 2012-2035 RTP/SCS</p> <p>C. <i>Active Transportation</i>-refinement of existing policies from 2012-2035 RTP/</p>	<p><b>1.DEFINITIONS-</b> Standards and common assumptions undergirding implementation efforts</p> <p><b>2.NEEDS ASSESSMENT-</b> Data gathering and stakeholder communication</p> <p><b>3.PERFORMANCE MONITORING-</b>determination of goals, data gathering, and performance indicators</p> <p><b>4.STRATEGIES-</b> actions, studies, and programs that SCAG can commit to with its partners to implement the current and future RTP/SCSs</p> <p><b>5.INVESTMENTS-</b> Funding decisions and programs that SCAG can make with its partners to implement the current and future RTP/SCSs</p>	<p><b>2012 RTP/SCS</b> <i>Implementation-</i> policies to encourage implementation of current 2012-2035 RTP/SCS</p> <p><b>2016 RTP/SCS Process-</b> <i>direction and guidance on developing the standards and data for use in developing the 2016-2040 RTP/SCS</i></p> <p><b>2016 RTP/SCS Policy-</b> <i>proposals for policy language to be vetted for inclusion in the 2016-2040 RTP/SCS</i></p>
<p><u>Underlined RED text</u>= Written submissions by Patty Ochoa, Lianne Dillon, Terry M. Roberts, and Kristin Eberhard (Ex-Officio Members of the Public Health and the Sustainability Subcommittees)</p> <p><u>Underlined BLUE text</u>= Additions by SCAG Staff per comments made by subcommittee members and stakeholders during Subcommittee Meetings</p>		

Subcommittee	Draft Policy Recommendations	Notes
<b>1. DEFINITIONS</b>		
<i>Public Health</i>	<u>Develop standard definitions related to public health measures for use in the region, and incorporate these definitions into standard practice and policy as key considerations for project selection and implementation. Examples are still under development and will continue to be proposed at meetings #5 &amp; #6.</u>	<b>2016 RTP/SCS Process</b>
<i>Sustainability</i>	<p>Develop a definition of sustainability that recognizes the unique history and development patterns of Southern California yet challenges the region to achieve nationally ambitious targets</p> <p>Proposed definitions of Sustainability SCAG should use to undergird the 2016 RTP/SCS:</p> <p>UN: Meeting current needs without hindering future generations from meeting their own needs.</p> <p>SB375: Reduce GHG emissions to 1990 levels by 2035 through a combination of vehicle, and stationary source emissions reductions technologies, and per capita VMT reductions.</p> <p>Academic: Balance policies using triple bottom line determination: Equity, Environment, Economy -or- People, Places, Profit. Develop a definition of public health to guide regional public health policy.</p>	<b>2016 RTP/SCS Policies</b>
<i>Active Trans</i>	<p>Work with local jurisdictions and Caltrans to develop standard definitions of experimental bikeways in use in the region, ensuring consistency and helping acceptance of standards on State/national level.</p> <p>Active Transportation refers to transportation such as walking or using a bicycle, tricycle, velomobile, wheelchair, scooter, skates, skateboard, push scooter, trailer, hand cart, shopping car, or similar low-speed electrical devices.</p>	<p><b>2016 RTP/SCS Process</b></p> <p><b>2016 RTP/SCS Policies</b></p>

Subcommittee	Draft Policy Recommendations	Notes
	<b>2. NEEDS ASSESSMENT</b>	
<i>Public Health</i>	<p>Review how HIAs can be used to inform the RTP/SCS.  Work in partnership with local public health departments to determine needs assessment gaps, share data, and leverage health departments expertise to identify high need areas (i.e., high-collision and disease burdened communities).</p> <p>Support an assessment of available and potential public health data that can be utilized at the county and city-level to help local jurisdictions identify high need areas.</p> <p>Evaluate monetary public health impacts and how they can be incorporated into SCAG's alternatives model, with coordination across agencies doing similar work (I-THIM, PLACE 3S Public Health, Metro Bicycle Model).</p> <p>Study possible health and equity issues related to project implementation (i.e., childhood asthma as related to nearby freeway improvements; displacement and gentrification due to new transit stop, etc.)</p>	<p><b>2012 RTP/SCS Implementation</b></p> <p><b>2016 RTP/SCS Process</b></p>
<i>Sustainability</i>	<p>Assess status of local policy development that encourages sustainable development identified in local general plans.</p> <p>Assess status of local adoption of Climate Action Plans to identify GHG emissions reductions through local policy actions.</p> <p>Continue to analyze and update housing market demand to assist in local planning.</p> <p>Develop comprehensive open space mitigation strategies in partnership with each county.</p> <p>Include an expanded analysis of traffic pollution impacts to include areas with housing with 1,000 feet of high-volume roadways.</p>	<p><b>2012 RTP/SCS Implementation</b></p> <p><b>2016 RTP/SCS Process</b></p>



	Promote use of Urban Footprint model to analyze and monetize health impacts of walking, cycling and transit and ensure comprehensive health analysis of growth scenarios in all decision making for development of 2016 RTP/SCS.	
<b>Subcommittee</b>	<b>Draft Policy Recommendations</b>	<b>Notes</b>
	<b>3.PERFORMANCE MONITORING</b>	
<i>Public Health</i>	<p>Continue to develop a robust performance monitoring program to measure 2012 RTP/SCS strategy outcomes Performance metrics should include: VMT/capita, mode share, % of population living within ¼ and ½ mile of transit, and within 3 miles of bike access to jobs or transit, % of population that can walk or bike to meet at least 50% of their daily needs, % of HH income spent on housing, utility, and transportation,</p> <p><u>Incorporate enhanced tracking of chronic disease outcomes, such as asthma incidence and exacerbation, heart disease, stroke and diabetes</u></p> <p>Develop appropriate public health performance measures for the 2016 RTP/SCS.</p> <p>Consider measuring other social determinants of health. <u>Examples are still under development and will continue to be proposed at meetings #5 &amp; #6.</u></p>	<p><b>2012 RTP/SCS Implementation</b></p> <p><b>2016 RTP/SCS Process</b></p>
<i>Sustainability</i>	Identify sustainability goals outside of transportation and land use, and identify regional partners to work with to achieve those goals e.g. water, energy, habitat conservation: <b>Possible metrics include: minutes of walk/bike per capita, total energy consumption from new growth, total water consumption from new growth, % of HH within 500 feet of a high-volume roadway, acres of land consumed by new development, criteria pollutants per capita.</b>	<b>2016 RTP/SCS Policies</b>

	Develop and refine performance metrics for location efficiency in order to measure development siting impacts. Refine methods for measuring and analyzing jobs/housing fit across regional housing and employment centers.	
<i>Active Transportation</i>	Develop appropriate Active Transportation Performance Measures for the 2016 RTP/SCS. <u>Examples are still under development and will continue to be proposed at meetings #5 &amp; #6.</u>  <u>Consider measuring the co-benefits of active transportation and zero-emission/near-zero emission projects (i.e., neighborhood electric vehicle infrastructure, car-share and ride-share programs, etc.)</u>  <u>Support the development of a pilot project in the SCAG region for the Healthy Community Indicators project sponsored by the Strategic Growth Council.</u>	<b>2016 RTP/SCS Policies</b>
<b>Subcommittee</b>	<b>Draft Policy Recommendations</b>	<b>Notes</b>
<b>4. STRATEGIES</b>		
<i>Public Health</i>	<u>Promote the</u> development of a Public Health Work Plan to inform regional planning, pending budget availability. <u>Consider public health policy and program development.</u> <u>Include improving public health outcomes as an explicit goal of the RTP/SCS.</u>  Work in partnership with local public health departments, <u>planning departments</u> <u>(including transportation departments)</u> and <u>health</u> organizations to develop public health policies and programs.	<b>2012 RTP/SCS Implementation</b>  <b>2016 RTP/SCS Process</b> <b>2016 RTP/SCS Policies</b>
<i>Sustainability</i>	Encourage development and adoption of sustainable development policies and zoning, and local climate action plans. Develop policies regarding alternatives to traditional one-dimensional auto-oriented transportation engineering methods.	<b>2012 RTP/SCS Implementation</b>

Active Transportation	<p>Develop regional growth scenarios to better achieve sustainability by analyzing varying emphasis on TOD, walk/bike-ability, complete streets, and alternative vehicles for neighborhood level trip making.</p> <p>Assist local agencies in analyzing the relative lifetime costs and benefits of infill development in terms of infrastructure and services.</p> <p>Encourage Appendix G deletions as part of CEQA Reform. Remove non re-resource based categories from a need for exemption (i.e. shade &amp; shadow, parking, aesthetics, level-of-services).</p> <p>Replace parking minimum standards, in dense development environments, with locally adopted performance oriented parking standards and guidelines. Encourage locally tuned variable parking standards.</p> <p>Encourage Infrastructure Funding &amp; Financing system that returns operations and maintenance to locally funded rather than to solely dependent on developer funding.</p>	<p><b>2016 RTP/SCS Process</b></p> <p><b>2012 RTP/SCS Implementation</b></p>
	<p>Continue to seek stakeholder input on the FY12-16 Work Plan.</p> <p>Develop legislative strategy to pursue improvement of active transportation system</p> <p>Work in partnership with local public health departments and other organizations to develop active transportation strategies to increase public health and regional quality of life.</p> <p><u>Encourage the participation of schools and school districts in the development of the RTP/SCS with the aim of supporting the improvement of Safe Routes to School programs and shared use programs in the region.</u></p>	<p><b>2012 RTP/SCS Implementation</b></p>

	Continue to promote Active Transportation as part of a comprehensive solution to help reduce GHG emissions and increase public health.  Develop Needs Assessment. Develop regional projects and strategies. Develop/Expand performance measures. Develop additional mitigation strategies to address the negative health effects of the 2016 RTP/SCS	<b>2016 RTP/SCS Process</b>  <b>2016 RTP/SCS Policies</b>
<b>Subcommittee</b>	<b>Draft Policy Recommendations</b>	<b>Notes</b>
<b>5. INVESTMENT</b>		
<i>Public Health</i>	Develop methods to leverage different sources of federal/state/local funding for public health. Research and review available funding sources for public health-related projects and programs.	<b>2012 RTP/SCS Implementation</b>
<i>Sustainability</i>	Perform validation studies to provide documented analysis of alternative trip generation, Level of Service (LOS) analysis and Parking Requirement methodologies. Continue to invest in local planning projects through the Compass Blueprint program, and new Green Region and Active Transportation grant programs. Explore ability to invest in design and direct implementation of sustainable projects. Invest in local customization of open-source scenario development and modeling systems. Advocate for member jurisdictions at the state and federal levels to secure value-capture funding and financing tools to encourage public benefit development.	<b>2012 RTP/SCS Implementation</b>  <b>2016 RTP/SCS Process</b>
<i>Active Transportation</i>	Research and review available funding sources for Active Transportation related projects and programs.	<b>2016 RTP/SCS Policies</b>  <b>2012 RTP/SCS Implementation</b>

**2016 RTP/SCS Process**

Develop an Active Transportation legislative strategy focusing on safety, streamlining costs and increased funding.

Develop methods to leverage different sources of federal/state/local funding for Active Transportation.

Promote funding sources to support complete streets and active transportation throughout the SCAG region.

Estimate amount of funding necessary to fully develop the Active Transportation Network.



**Item 4:** **Southern California Association of Governments (SCAG) and Orange County Council of Governments (OCCOG) Update**  
**Recommended Action:** Receive report. Discussion.

**Report**

---

Mr. David Simpson, OCCOG Executive Director, and Vice Chair Farnsworth, City of Rancho Santa Margarita, will brief the TAC on the key highlights of the following items:

- Agenda Review for the Southern California Association of Governments Regional Council and Policy Committee Meetings of February 7, 2013
- Orange County Council of Governments Board of Directors Meeting of January 24, 2013

The agendas for all SCAG meetings are posted at [www.scag.ca.gov](http://www.scag.ca.gov).

---

**Contact:** Mr. David Simpson, OCCOG Executive Director  
714/560-5570  
[dsimpson@octa.net](mailto:dsimpson@octa.net)

Mr. Nate Farnsworth, Vice Chair, City of Rancho Santa Margarita  
949/635-1800  
[nfarnsworth@cityofrsm.org](mailto:nfarnsworth@cityofrsm.org)



**Item 5: California Environmental Protection Agency CalEnviroScreen Tool**

**Recommended Action:** Receive report. Discussion. Recommend draft comments on the CalEnviroScreen Tool that can be forwarded to the Orange County Council of Governments Board of Directors and distributed to local jurisdictions.

**Report**

---

The Office of Environmental Health Hazard Assessment (OEHHA) within California Environmental Protection Agency (Cal/EPA) has developed a proposed method for evaluating the cumulative impacts of pollution in communities, known as the California Environmental Health Screening or CalEnviroScreen Tool. The draft screening tool was released in July 2012 and uses existing environmental, health and socioeconomic data to create a cumulative impacts score for communities across the state. The tool compares areas of the state against other areas and creates a relative ranking.

As a reminder, in early December 2012, the Southern California Association of Governments, in cooperation with interested stakeholders, held a workshop intended to offer business, local governments, and other stakeholders the opportunity to receive relevant information and provide input to Cal/EPA staff on the draft CalEnviroScreen Tool. The workshop was well attended with several members of the Regional Council, staff from various local jurisdictions and agencies and other stakeholders. There were two important themes that ran throughout the dialogue: 1) the need for greater stakeholder involvement and 2) concern and need for clarification regarding the potential unintended consequences that may arise from use of the tool. Cal/EPA staff offered clarification on the intended use of the tool, which is to help the impacted communities with potential funding. Further, Cal/EPA staff assured that the use of the tool would not subject any project for additional review above and beyond the CEQA requirements.

Cal/EPA and OEHHA released a revised draft of the CalEnviroScreen Tool the week of January 7, 2013 and notified stakeholders late in the week of a workshop/public hearing being held in Sacramento on Friday, January 11, 2013. There was very little representation from Southern California present at the workshop and several public speakers noted their frustration with the late notification of the workshop. In addition, several speakers requested that OEHHA release the raw data used to formulate the maps included in the tool while the public comment period is open. OEHHA initially indicated they would not release the raw data until after the public comment period closed, but reversed their decision and posted the raw data on January 16, 2013. The public comment period for the revised draft closes on January 25, 2013, allowing very little time to review and prepare comments on the revised draft. Additionally, it does not appear that Cal/EPA will host a second workshop in the SCAG region prior to the close of the public comment period. Copies of the "Summary of Major Proposed CalEnviroScreen Revisions" and several of the CalEnviroScreen maps prepared by OEHHA are included in the agenda packet for review. The entire document can be downloaded at <http://oehha.ca.gov/ej/cipa010313.html> and the raw data can be downloaded at <http://oehha.ca.gov/ej/cipa011613.html>. TAC members are encouraged to review the revised draft of the CalEnviroScreen Tool prior to the meeting so that the TAC can recommend draft comments on the CalEnviroScreen Tool that can be forwarded to



***OCCOG Technical Advisory Committee***

*February 5, 2013*

the Orange County Council of Governments Board of Directors and distributed to local jurisdictions.

---

**Attachments:**

1. Summary of Major Proposed CalEnviroScreen Revisions
2. Indicator and Summary Maps

**Contact:**

Mr. Nate Farnsworth, Vice Chair, City of Rancho Santa Margarita  
949/635-1800  
[nfarnsworth@cityofrsm.org](mailto:nfarnsworth@cityofrsm.org)



## Summary of Major Proposed CalEnviroScreen Revisions (Changes from July 30, 2012 Version)

### **Model Changes**    *Elimination of the Public Health Effects component.*

Public Health Effect indicators were removed as a stand-alone component. Information formerly included in this component was evaluated for its relevance as an indication of population sensitivity.

Two proposed indicators from this group, asthma emergency department visits and rate of low birth weight infants were incorporated into the Sensitive Population component.

Heart disease and cancer mortality rates at the ZIP code scale are not currently available, but will be evaluated for future consideration with respect to its relevance as an indicator of population sensitivity.

---

### *Combining components.*

Indicators from the Exposure and Environmental Effects components are now evaluated together as Pollution Burden for the purpose of scoring (that is, each of those two components is not scored independently before combining). Similarly, the indicators for Population Sensitivity and Socioeconomic Factors are also evaluated together as Population Characteristics.

---

### *Calculation of Pollution Burden score.*

To calculate a Pollution Burden score (combined Exposure and Environmental Effects), indicators of Environmental Effects are weighted half as much as the indicators of Exposure.

---

### *Calculation of Population Characteristics score.*

To calculate a Population Characteristics score (combined Sensitive Populations and Socioeconomic Factors), all indicators within this group are weighted equally.

---

### *Range of Scores for Pollution Burden and Population Characteristics.*

Pollution Burden and Population Characteristics are each scored with values up to 10. A decimal place is retained for each score in the calculation of the CalEnviroScreen score to help distinguish ties.

---

### *Range of CalEnviroScreen scores.*

As in the previous model, the Pollution Burden score is multiplied by Population Characteristics score to arrive at an overall CalEnviroScreen Score. This score may have a value up to 100 ( $= 10 \times 10$ ).

---

### **New Indicators**    *Addition of a Linguistic Isolation indicator.*

This indicator is the percent of the households in which no one over the age of fourteen speaks English "very well." Linguistic isolation was added based on recommendations from the academic workgroup and the public.

---

	<hr/> <b><i>Addition of Diesel Particulate Matter (PM) indicator.</i></b> <p>A diesel PM concentration indicator was created from two data sources. The California Air Resources Board provided risk contours for diesel PM from assessments of 25 California ports and railyards. These contours were converted into diesel PM concentrations and were combined with data from the U.S. Environmental Protection Agency's National Air Toxics Assessment to produce an indicator that includes on-road and non-road sources of diesel PM.</p> <hr/>
<b>Elimination of Indicators</b>	<b><i>Elimination of Heart Disease Mortality and Cancer Mortality.</i></b> <p>See Model changes above.</p> <hr/> <b><i>Elimination of Median Household Income.</i></b> <p>Removed as being duplicative with poverty.</p> <hr/>
<b>Changes to Indicators</b>	<b><i>Modification of Pesticide Use indicator.</i></b> <p>The proposed indicator for pesticide use previously included production agriculture use (ZIP code scale), non-production agriculture use (county scale), and non-agricultural uses (county scale). The indicator has been modified to remove the county scale use data.</p> <hr/> <b><i>Modification of the Solid Waste Facilities and Sites and Hazardous Waste Facilities indicator.</i></b> <p>This indicator was updated to reflect changes to the weighting scheme for permitted hazardous waste facilities that were proposed by staff from the Department of Toxic Substances Control.</p> <hr/> <b><i>Modification of the method for combining the Prevalence of Children and Elderly indicators.</i></b> <p>The prevalence of children and elderly variables were combined into one age variable as follows: The number of individuals in the ZIP code population under age 10 or over age 65 are summed and divided by the total ZIP code population to calculate the percent. Statewide, the 2010 population in each of these age categories is roughly equal (13.5% and 11.4%, respectively).</p> <hr/> <b><i>Harmonization of buffers for Cleanups, Groundwater Threats, Solid Waste and Hazardous Waste Facilities indicators</i></b> <p>The buffer distance for inclusion in a given ZIP code was revised to 250 meters for sites and facilities in these three indicators to account for sites and facilities located near ZIP code borders.</p> <hr/> <b><i>Modification of the Cleanup Sites indicator.</i></b> <p>The analysis of certain sites on the Federal National Priority List (Superfund) list was modified. Parcel boundaries for many sites are available, rather than only point locations. A 250 meter buffer was placed around the polygons and ZIP Codes that intersect with these Superfund site polygons are now counted in the weighted sum of cleanup sites for that ZIP code.</p> <hr/>

---

***Modification of the Ozone Concentration indicator.***

The ozone concentration indicator was modified from the average *daily max concentration in the summer season* to the *sum of the portion of the daily max 8 hour concentration over the federal 8 hour standard*.

---

***Modification of the Traffic Density indicator.***

The traffic density metric was updated to include all road-length adjusted traffic density in each ZIP code, including a 150-meter buffer. The former metric used a 2500-meter buffer around the population-weighted centroid of each ZIP code.

---

**Revisions to  
Indicator  
Write-ups**

***Inclusion of a "Rationale" for indicator selection.***

The write-ups for individual indicators included in the model were modified to include a description of the rationale for their inclusion. This section describes some of the relevant research and knowledge showing that the measure and data used for the metric are meaningful and important.

---

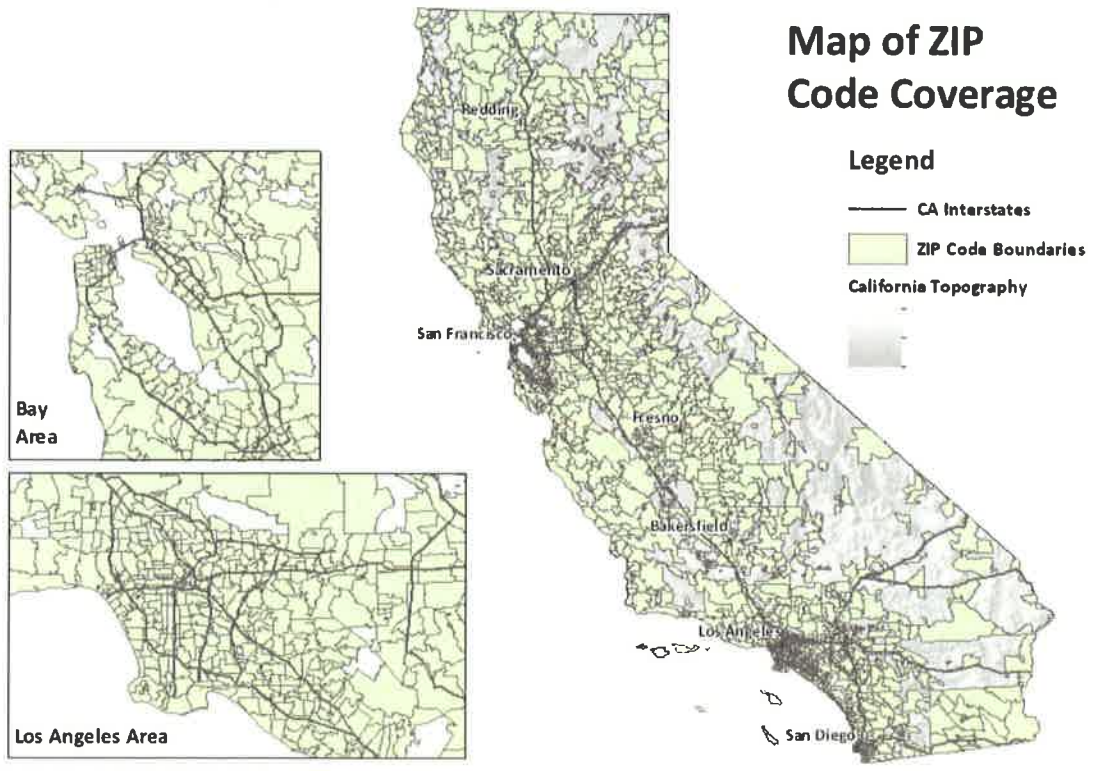
**Future Activities**

- ***Evaluate impacts at the census tract scale***
  - ***Develop a drinking water quality indicator***
  - ***Evaluate other sensitive population and socioeconomic indicators***
-

### Selection of Geographic Scale

For this version of CalEnviroScreen, the ZIP code scale is the unit of analysis. A representation of ZIP codes, called ZCTAs (ZIP Code Tabulation Areas), is available from the Census Bureau. These were updated in 2010.<sup>2</sup> For simplicity, these areas are referred to as ZIP codes throughout this report.

The census ZIP codes cover areas where people live, but do not include many sparsely populated places, like national parks. There are approximately 1800 census ZIP codes in California, representing a relatively fine scale of analysis.<sup>3</sup>



<sup>2</sup> Additional information on the U.S. Census Bureau's ZIP Code Tabulation Areas may be found on their website: <http://www.census.gov/geo/ZCTA/zcta.html>.

<sup>3</sup> In a future version of the tool, results will also be available at the census tract scale.

## CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)

The following map shows the relationship between census-derived ZIP codes (ZCTAs) and approximate postal service ZIP codes for an area in San Bernardino. For many ZIP codes they are similar.

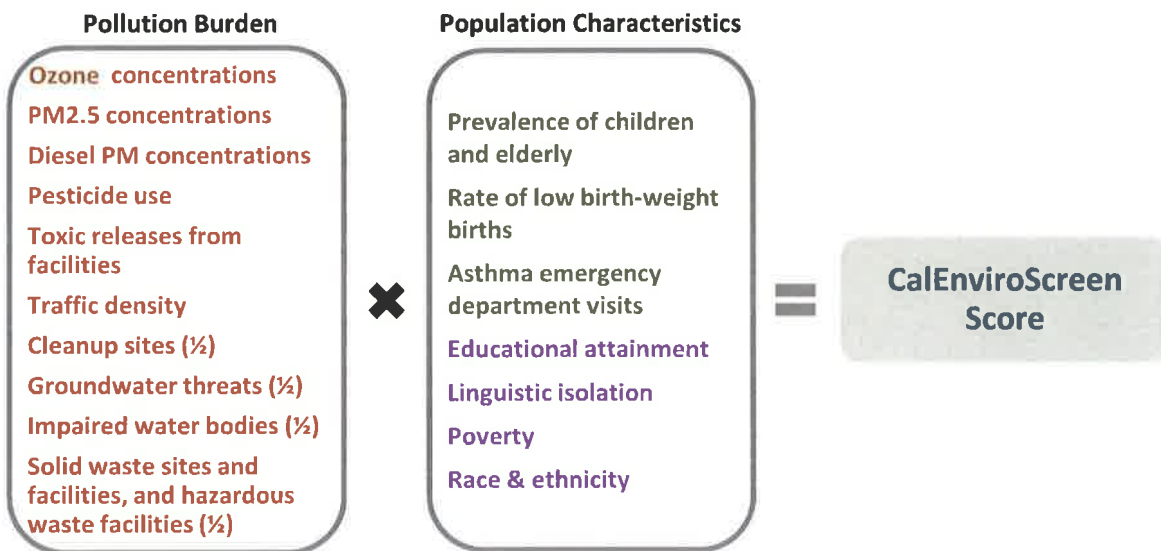


\* Postal service ZIP code approximations were obtained from ESRI, Inc.

### Indicator and Component Scoring

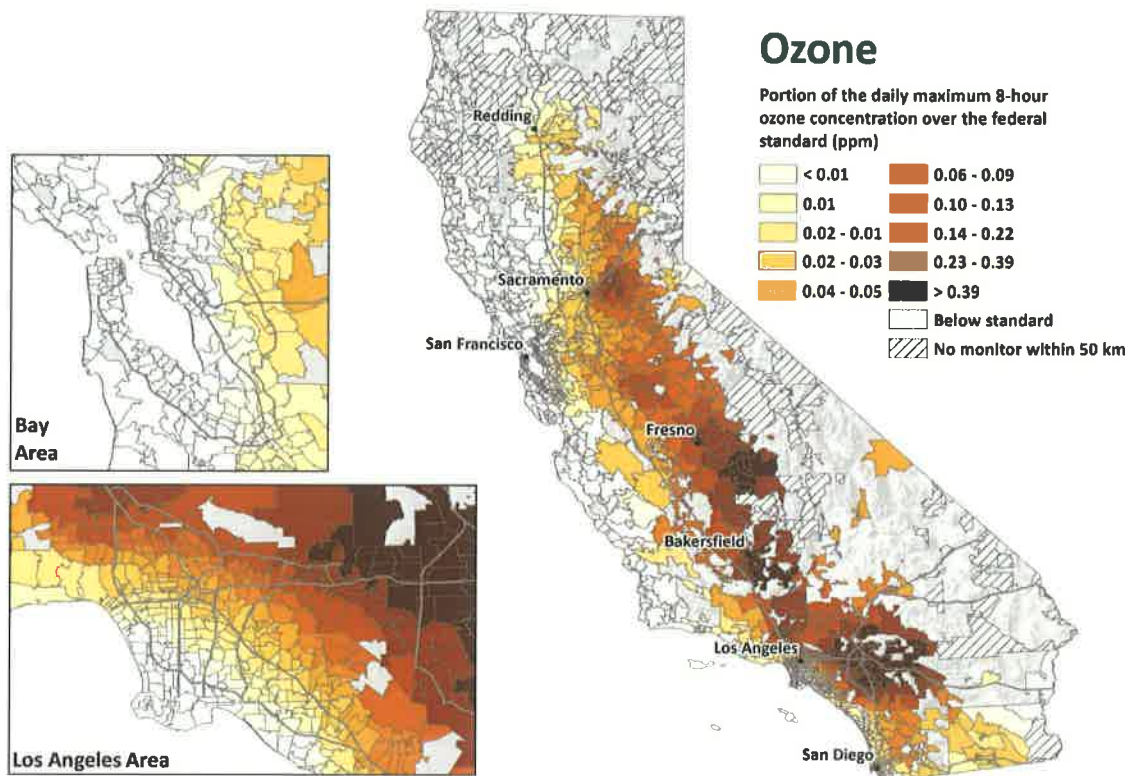
- Each indicator has a value for each geographical area. These values for every geographical area are ordered from highest to lowest. A percentile is then calculated from the distribution of indicator values for all areas that have a value. Thus each indicator's percentile in a specific place is relative to the scores for the indicators in the rest of the places in the state. \*
- Indicators from Exposures and Environmental Effects components were grouped together to represent Pollution Burden. Indicators from Sensitive Populations and Socioeconomic Factors were grouped together to represent Population Characteristics (see figure below).
- Scores for the Pollution Burden and Population Characteristics groups of indicators are calculated as follows:
  - First, the percentiles for all the individual indicators in a group are averaged. Indicators from the Environmental Effects component were each weighted half of those indicators from the Exposures component. This was done because the contribution to possible pollutant burden from the Environmental Effects indicators was considered to be less than those from sources in the Exposures indicators.
  - Second, Pollution Burden and Population Characteristics groups are assigned scores from their defined ranges (up to 10) based on these averages.

\* When a geographic area has no non-zero indicator value (for example, no facilities with toxic releases are present), it is excluded from the percentile calculation and assigned a value of zero. Thus the percentile score can be thought of as a comparison of one geographic area to other localities in the state where the hazard effect or population characteristic is present.



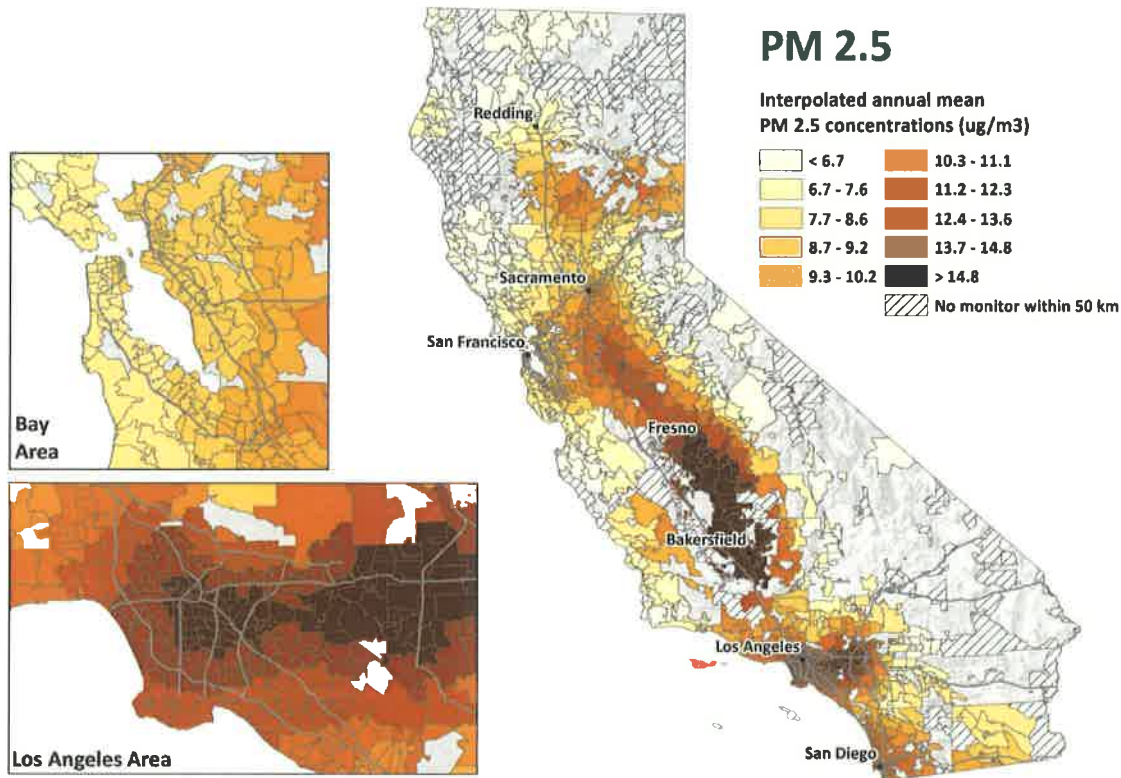


**Indicator Map** Note: Values at ZIP codes with centers more than 50km from the nearest monitor were not estimated (signified by cross-hatching in the map below).



- References**
- Alexis NE, Lay JC, Hazucha M, Harris B, Hernandez ML, Bromberg PA, *et al.* (2010). Low-level ozone exposure induces airways inflammation and modifies cell surface phenotypes in healthy humans. *Inhal Toxicol* **22**(7):593-600.
- Fann N, Lamson AD, Anenberg SC, Wesson K, Risley D, Hubbell BJ (2012). Estimating the National Public Health Burden Associated with Exposure to Ambient PM2.5 and Ozone. *Risk Analysis* **32**(1):81-95.
- Medina-Ramón M, Schwartz J (2008). Who is more vulnerable to die from ozone air pollution? *Epidemiology* **19**(5):672-9.
- Moore K, Neugebauer R, Lurmann F, Hall J, Brajer V, Alcorn S, *et al.* (2008). Ambient ozone concentrations cause increased hospitalizations for asthma in children: an 18-year study in Southern California. *Environ Health Perspect* **116**(8):1063-70.
- NRC (2008). National Research Council Committee on Estimating Mortality Risk Reduction Benefits from Decreasing Tropospheric Ozone Exposure (2008). *Estimating Mortality Risk Reduction and Economic Benefits from*

## Indicator Map



## References

- Bell ML, Ebisu K, Belanger K (2007). Ambient air pollution and low birth weight in Connecticut and Massachusetts. *Environmental Health Perspectives* **115**(7):1118.
- Dominici F, Peng RD, Bell ML, Pham L, McDermott A, Zeger SL, *et al.* (2006). Fine particulate air pollution and hospital admission for cardiovascular and respiratory diseases. *JAMA: The Journal of the American Medical Association* **295**(10):1127-34.
- Gauderman WJ, Avol E, Gilliland F, Vora H, Thomas D, Berhane K, *et al.* (2004). The effect of air pollution on lung development from 10 to 18 years of age. *New England Journal of Medicine* **351**(11):1057-67.
- Morello-Frosch R, Jesdale BM, Sadd JL, Pastor M (2010). Ambient air pollution exposure and full-term birth weight in California. *Environmental Health* **9**:44.
- Ostro B, Broadwin R, Green S, Feng WY, Lipsett M (2006). Fine particulate air pollution and mortality in nine California counties: results from CALFINE. *Environmental health perspectives* **114**(1):29.
- Ostro B, Roth L, Malig B, Marty M (2009). The effects of fine particle

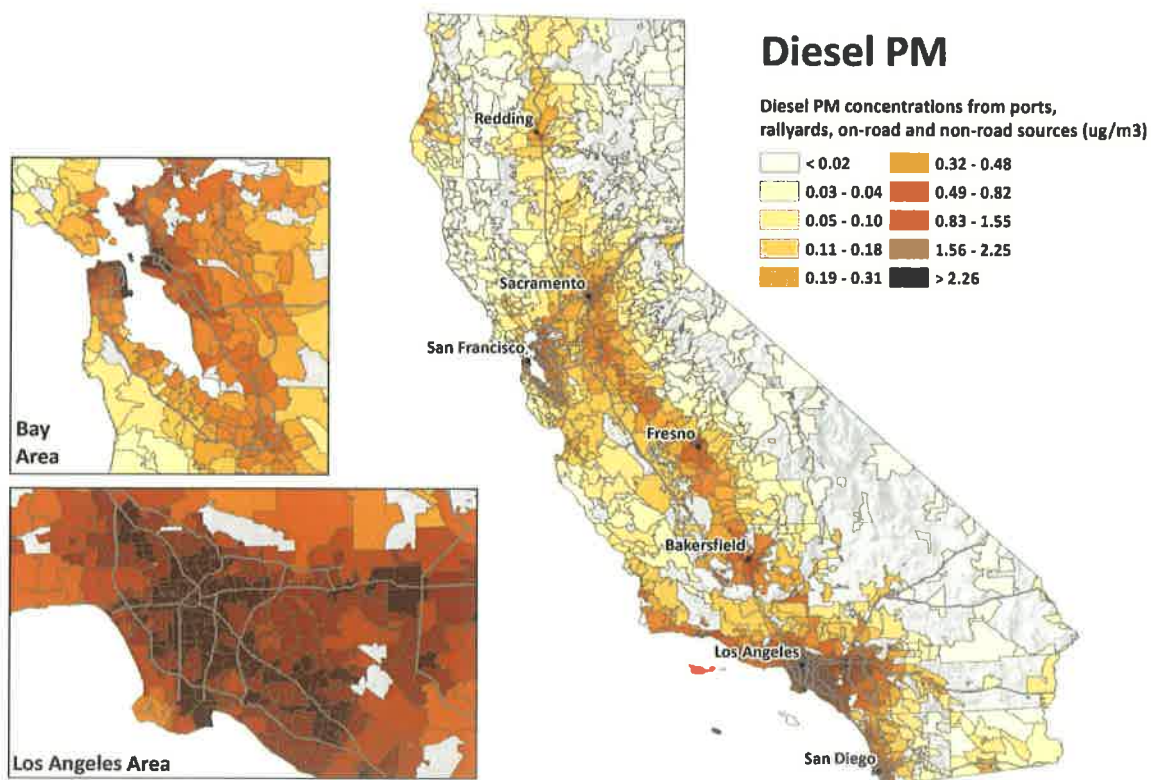


downloaded from the US EPA's NATA website (<http://www.epa.gov/nata/>).

- Concentrations were allocated from census tracts to ZIP codes in ArcMap using a weighted average where the proportion of a ZIP code that was captured by the area of the census tract within the ZIP code was used at the weight (areal apportionment).

Concentrations from the port and railyards by ZIP code were summed with the concentrations from NATA (road and non-road) by ZIP code and assigned a percentile based on the statewide distribution of values.

## Indicator Map



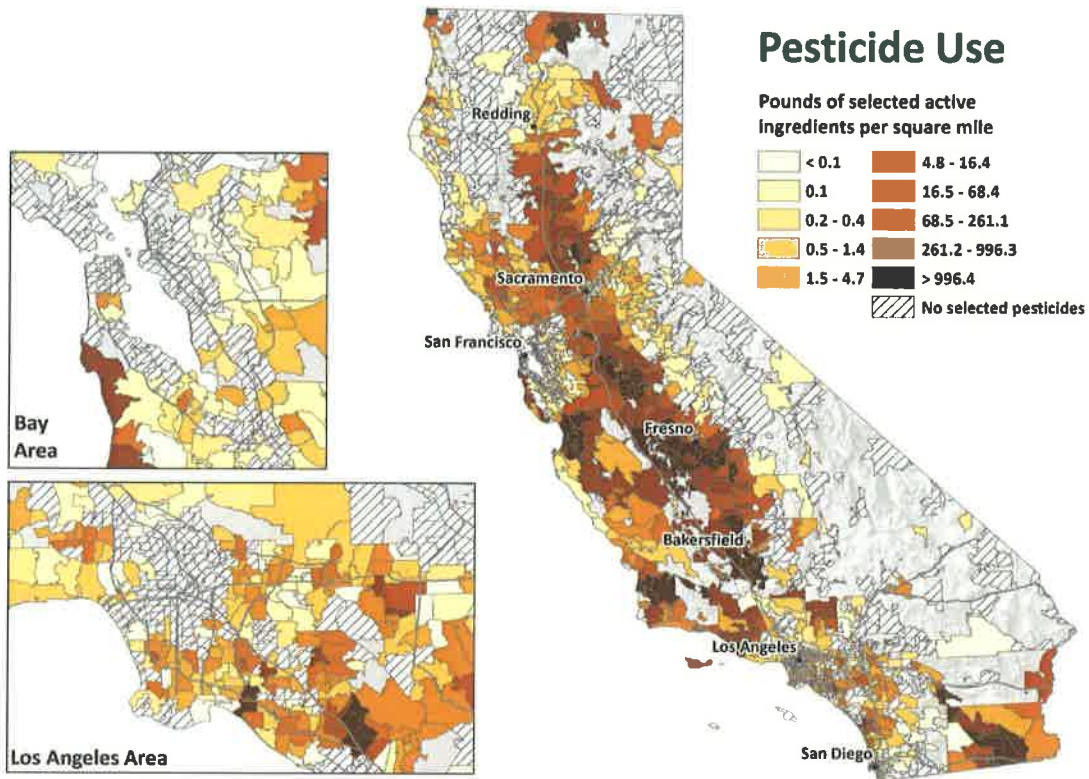
## References

Brunekreef B, Janssen NA, de Hartog J, Harssema H, Knape M, van Vliet P (1997). *Epidemiology* **8**(3): 298-303.

Garshick E, Laden F, Hart JE, Rosner B, Davis ME, Eisen EA, Smith TJ (2008). Lung Cancer and Vehicle Exhaust in Trucking Industry Workers. *Environmental Health Perspectives* **116**:1327-1332.

Garshick E, Laden F, Hart JE, Rosner B, Davis ME, Smith TJ, Dockery DW, Speizer FE (2004). Lung Cancer in Railroad Workers Exposed to Diesel Exhaust. *Environmental Health Perspectives* **112**:1539-1543-.

## Indicator Map



## Appendix *Pesticide Use – Filter for Hazard and Volatility*

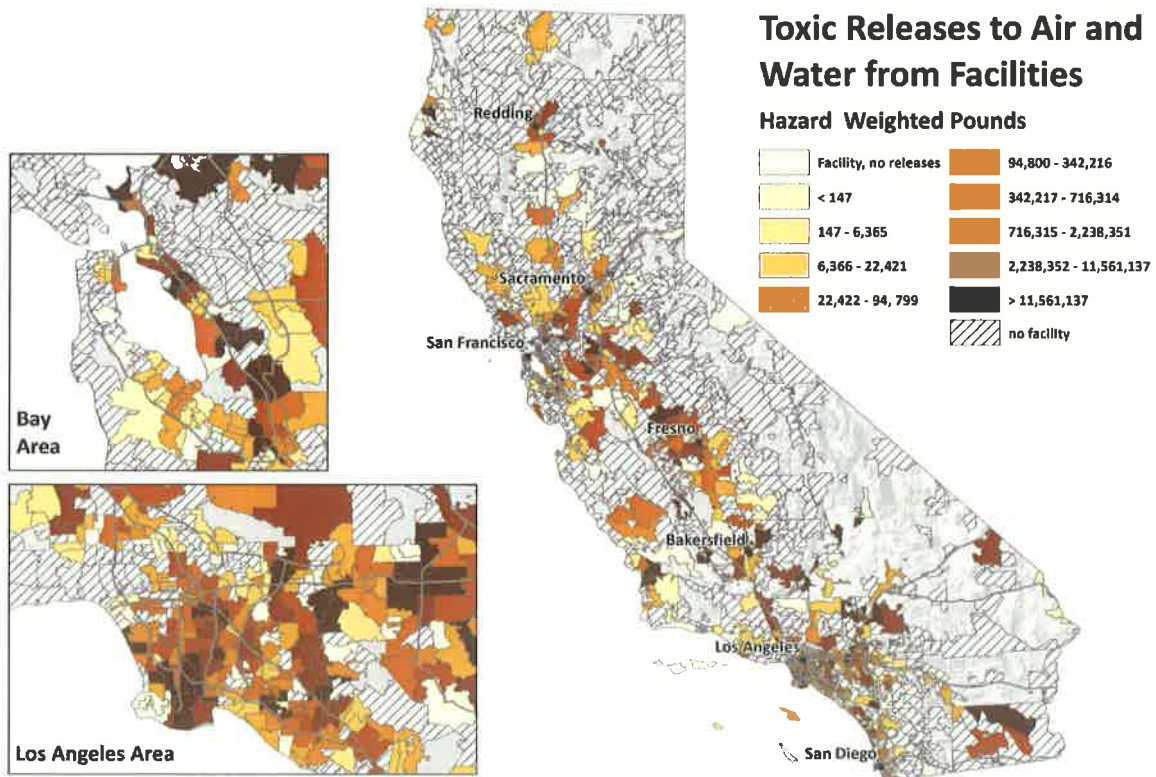
Specific pesticides included in the measure of pesticide use were identified from the list of all registered pesticides through consideration of both hazard and likelihood of exposure.

The more hazardous pesticides were identified using a list generated under the Birth Defect Prevention Act of 1984 (SB 950) and the Proposition 65 list (Safe Drinking Water and Toxic Enforcement Act of 1986). As part of a review process of active ingredients under the SB 950 program, pesticides are classified as “High”, “Moderate”, or “Low” priority for potential adverse health effects using studies of sufficient quality to characterize risk. The prioritization of each pesticide is a subjective process based upon the nature of potential adverse effects, the number of potential adverse effects, the number of species affected, the no observable effect level (NOEL), potential human exposure, use patterns, quantity used, and US EPA evaluations and actions, among others. Proposition 65 requires the state to maintain a list of chemicals that cause cancer or reproductive toxicity. For the purpose of developing an exposure indicator, pesticides that were prioritized as “Low,” not prioritized under SB 950, or not on the Proposition 65 list were removed

## CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)

- Method**
- Data on location and hazard-weighted emissions data for facilities in California, or within one kilometer of California, were downloaded from TRI/RSEI (TRI.NET).
  - Facility locations were mapped or geocoded (ArcMap).
  - Each ZIP code was scored by adding the hazard-weighted pounds of emissions for all facilities within the ZIP code or within one kilometer of the ZIP code.
  - A 3-year average of the hazard-weighted emissions for each ZIP code was calculated for the years 2008-2010.
  - Scoring:
    - ZIP codes without a TRI facility were assigned a percentile of zero.
    - All other ZIP codes were assigned a percentile based on their location in the distribution of the remaining ZIP codes.

### Indicator Map



- References**
- Agarwal N, Banterghansa C, Bui L (2010). Toxic exposure in America: Estimating fetal and infant health outcomes from 14 years of TRI reporting. *Journal of Health Economics* 29(4):557-74.
- Choi HS, Shim YK, Kaye WE, Ryan PB (2006). Potential residential exposure to

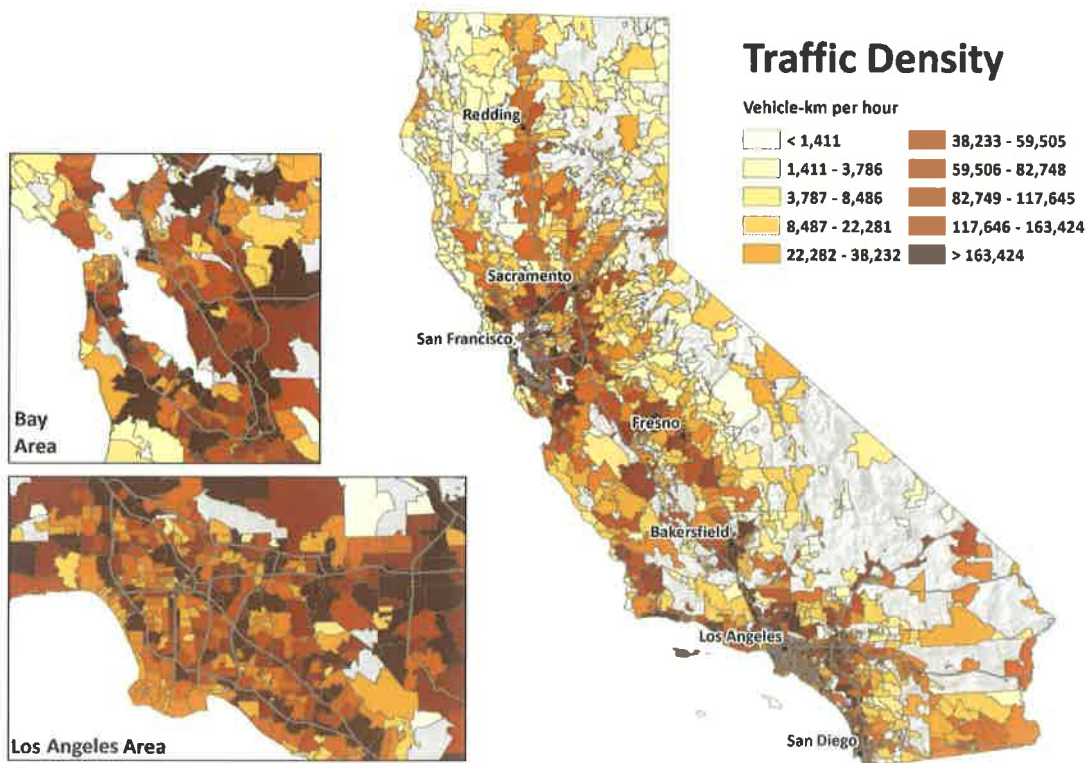


## CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)

the health effects that may result. Exposure to air pollutants from vehicle emissions has been linked to adverse birth outcomes, such as low birth weight, premature birth and certain birth defects (Ritz *et al.* 2007). Also, motor vehicle exhaust is a major source of polycyclic aromatic hydrocarbons (PAH), which can damage DNA and may cause cancer.

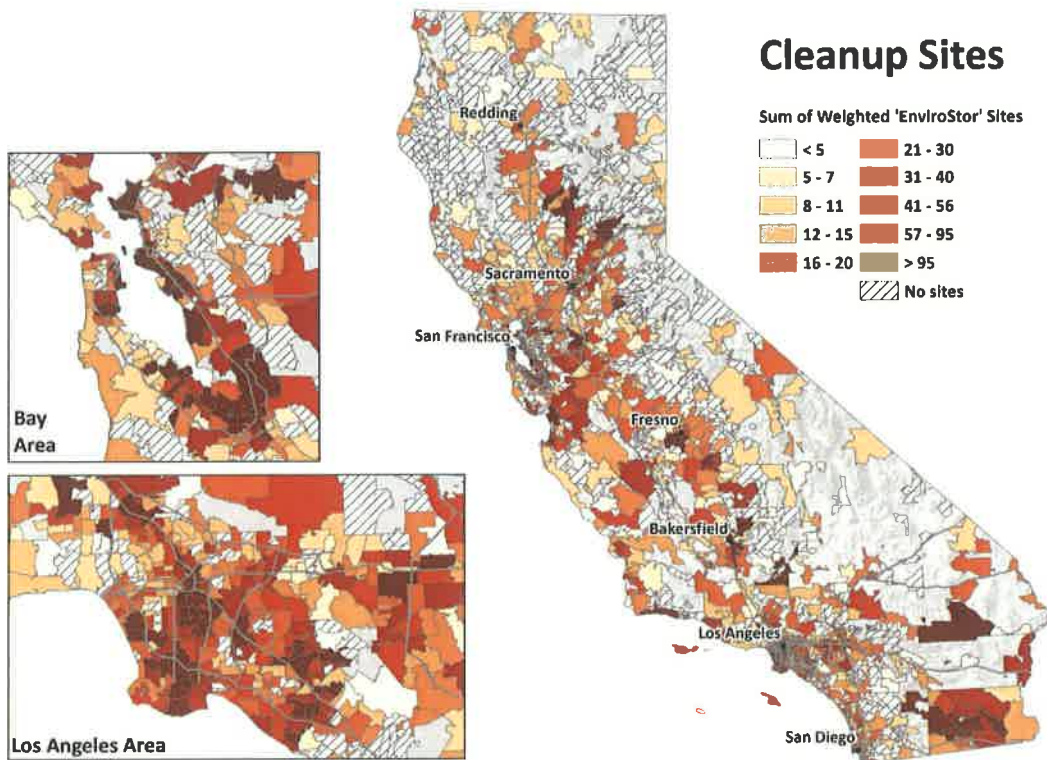
- Method**
- A 150 meter buffer was placed around each of the census ZIP codes in California. A buffer was chosen to account for roadways near ZIP code boundaries. Specifically, 150 meters or about 500 feet, come from the California Air Resources Board Air Quality and Land Use Handbook recommendations which cite that most particulate air pollution from traffic drops off after about 500 feet (CARB, 2005).
  - The buffered boundaries were input into the Traffic Volume Linkage Tool.
  - Traffic density estimates (vehicle counts per roadway length) within the 150 meter buffer of each ZIP code were obtained.
  - ZIP codes were sorted by traffic density and assigned percentiles based on the distribution.

### Indicator Map



**References** *Air Quality and Land Use Handbook: A Community Health Perspective*, California Air Resources Board (CARB): Sacramento, CA, USA, 2005.

## Indicator Map



## References

Agency for Toxic Substances and Disease Registry (ATSDR). 2008. Agency for Toxic Substances and Disease Registry (ATSDR) Hazardous Waste Site Polygon Data with CIESIN Modifications, 1996. Palisades, NY: NASA Socioeconomic Data and Applications Center (SEDAC). <http://sedac.ciesin.columbia.edu/data/set/superfund-atsdr-hazardous-waste-site-ciesin-mod-1996>. Accessed 15 October 2012.

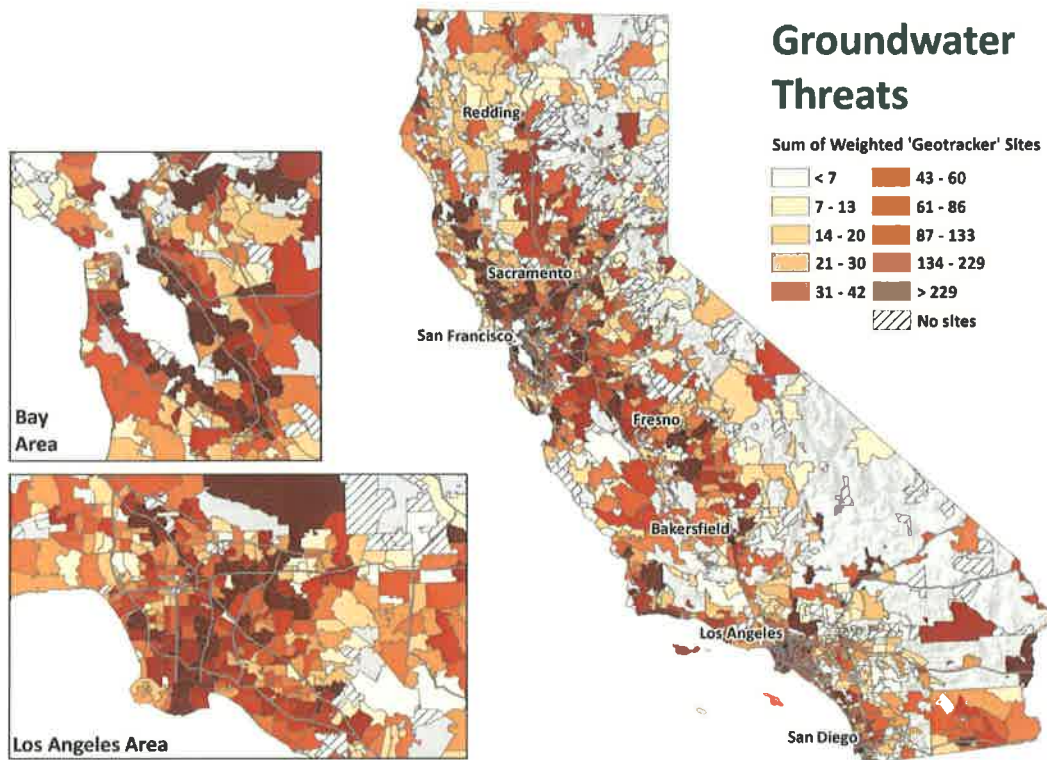
Ala A, Stanca CM, Bu-Ghanim M, Ahmado I, Branch AD, Schiano TD, *et al.* (2006). Increased prevalence of primary biliary cirrhosis near Superfund toxic waste sites. *Hepatology* **43**(3):525-31.

Baibergenova A, Kudyakov R, Zdeb M, Carpenter DO (2003). Low birth weight and residential proximity to PCB-contaminated waste sites. *Environ Health Perspect* **111**(10):1352-7.

Gaffney SH, Curriero FC, Strickland PT, Glass GE, Helzlsouer KJ, Breyse PN (2005). Influence of geographic location in modeling blood pesticide levels in a community surrounding a U.S. Environmental protection agency superfund site. *Environ Health Perspect* **113**(12):1712-6.

Zota AR, Schaider LA, Ettinger AS, Wright RO, Shine JP, Spengler JD (2011).

## Indicator Map



## References

Moran MJ, Zogorski JS, Squillace PJ (2007). Chlorinated solvents in groundwater of the United States. *Environ Sci Technol* **41**(1): 74-81.

Squillace PJ, Moran MJ (2007). Factors associated with sources, transport, and fate of volatile organic compounds and their mixtures in aquifers of the United States. *Environ Sci Technol* **41**(7):2123-30.

Williams P, Benton L, Warmerdam J, Sheehan P (2002). Comparative risk analysis of six volatile organic compounds in California drinking water. *Environ Sci Technol* **36**(22): 4721-28.

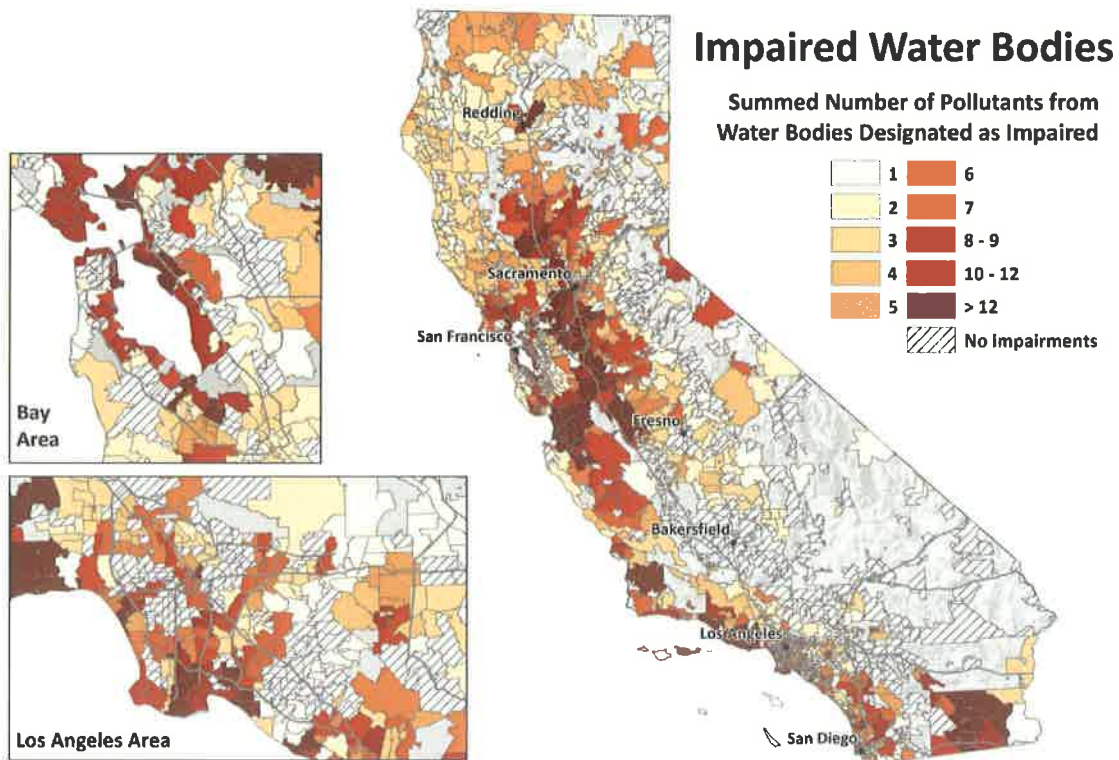


## CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)

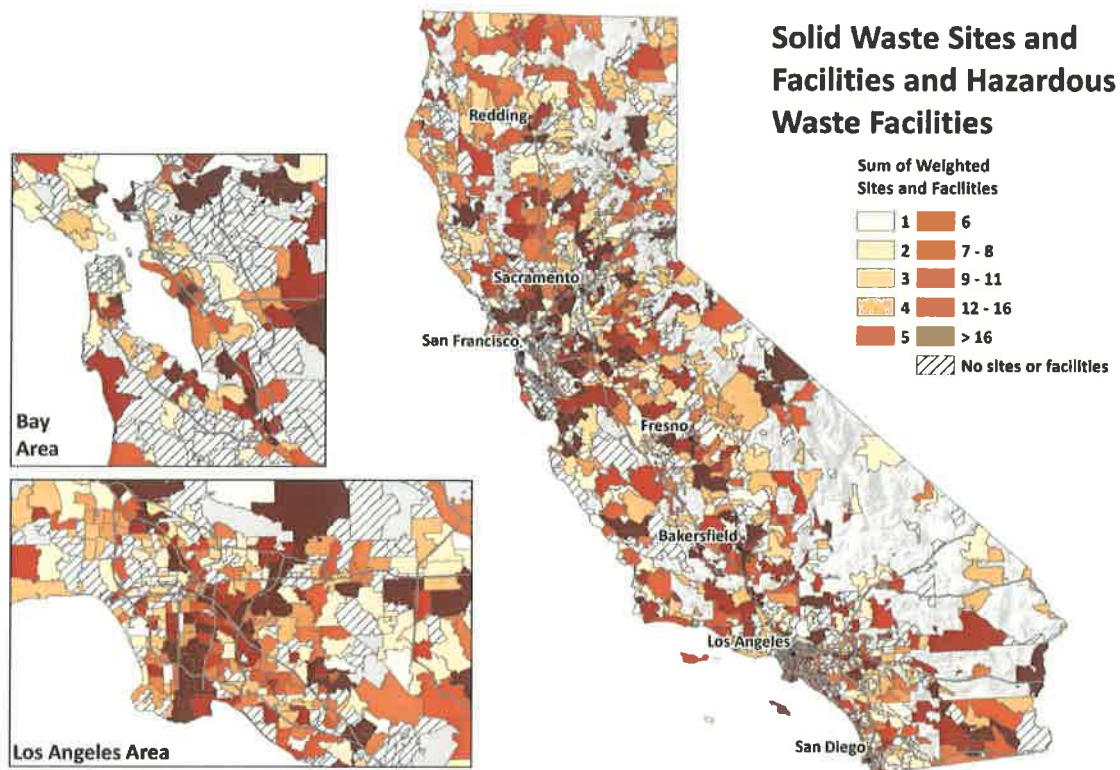
as have a higher percentage of minorities and people of color (Farzin & Grogan, 2012). Communities of color, low-income communities, and tribes generally depend on the fish, aquatic plants, and wildlife provided by nearby surface waters to a greater extent than the general population.

- Method**
- Data on water body type, water body ID, and pollutant type were downloaded in Excel format, and GIS data showing the visual representation of all water bodies was downloaded from the SWRCB website.
  - All water bodies were identified in all ZIP codes in the GIS software ArcMap.
  - The number of pollutants listed in streams and/or rivers that intersected a ZIP code were counted.
  - The number of pollutants listed in lakes, bays, estuaries and/or shoreline that intersected or bordered a ZIP code were counted.
  - The two pollutant counts were summed for every ZIP code.
  - Each ZIP code was scored based on the sum of the number of individual pollutants found within and/or bordering it.
  - Summed ZIP code scores were assigned percentile scores.

### Indicator Map



## Indicator Map



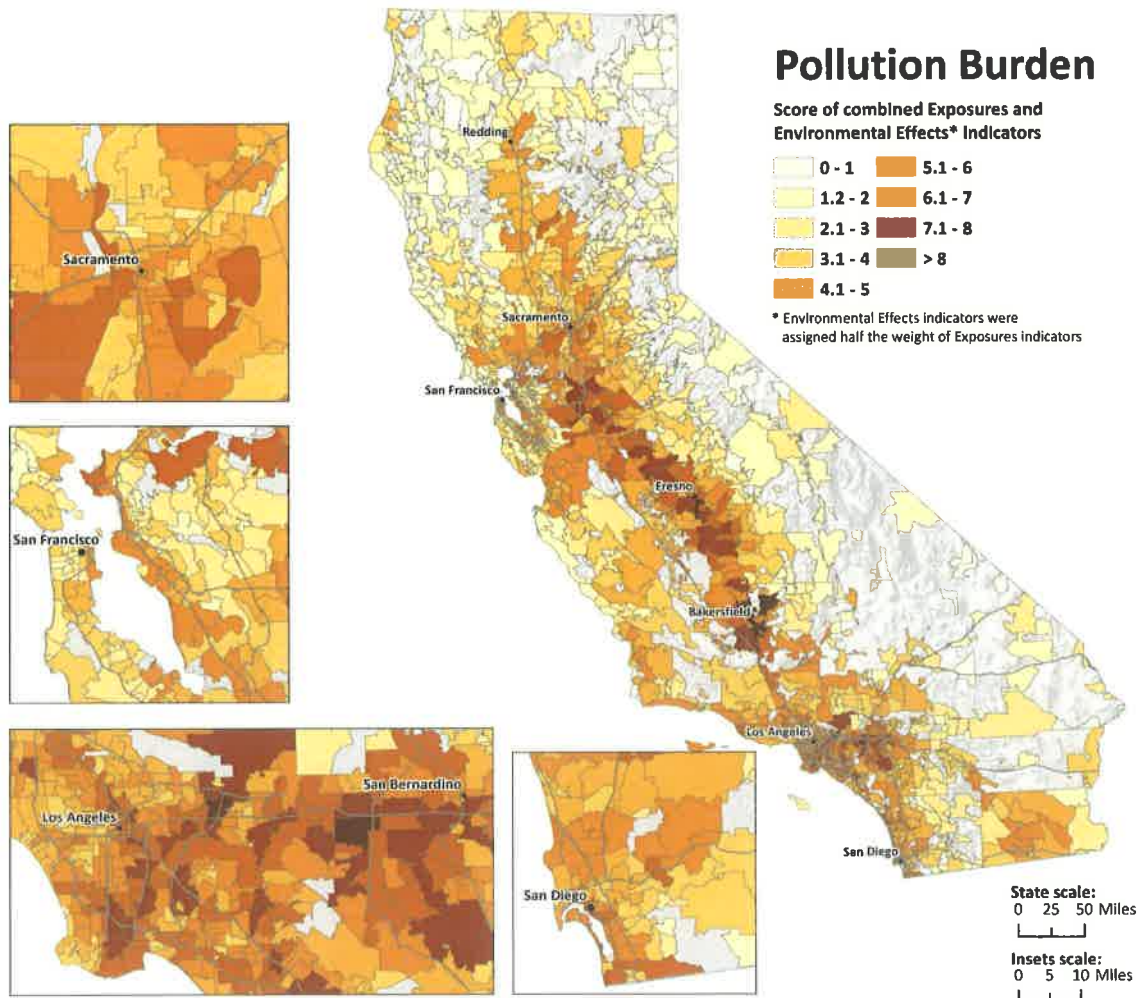
## References

- Aliyu AA, Kasim R, Martin D (2011). Siting of hazardous waste dump facilities and their correlation with status of surrounding residential neighbourhoods in Los Angeles County. *Property Management*. **29** (1): 87-102.
- Boer JT, Pastor MJ, Sadd JL, Snyder LD (1997). Is there environmental racism? The demographics of hazardous waste in Los Angeles County. *Social Science Quarterly* **78**(4):793-810.
- CalRecycle. "Fire at Solid Waste Facilities". Last updated September 3, 2010. <http://www.calrecycle.ca.gov/SWFacilities/Fires/>. Accessed April 26, 2012.
- US EPA (2011). "General Information on the Link Between Solid Waste Management and Greenhouse Gas Emissions". Last updated April 14, 2011. <http://www.epa.gov/climatechange/wycd/waste/generalinfo.html>. Accessed April 26, 2012.
- US Fire Administration (2002). "Landfill Fires: Their Magnitude, Characteristics, and Mitigation". Prepared by TriDataCorporation: Arlington, Virginia; 2002. <http://www.usfa.fema.gov/downloads/pdf/publications/fa-225.pdf>. Accessed April 26, 2012.
- Vrijheid M (2000). Health effects of residence near hazardous waste landfill

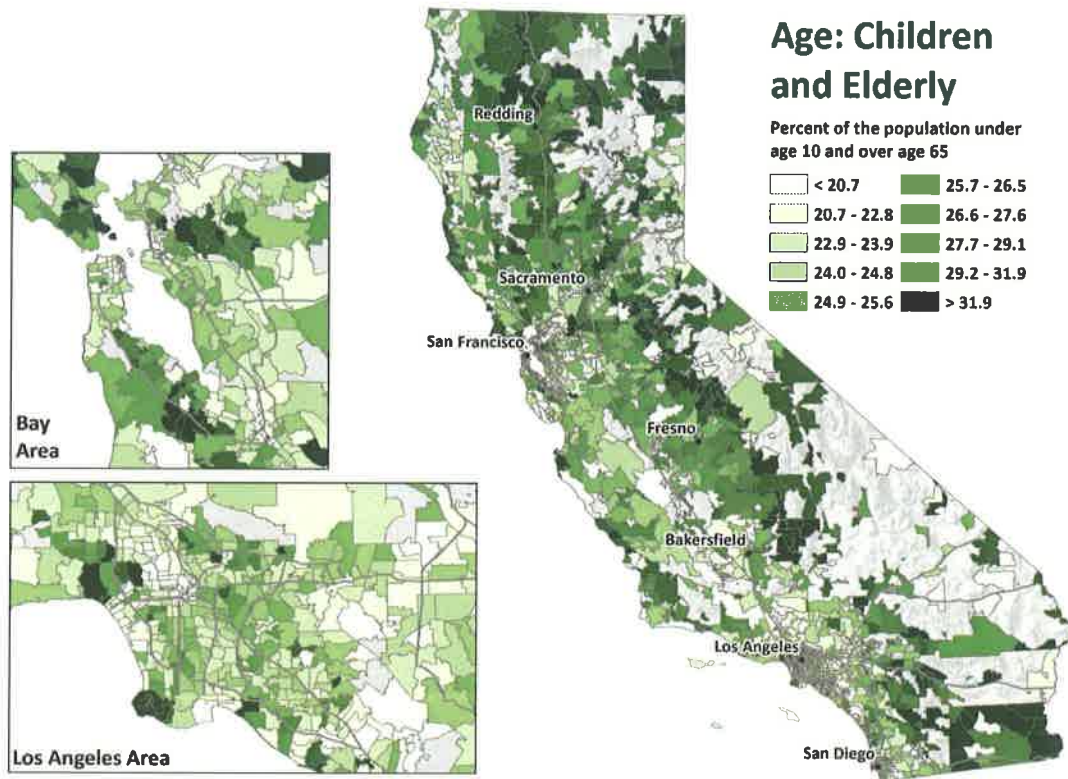


## Scores for Pollution Burden (Range of possible scores: 0.1 to 10)

Pollution Burden scores for each ZIP code are derived from the average percentiles of the six Exposures indicators (ozone and PM2.5 concentrations, diesel PM concentrations, pesticide use, toxic releases from facilities, and traffic density) and the four Environmental Effects indicators (cleanup sites, impaired water bodies, groundwater threats, and solid waste sites and facilities and hazardous waste facilities). Indicators from the Environmental Effects component were given half the weight of the indicators from the Exposures component. The calculated average percentile was divided by 10 for a Pollution Burden score ranging from 0.1 -10.

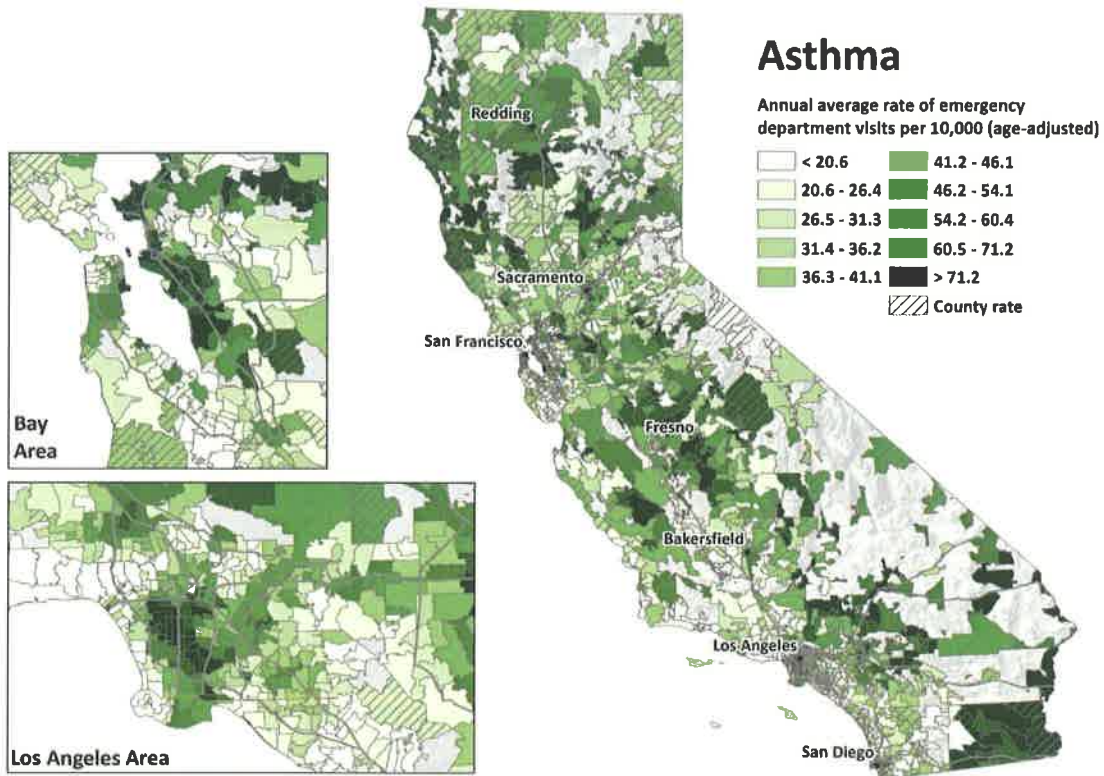


## Indicator Map



- References**
- Adler, T (2003). Aging Research: The Future Face of Environmental Health. *Environmental Health Perspectives*, 111, 14.
- Cohen Hubal EA, Sheldon LS, Burke JM, McCurdy, TR, Berry, MR, Rigas, ML, Zartarian, VG, *et al.* (2000). Children's exposure assessment: a review of factors influencing Children's exposure, and the data available to characterize and assess that exposure. *Environmental Health Perspectives*, 108(6):475-86.
- Hong Y-C, Lee JT, Kim H, and Kwon H-J (2002). Air Pollution: A New Risk Factor in Ischemic Stroke Mortality. *Stroke* 33(9):2165.
- Koken P JM, Piver WT, Ye F, Elixhauser A, Olsen LM, and Portier CJ (2003). Temperature, Air Pollution, and Hospitalization for Cardiovascular Diseases among Elderly People in Denver. *Environmental Health Perspectives* 111(10):1312-1317.
- Office of Environmental Health Hazard Assessment (OEHHA). (2001, October). Prioritization of toxic air contaminants under the Children's Environmental Health Protection Act. Available from URL: [http://oehha.ca.gov/air/toxic\\_contaminants/pdf\\_zip/SB25%20TAC%20priorit](http://oehha.ca.gov/air/toxic_contaminants/pdf_zip/SB25%20TAC%20priorit)

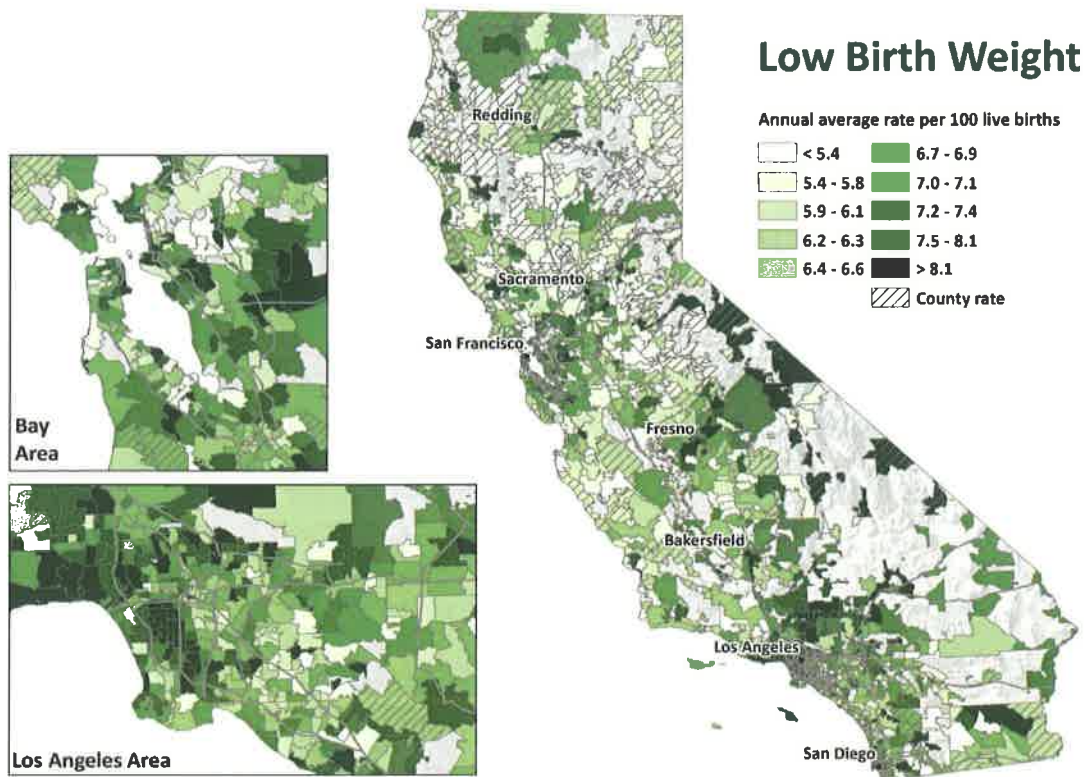
## Indicator Map



- References**
- California Health Interview Survey, (2009). Accessed November 2012 at <http://www.chis.ucla.edu/main/default.asp>
- Delfino RJ, Zeiger RS, Seltzer JM, Street DH (1998). Symptoms in pediatric asthmatics and air pollution: differences in effects by symptom severity, anti-inflammatory medication use and particulate averaging time. *Environ Health Perspect* **106**(11):751-61.
- Grineski SE, Staniswalis JG, Peng Y, Atkinson-Palombo C (2010). Children's asthma hospitalizations and relative risk due to nitrogen dioxide (NO<sub>2</sub>): Effect modification by race, ethnicity, and insurance status. *Environmental Research* **110**(2):178-88.
- Hernández AF, Parrón T, Alarcón R (2011). Pesticides and asthma. *Current Opinion in Allergy and Clinical Immunology* **11**(2):90.
- Kim JJ, Smorodinsky S, Lipsett M, Singer BC, Hodgson AT, Ostro B (2004). Traffic-related Air Pollution near Busy Roads The East Bay Children's Respiratory Health Study. *American Journal of Respiratory and Critical Care Medicine* **170**(5):520-6.
- Meng Y, Wilhelm M, Ritz B, Balmes J, Lombardi C, Bueno A, *et al.* (2011). Is disparity in asthma among Californians due to higher pollution exposures,



## Indicator Map

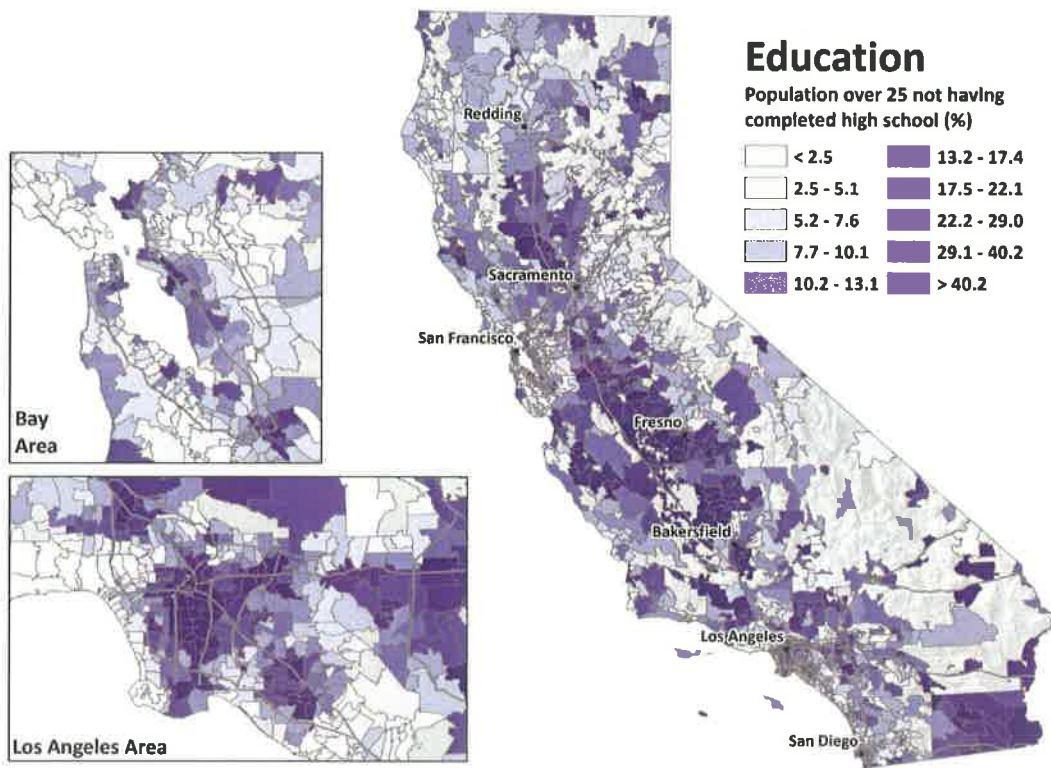


- References**
- Barker DJ, Eriksson JG, Forsen T, Osmond C (2002). Fetal origins of adult disease: strength of effects and biological basis. *Int J Epidemiol* **31**(6):1235-9.
- Basu R, Samet JM (2002). Relation between elevated ambient temperature and mortality: a review of the epidemiologic evidence. *Epidemiol Rev* **24**(2):190-202.
- Bateson TF, Schwartz J (2004). Who is sensitive to the effects of particulate air pollution on mortality? A case-crossover analysis of effect modifiers. *Epidemiology* **15**(2):143-9.
- Bhutta AT, Cleves MA, Casey PH, Cradock MM, Anand KJ (2002). Cognitive and behavioral outcomes of school-aged children who were born preterm: a meta-analysis. *JAMA* **288**(6):728-37.
- Ghosh JKC, Wilhelm M, Su J, Goldberg D, Cockburn M, Jerrett M, *et al.* (2012). Assessing the Influence of Traffic-related Air Pollution on Risk of Term Low Birth Weight on the Basis of Land-Use-based Regression Models and Measures of Air Toxics. *American Journal of Epidemiology* **175**(12):1262-74.
- Harley KG, Huen K, Schall RA, Holland NT, Bradman A, Barr DB, *et al.* (2011).

## CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)

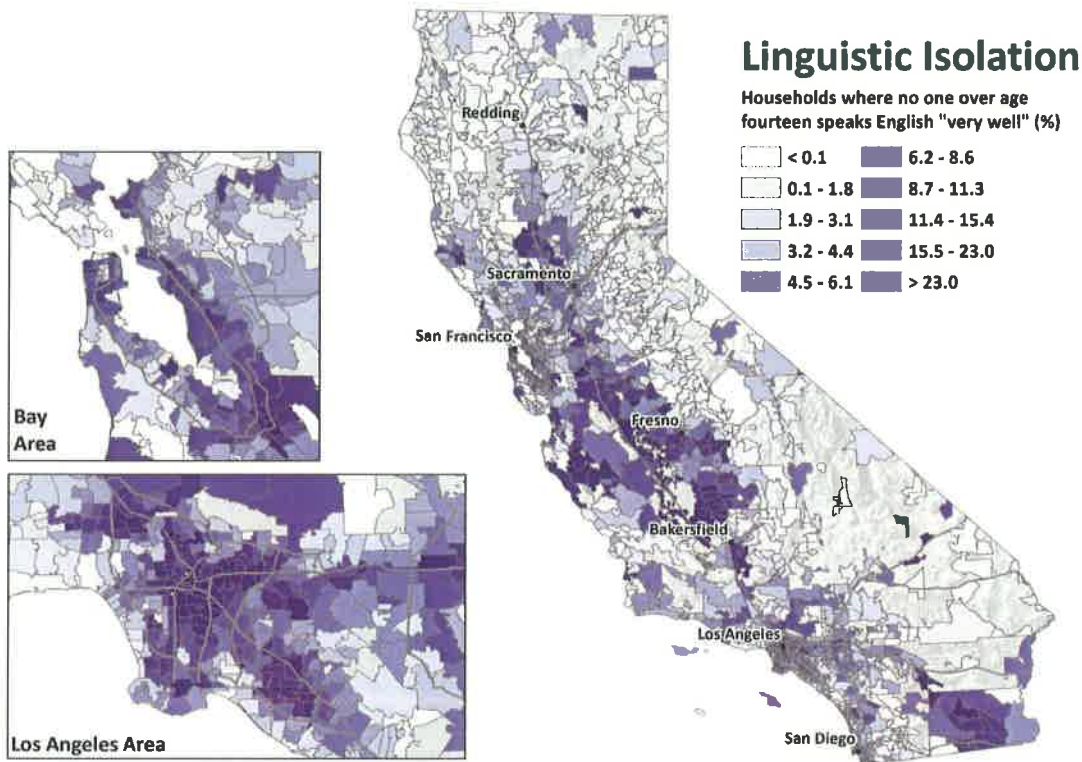
- Method**
- From the 2007-2011 American Community Survey estimates, a dataset containing the percent of the population over age 25 with a high school education or higher was downloaded by census ZIP codes for the state of California.
  - This data was subtracted from 100 to obtain the percent of the population with less than a high school education by census ZIP code.
  - ZIP codes were ordered by the percent with less than a high school education and percentiles were assigned to each based on the distribution across all ZIP codes.

### Indicator Map



- References**
- Cakmak S, Dales RE, Judek S (2006). Respiratory health effects of air pollution gases: modification by education and income. *Archives of Environmental & Occupational Health* 61(1):5-10.
- Krewski D, Burnett RT, Goldberg MS, Hoover K, Siemiatycki J, Jerrett M, et al. (2000). Reanalysis of the Harvard Six Cities Study and the American Cancer Society Study of particulate air pollution and mortality. *Cambridge, MA: Health Effects Institute.*
- Neidell MJ (2004). Air pollution, health, and socio-economic status: the effect of outdoor air quality on childhood asthma. *Journal of Health Economics*

## Indicator Map

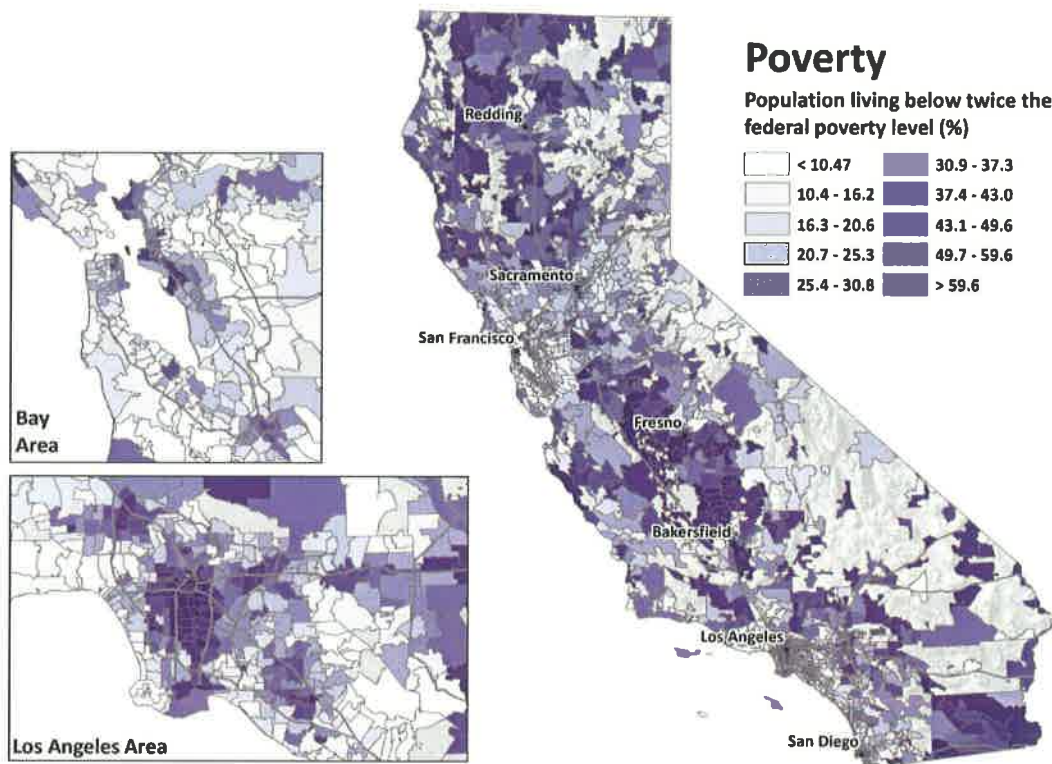


## References

- Gee GC, Ponce N (2010). Associations between racial discrimination, limited English proficiency, and health-related quality of life among 6 Asian ethnic groups in California. *Am J Public Health* **100**(5):888-95.
- Link MW, Mokdad AH, Stackhouse HF, Flowers NT (2006). Race, ethnicity, and linguistic isolation as determinants of participation in public health surveillance surveys. *Prev Chronic Dis* **3**(1):A09.
- Pastor M, Morello-Frosch R, Sadd J (2010). *Air pollution and environmental justice: integrating indicators of cumulative impact and socio-economic vulnerability into regulatory decision-making*: California Environmental Protection Agency, Air Resources Board, Research Division.
- Sentell T, Shumway M, Snowden L (2007). Access to mental health treatment by English language proficiency and race/ethnicity. *J Gen Intern Med* **22 Suppl 2**:289-93.
- Shi L, Lebrun LA, Tsai J (2009). The influence of English proficiency on access to care. *Ethn Health* **14**(6):625-42.
- Shin HB, Bruno R (2003). Language Use and English-Speaking Ability: 2000. In USDo Commerce (Ed.) (pp. 1-11). Washington, DC: U.S. Census Bureau.

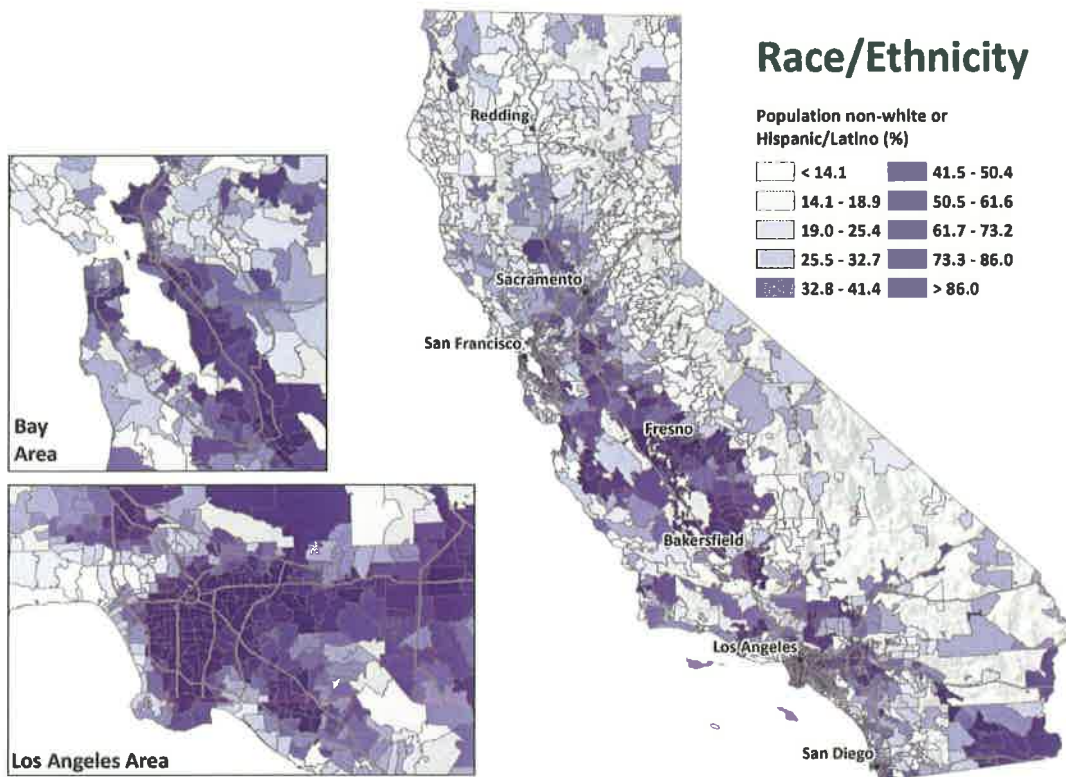


## Indicator Map



- References**
- Brunner E and Marmot M (2006). Social organization, stress and health. In: *Social Determinants of Health* (2<sup>nd</sup> edition). Marmot M and Wildinsson RG, eds. Oxford, UK: Oxford University Press, p. 7-30.
- Cakmak S, Dales RE, Judek S (2006). Respiratory health effects of air pollution gases: modification by education and income. *Archives of Environmental & Occupational Health* **61**(1):5-10.
- Forastiere F, Stafoggia M, Tasco C, Picciotto S, Agabiti N, Cesaroni G, *et al.* (2007). Socioeconomic status, particulate air pollution, and daily mortality: differential exposure or differential susceptibility. *American Journal of Industrial Medicine* **50**(3):208-16.
- Lin M, Chen Y, Villeneuve PJ, Burnett RT, Lemyre L, Hertzman C, *et al.* (2004). Gaseous air pollutants and asthma hospitalization of children with low household income in Vancouver, British Columbia, Canada. *American Journal of Epidemiology* **159**(3):294-303.
- Meng Y, Wilhelm M, Ritz B, Balmes J, Lombardi C, Bueno A, *et al.* (2011). Is disparity in asthma among Californians due to higher pollution exposures, greater vulnerability, or both? In CAR Board (Ed.). Sacramento: CARB.
- O'Neill MS, Jerrett M, Kawachi I, Levy JJ, Cohen AJ, Gouveia N, *et al.* (2003).

## Indicator Map

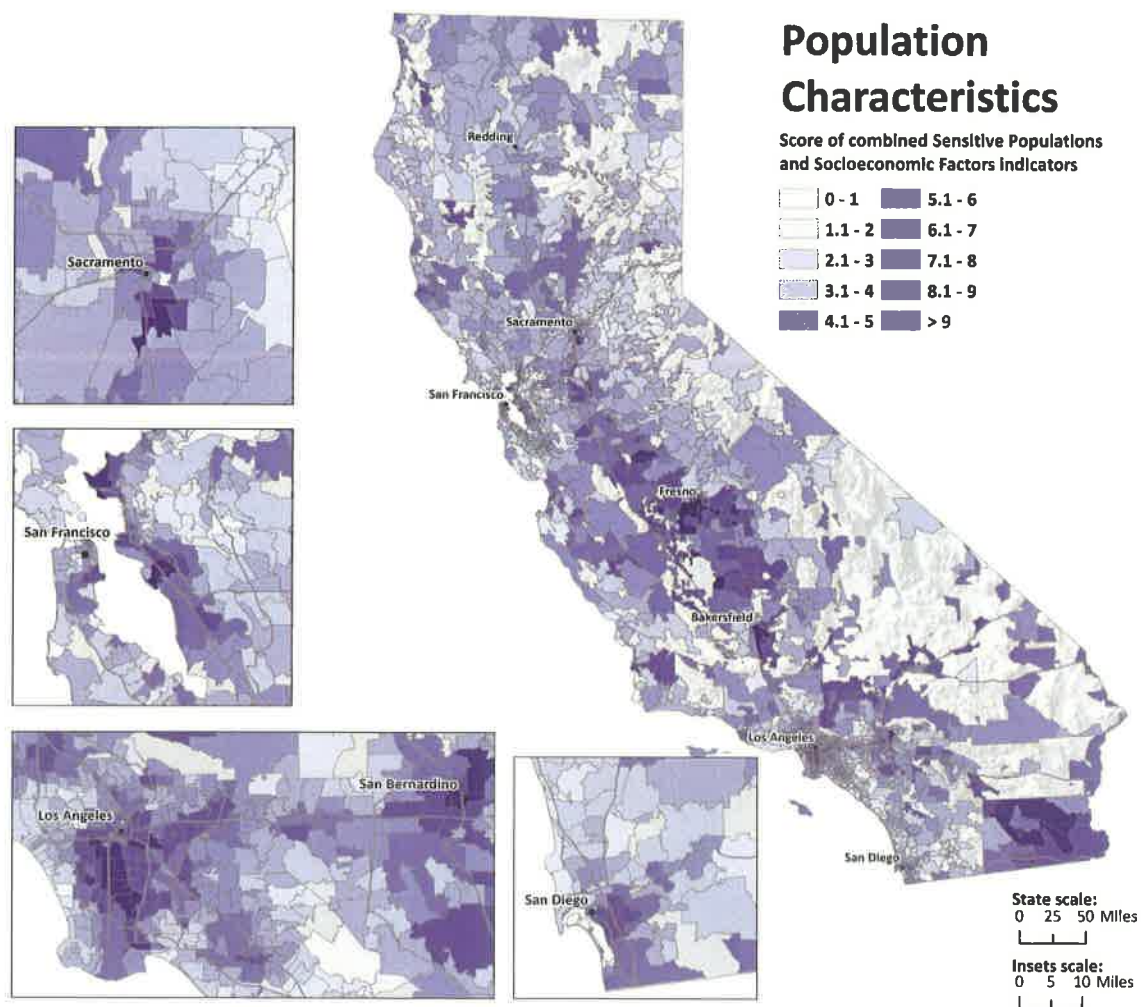


- References**
- Bell ML, Ebisu K, Belanger K (2007). Ambient air pollution and low birth weight in Connecticut and Massachusetts. *Environ Health Perspect* **115**(7):1118-24.
- Clark R, Anderson NB, Clark VR, Williams DR (1999). Racism as a stressor for African Americans. A biopsychosocial model. *Am Psychol* **54**(10):805-16.
- Evans GW, Marcynyszyn LA (2004). Environmental justice, cumulative environmental risk, and health among low- and middle-income children in upstate New York. *Am J Public Health* **94**(11):1942-4.
- Geronimus AT (1996). Black/white differences in the relationship of maternal age to birthweight: a population-based test of the weathering hypothesis. *Soc Sci Med* **42**(4):589-97.
- Glad JA, Brink LL, Talbott EO, Lee PC, Xu X, Saul M, and Rager J (2012). The relationship of ambient ozone and PM2.5 levels and asthma emergency department visits: Possible influence of gender and ethnicity. *Archives of Environmental & Occupational Health* **67**(2): 103-108.
- Green RS, Malig B, Windham GC, Fenster L, Ostro B, and Swan S (2009).



## Scores for Population Characteristics (Range of possible scores: 0.1 to 10)

Population Characteristics scores for each ZIP code are derived from the average percentiles for the three Sensitive Populations indicators (children/elderly, low birth weight, and asthma) and the four Socioeconomic Factors indicators (educational attainment, linguistic isolation, poverty, and race/ethnicity). The calculated average percentile divided by 10 for a Population Characteristic score ranging from 0.1 -10.



**Example: 92408, San Bernardino  
Population 15,271**

One example ZIP code was selected to illustrate how an overall CalEnviroScreen score is calculated using the California Communities Environmental Health Screening Tool. Shown below are:

- An area map for the ZIP code and surrounding ZIP codes.
- Tables for the indicators of Pollution Burden and Population Characteristics with percentile scores for each of the indicators.
- A table showing how a CalEnviroScreen score would be calculated for the example area, based on the data in this report.



CALENVIROSCREEN PUBLIC REVIEW DRAFT (JAN 3, 2013)

Exposure Indicators						
Indicator	Ozone (concentration)	PM2.5 (concentration)	DieselPM (concentration)	Pesticide Use (lbs/sq. ml.)	Toxic Releases (weighted lbs)	Traffic (density)
Raw Value	0.81	14.0	1.44	0.35	577,026	140,765
Percentile	98.26	83.28	78.52	29.88	68.13	85.87

Environmental Effects Indicators				
Indicator	Cleanup Sites (weighted sites)	Impaired Water Bodies (number of pollutants)	Groundwater Threats (weighted sites)	Solid Waste Sites and Facilities (weighted sites and facilities)
Raw Value	82	1	110	24
Percentile	89.46	14.50	75.08	95.92

Sensitive Population Indicators			
Indicator	Children (<10) and Elderly (>65) (percent)	Asthma (rate)	Low Birth Weight (rate)
Raw Value	23.2	69.6	8.53
Percentile	23.14	89.48	93.86

Socioeconomic Factor Indicators				
Indicator	Educational Attainment (percent)	Linguistic Isolation (percent)	Poverty (percent)	Race and Ethnicity (percent)
Raw Value	31.5	18.5	55.4	83.6
Percentile	83.60	87.77	85.94	87.89

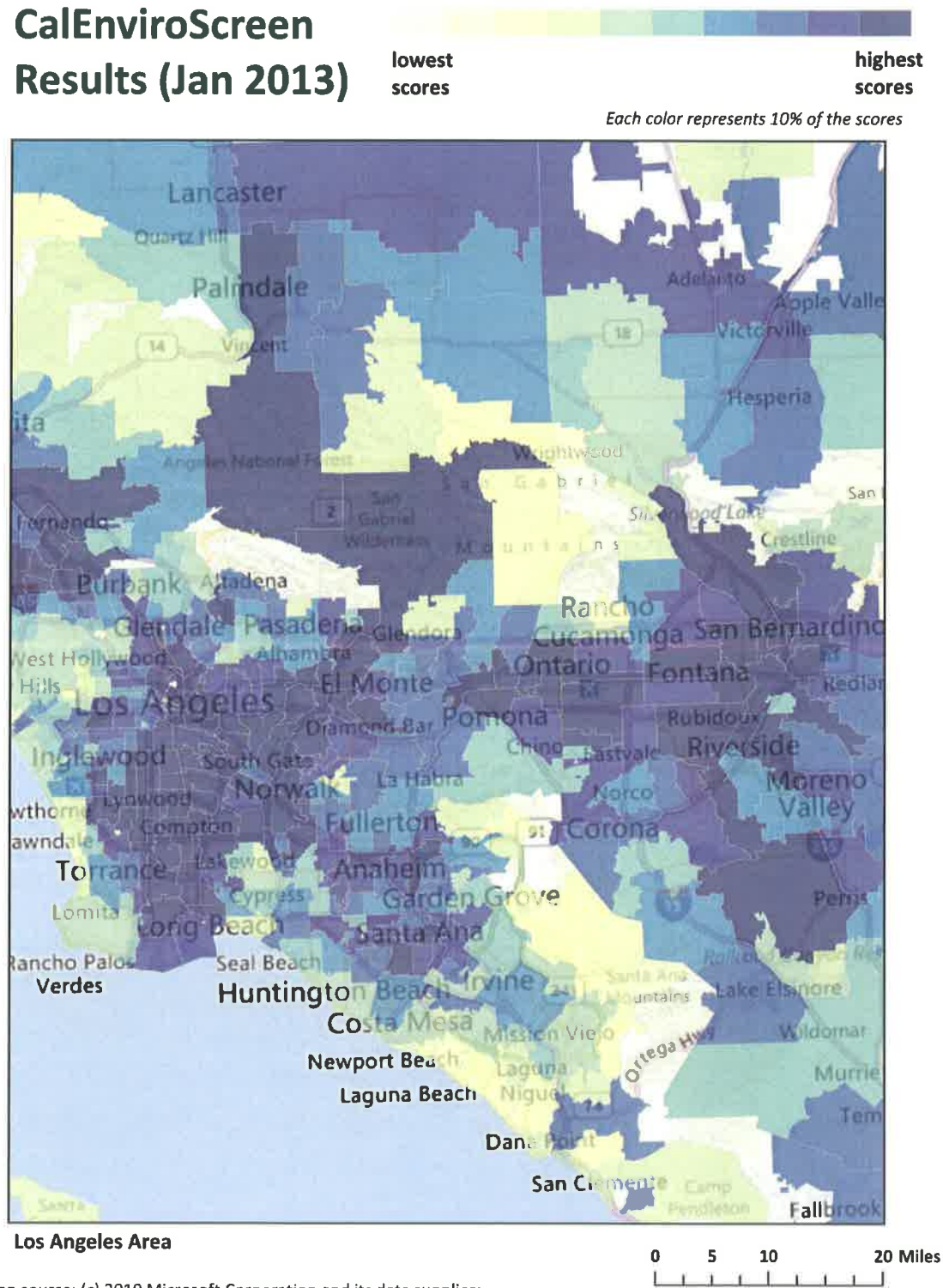
### Calculation of CalEnviroScreen Score

	Pollution Burden		Population Characteristics	
	Exposures (6 indicators)	Environmental Effects* (4 indicators)	Sensitive Populations (3 indicators)	Socioeconomic Factors (4 indicators)
Indicator Percentiles	98.26	+ (0.5 × 89.46)	23.14	+ 83.61
	+83.28	+ (0.5 × 14.50)	+ 89.48	+ 87.77
	+78.52	+ (0.5 × 75.08)	+ 93.86	+ 85.94
	+29.88	+ (0.5 × 95.92)		+ 87.89
	+68.13			
	+85.87			
Average Percentile	581.42 ÷ (6 + (0.5 × 4)) = 72.68		551.69 ÷ 7 = 78.81	
Score (Range 0.1 – 10)	72.68 ÷ 10 = 7.3		80.27÷10 = 7.9	
CalEnviroScreen Score	7.3 × 7.9 = 57.67			

\* Indicators from the Environmental Effects component were given half the weight of the indicators from the Exposures component

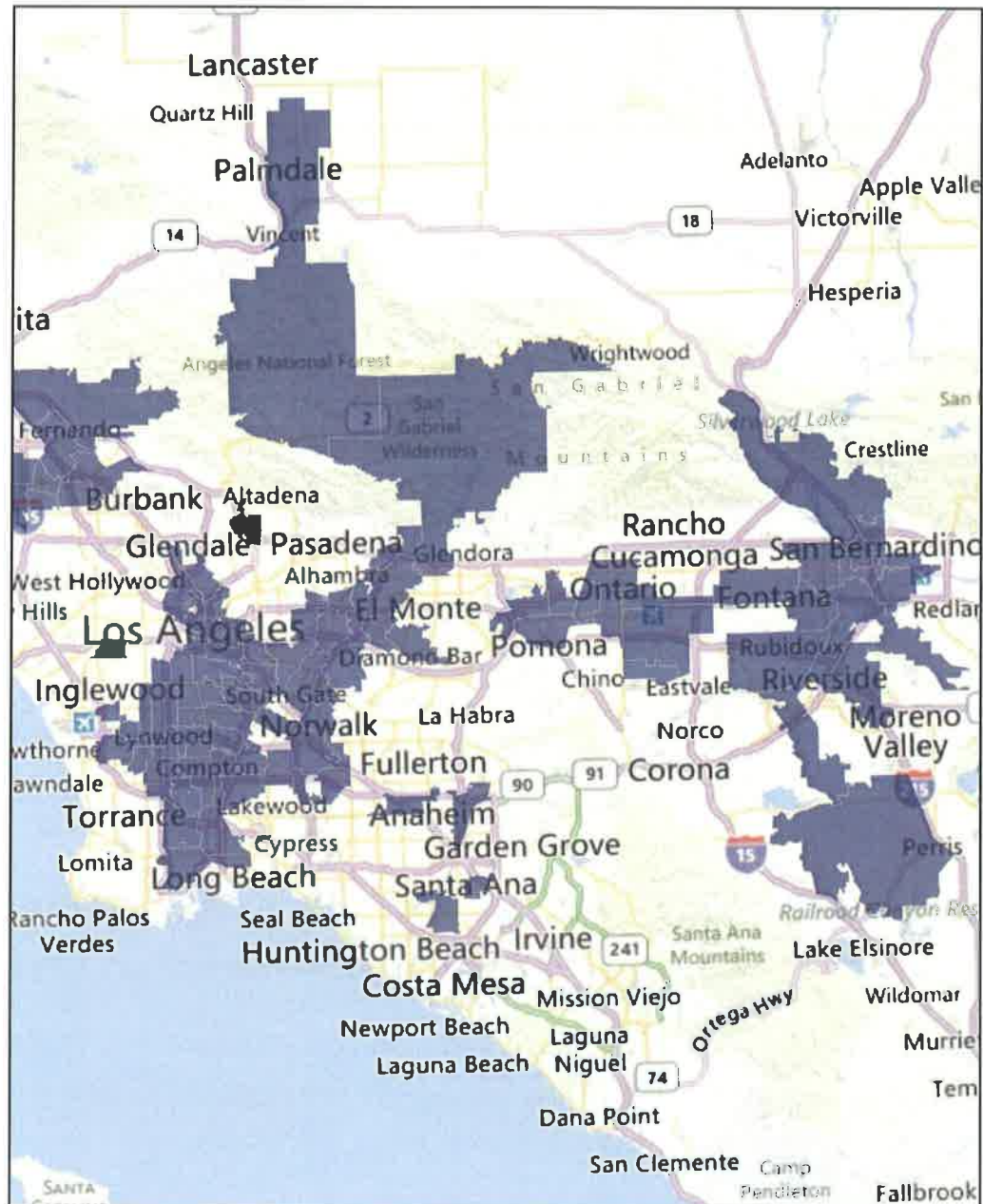


## CalEnviroScreen Results (Jan 2013)



## CalEnviroScreen Results (Jan 2013)

 Top 10% of ZIP codes



Los Angeles Area

Basemap source: (c) 2010 Microsoft Corporation and its data suppliers