



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

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Transportation
Curt Hagman, San Bernardino
County

REGULAR MEETING

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT

Thursday, September 6, 2018
10:00 AM

SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
Policy B Meeting Room
Los Angeles, CA 90017
(213) 236-1800

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

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Community, Economic & Human Development Committee
Members – September 2018

1. **Hon. Peggy Huang**
CEHD Chair, TCA Representative
2. **Hon. Al Austin**
Long Beach, GCCOG
3. **Hon. David Avila**
Yucaipa, SBCTA
4. **Hon. Stacy Berry**
Cypress, District 18
5. **Hon. Wendy Bucknum**
Mission Viejo, OCCOG
6. **Hon. Juan Carrillo**
Palmdale, North LA County
7. **Hon. Steve DeRuse**
La Mirada, GCCOG
8. **Hon. Rose Espinoza**
La Habra, OCCOG
9. **Hon. Kerry Ferguson**
San Juan Capistrano, OCCOG
10. **Hon. Margaret Finlay**
Duarte, District 35
11. **Hon. Debbie Franklin**
Banning, WRCOG
12. **Hon. Vartan Gharpetian**
Pres. Appt., Glendale, Member at Large
13. **Hon. Julie Hackbarth-McIntyre**
Barstow, SANBAG
14. **Hon. Christian Hernandez**
Cudahy, GCCOG
15. **Hon. Bill Hodge**
Calexico, ICTC
16. **Hon. Cecilia Hupp**
Brea, OCCOG



- 17. Hon. Sonny Ines**
Bellflower, District 24
- 18. Hon. Bill Jahn**
Big Bear Lake, District 11
- 19. Hon. Bob Joe**
South Pasadena, AVCJPA
- 20. Hon. Barbara Kogerman**
Laguna Hills, District 13
- 21. Hon. Sabrina LeRoy**
Tribal Govt Planning Board
- 22. Hon. Joe Lyons**
Claremont, SGVCOG
- 23. Hon. Victor Manalo**
Artesia, District 23
- 24. Hon. Anni Marshall**
Avalon, GCCOG
- 25. Hon. Michele Martinez**
Santa Ana, District 16
- 26. Hon. Joe McKee**
Desert Hot Springs, CVAG
- 27. Hon. Lauren Meister**
West Hollywood, WSCCOG
- 28. Hon. Bill Miranda**
Santa Clarita, SFVCOG
- 29. Hon. John Mirisch**
Pres. Appt., Beverly Hills, Member at Large
- 30. Hon. James Mulvihill**
San Bernardino, District 7
- 31. Hon. Steve Nagel**
Fountain Valley, District 15
- 32. Hon. Ed Paget**
Needles, SANBAG
- 33. Sup. V. Perez**
Riverside County



- 34. Hon. Erik Peterson**
Huntington Beach, District 64
- 35. Hon. Michael Posey**
Huntington Beach, District 64
- 36. Hon. John Procter**
Santa Paula, District 47
- 37. Hon. Rex Richardson**
Long Beach, District 29
- 38. Hon. Paul Rodriguez**
Pres. Appt., Chino, Member at Large
- 39. Hon. Andrew Sarega**
La Mirada, District 31
- 40. Hon. David Shapiro**
Calabasas, LVMCOG
- 41. Hon. Becky Shevlin**
Monrovia, SGVCOG
- 42. Hon. Marty Simonoff**
Brea, District 22
- 43. Hon. Tri Ta**
Westminster, District 20
- 44. Hon. Donald Wagner**
Irvine, District 14
- 45. Hon. Mark Waronek**
Lomita, SBCCOG
- 46. Hon. Frank Zerunyan**
Rolling Hills Estates, SBCCOG



COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy B Meeting Room
Los Angeles, California 90017
Thursday, September 6, 2018
10:00 AM

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

CALL TO ORDER AND PLEDGE OF ALLEGIANCE *(The Honorable Peggy Huang, President)*

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The Chair has the discretion to reduce the time limit based upon the number of speakers and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

ELECTION OF 2018-19 CEHD VICE CHAIR

CONSENT CALENDAR

Approval Items

1. Minutes of the CEHD Meeting - April 5, 2018
2. Sustainable Communities Program Guidelines

Receive and File

3. Sustainable Communities Strategy Framework
4. Regional Planning Working Groups Schedule Update
5. Potential Strategies for Facility-Based Mobile Source Measures Adopted in 2016 South Coast Air Quality Management Plan (AQMP)
6. Draft MAP-21 PM 2 & PM 3 Targets
7. GHG 2050 Pathways

INFORMATION ITEMS

- | | |
|---|----------|
| <ol style="list-style-type: none"> 8. Community Impacts of Human Trafficking
<i>(Paula Tobler, Staff Attorney, Coalition to Abolish Slavery and Human Trafficking (CAST LA), and Sgt. Jeff Walker, Los Angeles County Sheriff's Department (LASD))</i> | 40 Mins. |
| <ol style="list-style-type: none"> 9. Connect SoCal Goals and Guiding Policies
<i>(Naresh Amatyia, Manager of Transportation Planning and Programming; Marco</i> | 15 Mins. |



Anderson, Program Manager; Sarah Dominguez, Associate Regional Planner)

10. Update on the Bottom-Up Local Input and Envisioning Process 10 Mins.
(Kimberly Clark, Regional Planner Specialist, SCAG)

11. Update on SCAG's Tax Increment Financing Pilot Program and Case Study in 30 Mins.
City of La Verne
(Kimberly Clark, Regional Planner Specialist, SCAG)

CHAIR'S REPORT

STAFF REPORT

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
CEHD Agenda Item No. 1
April 5, 2018

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT (CEHD) COMMITTEE
MINUTES OF THE MEETING
THURSDAY, April 5, 2018

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE CEHD COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The CEHD Committee met at SCAG, 900 Wilshire Blvd., 17th Floor, Los Angeles, CA 90017. The meeting was called to order by Chair Rex Richardson. A quorum was present.

Members Present:

- Hon. Rex Richardson, Chair
Hon. Vartan Gharpetian, Vice Chair
Hon. David Avila
Hon. Stacy Berry
Hon. Wendy Bucknum
Hon. Jeffrey Cooper
Hon. Kerry Ferguson
Hon. Margaret E. Finlay
Hon. Debbie Franklin
Hon. Christian Hernandez
Hon. Bill Hodge
Hon. Peggy Huang
Hon. Cecilia Hupp
Hon. Bill Jahn
Hon. Robert "Bob" Joe
Hon. Barbara Kogerman
Hon. Anni Marshall
Hon. Michele Martinez
Hon. Bill Miranda
Hon. James Mulvihill
Hon. Edward Paget
Hon. John Procter
Hon. Sonny R. Santa Ines
Hon. Becky Shevlin
Hon. Tri Ta

- Long Beach
Glendale
Yucaipa
Cypress
Mission Viejo
Culver City
San Juan Capistrano
Duarte
Banning
Cudahy
Calexico
Yorba Linda
Brea
Big Bear Lake
South Pasadena
Laguna Hills
Avalon
Santa Ana
Santa Clarita
San Bernardino
Needles
Santa Paula
Bellflower
Monrovia
Westminster

- District 29
District 42
SBCTA
OCCOG
OCCOG
WSCCOG
OCCOG
District 35
WRCOG
GCCOG
ICTC
TCA
OCCOG
District 11
AVCJPA
District 13
GCCOG
District 16
SFVCOG
District 7
SANBAG
District 47
District 24
SGVCOG
District 20

Attachment: Item 1 - CEHD Minutes of the Meeting [Revision 1] (CEHD MINUTES)

Hon. Donald P. Wagner	<i>Irvine</i>	District 14
Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

Members Not Present

Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
Hon. Juan Carrillo	<i>Palmdale</i>	North L.A. County
Hon. Steve De Ruse	<i>La Mirada</i>	GCCOG
Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
Hon. Julie Hackbarth-McIntyre	<i>Barstow</i>	SANBAG
Hon. Sabrina LeRoy	<i>San Manuel Band of Mission Indians</i>	Tribal Government Regional Planning Board
Hon. Joe Lyons	<i>Claremont</i>	SGVCOG
Hon. Victor Manalo	<i>Artesia</i>	District 23
Hon. Joseph McKee	<i>Desert Hot Springs</i>	CVAG
Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
Sup. V. Manuel Pérez		Riverside County
Hon. Jim Predmore	<i>Holtville</i>	ICTC
Hon. Paul Rodriguez	<i>Chino</i>	Member-at-Large
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. David Shapiro	<i>Calabasas</i>	LVMCOG

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Rex Richardson, called the meeting to order at 10:22 a.m. and asked Councilmember Cecilia Hupp, OCCOG, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEM/S

There was no reprioritization of the agenda.

ACTION ITEM

1. Election of 2018-19 CEHD Committee Chair and Vice Chair

Joe Silvey, General Counsel, announced the results of the 2018-19 CEHD Committee Chair and Vice Chair. The nominated candidates were Hon. Vartan Gharpetian (Chair) and Hon. Peggy Huang (Vice Chair). The election of Councilmember Gharpetian and Councilmember Huang for the positions of Chair and Vice Chair, respectively, were confirmed by the following votes:

FOR: Avila, Berry, Bucknum, Cooper, Ferguson, Franklin, Gharpetian, Hernandez, Hodge, Huang, Hupp, Jahn, Joe, Kogerman, Marshall, Martinez, Miranda, Mulvihill, Paget, Procter, Richardson, Santa Ines, Shevlin, Ta, Wagner, Waronek and Zerunyan (27).

AGAINST: None (0).

ABSTAIN: None (0).

CONSENT CALENDAR

Approval Item

2. Minutes of the CEHD Committee Meeting – March 1, 2018

Receive & File

3. CEHD Committee Outlook
4. Regional Planning Working Groups Series
5. 2019 Active Transportation Program Guidelines and Call for Projects
6. Environmental Justice Working Group

A MOTION was made (Franklin) to approve the Consent Calendar. Motion was SECONDED (Jahn) and passed by the following votes:

FOR: Avila, Berry, Bucknum, Cooper, Ferguson, Franklin, Gharpetian, Hernandez, Hodge, Huang, Hupp, Jahn, Joe, Kogerman, Marshall, Martinez, Miranda, Mulvihill, Paget, Procter, Richardson, Santa Ines, Ta, Wagner, Waronek and Zerunyan (26).

AGAINST: None (0).

ABSTAIN: Shevlin (1).

INFORMATION ITEMS

7. Go Human Active Transportation Safety and Encouragement Campaign Update

Julia Lippe-Klein, SCAG Staff, provided an update on the status of the active transportation safety and encouragement campaign and highlighted opportunities for participation. Ms. Lippe-Klein explained the overall strategies of the Go Human advertising campaign, commenting that there have been 18 successful pop-up projects within the past three years with another 18 currently in the works. Ms. Lippe-Klein stated that SCAG, in coordination with its local and regional partners will rerun the Go Human advertising campaign in May 2018 to coincide with National Bike Month, and in July 2018 to coincide with back to school efforts. She invited everyone to participate in the campaign and asked the committee to reach out to her directly via email with additional ideas or requests, or at the gohumansocal.org website to obtain more information.

8. ARB SB 375 Regional GHG Target Update for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS)

Ping Chang, Acting Manager for the Compliance and Performance Monitoring Department, provided an update of the ARB SB 375 Regional GHG Targets for the 2020 RTP/SCS program. He noted that the California Air Resources Board (ARB) is required to update the targets at least once every eight years, with the first update due 2018. Mr. Chang reported that SCAG staff worked closely with the ARB with its updates and the ARB approved its staff recommendation of SB 375 Regional GHG Target Update for MPOs in the state. He noted that the updated targets include a 19% per capita GHG reduction target for 2035 for SCAG which is consistent with the Regional Council Action at its November 2, 2017 meeting. The updated 19% target will apply to SCAG's upcoming 2020 RTP/SCS.

Mr. Chang responded to the comments and questions expressed by the Councilmembers, including questions regarding how to close the gap per the Scoping Plan, and the States approach to meet the statewide climate goal.

9. 29th Annual Demographic Workshop, June 11, 2018 – Draft Program

John Cho, SCAG Staff, discussed the key topics and programs of the upcoming 29th Annual Demographic Workshop. He noted that the workshop will be held at the USC Sol Price School of Public Policy on June 11, 2018 under the main theme, "*Demographic Impact After the Recovery: How Much and What Changes?*" Mr. Cho encouraged members to attend the workshop.

10. Mapping Transit Supportive Measures in Southern California

Kimberly Clark, SCAG Staff, provided a PowerPoint presentation which correlates with SCAG's Future Communities Initiative; a new crowd-source data project: Mapping Transit Supportive Measures in Southern California. This project invites residents of the region, high school and university students to help identify and map transit-supportive features in local neighborhoods across the region. Ms. Clark explained how the crowdsourcing effort will aid SCAG in better understanding how neighborhood-oriented policies can encourage transit ridership and the usage of active transit modes, including walking and biking more in their own communities. Ms. Clark responded on the comments and questions expressed by the Councilmembers and directed the Committee to Metro's website at: <https://www.metro.net/interactives/toolkit/tools.html> to learn more information.

CHAIR'S REPORT

Chair Richardson announced that the Regional Housing Need Allocation (RHNA) Subcommittee would be convening later this year. The Subcommittee would be responsible for discussing and making recommendations on RHNA process and policy to the CEHD and the RC. He asked the Committee to inform staff by May 4, 2018 if there is interest in serving on the Subcommittee.

Chair Richardson invited the Committee to register and attend the Long Beach Economic Equity Summit, taking place at the Long Beach Convention Center on May 17, 2018 from 8:30 a.m. – 4:00 p.m.

Chair Richardson thanked the Committee members for filing their Annual Statement, Form 700. He asked those members that still have yet to file, to contact staff to assist them.

FUTURE AGENDA ITEM

A report on Human Trafficking will be presented at the June 7, 2018 CEHD meeting.

ANNOUNCEMENT/S

Chair Richardson asked the Committee to stay for lunch to hear a presentation by former Transportation Secretary and new CEO of California High-Speed Rail Authority, Brian P. Kelly, during the first portion of the RC meeting.

Lastly, Chair Richardson encourage the Committee to register for the upcoming General Assembly which will take place on May 3-4, 2018 at the Renaissance Indian Wells Resort & Spa, 44400 Indian Wells Lane, Indian Wells CA.

ADJOURNMENT

There being no further business, Chair Richardson adjourned the CEHD Committee meeting at 11:45 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]
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Community, Economic & Human Development Committee Attendance Report

2018

Member (including Ex-Officio) LastName, FirstName	Representing	X = County Represented						X = Attended				= No Meeting	NM = New Member	EA = Excused Absence							
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
Austin, Al	GCCOG		X						X												
Avila, David	SBCTA					X			X	X	X										
Berry, Stacy*	OCCOG			X					X	X	X										
Bucknum, Wendy	OCCOG			X					X	X	X										
Carrillo, Juan	North LA County		X																		
Cooper, Jeffrey	WSCCOG		X								X										
De Ruse, Steve	GCCOG		X						X	X											
Espinoza, Rose	OCCOG			X					X	X											
Ferguson, Kerry	OCCOG			X					X	X	X										
Finlay, Margaret*	Duarte (District 35)		X						X	X	X										
Franklin, Debbie	WRCOG				X				X	X	X										
Gharpetian, Vartan*	District 42		X						X	X	X										
Hernandez, Christian	GCCOG		X						X	X	X										
Hodge, Bill	ICTC	X							X	X	X										
Huang, Peggy	TCA			X					X	X	X										
Hupp, Cecila	OCCOG			X					X	X	X										
Jahn, Bill*	SBCTA (District 11)					X			X	X	X										
Joe, Robert	Arroyo Verdugo		X						X	X	X										
Kogerman, Barbara*	District 13			X			X		X		X										
Leroy, Sabrina*	Tribal Nations Rep.				X				X												
Lyons, Joe	SGVCOG		X						X												
Manalo, Victor*	District 23		X						X	X											
Marshall, Ann	GCCOG		X				X		X	X	X										
Martinez, Michele*	District 16			X			X		X	X	X										
Hackbarth-McIntyre, Julie	SBCTA					X															
McKee, Joe	CVAG				X				X	X											
Miranda, Bill	SFVCOG		X						X	X	X										
Mulvihill, James*	District					X				X	X										
Nagel, Steve*	OCCOG			X					X	X											
Paget, Ed	SBCTA					X			X	X	X										
Perez, V. Manuel	Riverside County				X																
Peterson, Erik*	District 64			X																	
Predmore, Jim*	ICTC	X							X	X											
Procter, John*	VCOG						X		X	X	X										
Richardson, Rex*	District 29		X							X	X										
Rodriguez, Paul	Chino								X	X											
Santa Ines, Sonny	GCCOG		X						X	X	X										
Sarega, Andrew*	District 31		X						X	X											
Shapiro, David	Las Virgenes-Malibu COG		X						X												
Shevlin, Becky	SGVCOG		X						X		X										
Ta, Tri*	District 20			X					X	X	X										
Wagner, Donald*	District 14			X						X	X										
Waronek, Mark	SBCCOG		X						X	X	X										
Zerunyan, Frank	SBCCOG		X						X	X	X										
Regional Council Member*																					

Attachment: Item 1 - CEHD Minutes of the Meeting [Revision 1] (CEHD MINUTES)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Kome Ajise, Director of Planning, Sustainability, 213-236-1835,
Ajise@scag.ca.gov
Subject: Sustainable Communities Program Guidelines

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD:

Recommend Regional Council approve the 2018 Sustainable Communities Program (SCP) Guidelines and authorize staff to release the Call for Applications.

RECOMMENDED ACTIONS FOR EEC AND TC:

Receive and File.

RECOMMENDED ACTION FOR RC:

Approve 2018 Sustainable Communities Program (SCP) Guidelines and authorize staff to release the Call for Applications.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

Staff has developed guidelines for the 2018 Sustainable Communities Program (SCP). The 2018 SCP will fund Integrated Land Use, Green Region Initiative, and Active Transportation projects that support and implement the policies and initiatives of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2018 SCP (formerly the "Sustainability Planning Grants" program) is a multi-year funding opportunity that is supported through federal, state, and local resources. There is a multi-year funding commitment of about \$6 million. Approximately \$1.6 million is available in SCAG's FY 2018-19 Overall Work Program (OWP), while approximately \$4.4M is anticipated from the California Active Transportation Program (ATP) for SCAG's fiscal year 2019-2020 OWP. If any additional SCAG resources become available they will be included in the budget development process in future fiscal years.

Staff will promptly issue a Call for Applications subject to authorization of the SCP guidelines by the Regional Council on September 6, 2018. Applications will be due to SCAG by 5PM on November 15, 2018, and staff will conduct a workshop at least one month before this due date in order to answer questions and foster SCP program understanding. Approval of application rankings will be sought

from the Regional Council in March 2019, and individual project initiation schedules will be developed promptly thereafter.

BACKGROUND:

For many years, SCAG has provided technical assistance and resources to local jurisdictions that support local planning, as well as implementation of the RTP/SCS. Innovative approaches to addressing and solving regional issues have been tested and implemented at local, subregional and regional levels. The Sustainable Communities Program (SCP), previously known as the Compass Blueprint Program and the Sustainability Planning Grant (SPG) program, has an updated title to reflect the broad suite of resources available that support implementation of the region's Sustainable Communities Strategy (SCS). To date, SCAG has awarded approximately \$22.3 million in total funding to complete 203 local sustainability and active transportation planning projects. SCAG most recently awarded an additional \$12.2 million in funding to 75 additional Phase 1 and Phase 2 projects in the 2016 SPG Call for Proposals. These 2016 SPG projects are still underway, and an update on the project status is provided in Attachment 2. All of these projects demonstrate progress in advancing regional priorities and provide examples of integrated transportation, land use, and active transportation planning tailored to local needs that other cities can emulate.

While the SCP is funded from a variety of sources, SCAG, with the support of the county transportation commissions, has been able to significantly expand programming capacity over the last three funding cycles with resources from the California Active Transportation Program (ATP). The Regional ATP Guidelines, which provide direction for the programming of the region's share of the ATP, have consistently set aside approximately five percent of available funds for active transportation plans and programs. This financial commitment to planning aims to ensure local agencies have the capacity to develop projects that result in significant safety and mobility improvements and compete well for statewide ATP funds. ATP grants awarded to projects through the SCP Call for Applications are managed by SCAG staff to reduce the administrative burden for local agencies.

In previous funding rounds, eligible applicants were able to propose any project that largely fulfilled the program and project category goals. Successful applicants received technical assistance to complete a wide assortment of projects. SCAG procured the consultant on behalf of applicants and managed contract, invoicing, and other administrative details.

The steady growth of the SCP has put significant strain on SCAG's contracting processes and planning staff. As a result, SCAG has not been able to deliver projects as quickly as originally planned. Recognizing this strain and in preparation for the 2018 SCP, staff has sharpened the program focus, especially considering the limited amount of available resources, restrictive conditions associated with funding sources, and the importance of addressing ambitious GHG reduction targets. Specific project types have been developed that provide practical, relevant strategies for meeting SB 375 greenhouse gas (GHG) reduction targets and queue jurisdictions for future funding opportunities (i.e. Greenhouse Gas Reduction Fund). A list of deliverables for each project type has been developed and is defined in the attached program guidelines (Attachment 1). Eligible applicants can apply for specific project types and will ultimately receive the listed

deliverables tailored to their agency/project. This approach will allow SCAG to use a streamlined approach to maximize limited resources and expedite the procurement process.

SCAG staff developed a list of nine (9) project types for which applicants will be able to apply and distributed this list in a survey to participants in SCAG’s numerous Regional Planning Working Groups for input and comments. Approximately 1,500 representatives from cities, counties, county transportation commissions, councils of government, state agencies, non-profits/non-governmental organizations, universities, and the private sector received the survey in early July 2018. SCAG staff received responses from 132 respondents from across the SCAG region. Staff finalized the nine project types based on this input.

DISCUSSION:

2018 Sustainable Communities Program Goals and Project Categories

The SCP is a multi-year funding program supported by federal, state, and local resources. The Program will support innovative approaches to addressing regional issues in support of the following goals:

- Provide needed planning resources to local jurisdictions for sustainability planning efforts;
- Develop local plans that support the implementation of the 2016 RTP/SCS; and
- Increase the region’s competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

The Program supports projects in two funding categories: Active Transportation and Integrated Land Use & Green Region Initiative. Each project category has additional goals:

Active Transportation	Integrated Land Use & Green Region Initiative
<ul style="list-style-type: none"> • Increase the proportion of trips accomplished by biking and walking; • Increase safety and mobility of non-motorized users; • Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS; • Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applicants; and • Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects. 	<ul style="list-style-type: none"> • Promote regional implementation of the goals, objectives and strategies of 2016 RTP/SCS. • Encourage integrated concepts and produce plans that strategically identify resources for project implementation • Promote reliable and efficient mobility for people, goods, and services, while meeting the State’s GHG emission reduction goals • Identify areas for strategic infill and investment within the region • Support local and regional sustainability, adaptation & resiliency planning • Focus new growth around transit and Livable Corridors

In the 2018 Call for Applications, staff has sharpened the program focus to nine (9) specific projects types, each with a unique application. As discussed in the Background, these program modifications aim to maximize resources toward meeting GHG reduction targets and expedite the procurement process. Project types are outlined below.

Active Transportation Project Types:

- *Community-wide & Area Plans:* Support for the implementation of the transit integration and short trip strategies as outlined in the RTP/SCS. Examples include a community-wide bicycle or pedestrian master plan, community-wide active transportation master plan, and first-last mile plans.
- *Regional Corridors Plans:* Coordination and collaboration with neighboring jurisdictions and/or county transportation commissions and SCAG on regional corridor plans. Examples include improving connectivity and closing gaps in a regionally significant bikeway network.
- *Infrastructure Demonstration Projects (Quick-Build):* Opportunities for jurisdictions to test new infrastructure designs (i.e. protected bike lanes, scramble cross-walk, cycle track) and collect community feedback prior to installing permanent infrastructure.
- *Safety Strategic Plan:* Protecting pedestrians and bicyclists with an aim to reduce vehicle collisions. Examples include local Vision Zero Plans and county or sub-regional plans to identify a high-injury network and strategic investment strategy.

Integrated Land Use (ILU) Project Types:

- *SB 743 Implementation Assistance:* Support for agencies to establish vehicle miles travelled (VMT) baselines and thresholds for compliance with SB 743.
- *Parking Pricing, Reduction, and Management Strategies:* Providing critical parking and land use related analysis to support revitalization, traffic reduction, and maximization of transit infrastructure
- *Livable Corridor & Transit Oriented Development (TOD) Planning:* Planning efforts along corridors with frequent bus service to development corridor vision plans including land use and redevelopment strategies.

Green Region Initiative (GRI) Project Types:

- *Heat Island Reduction with Urban Greening and Cool Streets:* Strategies for shaded pathways to/from transit; first/last mile investments; increased resiliency to warming urban air temperatures through trees and landscaping, reduced impervious surfaces, and cool street surface treatments.
- *Electric Vehicle Charging Infrastructure Planning:* Identifying potential locations for electric vehicle charging stations at workplaces and multi-unit dwellings (MUDs) to encourage the installation of more charging infrastructure

Eligible applicants include the following:

- Cities and counties;
- Native American Tribal Governments;
- Regional transportation planning agencies (RTPAs)
- Transit agencies; and

- Other public transportation planning entities.

The following groups are eligible to apply as a sub-applicant:

- Cities and counties;
- Native American Tribal Governments;
- Transit agencies;
- RTPAs;
- Universities and Community Colleges;
- Community-Based Organizations;
- Non-Profit Organizations (501(c)3);
- Councils of Government; and
- Other public entities.

Greater details on specific eligibility, selection criteria, and the evaluation process can be found in the attached guidelines (Attachment 1).

Next Steps

Staff will present the Sustainable Communities Program Guidelines to the Community, Economic, and Human Development (CEHD) Committee at their September 6, 2018, meeting. The CEHD will be asked to make a recommendation to the Regional Council to approve the Guidelines and authorize staff to release the 2018 Sustainable Communities Resource Program Call for Applications. Given several programming and spending deadlines assigned by various funding sources, SCAG has a relatively short timeframe to release and evaluate applications; recommend project awards; and begin expending available funding during FY 18-19. As a result, staff will also present the item to the Regional Council at their September 6, 2018, meeting for approval of release. Any significant comments from the SCAG policy committees will be reported to the Regional Council for their timely consideration prior to approval of the Guidelines.

Pending Regional Council approval, the anticipated schedule can be found below:

Call for Applications Opens	September 10, 2018
Application Workshop	Week of September 24, 2018 or October 1, 2018
SCAG SCP Call for Applications Deadline	November 15, 2018
Proposal Review and Scoring	November 2018 – January 2019
SCAG Regional Council Approval of 2018 SCP Application Rankings	March 7, 2019
California Transportation Commission approval of ATP projects	June 2019
Projects Begin	Fiscal Year 2019-2020

FISCAL IMPACT:

Staff's work budget for the SCP and funding for selected SCP projects are included in the FY 2018-2019 Overall Work Program (OWP) 275-4823.03 – SB1 Sustainability Planning Grant Program (2018 Call for Projects), 065-0137.12 – Electric Vehicle (EV) Program Readiness Strategies. Funding for the



Active Transportation SCP projects will be included in FY 2019-2020 OWP 050-0169.06 – Active Transportation Program.

ATTACHMENT(S):

1. 2018 Sustainable Communities Program Final Guidelines
2. 2016 Sustainability Planning Grant Status

Southern California Association of Governments

2018 Sustainable Communities Program Call for Applications

Overview

The Southern California Association of Governments (SCAG) announces the Call for Applications for the 2018 Sustainability Communities Program (SCP). For many years, SCAG's various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants) have provided resources and direct technical assistance to member jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. Projects selected will allow local agencies to facilitate coordination and integration of transportation planning with active transportation, land use, growth management, urban greening, and electric vehicle charging stations. The SCP also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of the adopted 2016 RTP/SCS and achieve an integrated regional development pattern that reduces greenhouse gas (GHG) emissions. Applicants are encouraged to review strategies promoted in the 2016 RTP/SCS to align project applications with regional planning priorities and concepts. The most competitive applications will advance multiple planning goals, utilize new or innovative planning practices, and result in planning products or programs that are clearly tied to implementation. Conducting collaborative public participation efforts to further extend planning to communities previously not engaged in land use and transportation discussions is highly encouraged.

Goals

The SCP Call for Applications seeks to support the goals below. In addition, each category has additional goals for the eligible project types.

- Provide needed planning resources to local jurisdictions for sustainability planning efforts;
- Develop local plans that support the implementation of the 2016 RTP/SCS; and
- Increase the region's competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

Categories

The 2018 SCP is comprised of 3 main project categories that meet the goals of the overall program. Each category is detailed further in the category guidelines.

- Active Transportation (AT) – Examples include community-wide active transportation plans, safety strategic plans and active transportation demonstration programs.
- Integrated Land Use (ILU) – Includes the following predefined projects: SB743 Implementation; Parking Management, Pricing, and Reduction; and Livable Corridor Transit Oriented Development (TOD) Planning
- Green Region Initiatives (GRI) – Includes the following predefined projects: Heat Island Reduction with Urban Greening and Cool Streets, and Electric Vehicle Charging Infrastructure Planning

Applicants may apply in more than one category, and they may submit multiple applications. SCAG staff is available to support applicants in determining the most appropriate category for their project(s).

Scoring Rubric & Criteria

The overall scoring rubric across all three project types funded through the SCP will be the same. For each category, the application includes 3 main scoring criterion – 1) Project Need, 2) Goals, Objectives and Outcomes, and 3) Partnerships and Leveraging. Application questions vary by category within each topic area depending on the types of projects eligible. The potential points to be awarded for responses to each question also vary by category and project type, and are noted in each application. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria		
Topic 1	Project Need	50 Points
Topic 2	Goals, Objectives and Outcomes	35 Points
Topic 3	Partnerships and Leveraging	15 Points

Funding Sources

Funding for the 2018 SCP will be provided through a combination of federal, state, and local sources. SCAG will allocate funding for project applications based on the eligibility of each funding source and the applicant's readiness. Grants and projects will be managed by SCAG and implemented through its consultants only. Hosting a call for applications to award funds through multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration.

The 2018 SCP will program up to five percent (5%) of SCAG's regional funding from Cycle 4 of the Active Transportation Program, per the 2019 [ATP Regional Guidelines](#).

Due to the inclusion of Senate Bill 1 (SB1) funding, at the time of award notice an applicant, sub-applicant and/or jurisdiction is required to have a housing element in substantial compliance with State housing element law, and must have submitted updated housing element Annual Progress Reports.

Timely Use of Funds/Time Extensions

A project initiation schedule and expectations regarding period of performance will be determined within three months of project award announcements, and will be based on project complexity, funding source, and SCAG staff capacity. Once the project schedule has been established, extensions will be considered on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

Schedule

The following schedule outlines important dates.

Milestone	Date
SCAG SCP Call for Applications Opens	September 6, 2018
Application Workshop	October 2, 2018
SCAG SCP Call for Project Application Deadline	November 15, 2018
SCAG Regional Council Approval of 2018 SCP Application Rankings*	March 7, 2019

***Projects receiving ATP funding will also be subject to approval by the SCAG Regional Council and California Transportation Commission as part of the adoption of the complete 2019 Regional ATP. SCAG Regional Council consideration is anticipated in April 2019 followed by CTC action in June 2019.**

Contact Information

Questions regarding the SCP application or application process should be directed to:

Caitlin Sims
 Management Analyst
 Telephone: 213-630-1550
 Email: sims@scag.ca.gov

Submittal Information

Applications are due November 15, 2018 by 5:00 pm using the instructions provided in the application. Questions regarding submitting applications for each category should be emailed to contact person listed above. Applications should include all supporting documents in a single PDF file. Project sponsors do not need a board resolution in order to apply but they will be required to agree to submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding. Files should be labeled in the following format:

AgencyName_ApplicationCategory_ProjectName. For example: SCAG_AT_GoHuman *or* SCAG_GRI_EVChargingStation.

Active Transportation

Overview

The Sustainable Communities Program Active Transportation Category (SCP-AT) will fund planning and demonstration projects that promote safety and encourage people to walk and bicycle. These projects will be designed to enhance local interest and/or capacity to build safe, efficient active transportation networks.

Goals and Purpose

The SCP-AT Call for Applications seeks to implement SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2016 RTP/SCS was adopted on April 7, 2016 and is a long-range vision for transportation and land use planning for the region. The 2016 RTP/SCS focuses on the implementation of four primary regional active transportation strategy areas: Regional-Trip Strategies, Transit Integration Strategies, Short-Trip Strategies, and Education/Encouragement Strategies. All applicants are encouraged to review and align proposals with the recommended strategies, which can be found in the [2016 RTP/SCS Active Transportation Appendix](#).

By directing funding toward projects that implement the 2016 RTP/SCS, SCAG aims to achieve the following goals:

- Increase the proportion of trips accomplished by biking and walking;
- Increase safety and mobility of non-motorized users;
- Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS;
- Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applicants; and
- Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.

Funding Sources

Funding for the SCP-AT will be provided from a combination of federal, state, and local funding sources. SCAG in collaboration with the county transportation commissions will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Up to \$4.4 million of the program will be funded using no more than five percent (5%) of SCAG's allocation from the 2019 ATP. Per SCAG's 2019 ATP Regional Guidelines, planning and non-infrastructure resources may be programmed to projects submitted through the SCP or to applications submitted through the California Active Transportation Program. Therefore, the exact amount of ATP funding awarded to SCP projects will depend on the quality and scores of projects submitted through the SCP as compared to those submitted, but not funded, through the state's ATP Call for Proposals. The policies and procedures for awarding these funds are consistent with the direction established by the California Transportation Commission and can be found in SCAG's 2019 [Regional Active Transportation Program Guidelines](#). The balance of the program funding will be comprised of federal, state, and local funds.

Grants and projects will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor. As part of the grant and project management, SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for the timely use of funds.

Regional Equity

Minimum funding targets will be established for each county and project applications will be evaluated against other applications received in their respective county.

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-AT funds:

- Local or Regional Agency - Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources or Public Land Agencies - Federal, Tribal, State, or local agency responsible for natural resources or public land administration.
- Public schools or School districts
- Tribal Governments - Federally-recognized Native American Tribes.

Eligible Project Types/Maximum Awards

The SCP-AT will fund four types of projects 1) Community-Wide and Area Plans; 2) Regional Corridor Plans; 3) Safety Strategic Plans; and 4) Demonstration Projects. Projects should advance one or more program goals by enhancing community support for active transportation, increasing local capacity to implement active transportation infrastructure improvements and/or improving a local agency's competitiveness for future state and federal funding opportunities.

Community outreach is a crucial part of developing and implementing all projects. SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. These resources include the *Go Human* Kit of Parts and co-branded advertising collateral. Applicants interested in taking advantage of these resources must notify SCAG as part of the application process, however, the proposed project budget should not include funding for *Go Human* outreach elements.

Community-Wide & Area Plans (maximum award: \$250,000)

Applications submitted for this project type should support the implementation of the Transit Integration and Short Trip Strategies as outlined in the RTP/SCS. All planning applications must meet the requirements of the Active Transportation Program, as described in Appendix A of the [2019 Active Transportation Program Guidelines](#) (Cycle 4), with the following exception: SCAG will allow for plan applications to be completed in communities or areas that are not considered disadvantaged.

Examples of eligible plans include but are not limited to the following:

- Community-wide Bicycle or Pedestrian Master Plan
- Community-wide Active Transportation Master Plan

- First-Last Mile Plans (active transportation improvements only)

Regional Corridor Plans (maximum award: \$250,000)

Regional Corridor Plans are planning projects that cross jurisdictions and may require close collaboration with neighboring jurisdictions and/or county transportation commissions and SCAG. Examples must be consistent with the Regional Strategies set forth on Page 29 of the 2016 RTP/SCS Active Transportation Appendix, and include:

- Regional Greenway Network
- Regional Bikeway Network
- County-wide Regional Bikeway Network

Applications for Regional Corridor plans must meet the requirements of the Active Transportation Program as described in the [2019 Active Transportation Program Guidelines](#) (Cycle 4). SCAG will allow for Regional Corridor Plan applications to be completed in communities or areas that are not considered disadvantaged. Examples of projects may include:

- Plans for closing gaps or portions of a regionally significant bikeway network
- Plans for connecting an existing or planned bikeway to the regionally significant bikeway network
- Plans for connecting the regionally significant bikeway network to a business district or other major activity center

Applicants are strongly encouraged to partner with neighboring jurisdictions/agencies to plan for connectivity and implementation of these projects.

Safety Strategic Plans (maximum award: \$250,000)

This project type is new to the 2018 SCP in response to increase federal, state, and local interest in safety and planning to meet safety targets. Safety Strategic Plans should include a focus on protecting people walking and biking, but may also address vehicle to vehicle collisions. Safety Strategic Plans should aim to advance and leverage state and regional planning activities. Examples of project types may include county or sub-regional plans to identify a high-injury network and strategic investment strategy, and local Vision Zero Plans. Safety Strategic Plans will help further the region's efforts to reduce transportation-related serious injuries and fatalities, and achieve established regional safety targets. SCAG's Calendar Year 2018 safety targets are as follows:

- Number of fatalities: 1,601
- Rate of fatalities per 100 million vehicle miles traveled (VMT): 0.97
- Number of serious injuries: 5,752
- Rate of serious injuries per 100 million VMT: 3.5
- Number of non-motorized fatalities and non-motorized serious Injuries: 2,068

Plans should be data driven and include recommendations for context-sensitive approaches for reducing collisions. Plans should be developed in close coordination with community members and stakeholders. To learn more about the region's transportation safety existing conditions and safety targets, please visit SCAG's [Transportation Safety page](#).

Active Transportation Infrastructure Demonstration Projects (Quick Builds) (maximum award: \$500,000)

Active Transportation Infrastructure Demonstration Projects are a core element of the RTP/SCS Education/Encouragement Strategies and provide support for the implementation of other regional strategies, like Regional Corridors or Transit Integration Strategies. Quick Builds provide an opportunity for communities to test infrastructure designs before committing to the permanent infrastructure. This strategy allows for communities to consider innovative and cutting edge design that will create more active transportation trips and contribute significantly to the air quality requirements in the RTP/SCS.

- This project type is an evolution of SCAG’s successful [Go Human](#) outreach events, which have helped local agencies refine designs, build community support, attract grant funding, and expedite delivery of active transportation projects. Active Transportation Infrastructure Demonstration projects should be installed a minimum of three months to accommodate significant community engagement and allow for a more comprehensive assessment of project impact. Given the cap on funding awards, SCAG anticipates the majority of projects funded in this category will test pedestrian-related improvements or bike infrastructure on local streets. More complex projects requiring greater resources are eligible, if the applicant provides in-kind resources or match to fully-fund the demonstration. Project sponsors considering applying for a project in this category are encouraged to attend the Application Workshop and/or reach out to SCAG staff to discuss the scope of the demonstration and deliverability.

Complementary Services—Go Human

SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. Interested applicants may select one or both of the following *Go Human* outreach tools to “add on” to their project application at no cost to the project. For SCAG’s planning purposes, applicants wishing to take advantage of complementary services *must* note their intent to pursue these resources in the Background section of the application and provide a brief description on their value to the proposed project.

Go Human Kit of Parts (no financial award) – The Go Human Kit of Parts includes materials, signage and evaluation tools that allow the applicant or their consultant to plan and implement a *Go Human* event and gain community feedback as part of a project-specific or community-wide planning process . This complementary service includes the transport of the Kit of Parts to and from the event location. The applicant or its consultant will be responsible for preparation of a site and installation plan, to be approved by SCAG. The applicant or its consultant will also be responsible for the set-up, break-down and oversight of the *Go Human* Kit of Parts during the event. SCAG staff will be available to provide feedback and guidance on planning for a successful event and direction on appropriate utilization of the Kit of Parts.

Advertising Campaign (no financial award) – Co-branded *Go Human* print materials are available at no cost to cities or other local government agencies to help improve traffic safety for people walking and biking, and to help extend the reach of the *Go Human* campaign. Available materials include, but are not limited to:

- Lawn signs
- Banners
- Postcards
- Billboard ads (with donated placement)
- Bus shelter or bench ads (with donated placement)

- Social media graphics

Match Requirements

There are no match requirements for active transportation projects proposed through the SCP. However, the scoring criteria include points for Partnership and Leveraging to assess the extent to which there is a local commitment to the project.

Scoring Criteria

The scoring criteria across all four project types funded through the SCP-AT will be the same. For each type, the application includes 3 main focus areas. The potential points to be awarded for responses to each area are noted in the application. The question topics and their relationship to the scoring criteria are outlined below. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria	
Topic 1: Project Need	50 Points
Mobility & Safety	35
Public Health	5
Disadvantaged Communities/Community Need	10
Topic 2: Goals, Objectives and Outcomes	35 Points
Mobility & Safety	25
Public Health	5
Public Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation	5

Application Process

Eligible applicants are encouraged to apply to the SCP-AT by completing an application specific to one the four Project Types, above. Please contact SCAG staff if the project includes multiple components, or if for any other reason, support is needed in identifying the proper application to use for a project application. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

Evaluation Process

For SCP-AT projects, six (6) evaluation teams, one (1) per county, will be established to review, score and rank applications submitted to the SCP-AT. Each team will be comprised of staff from the county transportation commissions and SCAG. Projects will compete and be ranked against other projects within their respective county. Final awards will be based on application score, regional equity targets and

funding eligibility. The Regional ATP Planning and Capacity Building resources, \$4.4 M, shall count toward a county's regional equity goals whether the project was submitted through the SCP or the statewide ATP application process. Following grant award announcements, unsuccessful applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future grant cycles.

DRAFT

Integrated Land Use & Green Region Initiatives

Overview

The 2018 Sustainable Communities Program Integrated Land Use/Green Region Initiatives categories (SCP-ILU/GRI) will fund specific planning efforts, outlined below, which further implementation of SCAG goals, policies, and objectives.

Goals and Purpose

The SCP-ILU/GRI Call for Applications seeks to implement SCAG's [2016 Regional Transportation Plan and Sustainable Communities Strategy](#) (RTP/SCS) and fulfill SCAG's responsibilities to achieve the greenhouse gas (GHG) emissions reductions. The 2016 RTP/SCS was adopted on April 7, 2016 and is a long range vision for transportation and land use planning for the region. The 2016 RTP/SCS outlines recommended strategies for reducing GHG emissions through resource conservation, and integrated land use and transportation (see Chapter 5 in the 2016 RTP/SCS).

The goals of the SCP-ILU/GRI program are to:

- Promote regional implementation of the goals, objectives and strategies of 2016 RTP/SCS.
- Encourage integrated concepts and produce plans that strategically identify resources for project implementation
- Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals
- Identify areas for strategic infill and investment within the region
- Support local and regional sustainability, adaptation & resiliency planning
- Focus new growth around transit and Livable Corridors

Funding Sources

Funding for the SCP-ILU/GRI will be provided from a combination of federal, state and SCAG funding sources. SCAG will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Projects in the ILU/GRI category will be managed by SCAG on behalf of applicants and/or sub-applicants, and implemented through its consultants only. SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for engagement with jurisdiction staff.

Regional Equity

SCAG will take regional geographic equity into consideration when ranking SCP-ILU/GRI program applications.

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-ILU/GRI funds as a primary applicant:

- Regional Transportation Planning Agencies (RTPAs)
- Transit Agencies;
- Cities and Counties;
- Native American Tribal Governments
- Other Public Transportation Planning Entities

The following are eligible to apply as a sub-applicant:

- Transit Agencies
- Universities and Community Colleges
- Native American Tribal Governments
- Cities and Counties
- Community-Based Organizations
- Non-Profit Organizations (501.C.3)
- Other Public Entities (e.g. Councils of Government)

For a sub-applicant to apply, an eligible entity listed in the first set above must sponsor their application. In order to do so the sub-applicant must identify both a Sponsoring Agency project manager as well as a sub-applicant project manager on the first page of the application form.

Eligible Project Types

Projects should advance one or more program goals by increasing local capacity to implement plans, enhancing community support for land use transportation integration, and/or improving a local agency's competitiveness for future state and federal funding opportunities. The 2018 SCP-ILU/GRI will provide a suite of resources for five specific types of projects:

1. SB 743 Implementation Assistance
2. Heat Island Reduction with Urban Greening and Cool Streets
3. Parking Management, Pricing and Reduction Strategies
4. Electric Vehicle Charging Infrastructure Planning
5. Livable Corridor Transit Oriented Development (TOD) Planning

SB 743 Implementation Assistance - VMT Baseline & Threshold Establishment

The 2016 RTP/SCS identifies and supports implementation of strategies to reduce GHG emissions and per-capita vehicle miles travelled (VMT) through integrated land use and transportation planning. The California Legislature passed Senate Bill (SB) 743 in 2013, modifying how transportation impacts are measured and eliminating the use of vehicle delay and level of service (LOS) metrics under the California Environmental Quality Act (CEQA). Instead of using automobile delay, as measured by level of service (LOS) and other metrics, the Office of Planning Research (OPR) identified vehicle miles traveled (VMT) as the new metric for transportation analysis evaluating transportation impacts under CEQA. This project will improve the ability of cities to comply with transition from LOS to VMT based project analysis under SB 743, which can lead to reduced regional VMT through more efficient development patterns, support a comprehensive strategy for regional mitigation options, and help implement the 2016 RTP/SCS.

The following products and services will be provided for up to five (5) jurisdictions:

- VMT baseline data, thresholds, calculation methodology, and mitigation measures

- VMT forecasting tool (customized to city or subregion)
- Memorandum of Advanced or Regional VMT Mitigation Measure Strategies
- Three regional strategies for SB 743 compliance may also be explored for applicants: (sub)regional mitigation banks, VMT mitigation exchange, and advance land use regulation mitigation (ex. through mix of land uses and parking strategies)
- Stakeholder engagement at a community workshop
- Implementation strategies

Heat Island Reduction with Urban Greening and Cool Streets

“Urban heat islands” form when natural land cover, e.g. trees, grasslands, wetlands – are replaced with pavement, buildings, and infrastructure. Paved surfaces and other non-reflective surfaces absorb heat during the day and release it at night, inflating overnight temperatures. Urban areas within the region are likely to experience more frequent, more intense, and longer heat waves as temperatures continue to rise due to climate change. Urban heat islands limit mobility by inhibiting human-powered modes of transportation such as walking and biking; increase energy demands; raise air pollution levels; and cause heat-related illness. By partnering with the region’s jurisdictions, SCAG will help increase resiliency to warming urban air temperatures and alleviate effects extreme heat events through urban greening, urban forestry, reduced impervious surfaces and cool pavement strategies and investments. This project seeks to promote increased walking, biking and other non-motorized transportation modes within defined contiguous areas that exhibit potential for increased high quality transit by strategizing for continuous shaded pathways to/from existing or planned transit and shaded transit stops. Moreover, the project will prioritize first/last mile investments, improve access to transit and other key destinations, and make the mode shift from SOVs to human-powered transportation for short trips more appealing.

The following products and services will be provided for up to five (5) jurisdictions that define areas (not exceeding 125 contiguous acres per jurisdiction) characterized by existing or planned high quality transit, active transportation infrastructure, infill land use policies, and high intersection density:

Urban Greening

- Inventory of trees on public and privately held property (with owner’s consent)
- Palette of recommended street/shade and companion plants
- Identification of vacant and other planting opportunity sites
- Strategies for short- and long-term maintenance of the urban forest
- Landscape design standards suitable for code adoption

Cool Streets

- Inventory and existing condition report of streets, sidewalks, paths
- Palette of recommended construction materials and installation strategies of cool surface materials
- Strategies for short- and long-term maintenance of cool surface materials
- Cool street design standards suitable for code adoption

Stakeholder engagement at a community workshop and funding/implementation strategies will be provided for Urban Greening and Cool Streets efforts.

Parking Management, Pricing and Reduction Strategies

Modern on-site minimum parking requirements are routinely structured to ensure free parking is provided at the end of each leg of every vehicle trip, often without regard for the difficulty of providing that parking, its cumulative impacts on land use, or the disproportionate subsidy to drivers relative to other modes of transportation. Older commercial corridors face practical physical limitations in accommodating new minimum off-street parking. These limitations compel business owners to establish cumbersome off-site parking leases and detailed covenants, and parking variances are often needed. In other instances, commercial structures remain vacant or under-utilized despite an abundance of parking in the surrounding area, and neighborhood districts fail to provide the level of activity and amenities that adjacent residential communities could support.

This project will provide the applicant with critical parking and land use related analysis and recommendations for reducing future parking requirements to support revitalization, traffic reduction, and maximization of transit infrastructure. The resulting utilization study and implementation recommendations will position the applicant to advance modified requirements for specific study areas or city-wide for smaller jurisdictions. Special attention will also be paid to the need for pick-off/drop-off zones to accommodate ridehailing services and future automated taxi modes. In particular, the analysis will better link transportation and land use decision making in specific districts as they evolve into vibrant, walkable residential and commercial areas.

The following products and services will be provided for up to five (5) jurisdictions:

- Parking Utilization and Pick-up/Drop-off Studies
- Parking Standards Recommendation Report
- Parking Meter Pricing Recommendation Report
- Maps and visualizations
- Draft model ordinance to modify parking minimums for select districts or city-wide
- Stakeholder engagement at a community workshop
- Funding and implementation strategies

Electric Vehicle Charging Infrastructure Planning

The transportation sector remains a major source of GHG emissions in California. Accordingly, the Governor signed Executive Order B-48-18¹ consistent with California's 2017 Climate Change Scoping Plan calling for 5 million zero-emission vehicles (ZEV) on California's roads by 2030. To achieve this ambitious goal, significant barriers must be overcome to expand and accelerate plug-in electric vehicle (PEV) adoption, including the need to build the necessary charging stations, also known as electric vehicle supply equipment (EVSE) infrastructure. SCAG's So Cal PEV Plan² recommends regional efforts prioritize workplace and multi-unit dwelling (MUD) sites, in order to extend the electric range of employees and open PEV ownership to apartment dwellers. However, charging station build-out at workplaces and MUDs remains limited. The primary challenge to be overcome in addressing workplace

¹ <https://www.gov.ca.gov/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/>

² <http://www.scag.ca.gov/programs/Pages/PEVReadinessPlan.aspx>

charging is motivating business owners and executives to investigate EV charging installation costs. The challenges facing retrofitting existing multi-unit dwelling structures are much more varied, including a wide range of building types, ownership and management arrangements, and parking configuration. The purpose of this project report is for SCAG to partner with communities to identify prime workplaces, MUDs, and publicly accessible fast charging locations within the applicant jurisdictions using the SCAG PEV Atlas, and to develop strategies to address barriers to implementation that jurisdictions can then implement.

The following products and services will be provided for up to five (5) jurisdictions:

- Inventory of existing PEV registrations, PEV charging stations, workplaces and MUDs
- Evaluation of local institutional barriers to PEV charging infrastructure
- Identification of most promising workplace, MUD and public EVSE sites based on latent demand, land use features, and distance to other charging stations or concentration of underserved MUD residents.
- Stakeholder engagement at a community workshop
- Outreach materials and incentives directed at the decision makers (owners, managers) of workplace and MUD properties to encourage installation of EVSE
- Funding and implementation strategies

Livable Corridor TOD Planning

The 2016 RTP/SCS anticipates that a significant amount of the region's new housing, population and employment growth will occur in transit rich, mixed use corridors. These "Livable Corridors," which will feature bus rapid transit (BRT) and frequent bus service are located in communities throughout the SCAG region. Livable Corridors will support higher density residential development oriented to transit use, mixed-use centers, and employment hubs at key intersections, as well as increased active transportation through dedicated bikeways and applying a "complete streets" approach. Underperforming, single-use, auto-oriented strip retail development should be replaced with higher density residential and employment.

Developing custom Livable Corridor land-use strategies and plans will encourage transit usage, as well as reduce GHG emissions and vehicle miles traveled. SCAG will partner with communities to develop "vision plans" for Livable Corridors that identify land-use and redevelopment strategies, and implementation plans that will enable communities to capture frequent bus service investment, and tap into regional and state funding opportunities and technical support. The overall goal will be to develop corridor land-use strategies and plans that encourage transit usage, as well as reduce greenhouse gas emissions and vehicle miles traveled. The following products and services will be provided for up to five (5) jurisdictions that contain Livable Corridors with existing or potential BRT and/or high frequency bus service:

- Demographic & socioeconomic profile
- Conceptual land-use plan
- Stakeholder engagement including jurisdiction staff and transit agencies at a community workshop
- Phasing strategies for future land-use development
- Inventory of corridor streetscape, parking and pedestrian infrastructure

- Infrastructure improvement plan to facilitate transit use, urban greening, reduced parking, and pedestrian activity
- Forecast of VMT and GHG reduction, increased transit ridership and pedestrian trips

SCP-ILU/GRI Scoring Criteria

The scoring criteria will vary across the five project types funded through the SCP-ILU/GRI. The potential points to be awarded for responses to each question are noted in the application. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria	
Topic 1: Project Need	50 Points
Readiness	15
Sustainability	20
Resource Need	10
Disadvantaged Communities	5
Topic 2: Project Goals, Objectives and Outcomes	35 Points
Execution	5
Implementation	20
Project Engagement	5
Stakeholder Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Jurisdiction Resources	10
Stakeholder Support	5

Application Process

Eligible applicants are encouraged to apply to the SCP-ILU/GRI by completing an application specific to one of the five project types. Please contact SCAG staff if you have any questions regarding the project types or need help with the application form. SCAG staff reserve the right to change the project type, but only if it helps the project sponsor. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

Evaluation Process

Five (5) evaluation teams, one (1) for each project type, will be established to review, score and rank applications submitted to the SCP-ILU/GRI. Each team will be comprised of staff from partner agencies, and from SCAG. Final awards will be based on application score, regional geographic equity and funding eligibility. Following award announcements, interested applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future program cycles.

Applicant	County	Subregion	Project	Project Status
Active Transportation - Active Transportation Projects				
Baldwin Park	Los Angeles	SGVCOG	Go Human Bike-Friendly Business Program	Scope of Work in Development
Buena Park	Orange	OCCOG	Go Human	Contract/MOU Negotiation
Chino	San Bernardino	SBCTA	Go Human	Contract/MOU Negotiation
Commerce	Los Angeles	GCCOG	Safe Routes to School Plan/Active Transportation Plan	Pass-Through to Agency
Costa Mesa	Orange	OCCOG	Go Human	Completed
Culver City	Los Angeles	WSCCOG	Go Human	Contract/MOU Negotiation
El Monte	Los Angeles	SGVCOG	Ramona Blvd Complete Street Study	Work Underway
El Monte and South El Monte (Greater El Monte)	Los Angeles	SGVCOG	Go Human Bike-Friendly Business Program	Scope of Work in Development
Garden Grove	Orange	OCCOG	Safe Routes to School: Phase I Plan	Work Underway
Imperial County Transportation Commission	Imperial	ICTC	Safe Routes to School Project	Contract/MOU Negotiation
La Canada Flintridge	Los Angeles	SGVCOG	Go Human	Contract/MOU Negotiation
Long Beach DHHS	Los Angeles	GCCOG	Long Beach Safe Routes to School Program	Work Underway
Los Angeles County	Los Angeles	LA COUNTY	Vision Zero Action Plan	Work Underway
Los Angeles County DPW	Los Angeles	LA COUNTY	Walnut Park Go Human Demonstration Project	Completed
Los Angeles DOT	Los Angeles	LA CITY	Vision Zero - Community-Based Outreach	RFP Selection
Los Angeles DOT	Los Angeles	LA CITY	Vision Zero Campaign - Media Development	RFP Selection
Los Angeles Exposition Park	Los Angeles	LA CITY	Exposition Park Active Transportation Plan	Cancelled
OCTA	Orange	OCCOG	Partnerships With Police	Work Underway
Ontario	San Bernardino	SBCTA	Go Human	Completed
San Bernardino County	San Bernardino	SBCTA	Morongo Basin Active Transportation Plan	Work Underway
San Bernardino County	San Bernardino	SBCTA	Safe Routes to Schools Program	Work Underway
San Jacinto	Riverside	WRCOG	Envision San Jacinto (Go Human)	Contract/MOU Negotiation
Santa Ana	Orange	OCCOG	Pedestrian and Bicyclist Education Campaign	Contract/MOU Negotiation
SBCTA	San Bernardino	SBCTA	Redlands Rail Accessibility Plan	Work Underway
SGVCOG	Los Angeles	SGVCOG	Greenway Network Implementation Plan	To Be Allocated in FY 19-20
SGVCOG (Glendora, San Dimas, La Verne, Pomona, and Claremont)	Los Angeles	SGVCOG	Arrow Highway Complete Street Demonstration	Scope of Work in Development
South El Monte	Los Angeles	SGVCOG	South El Monte Open Streets	Scope of Work in Development
Thousand Oaks	Ventura	VCCOG	Active Transportation Plan	Work Underway
Ventura County	Ventura	VCCOG	Safe Routes to School Master Plan	Work Underway
West Covina	Los Angeles	SGVCOG	Go Human	Completed
Wildomar	Riverside	WRCOG	Active Transportation Plan	Not Started
City of LA	Los Angeles	LA CITY	Los Angeles Safe Routes to School	Delayed
Sustainability - ILU/GRI Projects				
Anaheim	Orange	OCCOG	Center City Corridors Plan	Delayed
Burbank	Los Angeles	SFVCOG	Golden State Implementation Study	Scope of Work in Development
Carson	Los Angeles	SBCCOG	Neighborhood Mobility Plan	Work Underway
Claremont	Los Angeles	SGVCOG	Claremont Locally Grown Power	Contract/MOU Completed
Colton	San Bernardino	SBCTA	South Colton Revitalization Plan	Contract/MOU Completed
Corona	Riverside	WRCOG	Climate Action Plan Update	Work Underway

Sustainability - ILU/GRI Projects				
Duarte	Los Angeles	SGVCOG	Town Center Traffic Calming Plan	Contract/MOU Negotiation
Fontana	San Bernardino	SBCTA	Urban Greening Landscape Plan	Work Underway
GCCOG	Los Angeles	GCCOG	Climate Action Plan Framework	Other
Glendale	Los Angeles	SFVCOG	Streetcar Feasibility Study	Contract/MOU Negotiation
Gold Coast Transit	Ventura	VCCOG	Building Transit Communities	RFP in Development
Imperial County Transportation Commission	Imperial	ICTC	Imperial Valley Climate Action Plan	Scope of Work in Development
Long Beach	Los Angeles	GCCOG	Destination Uptown	Work Underway
Los Angeles County Metro	Los Angeles	LA CITY	Union Station Civic Center District	RFQ Released
Los Angeles County Planning	Los Angeles	LA COUNTY	Climate Action and Adaption Plan	Contract/MOU Negotiation
Mission Viejo	Orange	OCCOG	Core Area Specific Plan	Cancelled
Moreno Valley	Riverside	WRCOG	Nason Street Corridor Phase II	Work Underway
Norwalk	Los Angeles	GCCOG	Firestone Corridor/San Antonio Village Vision	Not Started
Palmdale	Los Angeles	NLAC	Sustainable Mobility Element	Delayed
Perris	Riverside	WRCOG	Healthy Cities Challenge	Contract/MOU Completed
Placentia	Orange	OCCOG	Green Open Space Connections	Work Underway
Rancho Cucamonga	San Bernardino	SBCTA	Empire Yards Specific Plan	Scope of Work in Development
Santa Ana	Orange	OCCOG	Sustainability Vision	Work Underway
Santa Paula	Ventura	VCCOG	SCS Consistency Framework	Cancelled
San Bernardino County Transportation Authority	San Bernardino	SBCTA	San Bernardino County Regional GHG Reduction Plan Update	Contract/MOU Negotiation
San Bernardino County Transportation Authority	San Bernardino	SBCTA	Story Maps ("Dynamic Data Stories")	Contract/MOU Completed
South Pasadena	Los Angeles	SGVCOG	Climate Action Plan	Scope of Work in Development
Vernon	Los Angeles	GCCOG	Transit Service Feasibility Study	Contract/MOU Completed
Western Riverside Council of Governments	Riverside	WRCOG	SB743 Implementation	Work Underway
Phase 2 Projects				
Active Transportation - Active Transportation Projects				
Covina	Los Angeles	SGVCOG	First/Last Mile Transit Station Planning	Beginning RFP Scope
Indio	Riverside	CVAG	Bike Share Plan	Beginning RFP Scope
Irvine	Orange	OCCOG	Strategic Plan for Active Transportation	Beginning RFP Scope
Los Alamitos	Orange	OCCOG	Active Transportation Plan	Beginning RFP Scope
Redlands	San Bernardino	SBCTA	Sustainable Mobility Plan	Beginning RFP Scope
Riverside	Riverside	WRCOG	Active Transportation Plan	Beginning RFP Scope
Sustainability - ILU/GRI Projects				
Banning	Riverside	WRCOG	Paseo San Gorgonio Feasibility	Beginning RFP Scope
Big Bear Lake	San Bernardino	SBCTA	Mountain Mobility Analysis	Beginning RFP Scope
Huntington Beach	Orange	OCCOG	Orange County Recycling Market Development Zone	Beginning RFP Scope
Rolling Hills Estates	Los Angeles	SBCCOG	General Plan Update - Sustainability Element	Beginning RFP Scope
Torrance	Los Angeles	SBCCOG	Signage & Wayfinding Plan	Beginning RFP Scope
Westminster	Orange	OCCOG	Civic Center Specific Plan	Beginning RFP Scope
Yucaipa	San Bernardino	SBCTA	Freeway Corridor Specific Plan Update	Beginning RFP Scope



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy & Environment Committee (EEC)
From: Sarah Dominguez, Associate Regional Planner, Sustainability,
(213) 236-1918, dominguezs@scag.ca.gov
Subject: Sustainable Communities Strategy Framework

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Approve framework as SCAG’s direction for developing the Sustainable Communities Strategy (SCS).

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

In preparation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*, SCAG will be developing an SCS that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce per capita greenhouse gas emissions as compared to a 2005 baseline. The SCS preparation process consists of several key elements including: Local Input, Stakeholder Outreach, Strategy Development and Scenario Development.

BACKGROUND:

The Sustainable Communities Strategy (SCS) that SCAG will prepare and adopt as part of *Connect SoCal* will set forth a future growth framework which, when integrated with regional transportation investments, will reduce greenhouse gas (GHG) emissions. The development of *Connect SoCal*, SCAG’s 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), provides an opportunity to examine regional challenges, like housing affordability, job accessibility, and roadway congestion, and strategize about potential policy solutions. While the SCS is not a regulatory document and does not require local general plans to be consistent with its strategies, it offers guidance and best practices on how to approach shared regional issues¹.

¹ Although SB 375 does not require general plans to be consistent with the SCS, it should be noted that the [Technical Advisory on Evaluating Transportation Impacts in CEQA](#) identifies that certain projects may have a significant VMT impact if not consistent with the SCS.

SCAG will face new challenges and responsibilities in preparing *Connect SoCal*. These include, but are not limited to: higher GHG reduction targets from the California Air Resources Board (ARB), a concurrent Regional Housing Needs Assessment cycle, and new Federal Highway Administration planning requirements related to system resilience, stormwater mitigation, and tourism.

For these reasons, and particularly in regards to the ambitious per-capita GHG reduction target assigned by ARB of 19% below 2005 levels, simply refreshing the strategies included in the 2016 RTP/SCS will not be sufficient to accomplish plan goals and requirements. Accordingly, the purpose of this Framework document is to outline the key steps SCAG will take to develop an SCS which, if implemented, will achieve the GHG reduction target by the year 2035. This work was referred to broadly as Phases 3 and 4 of SCAG’s approved “Bottom-Up Local Input and Envision Process.”²

Why does SCAG develop the SCS?

State planning law, enacted under California Senate Bill (SB) 375 in 2008, requires that a Metropolitan Planning Organization (MPO) such as SCAG prepare and adopt an SCS, in conjunction with the federally-mandated preparation of a regional transportation plan, that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce per capita greenhouse gas emissions from automobiles and light duty trucks as compared to a 2005 baseline (Govt. Code §65080(b)(2)(B)). The SCS should outline specific growth strategies that provide for more integrated land use and transportation planning, and that maximize transportation investment efficiency. The SCS is intended to provide a regional land use policy framework that local governments may consider, use as a resource, and build upon.

What are SCAG’s greenhouse gas reduction targets?

New GHG reduction targets were approved by the California Air Resources Board on March 22, 2018³ at the culmination of the SB 375 mandated target update process.

	2020	2035
Previous GHG Target ⁴	-8%	-13%
Current GHG Target	-8%	-19%

How will the region meet the target?

Achieving the higher target for the SCAG region will require identifying and implementing new strategies, developing capabilities to quantify existing strategies, and forecasting an integrated regional development pattern to reduce per capita GHG emissions from cars and light duty trucks. Some of these strategies are reflected in the trends and policies already occurring within local jurisdictions. The local input process—which included SCAG meeting directly with all 197 local

² http://scag.granicus.com/MetaViewer.php?view_id=9&clip_id=1128&meta_id=23771

³ <https://www.arb.ca.gov/cc/sb375/finalres18-12.pdf>

⁴ Original targets were adopted by the [California Air Resources Board in 2011](#).

jurisdictions since October 2017—helps identify these trends and policies, and is the foundation for the SCS. SCAG also relies on research, data, and public outreach as inputs for SCS development.

In general, reducing GHGs from our transportation sector relies on changing at least one of three key variables- number of vehicle trips, vehicle trip lengths, or mode of travel:

Number of Vehicle Trips

Reducing the number of trips taken within the region can reduce related vehicle miles travelled and associated GHG emissions. This can be accomplished through Transportation Demand Management (TDM) measures such as expanded telework or alternative work schedules (e.g. 9/80 or 4/10 work week).

Vehicle Trip Lengths

Reducing the length of a vehicle trip can also reduce total vehicle miles travelled and associated GHG emissions. This can be accomplished through growth and land use strategies such as an improved regional jobs-housing fit that reduces long commutes or by shortening a vehicle trip by pairing driving with another mode like transit at a Park and Ride.

Mode of Travel

Switching trips to modes of travel that emit fewer GHGs can help to reduce regional GHG emissions. This includes shifting trips to electric vehicles, carpool, transit, and/or active transportation.

The focus of the SCS development is to identify the strategies, through investments, policies, and development patterns that the region can implement to reduce the number of vehicle trips people have to make, reduce how far people need to travel, and shift travel to lower or non-polluting modes.

SCS Development Overview

Developing the region's SCS as an integral part of *Connect SoCal* involves significant public outreach, technical exercises, procedural steps, and coordination amongst multiple agencies. The attached **Sustainable Communities Strategy Framework and Development Process** document provides an overview of key elements that will integrate with *Connect SoCal*.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2018-2019 Overall Work Program (290.4826.01, SCS Scenario Development and Outreach; and 290.4841.01, RTP/SCS Land Use Policy & Program Development)

ATTACHMENT(S):

1. Sustainable Communities Strategy Framework and Development Process

Sustainable Communities Strategy Framework and Development Process

Developing the region's Sustainable Communities Strategy (SCS) as an integral part of *Connect SoCal*, SCAG's 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), involves significant public outreach, technical exercises, procedural steps, and coordination amongst multiple agencies. The following overview highlights key steps and inputs of SCS development.

Local Input Process

Developing and completing the SCS for *Connect SoCal* represents a 2-1/2 year long commitment that commenced in October 2017 when SCAG staff initiated the local input process. Local input provides the foundation for the SCS by highlighting recent growth policies and by confirming existing and proposed land use data. This year-long process involved meeting directly with all local jurisdictions to establish a regional profile of base year land use; population, household and employment growth; resource areas; sustainability practices; and local transit-supportive plans and policies.

Stakeholder Outreach

SCAG will use a multifaceted outreach process to inform the SCS and seek feedback on potential strategies. The **SCS Outreach and Engagement Strategy**, to be developed in Fall 2018, will outline what will be explored through stakeholder engagement, and detail how the outreach will inform the SCS scenarios and overall *Connect SoCal* development process. The key outreach activities related to SCS development include the following¹:

- [SCAG Regional Planning Working Groups](#) (Ongoing)
- Pre-Scenario Public Surveys (September 2018 – December 2018)
- Planning Directors Task Force (Fall 2018 – Spring 2019)
- Community Based Organization Partnerships (Fall 2018 – Fall 2019)
- Public Workshops (May 2019)

Key Strategy Areas

Strategies are the investments and policy solutions (proposed or adopted) intended to address regional challenges or achieve regional aspirations. Known challenges facing the region include traffic congestion, housing affordability, poor air quality, a changing climate, and disruptive technologies. Regional aspirations are given structure by *Connect SoCal* goals and are continually refined through the planning

¹ Note: This list is not inclusive of all outreach activities related to *Connect SoCal* development.

process. Collectively, the strategies included in the SCS* should demonstrate how the region can reduce per-capita GHG emissions to meet the 2020 and 2035 reduction targets. To develop effective strategies, SCAG examines existing conditions, trends, recent research, and planned regional investments and policies.

The potential strategies to be considered for inclusion in the SCS fall into multiple types as shown in the example from the California Air Resources Board in Figure 1 below.

FIGURE 1: CA Air Resources Board- SCS Strategy Examples

Strategy Type	Examples
Land Use	Infill development, increased multi-family and/or small lot development, increased densities for residential and commercial development, transit-oriented development, etc.
Transportation	Increased transit operations and efficiency, bike and pedestrian infrastructure, bikeshare systems, complete streets policies, etc.
Transportation Demand Management (TDM)	Carpool/vanpooling, rideshare and ridematching programs, carshare, high-occupancy vehicle (HOV) lanes, parking supply management, transportation incentive programs, etc.
Transportation Systems Management (TSM)	Traffic signal optimization, transit signal priority, ramp metering, incident management, intelligent transportation systems, integrated corridor management, etc.
Pricing Strategies	High-occupancy toll (HOT) lanes, local/regional congestion pricing, variable parking pricing, etc.
Vehicle Technology/Enhanced Mobility	ZEV/PHEV charging infrastructure, vehicle-to-vehicle technology, vehicle-to-infrastructure technology, neighborhood electric vehicles, autonomous vehicles, etc.

Source: ARB (2018) [Target Update: Appendix A](#)

The strategies that were included in the 2016 RTP/SCS are outlined below and include both strategies that lead to measurable GHG emission reductions and strategies that serve other plan goals (such as “Ensure travel safety and reliability for all people and goods in the region”).

2016 RTP/SCS Strategies²

Land use strategies

- Reflect our Changing Population and Demands
 - Increase in small lot single family and multifamily housing
 - Infill development near bus corridors and other transit infrastructure
- Focus New Housing and Employment Growth Around Transit
- Plan for Mixed Use Growth Around Livable Corridors
- Provide More Options for Short Trips
 - Support Neighborhood Electric Vehicle (NEV) use
 - Development of complete communities through a mix of land uses in strategic growth areas
- Support Local Sustainability Planning
- Protect Natural and Farm Lands
 - Redirecting growth away from high value habitat areas to existing urbanized areas

Transportation strategies

- Preserve our Existing System (“Fix-it-First”)
- Manage Congestion
 - Transportation Demand Management (ex. ridesharing, teleworking)
 - Transportation Systems Management (ex. advance ramp metering)
- Promote Safety and Security
- Transit
 - Implement new Bus Rapid Transit (BRT) and limited-stop bus service
 - Increase bicycle carrying capacity on transit and rail vehicles
 - Expand and improve real-time passenger information systems
- Passenger Rail
 - Improve the Los Angeles- San Diego- San Luis Obispo Rail Corridor
 - Improve the existing Metrolink system
 - Implement Phase One of the California High-Speed Train
- Active Transportation
 - Develop regional bikeway corridors and greenway corridors
 - Improve biking and walking access to transit (transit integration)
 - Provide education and encouragement for current and potential active transportation users.
- Highways and Arterials
 - Focus on addressing non-recurring congestion with new technology.
 - Support Complete Streets opportunities where feasible and practical
- Regional Express Lane Network

² See [Chapter 5](#) of the 2016 RTP/SCS for a full description of these strategies.

- Expand and extend regional express lane network

2016 RTP/SCS Strategies (continued)

- Goods Movement
 - Regional Clean Freight Corridor System
 - Truck bottleneck relief

Connect SoCal will expand from the 2016 RTP/SCS to incorporate, refine, and build from the strategies included in that plan. As mentioned above, through the planning process, SCAG will examine emerging conditions such as potential climate change impacts and trends such as the building of accessory dwelling units that can lead to new strategy development. A few of the strategies that will be further explored for their GHG reduction potential during development of the 2020 RTP/SCS, *Connect SoCal*, include the following:

Additional Connect SoCal Strategies

- Jobs-Housing Fit and Balance
- Parking Management
- Automated Vehicles and other Mobility Technologies
- Pricing
- Transit and shared mobility innovations including microtransit, transportation network companies (TNC) partnerships, and fare subsidies
- Safe Routes To School
- Goods Movement
 - Last mile delivery strategies

Scenario Development

SCAG uses scenario planning to develop, evaluate, and consider distinct pathways the region could take to meet *Connect SoCal's* goals. Each scenario is made up of a unique combination of strategies. As stated in the [Bottom-Up Local Input and Envisioning Process](#) Principle #3 (adopted October 2017):

SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices, and will be compared to the “base case” in order for the Regional Council and Policy Committees to evaluate the merits of regional decisions for the Plan.

Additional objectives for the draft scenarios include:

- be distinct from each other
- be thematic or easily communicated as concepts.

- be sensitive to the modeling capabilities of SCAG’s technical tools such as the Scenario Planning Model (SPM) and the Activity Based Model (ABM)

Generally, scenario development proceeds through several steps to answer the following key questions³:

- **Where are we now?** (Local input process and evaluation of regional trends)
- **Where do we want to go?** (Goals and Guiding Policies, regional envisioning process)
- **What could the future look like?** (“Base case” and alternative scenarios)
- **What impacts do scenarios have?** (Modeling and performance evaluation)

On the heels of the local input process (“Where are we now?”), SCAG seeks direction through additional stakeholder outreach and establishment of goals, guiding policies and performance measures which will underpin the **Scenario Development Principles** to be completed by the end of 2018. These principles will highlight broad directions and guidance for the scenario designs (“Where do we want to go?”) and will highlight emergent trends and preferred strategies for addressing issues. Given that the input from the outreach process may garner divergent opinions and information and highlight opposing priority areas, it will likely be necessary to distill the input into multiple distinct scenarios. Tentatively, the draft scenarios will align with the outline show in Figure 2.

FIGURE 2: Draft Scenario Designs Outline

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Theme	Trend	Local Input “Base Case”	<i>TBD</i>	<i>TBD</i>	<i>TBD</i>

In order to establish comparable scenarios, there will need to be common assumptions for all scenarios for those variables that cannot be influenced by regional investments or strategies, for example:

- Auto Operating Costs
- Regional Household, Population, and Jobs growth
- Technology: Horizon year for Automated Vehicle (AV) penetration
- Plan Base Year: 2016
- Plan Horizon Year: 2045

Once the scenarios have been developed, they will be shared with the general public through a series of workshops, as detailed below.

Public Workshops

At least 16 workshops will be conducted throughout the region in the Spring/Summer of 2019 to provide stakeholders a clear understanding of issues and

³ Adapted from [Federal Highway Administration Scenario Planning Guidebook](#)

policy choices, and to collect and process valuable feedback on scenarios developed. In order to provide the public with information and necessary tools for evaluation, each workshop will include urban simulation computer modeling to create visual representations of the SCS and/or Alternative Planning Strategy if applicable.⁴ These workshops will be held in each County in the region and at times and in locations that are accessible to the local population, as outlined in SCAG's Public Participation Plan.

Modeling Tools

After scenarios have been designed, they are evaluated using SCAG's two internally developed modeling tools, the Scenario Planning Model and the Activity Based Model. The modeling process produces quantitative measurement of key variables that help to assess the differences between scenario alternatives.

For strategies that cannot be reflected through either model, but for which there is data or research to demonstrate GHG reduction impacts, SCAG develops off-model methodologies to quantify related impacts.

Further detail about these tools and SCAG's off-model methodologies will be documented in **SCAG's Technical Methodology** which will be prepared for submission to the ARB in Spring 2019, in advance of SCAG's public workshops.

Preferred Scenario Recommendation

In Summer 2019, after the draft scenarios have been designed and evaluated, it will be necessary to develop a final preferred scenario to be recommended for adoption by SCAG's Regional Council as part of *Connect SoCal*. This preferred scenario can either be one of the initial scenario designs or a hybrid of multiple scenarios. The Draft Preferred Scenario will consist of a land use forecast, revenue forecast, transportation projects and programs, as well as transportation and land use policies.

Draft Sustainable Communities Strategy

Once the Draft Preferred Scenario is established, SCAG staff will draft the SCS for inclusion in *Connect SoCal*. The SCS will set forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies in the regional transportation plan, will reduce the GHG emissions from automobiles and light trucks to achieve the 19% per-capita GHG reduction from 2005 emission levels by 2035.

⁴ An Alternative Planning Strategy (APS) is not part of the RTP and is developed if the SCS does not achieve the GHG emission reduction target. The APS would describe the additional strategies that would be necessary to reach the GHG emission reduction target.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Kome Ajise, Director of Planning, Active Transportation &
Special Programs, 213-236-1835, Ajise@scag.ca.gov
Subject: Regional Planning Working Groups Schedule Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

EXECUTIVE SUMMARY:

SCAG Staff seeks to improve inter-disciplinary outreach and stakeholder engagement through the coordination of Regional Planning Working Groups (RPWG) hosted monthly. The working group series complements the Technical Working Group and existing working groups on Active Transportation, Public Health and Natural & Working Lands by allowing for deeper discussion on a wider range of issues related to the development and implementation of regional plans and policies. Enhanced engagement with stakeholders strengthens SCAG's role as a regional convener and is critical to finding new solutions to achieving more aggressive greenhouse gas reduction targets. The RPWG seeks to augment, not replace, the many existing committees and venues for engaging stakeholders in the regional planning process.

The schedule for RPWG meetings has been updated and is included in this report.

BACKGROUND:

The Regional Planning Working Groups (RPWG) serve as a forum for SCAG staff to engage regional stakeholders in the development and implementation of regional plans and policies to advance SCAG's goal of creating a brighter future for Southern Californians. Over the course of 2018 and 2019, the RPWG will receive in-depth presentations on core transportation and land-use policy areas. The goals of the RPWG include:

1. Providing staff with input on the development of the 2020 RTP/SCS and opportunities to increase its effectiveness as a tool for local planning and advocacy.
2. Ensuring regional policy development is informed by local context, diverse interests, and multi-disciplinary expertise.

3. Building a strong foundation to advance policy solutions through early engagement of agencies and partners who will either lead or champion implementation.
4. Surfacing innovative solutions or new approaches to address challenging problems.
5. Promoting alignment of initiatives with federal, state, regional, and local efforts.
6. Increasing awareness of programs and the ease of participating in the policy development process.
7. Fostering information sharing among stakeholders to facilitate regional consensus building and local action.

The RPWG provides greater structure for several existing ad hoc working groups in an effort to increase participation, promote openness and transparency, foster cross-pollination among stakeholders, and reduce the administrative burden for planning and administrative staff.

Participation

RPWG meetings will be structured as open public forums for information sharing only. The RPWG will not vote or take positions on any policy issues. The meetings will be organized and managed by SCAG staff with no formal chair or assigned roles for participants. SCAG Staff will document the meetings and provide summaries on the SCAG website. While the meetings are open to the public, they will be targeted toward peer stakeholders and staff from state, regional, and local agencies, non-profit organizations, local universities, and the business community.

Meetings

RPWG meetings will take place monthly through 2020 at SCAG's Los Angeles Office (video-conferencing/teleconferencing will be available) through the development of the 2020 RTP/SCS and are anticipated to be held for 2-3 hours following the Technical Working Group meeting (which is generally held on the third Thursday of each month), for the convenience of stakeholders. Agendas within each topical area are anticipated to build upon each other, and therefore, participants will be encouraged to attend on an on-going basis.

Working Groups

Staff has prepared an outlook of the Regional Planning Working Groups series for the entire FY 18-19 (see Schedule below). More topical areas may be added over the course of the year through the addition of stand-alone workshops or additional topical working groups. A description of the initial set of working groups and associated goals are below:

Active Transportation Working Group

The purposes of the Active Transportation meetings are to:

- Explore methods to increase the value of the 2020 RTP/SCS active transportation component for local jurisdictions and implementing agencies through enhancement of policies, analysis and presentation of the regional active transportation plan

- Share information on SCAG initiatives and funding programs, such as ATP and the Go Human Safety & Encouragement Campaign
- Discuss emerging issues and share innovations and best practices for increasing safe walking and biking across the region.

Environmental Justice (EJ) Working Group

The purposes of the Environmental Justice meetings are to share information regarding SCAG's EJ Program, and to discuss EJ topics and issues that were expressed during RTP/SCS outreach efforts and current EJ concerns raised by SCAG stakeholders. Some EJ topic discussions include, but are not limited to:

- Introduction and implementation of SB 1000;
- Public health impacts: air quality, access to parks and open space, mortality rates in EJ communities, noise impacts on EJ communities, etc.;
- Impacts of gentrification on low income communities and local businesses;
- Lack of transit access and impacts on EJ communities

Mobility Innovations Working Group

The Mobility Innovations meetings will discuss the deployment of a broad range of new mobility related services in the SCAG region including but not limited to ride-hailing, car-sharing, micro-transit, electric vehicles, and vehicle automation. The meetings will allow feedback on SCAG's efforts to model the effects of these nascent modes, and to assist in developing policies to mitigate counterproductive effects such as increased VMT and GHG emissions.

Natural and Working Lands Working Group

The purpose of the Natural Lands meetings is to gather a breadth of additional stakeholder input into the development and ongoing success of SCAG's conservation planning efforts. Meeting since 2014, the Natural Lands working group is comprised of a diverse group of stakeholders representing federal and state conservation agencies, nonprofits such as land trusts, academic institutions, as well as CTCs, Counties and Cities. The working group was instrumental in refining the conservation strategies and policies in the 2016 RTP/SCS Natural Lands Appendix, and will continue to be engaged for the 2020 RTP/SCS.

Public Health Working Group

The Public Health related meetings provide a forum for stakeholders throughout the region to convene and provide comments and recommendations for the promotion of public health in transportation and land use planning. The working group will serve as a platform for SCAG to receive feedback related to implementation of the 2016-2040 RTP/SCS, and preparation for the 2020 RTP/SCS

Safety Working Group

SCAG is interested in working more closely with transportation safety stakeholders on developing a Regional Transportation Safety Strategy that can be incorporated into the region’s next long-range plan, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). The purposes of the Safety meetings are to:

- Assist SCAG staff in developing transportation safety analyses and policies (e.g., existing conditions analysis; high injury corridor methodology and identification; safety target(s) and performance measures; strategies and actions).
- Provide SCAG staff with guidance on the development of the Regional Safety Strategy to be incorporated into the 2020 RTP/SCS.
- Motivate information sharing and the identification of best practices related to transportation safety, planning, and programming at the local level.

Sustainable Communities Working Group (SCWG)

The Sustainable Communities Working Group meetings will help SCAG and regional stakeholders balance conservation and development strategies, reduce greenhouse gas (GHG) emissions, adapt to a changing climate, cultivate livable communities, and ease pressures on natural systems. The SCWG will provide a candid and collaborative forum to develop and discuss policies that can yield new and valuable regional benefits with positive and sustained outcomes.

SCHEDULE:

Meetings will be held monthly (third Thursday of each month) and agendas posted on SCAG’s website:

<http://www.scag.ca.gov/committees/Pages/CommitteeL2/SingleCommittee.aspx?CID=42>

Regional Planning Working Groups Schedule		
21-Sep-18	Active Transportation	Public Health
18-Oct-18	Mobility Innovations	Safety
15-Nov-18	Sustainable Communities	Natural Lands Conservation
19-Dec-18	Active Transportation	Mobility Innovations
17-Jan-19	Environmental Justice	Public Health
21-Feb-19	Natural Lands Conservation	Sustainable Communities
18-Mar-19	Active Transportation	Safety
18-Apr-19	Public Health	
16-May-19	Mobility Innovations	Natural Lands Conservation
20-Jun-19	Active Transportation	Environmental Justice



FISCAL IMPACT:

The RPWG series is funded as part of each SCAG program in the FY 18-19 OWP.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Rongsheng Luo, Program Manager II, Compliance &
Performance Monitoring, (213) 236-1994, LUO@scag.ca.gov
Subject: Potential Strategies for Facility-Based Mobile Source Measures
Adopted in 2016 South Coast Air Quality Management Plan
(AQMP)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:
For Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC AND RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
Since the November 2, 2017 informational staff report to the RC and policy committees CEHD,EEC, and TC, the South Coast Air Quality Management District (SCAQMD) staff has been continuing implementation of the facility-based mobile source measures adopted in the 2016 South Coast AQMP. Mr. Ian MacMillan, SCAQMD Planning & Rules Manager, will present a summary of emission reduction strategies that SCAQMD will pursue for sources covered by 2016 AQMP Facility-Based Mobile Source Measures including airports, marine ports, new and redevelopment projects, rail yards, and warehouses.

BACKGROUND:
As reported previously, the Final 2016 South Coast Air Quality Management Plan (AQMP) includes five facility-based mobile source measures seeking emission reductions from new development and redevelopment projects, marine ports, railyards, warehouses, and commercial airports. The SCAQMD Governing Board and the California Air Resources Board also have given additional directions to their respective staff regarding commercial airports and large freight facilities at their respective adoptions of the 2016 South Coast AQMP in March 2017.

In implementing the 2016 AQMP and the Boards’ directions, the SCAQMD staff formed five working groups in May 2017, and have been holding multiple meetings of the working groups as well as



developing both voluntary and regulatory measures in a process that has included extensive public input.

At its meeting on May 4, 2018, the SCAQMD Governing Board voted to direct its staff to further develop voluntary and regulatory measures to reduce emissions from ports, warehouses, airports, rail yards, and new development and redevelopment projects.

Several SCAG staff from the relevant subject areas have been actively participating in these working group meetings and providing input within their respective areas. SCAG staff will continue to participate in and closely monitor the working group process and will report back to the Regional Council and Policy Committee(s) as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the current FY18-19 Overall Work Program (025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. SCAQMD PowerPoint Presentation Facility-based Mobile Source Measures 090618

Potential Strategies for Facility-Based Mobile Source Measures Adopted in 2016 South Coast Air Quality Management Plan (AQMP)



SCAG Energy and Environment Committee
September 6, 2018

Background



- Ø 5 Facility-Based Mobile Source Measures (FBMSM) included in 2016 AQMP
 - Ø Airports, New/Redevelopment, Ports, Railyards, Warehouses
- Ø Primary goal of FBMSM is to reduce NO_x emissions
 - Ø Assists in implementing CARB's Mobile Source Strategy "Further Deployment" control measures
 - Ø Measures need to be defined and in place 3 years before attainment deadline
 - Ø Mobile source strategies from CARB and SCAQMD are meant to complement each other



Board Approved Approach - Warehouses

Potential Voluntary Measures

- Ø New CEQA Air Quality Mitigation Fund
- Ø Warehouse Guidance Document (with CARB)
- Ø Explore Green Delivery options (e.g., opt-in fee to fund cleaner fleet)

Potential Regulatory Measures

- Ø Begin Indirect Source rulemaking activities
- Ø Interim Analyses
 - Ø Anticipated Emission Reductions
 - Ø Cost of Compliance
 - Ø Economic Impact Study + 3rd party review
 - Ø Industrial Real Estate Market Impact
 - Ø Technological Availability

Reporting Frequency to Board

- Ø Report to full Governing Board every 3-6 months



Board Approved Approach - Rail Yards

Potential Voluntary Measures

Ø Staff to work with San Bernardino County Supervisor Rutherford to explore potential for new agreements or MOUs beyond existing 1998 & 2005 agreements

Potential Regulatory Measures

Ø Begin Indirect Source rulemaking activities
Ø If ISR approved by Board, harmonization at federal level with ICCTA likely required before rule is enforceable

Reporting Frequency to Board

Ø Review progress every 9 months with Mobile Source Committee



Board Approved Approach - Ports

Potential Voluntary Measures

- Ø Pursue individual MOUs on specific Clean Air Action Plan measures
- Ø Pursue introduction of cleaner vessels
 - Ø Demonstrations, incentives, etc.

Potential Regulatory Measures

- Ø Do not pursue ISR at this time

Reporting Frequency to Board

- Ø Review progress every 6-9 months with Mobile Source Committee

Board Approved Approach - New/Redevelopment



Potential Voluntary Measures

- Ø New CEQA Air Quality Mitigation Fund
- Ø Update SCAQMD CEQA Handbook
- Ø Continue to work with Public Utilities Cmsn., Energy Cmsn., and utilities to expand charging/alt-fueling infrastructure

Potential Regulatory Measures

- Ø Delay consideration of beginning Indirect Source rulemaking activities until additional analysis is completed
- Ø Continue to work with stakeholders
 - Ø Rule Concepts
 - Ø Timelines
 - Ø Preliminary estimates of costs/benefits

Reporting Frequency to Board

- Ø Report to full Governing Board in September
- Ø Quarterly reporting thereafter



Board Approved Approach - Airports

Potential Voluntary Measures

- Ø Pursue individual MOUs with each airport
- Ø Airport-specific Clean Air Action Plans
- Ø Include explicit process for pursuing FAA VALE/ZEV funding

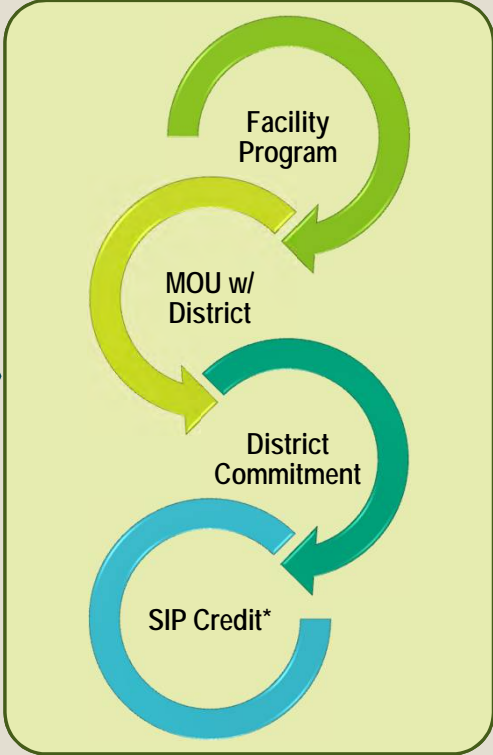
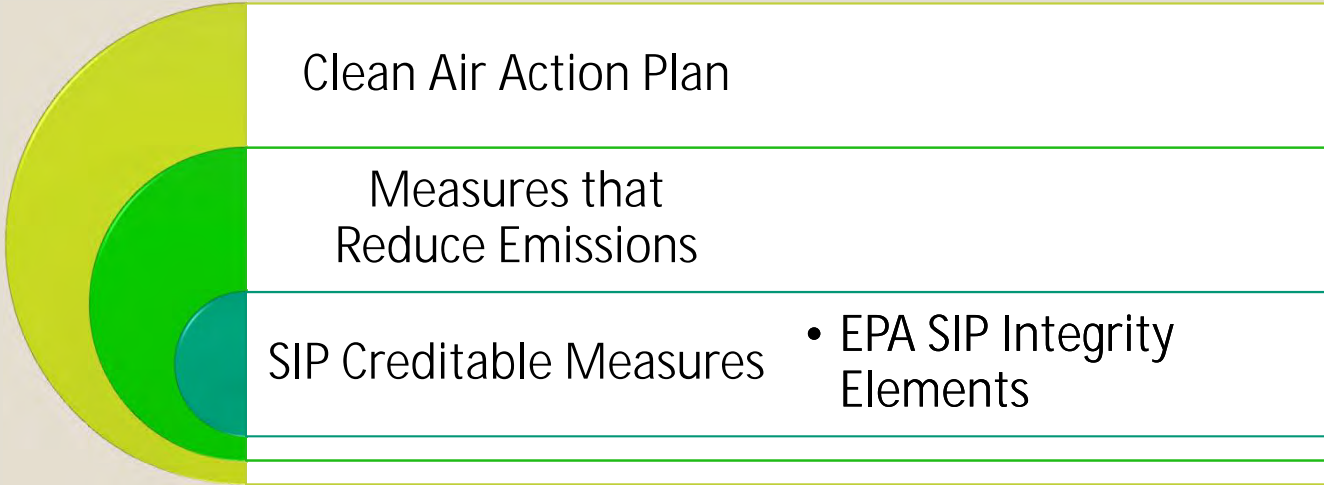
Potential Regulatory Measures

- Ø Do not pursue ISR now

Reporting Frequency to Board

- Ø Review progress every 9 months with Mobile Source Committee

Potential MOU Approach for Clean Air Action Plans



Ø MOU can include specific measures or emission targets
 Ø With MOU, SCAQMD Board would commit to SIP-creditable emission reductions, or alternative measures if Facility Program/MOU unsuccessful

*Subject to EPA Approval

Potential Regulatory Approach

Multiple Compliance Options*

Fleet Certification + ISR

Facility-Specific Credits

Mitigation Fee

Others?

Voluntary Fleet Certification

Facility ISR Requirement

Examples:
-Infrastructure
-Demonstration of equivalent measures

Funds used to incentivize reductions elsewhere

*No compliance option would intrude on local agencies' land use authority

Staff Lead Contacts

Ø Warehouses & Rail Yards - Ian MacMillan (909) 396-3244 imacmillan@aqmd.gov

Ø Ports & Airports - Zorik Pirveysian (909) 396-2431 zpirveysian@aqmd.gov

Ø New/Redevelopment - Jillian Wong (909) 396-3176 jwong1@aqmd.gov



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Michael Gainor, Senior Regional Planner, Compliance &
Performance Monitoring, (213) 236-1822, Gainor@scag.ca.gov
Subject: Draft MAP-21 PM 2 & PM 3 Targets

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Recommend that the Regional Council adopt SCAG’s performance measure targets for the MAP-21 performance management packages PM #2 and PM #3, which are supportive of the adopted statewide targets.

RECOMMENDED ACTION FOR CEHD AND EEC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

The ‘Moving Ahead for Progress in the 21st Century’ (MAP-21) federal transportation authorization bill, enacted in 2012, established a framework for a national performance-based transportation planning process through the setting of performance measures and performance targets to advance specific national transportation goals. The development of performance measures provides for a standardized metric for evaluating progress made toward meeting each of the national goals. Performance targets provide a numeric threshold by which the performance measures can be interpreted as having made adequate progress toward achieving federal performance goals. The performance-based planning program as defined by MAP-21 was continued in the subsequent federal transportation authorization legislation, the ‘Fixing America’s Surface Transportation (FAST) Act’, in 2015.

Federal rule-making has subsequently established a set of national performance measures and guidelines to be used for setting statewide and regional performance targets within several federal performance areas. FHWA released the federal performance measures rulemakings in three separate packages, which were identified as ‘Performance Management’ (PM) groups. PM #1, finalized in April, 2016, focuses on transportation system safety. Statewide PM #1 targets were established by Caltrans in April, 2017, with SCAG and the other major statewide MPOs electing to adopt the statewide targets within their respective regions.

In May 2017 FHWA released its final rulemaking in support of the other two Performance Management packages, PM #2 and PM #3. PM #2 focuses on pavement and bridge condition on the National Highway System. PM #3 provides a set of measures to evaluate highway system performance, freight movement, and the CMAQ program. MAP-21 requires the establishment of statewide performance measures for both of these PM groups by May 20, 2018. SCAG has been actively coordinating with Caltrans along with the other major California MPOs on the establishment of statewide performance targets for these two sets of federal performance metrics. Caltrans released the statewide PM #2 and PM #3 performance targets on May 20, 2018. MPOs across the state collaborated closely with Caltrans in the development of these statewide targets. SCAG staff recommend supporting the statewide targets and adopting SCAG-specific targets based on Caltrans' target setting methodology. If needed, SCAG will have the opportunity to revisit and update its targets during FY 2019.

BACKGROUND:

MAP-21 established a framework for the development and implementation of a national performance-based transportation planning program designed to advance specific national transportation goals. The MAP-21 performance-based planning program was continued in the subsequent federal transportation authorization legislation, the 'FAST' Act.

Federal rule-making in support of the MAP-21 performance based planning program has subsequently established a set of national performance measures and guidelines to be used for setting statewide and regional performance targets within several performance areas. FHWA released its performance management guidelines in three separate rulemakings. Performance Management package 1 (PM #1) was finalized in April, 2016. PM #1 focuses on transportation system safety. Statewide PM #1 targets were established by Caltrans in April, 2017, with SCAG and the other major statewide MPOs electing to adopt the statewide targets within their respective regions.

In May, 2017 FHWA released its final rulemaking in support of the other two Performance Management (PM) packages, PM #2 and PM #3. The rulemakings require Caltrans to establish statewide performance targets for both of these Performance Management packages by May 20, 2018. SCAG staff have coordinated closely with Caltrans and with the other major California MPOs on the establishment of statewide performance targets for these two sets of federal performance metrics.

PM #2 focuses on pavement and bridge condition on the National Highway System (NHS). In California, the NHS is owned and operated by Caltrans in conjunction with local jurisdictions. The NHS includes the Interstate Highway System plus additional roadways such as principal arterials that are considered particularly important to the nation's economy, defense, and mobility. NHS pavement condition is especially critical in the SCAG region since 20 percent of the state's non-interstate pavement is located within our region.

PERFORMANCE MEASURES:

PM #2 includes six specific performance measures to evaluate NHS pavement and bridge condition:

- Percentage of Interstate system pavement in 'Good' condition

- Percentage of Interstate system pavement in 'Poor' condition
- Percentage of non-interstate NHS pavement in 'Good' condition
- Percentage of non-interstate NHS pavement in 'Poor' condition
- Percentage of NHS bridges in 'Good' condition
- Percentage of NHS bridges in 'Poor' condition

Please see Attachment 1 for more details regarding the PM #2 statewide NHS pavement and bridge condition targets.

PM #3 provides a set of six specific measures to evaluate NHS System Performance, Freight Movement, and the CMAQ program.

The PM #3 NHS System Performance category includes two specific measures:

- Percent of reliable person-miles travelled on the Interstate system
- Percent of reliable person-miles travelled on the non-interstate NHS

There is one performance measure for Freight Movement:

- Percent of Interstate system mileage providing for reliable truck travel times (reported as 'Truck Travel Time Reliability Index', with lower values indicating more reliable performance)

The CMAQ program includes three specific performance measures:

- Total emission reductions by applicable pollutants under the CMAQ program
- Annual hours of peak hour excessive delay per capita
- Percent of non-single occupancy vehicle travel

Please see Attachment 2 for more details regarding the PM #3 statewide targets.

PERFORMANCE TARGETS:

Caltrans, as the state Department of Transportation (DOT), is required to establish a set of statewide targets that reflect the anticipated performance level at the end of each four-year reporting period for each of the measures. MAP-21 also provides for a 'Mid Performance Period Progress Report', which occurs two years after the beginning of a performance period, in the case of this initial reporting cycle, on January 1, 2020. To fulfill this requirement, Caltrans must also establish two-year targets for each of the measures to reflect anticipated performance at the midpoint of each reporting period. The 'Mid Performance Period Progress Report' allows Caltrans and SCAG to evaluate conditions two years into the reporting period and to adjust their four-year targets as needed to account for any unforeseen changes in anticipated performance. Caltrans is required to coordinate with MPOs, including SCAG, when adjusting any of the statewide four-year performance targets.

MAP-21 provides MPOs, including SCAG, the option to either accept the two and four-year statewide targets set by Caltrans for implementation at the regional level, or to develop a separate

set of regional targets applicable only to the SCAG region. SCAG will have until November 16, 2018 to make a final determination in regard to the applicable PM #2 and PM #3 performance targets.

PM #2 STATEWIDE TARGETS:

As shown in Attachment 1, the statewide PM #2 targets provide for a moderate decrease in the percentage of Interstate System pavements classified as being in 'Good' condition, from 47.9 percent in 2017 to 45.1 percent after 2 years, then to 44.5 percent at the end of the four year performance period. Likewise, the percentages for Interstate System pavements in 'Poor' condition show a small increase over the performance period, from 3.1 percent in 2017 to 3.5 percent after 2 years, then to 3.8 percent after 4 years. The Interstate System targets were developed by Caltrans with the acknowledgment that many of the planned interstate improvement projects to be funded through SB 1 will not yet be operational. Please note that approximately 51 percent of statewide Interstate System pavements were classified as being in 'Fair' condition in 2017.

Targets for non-interstate NHS pavements anticipate gradual improvement over the performance period. In 2017, 25.5 percent of statewide non-interstate NHS pavements were classified as being in 'Good' condition, with targets of 28.2 percent after 2 years, and 29.9 percent at the end of the four year performance period. 7.1 percent of statewide non-interstate NHS pavements were considered to be in 'Poor' condition in 2017, with targets of 7.3 percent after 2 years and 7.2 percent at the end of the four year period. Statewide NHS bridge condition targets indicate steady improvement over the performance period, with 66.5 percent of bridges classified as being in 'Good;' condition in 2017, with statewide targets of 69.1 percent after 2 years, and 70.5 percent at the end of the four year reporting period. Statewide NHS bridges considered to be in 'Poor' condition were at 4.8 percent in 2017, with targets of 4.6 percent after 2 years and 4.4 percent after 4 years. Please note that approximately 71 percent of statewide NHS bridges were classified as being in 'Fair' condition in 2017.

The second table in Attachment 1 shows Caltrans targets for pavements and bridges located within the SCAG region. Non-interstate NHS pavements within the SCAG region show moderate improvement over the performance period, with 3.7 percent considered to be in 'Good' condition in 2017, and targets of 4.0 percent after 2 years and 4.7 percent after 4 years. Likewise, the percentage of non-interstate pavements in the SCAG region classified as being in 'Poor' condition is expected to gradually decrease, from 14.4 percent in 2017, to 13.8 percent after 2 years, and down to 12.7 percent after 4 years.

The Caltrans targets also indicate steady improvement of NHS bridge condition in the SCAG region. 36.1 percent of bridges in the SCAG region were classified as being in 'Good' condition in 2017, with a 2 year target of 37.9 percent, and a 4 year target of 41.4 percent. 14.8 percent of NHS bridges in the SCAG region were considered to be in 'Poor' condition in 2017, with Caltrans targets of 14.0 percent after 2 years, and down to 12.4 percent at the conclusion of the four year reporting period. Please note that about 82 percent of Interstate System pavements and 49 percent of the NHS bridges in the SCAG region were classified as being in 'Fair' condition in 2017.

PM #3 STATEWIDE TARGETS:

As demonstrated in Attachment 2, the statewide targets for the PM #3 performance measures anticipate small but steady improvement for each of the travel time reliability performance

indicators. In 2017, 64.6 percent of total person-miles of travel on the Interstate System was considered reliable. Caltrans established statewide interstate travel time reliability targets of 65.1 percent after 2 years, then up to 65.6 percent after 4 years. On the non-interstate NHS, 73.0 percent of total person miles traveled were considered reliable in 2017. Caltrans introduced a statewide target of 74 percent after 4 years. A 2-year non-interstate travel time reliability target is not required for the initial MAP-21 performance reporting cycle. Truck travel time reliability is reported as the Truck Travel Time Reliability Index (TTTRI), which is a value calculated as the ratio of the 95th percentile truck travel time (least reliable travel time) by the normal (50th percentile) travel time along a specific highway segment. A higher TTTRI value represents a less reliable travel time, therefore a lower value indicates improvement in reliability. In 2017, the statewide TTTRI was 1.69. Caltrans has developed targets for moderate truck travel time reliability improvement over the reporting cycle, to 1.68 after 2 years and down to 1.67 after 4 years.

In regard to the CMAQ program emissions reduction performance measures, Caltrans has established statewide targets that reflect small increases for each of the criteria pollutants amounting to 1.0 percent after 2 years, and 2.0 percent after 4 years.

The two CMAQ traffic congestion performance measures, 'Annual Hours of Peak Hour Excessive Delay' and 'Percent of Non-Single Occupancy Vehicle Travel' are applicable only to the two U.S. Census designated 'Urban Areas' within the SCAG region that have populations exceeding one million. These Urban Areas include 'Los Angeles/Long Beach/Anaheim' and 'Riverside/San Bernardino'. MAP-21 requires that Caltrans and SCAG coordinate on the establishment of a single, unified set of targets for these two CMAQ traffic congestion measures for each of the SCAG region's two designated Urban Areas. The two CMAQ traffic congestion measures, and the associated 2-year and 4-year unified targets for the two Urbanized Areas in the SCAG region, are highlighted in yellow on Attachment 2.

In the Los Angeles/Long Beach/Anaheim Urban Area, per capita hours of peak hour excessive delay was reported at 51.7 hours in 2017. The 2017 value was reported at 16.3 hours for the San Bernardino/Riverside Urban Area. Choosing a conservative approach for the initial reporting cycle, Caltrans and SCAG agreed that a 1.0 percent improvement after 4 years for both of SCAG's Urban Areas would be appropriate. The same conservative approach was followed in developing targets for the 'Non-Single Occupancy Vehicle Travel' measure, with a 0.5 percent increase after 2 years, and 1.0 percent increase at the conclusion of the 4 year performance reporting period for both Urban Areas in the SCAG region.

Please note that two of the PM #3 performance measures, 'Percent of Reliable Person-Miles Travelled on the Non-Interstate NHS' and 'Annual Hours of Peak Hour Excessive Delay per Capita', require only the establishment of a four-year target for the initial MAP-21 performance reporting cycle due to current data limitations.

PERFORMANCE REPORTING:

The MAP-21 reporting framework is based on four-year performance periods, the first of which began on January 1, 2018 and will end on December 31, 2021. Due to federal air quality conformity reporting requirements, the CMAQ measure for 'Total Emission Reductions by Applicable

Pollutants' features a slightly different schedule, with the initial four-year reporting period beginning on October 1, 2017 and ending on September 30, 2021.

To establish an initial dataset for comparison with future performance, MAP-21 requires that Caltrans submit a 'Baseline Performance Period Report' by October 1, 2018. The baseline report includes the two and four-year statewide targets for each of the federal performance measures, and provides quantitative 'existing conditions' data for each of the measures, indicating how the state is currently performing. This baseline dataset will then be used as a benchmark to evaluate progress made toward achievement of the two-year and four-year targets.

At the conclusion of each four-year performance reporting cycle, Caltrans will be required to submit a report to FHWA indicating the extent to which each of the designated statewide performance targets for each of the federal measures was achieved. If FHWA determines that sufficient progress has not been made toward meeting any of the targets, a separate report must be submitted by Caltrans indicating why the targets were not met and what steps are being taken to ensure the targets are met during the subsequent reporting cycle.

CURRENT ACTIVITIES:

Caltrans submitted the statewide PM #2 and PM #3 performance targets to FHWA on May 20, 2018. The rulemakings provide SCAG 180 days from the date of submittal of the statewide targets to elect either to adopt the Caltrans statewide targets for implementation within the SCAG region, or to develop a separate set of performance targets specific to our region. SCAG will therefore have until November 16, 2018 to either communicate our intent to adopt the statewide PM #2 and PM #3 performance targets, or to provide Caltrans our own set of regional targets. If SCAG chooses to adopt the statewide targets, we are agreeing to plan and program projects that are supportive of the Caltrans targets as applied at the regional level.

The two CMAQ program performance measures, discussed above, for which a single, unified target is required are excluded from the regional target setting option. Any adjustments made to the four-year targets established for those two measures at the two-year Mid Performance Reporting Period must be agreed upon collectively by Caltrans and SCAG.

NEXT STEPS:

SCAG staff participated in the development process of the statewide targets for PM #2 and PM #3 and have completed our review of the final targets that were provided by Caltrans on May 20, 2018. Based on this review, SCAG staff recommends supporting the statewide targets and adopting SCAG-specific targets based on Caltrans' target setting methodology. Pending the review of the policy committees, staff will be forwarding the proposed PM 2 and PM 3 targets to the Regional Council for approval at their October meeting.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 18/19 Overall Work Program (080.SCG00153.04: Regional Assessment).

ATTACHMENT(S):



-
1. Attachment 1: Caltrans PM2 Statewide Targets
 2. Attachment 2: Caltrans PM3 Statewide Targets
 3. Attachment 3_MAP-21 Target Setting Update_Presentation

Attachment 1: Caltrans Statewide PM 2 Targets

Statewide NHS Pavement & Bridge Performance Targets										
Pavement & Bridge Performance Measures	Existing (2017)		2-Year NHS Targets				4-Year NHS Targets			
			(1/1/18 - 12/31/19)				(1/1/20 - 12/31/21)			
	Good	Poor	Good	Change	Poor	Change	Good	Change	Poor	Change
NHS Pavements (Total)	30.4%	6.1%	32.5%	+2.1%	6.3%	+0.2%	33.6%	+3.2%	6.4%	+0.3%
Interstate	47.9%	3.1%	45.1%	-2.8%	3.5%	+0.4%	44.5%	-3.4%	3.8%	+0.7%
Non-Interstate	25.5%	7.1%	28.2%	+2.7%	7.3%	+0.2%	29.9%	+4.4%	7.2%	+0.1%
Bridges on the NHS	66.5%	4.8%	69.1%	+2.6	4.6%	-0.2%	70.5%	+4.0%	4.4%	-0.4%

SCAG Region Non-Interstate NHS Pavement & Bridge Performance Targets										
Pavement & Bridge Performance Measures	Existing (2017)		2-Year NHS Targets				4-Year NHS Targets			
			(1/1/18 - 12/31/19)				(1/1/20 - 12/31/21)			
	Good	Poor	Good	Change	Poor	Change	Good	Change	Poor	Change
Non-Interstate Pavement	3.7%	14.4%	4.0%	+0.3%	13.8%	-0.6%	4.7%	+1.0%	12.7%	-1.7%
Bridges on the NHS	36.1%	14.8%	37.9%	+1.8%	14.0%	-0.8%	41.4%	+5.3%	12.4%	-2.4%

Attachment 2: Caltrans PM 3 Statewide Performance Targets

Performance Measure	2017 Baseline Data	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate	64.6%	65.1% (+0.5%)	65.6% (+1.0%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	73.0%	N/A	74.0% (+1.0%)
Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	1.69	1.68 (-0.01)	1.67 (-0.02)
Total Emissions Reductions by Applicable Pollutants Under the CMAQ Program			
VOC (kg/day)	951.83	961.35 (+1.0%)	970.87 (+2.0%)
CO (kg/day)	6,863.26	6,931.90 (+1.0%)	7,000.54 (+2.0%)
NOx (kg/day)	1,753.36	1,770.89 (+1.0%)	1,788.43 (+2.0%)
PM10 (kg/day)	2,431.21	2,455.52 (+1.0%)	2,479.83 (+2.0%)
PM2.5 (kg/day)	904.25	913.29 (+1.0%)	922.34 (+2.0%)
Annual Hours of Peak Hour Excessive Delay per Capita	Caltrans & SCAG must coordinate on a single, unified 4-year target		
Sacramento UA	14.9 Hours	N/A	14.7 (-1.0%)
San Francisco-Oakland UA	31.3 Hours	N/A	30.0 (-4.0%)
San Jose UA	27.5 Hours	N/A	26.4 (-4.0%)
Los Angeles-Long Beach-Anaheim UA	51.7 Hours	N/A	51.2 (-1.0%)
Riverside-San Bernardino UA	16.3 Hours	N/A	16.1 (-1.0%)
San Diego UA	18.4 Hours	N/A	18.0 (-2.0%)
Percent Non-Single Occupancy Vehicle (SOV) Travel	Caltrans & SCAG must coordinate on a single, unified 2-year & 4-year target		
Sacramento UA	22.8%	23.3% (+0.5%)	23.8% (+1.0%)
San Francisco-Oakland UA	44.3%	45.3% (+1.0%)	46.3% (+2.0%)
San Jose UA	24.5%	25.5% (+1.0%)	26.5% (+2.0%)
Los Angeles-Long Beach-Anaheim UA	25.6%	26.1% (+0.5%)	26.6% (+1.0%)
Riverside-San Bernardino UA	22.7%	23.2% (+0.5%)	23.7% (+1.0%)
San Diego UA	23.8%	24.8% (+1.0%)	25.2% (+1.4%)

Attachment 2: Caltrans PM3 Statewide Targets (Draft MAP-21 PM 2 & PM 3 Targets)

MAP-21 Performance Monitoring Target Setting Update

Transportation Committee
September 6, 2018

Mike Gainor, Senior Regional Planner
Daniel Tran, Senior Regional Planner



MAP-21 Performance Monitoring



- MAP-21 (2012) established a legislative foundation for a national performance-based transportation planning program.
- The FAST Act (2015) continued the performance monitoring requirements outlined in MAP-21.
- State DOTs & MPOs are required to establish performance targets supportive of national transportation goals.
- FHWA rule-making established a set of national performance measures & guidelines for the setting of statewide & regional performance targets.

1

Performance Measures & Targets



- Performance measures are quantitatively defined metrics used to assess progress toward designated performance objectives.
- MAP-21 performance measures were established by FHWA through Performance Management Groups (PM) 1, 2, & 3.
- Performance targets represent the performance level anticipated for each measure within a specified reporting period.
- Targets are developed by the State DOT (Caltrans) & by MPOs (SCAG).
- SCAG has been actively involved in the statewide MAP-21 target setting process in coordination with Caltrans & the other major California MPOs.

2

MAP-21 Performance Management



Final FHWA rule-making was promulgated in (3) separate Performance Management (PM) packages:

PM #1: Highway Safety (May, 2016). Statewide & regional PM #1 targets were set in May, 2017.

PM #2: National Highway System (NHS) Pavement & Bridge Condition (May, 2017).

PM #3: NHS System Performance, Freight Movement, & CMAQ Program (May, 2017).

- Statewide PM #2 & PM #3 targets were set by Caltrans in May, 2018.
- SCAG will have until November 16, 2018 to elect either to adopt Caltrans' statewide PM #2 & PM #3 targets, or develop a separate set of regional targets.

3

Pavement & Bridge Performance Management Final Rule (PM #2)

- Effective May 20, 2017
- Statutory authority under MAP-21 (49 USC 490)
- Establishes performance measures for pavement and bridge conditions on the National Highway System (NHS) Interstate System and on remainder of the NHS (Non-Interstate)
- **Pavement**
 - % of pavement in good conditions
 - % of pavement in poor conditions
 - Lane miles
- **Bridge**
 - % of bridges in good conditions
 - % of bridges in poor conditions
 - Square feet (Deck Area)



4

Pavement Performance Measures

- Good/fair/poor measure determined based on 4 metrics
 - If all are good the combined measure is good
 - If >2 metrics are poor the combined measure is poor
- Need to report conditions and targets for % good and poor for Interstate and non-Interstate NHS
- Rule sets an additional goal of <5% poor for Interstates

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170 95-220*	>170 >220*
Cracking (%)	<5	5-10	>10
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15

5

Bridge Performance Measures



- Good/Fair/Poor measure based on National Bridge Inventory (NBI) ratings
 - Use minimum of deck, superstructure, and substructure
 - Report conditions and targets for % good and poor for NHS bridges
- Additional goal of <10% of the NHS bridge deck area structurally deficient

		NBI Rating Scale <small>(from 0 – 9)</small>								
		9	8	7	6	5	4	3	2	1
		Good			Fair			Poor		
Bridge	Deck <small>(Item 58)</small>	≥7			5 or 6			≤4		
	Superstructure <small>(Item 59)</small>	≥7			5 or 6			≤4		
	Substructure <small>(Item 60)</small>	≥7			5 or 6			≤4		
	Culvert <small>(Item 62)</small>	≥7			5 or 6			≤4		

6

Performance Target Setting Requirements



FHWA 2 & 4-Year Targets

- Requirements set forth in 23 CFR 490
- 1st 4-year Performance Period (Jan 2018 – Dec 2021)
- 2-year Mid-Performance Point
- Pavement and bridge only
- NHS inventory
- Targets are fiscally constrained
- Caltrans set 2 & 4-yr targets on May 2018
- No penalties

7

PM #2 Pre-Target Setting



- Prior to setting targets, Caltrans asked MPOs to complete a PM #2 Condition Reporting Form.
- SCAG provided expected conditions for our region over the next 2 & 4 years.
- SCAG leveraged the Statewide Transportation Asset Management Plan (TAMP) which includes 10-year targets for pavement & bridges.
- Applied average annual growth rate to establish 2 & 4 year targets for the SCAG region.

Expected 2-Year NHS Pavement and Bridge Map-21 Based Condition
(Quantity weighted average)

2-Year Performance Targets	Inventory	Good	Fair	Poor
Pavement Lane Miles (Miles)	Use Inventory from Caltrans Provided Worksheet	Provide one Good/Fair/Poor Condition Target per MPO in Total Lane Miles.		
Bridge Deck Area (Square Feet)		Provide one Good/Fair/Poor Condition Target per MPO in Total Square Feet.		

Expected 4-Year NHS Pavement and Bridge Map-21 Based Condition
(Quantity weighted average)

4-Year Performance Targets	Inventory	Good	Fair	Poor
Pavement Lane Miles (Miles)	Use Inventory from Caltrans Provided Worksheet	Provide one Good/Fair/Poor Condition Target per MPO in Total Lane Miles.		
Bridge Deck Area (Square Feet)		Provide one Good/Fair/Poor Condition Target per MPO in Total Square Feet.		

Expected 2-Year NHS Pavement and Bridge Map-21 Based Condition
(Quantity weighted average)

2-Year Performance Targets	Inventory	Good	Fair	Poor
Pavement Lane Miles (Miles)	11,718	468	9,630	1,620
Bridge Deck Area (Square Feet)	13,767,555	5,216,634	6,620,596	1,930,324

Expected 4-Year NHS Pavement and Bridge Map-21 Based Condition
(Quantity weighted average)

4-Year Performance Targets	Inventory	Good	Fair	Poor
Pavement Lane Miles (Miles)	11,840	553	9,778	1,509
Bridge Deck Area (Square Feet)	13,770,308	5,706,841	6,353,799	1,709,668



Attachment: Attachment 3_MAP-21 Target Setting Update_Presentation (Draft MAP-21 PM 2 & PM 3 Targets)

PM #2 Statewide Targets



Statewide NHS Pavement & Bridge Performance Targets											
Pavement & Bridge Performance Measures	Existing (2017)			2 Year NHS Targets (1/1/18 - 12/31/19)				4 Year NHS Targets (1/1/18 - 12/31/21)			
	Total	Good (%)	Poor (%)	Good (%)	Change	Poor (%)	Change	Good (%)	Change	Poor (%)	Change
NHS Pavements (Total)	56,075 lane miles	30.4%	6.1%	32.4%	↑ 2.0%	6.3%	↓ 0.2%	33.5%	↑ 3.1%	6.4%	↓ 0.3%
Non-Interstate	41,917 lane miles	25.5%	7.1%	28.2%	↑ 2.7%	7.3%	↓ 0.2%	29.9%	↑ 4.4%	7.2%	↓ 0.1%
Interstate	14,159 lane miles	47.9%	3.1%	45.1%	↓ -2.8%	3.5%	↑ 0.4%	44.5%	↓ -3.4%	3.8%	↑ 0.7%
Bridges on the NHS	234,285,883 sq. ft.	66.5%	4.8%	69.1%	↑ 2.6%	4.6%	↓ -0.2%	70.5%	↑ 4.0%	4.4%	↓ -0.4%

SCAG Pavement & Bridge Performance Targets											
Pavement & Bridge Performance Measures	Existing (2017)			2 Year NHS Targets (1/1/18 - 12/31/19)				4 Year NHS Targets (1/1/18 - 12/31/21)			
	Total	Good (%)	Poor (%)	Good (%)	Change	Poor (%)	Change	Good (%)	Change	Poor (%)	Change
Non-Interstate	11,658 lane miles	3.7%	14.4%	4.0%	↑ 0.3%	13.8%	↓ -0.6%	4.7%	↑ 1.0%	12.7%	↓ -1.7%
Bridges on the NHS	13,766,178 sq. ft.	36.1%	14.8%	37.9%	↑ 1.8%	14.0%	↓ -0.8%	41.4%	↑ 5.3%	12.4%	↓ -2.4%

- The statewide target is a roll up from individual MPO targets weighted based on percentage of NHS pavement and bridges
- SCAG non-interstate pavement = 20% of entire state; SCAG NHS bridge = 5% of the entire state
- Overall, at the 2 and 4 year period 'good' pavement and bridges are expected to marginally increase, while 'poor' pavement and bridges conditions are expected to decrease.

PM #2 Performance Targets



- Statewide targets based on roll up of individual regional targets.
- Targets must be incorporated into the FTIP and RTP/SCS
- If Caltrans determines that targets are not being met after the 2-year target date (December, 2019), there is an opportunity to revise the 4-year condition target (i.e. repeal of SB-1).
- There are **no penalties** if targets are not met, however MPOs will need to report to Caltrans regarding steps for improvement.



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PM #3: NHS Performance, Freight, & CMAQ



Performance Management Group 3 (PM #3) consists of (3) categories of federal performance measures:

- 1) National Highway System Performance (2 measures)
- 2) Freight (1 measure)
- 3) CMAQ Program (3 measures)

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PM #3: NHS Performance, Freight, & CMAQ



The PM #3 National Highway System Performance category consists of (2) performance measures:

- 1) Percent of Reliable Person-Miles Traveled on the Interstate System.
- 2) Percent of Reliable Person-Miles Traveled on the Non-Interstate National Highway System.

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PM #3: NHS Performance, Freight, & CMAQ



The PM 3 'Freight' performance category consists of (1) performance measure:

- 1) Percent of Interstate System Mileage Providing Reliable Truck Travel Times.

The PM #3 'CMAQ Program' performance category features (3) performance measures:

- 1) Total Emissions Reductions by Applicable Pollutants (VOC, CO, NOx, PM 2.5, PM 10).
- 2) Annual Hours of Peak Hour Excessive Delay per Capita.
- 3) Percent Non-Single Occupancy Vehicle (SOV) Travel.

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PM #3: NHS Performance, Freight, & CMAQ

Statewide PM #3 NHS Performance Targets

Performance Measure	2017 Baseline	2-Year Target	4-Year Target
Percent of Reliable Person-Miles Traveled on the Interstate System	64.6%	65.1% (+0.5%)	65.6% (+1.0%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	73.0%	N/A	74.0% (+1.0%)

- Caltrans released its statewide PM #3 targets in May, 2018.
- For the Interstate System travel time reliability measure, Caltrans selected a 2-year target (65.1%) to provide for a 0.5% improvement over the 2017 baseline value of 64.6%.
- The 4-year Interstate System target continues the 2-year improvement trend to a full 1.0% over baseline to 65.6%.
- FHWA rulemaking requires only a 4-year target for the non-interstate NHS travel time reliability measure. Caltrans selected a statewide target of 1.0% improvement over the baseline value (73% to 74%).

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PM #3: NHS Performance, Freight, & CMAQ

Statewide PM #3 Freight Travel Time Targets

Performance Measure	2017 Baseline	2-Year Target	4-Year Target
Percent of Interstate System Mileage Providing Reliable Truck Travel Time	1.69	1.68 (-0.01)	1.67 (-0.02)

- For the Freight travel time reliability measure, Caltrans selected a 2-year target (1.68) for an improvement of 0.01 over the 2017 baseline value (1.69).
- The 4-year Freight travel time reliability target continues the moderate improvement trend down to 1.67, for an improvement of 0.02 over the baseline.
- Freight travel time reliability is evaluated using the 'Truck Travel Time Index' (TTTI).
- TTTI is calculated as the ratio of the 95th percentile (slowest) travel time on an interstate segment by the 50th percentile (normal) travel time on that segment.
- For example, if the normal travel time is 50 MPH and the 95th percentile travel time is 30 MPH, the TTTI for that segment would be 1.67.

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PM #3: NHS Performance, Freight, & CMAQ

Statewide CMAQ Program Emissions Reduction Targets

Total Emissions Reductions by Applicable Pollutants	2017 Baseline	2-Year Target	4-Year Target
VOC (kg/day)	951.83	961.35 (+1.0%)	970.87 (+2.0%)
CO (kg/day)	6,863.26	6,931.90 (+1.0%)	7,000.54 (+2.0%)
NOx (kg/day)	1,753.36	1,770.89 (+1.0%)	1,788.43 (+2.0%)
PM10 (kg/day)	2,431.21	2,455.52 (+1.0%)	2,479.83 (+2.0%)
PM2.5 (kg/day)	904.25	913.29 (+1.0%)	922.34 (+2.0%)

- Total emissions reduction is calculated by summing the 2-year & 4-year emissions reduction totals by applicable pollutant for CMAQ-funded projects.
- The 2-year statewide emissions reduction targets for all (5) applicable pollutants were set by Caltrans for a 1.0% increase over the 2017 baseline.
- The 4-year statewide emissions reduction targets for each of the (5) applicable pollutants was set by Caltrans for a 2.0% increase over the 2017 baseline.

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PM #3: NHS Performance, Freight, & CMAQ

CMAQ Program Congestion Targets

- The 2 remaining PM #3 CMAQ Program performance measures focus on the congestion relief aspects of the CMAQ program: 'Annual Hours of Peak Hour Excessive Delay per Capita' & 'Percent Non-Single Occupancy Vehicle (Non-SOV) Travel'.
- These 2 congestion relief measures require a single, unified target be established for each US Census designated 'Urban Area' in the state with 2010 populations exceeding 1 million.
- There are 2 such Urban Areas in the SCAG region: Los Angeles/Long Beach/Anaheim & Riverside/San Bernardino.
- The 'Annual Hours of Excessive Delay' measure requires only a 4-year target for the initial performance reporting period for each Urban Area.

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Attachment: Attachment 3_MAP-21 Target Setting Update_Presentation (Draft MAP-21 PM 2 & PM 3 Targets)

PM #3: NHS Performance, Freight, & CMAQ

Peak Hour Excessive Delay Targets

Annual Hours of Peak Hour Excessive Delay per Capita	2017 Baseline	2-Year Target	4-Year Target
Los Angeles/Long Beach/Anaheim	51.7 Hours	N/A	51.2 (-1.0%)
Riverside/San Bernardino	16.3 Hours	N/A	16.1 (-1.0%)

- In 2017, commuters in the Los Angeles/Long Beach/Anaheim Urban Area experienced 51.7 annual hours of excessive delay per capita.
- In Riverside/San Bernardino, the 2017 excessive delay value was 16.3 hours per capita.
- Caltrans & SCAG agreed upon a single, unified 4-year target for the Los Angeles/Long Beach/Anaheim Urban Area of 51.2 hours, a 1.0% improvement over 2017 baseline.
- For the Riverside/San Bernardino Urban Area, Caltrans & SCAG agreed upon a single, unified 4-year target of 16.1 hours, a 1.0% improvement over the 2017 baseline.

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PM #3: NHS Performance, Freight, & CMAQ

Non-SOV Travel Mode Share Targets

Percent Non-SOV Travel	2017 Baseline	2-Year Target	4-Year Target
Los Angeles/Long Beach/Anaheim	25.6%	26.1% (+0.5%)	26.6% (+1.0%)
Riverside/San Bernardino	22.7%	23.2% (+0.5%)	23.7% (+1.0%)

- In 2017, 25.6% of commuters in the Los Angeles/Long Beach/Anaheim Urban Area travelled by a mode other than single occupancy vehicle (SOV).
- In the Riverside/San Bernardino Urban Area, 22.7% of commuters used a non-SOV transportation option in 2017.
- Caltrans & SCAG agreed upon unified 2-year Non-SOV mode share targets of 26.1% for the Los Angeles/Long Beach/Anaheim Urban Area; & 23.2% for Riverside/San Bernardino, each representing a 0.5% increase over the respective baseline values.
- Caltrans & SCAG agreed upon unified 4-year Non-SOV mode share targets of 26.6% for the Los Angeles/Long Beach/Anaheim Urban Area; & 23.7% for Riverside/San Bernardino, each representing a 1.0% increase over the respective baseline values.

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Attachment: Attachment 3_MAP-21 Target Setting Update_Presentation (Draft MAP-21 PM 2 & PM 3 Targets)

MAP-21 Performance Reporting



- MAP-21 establishes a 4-year performance target setting & reporting cycle, beginning (for most performance reporting areas) in October, 2018.
- Caltrans is required to set statewide performance targets, however SCAG has option to establish regional targets for most measures within 180 days of Caltrans submittal.
- SCAG coordinates with Caltrans on establishment of statewide targets & on specific performance targets for our region.
- Caltrans' initial 'baseline' performance period report (for most measures) is due to FHWA on October 1, 2018. The baseline report establishes existing conditions to be assessed over the first 4-year reporting period which ends on December 31, 2021.

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MAP-21 Performance Reporting



- After 2 years, a mid-term progress evaluation is to be conducted, allowing Caltrans & SCAG to re-evaluate initial targets to ensure adequate progress is being made toward the 4-year performance goals.
- Caltrans' initial 2-year 'Mid-term Significant Progress Determination' will be due to FHWA on October 1, 2020.
- During the mid-term progress evaluation, Caltrans & SCAG are permitted to adjust initial 4-year targets (if necessary).
- MAP-21 performance reporting information will be incorporated into the SCAG 2020 RTP/SCS & FTIP.

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MAP-21 Performance Reporting



- At the conclusion of each 4-year performance period, Caltrans is required to submit a report to FHWA demonstrating that 'significant progress' has been made toward achievement of each of the statewide performance targets.
- 'Significant progress' is indicated when either the designated performance target is achieved, OR actual performance is improved over the baseline report (even if target is not actually achieved).
- If any of the performance target areas fail to demonstrate 'significant progress' in the 4-year performance report, Caltrans is required to submit an additional report explaining why progress has not occurred & what steps are being taken to achieve the targets.

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Recommended Action



Recommended Action:

PM #2: To support & adopt the statewide PM #2 targets as proposed by Caltrans for pavement & bridge condition on the National Highway System.

PM #3: To support & adopt the statewide PM #3 targets as proposed by Caltrans for National Highway System performance, freight, and the CMAQ program.

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Thank you!

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
From: Grieg Asher, Program Manager I, Sustainability, (213) 236-1869, asher@scag.ca.gov
Subject: GHG 2050 Pathways

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:
For Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:
Information will be provided today regarding the SCAG 2050 Greenhouse Gas (GHG) Pathways (“2050 Pathways”) project. The goal of this project is to create an analysis specific to the SCAG region that highlights strategies to achieve a 40% reduction in GHG below 1990 levels by 2030, and an 80% reduction by 2050, as required by state law. The staff of Energy & Environmental Economics (E3) will present on their research, findings and conclusions from their analysis over the past year.

BACKGROUND:
The California Global Warming Solutions Act of 2006 – also known as AB 32 - called on California to reduce GHG emissions to 1990 levels by 2020. Executive Order B-30-15 and SB 32 (signed into law in 2016) extended the goals of AB 32 requiring the reduction of GHG emissions 40% below 1990 levels statewide by 2030. The State has also identified a 2050 goal of reducing GHG emissions 80% below 1990 levels.

The goal of the “2050 Pathways” project is to create an analysis specific to the SCAG region that highlights strategies to achieve a 40% reduction in greenhouse (GHG) gases below 1990 levels by 2030, and an 80% reduction by 2050 consistent with state’s analysis, methodologies and strategies. This “2050 Pathways” analysis was nested within the broader context of the state’s California’s 2017 Climate Change Scoping Plan¹ developed by the California Air Resources Board (ARB) using E3’s PATHWAYS scenario modeling tool, as well as ARB’s transportation Vision modeling. PATHWAYS is structured to model GHG emissions while recognizing the integrated nature of the

¹ https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf

industrial economic and energy sectors. The statewide scenarios were modified to reflect regional policy goals and priorities, and produce regional outputs.

One of the key tasks and challenges of this project was appropriately downscaling the statewide analysis to the SCAG region. Another major task was in translating and interpreting the policy goals and priorities of SCAG's regional plans into model inputs and results that could be quantified within the PATHWAYS model framework. The result of this project is an accessible and informative final report that credibly lays out the challenges, strategies and opportunities of meeting the region's long-term GHG reduction goals. Once the final report is posted on the SCAG website staff will provide a link to EEC and CEHD members.

Two key takeaways from the research are: (1) Southern California will require transformative change across every sector of the economy. Specifically, passenger vehicle electrification is a critical strategy to decarbonize the region's transportation sector, the largest source of GHG emissions in the SCAG region; and (2) Low-carbon electricity is not only essential to reduce GHG emissions from the power sector as it exists today, but also to enable the decarbonization of the transportation and buildings sectors.

To summarize, this analysis suggests common areas where the SCAG region can focus its decarbonization efforts on local and regional policy actions, including on energy efficiency, smart growth, vehicle electrification and renewable energy generation.

This project is designed to communicate the challenges and opportunities of deep decarbonization in such a way that is meaningful, useful and recognizable to policy-makers and leaders in the SCAG region, as well as State agencies, by reflecting local conditions and regional policy priorities and goals.

FISCAL IMPACT:

Staff's work budget

for the current fiscal year is included in the FY 2018-19 OWP (065.2663.03: SCAG 2050 GHG Pathways Regional Study).

ATTACHMENT(S):

1. 2050 GHG Pathways PowerPoint presentation to be provided.

PowerPoint presentation to be provided.

1140



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community, Economic & Human Development Committee
(CEHD)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: MaAyn Johnson, Senior Regional Planner, Compliance &
Performance Monitoring, (213) 236-1975,
johnson@scag.ca.gov

Subject: Community Impacts of Human Trafficking

RECOMMENDED ACTION:
For Information Only - No Action Required

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:
Human trafficking is a major issue not only on a global and national scale, but also on a local community level as well. Two speakers, Paula Tobler from CAST LA, and Sgt. Jeff Walk from LASD, will present on human trafficking and impacts to local communities, along with what leaders and residents can do to combat it.

BACKGROUND:
Human trafficking is a major issue not only on a global and national scale, but also on a local community level as well. Human trafficking is the exploitation of human beings through force, fraud, or coercion for the purposes of commercial sex or forced labor. States like California are particularly vulnerable to human trafficking because of factors such as proximity to international borders, numerous ports and airports, significant immigrant populations, and large economies that include industries that attract forced labor. (For more information, see "The Issue." CAST LA, 2018, <http://www.castla.org/human-trafficking>)

According to CAST LA, Los Angeles is a top point of entry into the United State for victims of slavery and trafficking. The diverse communities of the sprawling city make it easier to hid and move victims from place to place, making it very difficult for law enforcement to locate potential survivors. Two speakers, Paula Tobler, Staff Attorney from CAST LA, and Sgt. Jeff Walk from LASD, will present on human trafficking and impacts to local communities, along with what leaders and residents can do to combat it.

The topic of human trafficking was indicated by CEHD Policy Committee as a topic of interest based on an informal Committee member survey conducted at the June 1, 2017 meeting. Another informal member survey for future discussion topics will be conducted at the September 6, 2018 CEHD Committee meeting.



FISCAL IMPACT:

None.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Kome Ajise, Director of Planning, Sustainability, 213-236-1835,
Ajise@scag.ca.gov

Subject: Connect SoCal Goals and Guiding Policies

RECOMMENDED ACTION FOR EEC, CEHD AND TC:
For Information Only – No Action Required

RECOMMENDED ACTION FOR RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
In preparation for SCAG’s next Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*, staff have prepared draft Goals and Guiding Policies. These draft Goals and Guiding Policies for Connect SoCal were based on the 2016 RTP/SCS adopted Goals and Guiding Policies and have been updated to reflect changes within our region as well as new planning requirements. The draft language of the Goals and Guiding Policies reflects input from multiple stakeholder groups.

BACKGROUND:
The 2020 RTP/SCS, *Connect SoCal*, is intended to represent the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability through the plan’s new horizon year of 2045. The Goals for an RTP/SCS articulate the vision for where the region would like to go, whereas the Guiding Policies provide more detail as to how the region intends to accomplish its goals.

As an initial step in preparing Connect SoCal, staff worked with multiple stakeholder groups, including the Regional Planning Working Groups and the Technical Working Group, to develop the draft Goals and Guiding Policies for the 2020 RTP/SCS.

These Goals updated the 2016 RTP/SCS Goals, and were revised in order to:

- align with SCAG’s updated Strategic Plan approved by the RC in early 2018;
- align with updated federal planning factors and state goals;
- reflect policy areas that have increased in importance; and
- improve clarity.

The Goals fall into four core categories: economy; mobility; environment; and healthy and complete communities. The Connect SoCal Draft Goals now include explicit reference to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics to both the region and the plan. These Draft Goals have been developed to link to potential performance measures and targets where possible.

Connect SoCal Draft Goals:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods throughput and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas well supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of critical habitats.

In updating the Goals, staff also updated the plan’s Guiding Policies, which help to focus the goals into more specific direction for plan investments. They are intended to encourage balanced, integrated multi-disciplinary approaches for transportation and land use.

Connect SoCal Draft Guiding Policies:

1. Transportation investments shall be based on adopted regional performance indicators and MAP-21/FAST Act regional targets.
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety, and that preserve the existing transportation system.
3. Land use and growth strategies will recognize local input promote sustainable transportation options, and support equitable and adaptable communities.
4. Encourage RTP/SCS investments and strategies that collectively will result in reduced non-recurrent congestion and demand for single occupancy vehicle use by leveraging new transportation technologies and expanding travel choices.

5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.
7. Regionally, transportation investments should reflect best known science regarding climate change vulnerability in order to design for long term resilience.

These draft Goals and Guiding Policies will serve as a working reference document and to provide a starting point in preparing Connect SoCal. These are not being recommended for final adoption at this time in order to allow for refinement and responsiveness to additional priorities that may emerge during the development process. Final draft Goals and Guiding Policies will be included with the release of the draft Connect SoCal document in fall 2019.

FISCAL IMPACT:

Funding to support development of the Regional Transportation Plan is identified in the agency's Overall Work Program (OWP) in 010.0170.01, RTP Support, Development, and Policy Implementation.

ATTACHMENT(S):

1. Connect SoCal Draft Goals and Guiding Policies

Connect SoCal

Draft Goals and Guiding Policies

September 6, 2018



Why update goals and guiding policies?



SCAG's Strategic Plan

- Produce innovative solutions that improve the quality of life for Southern Californians
- Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution



State and federal planning factors and goals

- Federal: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- State: Foster Livable and Healthy Communities and Promote Social Equity

Draft 2020 RTP/SCS Goals



1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods throughput and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.

Draft 2020 RTP/SCS Goals



6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas well supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of critical habitats.

Draft 2020 RTP/SCS Guiding Policies



1. Transportation investments shall be based on adopted regional performance indicators and MAP•21/FAST Act regional targets.
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety, and that preserve the existing transportation system.
3. Land use and growth strategies will respect local input, promote sustainable transportation options, and support equitable and adaptable communities.
4. Encourage RTP/SCS investments and strategies that collectively will result in reduced non•recurrent congestion and demand for single occupancy vehicle use by leveraging new transportation technologies and expanding travel choices.

Draft 2020 RTP/SCS Guiding Policies



5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.
7. Regionally, transportation investments should reflect best known science regarding climate change vulnerability in order to design for long term resilience.

Thank you





Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community
Economic & Human Development Committee (CEHD)
Regional Council (RC)
From: Kimberly Clark, Regional Planner Specialist, Research &
Analysis, (213) 236-1844, Clark@scag.ca.gov
Subject: Update on the Bottom-Up Local Input and Envisioning Process

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

In preparation for adoption of SCAG’s next RTP/SCS in Spring 2020, SCAG has been engaging with local jurisdictions, subregions, and other stakeholders to inform development of the upcoming 2020 RTP/SCS. This collaborative process will entail four phases, and will be concurrent with the development of SCAG’s Regional Housing Needs Assessment (RHNA): (1) Regular Technical Consultation, (2) One-on-One Outreach and Local Input on Planned Growth, (3) Regional Collaboration on Sustainable Communities Scenario Development, and (4) Engagement with the General Public on Potential Options for the SCS. Phase 2’s kickoff was held October 31st and a letter outlining this effort was sent to city managers and planning directors for the 197 jurisdictions in the SCAG region. Starting in November 2017, SCAG coordinated with subregions and jurisdictions to meet one-on-one with local jurisdictions to review the base datasets that will inform both the 2020 RTP/SCS and the 6th cycle RHNA with SCAG staff. The deadline for jurisdictions to provide input on this information will be October 1, 2018.

BACKGROUND:

Southern California will be facing new challenges in the development of the 2020 RTP/SCS - principally transformational technologies in the transportation and employment sectors, new greenhouse gas (GHG) reduction targets from the California Air Resources Board (CARB), new Federal Highway Administration planning requirements, MAP 21 performance metrics/goals, and a concurrent Regional Housing Needs Assessment (RHNA) cycle. Given these factors, it is important to establish a solid baseline of existing data, policies and plans to understand how Southern California can accommodate future growth and thrive in the coming decades.

To ensure that all jurisdictions are fully informed of the planning process and have clear and adequate opportunities to provide input, SCAG kicked off our Bottom-Up Local Input and Envisioning Process in fall 2017 to solicit local feedback on base land use data, anticipated population/household/employment growth, resource areas, sustainability practices, and transit-

supportive measures to help decision makers understand how the region will perform under current circumstances in future years. Each jurisdiction was sent a detailed work plan during the first week of December 2017 to explain this process, identify support from subregional organizations, outline milestones, and provide instructions on submitting feedback. Several trainings have also been hosted throughout the region, and session content is available as webinars on SCAG's website.

To review this material and answer questions, SCAG staff met one-on-one with all 197 local jurisdictions in our region and has offered on-site technical assistance to nearly 80 agencies requesting additional help. As a reminder, the deadline for submitting input to SCAG is October 1, 2018.

SCAG appreciates the staff of our local partners who took the time to meet with SCAG and help us understand their local communities and unique challenges. This success could not have been achieved without support from the 15 subregional organizations in our region who helped to engage local agencies and elected officials, and have provided technical expertise in the development and refinement of SCAG's local data.

Moving forward, SCAG will be updating our datasets with input received from jurisdictions through October 1st. This information will then be used to develop potential scenarios for the 2020 RTP/SCS during Phase 3 and Phase 4 of this process through a structured and collaborative engagement with local jurisdictions, the country transportation commissions, a broad range of stakeholder groups, the general public and SCAG's policy committees and Regional Council.

The Bottom-Up Local Input and Envisioning Process is the starting point for the development of both SCAG's 2020 RTP/SCS and the 6th cycle of the RHNA. The projection period for the 6th cycle RHNA will be from year 2021 to 2029, per state housing law. Staff will begin to meet with the California Department of Housing and Community Development (HCD) starting early next year to initiate the regional housing need determination process, after which a methodology will be reviewed and adopted by SCAG's RHNA Subcommittee, Community, Economic, and Human Development Policy Committee, and Regional Council. The regional determination will be based upon input submitted during the Bottom-Up Local Input and Envisioning Process. SCAG plans to distribute the draft RHNA allocation to each jurisdiction in Winter 2020 and adopt the final RHNA allocation in October 2020. SCAG will continue to explore ways to maximize outreach and participation in the RHNA process.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2018-2019 Overall Work Program (150-4069.04, Outreach and Technical Collaboration).

ATTACHMENT(S):

1. Local_Input_Process_September_CEHD_revised

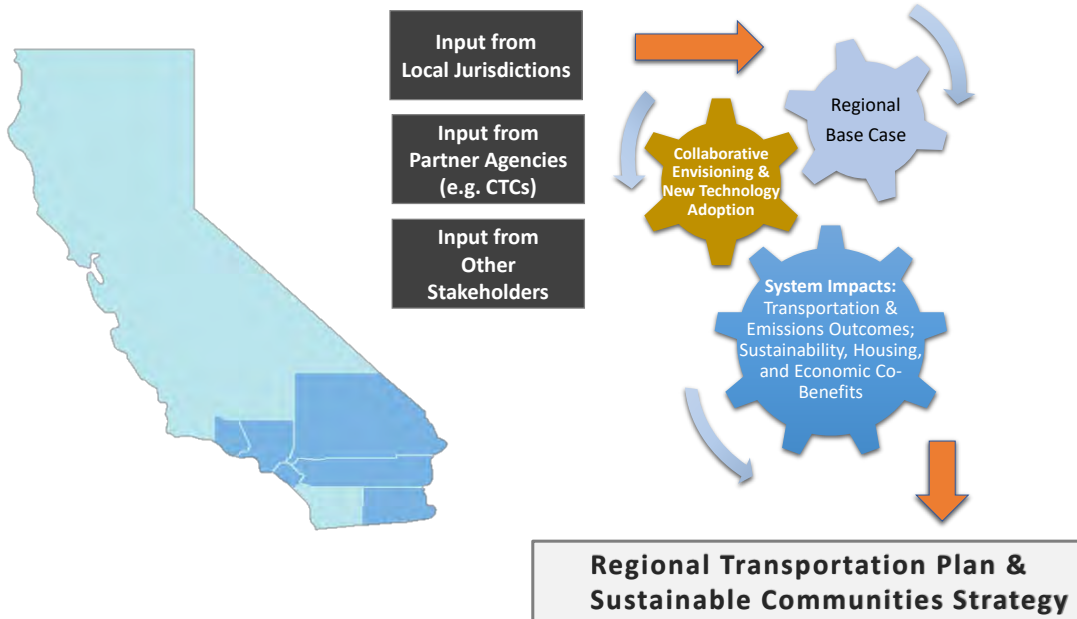
Update on the Bottom-Up Local Input and Envisioning Process for the 2020 RTP/SCS and RHNA

Community, Economic, and Human Development Committee

Kimberly Clark
Regional Planner Specialist
September 6, 2018



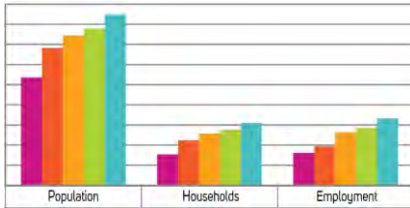
2020 RTP/SCS Plan Development Process



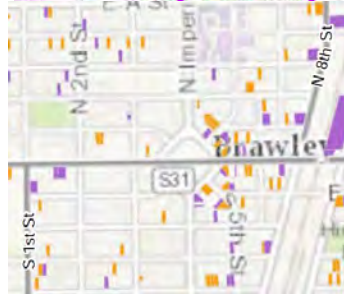
Attachment: Local_Input_Process_September_CEHD_revised (Update on the Bottom-Up Local Input and Envisioning Process)

2020 RTP/SCS Plan Development Process

Regional Base Case



Current and Future Population, Households, Employment



Existing and Planned Land Use, Local Transportation Infrastructure, Resource Areas, Potential Infill Parcels



Sustainability Best Practices, Transit Supportive Measures

Bottom-Up Local Input and Envisioning Process

In preparation for adoption of Southern California's next Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) in spring 2020, SCAG will be engaging with local jurisdictions, subregions, and other stakeholders to inform development of the upcoming Plan. SCAG's Bottom-Up Local Input and Envisioning Process is being conducted to solicit feedback from local jurisdictions on base land use, anticipated population/household/employment growth, resource areas, sustainability practices, and local transit-supportive measures to help decision makers understand how the region will perform under current circumstances in future years.

This information will then be used to develop potential scenarios for the 2020 RTP/SCS, through a structured and collaborative engagement with local jurisdictions, county transportation commissions, a broad range of stakeholder groups, and the general public. Input from jurisdictions on locally anticipated household and population growth will also be used by SCAG as part of the regional housing need determination process with the California Department of Housing and Community Development (HCD).

For ease of review, core data items have been mapped in draft format and assembled in an individual map book for each local jurisdiction (available below). County-level maps showing the first draft of anticipated growth are also accessible for review.

Draft Data/Map Books

To request draft high-quality maps and shapefiles of SCAG's Data/Map Book or related materials, please contact RTPLocalInput@scag.ca.gov.


Please note that SCAG's draft data is undergoing refinement based on feedback from local jurisdictions, and material included here is subject to revision; inquiries for official data should be directed to each respective local jurisdiction.

IN THIS SECTION

- [Draft Data/Map Books](#)
- [Training Materials](#)
- [Regional Housing Needs Assessment](#)
- [Bottom-Up Local Input & Envisioning Process](#)

Imperial County	
<ul style="list-style-type: none"> • Brawley • Calexico • Calipatria • El Centro • Holtville • Imperial • Imperial County (Unincorporated Area) • Westmorland • Imperial County-Wide Socioeconomic Data Map (Household) • Imperial County-Wide Socioeconomic Data Map (Employment) • Regional Entitlements Map 	
Los Angeles County	+
Orange County	+
Riverside County	+
San Bernardino County	+
Ventura County	+


Training Materials



On October 31, 2017, SCAG held a regional training on the Bottom-Up Local Input and Envisioning Process to help local jurisdictions and other stakeholders understand how this early stage of data refinement will impact the RTP/SCS and Regional Housing Needs Assessment (RHNA).

Watch the Video


Regional Housing Needs Assessment



The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan.

View the Factsheet

Bottom-Up Local Input & Envisioning Process



SCAG will engage with jurisdictions one-on-one to establish a regional profile of base land use, population, household and employment growth, resource areas, sustainability practices, and local transit-supportive plans and policies.

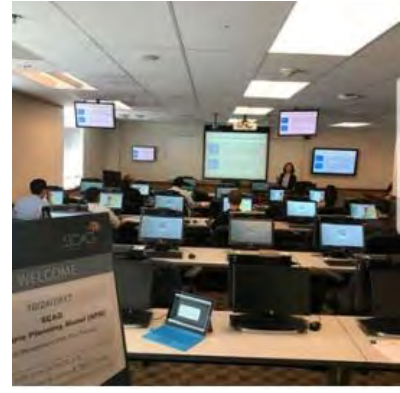
More Information

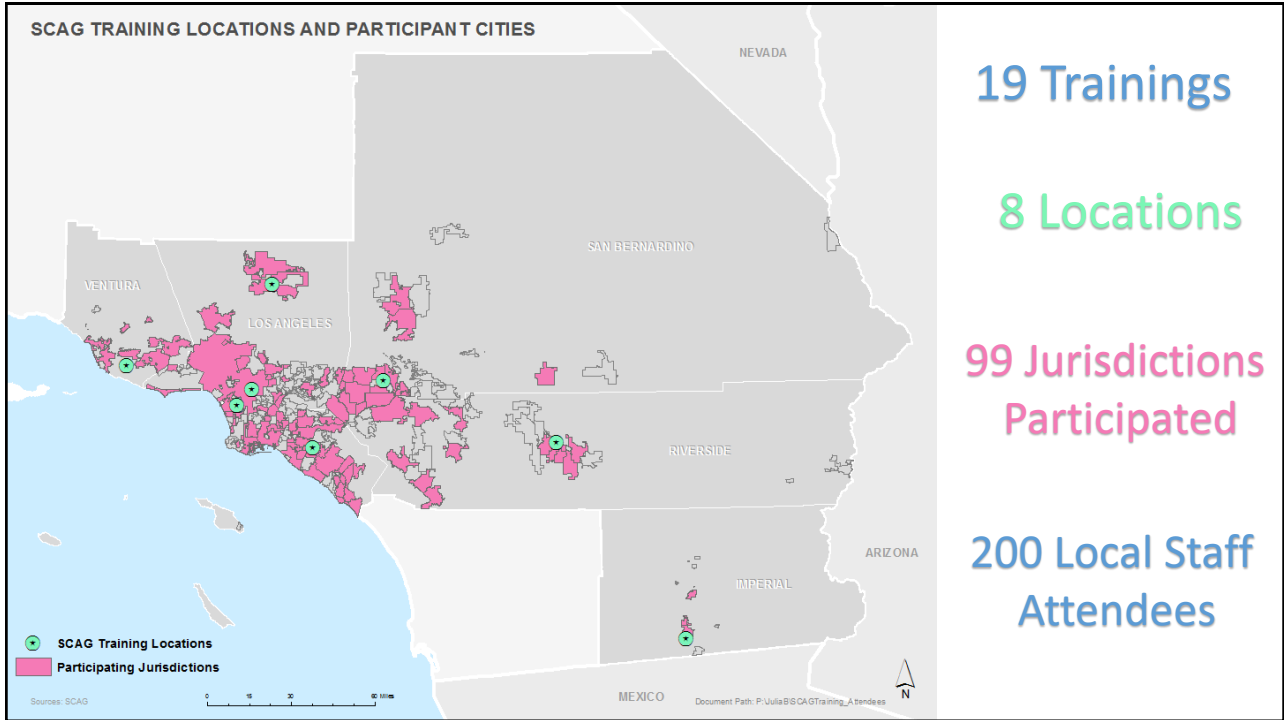
For additional information on this process, including a detailed work plan, please contact SCAG staff at RTPLocalInput@scag.ca.gov.

Bottom-Up Local Input and Envisioning Process

Outreach to Date

- 197 Letters and Work Plans Distributed to Local Jurisdictions
- 197 One-on-One Meetings
- 80 Jurisdictions Offered On-Site Technical Assistance
- 21 Subregional Presentations
- 19 Regional and Classroom-Style Trainings
- 1 City Council Study Session





2020 RTP/SCS Plan Development Process *Input to Date*

DEADLINE FOR INPUT
OCTOBER 1, 2018

<p>Population Households Employment</p>		
<p><i>Current and Future Population, Households, Employment</i></p>	<p><i>Existing and Planned Land Use, Local Transportation Infrastructure, Resource Areas, Potential Infill Parcels</i></p>	<p><i>Sustainability Best Practices, Transit Supportive Measures</i></p>
<p><i>21 Jurisdictions 11% of the Region</i></p>	<p><i>35 Jurisdictions 18% of the Region</i></p>	<p><i>23 Jurisdictions 12% of the Region</i></p>

Attachment: Local_Input_Process_September_CEHD_revised (Update on the Bottom-Up Local Input and Envisioning Process)

Bottom-Up Local Input and Envisioning Process *Phases and Schedule*

2020 RTP/SCS

197 Jurisdictions



Thank you

Kimberly Clark

clark@scag.ca.gov

213-236-1844



Attachment: Local_Input_Process_September_CEHD_revised (Update on the Bottom-Up Local Input and Envisioning Process)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
September 6, 2018

To: Community, Economic & Human Development Committee (CEHD)
From: Kimberly Clark, Regional Planner Specialist, Research & Analysis, (213) 236-1844, Clark@scag.ca.gov
Subject: Update on SCAG's Tax Increment Financing Pilot Program and Case Study in City of La Verne

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

Enhanced Infrastructure Financing Districts (EIFDs) and Community Revitalization and Investment Authorities (CRIAs) are two local tax increment financing tools that can help to fund certain types of infrastructure improvements – including mixed use developments, affordable housing, and transit priority projects. To promote local economic development, SCAG has conducted several pilot studies to evaluate the viability and benefit of forming an EIFD or CRIA within a given community. The City of La Verne recently enacted the first EIFD in the SCAG Region to support infrastructure needs near the City's future Gold Line light rail station at E Street and Arrow Highway, with a sub-area near Wheeler Avenue and Arrow Highway. Moving forward, new state legislation offers additional opportunities for forming and catalyzing tax increment financing districts.

BACKGROUND:

At an increasing rate, California cities must prioritize jobs and tax generation via economic development while also supporting the State's Climate Action Plan and housing objectives. Through recent legislation, tax increment financing (TIF) districts such as enhanced infrastructure financing districts (EIFDs) and community revitalization and investment authorities (CRIAs) are being positioned as "Sustainability and Housing Districts." Dozens of TIF districts are currently at various stages of progress throughout the state, with three successfully formed to date.

SCAG's Program: Tax Increment Financing for Sustainable Growth

Consistent with SCAG's current and past priorities to support legislation to enhance economic development opportunities for local government, provide tools to help achieve further economic turnaround and growth, SCAG retained Kosmont Companies (Kosmont) to advise on how SCAG can

promote and facilitate the use of tax increment financing tools to achieve the goals of economic development through sustainable infrastructure investment and affordable housing construction.

To assist local jurisdictions in evaluating the viability of establishing an EIFD/CRIA, SCAG developed a screening criteria and interactive tool that allows anyone to dive deep into local assessor's parcel taxation data and other factors essential to the establishment of an EIFD/CRIA. Building on this work, Los Angeles County Metropolitan Transportation Authority (Metro) used SCAG's screening criteria as an essential factor in their new Transit Oriented Communities Tax Increment Financing (TOC TIF) Pilot Program, which funds three projects within Los Angeles County to study the feasibility of forming TIF districts located within a one-half mile of Metrolink, Metro Rail, or Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors.

SCAG has conducted a number of pilot studies to examine the viability of establishing an EIFD or CRIA to support a regionally significant transportation or community development project:

- Redlands Passenger Rail Project
- Carousel Mall in the City of San Bernardino (Redlands Passenger Rail Project Planned Station)
- OC Streetcar / Santa Ana Regional Transportation Center Station Improvements
- Crenshaw Transit Station Planned Improvements
- City of Placentia Metrolink Station
- Salton Sea Restoration
- City of Santa Ana Civic Center revitalization
- City of South Gate Gateway District Specific Plan
- Wilmington / San Pedro Waterfront
- Los Angeles Union Station/Civic Center District Study (SCAG Sustainable Communities Program)
- Hollywood Central Park (SCAG Sustainable Communities Program)
- Park 101 Freeway Cap Park (SCAG Sustainable Communities Program)
- City of Burbank Golden State Specific Plan Area (SCAG Sustainable Communities Program)

City of La Verne Case Study – EIFD Approved October 30, 2017

On October 30, 2017, the City of La Verne's Enhanced Infrastructure Financing District (EIFD) was activated by its Public Financing Authority (PFA), the entity authorized by statute to direct this new sustainability district.

The EIFD process took approximately 18 months. La Verne city staff, with help from Kosmont, evaluated the merits of an EIFD in connection with the future Metro Gold Line light rail station (E Street and Arrow Highway) and surrounding transit oriented development (TOD) allowed by the Old Town La Verne Specific Plan previously adopted by City Council.

Staff and consultant utilized this time to:

- Evaluate which properties and infrastructure projects to include
- Identify major stakeholders
- Meet with property owners within the proposed district

- Engage the County of Los Angeles regarding possible participation
- Prepare the required tax increment financial analysis
- Prepare the related fiscal impact analyses
- Adopt a Resolution of Intent to form the EIFD on Aug. 21, 2017 and form the governing Public Financing Authority (PFA)
- Prepare and distribute the guiding Infrastructure Financing Plan (IFP)
- Hold the required City Council meeting and publicly noticed PFA hearing on Oct. 30, 2017 to formally approve the IFP and form the EIFD
- Submit required filing documentation to the State Board of Equalization / Department of Tax and Fee Administration.

The City and Kosmont are now focused on implementation of the EIFD, including targeted recruitment of mixed-use developers and the planned issuance of debt to fund critical infrastructure.

District Boundaries: The EIFD is comprised of 82 parcels with 38 unique land owners, covering approximately 110 acres in three non-contiguous subareas.

Land Uses and Economic Development Benefits: Private development projects include mixed-use residential, retail, business park, and hotel transit-oriented development valued at nearly \$500 million in 2017 dollars.

TOD-based Public Improvements: 14 specific infrastructure projects are estimated to cost \$33 million, including enhancement of connectivity (parking, pedestrians, bikes, rideshare), beautification, and expansion of utilities.

Potential for County Participation: In the interest of time and establishment of an assessed value baseline, the City determined to move forward with the EIFD without the County of Los Angeles (County) participation initially. In August 2017, the County adopted guidelines for evaluation of its participation in EIFDs. If the County joins and decides to contribute a portion of its property tax increment, TOD improvements could be funded sooner.

Next Steps for Tax Increment Financing Districts

A major hurdle for successful implementation of TIF districts has been inter-agency cooperation, especially between cities and counties. Major strides in formation of EIFDs and CRIsAs will come as cities and counties learn how to work with each other to structure win-win districts and projects. It is also expected that TIF districts will integrate recently adopted housing legislation, including:

- Workforce Housing Opportunity Zones (WHOZs) - SB 540 authorizes a city or county to create a Workforce Housing Opportunity Zone (WHOZ), where qualified housing projects receive a streamlined approval process. A city or county voluntarily establishes a WHOZ by adopting a Specific Plan & preparing an

Environmental Impact Report (EIR) for a zone. This legislation also mandates the use of prevailing wages

- Neighborhood Infill and Transit Improvements Act (NIFTI) districts - AB 1568 establishes the Neighborhood Infill Finance and Transit Improvements (NIFTI) Act, which authorizes a city or county to finance infrastructure and affordable housing in qualified urban areas using sales and use tax revenues within Enhanced Infrastructure Finance Districts (EIFDs)
- Affordable Housing Authorities (AHAs) – AB 1598 authorizes cities, counties, and special districts to create Affordable Housing Authorities (AHAs) as public financing entities that can use property and/or sales tax increment for affordable & workforce housing within a qualified area
- Housing Sustainability Districts (HSDs) - AB 73 authorizes a city or county to create HSDs in which qualified housing projects receive a streamlined approval process. A city or county can establish an HSD by adopting an ordinance and preparing an Environmental Impact Report (EIR) for the district. This legislation mandates a 20% set aside for affordable housing and use of prevailing wages

TIF districts may additionally benefit from various components of the federal Tax Cut and Jobs Act of 2017, including the Opportunity Zone program, accelerated depreciation, and other private sector tax benefits.

FISCAL IMPACT:

Work associated with this item is included in the current FY OWP under 150-4096A.02 (Regional Growth and Policy Analysis), 150-4096E.07 (Tax Increment Financing for Sustainable Growth), and 150-4590B.01 (Integrated Sustainability Program).