



REGULAR MEETING

EXECUTIVE/ADMINISTRATION COMMITTEE

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1800
F: (213) 236-1825
www.scag.ca.gov

Thursday, September 29, 2016
9:00 a.m. – 10:00 a.m.

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

REGIONAL COUNCIL OFFICERS

President
Michele Martinez, Santa Ana

First Vice President
Margaret E. Finlay, Duarte

Second Vice President
Alan Wapner, Ontario

Immediate Past President
Cheryl Viegas-Walker, El Centro

COMMITTEE CHAIRS

Executive/Administration
Michele Martinez, Santa Ana

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

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

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 EAC are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

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

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Executive/Administration Committee

Members – October 2016

| | | | | |
|----------------------------|-----|------------------------------|---|-------------------|
| Chair | 1. | Hon. Michele Martinez | <i>Santa Ana</i> | District 16 |
| 1 st Vice-Chair | 2. | Hon. Margaret E. Finlay | <i>Duarte</i> | District 35 |
| 2 nd Vice-Chair | 3. | Hon. Alan Wapner | <i>Ontario</i> | SANBAG |
| Imm. Past Pres. | 4. | Hon. Cheryl Viegas-Walker | <i>El Centro</i> | District 1 |
| TC Chair | 5. | Hon. Barbara Messina | <i>Alhambra</i> | District 34 |
| TC Vice Chair | 6. | Hon. Karen Spiegel | <i>Corona</i> | District 63 |
| CEHD Chair | 7. | Hon. Bill Jahn | <i>Big Bear Lake</i> | District 11 |
| CEHD Vice Chair | 8. | Hon. Larry McCallon | <i>Highland</i> | District 7 |
| EEC Chair | 9. | Hon. Carmen Ramirez | <i>Oxnard</i> | District 45 |
| EEC Vice Chair | 10. | Hon. Ross Chun | <i>Aliso Viejo</i> | TCA |
| LCMC Chair | 11. | Hon. Pam O'Connor | <i>Santa Monica</i> | District 41 |
| LCMC Vice Chair | 12. | Hon. Clint Lorimore | <i>Eastvale</i> | District 4 |
| President's Appt. | 13. | Hon. Jan Harnik | <i>Palm Desert</i> | RCTC |
| President's Appt. | 14. | Hon. Ali Saleh | <i>Bell</i> | District 27 |
| President's Appt. | 15. | Hon. Rex Richardson | <i>Long Beach</i> | District 29 |
| President's Appt. | 16. | Hon. Joe Buscaino | <i>Los Angeles</i> | District 62 |
| | 17. | Hon. Mary "Maxine" Resvaloso | <i>Torres-Martinez, Desert Cahuilla Indians</i> | Tribal Gov. Rep. |
| | 18. | Mr. Randall Lewis | <i>Lewis Group of Companies</i> | Ex-Officio Member |

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EXECUTIVE/ADMINISTRATION COMMITTEE

AGENDA

SEPTEMBER 29, 2016

The Executive/Administration Committee (EAC) may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Michele Martinez, Chair)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive Director)

- California Housing Summit – October 11, 2016, The L.A. Hotel

PRESIDENT'S REPORT

CONSENT CALENDAR

Page No.

Approval Items

- | | | |
|---|-------------------|----------|
| 1. <u>Minutes of the September 1, 2016 Meeting</u> | Attachment | 1 |
| 2. <u>SCAG Participation in Workshop and Memorandum of Understanding (MOU) Signing Ceremony in China</u> | Attachment | 7 |
| 3. <u>Proposed Memorandum of Understanding (MOU) with the Department of Urban Planning and Real Estate of Chung-Ang University (DUPRE of CAU) to Promote Joint Research and Exchange of Information on Urban Planning, Real Estate, and Public Policy</u> | Attachment | 9 |

EXECUTIVE/ADMINISTRATION COMMITTEE

AGENDA

SEPTEMBER 29, 2016

| <u>CONSENT CALENDAR - <i>continued</i></u> | <u>Page No.</u> |
|---|----------------------------------|
| 4. <u>SCAG Participation at the International Conference in South Korea</u> | Attachment 14 |
| 5. <u>Proposition 53: Revenue Bonds: Statewide Voter Approval – OPPOSE</u> | Attachment 15 |
| 6. <u>Proposition 54: Legislature: Legislation and Proceedings – SUPPORT</u> | Attachment 17 |
| <u>Receive and File</u> | |
| 7. <u>SCAG Membership and Sponsorship</u> | Attachment 20 |
| 8. <u>California Communities Environmental Health Screening (CalEnviroScreen) Tool – Update on Draft Version 3.0</u> | Attachment 22 |
| 9. <u>2030 Scoping Plan Update and Related Initiatives</u> | Attachment 46 |
| 10. <u>Housing Summit – October 11, 2016</u> | Attachment 62 |
| 11. <u>Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000</u> | Attachment 69 |
| 12. <u>September State and Federal Legislative Update</u> | To be distributed at the meeting |

ACTION/DISCUSSION ITEMS

- | | |
|---|---------------|
| 13. <u>Amendment 1 to the Fiscal Year 2016-17 Overall Work Program (OWP)</u> <i>(Basil Panas, Chief Financial Officer)</i> | Attachment 70 |
|---|---------------|

Recommended Action: Adopt Resolution No. 16-583-1 approving Amendment 1 to the FY 2016-17 OWP and authorize the Executive Director, or his designee, to submit the necessary documentation to the California Department of Transportation (Caltrans).



EXECUTIVE/ADMINISTRATION COMMITTEE

AGENDA

SEPTEMBER 29, 2016

ACTION/DISCUSSION ITEMS - continued

Page No.

14. Criteria for Sustainability Program Call for Proposals Attachment 74
(*Huasha Liu, Director, Land Use and Environmental Planning*)

Recommended Action: Approve the guidelines and scoring criteria for the Call for Proposals for SCAG's Sustainability Program.

15. Los Angeles Headquarters Building Lease Attachment 90
(*Hasan Ikhrata, Executive Director*)

CFO MONTHLY REPORT

(*Basil Panas, Chief Financial Officer*)

Attachment 92

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT

The next regular meeting of the EAC is scheduled for Thursday, November 3, 2016 and will held at the SCAG Los Angeles Office.



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**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
EXECUTIVE/ADMINISTRATION COMMITTEE (EAC)
MINUTES OF THE MEETING
THURSDAY, SEPTEMBER 1, 2016**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE/ADMINISTRATION COMMITTEE (EAC). AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT SCAG, 818 W. 7TH STREET, 12TH FLOOR, LOS ANGELES, CA 90017.

The Executive/Administration Committee (EAC) of the Southern California Association of Governments (SCAG) held its meeting at the SCAG Los Angeles office. A quorum was present.

Members Present

| | | |
|---|---------------------------------|-------------------|
| Hon. Michele Martinez, <i>Chair</i> | <i>Santa Ana</i> | District 16 |
| Hon. Alan Wapner, <i>2nd Vice Chair</i> | <i>Ontario</i> | SANBAG |
| Hon. Cheryl Viegas-Walker, <i>Imm. Past President</i> | <i>El Centro</i> | District 1 |
| Hon. Joe Buscaino | <i>Los Angeles</i> | District 62 |
| Hon. Ross Chun | <i>Aliso Viejo</i> | TCA |
| Hon. Jan Harnik | <i>Palm Desert</i> | RCTC |
| Hon. Bill Jahn, <i>Chair, CEHD</i> | <i>Big Bear Lake</i> | District 11 |
| Mr. Randall Lewis | <i>Lewis Group of Companies</i> | Ex-Officio Member |
| Hon. Clint Lorimore, <i>Vice Chair, LCMC</i> | <i>Eastvale</i> | District 4 |
| Hon. Larry McCallon, <i>Vice Chair, CEHD</i> | <i>Highland</i> | District 7 |
| Hon. Barbara Messina, <i>Chair, TC</i> | <i>Alhambra</i> | District 34 |
| Hon. Rex Richardson | <i>Long Beach</i> | District 29 |
| Hon. Karen Spiegel, <i>TC Vice Chair</i> | <i>Corona</i> | District 63 |

Members Not Present

| | | |
|--|--|---------------------|
| Hon. Margaret E. Finlay <i>1st Vice Chair</i> | <i>Duarte</i> | District 35 |
| Hon. Pam O'Connor, <i>Chair, LCMC</i> | <i>Santa Monica</i> | District 41 |
| Hon. Mary "Maxine" Resvaloso | <i>Torres-Martinez Desert Cahuilla Indians</i> | Tribal Nations Rep. |
| Hon. Carmen Ramirez, <i>Chair, EEC</i> | <i>Oxnard</i> | District 45 |
| Hon. Ali Saleh | <i>Bell</i> | District 27 |

Staff Present

Hasan Ikhata, Executive Director
 Basil Panas, Chief Financial Officer
 Joe Silvey, General Counsel
 Joann Africa, Chief Counsel/Director of Legal Services
 Huasha Liu, Director, Land Use and Environmental Planning
 Darin Chidsey, Director, Strategy, Policy and Public Affairs
 Naresh Amatya, Acting Director, Transportation Planning
 Tess Rey-Chaput, Office of Regional Council Support
 Carmen Summers, Sr. Administrative Assistant



CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Alan Wapner, called the meeting to order at 9:00 a.m. and asked Councilmember Larry McCallon to lead the Pledge of Allegiance. At 9:03 a.m., the Honorable Michele Martinez arrived and presided over the remainder of the meeting.

PUBLIC COMMENT PERIOD

There were no public comment cards received.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of agenda items.

EXECUTIVE DIRECTOR'S REPORT

Hasan Ikhata, Executive Director, invited the members and their colleagues to the California Housing Summit, scheduled for October 11, 2016 at The L.A. Hotel Downtown. He noted that the Summit is a statewide conference with expected participation from the MPOs of Sacramento, San Francisco and San Diego; and the private sectors. Key issues will be addressed that will focus on housing affordability across the state and its impact on local, regional and statewide economies.

Mr. Ikhata reported that the agency held a "Staff Appreciation Day" at Tongva Park in Santa Monica on July 28, 2016. He thanked all those who assisted with organizing the event. Mr. Ikhata also expressed appreciation to First Vice President Margaret Finlay and other the local officials who attended the event.

Darin Chidsey, Director of Strategy, Policy & Public Affairs, provided an update on several legislative hearings and reported on some bills of interest, including AB 2170 (Frazier) and AB 1889 (Mullin). He noted the September State and Federal Legislative Update report that was distributed to the members.

Huasha Liu, Director of Land Use and Environmental Planning, provided an update on the 16 applications evaluated and reviewed at the Strategic Growth Council (SGC). She noted that SCAG staff will be recommending to the CEHD Committee and to the Regional Council to make a strong recommendation that SGC fully-fund all 16 projects from the SCAG region. SGC plans to announce the awards in October 2016. Staff will continue to provide updates on the status of these applications as information becomes available.

Mr. Ikhata also reported that SCAG and its partners and stakeholders will be sending a united message to USDOT Secretary Anthony Foxx to ensure project success in securing the critically-needed funds for Southern California. He thanked Assembly member Chairman Jim Frazier and his staff for their efforts.

The Executive Director's Monthly Report for September 2016 has been distributed and is available online at: <http://www.scag.ca.gov/Documents/rc090116ExecReport.pdf>



PRESIDENT'S REPORT

Chair Michele Martinez thanked SCAG staff and the members who travelled to Sacramento to further the Regional Council's legislative priorities.

Chair Martinez reported that she, along with SCAG Past Presidents Cheryl Viegas-Walker and Pam O'Connor; including City of Santa Monica Councilmember Terry O'Day; and Assembly Member Richard Bloom, participated at a C40 Mobility Management Network Study Tour in London and Milan. She thanked Annie Nam for coordinating the delegation's travel.

Chair Martinez provided a review of the EAC Retreat and discussed her top six (6) priorities: Earthquake Preparedness; Housing; Economy/Equity; Goods Movement; Open Data; and Water.

Chair Martinez also reported that SCAG's Strategic Plan was last developed and adopted in 2009. Since much has changed over the last eight (8) years in the region, Chair Martinez stated that it is time for SCAG to revisit and revise its Strategic Plan. She announced that a Strategic Plan Subcommittee will be formed and asked the members to contact her if interested in serving the subcommittee.

Chair Martinez invited the members and their colleagues to the California Housing Summit, scheduled for October 11, 2016 at The L.A. Hotel Downtown, 333 S. Figueroa Street, Los Angeles.

Lastly, she announced that the Annual Economic Summit will be held on Thursday, December 1, 2016 at The L.A. Hotel Downtown.

CONSENT CALENDAR

Approval Items

1. Minutes of the July 7, 2016 Regular Meeting
2. Proposed 2017 Meeting Schedule of the Regional Council and Policy Committees
3. SCAG Participation at the International Urban Transport Development Forum in Beijing, China, hosted by Beijing Municipal Commission of Transport (BMCT)
4. Contract Amendment that exceeds \$75,000 as well as 30% of the contract's original value: Contract No. 13-023-C1, Regional Transportation Plan Implementation and Project Management Assistance Services
5. Contract Amendment that exceeds 30% of the contract's original value: Contract No. 15-004-C1, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR)
6. 2016 Statement of Investment Policy
7. AB 1889 (Mullin) High Speed Rail Authority: High-Speed Train Operation
8. SCAG Sponsorship



Immediate Past President Cheryl Viegas-Walker requested that a correction be made on page 2 of 114 of the EAC agenda packet relating to Item No. 1, July 7, 2016 Minutes of the Meeting, to read, “*Mr. Chidsey stated that the TCIF program...*” and to strike the name, “*Mrs. Chidsey...*”

A MOTION was made (Viegas-Walker) to approve Agenda Item Nos. 1 through 8, as amended. Motion was SECONDED (McCallon) and passed by the following votes:

FOR: Martinez, Wapner, Viegas-Walker, Buscaino, Chun, Harnik, Jahn, Lorimore, McCallon, Messina, Richardson and Spiegel (12).

AGAINST: None (0).

ABSTAIN: None (0).

Receive and File

9. ARB SB 375 Regional Greenhouse Gas (GHG) Emissions Reduction Target Update Process

10. Housing Summit-October 11, 2016

11. Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000

12. September State and Federal Legislative Update

A MOTION was made (McCallon) to Receive and File Agenda Item Nos. 9 through 12. Motion was SECONDED (Viegas-Walker) and passed by the following votes:

FOR: Martinez, Wapner, Viegas-Walker, Buscaino, Chun, Harnik, Jahn, Lorimore, McCallon, Messina, Richardson and Spiegel (12).

AGAINST: None (0).

ABSTAIN: None (0).

ACTION/DISCUSSION ITEM

13. Resolution No. 16-582-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign.

A MOTION was made (McCallon) to approve Resolution No. 16-582-1 authorizing SCAG to accept Office of Traffic Safety grant funds to support the Go Human Campaign. Motion was SECONDED (Jahn) and passed by the following votes:

FOR: Martinez, Wapner, Viegas-Walker, Buscaino, Chun, Harnik, Jahn, Lorimore, McCallon, Messina, Richardson and Spiegel (12).



AGAINST: None (0).

ABSTAIN: None (0).

CFO MONTHLY REPORT

Basil Panas, Chief Financial Officer, provided a report on the following: dues collected for FY17 that represents 152 members and ongoing Caltrans audit.

Hasan Ikhata, Executive Director, expressed appreciation for Caltrans, SCAG's partner agency, for performing the audit.

FUTURE AGENDA ITEMS

There were no future agenda items requested.

ANNOUNCEMENT

Councilmember Rex Richardson announced and invited the members to attend "*Activate Uptown: Long Beach*," a Go Human Campaign event, scheduled for October 1, 2016, 10AM – 4PM.

ADJOURNMENT

There being no further business, Chair Martinez adjourned the meeting at 9:49 a.m. The next regular meeting of the EAC is scheduled for Thursday, September 29, 2016 at the SCAG Los Angeles Office.

EXECUTIVE/ADMINISTRATION COMMITTEE ATTENDANCE REPORT

| | Members | Representing | X = County Represented | | | | | | 2016 | | | | | |
|---------------|----------------------------------|--|------------------------|----|----|----|----|----|------|------|-----|------|---------|-----|
| | | | IC | LA | OC | RC | SB | VC | JUNE | JULY | AUG | SEPT | SEPT 29 | NOV |
| 1 | Martinez, Michele, 1st VP | Santa Ana, District 16 | | | X | | | | X | X | | X | | |
| 2 | Finlay, Margaret, 2nd VP | Duarte, District 35 | | X | | | | | X | X | | | | |
| 3 | Wapner, Alan | SANBAG | | | | | X | | X | X | | X | | |
| 4 | Walker-Viegas, Cheryl, President | El Centro, District 1 | X | | | | | X | X | | | X | | |
| 5 | Buscaino, Joe | Los Angeles, District 62 | | X | | | | | X | | | X | | |
| 6 | Chun, Ross | Aliso Viejo, TCA | | | X | | | | | X | | X | | |
| 7 | Harnik, Jan | Palm Desert, RCTC | | | | X | | | X | X | | X | | |
| 8 | Jahn, Bill | Big Bear Lake, District 11 | | | | | X | | X | X | | X | | |
| 9 | Lewis, Randall, Ex Officio | Lewis Op. Corp., Ex-Officio | | | | | | | X | X | | X | | |
| 10 | Lorimore, Clint | Eastvale, District 4 | | | | X | | | X | X | | X | | |
| 11 | McCallon, Larry | Highland, District 7 | | | | | X | | X | X | | X | | |
| 12 | Messina, Barbara | Alhambra, District 34 | | X | | | | | X | X | | X | | |
| 13 | O'Connor, Pam | Santa Monica, District 41 | | X | | | | | X | | | | | |
| 14 | Ramirez, Carmen | Oxnard, District 45 | | | | | | X | | X | | | | |
| 15 | Resvaloso, Mary "Maxine" | Torres-Martinez Desert Cahuilla Indians | | | | X | | | | | | | | |
| 16 | Rex Richardson | Long Beach, District 29 | | X | | | | | | X | | X | | |
| 17 | Saleh, Ali | Bell, District 27 | | X | | | | | X | | | | | |
| 18 | Spiegel, Karen | Corona, District 63 | | | | X | | | X | X | | X | | |
| TOTAL: | | | | | | | | | | | | | | |

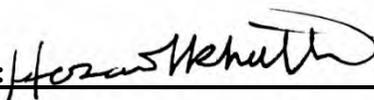


DATE: September 29, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Hasan Ikhata, Executive Director, ikhata@scag.ca.gov, (213) 236-1944

SUBJECT: SCAG Participation in Workshop and Memorandum of Understanding (MOU) Signing Ceremony in China

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve participation of seven (7) SCAG delegation representatives: Regional Council members Larry McCallon, Greg Pettis, Rex Richardson, and Lena Gonzalez; Executive Director Hasan Ikhata; Director of Land Use and Environmental Planning Huasha Liu; and SCAG staff representative Regional Planner Specialist Ping Wang, to attend the International Regional Planning and Interagency Collaboration Discussion Workshop, organized by the Institute of Policy and Management (IPM) under the Chinese Academy of Transportation Sciences (CATS); and participation at a Memorandum of Understanding (MOU) signing ceremony in Beijing, China for six (6) days from October 27 – November 1, 2016; and authorize the expenditure of approximately \$10,410 from the General Fund to cover travel-related expenses incurred by the SCAG delegates. Per SCAG Travel Policy, foreign travel requires Regional Council approval.

EXECUTIVE SUMMARY:

At the July 2, 2015 meeting, the Regional Council approved a Memorandum of Understanding (MOU) with the China Academy of Transportation Sciences (CATS) under the China Ministry of Transport. CATS invited SCAG delegates to participate in the MOU signing ceremony on November 1, 2016 in Beijing. In addition, the Institute of Policy and Management (IPM), invited SCAG delegates to participate in a workshop on International Regional Planning and Interagency Collaboration organized by IPM. As part of the invitation to SCAG, IPM and CATS will cover the costs of economy roundtrip airfares, lodging for three (3) nights, and meals, for the four (4) SCAG delegates. SCAG will cover the costs for the remaining three (3) days for the six (6) delegates and will cover all travel-related costs for the seventh SCAG staff representative.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan, especially our Vision Statement of serving as “an international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.”

BACKGROUND:

In the past two years, SCAG and IPM have initiated study efforts and the exchange of knowledge related to sustainable transportation development and integrated planning. These initiatives included a SCAG-led one-week workshop covering an integrated transportation planning model, data development, and



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environmental analysis, for IPM and CATS; one-year of research and study of SCAG's transportation models and exposure to bottom-up planning for an IPM scholar at SCAG. In addition, the 8th U.S. - China Transportation Forum was held in Los Angeles in 2016. Both U.S. DOT Secretary Anthony Foxx and China Minister of DOT Yang Chuan-tang attended in the open and closed sessions. SCAG staff attended the Forum and met with the CATS president and delegates.

To further the collaboration between the two countries on sustainable economic development and greenhouse gas reductions, IPM and CATS invited SCAG to attend a high-level workshop on International Regional Planning and Interagency Collaboration and to an MOU signing ceremony with CATS. Chinese officials from the National Development and Reform Commission, the Ministry of Housing and Urban-Rural Development and the Ministry of Transport, and key staff from China think-tanks will attend the workshop. At the July 2, 2015 meeting, the Regional Council approved a Memorandum of Understanding (MOU) with CATS.

FISCAL IMPACT:

Travel costs of approximately \$8,910 will be allocated from SCAG's FY 16-17 General Fund Budget (lodging for 3 nights at \$120 per night for six delegates = \$2,160; High-Speed Rail at \$150 each for seven delegates = \$1,050; Economy Roundtrip Airfare for two = \$1,500; \$300 for meals and ground transportation for seven delegates = \$2,100; and lodging at \$120 per night for 6 nights for the SCAG staff representative = \$720). Additionally, the proposed stipends for Regional Councilmembers Larry McCallon, Greg Pettis, Rex Richardson, and Lena Gonzalez for six (6) days total of \$2,880 will be allocated from SCAG's FY 16-17 General Fund Budget. The grand total expenditure for this travel is $\$6,030 + \$2,880 + \$1,500 = \$10,410$.

ATTACHMENT:

None



DATE: September 29, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

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

SUBJECT: Proposed Memorandum of Understanding (MOU) with the Department of Urban Planning and Real Estate of Chung-Ang University (DUPRE of CAU) in Korea to Promote Joint Research and Exchange of Information on Urban Planning, Real Estate, and Public Policy

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Approve the attached Memorandum of Understanding (MOU) between SCAG and DUPRE of CAU in Korea to promote joint research and exchange of information and planning practice in the area of urban planning, real estate, and public policy; and authorize the SCAG Executive Director or his designee to execute the MOU.

EXECUTIVE SUMMARY:
DUPRE of CAU in Korea desires to develop a cooperative relationship with SCAG to promote joint research and exchange of technical information in the area of urban planning, real estate, and public policy. SCAG staff seeks approval from EAC and RC for the MOU and authorize for the Executive Director or his designee to execute the MOU.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, especially our Vision Statement of serving as "an international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California."

BACKGROUND:
CAU is a private university based in Seoul. It operates two campuses, in Seoul and Anseong, Korea. Starting as a church-run kindergarten in 1918, CAU was transformed into a school for female kindergarten teachers in 1922 and was granted university status in 1953. CAU is home to nearly 30,000 students and 1,000 faculty members. CAU is comprised of 10 undergraduate colleges, 16 graduate schools, and 49 departments. Fully accredited by the Ministry of Education of Korea, CAU offers a wide range of bachelor's, master's and doctoral programs including a law school, global MBA programs and a medical school. CAU gained top recognition in the fields of pharmacy, culture and art education. As a major private institution, CAU is fully committed to guiding its Korean and international students to envision their life goals and achieve their maximum potential in the increasingly competitive world.

DUPRE, one of 10 undergraduate colleges of CAU, was founded in 1963. The goal of DUPRE of CAU is to train students to become urban and regional planners and real estate professionals. In today's diversified and complex society, urban planning and real estate management require a wide spectrum of specialized knowledge and expertise. DUPRE of CAU emphasizes the practical focus as well as the



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theoretical foundation. Urban planning concentration focuses on urban planning subjects including land use, environmental protection, economic development, transportation, community design, housing, and social planning, while real estate concentration emphasizes the education on real estate valuation, development, finance & investment, management and other topics. The alumni of DUPRE of CAU are employed in all forms of government or private activities which seek to affect the future or respond to community change.

SCAG and DUPRE of CAU envision that the collaborative relationship will benefit both agencies in sharing research on land use, environmental protection, economic development, transportation, community design, housing, and social planning. Further, the exchange of research experiences will also benefit both institutions in planning best practices and public policy and finding better solutions. The cooperative relationship may be implemented through joint research, seminars and workshops, and exchange of technical information and researchers/students.

If the MOU is approved by the Regional Council, SCAG Executive Director, Hasan Ikhata, and the Chair of DUPRE of CAU, Chang-Deok Kang, is expected to sign the MOU on October 24, 2016.

FISCAL IMPACT:

No financial commitment is made for purposes of this MOU; any joint cooperative activity by SCAG and DUPRE of CAU in the future will be subject to approval by SCAG’s Regional Council.

ATTACHMENT:

Proposed MOU between SCAG and DUPRE of CAU



Memorandum of Understanding

between



THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

And



**DEPARTMENT OF URBAN PLANNING AND REAL ESTATE OF
CHUNG-ANG UNIVERSITY**

DEPARTMENT OF URBAN PLANNING AND REAL ESTATE OF CHUNG-ANG UNIVERSITY (DUPRE of CAU) and THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) (hereinafter referred to as “the Parties”) agree to this Memorandum of Understanding (hereinafter referred to as “MOU” or “Agreement”) for the purpose of promoting mutual cooperation in the field of urban planning, real estate, and public policy.

Article I

The purpose of this MOU is to foster research capabilities and expand the knowledge base in the area of urban sciences on the basis of a cooperative, mutually beneficial relationship between the Parties.

Article II

The Parties shall mutually cooperate to discuss performance of the following activities and to meet on a case-

by-case basis to discuss additional details and terms as deemed necessary:

1. Co-hosting open forums and joint symposia;
2. Exchanging faculty members, researchers, and students;
3. Exchanging information and periodical publications; and
4. Implementing joint research on urban planning, real estate, and public policy.

Article III

Proposals for all joint, cooperative activities may be initiated by either Party, but are subject to approval by the governing boards of both Parties. All activities, including joint projects and conferences, will be mutually agreed upon by both Parties. The objective(s), content, form, duration, costs, and all other terms and conditions of each cooperative activity shall be the subject of a separate written agreement or instrument to be approved by the Parties. For purposes of this MOU, neither Party makes any financial commitment to any joint, cooperative activities.

Article IV

Scientific information derived from joint activities may be shared and made available through customary channels to each Party. For publication of results derived from joint research projects, either Party shall obtain the prior written consent from the other Party.

Article V

This MOU shall be effective from the date of signing and shall be valid for three (3) years thereafter. It may be automatically renewed on that date and will remain valid and effective unless either Party notifies the other Party in writing, at least six (6) months prior to the renewal date, of its intention to terminate the MOU.

IN WITNESS WHEREOF, the Parties have caused this MOU, signed by their authorized representatives, to be executed in duplicate copies in English with each of the copies being equally authentic.

**For SOUTHERN CALIFORNIA ASSOCIATION
OF GOVERNMENTS**

**For DEPARTMENT OF URBAN PLANNING AND
REAL ESTATE, CHUNG-ANG UNIVERSITY**

**Hasan IKHRATA
Executive Director**

Date: October 24, 2016

**Chang-Deok KANG
Chair**

Date: October 24, 2016

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DATE: September 29, 2016
TO: Executive/Administration Committee (EAC)
Regional Council (RC)
FROM: Hasan Ikhata, Executive Director, ikhata@scag.ca.gov, (213) 236-1944
SUBJECT: SCAG Participation at the International Conference in South Korea

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve the participation of two (2) SCAG delegates, Executive Director Hasan Ikhata and Chief of Research and Forecasting Simon Choi to represent SCAG and participate at the International Conference on Urban Design for the Future City hosted by the Incheon National University (INU) College of Urban Sciences, in Incheon, South Korea; and authorize the expenditure of approximately \$550 from the General Fund to cover related expenses incurred during the conference for the SCAG delegates. SCAG's Travel Policy requires RC approval of foreign travel.

EXECUTIVE SUMMARY:

INU College of Urban Sciences, one of SCAG's partner institutions in South Korea, is hosting the International Conference on Urban Design for the Future City, scheduled for October 27 – 28, 2016. INU College of Urban Sciences has invited two (2) SCAG delegates to participate at the conference.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, especially our Vision Statement of serving as "an international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California."

BACKGROUND:

SCAG's Travel Policy requires RC approval of foreign travel.

INU's sponsorship will cover airfare, lodging and other related costs. However, SCAG will be responsible for the \$550 expenditure as follows:

- (1) Hasan Ikhata, Executive Director: local travel and meals = \$200
- (2) Simon Choi, SCAG Chief of Research and Forecasting: one night lodging (\$150), local travel and meals (\$200) = a total of \$350.

FISCAL IMPACT:

The proposed expenditure of approximately \$550 will be allocated from SCAG's FY 16-17 General Fund Budget.

ATTACHMENT:

None



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DATE: September 29, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: Proposition 53: Revenue Bonds: Statewide Voter Approval – OPPOSE

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
Oppose

EXECUTIVE SUMMARY:
Proposition 53 would require statewide voter approval before any revenue bonds can be issued or sold by a public agency for certain infrastructure projects if the bond amount exceeds \$2 billion. The Legislative/Communications and Membership Committee, at its September 20, 2016 meeting, unanimously forwarded an ‘oppose’ recommendation to the Regional Council on the basis of infringement on local control of decision-making for revenue bonding, especially when subjecting local jurisdictions where a voter approved transportation sales tax been passed to a statewide vote in order to bond against the revenues of a local project.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:
Proposition 53 requires statewide voter approval for any bond issuance by a public agency for infrastructure projects exceeding \$2 billion. The \$2 billion threshold is adjusted annually for inflation according to the consumer price index. Projects cannot be broken into smaller projects to stay beneath the \$2 billion threshold. Thus, any future project by a county transportation commission that requires an issuance of bonds secured against revenues of the project being built that exceeds \$2 billion would have to first be approved by voters of the entire state of California.

Proponents of the measure note that elected officials and public agencies are currently allowed to borrow billions of dollars in state revenue bond debt without getting voter's approval. Proponents assert the measure would hold politicians accountable and would induce them to provide accurate estimates of how much a project would cost.



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Opponents argue that it is poor public policy to hang the future of local infrastructure projects on the preferences of voters statewide and that decisions about how local county's tax dollars are spent should be left to the voters and elected officials within that county, particularly when voters have approved a countywide sales tax for transportation/infrastructure projects.

Support/Opposition

Proposition 53 is supported by the California Republican Party, the California Libertarian Party, Howard Jarvis taxpayers association, and numerous county taxpayer associations throughout the state. It is opposed by the California Democratic Party, California State Association of Counties, League of California Cities, California Association of Councils of Governments, Los Angeles County Metropolitan Transportation Authority (LA Metro), Riverside County Transportation Commission, San Diego Association of Governments, Self-Help Counties Coalition, and numerous other local governments and transportation groups.

No recent polling data is available. The Public Policy Institute of California in January 2016, polled Proposition 53 at 70% for., 22% against with 8% undecided. As of Sept 2016, approximately \$5.5M has been raised in support of the Proposition; \$1.5M in opposition to the Proposition.

The Legislative/Communications and Membership Committee, at its September 20, 2016 meeting, unanimously recommended forwarding an 'oppose' recommendation to the Regional Council, consistent with local control principles, especially in local jurisdictions that have approved local sales taxes to fund transportation and infrastructure projects.

ATTACHMENT:

None

DATE: September 29, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: Proposition 54: Legislature: Legislation and Proceedings – SUPPORT

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Support

EXECUTIVE SUMMARY:
Proposition 54 would prohibit the state legislature from passing any bill unless it has been in print and published on the Internet for at least 72 hours before the vote, except in cases of public emergency; and requires the state legislature to make audiovisual recordings of all its proceedings, except closed session proceedings, and post them on the Internet. The Legislative/Communications and Membership Committee (LCMC) at its September 20, 2016 meeting forwarded a 'support' recommendation to the Regional Council on grounds of promoting good government through greater transparency and disclosure of the legislative process.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:
Proposition 54 requires every legislative bill to be posted online and distributed to lawmakers at least 72 hours before each house of the Legislature is permitted to vote on it (except when the Governor declares an emergency). The Proposition expressly prohibits any bill passed in violation of this 72-hour requirement from becoming law, and requires that the legislature make audiovisual recordings of all public legislative meetings and to post those recordings online within 24 hours, to remain online for at least 20 years. Finally Proposition 54 guarantees the right of every person to also record and broadcast any open legislative meetings.

Proponents of Proposition 54 argue Proposition 54 makes our state government more transparent by stopping the practice of writing laws promoted by special interests behind closed doors and passing them with little debate or review.

Opponents of Proposition 54 argue that it is a complicated measure that introduces unnecessary new restrictions empowering special interests under the guise of "transparency." Opponents assert



Proposition 54 will slow down the ability for legislators to develop bipartisan solutions to the most difficult problems; and requiring the legislature to wait three days before voting on a bill will give powerful lobbyists and well-funded special interests time to launch campaigns to attack bipartisan compromises.

Support/Opposition

Support of Proposition 54 includes:

- California Republican Party^[7]
- Libertarian Party of California^[8]
- Libertarian Party of Kings County^[6]
- Santa Monica Democratic Club^[9]

Organizations

- League of Women Voters of California^[6]
- California Common Cause
- League of California Cities
- First Amendment Coalition
- California Forward
- NAACP, California State Conference
- California Black Chamber of Commerce
- California Chamber of Commerce
- Howard Jarvis Taxpayers Association
- California Taxpayers Association
- National Federation of Independent Business, California
- California Business Roundtable
- Rural County Representatives of California
- Californians Aware
- California Senior Advocates League
- Latin Business Association
- California Business Properties Association
- California Planning and Conservation League
- Silicon Valley Leadership Group
- Bay Area Council
- North Bay Leadership Council
- Small Business Action Committee
- San Jose Silicon Valley NAACP
- Southwest California Legislative Coalition
- East Bay Leadership Council
- Orange County Business Council
- Monterey County Business Council
- San Gabriel Valley Economic Partnership
- Valley Contractors Exchange
- Valley Industry and Commerce Association
- The R Street Institute, California

REPORT

- Hispanic 100
- La Raza Roundtable of California
- Hispanic Chambers of Commerce of San Francisco
- Los Angeles Area Chamber of Commerce
- San Francisco Chamber of Commerce
- San Diego Regional Chamber of Commerce
- Sacramento Metropolitan Chamber of Commerce
- Fresno Chamber of Commerce
- San Jose Silicon Valley Chamber of Commerce
- Greater Riverside Chambers of Commerce
- Oxnard Chamber of Commerce
- North Orange Chamber of Commerce

Opposition to Proposition 54 includes:

- The California Democratic Party
- California Labor Federation

The Legislative/Communications and Membership Committee, at its September 20, 2016 meeting by 10-2 vote forwarded a 'support' recommendation to the Regional Council, consistent with promoting good government through greater transparency and disclosure of the legislative process.

ATTACHMENT:

None

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DATE: September 29, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: SCAG Membership & Sponsorship

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Approve

EXECUTIVE SUMMARY:
The Legislative/Communications & Membership Committee (LCMC) met on September 20, 2016 and recommended approval of up to \$40,256 in annual memberships for the California Association of Councils of Governments and up to \$10,000 in sponsorships for the University of Southern California Sol Price School of Public Policy – Executive Education Program.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

MEMBERSHIP

California Association of Councils of Governments (\$40,256)
Established in 1977, the California Association of Councils of Governments (CALCOG) is a statewide association representing 36 regional planning agencies working to assist each member in developing capacity to serve its members' needs for regional coordination and policy development. CALCOG's members serve as a forum for local governments to prepare regional plans, set regional transportation policy, strengthen the effectiveness of local government, and develop and maintain regional databases.

- CALCOG works with and through its members to:
- Review plans, and policies on subjects agreed upon by members;
 - Coordinate policy development as appropriate to the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;
 - Promote more effective planning at the regional level;
 - Conduct statewide workshops and conferences which provide members with an ideal opportunity to discuss key issues and learn from recognized experts in various fields; and



- Provide an informational clearinghouse on issues of concern to the regions and state.

The FY 2016-2017 annual dues are \$40,256. In the post-SB 375 era, and the vast quantity of legislation and policies related to regional issues and sustainable communities, CALCOG membership has become increasingly more valuable to SCAG and its members. CALCOG provides a strong voice for regional organizations in Sacramento with the legislature and the administration. CALCOG has provided extensive cap-and-trade work and analysis. Former SCAG President Pam O'Connor is currently the President of CALGOG, former SCAG President Cheryl Viegas-Walker is on the Board as a representative of Imperial County Transportation Commission, and former SCAG President Greg Pettis is on the Board as a representative of Riverside County Transportation Commission. Hasan Ikhrata also serves on the Executive Director Committee.

SPONSORSHIP

University of Southern California Sol Price School of Public Policy – Executive Education Program – \$10,000

The Executive Education (EXED) Forum for Policy at the University of Southern California (USC) Sol Price School of Public Policy (Price) offers a broad-based specialized non-degree certificate programs for local and global leaders. The EXED Forum is a suite of programs targeting public sector and other senior, mid-level, and emerging leaders, and is designed to deepen their understanding of substantive policy issues, augment their ability to leverage and increase existing public sector capacity, and foster leadership – all with the purpose of improving public and nonprofit administration and solving public problems. The Forum achieves this by bringing together world-renowned faculty of USC Price, experienced practitioners and a dynamic curriculum to teach and reach across boundaries.

The EXED Forum offers two programs: 1) Local Leaders Program, and 2) Global Leaders Program. The Local Leaders Program is designed for local elected officials and offers a focused curriculum in ethics, governance, leadership, and public policy to promote and enhance commitment to public value and to reach across sectors. The target audiences for this program are mayors, council members, supervisors, and special district board members. The next Local Leaders Program is scheduled for October 28-29, 2016 at the USC Price Research Centers.

SCAG has been a supporter of the USC Price EXED Forum since the 2011-2012 program and is listed on their website as a Strategic/Sponsoring Partner. Several SCAG cities have participated in the Local Leaders Program, including former SCAG Presidents Greg Pettis, Pam O'Connor, and Larry McCallon, SCAG Second Vice President Alan Wapner, and Policy Committee member Ray Musser. SCAG staff is again recommending a sponsorship in the amount of \$10,000.

FISCAL IMPACT:

\$50,256 for memberships and sponsorships is included in the approved FY 16-17 General Fund budget.

ATTACHMENT:

None.



DATE: September 29, 2016

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

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

SUBJECT: California Communities Environmental Health Screening (CalEnviroScreen) Tool –
Update on Draft Version 3.0

EXECUTIVE DIRECTOR'S APPROVAL: 

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

RECOMMENDED ACTION FOR EAC, RC AND TC:
Receive and File.

EXECUTIVE SUMMARY:

On September 6th the California Environmental Protection Agency (Cal/EPA) released the latest draft version of the California Communities Environmental Health Screening (CalEnviroScreen) tool for a six-week public review and comment period that will conclude on October 21st. CalEnviroScreen is a screening tool that may be used to help identify California communities that are disproportionately burdened by multiple sources of environmental pollution. This latest version of CalEnviroScreen includes several proposed updates and improvements from its predecessor, which was released in 2014. CalEnviroScreen serves to prioritize resources for disadvantaged communities, including the facilitation of providing designated Cap-and-Trade auction proceeds to the most impacted communities pursuant to Senate Bill 535. For the SCAG region, the share of the State's population included in the most impacted communities increased from 68% to 69% (about 1%) from the previous version. This could result in a slightly higher proportion of state Cap-and-Trade funding for the SCAG region and local jurisdictions. It should be noted that CalEnviroScreen is not intended to be used as a substitute for the focused risk assessment of a specific area or site, or to determine if a specific project's impacts are significant under the California Environmental Quality Act (CEQA).

STRATEGIC PLAN:

This item supports Strategic Plan Goal 2. Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities. a. Develop, monitor, or support state legislation that promotes increased investment in transportation programs in Southern California.



BACKGROUND:

CalEnviroScreen provides a screening methodology to help identify California communities that are disproportionately burdened by multiple sources of environmental pollution. CalEnviroScreen uses existing environmental, public health, sensitive population, and socioeconomic data to consider the extent to which communities across the State are burdened by and vulnerable to pollution. It identifies environmentally vulnerable communities through the weighted consideration of both the pollution burden (exposure and environmental effects) and the population characteristics (sensitive populations and socioeconomic factors) of a location. Therefore, the results generated by CalEnviroScreen represent the weighted aggregation of numerous environmental, economic, social, and public health related factors.

As with the previous CalEnviroScreen Version 2.0, which was released in October 2014, Cal/EPA continues to anticipate that the screening tool will enable decision makers to focus resources and investments in areas that are in greater need of assistance due to their higher environmental burdens and greater vulnerability to, or reduced ability to withstand, these burdens as compared to other areas. Specifically, Draft CalEnviroScreen Version 3.0, which is expected to be finalized by the end of 2016, can help inform Cal/EPA's implementation of the mandate to identify disadvantaged communities for the purposes of targeted investment of a designated portion of California Cap-and-Trade auction proceeds as provided by SB 535. Specifically, SB 535 requires that at least 25% of the Cap-and-Trade auction proceeds benefit “disadvantaged communities”, while at least 10% of Cap-and-Trade auction proceeds shall be used for investment within “disadvantaged communities”. However, CalEnviroScreen is not intended for use as a substitute for focused risk assessment for a specific area or site or to determine if a specific project’s impacts are significant under CEQA. Nor will the results of the screening tool be used as substitutes for other CEQA-required impact analyses, such as cumulative impact analysis.

SUMMARY OF PROPOSED UPDATES AND IMPROVEMENTS TO DRAFT VERSION 3.0:

Draft CalEnviroScreen Version 3.0 includes the following five (5) areas of updates and improvements.

1. Incorporates more recent data for all indicators.
2. Includes two new indicators (cardiovascular disease and rent-adjusted income), resulting in a total of twenty (20) indicators.
3. Removes the “children and elderly” age category as a stand-alone indicator.
4. Includes additional improvements to a number of existing indicators.
5. Includes updated indicators for communities in the California-Mexico border region pursuant to Assembly Bill (AB) 1059 (Garcia, 2015).

Draft Version 3.0 uses more recent data representing the years between 2010 and 2014 for all indicators to more accurately reflect current environmental conditions and population vulnerability to pollution. It uses the same overall methodology and model as Version 2.0 to calculate CalEnviroScreen scores, except for adding the indicators for cardiovascular disease incidence and rent-adjusted income. The cardiovascular disease indicator is based on emergency room visits for heart attack rates. The rent-adjusted income indicator takes housing costs into consideration as a socioeconomic factor that can affect a community’s vulnerability to the public health effects and exposures to environmental effects. The age indicator in Version 2.0 is replaced with an age analysis to show the percentage of the two vulnerable population groups

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(children and elderly) in all census tracts as well as the correlation, if any, between age and CalEnviroScreen scores. The census tract-based age statistics are available on the online maps along with statistics on race/ethnicity for each tract. Draft Version 3.0 also includes additional improvements to the existing indicators. For example, it includes three additional drinking water contaminants, one additional pesticide, updated locations of permitted hazardous waste facilities, and the addition of produced water ponds from well stimulation activities during the oil and gas operations. Lastly, pursuant to AB 1059, five (5) existing indicators are updated to include additional information on pollution near the California-Mexico border. The five (5) indicators are: air quality (ozone), air quality (PM_{2.5}), diesel particulate matter emissions, toxic releases from facilities, and traffic density.

Overall, with the proposed updates and improvements, Draft Version 3.0 will be able to better reflect the combined environmental impacts from multiple sources for California’s communities at the census tract level. In addition, the updated data for environmental, public health, sensitive population, and socioeconomic indicators at the census tract level will also be valuable for various complementary planning efforts.

RESULTS BASED ON DRAFT VERSION 3.0:

The Table below compares the population included in the most impacted communities, or “disadvantaged communities” as indicated under CalEnviroScreen Version 2.0 and Draft Version 3.0.

| MPO | Total Population | Top 25% CalEnviroScreen Census Tracts Population | | | Percentage of California | |
|---------------------------------|------------------|--|-------------------|---------|--------------------------|-------------------|
| | | Version 2.0 | Draft Version 3.0 | Changes | Version 2.0 | Draft Version 3.0 |
| SCAG | 18,051,534 | 6,368,506 | 6,368,254 | 0.0% | 67.8% | 68.5% |
| Counties within the SCAG Region | | | | | | |
| Imperial | 174,528 | 69,634 | 85,380 | 22.6% | 0.7% | 0.9% |
| Los Angeles | 9,818,605 | 4,348,000 | 4,490,765 | 3.3% | 46.3% | 48.3% |
| Orange | 3,010,232 | 526,857 | 392,015 | -25.6% | 5.6% | 4.2% |
| Riverside | 2,189,641 | 527,851 | 567,115 | 7.4% | 5.6% | 6.1% |
| San Bernardino | 2,035,210 | 862,696 | 803,494 | -6.9% | 9.2% | 8.6% |
| Ventura | 823,318 | 33,468 | 29,485 | -11.9% | 0.4% | 0.3% |
| MTC | 7,150,020 | 388,427 | 242,040 | -37.7% | 4.1% | 2.6% |
| SACOG | 2,316,019 | 226,906 | 230,799 | 1.7% | 2.4% | 2.5% |
| SANDAG | 3,095,313 | 116,595 | 150,000 | 28.7% | 1.2% | 1.6% |
| Others | 6,641,070 | 2,288,809 | 2,302,630 | 0.6% | 24.4% | 24.8% |
| California | 37,253,956 | 9,389,243 | 9,293,723 | -1.0% | 100.0% | 100.0% |

(Source: Office of Environmental Health Hazard Assessment (OEHHA), September 2016)

For the SCAG region as a whole, the *share* of the State’s population included in the most impacted communities increased slightly by 0.7% from 67.8% using Version 2.0, to 68.5% using Draft Version 3.0.



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Within the region, population in the most impacted communities in Ventura County, Riverside County and Los Angeles County increased by 22.6%, 7.4%, and 3.3%, respectively, while the impacted population decreased in the Counties of Orange, Ventura, and San Bernardino. Specifically, in Imperial County, population in the most impacted communities increased most significantly, and population in the most impacted communities in Orange County decreased most significantly. Among the three largest metropolitan planning organizations other than SCAG, changes of population in the most impacted communities between Version 2.0 and Draft Version 3.0 were minor, except for the 1.5% decrease in the Metropolitan Transportation Commission (MTC) region.

Further information about the Draft CalEnviroScreen Version 3.0, including the Draft Report and an interactive mapping tool, can be viewed at <http://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30-draft>. **Comments on the Draft CalEnviroScreen 3.0 are due by October 21, 2016**. Staff plans to apprise the RC, EAC, CEHD Committee, EEC, and TC regarding the status of Version 3.0 in future staff reports.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 16/17 Overall Work Program (17-080.SCG00153.04: Regional Assessment).

ATTACHMENTS:

1. Proposed Changes in this CalEnviroScreen 3.0 Update
2. State, Regional, and County Maps Showing Areas of the Most Impacted Communities using CalEnviroScreen Version 2.0 and Draft Version 3.0



PROPOSED CHANGES IN THIS CALENVIROSCREEN 3.0 UPDATE



This draft of CalEnviroScreen 3.0 updates the tool in a variety of ways.

This draft incorporates:

- More recent data for all indicators.
- Improvements in the way some indicators are calculated, and additions to some indicators, to better reflect environmental conditions or population vulnerability to pollution.
- The addition of two new indicators reflecting health and socioeconomic vulnerability to pollution.
- The removal of the “children and elderly” age indicator, and replacement with an analysis of age.



The tables below describe the proposed changes to each indicator in greater detail.

As a result of these changes, CalEnviroScreen 3.0 would use 20 indicators covering pollution burden and population characteristics of California’s approximately 8000 census tracts. One of the two proposed new indicators, emergency department visits for acute myocardial infarction (heart attack), is an indicator of subpopulations that may be especially vulnerable to the health effects of pollution. The other new indicator takes housing costs into consideration as a socioeconomic factor that can affect a community’s vulnerability to the health effects of pollution. The Age indicator from Version 2.0 has been removed based on concerns that the measure of populations of children and the elderly in individual census tracts does not adequately represent these vulnerable populations. New data are added to several indicators, including three additional drinking water contaminants, one additional pesticide, and the addition of produced water ponds from oil and gas operations to the groundwater threats indicator.

Additional information on pollution near the California–Mexico border that was not available at the time of the Version 2.0 release is included in this update. For example, certain facilities that release toxic chemicals in Mexico near the border have been incorporated into the Toxic Releases indicator. Likewise, air monitoring data from two new air monitoring stations near the border has been factored into the ozone and PM 2.5 indicators. Additional details are provided below.

The CalEnviroScreen model and method used to calculate CalEnviroScreen scores remains the same and is described in the draft report. More detailed information on the proposed changes and further description of the new indicators is also available in the draft report.

Exposure Indicators:

Indicator Proposed Improvements

Air Quality: Ozone The air monitoring data used in this indicator have been updated to reflect ozone measurements for the years 2011 to 2013. The proposed measure for CalEnviroScreen 3.0 is the average daily maximum ozone concentration. In CalEnviroScreen 2.0, the measure was the sum of the ozone concentrations above the state's ozone standard at a given air monitoring station. The change to a more straightforward calculation of average concentration is easier to interpret. This change also allows the incorporation of information on ozone for all areas of the state, not only census tracts with levels estimated to be over the standard. As a result of this change, areas with no exceedances of the state ozone standard that previously had a zero score now have a score greater than zero.

Data from two new air monitoring sites near the California–Mexico border at San Ysidro and Otay Mesa are also included in the CalEnviroScreen 3.0 calculations. In addition, ozone concentrations for census tracts further than 50 kilometers from an air monitor are now reported. Previously, ozone concentrations for census tracts whose center was more than 50 kilometers from the nearest air monitor were not reported.

Air Quality: PM 2.5 The air monitoring data used in this indicator have been updated to reflect PM 2.5 measurements for the years 2011 to 2013.

Additional data from two new air monitoring sites near the California–Mexico border at San Ysidro and Otay Mesa are also included in the calculations.

PM 2.5 concentrations for census tracts further than 50 kilometers from an air monitor are now taken into account. Previously, census tracts with centers more than 50 kilometers from the nearest PM2.5 air monitor were not included. Some satellite data was incorporated to provide full state coverage for the PM2.5 indicator.

Diesel Particulate Matter Diesel PM emissions were updated for the year 2012. Emissions from sources of diesel PM in Mexico near the US are also included in this update.

Diesel PM emissions estimates are provided to OEHHA by the California Air Resources Board (CARB) in 16-square-kilometer grid cells that cover most of the state. In the previous version of CalEnviroScreen, these grid estimates were converted to the census tract scale based on the total geographic area of the census tract. In this draft, the grid estimates were converted using only the populated areas of each census tract (populated census blocks). This change means the diesel PM emissions

estimates for each census tract better represent emissions and potential exposures where people live.

To account for additional diesel PM emissions from sources on the Mexico side of the US-Mexico border, CARB compared modeled diesel PM emissions with data from air monitoring of nitrogen oxides (NO_x), a proxy for diesel PM, at Calexico and Otay Mesa. Based on a comparison of the modeled diesel PM emissions to measured concentrations of NO_x, CARB adjusted modeled diesel PM upward at the Calexico border area. CARB found modeled diesel PM in Otay Mesa did not need to be adjusted.

Drinking Water Contaminants

The drinking water indicator uses information on the quality of drinking water that is delivered by community water systems as well as the boundaries of the geographic areas served by the systems. Of the approximately 3,000 community water systems covered by the drinking water indicator, 2,057 water system service area boundaries were used in this version of CalEnviroScreen. These 2,057 boundaries were downloaded from the California Environmental Health Tracking Program's (CEHTP) Water Boundary Tool. The boundaries were either obtained by water providers or researched and drawn by OEHHA or CEHTP staff using maps or other information about the population served by the system. In this draft, there are about 700 more service area boundaries than were available when CalEnviroScreen 2.0 was finalized. The incorporation of the new boundaries allows for a more accurate geographic representation of water quality across the state.

The methodology used to reflect delivered water quality was also improved through better selection of sample locations to represent delivered water and the collection of updated information on how much water wholesale water suppliers provide to their customers, which might have changed in recent years (possibly due to drought action).

Water contaminant data from 2005 to 2013 was collected, representing the most recent compliance period. Three new contaminants were added to the index based on toxicity concerns and frequency of tests. These contaminants are tetrachloroethylene (PCE), 1,2,3-trichloropropane (TCP), and combined radium 226 and 228.

Pesticide Use

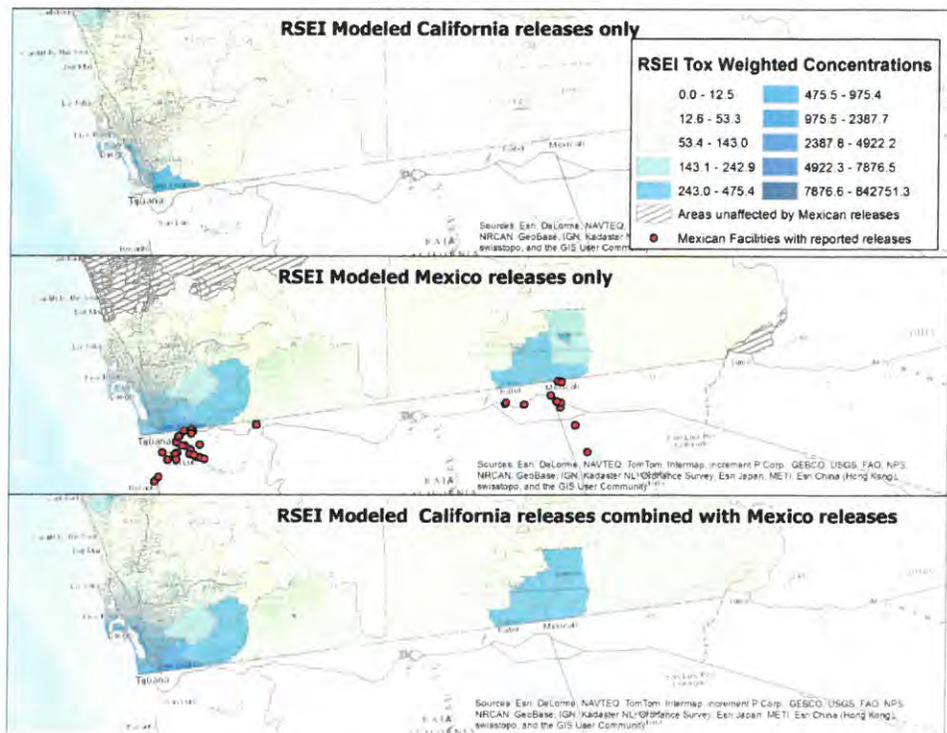
The pesticide use indicator was updated to include data for the years 2012 to 2014. One additional pesticide, ethylene glycol, met the hazard and volatility criteria and was added to the analysis. A total of 70 pesticides are now covered by this indicator.

Toxic Releases from Facilities

The toxicity-weighted concentrations of modeled chemicals released to air from the US EPA's Risk Screening Environmental Indicators (RSEI) program were updated to incorporate an average of the emission data for the years 2011 to 2013. After the release of CalEnviroScreen 2.0, California communities located near the Mexican border raised

concerns that the indicator did not incorporate potential cross-border pollution from toxic emissions originating in Mexico.

To address this gap, toxic release emissions data from Mexico up to 49 kilometers south of the California-Mexico border for the years 2011 to 2013 were incorporated into the RSEI model by Abt Associates, US EPA contractors for the RSEI program. RSEI combines reported chemical emissions with toxicity estimates and models the dispersion of chemicals into air by incorporating physicochemical properties, weather, and geography. Toxicity-weighted concentrations from the Mexican facilities were modeled and incorporated into the California RSEI results. The new toxicity-weighted emissions were then aggregated to census tract level estimates for the border region by Abt Associates and provided to OEHHA. This data set was used to better characterize binational pollutant impacts on communities near the California-Mexico border.



Traffic Density The traffic density indicator was updated with traffic volumes for 2013 and includes a more expansive network of traffic volumes and roadways.

CalEnviroScreen 2.0 used Caltrans-based traffic volumes from the 2004 Highway Performance Monitoring System (HPMS) on segments of roadways across the state. The updated dataset was provided by the California Environmental Health Tracking Program (CEHTP) and uses additional sources of traffic volumes. The data on traffic volumes,

including data on local traffic not contained in HPMS, were acquired from TrafficMetrix, a database of current traffic volumes up to 2013 that includes 2008 roadway data from Tele Atlas, a mapping company.

Modeling of traffic data on road segments without traffic counts was used to provide statewide coverage of many more roadway segments than in the previous version of CalEnviroScreen. The use of Caltrans HPMS, local data sources, and modeling result in a more comprehensive estimate of traffic density in the state.

There is a high correlation between the traffic data used in 2.0 and the new data used in 3.0. In general, the new dataset shows decreases in traffic volume estimates. This difference, however, represents a refinement of data by including traffic counts on smaller, local roads, rather than a true decrease in traffic. Since CalEnviroScreen indicators are scored as percentiles, the traffic levels divided by lengths of measured roadways in or near each census tract, relative to those of the state's other census tracts, governs an individual tract's score for this indicator.

Traffic density information from roads in Mexico in close proximity to California was updated for inclusion in the new California traffic data. First, traffic volumes at the six border crossings within 150 meters south of the California-Mexico border were updated to include more recent traffic data. The data came from the US Department of Transportation and the US Customs and Border Protection. Border crossing counts at the six ports of entry into California for trucks, buses and personal vehicles in 2013 were incorporated.

Updated traffic volumes for parallel roads within 150 meters of the California-Mexico border was also investigated, but as of the time of this draft, new data are not available. This proposed version of CalEnviroScreen uses the same data as CalEnviroScreen 2.0 for traffic volumes for the two major parallel roads in Tijuana (Via International and Blvd Aeropuerto). OEHHA obtained the data from the San Diego Association of Governments (SANDAG).

Environmental Effect Indicators:

Cleanup Sites This indicator has been updated with information on the location and status of cleanup sites from the EnviroStor database, downloaded in May 2016.

Groundwater Threats Updated information on the location and status of groundwater cleanup sites was downloaded from the GeoTracker database in June 2016.

One additional type of groundwater threat has been included in this update. Produced-water ponds containing water that is produced and stored as a byproduct of oil and gas production from well stimulation activities were added to the GeoTracker database in 2015. There were

318 produced-water ponds incorporated into the Groundwater Threats indicator. The weighting of these sites in relation to the other types of sites in this indicator can be found in the appendix of the Groundwater Threats chapter in the report.

Hazardous Waste Generators and Facilities The hazardous waste generators data was updated for the years 2012–2014 with information provided by the Department of Toxic Substances Control (DTSC). Updated information on the location and status of permitted hazardous waste facilities was also acquired from DTSC. Numerous adjustments to permitted facility locations were made in this version and many facility boundaries were also incorporated. Reported locations for the facilities were checked and adjusted by Dr. James Sadd and his research team at Occidental College and provided to OEHHA. The changes were confirmed by OEHHA staff based on visual inspection of satellite imagery.

A minor change to the scoring matrix for these facilities was also made. Permit status was removed as part of the criteria for scoring permitted hazardous waste facilities. The new facility scoring weights can be found in the appendix of the Hazardous Waste Generators and Facilities section in the draft report.

Impaired Waters The State Water Resources Control Board (SWRCB) released its Final 2012 California Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report) on impaired water bodies in 2015. The 2012 version updates only Region 1 (Northwest Coast), Region 6 (Eastern California) and Region 7 (Southeastern California). This proposed Impaired Waters indicator update included the new information from the SWRCB 2012 report for these regions. Data for Regions 2, 3, 4, 5, 8, and 9 remain the same as in CalEnviroScreen Version 2.0.

Solid Waste Sites and Facilities Updated information on (1) active solid waste sites, (2) closed, illegal, abandoned waste sites, (3) waste tires and (4) violations at solid waste facilities was obtained from CalRecycle in June 2016. These were all incorporated in this proposed version of the indicator.

Sensitive Population Indicators:

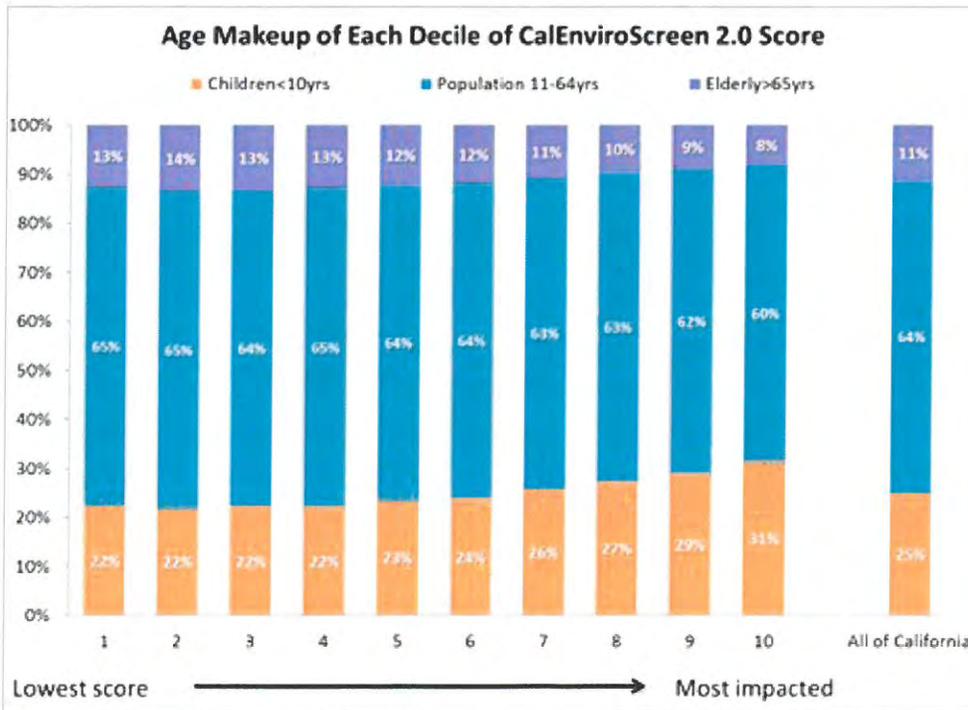
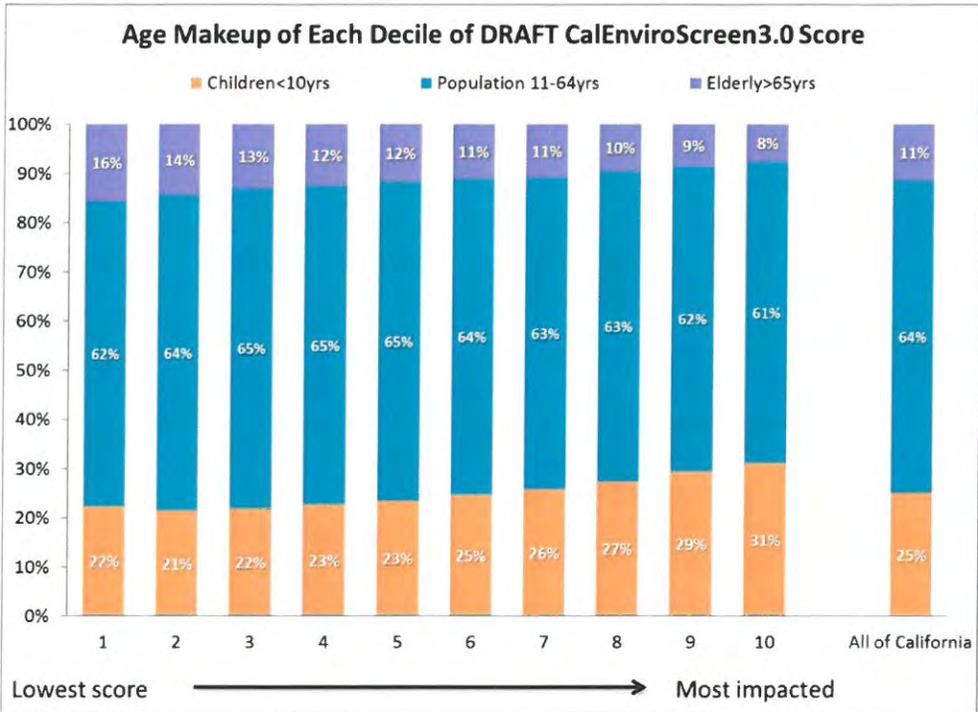
Age: Children and Elderly In this update to CalEnviroScreen, OEHHA proposes to remove the Age indicator, and instead address age in a different analysis and also display the age data with the scores for each census tract. This change does not reflect a change in the evidence that children and elderly are especially vulnerable to pollution's effects. The change instead reflects additional analysis showing that the indicator does not provide a good measure to represent the vulnerability of these populations across the state.

In CalEnviroScreen 2.0, the age indicator score was based on the percent of population under age 10 or over age 65 in a census tract. Here, the proposal to remove the indicator is based on the following findings:

- The measure of the elderly tended to highlight census tracts with high concentrations of retired (and in many cases, more affluent) elderly populations with longer life expectancies rather than more vulnerable elderly populations with early mortality.
- Few census tracts have a high prevalence of both children and elderly. The overall effect in the CalEnviroScreen 2.0 indicator is that one subpopulation counterbalanced the other. Removal of the indicator has little bearing, for example, on the overall number of children in the highest scoring areas.
- The Age indicator is more highly correlated with the percent elderly than percent children. This results in elderly being more highly represented by the indicator.
- The Age indicator contradicted the general pattern across indicators that decreasing the indicator score is desirable.
- Using CalEnviroScreen 2.0 data, a sensitivity analysis excluding only the Age indicator produced a minimal shift in the demographics of the most highly-scoring census tracts (see charts below).

Therefore, instead of including the Age indicator in the calculation of the final score, OEHHA will include an analysis in the final CalEnviroScreen 3.0 report that describes the percentage of the two vulnerable population segments (children and elderly) in all census tracts, as well as correlations between age and CalEnviroScreen scores across California. The online maps will also allow viewers to click on individual census tracts and view age statistics along with statistics on race/ethnicity for each tract.

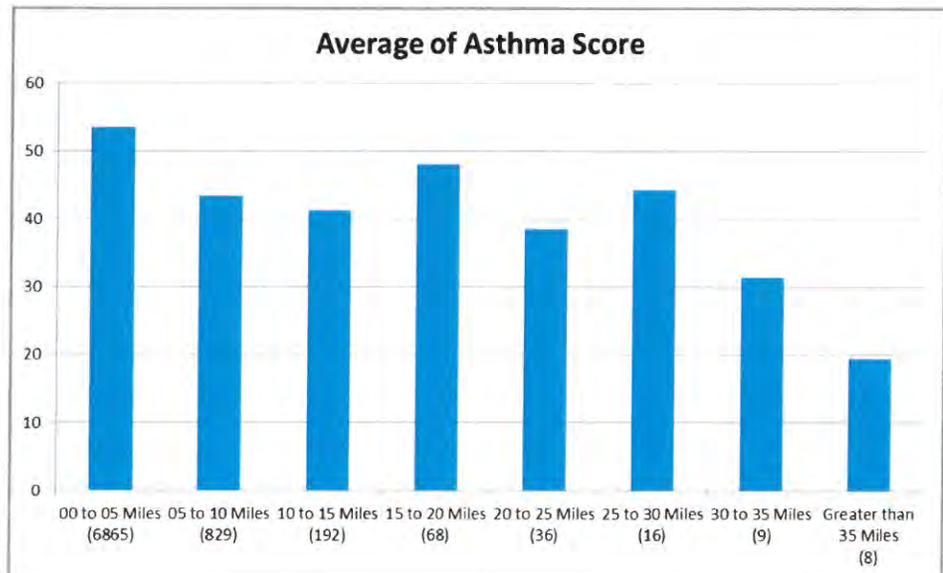
The charts below show the age composition of all census tracts when placed into 10 groups from lowest to highest CalEnviroScreen score. The results are very similar between the proposed CalEnviroScreen 3.0 and 2.0 versions with respect to the fraction of children and elderly in each group.



Asthma The asthma indicator has been updated with data for the years 2011 to 2013 and represents the rates of emergency department (ED) visits for asthma that are age-adjusted and spatially modeled. The rates were calculated by the California Environmental Health Tracking Program (CEHTP).

Comments on the previous version of CalEnviroScreen expressed concern that the rate of ED visits is underestimated in rural and medically underserved communities where the nearest ED is far away or difficult to access. To understand this issue better, OEHHA evaluated the proximity of each census tract's center to the nearest ED. OEHHA found that 17 of the 8,035 census tracts are further than 30 miles from the nearest ED.

OEHHA also evaluated if census tracts further from EDs show significant differences in asthma ED visit rates. To understand how distance to an ED is related to the asthma ED visit rate, census tracts were grouped into five mile increments based on distance from the nearest ED (less than 5, 5-10, 10-15, 15-20, 20-25, 25-30, 30-35, and more than 35 miles). A chart of the average asthma ED visit rate (per 10,000 people) by these increments is shown below. A statistical analysis showed that tracts further from an ED have lower rates of ED visits than tracts closer to an ED. It is unclear if the lower rates in the more distant areas represent a need for medical service that is not met, which would be the case if people suffering asthma attacks were not going to EDs because of the distances involved. Because of this uncertainty, OEHHA is not proposing a change to the indicator at this time. However, OEHHA will continue to research the role of access to health care for this indicator.



Cardiovascular Disease: Heart Attack Rate A measure of rates of emergency department visits for heart attacks is proposed for inclusion as new indicator of population vulnerability. This indicator is proposed in part as a response to comments raising the concern that CalEnviroScreen 2.0 did not contain a sufficient emphasis on health indicators.

Preexisting cardiovascular disease or a previous heart attack makes individuals more susceptible to the effects of air pollution. This literature is summarized in the chapter in the draft report. Acute myocardial infarction (AMI), commonly known as a heart attack, is the most common adverse cardiovascular event. The rate of AMI visits to the ED was identified as a suitable indicator of cardiovascular disease.

The data represents the rate of ED visits for the years 2011- 2013. The data comes from the Office of Statewide Planning and Research as the number of ED visits by ZIP code for having an AMI. Rates at the ZIP code scale were calculated and provided by CEHTP. The ZIP code data was converted to a rate, age-adjusted and spatially modeled to census tracts for a 3-year average. ZIP codes are the smallest geographic unit available for ED data.

Low Birth Weight Infants The indicator for the rate of low birth weight (LBW) infants in each census tract is proposed to incorporate more years of data. Here, the indicator is represented by a seven-year low birth-weight rate (2006 to 2012). OEHHA did not spatially model the data as it had in version 2.0 with the intent of minimizing extreme values in census tracts with very few births. OEHHA evaluated the modeled LBW rates used in version 2.0 and the newer data available (2009-2012). This analysis showed that the modeled data was actually introducing unwanted variability into the distribution of census tracts, particularly those tracts with few births. Here, we propose to use the calculated rates (not modeled) with seven years of birth data to provide more stable and accurate estimates.

Estimates derived from places with few births are considered unreliable because they often produce extreme values and can vary greatly by year. To address this issue, LBW rates for census tracts with fewer than 100 births over the seven years were not estimated.

Socioeconomic Factor Indicators:

Educational Attainment The indicator has been updated with the 2010-2014 estimates from the American Community Survey (ACS) on the percent of the population with less than a high school degree. The methods for the analysis of the data and the exclusion of unreliable estimates were the same as for CalEnviroScreen 2.0.

Linguistic Isolation The indicator has been updated with the 2010-2014 estimates from the American Community Survey (ACS) on the percent of households where no one over 14 speaks English very well. The methods for the analysis of the data and the exclusion of census tracts with unreliable estimates were the same as for Version 2.0.

Poverty The indicator has been updated with the 2010-2014 estimates from the American Community Survey (ACS) on the percent of the population living two times below the federal poverty level. The methods for the analysis of the data and the exclusion of census tracts with unreliable estimates were the same as for Version 2.0.

Unemployment The indicator has been updated with the 2010-2014 estimates from the American Community Survey (ACS) on the percent of the population over age 16 that is unemployed and eligible for the labor force. The methods for the analysis of the data and the exclusion of census tracts with unreliable estimates were the same as for Version 2.0.

Rent-Adjusted Income OEHHA received public comments during the development of CalEnviroScreen 2.0 that differences in cost-of-living across the state should be taken into account in socioeconomic measures. The most comprehensive poverty study identified that examined cost-of-living differences was conducted by the Public Policy Institute of California in its work on a California Poverty Measure. However, the smallest scale of analysis from that work was county level, which is not suited to the much smaller census tract scale used in CalEnviroScreen. At the time, OEHHA evaluated whether cost of living could be adjusted for within the poverty measure at the census tract scale and determined that a suitable adjustment could not be made.

The dominant driver of the geographic differences in cost of living seen in the California Poverty Measure was housing cost. California has very high housing costs relative to much of the country, making it difficult for many to afford adequate housing. Even more important, the cost of living varies significantly within California and is largely dependent on housing cost, availability, and demand. Here, OEHHA proposes an additional indicator to identify areas where households may be stressed by high housing cost relative to income. This indicator of rent-adjusted income uses a measure calculated by subtracting each census tract's median gross rent from its median household income. It will help account for differences in housing costs across different areas of California.

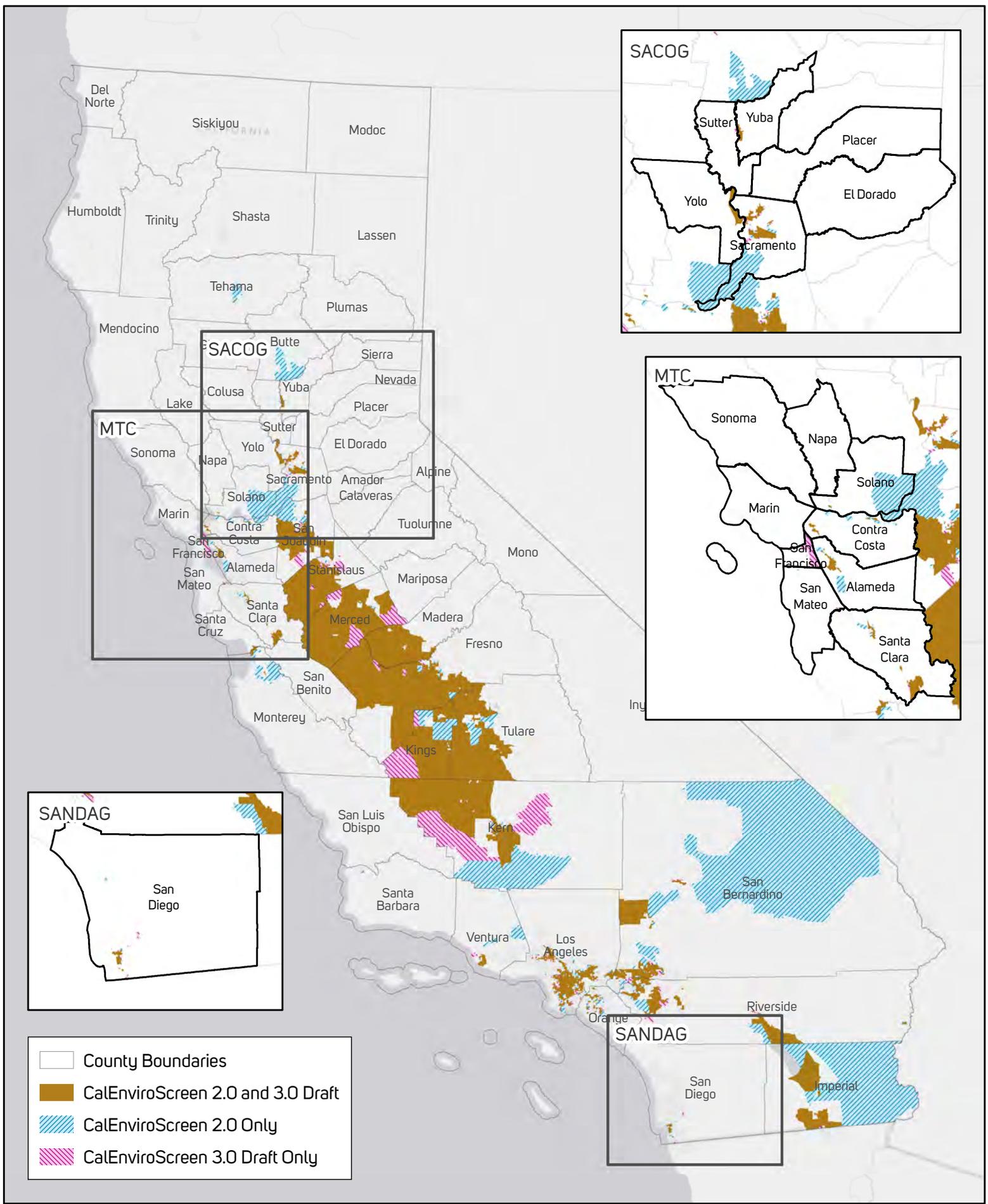
Measures of affordable housing often use a rent burden or owner cost burden measure based on the ratio of housing costs to income. Such measures of housing cost burden, however, do not consider whether the income available after the housing expenditure is adequate to meet non-housing needs. In other words, fairly wealthy people with very high

income and high rent could have the same rent burden ratio as someone with low income and low rent. The alternative measure we propose here is the residual income approach, which focuses on the income remaining after housing expenditures. Some households earn such low incomes that they cannot afford to allocate even low percentages of their income to housing.

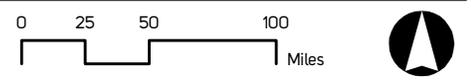
The scoring approach for the rent-adjusted income indicator is the same as for the other population-characteristic indicators, although the order is reversed (lower income numbers are more disadvantaged). This means that the lowest raw rent-adjusted income values score in the highest percentiles. The higher scoring tracts are those with the smallest median residual income values after the subtraction of rent.

The data on household income and gross rent come from 2010-2014 estimates from the American Community Survey (ACS). The exclusion of unreliable estimates was performed by methods comparable to the other socioeconomic measures.

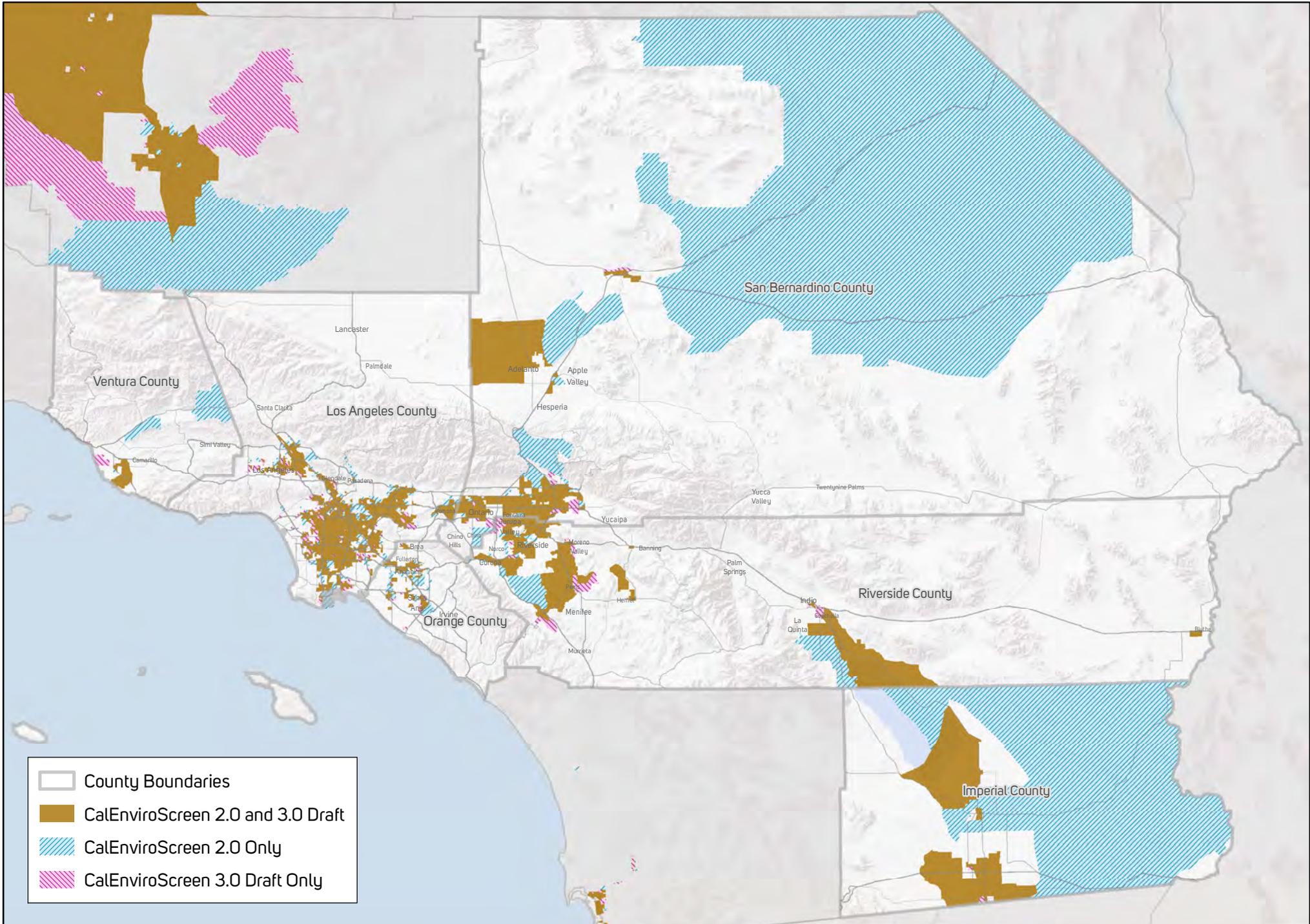
Top 25% CalEnviroScreen Census Tracts in California



Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.



Top 25% CalEnviroScreen Census Tracts in the SCAG Region

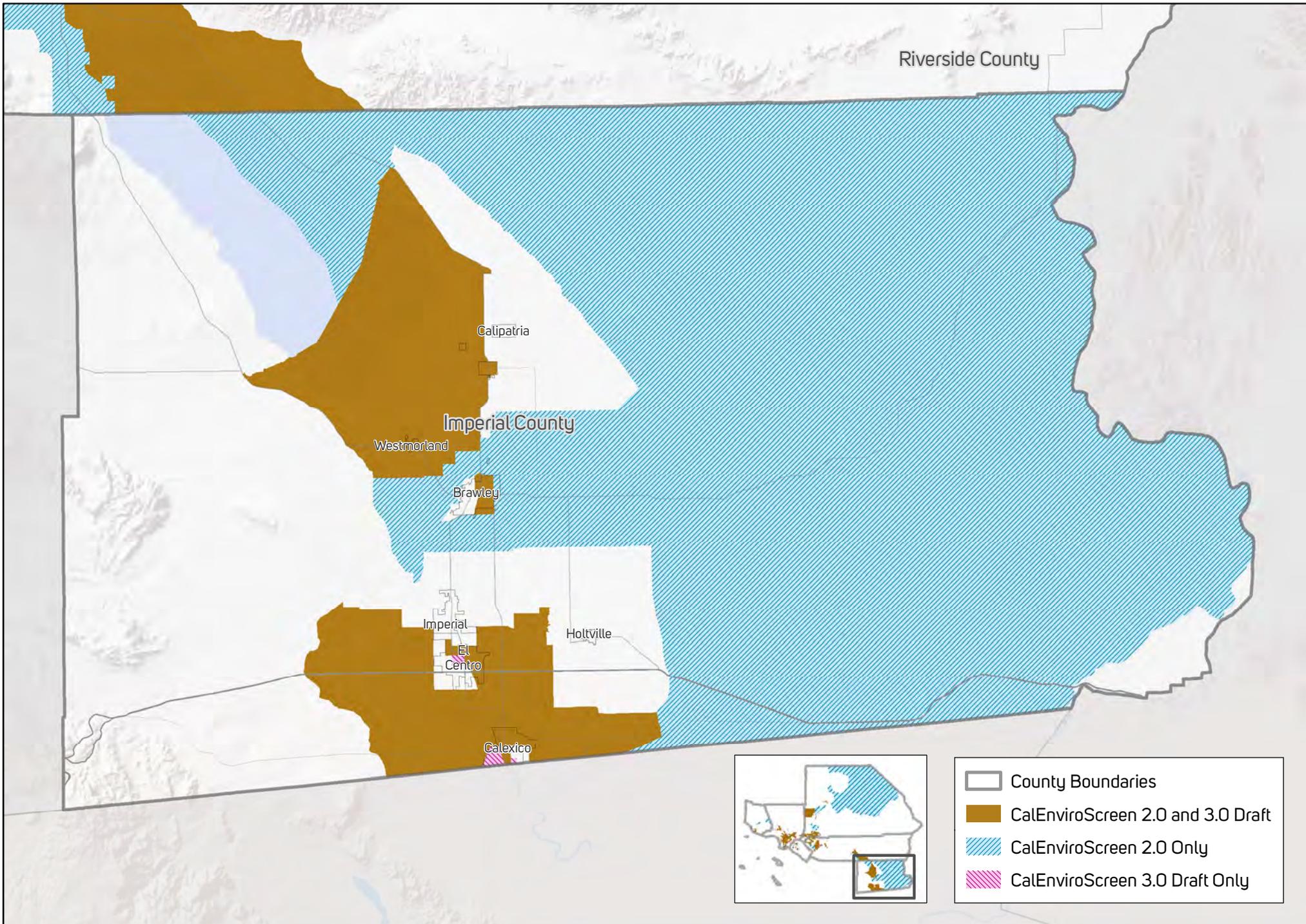


Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.

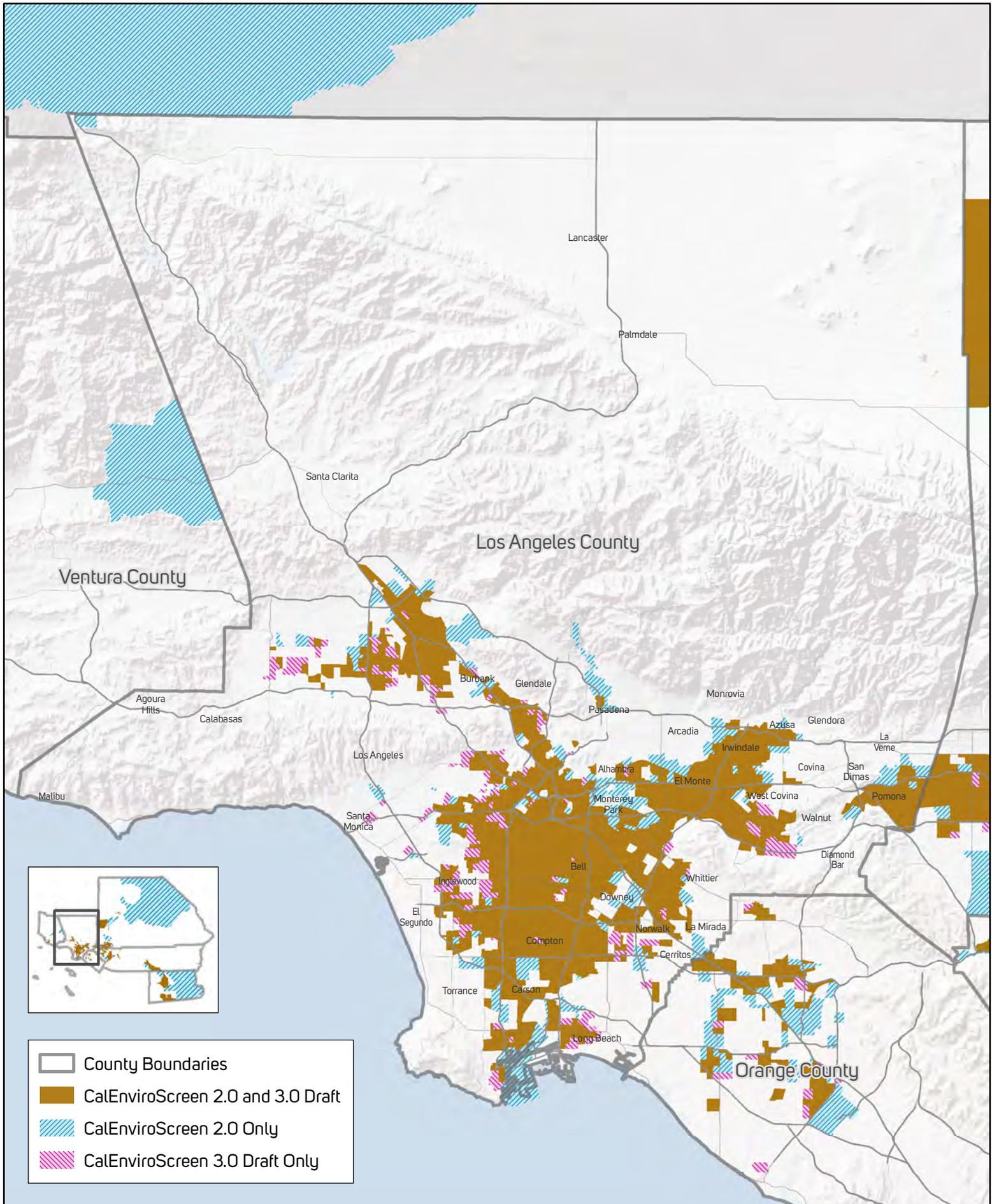
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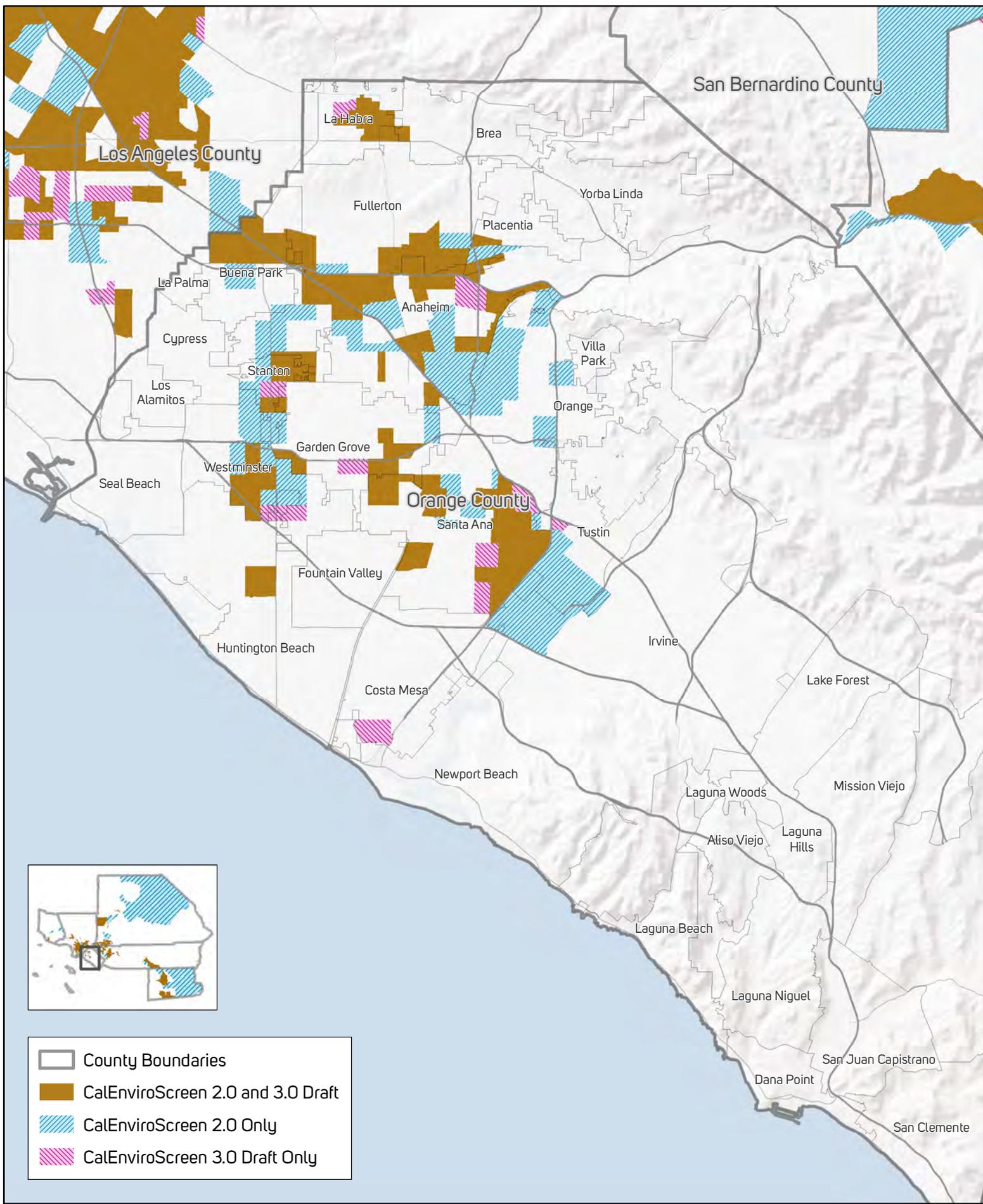
Top 25% CalEnviroScreen Census Tracts in Imperial County



Top 25% CalEnviroScreen Census Tracts in Los Angeles County

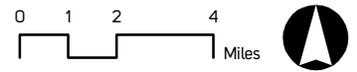


Top 25% CalEnviroScreen Census Tracts in Orange County

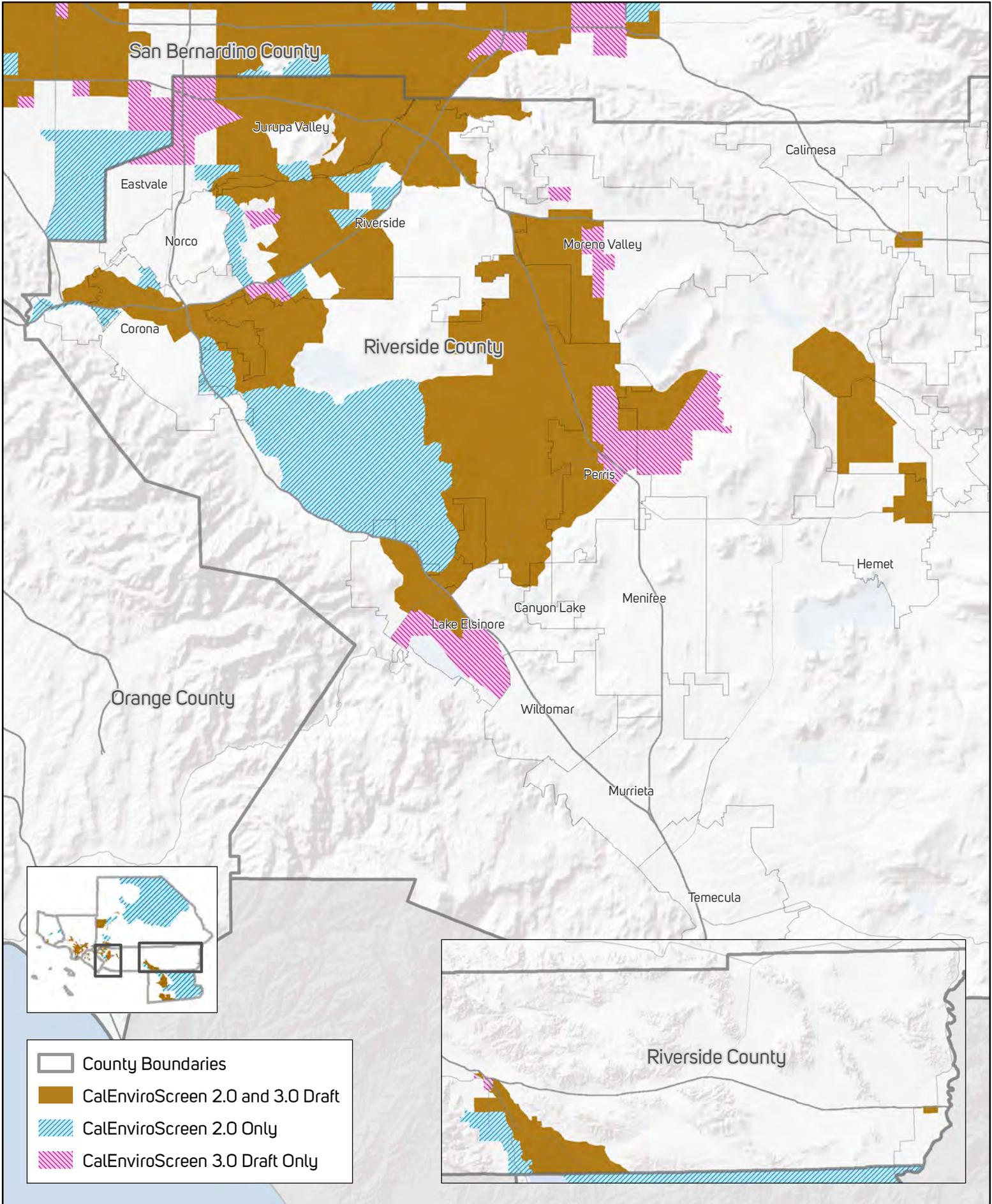


Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.

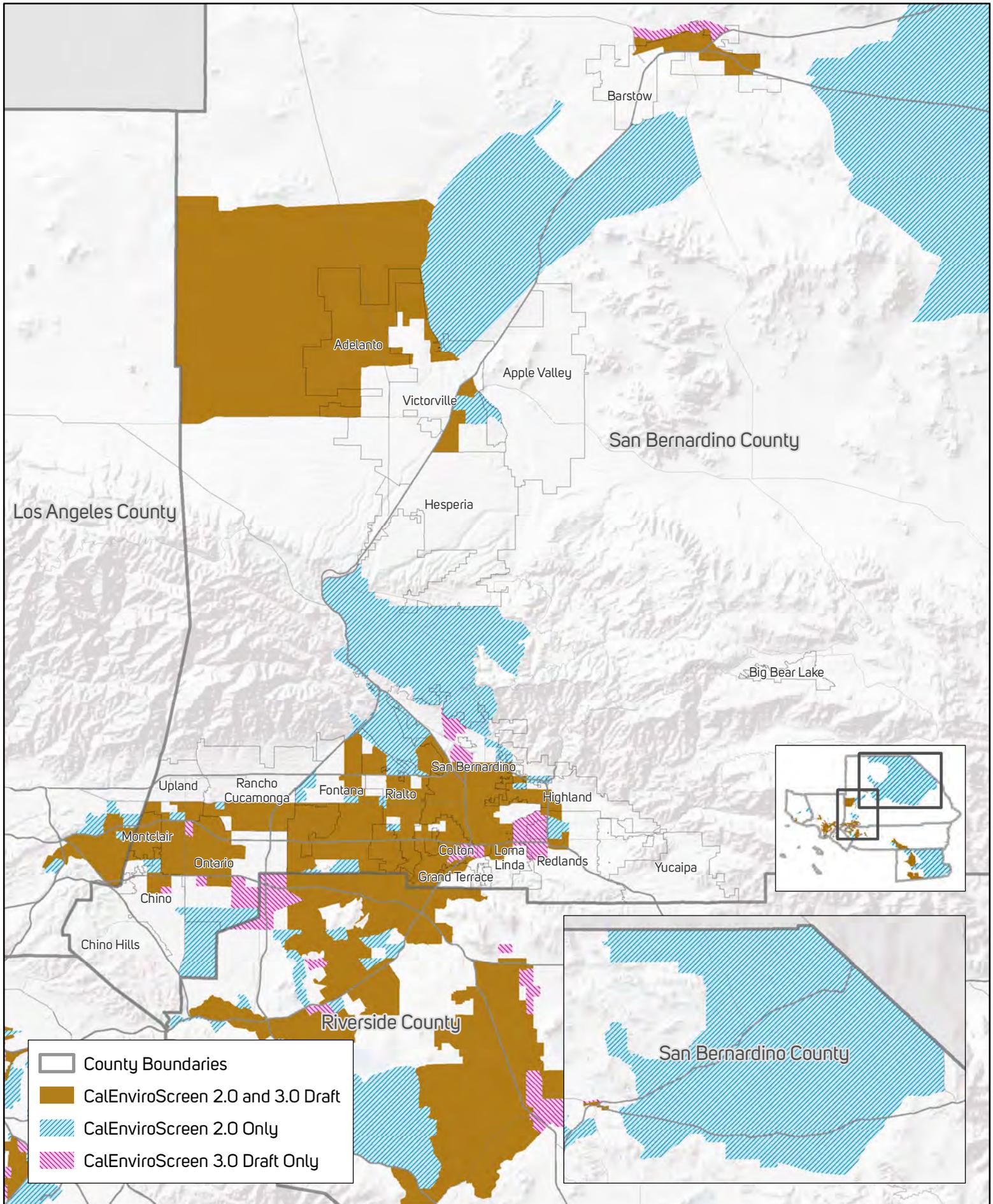
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Top 25% CalEnviroScreen Census Tracts in Riverside County

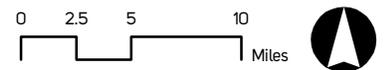


Top 25% CalEnviroScreen Census Tracts in San Bernardino County

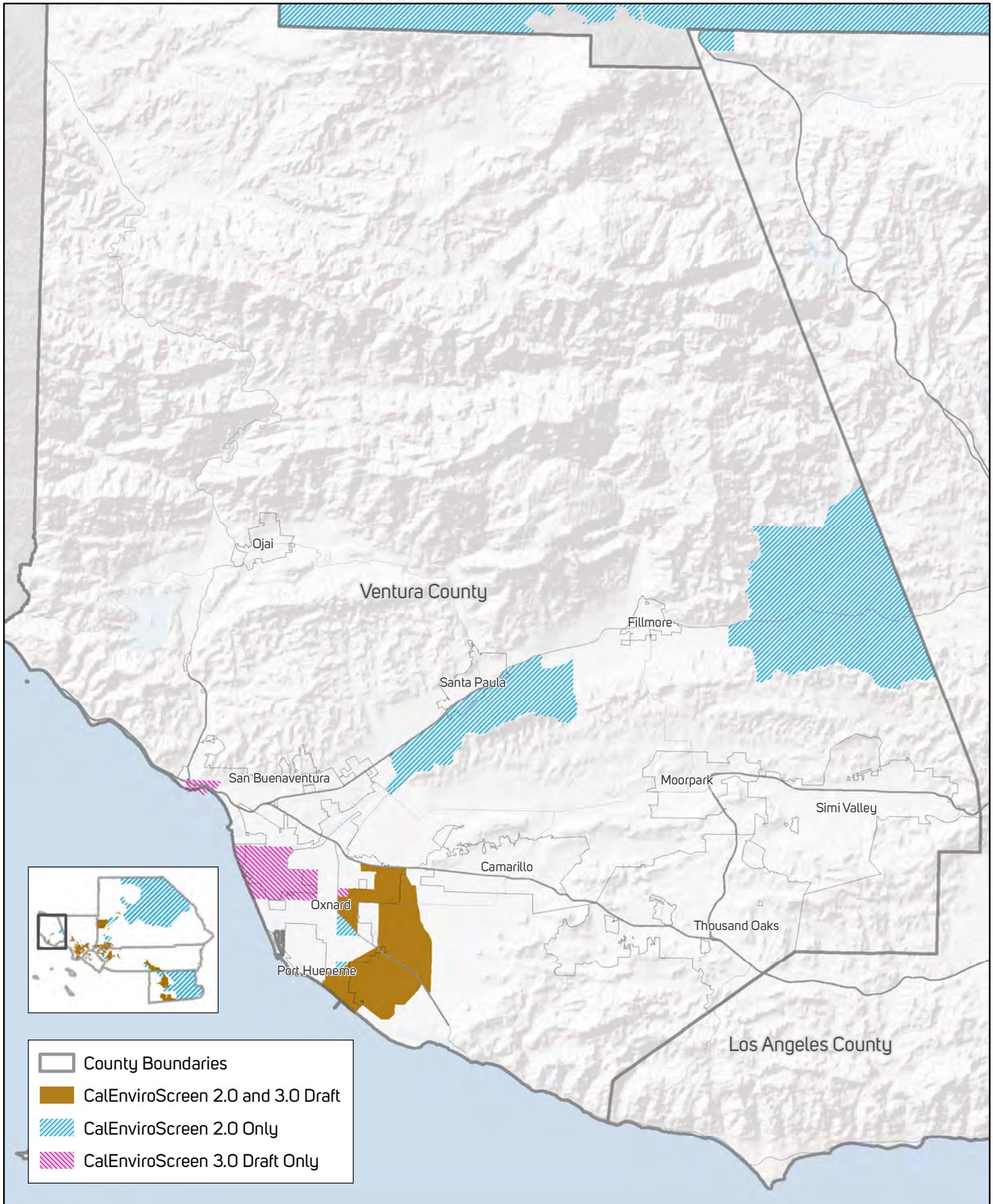


Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.

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Top 25% CalEnviroScreen Census Tracts in Ventura County



DATE: September 29, 2016

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

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

SUBJECT: 2030 Scoping Plan Update and Related Initiatives

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
State legislation AB 32, which took effect in 2006, requires California to reduce its greenhouse gas (GHG) emissions to 1990 levels by 2020. SB 32, recently passed, codified the Governor's Executive Order B-30-15 which required GHG emissions reduced by at least 40 percent below 1990 levels by 2030. ARB is required to develop a Scoping Plan to implement AB 32. The Scoping Plan must be updated at least every five years, and the 2017 update for 2030 will be the second update since 2006. SB 375 requires that each metropolitan planning organization (MPO) adopt, as part of its regional transportation plan, a sustainable communities strategy (SCS) that sets forth plans to meet regional GHG reduction targets for the automobile and light truck sector for the years 2020 and 2035 as set by the California Air Resources Board (ARB). The 2030 Scoping Plan update may yield higher regional SB 375 targets and staff will bring this discussion about potential implications to the SCAG region to the Regional Council and Policy Committees at a future date.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:
AB 32 requires that ARB update a Scoping Plan at least every five years to administer the legislation, which obligates California to reduce GHG emissions to 1990 levels by 2020. Full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste.

SB 32/AB 197:
SB 32 and AB 197 are two recently signed bills. SB 32 requires the ARB to ensure that statewide GHG emissions are reduced to at least 40% below the 1990 level by 2030, when adopting rules and



regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions authorized by AB 32. AB 197 requires ARB to prioritize direct emission reductions and consider social costs when adopting post-2020 regulations to reduce GHG emissions.

2030 Scoping Plan Update:

The 2030 Update will be the second update of the Scoping Plan. ARB has been working on the Scoping Plan Update since the fall of 2015, including holding regional and technical workshops throughout the State. ARB released a Scoping Plan Update Concept Paper in mid-June 2016 to describe potential policy concepts and approaches to achieve the target set by the Governor's Executive Order B-30-15 of reducing GHG emissions to 40 percent below 1990 levels by 2030, and 80 percent by 2050. Moreover, on September 8, 2016, Governor Brown signed SB 32 and AB 197 which codifies the Executive Order's target of reducing GHG emissions to 40 percent below 1990 levels by 2030 into law. A draft Scoping Plan update is scheduled to be released in October of 2016, and ARB plans to adopt the Final 2030 Scoping Plan in spring 2017 (Attachment 1). The 2030 Scoping Plan Update Process consists of a suite of concurrent activities including ARB's Mobile Source Strategy and the SB 375 revised target setting process.

ARB Mobile Source Strategy:

On May 16, 2016, ARB released the Mobile Source Strategy, which is an update of ARB's Mobile Source Strategy Discussion Draft released in September 2015. This report outlines a comprehensive strategy to reduce emissions from mobile sources to simultaneously meet critical air quality, climate, public health and petroleum reduction goals over the next 15 years. Elements of the Mobile Source Strategy may also be expanded in several related State planning efforts, including the AB 32 Scoping Plan Update.

Mobile sources - cars, trucks, and a myriad of off-road equipment - and the fossil fuels that power them are responsible for approximately 80 percent of smog-forming nitrogen oxide emissions, 90 percent of diesel particulate matter emissions, and nearly 50 percent of GHG emissions. The key actions of the Mobile Source Strategy to cut pollution from the mobile sources include:

- Establish cleaner engine performance standards
- Increase penetration of ZEV technologies
- Ensure durability of emission control systems
- Expand use of cleaner renewable fuels
- Conduct pilot studies to demonstrate new technologies
- Incentivize deployment of cleanest technologies

According to ARB, the actions in the Mobile Source Strategy are estimated to yield an 80 percent reduction of smog-forming emissions and a 45 percent reduction in diesel particulate matter by 2030 from today's levels in the South Coast. Statewide, the Mobile Source Strategy would also result in a 45 percent reduction in greenhouse gas emissions, and a 50 percent reduction in the consumption of petroleum-based fuels. Elements of the Mobile Source Strategy will be integrated with and expanded in several related State planning efforts, including the AB 32 Scoping Plan Update. Statewide discussions are ongoing about the implications of implementing the Mobile Source Strategy. For details about the Mobile Source Strategy, visit <http://www.arb.ca.gov/planning/sip/2016sip/2016mobsrsrc.htm>.

ARB SB 375 Target Update:

SB 375 requires that each MPO adopt, as part of its regional transportation plan, a “sustainable communities strategy” that sets forth plans to meet regional GHG reduction targets set by ARB. SB 375 also requires that ARB update the regional targets at least every eight years. In 2010, ARB established the requisite GHG reduction targets for the SCAG region. Since then, SCAG has prepared two RTP/SCS plans (2012 and 2016) that meet the required ARB targets for 2020 and 2035. ARB is preparing to update the regional GHG reduction targets for each MPO. These new ARB targets will be required to be met by each MPO in the next round of RTP/SCS plans, which for SCAG will be the 2020 RTP/SCS. The SB 375 Target Setting Process will be informed by a suite of concurrent planning activities and technical exercises, including: ARB 2030 Scoping Plan Update, the ARB Mobile Source Strategy; and the MPO Stress Test. The activities described above will contribute to the development of revised GHG Reduction Targets for the years 2020 and 2035 by ARB for each MPO in 2017. ARB staff is proposing to release draft preliminary target recommendations in spring 2017, and adopt final targets in summer 2017.

ARB MPO Stress Test:

ARB is working with the four major MPOs in California to conduct a technical “Stress Test”, to test GHG reduction strategies to yield the most ambitious yet achievable GHG emission reductions. The purpose of the test is to quantify potential GHG emission reductions that would result from deployment of various land use and transportation strategies, such as rapid deployment of zero emission vehicles. SCAG staff anticipates that the analysis and modeling would be completed by fall 2016, and followed by a complete review of the results, including sharing the results with MPO Planning Directors. The MPO Stress Test will be concluded in late 2016.

ARB 2030 Scoping Plan Workshops:

ARB is collaborating with numerous State agencies to help develop potential strategies for consideration in this update to the Scoping Plan and has hosted a series of public workshops to inform the development of the 2030 update. The Scoping Plan is a roadmap that lays out vision, goals, and strategies that the State will take to continue working towards achieving the State’s short and long-term GHG reduction goals. The update to the Scoping Plan is expected to shape climate change-related priorities and funding opportunities for the next few years. More importantly, the update will help provide a path forward towards a vision for a more sustainable California in 2050.

Following the public workshops on the energy sector, the agriculture sector, and the natural and working lands sector, ARB held a public workshop on September 14, 2016 focused on the transportation sector. The public workshop provided a high-level overview of potential transportation and land use strategies for inclusion in the updated Scoping Plan. Potential strategies can be summarized in three categories: land use vision, vehicle-miles traveled (VMT) reduction strategies, and vehicle fuels technology. Based upon papers presented by ARB at the workshop, potential transportation and land use strategies together with other economic sector strategies will help achieve the recently codified 2030 statewide GHG reduction target (40 percent below the 1990 level), and help build sustainable and equitable communities. ARB is soliciting public input on the potential transportation-sector and land use strategies. The deadline for submitting comments is September 28, 2016. For more information on the

REPORT

strategies, as well as the September 14th workshop materials, please visit <https://www.arb.ca.gov/cc/scopingplan/meetings/meetings.htm>.

As part of the workshop materials, ARB also released two draft documents. The first is a paper titled “Vibrant Communities and Landscapes: A Vision for California in 2050” (Attachment 2). This draft paper includes the vision for California, its benefits and potential actions needed to provide guidance for land use-related strategies. The second is a draft paper on “Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles Travel (VMT)” (Attachment 3). This draft paper includes potential strategies to support more efficient and equitable development, supportive infrastructure investment, pricing policies, and transportation system efficiency. Regionwide discussions are ongoing about the implications of implementing the strategies contained in these two documents.

SCAG has invited ARB staff to give a detailed presentation on the Draft 2030 Scoping Plan at a future meeting, which will include information on the land use and transportation strategies designed to achieve the statewide GHG reduction target.

FISCAL IMPACT:

None.

ATTACHMENTS:

1. Target Setting Process Timeline
2. Vibrant Communities and Landscapes
3. Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles of Travel (VMT)

ARB SB375 REGIONAL GHG TARGET UPDATE PROCESS

DRAFT TIMELINE

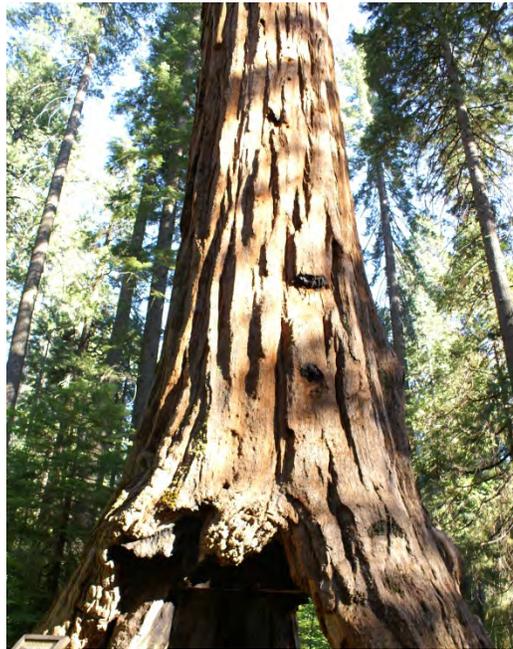
2016

2017

| PLAN | 1 st Qtr | 2 nd Qtr | 3 rd Qtr | 4 th Qtr | 1 st Qtr | 2 nd Qtr | 3 rd Qtr | 4 th Qtr |
|----------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | | | | | | | | |
| ARB Mobile Source Strategy | | Final | | | | | | |
| ARB Stress Test | | | Preliminary | Final | | | | |
| ARB AB32 Scoping Plan | | White Paper | | Draft | | Final | | |
| ARB SB375 Targets | | | | | | Draft | Final | |

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September 2016



Vibrant Communities and Landscapes

A Vision for California in 2050

Draft for Comment & Discussion



FOREWARD

Land use decisions, including development patterns, land conservation and protection, and land management practices, play a critical role in the State's future and achievement of its long-term community health, environmental, and economic goals. This vision, and set of actions included to realize it, is the result of a collaborative dialogue and a shared desire to better consider land use in State climate change programs and other initiatives that support the State's long-term environmental goals.

This document was developed with the recognition that land use decisions are inherently difficult decisions that require consideration of many conflicts and trade-offs, and balancing the needs of many constituencies, including disadvantaged communities, businesses, local agencies, developers, and landowners. This document is not intended to reconcile these issues or to remove them from the domain of local governments. Rather, this document is intended to consider land use in the context of the California's climate change policy and how the State can support actions, at all levels of government, to facilitate development and conservation patterns that help to achieve the State's climate goals.

The collaboration included the following agencies: Business, Consumer Services and Housing Agency, California Environmental Protection Agency, California Natural Resources Agency, California State Transportation Agency, California Health and Human Services Agency, California Department of Food and Agriculture, the Strategic Growth Council, and the Governor's Office of Planning and Research.

We welcome comments and input on this vision.
Comments can be sent to ca.50m@opr.ca.gov

Vibrant Communities and Landscapes

A Vision for California in 2050

California’s history and future are built upon its land and its people. The State is home to the most diverse population in the United States, and its landscapes include productive agricultural areas and spectacular natural beauty – from the shoreline to the mountains to the deserts. This natural beauty, alongside world class cities and thriving communities, draws visitors and residents alike to support the State’s innovative economy, spur its entrepreneurial spirit, and sustain its creative culture. Together, California’s people, communities, and natural resources support its status as the sixth largest economy in the world.

California has long been a leader in protecting the environment. California is committed to reducing its greenhouse gas (GHG) emissions 40 and 80 percent below 1990 levels by 2030 and 2050, respectively. At the same time, the State’s population is projected to grow to 50 million residents by 2050. As the State acts to achieve these emission reductions and support future growth, California has the opportunity to realize critical benefits in public health, natural resource, economic, equity, and resiliency outcomes through thoughtful and comprehensive policy implementation. Realizing this potential requires an integrated vision for how the State develops communities, preserves and protects its landscapes, and ensures that all Californians have equitable access to housing, health care, jobs, and opportunity. This document provides a vision for this future that forms a common foundation for actions related to land use across State agencies and programs.

Integrating Conservation and Development

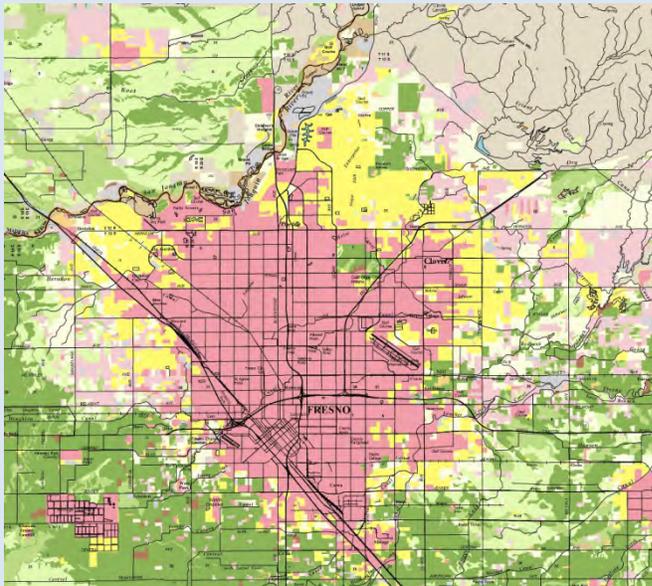


Figure from Department of Conservation. 2015. Farmland Mapping and Monitoring Report.

A comprehensive land use vision considers the sustainable balance between development and conservation in an integrated manner. The picture to the left shows urban growth between 1984 and 2012 in Fresno. Yellow shows the urban land added to the city’s footprint over that time. A more infill-oriented development pattern will reduce land converted from agricultural uses or natural states. And, it will also reduce emissions of greenhouse gases and other harmful pollutants, lower infrastructure costs, improve public health through increases in biking and walking opportunities, and leads to numerous other health, economic, and environmental benefits. It also avoids GHG emissions associated with conversion of land.

Vision

As the State works toward its 2030 and 2050 climate change goals, its land base, including natural, working, and developed areas, is recognized as foundational and integral to the State's climate policy, economy, and quality of life. As such, the State plays a meaningful and impactful role in shaping the future communities and landscapes of California. Because of the pivotal role of land use in the State's environmental, economic, health, and related policies, California is taking action to grow in a manner that assures:

- Development and conservation investments and decisions focus on building social equity and supporting thriving and healthy communities with improved access to and supply of affordable housing, transportation alternatives, open space and outdoor recreational opportunities, affordable healthy foods, living-wage jobs, social support, and economic and educational opportunities;
- The land base, including natural, working, and developed areas, is a foundational element of the State's strategy to meet GHG emission reduction targets. This importance is further recognized in other land, energy, and climate change policy documents and decisions, including State, local, and regional planning and investments;
- Land is protected, managed, and developed in a manner that maximizes resilient carbon storage, food security, and other ecological, economic, and health objectives. Natural and working lands are used to build resilience in natural, built, and social systems, and provide buffers against changing climate conditions that will allow for flexible adaptation pathways;
- New development and infrastructure are built primarily in locations with existing infrastructure, services, and amenities (i.e., previously-developed locations), rather than greenfield locations; and
- The value of ecosystem services conferred by natural systems are accounted for and included in State, local, and regional planning and investment decisions, resulting in protection of these services and California's globally significant biodiversity.

Actions

State, local, and regional governments need to work together to achieve this shared vision and to encourage land use and transportation decisions that minimize GHG emissions. While recognizing its focus on urban development and transportation, the State will build on framework and governance structure established by Senate Bill (SB) 375 to achieve deeper GHG emission reductions, and will integrate the protection, conservation, and management of natural and working lands.

A number of current and emerging State planning and policy efforts provide the opportunity to articulate and implement this vision, and provide State leadership through work with local and regional partners. These include the Climate Change Scoping Plan, the Regional Transportation Plan Guidelines, the Sustainable Freight Action Plan, updated General Plan Guidelines, implementation of AB 2087 for regional conservation planning, the State Wildlife Action Plan, the Water Action Plan, and implementation of SB 743 guidelines and other updates to the California Environmental Quality Act.

The State will prioritize the following actions to support regional and local governments and to maximize GHG emission reductions through the conservation and protection of natural and working lands, reductions in vehicle miles traveled, and direct emission reductions associated with compact development patterns:

- **Develop performance metrics for environmental, health, and equity outcomes associated with stronger land use policies:** Working with local and regional governments, the State will develop systems to measure the environmental, health, and equity impacts of land use, infrastructure, and

development policies and programs and will allow all levels of governments to maximize benefits, avoid harm, and measure and track the results. Furthermore, the State will continue to direct resources, infrastructure, services, jobs, training, and technical assistance to communities facing historical disadvantage to improve resource availability, access to services, and quality of life.

- **Establish land conservation targets:** The State will develop quantitative and achievable goals to protect and limit the conversion of the State’s most productive farmland, rangeland, and forests, as well as the natural and working lands most critical to preserving California’s biodiversity and the ability for Californians to adapt to climate impacts, alongside complementary policies to focus new development in currently developed areas, reduce conflicts among adjacent land uses, and minimize risks to existing land uses and public health and safety.
- **Update regional greenhouse gas reduction targets to achieve 2030 and 2050 greenhouse gas emission reduction targets:** The State will work with local and regional governments to develop stronger GHG emission reduction targets for regional sustainable community strategies under SB 375 and identify opportunities to strengthen implementation success.
- **Develop policies and processes for infrastructure siting that are consistent with the State’s conservation, development, and population health goals:** The State will develop supportive policies and tools to help private and public sector partners, including local and regional agencies, to identify sites for infrastructure projects, including renewable energy projects, that are consistent with and support the State’s conservation, development, and climate change goals. The State will continue and strengthen policies that facilitate substantial increases in the proportion of investments in transit, active transportation, fix-it-first maintenance of existing infrastructure, and shared mobility infrastructure, as well as increasing and integrating natural and green infrastructure in developed areas, including tree planting, parklets, and other strategies.
- **Explore and develop financing, regulatory, and other tools to support more efficient and more equitable development:** The State will evaluate and develop financing mechanisms, incentives, guidelines, and other tools to substantially accelerate more efficient and equitable development outcomes. This includes: reducing barriers to housing development in infill areas; promoting infill development and necessary infrastructure in existing communities; and implementing strategies to ensure that long-time residents can stay in place as neighborhoods improve.
- **Explore and develop financing, regulatory, and other tools to promote land protection and carbon-oriented land management practices:** The State will examine, evaluate, and develop financial or regulatory compliance incentives to private landowners to promote both permanent and temporary conservation and management for carbon sequestration.
- **Support transportation policies such as priced express lanes, reduced parking requirements for development, and transit commuter incentives that promote infill development and reduce vehicle miles traveled:** The State will implement road user and parking pricing policies, and coordinate these policies with programs to avoid adverse impacts on low-income drivers and with infrastructure investments as described above. Further, the State will invest in technology to improve transportation system efficiency that provide choices that enable people and goods to reach destinations quickly and cleanly.

Benefits of the California 2050 Vision

Research, analysis, and implementation demonstrate the myriad benefits to the State’s residents, local and regional governments, and the economy that can result from an integrated approach to land use. These include, among others:

- **Tangible, short- and long-term benefits for disadvantaged communities:** Focusing on infill and compact development patterns and coordinated investments to expand low-cost and low-carbon transportation options encourages investment in existing and underserved communities, reduces

household costs, helps alleviate pollution burdens in the highest-impacted communities, and increases access to economic opportunities.

- **Improved public health:** More compact development patterns, access to parks and green space, and abundant recreational options provide opportunities for active transportation and exercise. Increases in these activities help provide respiratory and cardiovascular health benefits and reduce the burden of chronic diseases such as diabetes, certain types of cancers, and dementia, while improving mental health. Furthermore, an integrated conservation and development strategy will contribute to significant air quality benefits, which improve respiratory and cardiovascular health.
- **Resilience to the impacts of climate change:** Protection of natural systems, expansion of transportation options, and compact development patterns can reduce exposure to the risks of a changing climate, especially in disadvantaged communities. Protected and managed natural systems can mitigate impacts of floods, protect water quality and supply, enhance food security, and protect against other climate impacts. Compact development patterns and integrated transportation and green infrastructure reduce pressures on natural systems and also result in lower water and energy use, both of which contribute to greater resilience.
- **Maintenance of California's global economic leadership:** California's natural resources alongside its urban environments form the very fabric of what attracts businesses and residents to the State and fosters California's leadership in the global economy. Taking an integrated approach to creating attractive living, working, and recreational environments will help the State to remain competitive.
- **Monetary savings for residents, businesses, and governments resulting from lower transportation and energy costs:** More compact development patterns save local municipalities – as well as the State - money by reducing the long-term costs of providing services and infrastructure to low density development. Multi-modal transportation choices enable the efficient movement of people and goods.
- **Promotion of urban-rural connectivity in all regions:** Recognizing the climate change benefits of functioning natural systems and sustainable working lands is necessary for making fully informed land use and resource management decisions, and can serve to drive investment and jobs to rural communities, support urban-rural cohesion, and bolster the economic value of rural lands.
- **Promotion of a sustainable balance between conservation and development across each ecoregion:** Full consideration of conservation and development goals across regions provides an opportunity to integrate economic and community development goals alongside the ecosystem service co-benefits of protecting and managing our natural and working lands and waters.

Potential State-Level Strategies to Advance Sustainable, Equitable Communities and Reduce Vehicle Miles of Travel (VMT) -- for Discussion

Introduction

California must reduce vehicle miles of travel (VMT) – alongside improvements in vehicle and fuel technology – in order to meet our ambitious greenhouse gas (GHG) reduction goals for the transportation sector. Additionally, research and experience demonstrate that VMT-reducing strategies that increase clean, affordable transportation options such as transit, biking, walking and ride sharing, and promote equitable and efficient land uses including infill development, also provide numerous co-benefits, including improved public health outcomes, household cost savings, reduced energy and water consumption, reduced consumption of natural and working lands, and increased access to economic opportunity, as well as the many benefits of cleaner air due to reduced pollution from vehicles. Therefore, ***strategies to reduce VMT are essential to ensuring both environmental quality and a high quality of life for the future of California.***

Measures to reduce VMT are already being implemented or are under development. California's Metropolitan Planning Organizations are developing their second generation of Sustainable Communities Strategies, describing alignments in land use and transportation planning to reduce the need for light duty vehicle travel, under SB 375. The California Transportation Commission is piloting a road charge program that would assess fees for road maintenance based on the number of miles driven, pursuant to SB 1077. The Governor's Office of Planning and Research is developing updates to the CEQA Guidelines to guide the analysis of project-level transportation impacts, pursuant to SB 743. Once the updated Guidelines go into effect, lead agencies will evaluate the VMT associated with new development as part of the project's environmental review, and, if the impact is significant, mitigate those impacts through VMT-reducing measures.

Below is a list of ***potential*** additional strategies that the State could pursue to help achieve further VMT reduction, support local and regional actions already underway, and advance multiple additional goals. ***Each of these strategies would require further study, evaluation, and public comment.*** They are presented here for the purpose of soliciting public discussion and input.

Section I: Tools to Support More Efficient and More Equitable Development

Changes to the built environment – such as increasing density, improving accessibility to transit, and increasing the diversity of land uses within developed areas – have been demonstrated through extensive research to be among the most significant and critical factors in achieving VMT reductions to a degree that is consistent with California's longer-term GHG reduction goals (i.e. 2050 and beyond). As California grows by a projected 10 million new people by 2050, ***where and how new development occurs to accommodate population growth will impact our ability to reduce VMT and achieve our environmental, health, and quality of life goals.*** Infill development – development in previously-developed areas – helps facilitate growth that aligns with these goals. However, as has been extensively documented, infill development faces numerous financial and other challenges throughout California. Below are potential strategies that could help increase infill development and achieve the land use changes necessary for longer-term VMT reduction.

A. Infill Development and Land Conservation

Explore:

- Encouraging regional Transfer of Development Rights programs to allow owners of natural and working lands to sell their development rights to developers who can use those rights to add additional density to development projects in preferred infill areas.
- Promoting regional Transit-Oriented Development (TOD) funds that leverage public resources with private-sector investment capital to provide flexible capital for TOD projects.
- Rebates for low-VMT/location-efficient housing, similar to programs that use rebates to encourage adoption of energy-efficient appliances, zero-emission cars, water-efficient yards, or renewable energy installation. For example, the rebate could reimburse residents for a portion of the downpayment for purchasing or renting a qualified home, in exchange for a minimum term of residence.
- Promotion of cross-subsidizing multi-station financing districts along transit corridors to leverage revenues from development in strong-market station areas in order to seed needed infrastructure and development in weaker-market station areas.
- Abatement of residential property tax increases in exchange for property-based improvements in distressed infill areas.
- Ways to promote reduced parking in areas where viable transportation alternatives are present.
- Additional creative financing mechanisms to enhance the viability of priority infill projects.
- Ways to promote and strengthen Urban Growth Boundaries to promote infill development and conservation of natural and working lands by defining and limiting developable land within a metropolitan area according to projected growth needs.

B. Equity

- Explore ways to help ensure that infill and transit-oriented development benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement.
- Integrate equity and anti-displacement policies and strategies into the development of any of the potential strategies listed above.

Section II: Infrastructure Investment that is Consistent with the State's Conservation, Development, and Health Goals

State infrastructure investments shape land use and development patterns, contribute to the accessibility of transportation options and other services, and thus help determine to our ability to advance sustainable, equitable communities and meet our climate goals. Prioritizing infrastructure investments to expand access to quality transportation choices and promote vibrant communities can reduce combined housing-transportation expenses for households and promote economic development, encourage active transportation and have significant related health benefits, and play an essential role in helping to meet the State's GHG reduction goals. Below are several options for identifying and prioritizing projects and investments that align with the State's environmental, economic, and equity goals, including VMT and GHG reduction.

A. Performance Measures and Targets

- Explore development and adoption of additional performance measures and targets to inform the selection of transportation capital projects.

B. Transit

- Support an expanded and integrated transit network.
- Support increased transit capacity and levels of service.
- Support bus rapid transit, and separated rail and bus guideways to offer service that will in many cases be faster than car trips.
- Explore transit pass subsidies or other ways to reduce transit fares, particularly for disadvantaged communities, students, seniors, the disabled, and other transit-dependent users.
- Explore ways to implement transit system improvements that increase the safety, attractiveness, reliability, and convenience of transit.

C. Active Transportation

- Support expansion and improvement of active transportation infrastructure to help meet the California Transportation Plan goal of quadrupling active transportation mode share by 2040.
- Explore ways to implement active transportation system improvements that increase the safety, attractiveness, reliability, and convenience of active transportation.
- Explore ways to expand education on multimodal road safety for bicyclists, pedestrians, and drivers.

D. Shared Mobility

- Explore ways to expand access to car share, bike share, and ride share services.

E. Green Construction Practices

- Explore ways to increase use of lower-carbon construction materials for transportation infrastructure projects.
- Explore ways to increase sustainable landscaping practices for transportation infrastructure projects that contribute to the enhancement of a multi-modal transportation system.

F. Non-Transportation Infrastructure

- Continue to increase and prioritize the location efficiency of State real property investments to encourage State facilities in low-VMT locations.

G. Research

- Continue to study and develop policies around driverless vehicle technology that promote sustainable and equitable land use and reduce VMT.

H. Equity

- Explore ways to help ensure that transportation and other infrastructure investments benefit existing residents and businesses, low-income and disadvantaged communities, and minimize displacement.
- Integrate equity and anti-displacement policies and strategies into the development of any of the potential strategies listed above.

Section III: Pricing Policies

Road and parking pricing policies allow transportation agencies and communities to collect revenues for transportation infrastructure maintenance and improvements that are proportional to the amount that the infrastructure is used. Several extensive studies have found pricing to be among the most impactful long-term VMT and GHG reduction strategies for the transportation sector. When combined with

measures to ensure access to viable transportation alternatives (such as those described in the section above), **pricing strategies can present cost savings for many drivers, while helping to ensure that infrastructure is appropriately and adequately maintained, and promoting use of transportation alternatives.** Revenues can be used to offset cost burdens for low-income drivers and others that may be disproportionately impacted, and to enhance and expand additional transportation alternatives. Below are several options for further exploring and developing pricing policies.

A. Road Pricing

- Develop additional highway express lanes under the authority of AB 194 that offer access to high-occupancy vehicle lanes to single occupant drivers willing to pay a toll, with related revenue supportive of road maintenance and improving multi-modal travel options on the corridor.
- Continue to pilot and develop mileage-based road pricing strategies as an alternative to the gasoline tax.
- Explore ways to expand access to pay-as-you-drive auto insurance options.
- Study options for implementing Cordon Pricing in high-congestion areas where viable transportation alternatives are available.
- Explore creation of Low-Emission Zones that establish more stringent emission standards for select types of heavy-duty vehicles (e.g. parcel delivery) within designated sensitive residential and congested urban areas and charge fees for select types of heavy-duty vehicles entering the zone that do not meet the established standard.

B. Parking Pricing

- Explore ways to encourage demand-based parking pricing strategies where transportation alternatives are present.

C. Equity

- Ensure that pricing policies and programs include measures to use program revenues to offset cost increases for low-income and disadvantaged communities.
- Prioritize access to voluntary VMT-based pricing options for low-income households that could benefit from potential cost savings.
- Integrate policies and strategies that enhance equity and avoid inequitable cost burdens into the development of any of the potential strategies listed above.

Section IV: Transportation System Efficiency

Maximizing the efficiency of existing transportation infrastructure is key to ensuring the effective movement of people and goods to their destinations and reducing transportation costs. Below are several options for reducing congestion and improving system efficiency that also reduce emissions, VMT, and GHGs and contribute to sustainable, equitable communities.

D. Commute Trips

Explore:

- Promoting teleworking and alternative work schedules.
- Incentives for use of transit and active transportation for commuting.
- Increasing ride sharing to work to help meet the California Transportation Plan goal of increasing carpool vehicles by 15% by 2040.
- Promoting travel to schools via active transportation, ride sharing, and transit.

- Commute trip reduction programs and policies for the State workforce.

E. Eco-Driving

- Explore ways to promote eco-driving education.

F. Transportation Management Systems

- Continue studying and implementing transportation management systems and other technologies to reduce congestion and lower emissions.
- Explore creation of additional high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes.

G. Equity

- Where possible, prioritize commute trip reduction incentives, programs, and benefits for low-income workers that could benefit from potential household cost savings.
- Prioritize eco-driving education for low-income drivers who could benefit from potential fuel cost savings, and in areas of high pollution burden that could benefit from emissions reductions.
- Integrate policies and strategies to enhance equity into the development of any of the potential strategies listed above.

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DATE: September 29, 2016

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

FROM: Hasan Ikhata, Executive Director, 213-236-1944, Ikhata@scag.ca.gov

SUBJECT: Housing Summit – October 11, 2016

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
SCAG, in partnership with over thirty (30) non-profit, private and public entities, is pleased to hold a Housing Summit on October 11, 2016 to connect attendees with resources and opportunities created by State legislation and local policies to build more housing, including affordable housing, as aligned with the goals of SCAG's Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). The goal of the Housing Summit is to address causes to California's housing crisis and offer solutions for more housing to be built. Based on the discussions from the Executive Administration Committee as part of its annual retreat as well as the Housing Summit Steering Committee, SCAG and its partners developed a Housing Policy Framework. The Framework serves as a blueprint for developing the Housing Summit program and accompanying publication. Anticipated Summit participants include elected officials, planning directors/staff, city managers, developers, housing advocates, public health department directors, and transit planners.

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

BACKGROUND:
SCAG, in partnership with over (30) non-profit, private and public entities is planning to host a Housing Summit on October 11, 2016 in downtown Los Angeles. The Housing Summit will connect attendees with strategies, resources and opportunities created by State legislation and local policies to build more housing as aligned with the goals of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The goal of the Summit will clearly explain the causes of the California's housing crisis and offer solutions to allow for more housing to be built.

To prepare for the Summit, Steering Committee meetings were held at SCAG headquarters on May 26, 2016 July 25, 2016, and August 29, 2016. Attendees for the Steering Committee included various partners and stakeholders who agreed to participate in this event. The Steering Committee meeting included a discussion of the housing crisis in California and the agenda and publication for the Housing



REPORT

Summit. Additionally, a discussion of the Housing Summit occurred at the Executive Administration Committee (EAC) Retreat on June 9, 2016. Similar to the Steering Committee meetings, attendees of the EAC Retreat voiced many opinions regarding the Housing Summit.

Based on the discussions of the Steering Committee and EAC, SCAG and its partners developed a Housing Policy Discussion Framework Proposal. The Proposal serves as a blueprint to develop the Summit program (see Attachment 1, Draft Housing Summit Program) and the development of a publication that will accompany the Housing Summit. It is envisioned that the Summit will present the current state of affairs with respect to housing, within a general session. After the general session, the Summit will discuss potential solutions to build more housing in three separate breakout sessions. Finally, the Summit will provide a “Call to Action” panel which will emphasize the next steps needed to say “YES” to housing.

Anticipated participants include elected officials, planning directors/planning staff, city managers, developers, housing advocates, public health department directors, and transit planners. To ensure sufficient geographical representation for different challenges and solutions, SCAG is currently partnering with organizations throughout the State (see Attachment 2, List of Housing Summit Steering Committee Members). Partnership with these organizations are helping to secure speakers and enhance marketing efforts to promote the event. As of mid-September, over 350 people have registered to attend the Summit.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2016-2017 Overall Work Program (WBS Number 16-080.SCG00153.04: Regional Assessment).

ATTACHMENTS:

1. Draft Housing Summit Agenda
2. List of Confirmed Housing Summit Speakers
3. List of Housing Summit Steering Committee Members
4. Housing Summit Invitation Flyer

PROGRAM

TUESDAY, OCTOBER 11, 2016
8:00 a.m. - 2:00 p.m.

L.A. HOTEL
333 S. Figueroa Street
Los Angeles 90071

scag.ca.gov/housingsummit



- 8:00 a.m. NETWORKING & REGISTRATION
- 8:30 a.m. WELCOME
- 9:10 a.m. MORNING PANEL
Houston...I Mean...California? We Have a Problem!
The state of California is in a serious housing deficit—how did we get here? This panel looks at the housing shortage’s root causes and its physical, economic and health costs.
- 10:00 a.m. BREAK
- 10:15 a.m. BREAKOUT SESSION A
Show Me the Money!
The state plays a major role in affordable housing and infrastructure. This panel will identify funding resources such as The Affordable Housing and Sustainable Communities Program and fiscal tools such as the Enhanced Infrastructure Financing Districts and Community Revitalization and Investment Authorities to foster housing and infrastructure development throughout the state.
- BREAKOUT SESSION B
Integrate, Preserve, Utilize and Build
Expert panelists will explore strategies for integrating state, regional and local planning policies including Transit-Oriented Developments, Transitional Residential Districts, housing preservation, anti-displacement, inclusionary zoning and more.
- BREAKOUT SESSION C
Breaking Down the Walls
Good projects are often held up by CEQA abuse and NIMBYism—how can we break down barriers to develop new housing while remaining sensitive to the concerns of the community? This panel busts myths about the negative impact of developing more housing, provides tools to engage communities, and showcases projects that exemplify best practices for local leadership and moving the needle.
- 11:30 a.m. BUFFET LUNCH
- 11:45 a.m. SUMMARY OF BREAKOUT SESSIONS
- 12:15 p.m. KEYNOTE SPEAKER
- 12:45 p.m. CALL TO ACTION PANEL
Let’s Say “YES” to Housing
This panel will synthesize the lessons of the day, illustrating the strategy of community involvement and stakeholder partnerships that will ultimately lead to “YES” to housing.
- 1:30 p.m. CLOSING REMARKS

Please note: program schedule subject to change

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California Housing Summit
 October 11, 2016
 List of Confirmed Speakers

| Name | Position | Organization |
|-----------------------|--|--|
| Raphael Bostic | Chair, Department of Governance, Management and the Policy Process | USC Sol Price School of Public Policy |
| Hon. Wendy Bucknum | Council Member | City of Mission Viejo |
| Celeste Cantú | General Manager | Santa Ana Watershed Project Authority |
| Rick Cole | City Manager | City of Santa Monica |
| Lucy Dunn | President and CEO | Orange County Business Council |
| Gary Gallegos | Executive Director | San Diego Association of Governments |
| Debbie Ruane | Senior Vice President | San Diego Housing Commission |
| Ben Metcalf* | Director | California Department of Housing and Community Development |
| Jennifer Hernandez | Partner | Holland & Knight |
| Hasan Ikhata | Executive Director | Southern California Association of Governments |
| Steven Kellenberg | Senior Vice President | The Irvine Company |
| Ken Kirkey | Director of Planning | Metropolitan Transportation Commission |
| Larry Kosmont | President and CEO | Kosmont Companies |
| Randall Lewis | Executive Vice President | Lewis Group of Companies |
| Hon. Michele Martinez | President/Council Member | SCAG/City of Santa Ana |
| Mike McKeever | Executive Director | Sacramento Area Council of Governments |
| Steve PonTell | President and CEO | National CORE |
| Ann Sewill | Vice President | California Communities Foundation |
| Fred Silva | Senior Fiscal Policy Advisor | California Forward |
| Kirk Stark | Professor | UCLA School of Law |
| Patrick Tighe | Principal and Lead Designer | Tighe Architecture |
| Sonja Trauss | Founder | San Francisco Bay Area Renters Federation |
| Brian Uhler | Principal Fiscal & Policy Analyst | Legislative Analyst's Office |
| Hon. Frank Zerunyan | Council Member | City of Rolling Hills Estates |
| Alan Greenlee | Executive Director | Southern California Association of Non-Profit Housing |

*Invited

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Housing Summit Steering Committee Members

| | | |
|--|----------------------------|--|
| City of Santa Ana | Michele Martinez | Regional Council Member/President |
| City of Duarte | Margaret Finlay | Regional Council Member/First Vice President |
| City of El Centro | Cheryl Viegas-Walker | Regional Council/Immediate Past President |
| City of Big Bear Lake | Bill Jahn | Community, Economic and Human Development Committee Chair |
| City of Claremont | Joe Lyons | Community, Economic and Human Development Committee Member |
| City of Eastvale | Clint Lorimore | Regional Council Member |
| City of Glendale | Vartan Gharpetian | Regional Council Member |
| City of Rolling Hills Estates | Frank Zerunyan | Community, Economic and Human Development Committee Member |
| City of San Buenaventura | Carl Morehouse | Regional Council Member |
| City of Santa Monica | Pam O'Connor | Regional Council Member |
| OCCOG/City of Mission Viejo | Wendy Bucknum | Community, Economic and Human Development Committee Member |
| AIA Los Angeles | Will Wright | Director |
| BIA Southern California | Mark Knorringa | CEO |
| BizFed | Tracy Rafter | Founding CEO |
| California Association of Councils of Governments | Bill Higgins | Executive Director |
| California Department of Housing and Community Development | Lisa Bates | Deputy Director |
| California Forward | Susan Lovenburg | Director |
| California Renters Legal Advocacy and Education Fund | Sonja Trauss | Director |
| Climate Resolve | Bryn Lindblad | Associate Director |
| Gateway Cities Council of Governments | Nancy Pfeffer | Director |
| Inland Empire Economic Partnership | Paul Granillo | President & CEO |
| Kennedy Commission | Cesar Covarrubias | Executive Director |
| Kosmont Companies | Larry Kosmont | President & CEO |
| LA n Sync | Ellah Ronen | Program Administrator |
| LA Thrives | Thomas Yee | Initiative Officer |
| Lewis Management Corp. | Randall Lewis | Executive Vice President |
| Los Angeles Business Council | Adam Lane | Legislative Director |
| Los Angeles Housing and Community Investment Department | Claudia Monterrosa | Director |
| Metropolitan Transportation Commission | Ken Kirkey | Director |
| Mobility 21 | Jenny Larios | Executive Director |
| Move LA | Denny Zane | Executive Director |
| National CORE | Steve PonTell | President & CEO |
| Newhall Land and Farming Company | Greg McWilliams | President |
| Orange County Business Council | Lucy Dunn | President & CEO |
| Orange County Council of Governments | Marnie O'Brien Primmer | Executive Director |
| Sacramento Area Council of Governments | Mike McKeever | Executive Director |
| San Diego Association of Governments | Gary Gallegos | Executive Director |
| South Bay Cities Council of Governments | Jacki Bacharach | Executive Director |
| Southern California Association of Non-Profit Housing | Alan Greenlee | Executive Director |
| Southern California Leadership Council | Kish Rajan/Richard Lambros | President/Managing Director |
| University of Southern California Sol Price School of Public Policy, Executive Education Forum | Frank Zerunyan | Director of Executive Education |
| Urban Land Institute Los Angeles | Gail Goldberg | Executive Director |
| Western Riverside Council of Governments | Rick Bishop | Executive Director |

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REGISTER TODAY

ATTACHMENT 4

CALIFORNIA

HOUSING

Summit

THE COST OF NOT HOUSING

TUESDAY, OCTOBER 11, 2016

8:00 a.m. - 2:00 p.m.

L.A. HOTEL
333 S. Figueroa St.
Los Angeles, CA 90071

www.scag.ca.gov/housingsummit



CALIFORNIA

HOUSING SUMMIT

There is a chronic shortage of housing throughout California. Major institutions, employers, and startups cite lack of housing options as a serious impediment to recruiting and retaining talent. The impact of housing affordability is a critical challenge to local, regional, and statewide economies, particularly as people from all income groups are increasingly frustrated with the lack of affordable options to rent or buy and instead opt to develop their careers in more affordable areas. The California Housing Summit will focus on resources and opportunities created by State legislation and local policies to build more housing, including affordable housing, and will provide innovative tools to get to **YES** for housing development in local communities. The program will also include speakers on funding infrastructure to support housing and how to convey the health, economic, and accessibility benefits to communities.

Learn more at:

www.scag.ca.gov/housingsummit

IN PARTNERSHIP WITH

American Institute of Architects – Los Angeles • BizFed: Los Angeles County Business Federation • Building Industry Association, Southern California • California Association of Councils of Governments • California Department of Housing and Community Development • California Economic Summit • California Forward • California Renters Legal Advocacy and Education Fund • Climate Resolve • FivePoint • Gateway Cities Council of Governments • Inland Empire Economic Partnership • Kennedy Commission • Kosmont Companies • LA n Sync • LA Thrives • Lewis Group of Companies • Los Angeles Business Council • Los Angeles Housing and Community Investment Department • Metropolitan Transportation Commission • Mobility 21 • Move LA • National Community Renaissance • Orange County Business Council • Orange County Council of Governments • Sacramento Area Council of Governments • San Diego Association of Governments • San Gabriel Valley Council of Governments • South Bay Cities Council of Governments • Southern California Association of Nonprofit Housing • Southern California Leadership Council • University of Southern California, Executive Education Forum • Urban Land Institute Los Angeles • Western Riverside Council of Governments

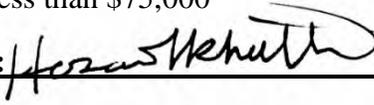
For more information, contact Ma'Ayn Johnson (213) 236-1975 or johnson@scag.ca.gov.

DATE: September 29, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

STRATEGIC PLAN:
This item supports SCAG'S Strategic Plan Goal 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

BACKGROUND:

SCAG executed the following Purchase Orders (PO's) between \$5,000 and \$200,000

| | | |
|---|--|-----------|
| Qwest Communications Corp. dba Century Link | FY17 Century Link Internet & Data Services | \$160,000 |
| AT&T / CalNet | FY17 Cisco Equipment Maintenance | \$12,610 |
| Carahsoft Technology Corp | Tom Tom GIS Data Purchase | \$10,880 |
| AT&T / CalNet | FY17 AT&T Phone Service | \$10,000 |
| McCune Audio Video Lighting | FY17 Videography For Housing Summit | \$8,652 |
| Allied Digital Services, LLC | FY17 Veeam V9 Software Upgrade | \$7,070 |
| UCLA Luskin School of Public Affairs | FY17 Senior Fellows Program | \$5,000 |
| Cellco Partnership dba Verizon Wireless | FY17 Verizon Internet Data Card | \$5,000 |

SCAG executed the following Contracts between \$25,000 and \$200,000

| <u>Consultant/Contract #</u> | <u>Contract's Purpose</u> | <u>Contract Amount</u> |
|------------------------------|---------------------------|------------------------|
| N/A | N/A | N/A |

SCAG executed the Amendment between \$5,000 and \$74,999

| <u>Consultant/Contract #</u> | <u>Amendment's Purpose</u> | <u>Amendment Amount</u> |
|------------------------------|----------------------------|-------------------------|
| N/A | N/A | N/A |



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DATE: September 29, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, panas@scag.ca.gov (213) 236-1817

SUBJECT: Amendment 1 to the Fiscal Year 2016-17 Overall Work Program (OWP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Adopt Resolution No. 16-583-1 approving Amendment 1 to the FY 2016-17 OWP and authorize the Executive Director, or his designee, to submit the necessary documentation to the California Department of Transportation (Caltrans).

EXECUTIVE SUMMARY:

Staff recommends that the Regional Council adopt Resolution No. 16-583-1 approving Amendment 1 to the FY 2016-17 OWP. Amendment 1 will increase the overall budget by approximately \$5.0 million from \$66.0 million to \$71.0 million. The budget increase in Amendment 1 results mainly from the programming of two new grants for a total of \$1.2 million; adding \$1.0 million in Transportation Development Act (TDA) funds for a new Sustainability Planning Grants Program Call for Proposals; also adding \$0.4 million in grant funds from the California Strategic Growth Council for ongoing projects in the Sustainability Program; and programming \$2.4 million in TDA funds for ongoing regional transportation planning projects. This is an administrative amendment and the changes do not affect the funding amounts in the Overall Work Program Agreement (OWPA) between Caltrans and SCAG.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 3: Enhance the Agency's Long-term Financial Stability and Fiscal Management.

BACKGROUND:

In May 2016, the Regional Council adopted the FY 2016-17 Comprehensive Budget that included the FY 2016-17 OWP with a budget of \$66,019,959. At this time, the first amendment to this year's OWP is necessary as described below.

DISCUSSION:

Amendment 1 includes the programming of two new grants for a total of \$1.2 million:

- 1) California Office of Traffic Safety (OTS), Pedestrian/Bicycle Safety program funds of \$500,000 to support SCAG's Active Transportation Safety and Encouragement Campaign; and
- 2) California Active Transportation Program (ATP) funds awarded to the San Gabriel Valley Council of Governments (SGVCOG) for the San Gabriel Valley Regional Active Transportation Planning Initiative in the amount of \$643,000. On September 1, 2016 the Regional Council approved assuming responsibility for this project and adopted a resolution accepting the funds.



REPORT

Additionally, this amendment adds Transportation Development Act (TDA) funds of \$1.0 million for a new Sustainability Planning Grants Program Call for Proposals and \$0.4 million in grant funds from the California Strategic Growth Council for ongoing Sustainability Program projects. Also, this amendment includes \$2.4 million in TDA funds for ongoing regional transportation planning projects.

The specific changes for Amendment 1 are as follows:

| Project Task No. | Project Task Name | Consultant/ Staff/Other | Budget Request | CPG | TDA | Grants | In-Kind/ Local |
|------------------|--|----------------------------|---------------------|-------------|---------------------|---------------------|-------------------|
| 070-0130.11 | Activity Based Model (ABM) Development and Support | Staff | (750,848) | (664,725) | | | (86,123) |
| 070-0130.11 | Activity Based Model (ABM) Development and Support | Consultant | (300,000) | (265,590) | (34,410) | | |
| 070-0130.13 | Activity Based Model (ABM) Development and Support | Staff | 750,848 | 664,725 | | | 86,123 |
| 070-0130.13 | Activity Based Model (ABM) Development and Support | Consultant | 300,000 | 265,590 | 34,410 | | |
| 095-1533.02 | Regional Planning & Policy Intern Program | Staff | 323,169 | | 323,169 | | |
| 015-0159.02 | Transportation User Fee - Planning Groundwork Project Phase II | Consultant | 350,000 | | 350,000 | | |
| 265-2125.02 | Express Travel Choices Phase III | Consultant | 100,000 | | 100,000 | | |
| 130-0162.10 | East-West Freight Corridor/I-15 Phase II | Consultant | 248,000 | | 248,000 | | |
| 140-0121.06 | LA-San Bernardino Inter-County Connectivity Study | Consultant | 115,000 | | 115,000 | | |
| 150-4094.01 | Integrated Sustainability Program | Consultant | 1,000,000 | | 1,000,000 | | |
| 225-2659.02 | SANBAG/County of San Bernardino Habitat Conservation Framework | Consultant | 25,000 | | 25,000 | | |
| 225-2659.04 | County Transportation Commission Open Space Initiative | Consultant | 50,000 | | 50,000 | | |
| 225-3564.01 | Southern California Safety and Encouragement Campaign | Consultant | 132,000 | | 132,000 | | |
| 225-3564.02 | County of Riverside Tactical Urbanism Events | Staff | 22,898 | | 22,898 | | |
| 225-3564.04 | OC Parks Tactical Urbanism Event | Staff | 47,431 | | 47,431 | | |
| 225-3564.07 | City of Cudahy Tactical Urbanism Event | Staff | 14,720 | | 14,720 | | |
| 065-0137.01 | Sustainability Program Call for Projects | Consultant | 1,278,830 | | 864,925 | 413,905 | |
| 065-0137.10 | Civic Sparks Program | Consultant | 75,000 | | 75,000 | | |
| 266-0715.05 | Riverside Reconnects Phase 2 | Consultant | 50,000 | | 50,000 | | |
| 225-4345.01 | San Gabriel Valley Active Transportation Planning Initiative | Consultant | 600,000 | | | 600,000 | |
| 225-4345.01 | San Gabriel Valley Active Transportation Planning Initiative | Staff | 43,000 | | | 43,000 | |
| 225-3564.09 | Go Human - Office of Traffic Safety | Consultant | 433,000 | | | 433,000 | |
| 225-3564.09 | Go Human - Office of Traffic Safety | Staff | 115,059 | | 78,412 | 36,647 | |
| 225-3564.09 | Go Human - Office of Traffic Safety | Other | 3,538 | | | 3,538 | |
| TOTAL | | | \$ 5,026,645 | \$ - | \$ 3,496,555 | \$ 1,530,090 | \$ - |

FISCAL IMPACT:

The proposed Amendment 1 to the FY 2016-17 OWP will result in a budget increase of approximately \$5.0 million, increasing the OWP from \$66.0 million to \$71.0 million.

ATTACHMENT:

Resolution No. 16-583-1





SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1800
F: (213) 236-1825
www.scag.ca.gov

RESOLUTION NO. 16-583-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING AMENDMENT 1 TO THE FISCAL YEAR 2016-17 OVERALL WORK PROGRAM (OWP)

REGIONAL COUNCIL OFFICERS

President
Michele Martinez, Santa Ana

First Vice President
Margaret E. Finlay, Duarte

Second Vice President
Alan Wapner, Ontario

Immediate Past President
Cheryl Viegas-Walker, El Centro

COMMITTEE CHAIRS

Executive/Administration
Michele Martinez, Santa Ana

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

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, SCAG has developed the Fiscal Year (FY) 2016-17 Comprehensive Budget that includes the following budget components: the General Fund Budget; the Overall Work Program (OWP); the Indirect Cost Budget (ICAP); and the Fringe Benefits Budget;

WHEREAS, the OWP is the basis for SCAG's annual regional planning activities and budget;

WHEREAS, in conjunction with the OWP Agreement and Master Fund Transfer Agreement, the OWP constitutes the annual funding contract between the State of California Department of Transportation (Caltrans) and SCAG for Consolidated Planning Grant (CPG) funding;

WHEREAS, SCAG is also eligible to receive other Federal and/or State grant funds for certain regional transportation planning related activities. For such funding upon award, the funds are implemented through the OWP and SCAG the applicable Federal or State agency shall execute the applicable grant agreement;

WHEREAS, SCAG's Regional Council approved the OWP for FY 2016-17 in May 2016, which was subsequently approved by Caltrans in June 2016; and

WHEREAS, Amendment 1 to the OWP for FY 2016-17, along with its corresponding staff report, has been reviewed and discussed by SCAG's Regional Council on September 29, 2016.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that Amendment 1 to the OWP for FY 2016-17 is approved and adopted.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council hereby authorizes submittal of Amendment 1 to the FY 2016-17 OWP to the participating State and Federal agencies.
2. SCAG pledges to pay or secure in cash or services, or both, the matching funds necessary for financial assistance.
3. The SCAG Executive Director, or in his absence, the Chief Financial Officer, is hereby designated and authorized to execute all related agreements and other documents on behalf of the Regional Council.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 29th day of September, 2016.

Michele Martinez
President, SCAG
Councilmember, City of Santa Ana

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

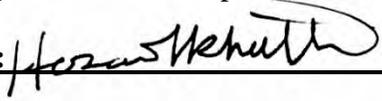
Joann Africa
Chief Counsel

DATE: September 29, 2016

TO: Regional Council (RC)
Executive Administration Committee (EAC)

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

SUBJECT: Criteria for Sustainability Program Call For Proposals

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve the guidelines and scoring criteria for the Call for Proposals for SCAG's Sustainability Program.

EXECUTIVE SUMMARY:

Staff has developed a consolidated Sustainability Planning Grants Program (SPG) Call for Proposals. This effort is designed to support and implement the policies and initiatives of the 2016 RTP/SCS and continues the themes of the previous Call. The SPG is designed to be a multi-year funding program to be supported through federal, state and local resources. There is a multi-year funding commitment of \$6 million including \$1.0 million from SCAG and \$5 million from external sources. Any additional SCAG resources will be requested as part of the budget development process in future fiscal years.

The 2016 SPG Call for Proposals updates the program application and guidelines to promote implementation of the 2016 RTP/SCS. In addition, the Call for Proposals will support the development of concepts that contribute to a shared regional vision and support planning work that will help local agencies compete for federal and statewide competitive grant programs offered through the statewide Cap & Trade program, ATP and other programs.

STRATEGIC PLAN:

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

BACKGROUND:

Since 2004, the SPG (formerly Compass Blueprint) has been a successful component of SCAG's efforts to assist local jurisdictions and implement RTP/SCS policies. To date, 203 Sustainability Planning Grant-funded local planning projects have been completed or are currently in progress, providing a total funding of \$22M. Each of these innovative projects provides an example of integrated transportation and land use planning, tailored to local needs and aligned with regional priorities that other cities and counties can emulate.



REPORT

Consolidated Sustainability Planning Grant Call for Proposals

A consolidated Sustainability Program “call-for proposals” has been developed by SCAG staff to help support innovative approaches to addressing and solving regional issues. The “call-for-proposals” will be released in September 2016, with work on approved planning activities to begin in Fiscal Year 2016-2017. The CEHD will serve as the lead committee in providing policy direction for the consolidated program and provide oversight of Integrated Land Use (ILU) projects. The EEC will continue to provide oversight for the Green Region Initiative (GRI). The TC will provide oversight for the Active Transportation (AT) projects and recommend to the Regional Council projects to be programmed with Regional ATP funds. On September 1, 2016 the SPG guidelines were presented simultaneously to the three Policy Committees. Comments received from committee members and the public have been incorporated into the attached Program Guidelines. The CEHD Committee, as the lead committee, recommended the RC approve the guidelines and scoring criteria. Pending review and approval by the Regional Council, project proposals will be evaluated and selected based on the scoring criteria included in the Program Guidelines.

The SPG is designed to be a multi-year funding program to be supported through federal, state and local resources. SCAG will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Program Goals

The SPG Call for Proposals seeks to support 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
- Increase the region’s competitiveness for federal and state funds, including the California Active Transportation Program and Greenhouse Gas Reduction Funds.

In addition, each category has additional goals for eligible project types:

| Active Transportation Goals | Integrated Land Use & Green Region Goals |
|---|--|
| <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. • Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects. | <ul style="list-style-type: none"> • Identify regional strategic areas for infill and investment • Focus new growth around transit • Plan for growth around Livable Corridors • Support local sustainability planning and adaptation and climate action planning • Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS. • Encourage integrated concepts and produce plans that promote implementation, are eligible for sustainability-oriented funding, and help achieve a regional shared vision. • Prepare jurisdictions to use innovative financing tools such as Enhanced Infrastructure Financing Districts (EIFD) |



AT grants are proposed to fund planning and non-infrastructure projects or programs that promote safety and encourage people to walk and bike more. These funds are also available to support more agencies in participating in SCAG's successful Go Human campaign. ILU grants would continue to focus on sustainable land use and transportation planning. GRI component would provide grants to assist local jurisdictions in funding sustainability plans or studies, such as climate action plans and water, energy, resiliency or open space studies. The new consolidated Call-for-Proposals would solicit project proposals for all three program areas.

Next Steps

The tentative schedule for developing the application and issuing the Call for Proposals is outlined below. Greater details on eligibility, selection criteria and the evaluation process can be found in the attached Consolidated SPG Guidelines.

- July-August 2016: Call for Proposals Development and Stakeholder Engagement
- September 29, 2016: Regional Council Review and Approval of Consolidated SPG Call for Proposals.
- November 18, 2016: Applications Due
- November 18, 2016: December 2016 Proposal Review and Scoring
- December 2016: Staff recommended Proposal Scores
- December 2016-January 2017: County Transportation Commission Approvals (Active Transportation Program funded projects only)
- February 2, 2017 Regional Council Approval of 2017 SPG proposal rankings
- February 6, 2017 Submit Regional Program to CTC (Active Transportation Project funded projects only)
- March 2017 CTC adopts Regional Program (Active Transportation Program funded projects only)

FISCAL IMPACT:

Staff's work budget for the current fiscal year is included in FY 2016-17 OWP 065.00137.01 and OWP 150.04094.01.

ATTACHMENT:

Consolidated Sustainability Planning Grant Call for Proposals Guidelines

Southern California Association of Governments 2016 Sustainability Planning Grants Call for Proposals

Overview

The Southern California Association of Governments (SCAG) announces the Call for Proposals for the 2016 Sustainability Planning Grants Program (SPG). Since 2005, SCAG's Sustainability Planning Grant Program has 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 SPG 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 land use, open space, job-housing balance, environmental constraints, and growth management. The SPG also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of the recently adopted 2016 RTP/SCS. Applicants are encouraged to review strategies promoted in the 2016 RTP/SCS to align project proposals with regional planning priorities and concepts. The most competitive proposals 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.

The SPG is a multi-year program funded through federal, state and local resources. Hosting a combined call for proposals to award funds through multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration. The 2016 SPG will incorporate five percent (5%) of SCAG's portion of the regional funding from Cycle 3 of the Active Transportation Program to support planning and non-infrastructure active transportation projects, fulfilling SCAG's responsibilities to conduct a competitive process for the regional portion of the program. The program is also anticipated to program \$2.5 million from a partnership with the Mobile Source Reduction Committee for non-infrastructure applications submitted in the Active Transportation category in the counties of Los Angeles, Orange, Riverside, and San Bernardino. Fund assignment will be announced at the time of award.

Goals

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

- Provide needed planning resources to local jurisdictions for sustainability planning efforts
- Develop local plans that support the implementation of the 2016 RTP/SCS
- 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 2016 SPG is comprised of 3 main project proposal categories that meet the goals of the overall program. Each category is detailed further in the category guidelines.

- Active Transportation (AT) – Examples include bicycle, pedestrian and safe routes to school plans and programs
- Integrated Land Use (ILU) – Examples include sustainable land use planning, Transit Oriented Development (TOD) and land use & transportation integration
- Green Region Initiatives (GRI) – Examples include natural resource plans, climate action plans (CAPs), green street plans, and greenhouse gas (GHG) reduction programs

Applicants may apply in more than one category and may submit multiple proposals within a single category. SCAG staff is available to support applicants in determining the most appropriate category for their project(s). If submitting multiple applications, an agency will have the opportunity to prioritize their proposals through the application process. SCAG will consider the agency's priority among other factors reviewed in the scoring and programming process.

Scoring Criteria

The scoring criteria across all three project proposal types funded through the SPG will be the same. For each category, the application includes 3 main topic areas – 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 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 2016 SPG will be provided through a combination of federal, state and local sources. SCAG will allocate funding for successful project proposals based on the eligibility of each funding source and the applicant's readiness. Grants will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor.

Timely Use of Funds/Time Extensions

All project sponsors must be prepared to initiate their projects in Spring 2017. All work must be completed within 12 to 36 months of project initiation. A more exact period of performance will be determined at the time of project initiation based on project complexity and funding source. Time extensions will be considered on a case-by-case basis. Extensions and scope changes must be 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

| Schedule | |
|--|------------------|
| SCAG SPG Call for Proposals Opens | 9/29/16 |
| Application Workshop | Week of 10/17/16 |
| SCAG SPG Call for Project Application Deadline | 11/18/16 |
| Staff Recommended Draft SPG project list | 12/21/16 |
| SCAG Regional Council Approval of 2017 SPG Proposal Rankings | 2/2/17 |

Contact Information

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

| Green Region and Integrated Land Use | Active Transportation |
|---|---|
| Marco Anderson Senior Regional Planner Telephone: 213-236-1879 Email: anderson@scag.ca.gov | Rye Baerg Associate Regional Planner Telephone: 213.236.1866 Email: baerg@scag.ca.gov |

Submittal Information

Applications are due November 18, 2016 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 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_ClimateActionPlan.

Active Transportation

Overview

The Sustainability Planning Grants Program Active Transportation Category (SPG-AT) will fund planning and non-infrastructure projects or programs 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 SPG-AT Call for Proposals seeks to implement SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and fulfill SCAG's responsibilities to implement the planning element of the Regional Program of the California Active Transportation Program (ATP). 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 increasing rates of active transportation in the [Active Transportation Appendix](#).

The goals of the SPG-AT program are to:

- 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.
- Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.

Funding Sources

Funding for the SPG-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.

Approximately \$2.5 million of the program will be funded using no more the five percent (5%) of SCAG's allocation from of the 2017 Active Transportation Program. 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 2017 [Regional Active Transportation Guidelines](#).

The program also anticipates allocating \$2.5 million in partnership with the Mobile Source Reduction Committee (MSRC) for non-infrastructure applications submitted within MSRC's service area. The MSRC funding formula provides for a minimum of \$500,000 in the each of the following four counties: Los Angeles, Orange, Riverside, and San Bernardino. The remaining \$500,000 will be awarded competitively in the four county region.

The balance of the program funding will be comprised of federal, state and local funds.

Grants will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor. As part of the grant 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

The majority of funds to be programmed through the SPG-AT are constrained based on county and geographic equity requirements established by the funding guidelines for each of the respective funding sources. To ensure compliance with funding guidelines, minimum funding targets will be established for each county and project proposals will be evaluated against other proposals received in their respective county. Capacity Building Mini-Grants are not subject to geographic equity requirements and will be competitively awarded by SCAG based on scoring criteria.

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SPG-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.
- Public schools or School districts
- Tribal Governments - Federally-recognized Native American Tribes.

Eligible Project Types/Maximum Awards

The SPG-AT will fund three types of projects 1) Community or Area -Wide Active Transportation Plans (including First-Last Mile Plans) 2) Non-Infrastructure Projects, and 3) Capacity Building Mini-Grants. 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 or Area-Wide Active Transportation Plans (maximum award: \$200,000)

Planning proposals must meet the requirements of the Active Transportation Program, as described in the [2017 Statewide ATP Guidelines](#), with one exception: SCAG will allow for plan proposals to be completed in communities or areas that are not considered disadvantaged. Project Sponsors that intend to apply for multi-jurisdictional efforts that may exceed the funding cap are encouraged to apply separately and reference project coordination in their respective applications. These projects may be combined for administrative purposes after awards are announced. A list of the components that must be included in an active transportation plan can be found in Section 13, subsection E of the 2017 ATP Guidelines. Examples of eligible plans include but are not limited to:

- Community-wide Active Transportation Master Plan

- Community-wide Bicycle or Pedestrian Master Plan
- Safe Routes to School Master Plan
- First-Last Mile Plans (active transportation improvements only)
- Neighborhood Mobility Area (NMA) Plan (active transportation only). See RTP/SCS for description of NMAs

Non-Infrastructure Projects (maximum award: \$200,000)

Non-infrastructure proposals must meet the requirements of the Active Transportation Program as described in the [2017 Statewide ATP Guidelines](#). SCAG will allow for non-infrastructure proposals to be completed in communities or areas that are not considered disadvantaged. Non-infrastructure projects with permanent infrastructure components are not eligible. Project Sponsors that intend to apply for multi-jurisdictional efforts that will exceed the funding cap are encouraged to apply separately and reference project coordination in their respective applications. These projects may be combined for administrative purposes after awards are announced. Project sponsors are encouraged to apply for activities that extend the reach and impact of the region's successful *Go Human* Campaign, including through implementation of *Go Human* demonstration projects in new communities, expansion of the advertising campaign and collateral, and/or use of the *Go Human* branding in other activities. Examples of eligible projects include but are not limited to:

- Open Streets Event or demonstration projects (pop-ups) directly linked to the promotion of a new infrastructure project or designed to promote walking and biking on a daily basis
- Conducting pedestrian and bicycle safety education programs, including community-wide advertising campaigns
- Development and implementation of bike-to-work or walk-to-work school day/month programs.
- Conducting bicycle and/or pedestrian counts, walkability and/or bicycle friendly assessments or audits, or pedestrian and/or bicycle safety analysis. Development and publishing of community walking and biking maps, including school route/travel plans
- Development and implementation of walking school bus or bike train programs

Capacity Building Mini-Grants (Maximum project award: \$50,000)

Capacity Building Mini-Grants will be funded that position local agencies to compete for capital funding. There are no disadvantaged communities requirements for this category. In this category, applicants are encouraged to consider projects that advance multiple sustainability goals, like water and energy conservation and climate adaptation, as a component of the active transportation project or program design. Examples of eligible projects include but are not limited to:

- Concept Plans
- Corridor Plans
- Design Charrettes
- Capacity Building/Educational Initiatives
- Supportive Active Transportation Policies (Complete Streets)

Match Requirements

Project sponsors are not required to provide match to receive funding through the SPG-AT. However, project proposals that include a hard match or leveraging through in-kind efforts will be prioritized in the scoring criteria.

Scoring Criteria

The scoring criteria across all three project types funded through the SPG-AT will be the same. For each category, 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 | 15 |
| Safety | 20 |
| Public Health | 5 |
| Disadvantaged Communities (Plans and NI)/ Community Need (Capacity Building Mini-Grants) | 10 |
| Topic 2: Goals, Objectives and Outcomes | 35 Points |
| Mobility | 20 |
| Safety | 5 |
| 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 SPG-AT by completing an application specific to one the three 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 proposal. Application workshops will be scheduled in October 2016 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 18, 2016.**

Exceptions: Non-Infrastructure and planning projects that were submitted through the 2017 ATP statewide competition, but not selected for funding, will be considered for funding through the SPG-AT. Because the scoring criteria for the SPG-AT are identical to the 2017 ATP, project sponsors are not required, but may if they choose, submit a new application to SCAG through the SPG-AT. If the applicant chooses to complete a new application through the SPG-AT, the application must be received by the

November 18 deadline. Otherwise, SCAG will use the scores provided by the California Transportation Commission's (CTC) ATP review process to rank and select statewide submitted projects alongside SPG-AT projects submitted through this call. The \$200,000 cap will not be applied to projects that first submitted an application through the Statewide ATP Call for Proposals. However, project sponsors may wish to review and revise their funding request in consideration of the limited ATP funding (\$2.5 million) to be awarded through the SPG and SCAG's regional equity goals.

Evaluation Process

For SPG-AT projects, six (6) evaluation teams, one (1) per county, will be established to review, score and rank applications submitted to the SPG-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, except as noted below. Final awards will be based on application score, regional equity targets and funding eligibility. Following grant award announcements, interested applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their proposals for future grant cycles.

Exceptions: Capacity Building Mini-Grants will be awarded competitively across the region and will be scored by SCAG staff only to avoid a conflict of interest. In addition, if a county transportation commission submits a proposal for any of the project types, the application will be reviewed and scored by SCAG staff only.

Schedule

Projects awarded ATP funding should be aware of additional program dates beyond those discussed in the SPG guidelines overview.

| SPG-AT Schedule | |
|---|--------------------|
| SCAG SPG-AT Call for Proposals Opens | 9/29/16 |
| Application Workshop | Week of 10/17/16 |
| SCAG SPG-AT Call for Project Application Deadline* | 11/18/16 |
| Staff Recommended Draft SPG-AT project list | 12/21/16 |
| County Transportation Commission approvals (if required by assigned funding source) | 12/21/16 - 1/27/17 |
| SCAG Regional Council Approval of 2017 Regional ATP (including SPG-AT selected projects) | 2/2/17 |
| California Transportation Commission approval of 2017 Regional ATP (including SPG-AT selected projects) | 3/15/17 |

* Deadline applies to all applicants, including project sponsors who wish to submit a new proposal for a project that failed to receive funding through the Cycle 3 ATP. See Application Process above.

Integrated Land Use & Green Region Initiatives

Overview

The 2017 Sustainability Planning Grants Program Integrated Land Use/Green Region Initiatives Categories (SPG-ILU/GRI) will fund planning, visioning, and capacity building projects or programs that promote sustainable development, transportation/land use integration, resource efficiency, climate action, and adaptation/resiliency studies.

Goals and Purpose

The ILU/GRI Call for Proposals 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 called for in Senate Bill 375 (SB375). 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 SPG-ILU/GRI program are to:

- Identify regional strategic areas for infill and investment
- Focus new growth around transit
- Plan for growth around Livable Corridors
- Support local sustainability planning and climate action planning
- Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS.
- Encourage integrated concepts and produce plans that promote implementation, are eligible for sustainability-oriented funding, and help achieve a regional shared vision.

Funding Sources

Funding for the SPG-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.

Grants will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor. As part of the grant 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 the timely use of funds.

Regional Equity

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

Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SPG-ILU/GRI funds:

- SCAG member jurisdictions
- Tribal Governments
- County Transportation Commissions
- Councils of Governments (Must apply in partnership with a SCAG member jurisdiction.)

Non-profit groups, community based organizations and non-member government agencies may apply if a dues-paying member agency sponsors their application. These applications must identify both a sponsoring agency project manager as well as a Managing Organization project manager.

Eligible Project Types/Maximum Awards

The SPG-ILU/GRI will fund three types of projects 1) Integrated Shared Vision Proposals 2) Single-Purpose Planning Proposals, and 3) Capacity Building Mini-Grants. Projects should advance one or more program goals by increasing local capacity to implement plans, enhancing community support for land use transportation integration or climate action planning, and/or improving a local agency's competitiveness for future state and federal funding opportunities. Individual Councils of Government serving as the lead applicant for one or more proposals may be awarded a maximum of \$1 million total in the ILU/GRI categories.

Integrated Shared Vision Proposals (maximum award: \$1,000,000)

These proposals must present significant multi-faceted planning and plan efforts focused on preparing projects for "shovel-ready" status. Projects should promote infill, Transit Oriented Development (TOD), complete communities or other forms of sustainable development. Projects should address climate change through GHG emission reduction, adaptation planning, and promote overall sustainability on various resource issues. Preparation of environmental clearance documentation is strictly prohibited, however analysis that is subsequently incorporated into environmental clearance (traffic, infrastructure etc) is eligible for funding. Planning elements should emphasize a comprehensive approach to connectivity and location efficiency; community design and neighborhood form; and green buildings and infrastructure. Project applications should specify subsequent steps and funding sources the sponsoring agency will seek after completion of the SPG project in order to move towards implementation. Eligible plans should include, but are not limited to, three or more of the following elements:

- Land Use Strategies such as those included in the 2016 RTP/SCS
- Strategies to Encourage mixed-income diverse communities
- Transit and/or Active Transportation/Land Use Integration
- Entitlement Strategies
- Innovative Financing Strategies (i.e. Enhanced Infrastructure Financing District (EIFD) feasibility)
- Resource Conservation Strategies & Green Design

Focused Planning Proposals (maximum award: \$200,000)

These planning efforts are a continuation of previous calls for proposals. Proposals can include land use visioning efforts, plan preparation, climate action plans, or other innovative proposals. Multi-jurisdictional efforts are encouraged. Project Sponsors that intend to apply for multi-jurisdictional efforts that may exceed the funding cap are encouraged to apply separately and reference project coordination in their respective applications. These projects may be combined for administrative purposes after awards are announced. Alternatively, project sponsors may work collaboratively to apply

for an Integrated Shared Vision award and address multiple planning elements to achieve project implementation readiness. As noted above, Preparation of environmental clearance documentation is strictly prohibited. Projects should be 12 months in duration. Proposals can either be stand-alone projects or supplement planning efforts with additional analysis or presentation materials. Applications seeking supplemental funding, for example for a portion of a general plan update, must note how SPG funding will facilitate sustainable planning efforts that are above and beyond what the sponsoring agency would achieve without the funding. In addition, if awarded the funding will only be eligible for specific identifiable tasks within the sponsoring agencies overall scope of work. Examples of eligible projects include, but are not limited to:

| Integrated Land Use | Green Region Initiative |
|--|---|
| <ul style="list-style-type: none"> ○ Transit-Oriented Development (TOD), and Livable Corridor Plans ○ General Plan Element updates, Specific Plans and Development Code Assistance ○ Tax Increment Financing (TIF) feasibility (EIFD, CRIA etc.) ○ Affordable Housing Development Feasibility Analyses ○ Mobility Innovations (Ridesourcing, Automated Vehicle Studies) ○ Neighborhood Mobility Area (NMA) Plans See RTP/SCS for description of NMAs | <ul style="list-style-type: none"> ○ Local or Subregional Climate Action Plans ○ Energy and/or Water Efficiency Plans ○ Open Space, Natural and Farm Lands Preservation ○ Climate Adaptation and Resiliency Plans ○ Ecodistrict Planning ○ Urban Greening |

Capacity Building Mini-Grants (Maximum project award: \$50,000)

Partnership building, community outreach, planning research or early visioning exercises will be funded that position local agencies to compete for additional funding. In this category, applicants are encouraged to consider projects that advance multiple sustainability goals, like water and energy conservation and climate adaptation, as a component of project design. Funding may be used to hire grant writers, and/or contract staff for a limited term. Examples of eligible projects include, but are not limited to:

- Concept Planning and Design Charrettes
- Neighborhood Vision Plans
- Economic Development Strategies
- Innovative Technology / Social Media Deployment
- Capacity Building/Educational Initiatives
- Grant Preparation and Project Pipeline Development

Match Requirements

Project sponsors are not required to provide match to receive funding through the SPG-ILU/GRI. However, project proposals that include a hard match or leveraging through in-kind efforts will be awarded points in the scoring criteria.

Scoring Criteria

The scoring criteria across all three project types funded through the SPG-ILU/GRI will be the same. For each category, the application includes 3 topic areas. The potential points to be awarded for responses to each question are noted in the application. To minimize redundancy and simplify the application, some questions may be used to assess more than one criteria. The questions 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 |
| Readiness | 15 |
| Sustainability | 20 |
| Resource Need | 10 |
| Disadvantaged Communities | 5 |
| Topic 2: Project Goals, Objectives and Outcomes | 35 Points |
| Readiness | 20 |
| Sustainability | 5 |
| Resource Need | 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 SPG-ILU/GRI by completing an application specific to one of the two project categories, and one of the three Project Types. Please contact SCAG staff if the project includes multiple components, or if support is needed in identifying the proper application to use for a project proposal. SCAG staff reserve the right to change the project category or project type, but only if it helps the project sponsor. Application workshops will be scheduled in October 2016 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 18, 2016.**

Evaluation Process

Three (3) evaluation teams, one (1) for each project type, will be established to review, score and rank applications submitted to the SPG-ILU/GRI. Each team will be comprised of staff from partner agencies, and from SCAG. Projects will compete with and be ranked against other projects within their respective types. For example, Integrated Shared Vision projects from across the region will be ranked separately from Focused Planning Proposals, and from Capacity Building Mini-Grants. Final awards will be based on application score, regional geographic equity and funding eligibility. Following grant award

announcements, interested applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their proposals for future grant cycles.

Schedule

| Schedule | |
|--|------------------|
| SCAG SPG-ILU/GRI Call for Proposals Opens | 9/29/16 |
| Application Workshop | Week of 10/17/16 |
| SCAG SPG-ILU/GRI Call for Project Application Deadline | 11/18/16 |
| Staff Recommended Draft SPG-ILU/GRI project list | 12/21/16 |
| SCAG Regional Council Approval of 2017 SPG-ILU/GRI Proposal Rankings | 2/02/17 |

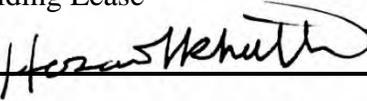
DATE: September 29, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Hasan Ikhtrata, Executive Director, (213) 236-1944, ikhrata@scag.ca.gov

SUBJECT: Los Angeles Headquarters Building Lease

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

This report is intended to provide an overview of the building lease process at the SCAG Los Angeles headquarters and confirm the expected next steps.

STRATEGIC PLAN:

This item supports SCAG'S Strategic Plan Goal 5: Optimize Organizational Efficiency and Cultivate an Engaged Workforce

BACKGROUND:

In 2007, the Regional Council directed staff to renew SCAG's lease and occupy the current building which SCAG has resided in for twenty seven (27) years. The Los Angeles headquarters office lease was executed on September 3, 2008 for the term of January 1, 2009 through December 31, 2019. During 2011 to 2012, SCAG explored the costs of remodeling the existing space to meet SCAG's business needs within the structure of the current lease and tenant improvement allowance. This effort included hiring an architectural firm and conducting employee surveys and focus group meetings that included Regional Council members, management and staff, visiting other smart/modern work places, and office furniture showrooms. At that time, SCAG learned that the costs to remodel and improve the existing space were estimated at \$7 to \$8 million; \$5 million of which would not be covered by the tenant improvement allowance. Additionally, the disturbance to the work environment of remodeling would be extremely disruptive as SCAG would either need to relocate during remodeling or phase in construction and continue working during the construction and remodeling of the space. A decision was made to wait until closer to the end of the existing lease term to explore other options.

In anticipation of the lease term expiring and to capitalize on the current downtown real estate market dynamics, SCAG completed a Request for Proposals (RFP) to hire a commercial real estate brokerage firm, Savills Studley, Inc., to assist SCAG in conducting a thorough market place evaluation for staying in its current space or relocating to a different space in downtown Los Angeles as well as assisting in managing its entire leased real estate portfolio. Since July of 2015, SCAG has been actively engaged in a comprehensive market evaluation for potential locations of its Los Angeles headquarters. In January of 2016, a presentation was provided to the Executive/Administration Committee (EAC) about the evaluation process and the market information gathered to that point. At the January meeting, the EAC provided direction to continue the evaluation and at some point for the President to appoint a subcommittee to participate in the process.

REPORT

This report is intended to provide an overview of the process to date and to confirm the expected next steps in the process.

Assumptions for Market Evaluation

- That SCAG desires to move before the end of the current lease term because occupying the existing space and improving the current needs is too disruptive and costly as well as current space is no longer adequate for SCAG's business needs (e.g., meeting room limitations, safety and security gaps, roaches, inadequate employee lunch/collaboration space, lack of organizational flexibility with fixed hard wall cubicle/office construction, parking ingress/egress, sub-par building services, morale impacts)
- SCAG desires to move to a better class, more sustainably designed, newer and seismically-engineered safer building with better or improved amenities and services
- SCAG desires to stay in the same vicinity close to transit access
- SCAG desires to improve the functionality of same or similar size space

The Los Angeles building space is rated a Class C+/B-. However, SCAG has been pursuing the evaluation of Class A buildings given that the cost per square foot between C+/B- and Class A in the current marketplace is narrow.

Process to Date

- Savills Studley, Inc. selected twenty five (25) properties in downtown Los Angeles that met SCAG's guidelines
- Staff committee narrowed it to ten (10)
- Committee toured and evaluated and refined the list to five (5)
- Executive team members toured and further narrowed the list to four (4)

There are four (4) buildings currently under consideration in addition to the scenario of occupying the current space "as is" and improving/right-sizing in the next phase of the evaluation process. Savills Studley, Inc. has been working diligently with staff for the last nine (9) months following the January 2016 EAC Special Meeting to work with the landlords of all the buildings to narrow the options and to provide a short list to SCAG for consideration. President Michele Martinez, along with her appointed SCAG officers to the EAC Subcommittee (First Vice President Margaret Finlay; Second Vice President Alan Wapner and Immediate Past President Cheryl Viegas-Walker) will be assisting staff with the final phases of the evaluation.

At the November 3, 2016 meeting, during closed session, staff will provide an update to the Regional Council and discuss the terms of the potential lease in detail and anticipate seeking authority to appoint a negotiator to finalize the terms for a new lease which includes the terms for an early termination of the current lease.

ATTACHMENT:

None

REPORT

DATE: September 29, 2016

TO: Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer; (213) 236-1817; panas@scag.ca.gov

SUBJECT: CFO Monthly Report

EXECUTIVE DIRECTOR'S APPROVAL:  _____

RECOMMENDED ACTION:
For Information Only-No Action Required.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan Goal, 3: Enhance the Agency's Long Term Financial Stability and Fiscal Management.

MEMBERSHIP DUES
As of September 12, 2016, 159 cities and counties have renewed their memberships. Thirty-six cities have yet to renew their memberships and two cities are being recruited for membership.

AUDITS
The Caltrans auditors have rescheduled their next visit to September 26, 2016. On that same day, SCAG's outside independent auditors, Vasquez and Co., LLP, will commence their fieldwork for the FY 2015-16 audit. Their draft report will be issued in November.

BUDGET & GRANTS (B&G):
B&G staff in collaboration with the Planning departments is collecting the FY 2015-16 Overall Work Program (OWP) products and will be submitting to Caltrans by mid-September. This year, staff began a new process for submitting work products via a shared network drive instead of CDs.

Staff is preparing the FY 2015-16 OWP 4th Quarter Progress Report with final expenditures and will submit to Caltrans in mid-September.

The first amendment to the FY 2016-17 OWP will be on the agenda for approval by the EAC-RC on September 29, 2016. This amendment will include adding prior year's unspent funds to projects to meet contractual obligations and adding funds for new grant projects.

The Call for Applications for the 2017-18 Caltrans Sustainable Transportation Planning Grant Program was released on August 17, 2016. B&G staff, in collaboration with Caltrans, District 7 staff, hosted a Regional Workshop on September 7, 2016 to review the grant program guidelines and answer questions from potential applicants. The workshop was well attended by approximately 50 participants at the SCAG main office and regional offices.



REPORT

CONTRACTS:

In August 2016, the Contracts Department issued two (2) Request for Proposal (RFP); awarded ten (10) contracts; issued five (5) contract amendments; and processed 51 Purchase Orders to support ongoing business and enterprise operations. Contracts staff continued to negotiate better pricing and reduced costs for services. Contracts staff continued to negotiate better pricing and reduced costs for services. During the month of August 2016, over \$882,248 in budget savings was realized.

ATTACHMENT:

August 2016 CFO Monthly Status Report



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Office of the Chief Financial Officer

Monthly Status Report

AUGUST 2016



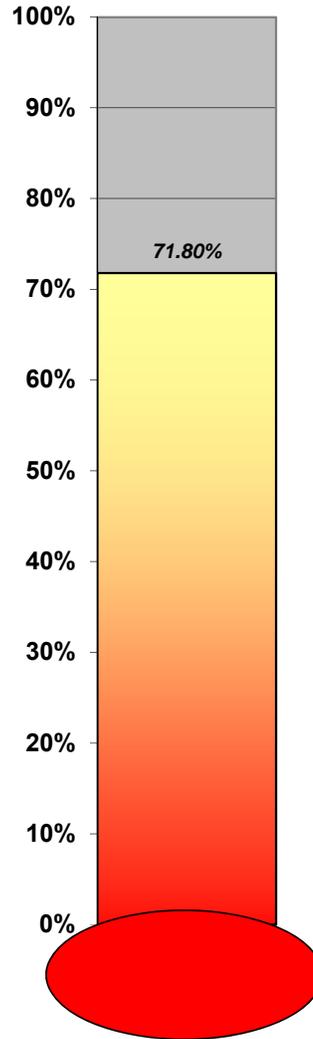
OVERVIEW

As of September 12, 2016, 156 cities and counties had renewed their memberships. Thirty-nine cities had yet to renew, and there were two cities in the SCAG region still being recruited for membership.

SUMMARY

| | |
|----------------------|------------------------------|
| FY17 Membership Dues | <u><u>\$1,947,180.67</u></u> |
| Total Collected | <u><u>\$1,398,042.00</u></u> |
| Percentage Collected | <u><u>71.80%</u></u> |

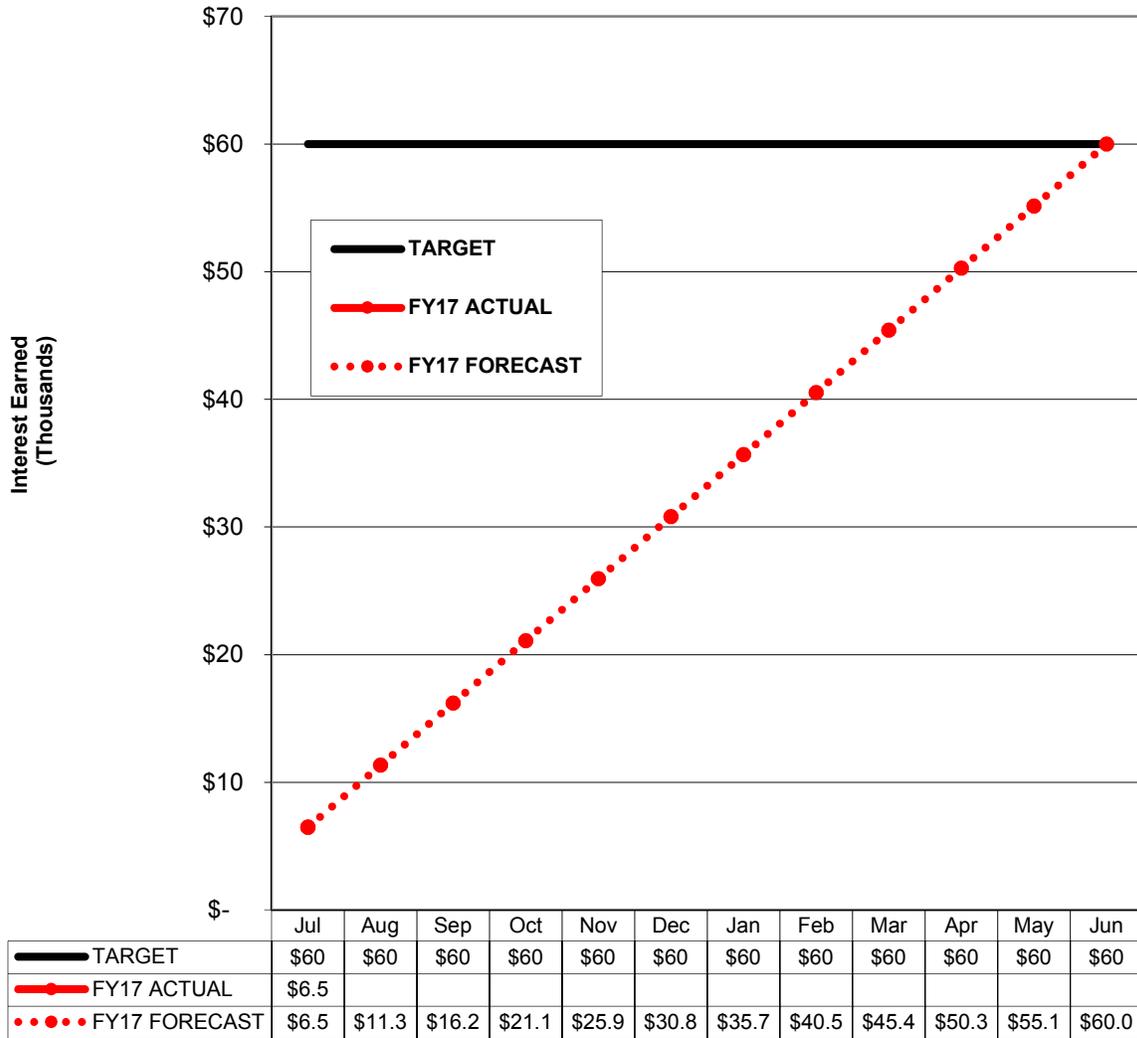
FY17 Membership Dues Collected



Office of the CFO
Interest Earnings Variance



INTEREST EARNINGS VARIANCE



OVERVIEW

Actual interest income is plotted against the target amount. The amount earned through July was \$6,477. The LA County Pool earned 0.95% in July.

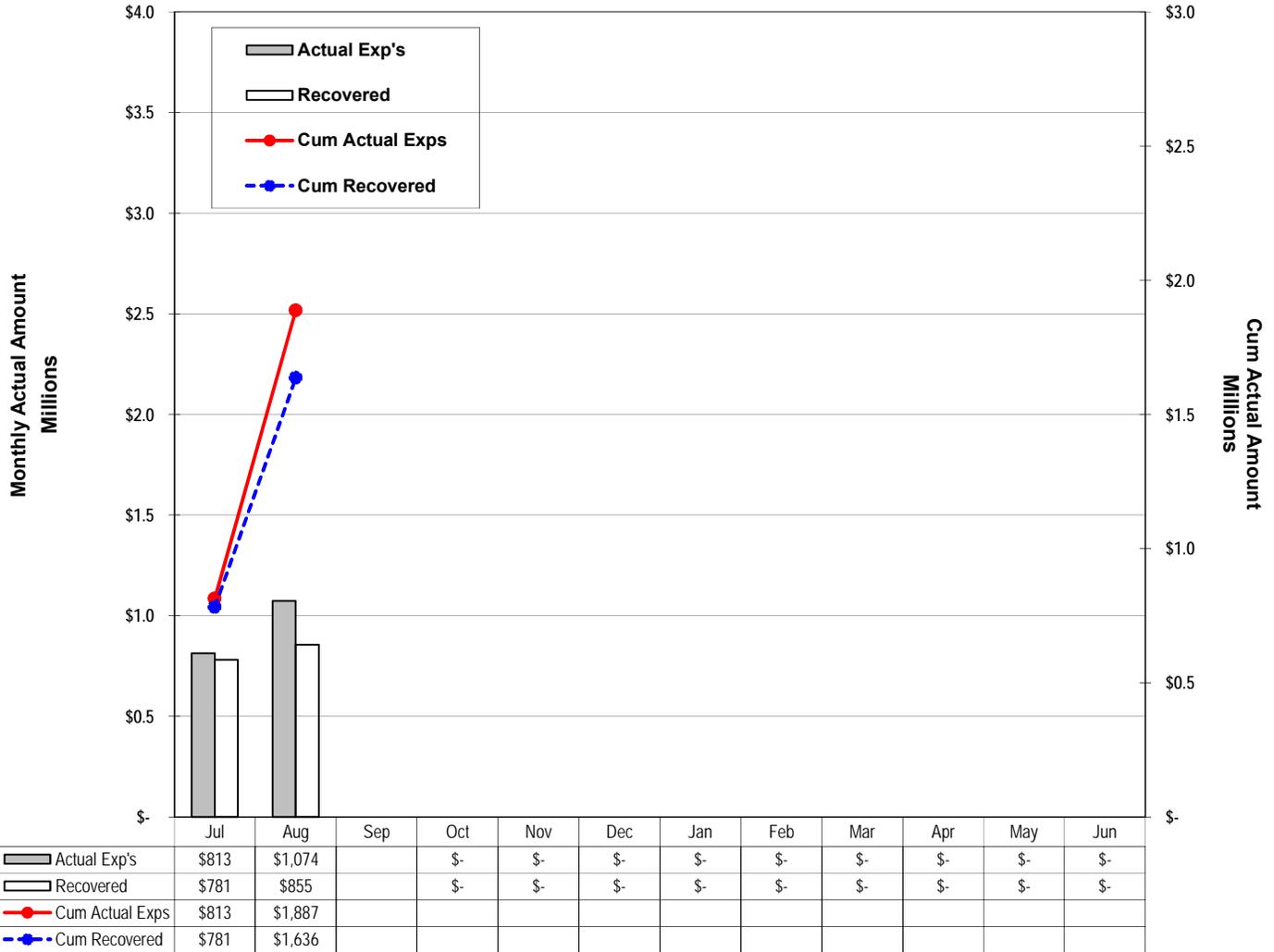
SUMMARY

The amount projected for FY17 is \$60,000.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

FY17 INDIRECT COST & RECOVERY



OVERVIEW

A comparison of Indirect Cost (IC), incurred by SCAG vs. IC recovered from SCAG's grants.

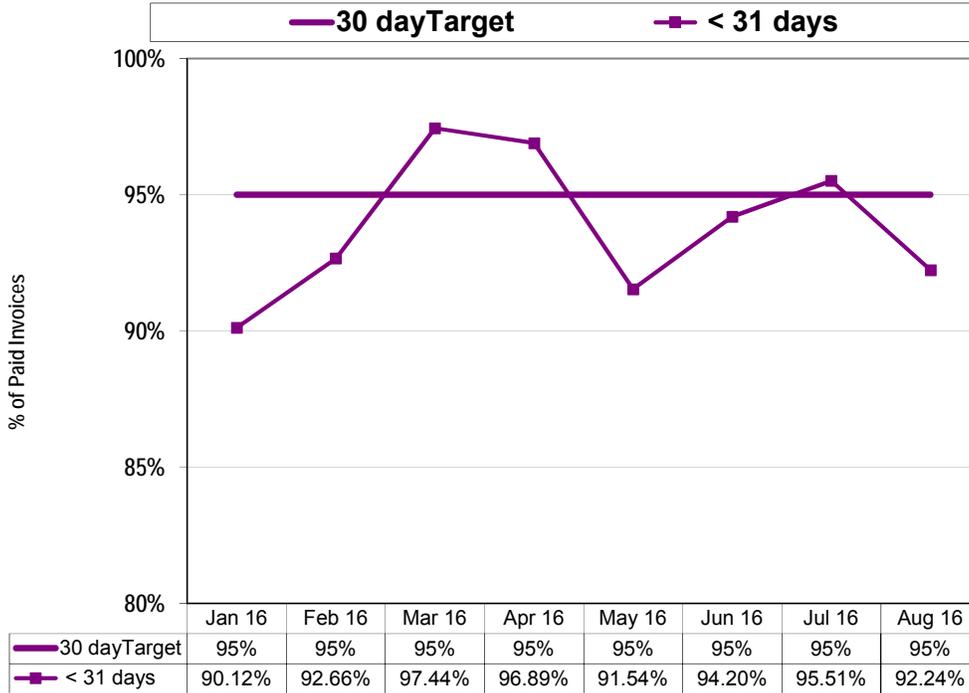
SUMMARY

Through August 2016, SCAG was under-recovered by \$251,232 due to lower than budgeted labor and fringe benefits charges.

Office of the CFO
Invoice Aging



INVOICE AGING



OVERVIEW

The percent of total invoices paid within 30 days. The target is to pay 95% of all invoices within 30 days. This goal was not met.

SUMMARY

92.24% of August 2016's payments were made within 30 days of invoice receipt.

At month-end, 34 invoices remained unpaid less than 30 days.

Actual

OVERVIEW

The percent of total invoices paid within 60 and 90 days. The target is to pay 98% of invoices within 60 days and 100% within 90 days.

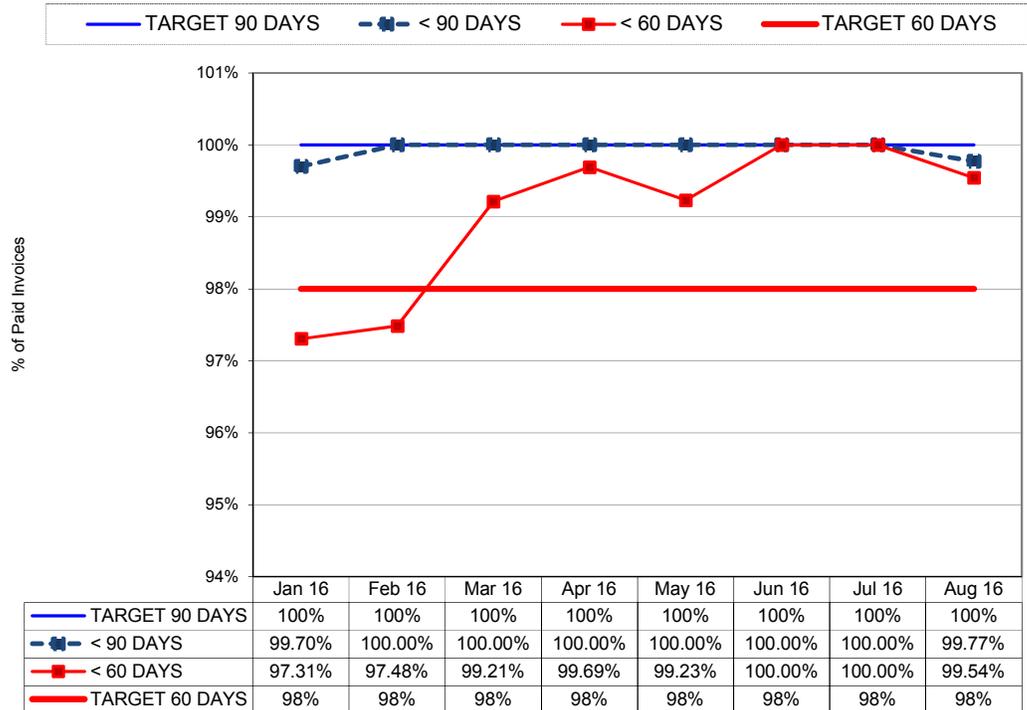
SUMMARY

These goals were partially met during this period.

99.54% of August 2016's payments were within 60 days of invoice receipt and 99.77% within 90 days. Invoices unpaid 30-60 days: 0; 60-90 days: 0; >90 days: 0.



INVOICE AGING



Office of the CFO
Consolidated Balance Sheet

| | 7/31/2016 | 8/31/2016 | Incr (decr) to equity | COMMENTS |
|---|-----------------------|----------------------|--------------------------------|--|
| Cash at Bank of the West | \$ 2,488,170 | \$ 1,894,512 | | |
| LA County Investment Pool | \$ 9,012,984 | \$ 12,163,549 | | |
| Cash & Investments | \$ 11,501,155 | \$ 14,058,061 | \$ 2,556,906 | Received over \$4 million in TDA |
| Accounts Receivable | \$ 6,777,429 | \$ 6,581,876 | \$ (195,552) | Fluctuations in grant billings |
| Fixed Assets - Net Book Value | \$ 547,814 | \$ 547,814 | \$ - | No change |
| Total Assets | \$ 18,826,397 | \$ 21,187,751 | \$ 2,361,354 | |
| Accounts Payable | \$ (2,653,238) | \$ (354,291) | \$ 2,298,947 | All FY16 invoices were settled |
| Employee-related Liabilities | \$ (317,363) | \$ (495,159) | \$ (177,796) | July had five unpaid workdays, Aug had eight |
| Other Current Liabilities | \$ 377,410 | \$ 541,500 | \$ 164,090 | IC was under-recovered by \$251K in August |
| Deferred Revenue | \$ (699,210) | \$ (304,568) | \$ 394,642 | FY17 dues taken into income |
| Total Liabilities and Deferred Revenue | \$ (3,292,400) | \$ (612,518) | \$ 2,679,882 | |
| Fund Balance | \$ 15,533,997 | \$ 20,575,233 | \$ 5,041,236 | |
| | | | - | |
| WORKING CAPITAL | | | | |
| | 7/31/2016 | 8/31/2016 | Incr (decr) to working capital | |
| Cash | \$ 11,501,155 | \$ 14,058,061 | \$ 2,556,906 | |
| Accounts Receivable | \$ 6,777,429 | \$ 6,581,876 | \$ (195,552) | |
| Accounts Payable | \$ (2,653,238) | \$ (354,291) | \$ 2,298,947 | |
| Employee-related Liabilities | \$ (317,363) | \$ (495,159) | \$ (177,796) | |
| Working Capital | \$ 15,307,983 | \$ 19,790,487 | \$ 4,482,504 | |

Office of the CFO
Fiscal Year-To-Date Expenditure Report Through August 31, 2016



COMPREHENSIVE BUDGET

| | | Adopted Budget | Amended Budget | Expenditures | Commitments | Budget Balance | % Budget Spent |
|----|-------------------------------------|---------------------------|---------------------------|---------------------|--------------------|---------------------------|---------------------------|
| 1 | Staff & Allocated Fringe Benefits | 158,335 | 158,335 | 28,409 | | 129,926 | 17.9% |
| 2 | 51001 Allocated Indirect Costs | 125,937 | 125,937 | 20,224 | | 105,713 | 16.1% |
| 3 | 54300 SCAG Consultants | 414,000 | 384,000 | 57,250 | 141,304 | 185,446 | 14.9% |
| 4 | 54340 Legal costs | 120,000 | 120,000 | 16,723 | 103,277 | 0 | 13.9% |
| 6 | 55441 Payroll, bank fees | 15,000 | 15,000 | 1,842 | | 13,158 | 12.3% |
| 7 | 55510 Office Supplies | 25,000 | 25,000 | - | | 25,000 | 0.0% |
| 8 | 55600 SCAG Memberships | 21,250 | 21,250 | - | | 21,250 | 0.0% |
| 9 | 55610 Professional Membership | 15,000 | 15,000 | 807 | 0 | 14,193 | 5.4% |
| 10 | 55730 Capital Outlay | 1,355,619 | 1,355,619 | - | | 1,355,619 | 0.0% |
| 11 | 55830 Conference - Registration | 15,000 | 15,000 | 6,684 | | 8,316 | 44.6% |
| 12 | 55860 Scholarships | 32,000 | 32,000 | - | | 32,000 | 0.0% |
| 13 | 55910 RC/Committee Mtgs | 25,000 | 25,000 | 2,453 | 2,989 | 19,558 | 9.8% |
| 14 | 55912 RC Retreat | 5,000 | 5,000 | - | | 5,000 | 0.0% |
| 15 | 55914 RC General Assembly | 500,000 | 500,000 | - | | 500,000 | 0.0% |
| 17 | 55915 Demographic Workshop | 18,000 | 18,000 | - | | 18,000 | 0.0% |
| 18 | 55916 Economic Summit | 80,000 | 80,000 | 5,000 | 30,001 | 44,999 | 6.3% |
| 19 | 55918 Housing Summit | - | 30,000 | 4,326 | 25,674 | 1 | 14.4% |
| 20 | 55920 Other Meeting Expense | 45,000 | 45,000 | 11,552 | 15,071 | 18,377 | 25.7% |
| 21 | 55930 Miscellaneous other | 12,000 | 12,000 | 3,514 | 1,210 | 7,276 | 29.3% |
| 22 | 55940 Stipend - RC Meetings | 220,752 | 220,752 | 15,890 | 0 | 204,862 | 7.2% |
| 23 | 56100 Printing | 12,500 | 12,500 | - | | 12,500 | 0.0% |
| 24 | 58100 Travel - outside SCAG region | 55,000 | 55,000 | 3,875 | 0 | 51,125 | 7.0% |
| 25 | 58101 Travel - local | 26,000 | 26,000 | 3,766 | 0 | 22,234 | 14.5% |
| 26 | 58110 Mileage - local | 23,500 | 23,500 | 971 | 0 | 22,529 | 4.1% |
| 27 | 58200 Travel - Reg Fees | 1,000 | 1,000 | 924 | | 76 | 92.4% |
| 28 | 58800 RC Sponsorships | 135,000 | 135,000 | 19,000 | 4,000 | 112,000 | 14.1% |
| 29 | Total General Fund | 3,455,893 | 3,455,893 | 203,209 | 323,526 | 2,929,158 | 5.9% |
| 30 | | | | - | | | |
| 31 | Staff & Fringe Benefits | 15,468,852 | 15,468,852 | 2,269,521 | | 13,199,331 | 14.7% |
| 32 | 51001 Allocated Indirect Costs | 12,303,677 | 12,303,677 | 1,615,672 | | 10,688,005 | 13.1% |
| 33 | 54300 SCAG Consultants | 9,421,216 | 9,421,216 | 1,877 | 7,926,384 | 1,492,955 | 0.0% |
| 34 | 54360 Pass-through Payments | 23,368,912 | 23,368,912 | - | 0 | 23,368,912 | 0.0% |
| 35 | 55210 Software Support | 247,231 | 247,231 | 141,113 | 0 | 106,118 | 57.1% |
| 36 | 55280 Third Party Contribution | 3,651,163 | 3,651,163 | - | | 3,651,163 | 0.0% |
| 37 | 55620 Resource Materials - subscrib | 910,000 | 910,000 | 17,581 | 154,225 | 738,193 | 1.9% |
| 38 | 55810 Public Notices | 30,000 | 30,000 | - | | 30,000 | 0.0% |
| 39 | 55830 Conference - Registration | 50,000 | 50,000 | 25 | | 49,975 | 0.1% |
| 40 | 55920 Other Meeting Expense | 70,000 | 70,000 | - | | 70,000 | 0.0% |
| 41 | 55930 Miscellaneous - other | 108,108 | 108,108 | - | | 108,108 | 0.0% |
| 42 | 56100 Printing | 60,000 | 60,000 | - | | 60,000 | 0.0% |
| 43 | 58100 Travel | 330,800 | 330,800 | 11,193 | | 319,607 | 3.4% |
| 44 | Total OWP | 66,019,959 | 66,019,959 | 4,056,981 | 8,080,610 | 53,882,368 | 6.1% |
| 45 | | | | - | | | |
| 46 | Comprehensive Budget | 69,475,852 | 69,475,852 | 4,260,191 | 8,404,136 | 56,811,526 | 6.1% |

Office of the CFO

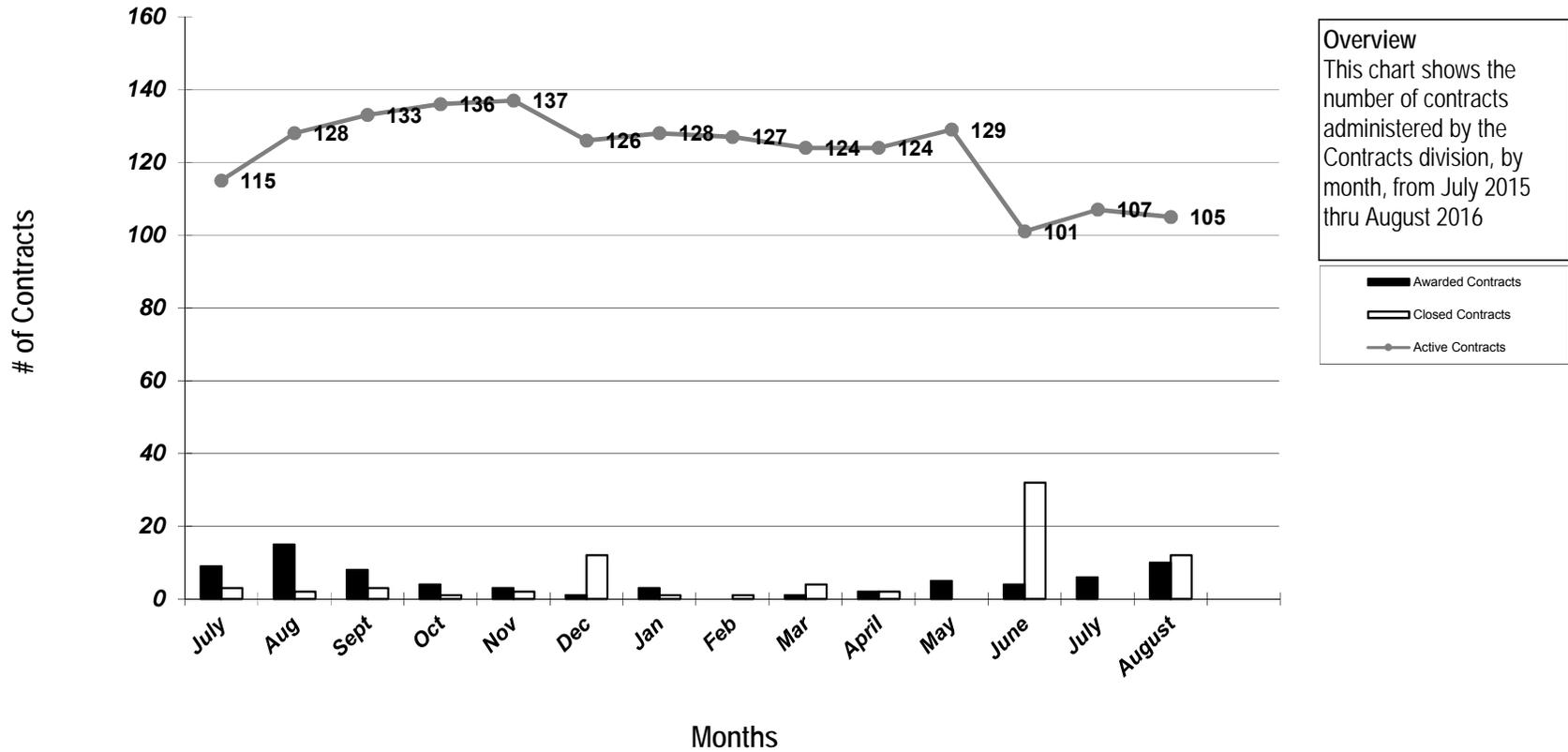
Fiscal Year-To-Date Expenditure Report Through August 31, 2016



INDIRECT COST EXPENDITURES

| | | | Adopted Budget | Amended Budget | Expenditures | Commitments | Budget Balance | % Budget Spent |
|----|-------|----------------------------------|-------------------|-------------------|------------------|------------------|------------------|----------------|
| 1 | 50010 | Regular Staff | 3,729,813 | 3,729,813 | 631,330 | | 3,098,483 | 16.9% |
| 2 | 50013 | Regular OT | - | 1,000 | 398 | | 602 | 39.8% |
| 3 | 50014 | Interns, Temps, Annuity | 169,202 | 168,202 | 19,710 | | 148,492 | 11.7% |
| 5 | 51000 | Allocated Fringe Benefits | 2,792,611 | 2,792,611 | 491,084 | | 2,301,527 | 17.6% |
| 6 | 54300 | SCAG Consultants | 200,000 | 200,000 | - | 200,000 | 0 | 0.0% |
| 7 | 54301 | Consultants - Other | 1,313,016 | 1,313,016 | 35,942 | 899,346 | 377,729 | 2.7% |
| 8 | 54340 | Legal | 200,000 | 200,000 | - | 65,179 | 134,821 | 0.0% |
| 10 | 55210 | Software Support | 497,337 | 497,337 | 65,908 | 13,614 | 417,815 | 13.3% |
| 11 | 55220 | Hardware Supp | 64,320 | 64,320 | 1,365 | 12,610 | 50,345 | 2.1% |
| 12 | 55240 | Repair & Maint Non-IT | 27,450 | 27,450 | 1,527 | 25,923 | 0 | 5.6% |
| 14 | 55400 | Office Rent 818 Offices | 1,660,000 | 1,660,000 | 382,105 | 1,217,895 | 60,000 | 23.0% |
| 15 | 55410 | Office Rent Satellite | 245,883 | 245,883 | 49,918 | 193,518 | 2,447 | 20.3% |
| 16 | 55420 | Equip Leases | 124,500 | 124,500 | 12,176 | 71,474 | 40,851 | 9.8% |
| 17 | 55430 | Equip Repairs & Maint | 11,323 | 11,323 | 3,192 | 8,131 | 0 | 28.2% |
| 18 | 55435 | Security Services | 100,000 | 100,000 | 10,830 | 52,370 | 36,800 | 10.8% |
| 19 | 55440 | Insurance | 154,999 | 154,999 | 25,833 | | 129,166 | 16.7% |
| 20 | 55441 | Payroll / Bank Fees | 20,000 | 20,000 | 2,436 | | 17,564 | 12.2% |
| 21 | 55445 | Taxes | 6,200 | 6,200 | - | | 6,200 | 0.0% |
| 22 | 55460 | Mater & Equip < \$5,000 | 17,500 | 17,500 | 1,919 | 1,068 | 14,513 | 11.0% |
| 23 | 55510 | Office Supplies | 73,800 | 73,800 | 1,945 | 67,935 | 3,919 | 2.6% |
| 24 | 55520 | Graphic Supplies | 2,000 | 2,000 | - | | 2,000 | 0.0% |
| 25 | 55530 | Telephone | 175,000 | 175,000 | 20,264 | 154,735 | 0 | 11.6% |
| 26 | 55540 | Postage | 10,000 | 10,000 | 14 | 9,986 | 0 | 0.1% |
| 27 | 55550 | Delivery Services | 6,250 | 6,250 | 525 | 5,725 | 0 | 8.4% |
| 28 | 55600 | SCAG Memberships | 189,575 | 189,575 | 71,779 | | 117,796 | 37.9% |
| 30 | 55620 | Res Mats/Subscrip | 54,205 | 54,205 | 24,082 | | 30,123 | 44.4% |
| 31 | 55700 | Deprec - Furn & Fixt | 40,000 | 40,000 | - | | 40,000 | 0.0% |
| 32 | 55710 | Deprec - Computer Equipment | 70,000 | 70,000 | - | | 70,000 | 0.0% |
| 33 | 55715 | Amortiz - Software | 173,140 | 173,140 | - | | 173,140 | 0.0% |
| 34 | 55720 | Amortiz - Leasehold Improvements | 8,000 | 8,000 | - | | 8,000 | 0.0% |
| 35 | 55800 | Recruitment Notices | 50,000 | 50,000 | - | | 50,000 | 0.0% |
| 36 | 55801 | Recruitment - other | 25,000 | 25,000 | 1,520 | 23,480 | 0 | 6.1% |
| 37 | 55810 | Public Notices | 5,000 | 5,000 | - | | 5,000 | 0.0% |
| 38 | 55820 | Training | 81,500 | 61,500 | - | | 61,500 | 0.0% |
| 39 | 55830 | Conference/workshops | 21,350 | 21,350 | 5,992 | 795 | 14,563 | 28.1% |
| 40 | 55920 | Other Mtg Exp | 3,200 | 3,200 | - | 10 | 3,190 | 0.0% |
| 41 | 55930 | Miscellaneous - other | 5,000 | 5,000 | 388 | | 4,612 | 7.8% |
| 42 | 55950 | Temp Help | 38,500 | 38,500 | 306 | 13,214 | 24,980 | 0.8% |
| 43 | 56100 | Printing | 50,500 | 50,500 | - | 1,000 | 49,500 | 0.0% |
| 44 | 58100 | Travel - Outside | 106,400 | 106,400 | 1,787 | | 104,613 | 1.7% |
| 45 | 58101 | Travel - Local | 14,150 | 14,150 | 1,306 | | 12,844 | 9.2% |
| 46 | 58110 | Mileage - Local | 46,825 | 46,825 | 1,618 | | 45,207 | 3.5% |
| 47 | 58200 | Travel - Reg Fees | - | 20,000 | 19,928 | 0 | 72 | 99.6% |
| 50 | | Total Indirect Cost | 12,583,549 | 12,583,549 | 1,887,127 | 3,038,006 | 7,658,416 | 15.0% |

SCAG Contracts (Year to Date)



Summary

The chart shows that the Contracts Department is managing 105 active consultant contracts. Fifty-five of these are Cost Plus Fixed Fee contracts, 15 are fixed price contracts, and the remaining 35 are Time and Materials (T&M) contracts (includes Labor Hour and Retainer contracts). The Contracts Department anticipates issuing approximately Forty contracts for the remainder of FY 2016-17. Note, due to the nature of SCAG's work, the majority of SCAG contracts have a one year term and end on June 30th each year.



| GROUPS | Authorized Positions | Filled Positions | Vacant Positions |
|-----------------------------------|-----------------------------|-------------------------|-------------------------|
| Executive | 5 | 4 | 1 |
| Legal | 3 | 2 | 1 |
| Strategy, Policy & Public Affairs | 20 | 18 | 2 |
| Administration | 42 | 40 | 2 |
| Planning & Programs | 69 | 62 | 7 |
| Total | 139 | 126 | 13 |

OTHER POSITIONS

| GROUPS | Limited Term Positions | Temp Positions | Agency Temps |
|-----------------------------------|-------------------------------|-----------------------|---------------------|
| Executive | 0 | 0 | 0 |
| Legal | 0 | 0 | 0 |
| Strategy, Policy & Public Affairs | 1 | 0 | 0 |
| Administration | 5 | 6 | 0 |
| Planning & Programs | 3 | 23 | 0 |
| Total | 9 | 29 | 0 |