



REGULAR MEETING

ENERGY AND ENVIRONMENT COMMITTEE

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Human Development
Bill Jahn, Big Bear Lake

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

***Thursday, July 7, 2016
10:00 a.m. – 12:00 p.m.***

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

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

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Energy and Environment Committee Members – July 2016

Members

Representing

Chair*	1. Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
Vice-Chair*	2. Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
*	3. Hon. Margaret Clark	<i>Rosemead</i>	District 32
	4. Hon. Jordan Ehrenkranz	<i>Canyon Lake</i>	WRCOG
*	5. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
	6. Hon. Larry Forester	<i>Signal Hill</i>	GCCOG
	7. Hon. Laura Friedman	<i>Glendale</i>	Arroyo Verdugo Cities
	8. Hon. Mike Gardner	<i>Riverside</i>	WRCOG
	9. Hon. Sandra Genis	<i>Costa Mesa</i>	OCCOG
	10. Hon. Ed Graham	<i>Chino Hills</i>	SANBAG
	11. Hon. Jack Hadjinian	<i>Montebello</i>	SGVCOG
	12. Hon. Jon Harrison	<i>Redlands</i>	SANBAG
	13. Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
*	14. Hon. Steve Hwangbo	<i>La Palma</i>	District 18
	15. Hon. Diana Mahmud	<i>South Pasadena</i>	SGVCOG
	16. Hon. Thomas Martin	<i>Maywood</i>	GCCOG
*	17. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
	18. Hon. Jim Osborne	<i>Lawndale</i>	SBCCOG
*	19. Hon. Linda Parks		Ventura County
*	20. Hon. Greg Pettis	<i>Cathedral City</i>	District 2
	21. Hon. David Pollock	<i>Moorpark</i>	VCOG
*	22. Hon. Deborah Robertson	<i>Rialto</i>	District 8
	23. Hon. Meghan Sahli-Wells	<i>Culver City</i>	WCCOG
	24. Hon. Betty Sanchez	<i>Coachella</i>	CVAG
	25. Mr. Steve Schuyler	<i>Building Industry Association of Southern California (BIASC)</i>	Ex-Officio
*	26. Hon. John Sibert	<i>Malibu</i>	District 44
*	27. Hon. Jack Terrazas		Imperial County
	28. Hon. Diane Williams	<i>Rancho Cucamonga</i>	SANBAG
	29. Hon. Edward Wilson	<i>Signal Hill</i>	GCCOG
	30. Hon. Bonnie Wright	<i>Hemet</i>	WRCOG

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

JULY 7, 2016

The Energy & Environment Committee (EEC) 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. Carmen Ramirez, 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 speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Time Page No.

Approval Items

- | | | |
|---|-------------------|----------|
| 1. <u>Minutes of the Meeting – June 2, 2016</u> | Attachment | 1 |
|---|-------------------|----------|

Receive and File

- | | | |
|--|-------------------|-----------|
| 2. <u>2017 Active Transportation Program (ATP) Update</u> | Attachment | 7 |
| 3. <u>Housing Summit – October 11, 2016</u> | Attachment | 16 |
| 4. <u>2016 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 22 |
| 5. <u>Highlights from 27th Annual SCAG/USC Demographic Workshop - June 13, 2016</u> | Attachment | 23 |

INFORMATION ITEMS

- | | | |
|---|----------------------------|-----------|
| 6. <u>Public Release of Transportation Conformity Analysis for Draft 2017 Federal Transportation Improvement Program (FTIP)</u>
<i>(Rongsheng Luo, SCAG Staff)</i> | Attachment 10 mins. | 51 |
|---|----------------------------|-----------|

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

JULY 7, 2016

INFORMATION ITEMS - continued

Time Page No.

7. Draft 2016 South Coast Air Quality Management Plan (AQMP) Attachment 30 mins. 53
(Philip M. Fine, PhD., Deputy Executive Officer, Planning, Rule Development and Area Sources – South Coast AQMD)

CHAIR'S REPORT

(Hon. Carmen Ramirez, Chair)

STAFF REPORT

(Grieg Asher, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

There is no meeting in August (dark).

The next regular meeting of the Energy and Environment Committee (EEC) will be held on Thursday, September 1, 2016 at the SCAG Los Angeles Office.

Energy and Environment Committee
of the
Southern California Association of Governments
June 2, 2016

Minutes

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

The Energy and Environment Committee (EEC) held its meeting at the SCAG Los Angeles Office. The meeting was called to order by the Hon. Deborah Robertson, Chair. There was a quorum.

Members Present

Hon. Larry Forester, Signal Hill	GCCOG
Hon. Mike Gardner, Riverside	WRCOG
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Jack Hadjinian, Montebello	SGVCOG
Hon. Jon Harrison, Redlands	SANBAG
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Linda Parks	Ventura County
Hon. Greg Pettis, Cathedral City	District 2
Hon. David Pollock, Moorpark	VCOG
Hon. Deborah Robertson, Rialto	District 8
Hon. Meghan Sahli-Wells, Culver City	WCCOG
Mr. Steve Schuyler, Ex Officio	Building Industry Association
Hon. John Sibert, Malibu	District 44
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Edward Wilson, Signal Hill	Gateway Cities

Members Not Present

Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Ross Chun, Aliso Viejo (Vice-Chair)	TCA
Hon. Margaret Clark, Rosemead	District 32
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Laura Friedman, Glendale	Arroyo Verdugo Cities
Hon. Vartan Gharpetian, Glendale	SFVCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. Steve Hwangbo, La Palma	District 18
Hon. Thomas Martin, Maywood	GCCOG
Hon. Jim Osborne, Lawndale	SBCCOG
Hon. Carmen Ramirez, Oxnard (Chair)	District 45
Hon. Betty Sanchez, Coachella Valley	CVAG
Hon. Eric Schmidt, Hesperia	SANBAG
Hon. Jack Terrazas	Imperial County
Hon. Bonnie Wright, Hemet	WRCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Deborah Robertson, Rialto, chaired the meeting in the absence of the new Chair and Vice-Chair, and called the meeting to order at 10:43 a.m. Hon. Diane Williams, Rancho Cucamonga, led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the April 7, 2016 Meeting

A MOTION was made (Gardner) to move the Minutes. The MOTION was SECONDED (Wilson) and APPROVED by the following votes:

AYES: Forester, Gardner, Horne, Mitchell, Parks, Pettis, Pollock, Robertson, Sahli-Wells, Sibert, Williams

NOES: None

ABSTAIN: Genis, Mahmud, Hadjinian, Harrison

Receive and File

2. SCAG Invitation to the 27th Annual Demographic Workshop – June 13, 2016

3. 2016 Regional Council and Policy Committee Meeting Schedule

4. Cap-and-Trade/Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Update

A MOTION was made (Forester) to move the Consent Calendar, Receive and File items. The MOTION was SECONDED (Mitchell) and APPROVED by the following votes:

AYES: Forester, Gardner, Genis, Harrison, Horne, Mahmud, Mitchell, Parks, Pettis, Pollock, Robertson, Sahli-Wells, Sibert, Williams

NOES: None

ABSTAIN: Hadjinian

INFORMATION ITEMS

5. SCAG Clean Cities Coalition Update

Marco Anderson, SCAG Staff, stated that SCAG was designated as a Clean Cities Coalition (CCC) in 1996. The program was established by the United States Department of Energy (DOE). The primary goal of the program is to reduce petroleum consumption in the U.S. The program has

both an environmental and energy independence focus. To reduce petroleum use, the program encourages energy efficiency, use of alternative fuel vehicles, and reduction in vehicles miles traveled (VMT). The program also focuses on municipal and private sector fleets, and goods movement and freight.

In 2015, SCAG was successful in getting a grant for a plug-in electric vehicle (PEV) study that is going to focus on multi-family housing implementation strategies. This is the third study SCAG has been awarded by the California Energy Commission (CEC). The current study will develop policies that will apply throughout the region.

In January 2016, the SCAG Clean Cities program was re-designated by the DOE for another three year cycle. The DOE recommended the SCAG Clean Cities program consider pursuing the following measures:

- Continue outreach to all jurisdictions represented by SCAG to document petroleum displacement from alternative fuel use, VMT reduction and other Clean Cities portfolio elements, and to attract additional stakeholders to the coalition.
- Follow up on opportunities for DOE to train SCAG stakeholders on Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) and other tools utilizing SCAG's webinar capabilities.
- Continue to work closely with the other CCCs in Southern California and the e4Advanced Transportation Center to develop a coordinated regional approach to meeting the national Clean Cities goals.
- Recruit potential partners for the National Clean Fleets Partnership Program in the Southern California region.

As part of its reporting to the DOE, the SCAG CCC conducts a survey of its stakeholders each year in order to gauge the use of alternative fuels in the region. In 2015 SCAG received 38 responses from SCAG member cities, local jurisdictions, transit operators and private fleets. The regional survey accounted for 82,662,822 of Gasoline Gallon Equivalents (GGE) displaced.

SCAG CCC Program activities over the next three (3) years will include improved grant assistance, partnership coordination, and implementation of SCAG's proposed 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) policies. Additional next steps will include the 2016 Survey, to be completed by March 2017, upcoming coalition activities, and One-on-One stakeholder interviews.

6. The Energy Network Program

Alan Thompson, SCAG Staff, stated that on February 4, 2016 staff had brought forward to the committee a presentation on the City of Claremont's Energy Challenge and how they are competing for an award from Georgetown University. One of the tools Claremont used was from the Energy Network. Mr. Thompson then introduced Laurel Rothschild, Director of Education & Engagement at the Energy Coalition who briefed the committee on an innovative program available at no cost to public agencies in Southern California to implement energy saving projects.

The Energy Coalition was recruited by Los Angeles County to help run the public agency portion of the Los Angeles County energy program. The main reasons for California's publicly-funded energy efficiency programs is to help reduce greenhouse gas emissions, help the economy, and

avoid construction of new power plants and transmission lines. The Energy Program Network is funded by the California Public Utilities Commission (CPUC). Currently, the CPUC is focusing on what the next ten (10) years will look like for energy efficiency programs. Unlike before, public agencies now have a voice in the CPUC process.

The goals and objectives of the Energy Coalition are energy savings project completed through retrofitting, customer satisfaction, program expansion, disadvantaged and underserved communities, increase the expertise and capacity of staff at public agencies, work force development bringing more contractors and delivering more work, and aligning with state goals, strategies and policies. The Energy Network services are available to more than 700 public agencies in Southern California. Qualifying agencies include cities, counties, school districts, water districts, sanitation districts and other public agencies in the SCAG region.

The program is available at no cost to public agencies and it offers a one-stop shop of resources. The program is available to all communities that are serviced by Southern California Edison and Southern California Gas Company. Public agencies can begin the application process by completing a short questionnaire at <http://action.theenergynetwork.com/about-us/eligibility-entrollment/questionnaire> or contact The Energy Network directly via e-mail at info@theenergynetwork.com or 1-855-700-NETWORK (638-9675).

CHAIR'S REPORT - None

STAFF REPORT

Grieg Asher, SCAG Staff, stated that at the April 7, 2016 meeting of the EEC the committee had raised several questions during the presentation by Steven Leonido-John, Director, Southern California field office, Environmental Protection Agency (EPA), on superfund sites and groundwater contamination in the Los Angeles Central Basin. Responses to the questions were distributed via e-mail from Sarah Jepson on May 17, 2016 to the members of the EEC. Also, per the request of the committee, staff is continuing to explore methods in which the committee could encourage the state to act to protect the environment and water resources against contamination from new chemicals. This item will be brought back at a future meeting.

Mr. Asher also informed the committee that there were flyers available for the South Coast Air Quality Management District 28th Annual Clean Air Awards.

FUTURE AGENDA ITEMS - None

ANNOUNCEMENTS

Hon. Meghan Sahli-Wells, Culver City, announced that today, June 2nd, was National Gun Violence Prevention/Awareness Day. Individuals wear orange today to raise awareness for the cause.

Hon. Sandra Genis, Costa Mesa, stated that she had a concern about CEQA reform and the bad reputation it has. CEQA is not bad; it's intended to provide public information documents and is an important tool of informed self-government. She would like to see more balance in the presentations, including SCAG's Economic Summit or the General Assembly.

ADJOURNMENT

Hon. Deborah Robertson adjourned the meeting at 12:05 p.m.

The next regular meeting of the Energy & Environment Committee (EEC) will be held on Thursday, July 7, 2016 at the SCAG Los Angeles office.

Energy and Environment Committee Attendance Report

2016

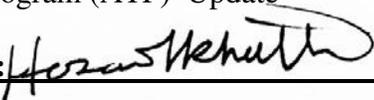
Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/16	Representing	X = County Represented					X = Attended Black Shading = Dark												Total Mtgs Attended		
			Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov		Dec	
Bertone, Denis		SGVCOG		X					J	X	J		G									1
Chun, Ross		TCA							O	X	O	X	E									2
Clark, Margaret		Rosemead		X					I	X	I	X	N									2
Ehrenkranz, Jordan		WRCOG				X			N	X	N		E									1
Englander, Mitchell		Los Angeles		X					T		T		R									
Forester, Larry		Gateway Cities		X						X		X	A	X								3
Friedman, Laura		AVCOG		X					M	X	M	X	L									2
Gardner, Mike		WRCOG				X			E	X	E	X		X								3
Genis, Sandra		OCCOG			X				E	X	E		A	X								2
Gharpetian, Vartan	Apr-16	SFVCOG		X					T		T		S									
Graham, Ed		SANBAG		X					I	X	I	X	S									2
Hadjinian, Jack	1-Jun	SGVCOG		X					N		N		E	X								1
Harrison, John	1-Jun	SANBAG		X					G		G		M	X								1
Horne, Shari		OCCOG			X					X		X	B	X								3
Hwangbo, Steve		La Palma			X					X			L									1
Mahmud, Diana		SGVCOG		X						X			Y	X								2
Martin, Thomas		GCCOG		X								X										1
Mitchell, Judy		SBCCOG		X						X		X		X								3
Osborne, Jim		SBCCOG		X						X												1
Parks, Linda		Ventura						X		X		X		X								3
Pettis, Greg		Cathedral City				X				X				X								2
Pollock, David		VCOG						X		X				X								2
Ramirez, Carmen		Oxnard						X		X		X										2
Robertson, Deborah		District 8		X						X		X		X								3
Sahli-Wells, Meghan		WCCOG		X						X		X		X								3
Sanchez, Betty		CVAG				X				X		X										2
Schuyler, Steve		BIASC			X					X		X		X								3
Sibert, John		District 44	X									X		X								2
Terrazas, Jack		Imperial County	X							X												1
Williams, Diane		SANBAG		X						X		X		X								3
Wilson, Edward		Signal Hill				X				X				X								2
Wright, Bonnie		WRCOG						X														
		TOTALS	2	16	4	5	1	3														

DATE: July 7, 2016

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

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

SUBJECT: 2017 Active Transportation Program (ATP) Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

On June 2, 2016, the Regional Council adopted the 2017 Active Transportation Program (ATP) Regional Guidelines (Guidelines), which includes the policy, standards, criteria, and procedures for the development, adoption and management of 2017 Regional Program of the ATP. The Guidelines are expected to be approved by the California Transportation Commission (CTC) in August with minor administrative adjustments. This report provides information on the CTC requested adjustments, as well as the actions staff will be pursuing over the next few months to implement the Regional Program. Key work elements include the development of an Active Transportation Planning and Capacity Building Call for Proposals to supplement the application process that is administered by the CTC, as well as developing a funding strategy and program framework to coordinate the Call for Proposals with SCAG's Sustainability Program to leverage resources and expand program eligibility.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners.

BACKGROUND:

The California Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). The CTC initiated the 2017 ATP in March 2016 with the release of the statewide 2017 Active Transportation Program Guidelines and intends to adopt the funding recommendations for the program by April 1, 2017. Approximately \$240m is available statewide to be programmed through the 2017 ATP. An estimated \$50m will be allocated to the SCAG region for the MPO component of the 2017 ATP, referred to as SCAG's Regional Program.

ATP Regional Guidelines

On June 2, 2016, the Regional Council (RC) adopted the 2017 Active Transportation Program (ATP) Regional Guidelines (Guidelines), which includes the policy, standards, criteria, and procedures for the development, adoption and management of 2017 Regional Program of the ATP. The Guidelines included a request for the CTC to increase the amount of funding available for planning projects from 2% to 5% of the overall program, and to expand eligibility for these funds to all communities, not just those considered disadvantaged per by the statewide ATP Guidelines. The regional guidelines also recognized the CTC's authority to deny SCAG's request and included contingency language that would limit awards of planning funds to the amount and eligibility requirements dictated by the statewide ATP Guidelines, if necessary. CTC staff has determined that the contingency language must be used in order for the Regional Guidelines to be approved by the Commission, as they do not believe the requested modifications are within the scope of the changes that MPOs are authorized to make under state law. The attached Regional Guidelines reflect the administrative changes requested by the California Transportation Commission staff to clarify that the contingency language will be used to guide project selection, limiting the programming of funds for planning to a maximum of 2% for planning in disadvantaged communities only. Staff will submit the amended Guidelines to the CTC for approval at the August CTC meeting.

Active Transportation Planning & Capacity Building Call for Projects

The 2017 ATP Regional Program is the first funding cycle SCAG has exercised its option to implement a supplemental call for projects. Per the Regional Guidelines, the SCAG Call for Projects will provide an alternative means for new project sponsors to apply for the funds to be awarded through the Planning & Capacity Building portion of the Regional ATP. A total of \$2.5 million is expected to be awarded under the Planning and Capacity Building portion of the program, the remaining \$47.5 million will be awarded under the Implementation Projects portion of the program, which focuses funding awards for infrastructure projects. A CTC issued Call for Proposals that closed on June 15 served as the sole means for applying for the Implementation Project funds, as further described in the attached Regional Guidelines.

The Active Transportation Planning & Capacity Building Call for Projects will simplify the ATP application process for smaller projects and new applicants and is intended to provide a vehicle to leverage additional regional funds for active transportation planning and local capacity building through coordination with the Sustainability Program, as described below.

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 Regional Guidelines.

- July-August 2016 Planning & Capacity Building Application Development and Stakeholder Engagement
- September 1, 2016 Issue Planning & Capacity Building Call for Projects.
- November 11, 2016 Applications Due
- November 14, 2016 Project Review and Scoring in concert with review of proposals submitted through the Statewide ATP Call for Projects (See Guidelines)
- December 14, 2016 Staff recommended Project Scores/Draft Regional Program
- January 27, 2017 County Transportation Commission Regional Program Approvals completed
- February 2, 2017 Regional Council Approval of 2017 Regional Program

REPORT

- February 6, 2017 Submittal of 2017 Regional Program to CTC
- March 2017 CTC adoption of 2017 Regional Program

Sustainability Program Coordination

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 RTP/SCS. The Program is structured with three categories:

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

The Sustainability Planning Grant Program illustrates the value that effective growth planning can bring to jurisdictions and to the region as a whole. The most recent call for projects was issued in 2013, and a total seventy (70) important planning projects were funded throughout the region over the past three years. In preparing for a 2016 Sustainability Planning Grant Program call for projects, staff is refining the Program's scope, structure, framework and guidelines to promote implementation of the goals, objectives and strategies of the recently adopted 2016 RTP/SCS, and to facilitate the development concepts that contribute to a shared vision for the region.

Staff is recommending the Active Transportation Planning and Capacity Building Call for Projects, discussed above, that is being issued to supplement the ATP Regional Program selection process, also serve as the vehicle for selecting projects to be awarded funds dedicated to active transportation in the 2016 Sustainability Planning Grant Program. The Sustainability Planning Grant Program resources would increase the number and types of planning and capacity building projects to be awarded through the Active Transportation Planning and Capacity Building Call of Projects, including providing some resources to fund plans outside of disadvantaged communities and to support project and corridor-based plans. Project-level plans that are not ATP-eligible but are needed to support local competitiveness for future ATP funding cycles.

Next Steps

Staff will provide a presentation to the Policy Committees and Regional Council in September on the release of the Active Transportation Planning and Capacity Building Call for Projects, as well as, the guidelines, application, schedule and funding strategy for the broader 2016 Sustainability Planning Grant Program.

FISCAL IMPACT:

Funding is included in SCAG's FY 2015-16 Overall Work Program (OWP) Budget in 050-SCG00169.06.

ATTACHMENT:

Amended 2017 Active Transportation Program (ATP) Regional Guidelines

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2017 Active Transportation Program

Southern California Association of Governments Regional Guidelines

Purpose

The intent of this document is to successfully implement the active transportation related programs and funding components of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and California Senate Bill 99 (SB 99). The following 2017 Active Transportation Program Regional Guidelines (Regional Guidelines) outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2017 California Active Transportation Program (ATP). The SCAG region's annual share is approximately \$25 million, which includes 100% of SCAG's federal Transportation Alternative Program apportionments (approximately \$14 million) plus approximately \$11 million/year from other federal and state funding programs that were consolidated by SB 99 into the ATP. These Guidelines relate to the 2017 California Active Transportation Program only, which includes two years of funding in Fiscal Years 2019/20 and 2020/21. The Regional Guidelines may be revisited and modified for future rounds of funding.

Background

- The goals of the ATP program are to:
 - Increase the proportion of trips accomplished by biking and walking.
 - Increase the safety and mobility of non-motorized users.
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375.
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
 - Ensure that disadvantaged communities fully share in the benefits of the program.
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2017 Active Transportation Program Statewide Guidelines, adopted by the California Transportation Commission on March 26, 2016 describe the policy, standards, criteria and procedures for the development, adoption and management of ATP.
- Per the requirements of SB 99 and Map-21, 40% of the funds for the ATP program must be distributed by Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.
- The ATP Statewide Guidelines establish four eligible project types:
 - Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and

2017 Active Transportation Program

Southern California Association of Governments Regional Guidelines

construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are posted on the Commission's website: <http://www.catc.ca.gov/programs/ATP.htm>

A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.

- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The Commission intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for ATP funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.
- Infrastructure projects with non-infrastructure components.
- Per SB 99 and the ATP Statewide Guidelines, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commission, the California Transportation Commission (CTC), and the State Department of Transportation (Caltrans) in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity, consistent with program objectives;
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
 - SCAG must obtain concurrence from the county transportation commissions.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the CTC for the statewide competition may defer its project selection to the CTC.
- 25% of the regional funds must benefit disadvantaged communities.
- The ATP Statewide Guidelines allow for a large MPO to make up to 2% of its funding available for active transportation plans in disadvantaged communities; SB 99 does not

2017 Active Transportation Program

Southern California Association of Governments Regional Guidelines

impose a funding cap on planning nor does it limit the development of active transportation plans to disadvantaged communities.

- Pending legislation, including AB 2796, could impact the statewide guidelines by increasing funding thresholds for planning projects to 5% and establishing a 10% funding set-aside for non-infrastructure projects. If the legislation is approved, the proposed Regional Guidelines will be revised to meet all legislative requirements.

Regional Program Project Selection

The Regional Program will be segmented into two categories. These categories include: 1. Implementation Projects and 2. Planning & Capacity Building Projects.

Implementation Projects may include Infrastructure, Non-Infrastructure, and Infrastructure projects with non-infrastructure components, as defined by the statewide ATP Guidelines and included in the Background (above). No less than 95% of the total regional funds will be dedicated to funding Implementation Projects.

Planning & Capacity Building Projects may include the development of Non-Infrastructure projects and Plans, as defined by the statewide ATP Guidelines and included in the Background (above). No more than 5% of the total regional funds will be allocated in this category with a maximum of 2% being dedicated to planning projects. **Error! Bookmark not defined.** In the event that the funding requested in this category is below the 5% threshold, and/or in consideration of geographic equity, the funding surplus will be directed accordingly to Implementation Projects.

Implementation Projects Category

In this category, SCAG intends to build upon the CTC statewide application, scoring and ranking process and forgo its option to issue a supplemental application and call for proposals. This means that an evaluation committee will not be required at the county or regional level within the SCAG region to separately score Implementation Projects. The selection process will occur as follows:

- Prior to scoring by the CTC, SCAG will provide each county with the Implementation Project applications submitted through the statewide call for proposals.
- The county transportation commissions will review the Implementation Project applications and determine which projects “are consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. If a project is consistent, the county may assign up to 10 points to each project.

2017 Active Transportation Program

Southern California Association of Governments Regional Guidelines

- If a county transportation commission assigns additional points (up to 10, as noted above) to a project for which they are the lead applicant, an explanation must be provided to SCAG on how the scoring process resulted in an unbiased evaluation of the project.
- The Board of each respective county transportation commission will approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the preliminary ranking of regional projects.
- SCAG will establish a preliminary regional Implementation Projects list based on the county's submissions that will program no less than 95% of the total regional funds and rely on population-based funding targets to achieve geographic equity.

Planning & Capacity Building Projects Category

In this category, SCAG intends to build upon the CTC application, scoring and ranking process for the selection of planning and non-infrastructure projects. To reduce administrative burden and ensure disadvantaged communities can effectively participate in the process, SCAG will provide the option for “new” project sponsors seeking awards of less than \$200,000 to apply through a supplemental call for projects. This supplemental application option will only be available to project sponsors that have not received an ATP award in previous funding cycles.

- Application Process:
 - All eligible applicants are encouraged to first submit proposals for planning and non-infrastructure projects to the CTC to be considered for funding in the statewide funding program. Projects seeking more than \$200,000 or project sponsors that have previously been awarded ATP grants are required to submit a proposal through the CTC application process to be eligible for funding awards in the Regional Program. Projects submitted but not funded through the statewide process, will be considered for funding in the Regional Program. SCAG intends to use the scores provided by the statewide review process to rank and select projects, alongside projects submitted through the supplemental call as described below.
 - A supplemental call for projects and application process will be available to “new” project sponsors for projects seeking funding requests of less than \$200,000. To qualify as “new”, a project sponsor must not have received funds in a previous ATP funding cycle. There will be no minimum project size.
 - Proposals received through the supplemental call will be scored using the same project selection criteria and weighting, match requirement, and definition of disadvantaged communities as used by the CTC in the statewide selection process.

2017 Active Transportation Program

Southern California Association of Governments Regional Guidelines

- SCAG in consultation with the counties and a multi-disciplinary working group will develop supplemental call for project applications to score the proposals that are submitted through the supplemental call.
 - County-specific evaluation committees comprised of county transportation commission and SCAG staff will be assembled to score the projects submitted in each county through the supplemental call.
 - Project sponsors that have submitted projects in the statewide competition, but were unsuccessful, may also choose to complete a supplemental application, if desired. If a supplemental application is not provided, SCAG will rely on the scores provided by the CTC through the statewide review process to rank and select projects, alongside projects submitted through the supplemental call. The \$200,000 cap will not be applied to projects that first submitted an application through the statewide call for projects.
- To establish a preliminary Planning & Capacity Building project list, project proposals will be ranked by county and prioritized by score and in consideration of the following principles:
 - The total funding recommended in this category will not exceed 5% of the total Regional Program. Planning projects funding shall not exceed 2% of the total Regional Program.
 - Each county shall receive its population based share of funds available in this category.

Recommended Regional Program of Projects

SCAG shall create a draft Regional Program List that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program list to ensure it meets the disadvantaged communities' requirements by allocating at least 25% to disadvantaged communities' projects (as defined by the state guidelines).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- Across all counties, the highest scored disadvantaged communities' project that is below the funding mark will be added to the regional project list. This project will displace the lowest scoring project that is above the funding mark and does not benefit a disadvantaged community, regardless of the county.

2017 Active Transportation Program

Southern California Association of Governments Regional Guidelines

- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the disadvantaged communities' requirements for the regional program are met.

The final recommended Regional Program of Projects will be reviewed by the CEOs of the county commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to SCAG's Regional Council and the Boards or Chief Executive Officers of the county transportation commissions for approval and submission to the CTC.

Technical Adjustments: The SCAG CEO, the CEO of each County Transportation Commission, and their designees may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Schedule

- July-August 2016 Planning & Capacity Building Application Development and Stakeholder Engagement
- September 1, 2016 Issue Planning & Capacity Building Call for Projects.
- October 28, 2016 Project Applications Due
- October 28, 2016- November 11, 2016 Application Review and Scoring in concert with review of applications submitted through the Statewide ATP Call for Projects (See Guidelines)
- November 11, 2016 Staff recommended Application Scores/Draft Regional Program
- December-January 27 2017—County Transportation Commission Regional Program Approvals
- February 2, 2017 Regional Council Approval of 2017 Regional Program
- February 6, 2017 Submit Regional Program to CTC
- March 2017 CTC adopts Regional Program

DATE: July 7, 2016

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

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 20 non-profit, private and public entities is planning 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 discussion from the Housing Summit Steering Committee and Executive Administration Committee Retreat, SCAG and its partners developed a draft Housing Policy Framework Proposal. The Proposal will serve as a blueprint for developing the Housing Summit program. 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 20 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 California's housing crisis and offer solutions to allow for more housing to be built.

To prepare for the Summit, a Steering Committee meeting was held at SCAG headquarters on May 26, 2016. Attendees for the Steering Committee included various partners and stakeholders who agreed to

REPORT

participate in this event. The Steering Committee meeting included a discussion of the housing crisis in California and the agenda for the Housing Summit. A discussion of the Housing Summit also occurred at the Executive Administrative Committee (EAC) Retreat on June 9, 2016. Similar to the Steering Committee meeting, attendees of the EAC Retreat voiced many opinions regarding the Housing Summit.

Based on the discussion at Steering Committee meeting and the EAC retreat, SCAG and its partners developed a draft Housing Policy Discussion Framework Proposal. The Proposal provides four buckets that will serve as a blueprint to develop the Summit program. Currently, it is envisioned that Bucket No. 1 will present the current state of affairs with respect to housing, within a general session. Buckets No. 2 to 4 will provide solutions in separate sessions. The Proposal will also assist in the development of a publication that will accompany the Housing Summit. A summary of the four buckets are as follows:

Bucket No. 1: Data Points

Present data showing the current condition of California's housing deficit, explain the cause of the deficit and show the consequences from the lack of adequate housing. Bucket No. 1 will present possible reasons for the housing crisis which may include but are not limited to, population growth outpacing housing supply, NIMBYism, lack of local fiscal incentives for housing projects, lack of dedicated funding for housing, lack of adequate infrastructure and an increase in environmental regulation. It will also present the consequences of lack of planned adequate housing which may include but are not limited to, adverse impacts on quality of life, lack of household's ability to accumulate wealth and a decrease in regional economic wellbeing and strained infrastructure.

Bucket No. 2: Supply and Demand

Present demographic, employment and income trends on housing demand. It will also provide a snapshot of the cost of housing (i.e., materials, labor, technology, and infrastructure).

Bucket No 3: Policy Consensus

Present policy based strategies that fosters housing development including affordable housing. Possible strategies include regulatory relief (CEQA exemption, local general plan and zoning modernizations, permit streamlining), preservation of existing affordable housing, State, Local and Regional Planning policies (SCS, TODs, TRDs, inclusionary zoning, etc.) and ways to secure federal, state and local housing funding.

Bucket No. 4: Tools to get to "BUILD"

Present tools to assist in planning for affordable housing. Such tools may include utilizing specific plans (with certified Environmental Impact Reports) within Transit Priority Areas, Enhanced Infrastructure Financing District (EIFD), Community Revitalization and Investment Authorities (CRIAs), GreenTrip Credits and best practices on good design and management, all of which will allow decision-makers 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

REPORT

geographical representation for different challenges and solutions, SCAG is currently partnering with several agencies and stakeholders (See Attachment 1, Housing Summit Steering Committee Members). Partnership with these agencies can help secure keynote speakers and enhance marketing efforts to promote the event. SCAG has begun its marketing campaign for the conference and is reaching out to potential sponsors and partners concurrently.

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. List of Housing Summit Steering Committee Partners
2. Housing Summit Invitation Flyer

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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 Eastvale	Clint Lorimore	Regional Council Member
City of Glendale	Vartan Gharpetian	Regional Council 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
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
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
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
Southern California Association of Non-Profit Housing	Alan Greenlee	Executive Director
Southern California Leadership Council	Kish Rajan/Richard Lambros	President/Managing Director
Urban Land Institute Los Angeles	Gail Goldberg	Executive Director

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SAVE THE DATE

CALIFORNIA

HOUSING

Summit

THE COST OF NOT HOUSING

TUESDAY, OCTOBER 11, 2016

8:00 a.m. - 3:00 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



Lewis Group Of Companies



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



2016 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October which is on the 5th Thursday of September* (Approved by the Regional Council 9-3-15)	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

Main Office
 818 West 7th Street
 12th Floor
 Los Angeles, California
 90017-3435
 t (213) 236-1800
 f (213) 236-1825
 www.scag.ca.gov

January 7, 2016
(SCAG Sixth Annual Economic Summit --- in lieu of the regularly scheduled Regional Council and Policy Committees' Meetings)

Officers
 President
 Michele Martinez, Santa Ana
 First Vice President
 Margaret E. Finlay, Duarte
 Second Vice President
 Alan Wapner, San Bernardino
 Associated Governments
 Immediate Past President
 Cheryl Viegas-Walker, El Centro

February 4, 2016

March 3, 2016

April 7, 2016

May 5 – 6, 2016
(2016 SCAG Regional Conference and General Assembly, La Quinta)

Executive/Administration Committee Chair
 Michele Martinez, Santa Ana

June 2, 2016

Policy Committee Chairs
 Community, Economic and Human Development
 Bill Jahn, Big Bear Lake

July 7, 2016

Energy & Environment
 Carmen Ramirez, Oxnard

August 4, 2016 (DARK)

September 1, 2016

September 29, 2016*

(Note: League of California Cities Annual Conference, Long Beach, CA, Oct. 5 - 7)

Transportation
 Barbara Messina, Alhambra

November 3, 2016

December 1, 2016

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DATE: July 7, 2016

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

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

SUBJECT: Highlights from the 27th Annual SCAG/USC Demographic Workshop - June 13, 2016

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG staff will provide highlights from the 27th Annual Demographic Workshop, which was jointly held with the University of Southern California (USC) Sol Price School of Public Policy, on June 13, 2016 at the California Science Center.

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 Objective (a): Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

SCAG and USC Sol Price School of Public Policy jointly hosted the 27th Annual Demographic workshop at California Science Center on June 13, 2016. This year's workshop program was developed under the main theme, "*The Continued Rise of the Millennials?*" The workshop provided new insights and research on this important demographic group and what that means for the region's future, including housing, employment and services. 180 demographers, policy makers, business leaders, and professionals from California registered for the workshop. The PPT and videotaped presentations are posted on the SCAG website (<http://www.scag.ca.gov/calendar/Pages/DemographicWorkshop.aspx>). The following is a summary of five key sessions.

The Road to 2020

Mr. James T. Christy started with a brief overview of the 2010 census including the contribution of 2010 census, the overview of census official form and the input for contacting addresses that didn't respond. His presentation listed four innovation areas for the 2020 Census: better address validation, better response options, better use of existing information, and better field operations. In order to understand the specific measures to re-engineering the census, Los Angeles County was selected as an example. According to the preliminary findings, the change in the response options and the improvement in the language setting for census test both contributed to more efficient process.

Growth and Diversity of Millennials: Is Decline Coming?

This session discussed two major questions about the future urban growth of Millennials and their impact on housing needs. The first question was about urban preferences of Millennials. Prof. Dowell Myers found that the younger generation had stronger preferences for urban living, but their urban presence will not last when they grow older due to changing impacts of three reinforcing cycles that generated millennial impacts, including the birth cycle, the employment or business cycle and the housing lifecycle. The second question was about the rental crisis. Prof. Myers found that Millennials slowed down, backed up into parents' homes, and bottled up in singles areas, but Millennials over age 25 or 30 were breaking out and looking for better housing where they could find it. This may result in gentrification of housing close to singles districts.

The Critical Importance of Millennials and Housing:

This panel discussed the housing behavior of baby boomers and Millennials. Most baby boomers preferred to stay in their current houses, while the majority of Millennials want to buy their own houses but they still face lots of challenges. With an acknowledgement of the increasing housing needs of the Millennials, the panel discussed the barriers to improving their housing conditions. The outdated regulations and unstable and declining funding sources may be the challenges. The panel discussed that more housing was proposed as the key solution for economic competitiveness, equity and quality of life, and at the same time, with the increasing supply, the displacement would also decrease. The panel agrees that the framework of connecting different segments is important. Millennials and seniors are connected, low income and middle/high income residents are connected, and in general, housing is connected to economic competitiveness, transportation and environmental progress.

Urban Revitalization and Gentrification:

This panel began with a presentation of different perspectives on gentrification and the historical cycle of neighborhood transition in Northeast Los Angeles. Eagle Rock and Highland Park were selected to show the different growth dynamics experienced during revitalization stages from 1970 to 2016. The second presentation discussed the importance of gentrification in planning for housing and how it impacted housing and planning. The third presentation focused on the ongoing housing crisis and the current housing situation in Los Angeles. A few examples included the baseline mansions, accessory dwelling units, small lot subdivision, multi-family redevelopment, the LA River development and transit oriented development. It suggested to produce more market-rate and affordable house in order to solve the displacement issues of the city, and presented flexible tools for diverse neighborhoods and new code approach.

Forecast LA 2016:

Professor Fernando Guerra at Loyola Marymount University made a keynote speech on the findings from the third annual LA public opinion survey of 2016. Using interviews with 2,425 LA county residents from January 4th to February 13th, 2016, the 2016 survey results were presented and compared with the survey results of 2014 and 2015. The 2016 public opinion survey shows that Los Angeles County residents are generally optimistic about the future of Los Angeles. 65 percent of LA County

REPORT

residents said the region was headed in the right direction, 74 percent said their city was headed in the right direction, and 75 percent said their neighborhood was headed in the right direction. However, last year, all of these numbers were higher: 69 percent, 75 percent, and 80 percent, respectively. When compared with other generations, Millennials tend to show more positive attitudes about the expectations on the direction of the regional outlook, regional economy, housing affordability of the city, housing prices, financial situation, and race relations.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2015-16 Budget under 800-0160.04.

ATTACHMENT:

Highlights from the 27th Annual SCAG/USC Demographic Workshop, June 13, 2016.

Highlights from the 27th Annual SCAG-USC Demographic Workshop (June 13, 2016): CONTINUED RISE OF THE MILLENNIALS

Simon Choi, Chief of Research and Forecasting
Frank Wen, Manager of Research and Analysis

CEHD Committee
July 7, 2016



AGENDA

**27TH ANNUAL DEMOGRAPHIC WORKSHOP
THE CONTINUED RISE OF THE MILLENNIALS?
JUNE 13, 2016**

7:30 AM Registration/Continental Breakfast

8:00 AM Welcome/Introductions
 Jack Koval, Dean, USC SoPace School of Public Policy
 Hans Michael Mathews, Council Member, City of San Marcos, President, Southern California Association of Governments
 Introduced by
 Hans Michael, Executive Director, Southern California Association of Governments
 James T. Orling, Regional Director, Los Angeles Regional Office, U.S. Census Bureau

8:15 AM 2020 Census: Open Digital Early Findings from the LA Experiment
 James T. Orling, Regional Director, Los Angeles Regional Office, U.S. Census Bureau

8:45 AM Growth and Diversity of Millennials: Is Decline Coming?
 David Waples, Professor and Director of the Population Dynamics Research Group, USC SoPace School of Public Policy

9:25 AM Panel 1: Critical Importance of Millennials and Housing
 David Waples (Moderator), Professor and Director of the Population Dynamics Research Group, USC SoPace School of Public Policy
 Leslie Appleton-Young, Vice President and Chief Economic, California Association of Realtors
 Greg Canales, Assistant Deputy Director, California Department of Housing and Community Development
 Matthew Long, Director, Center for the Continuing Study of the California Economy
 Randall Lewis, Executive Vice President and a Principal, Lewis Operating Corp.

10:40 AM Break

10:50 AM Panel 2: Urban Revitalization and Gentrification
 Marianne Manning (Moderator), Associate Editor, Current LA
 Lori Fabian, Associate Professor, USC SoPace School of Public Policy
 Matthew Shaw, City Planner, City of Los Angeles
 Jack Liu, Professor of Sociology, Occidental College

12:00 PM Working Lunch

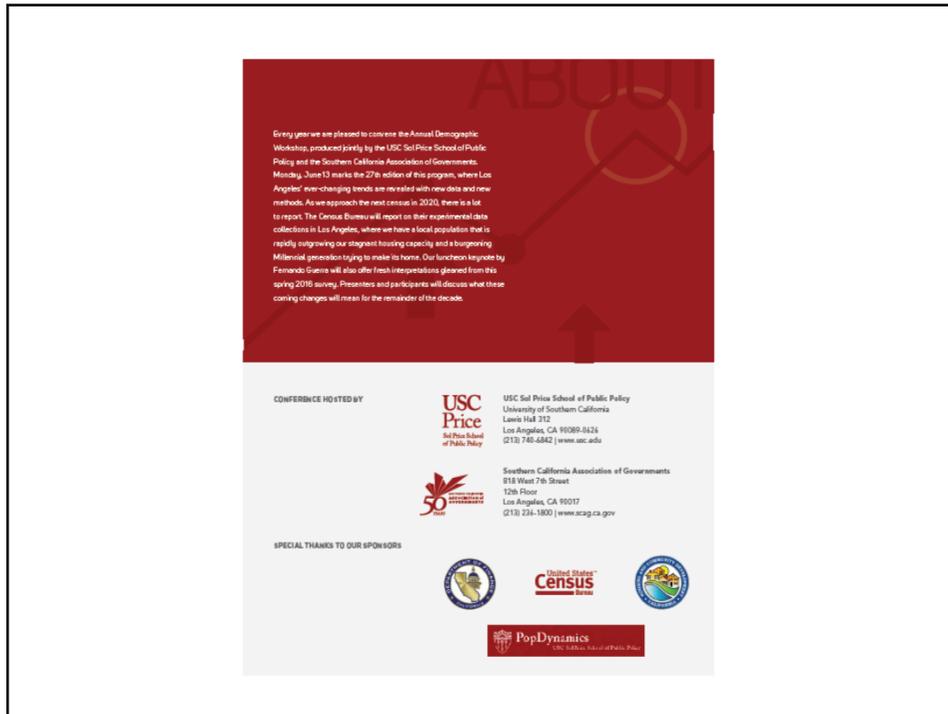
12:15 PM Luncheon Keynote Speech
 Fernando Suarez, Professor of Political Science and Director of Lusky Center for the Study of Los Angeles, Loyola Marymount University

1:15 PM Meetings
 Ellen Wenzel, Demographer, State Census Data Center, California Department of Finance

1:25 PM Afternoon Roundtables
 Table 1—Envisioning American Future (Jung Wang)
 Table 2—Smart Growth/Population Estimates (Premjit Koppert)
 Table 3—Population Projections (Shan Wang)
 Table 4—Millennials & Labor Market Outlook (Wahneema Lubiano & Ming (Brenda) Pridemore)
 Table 5—SCAG RIVISDS—Performance Monitoring (Tom Urban, Melissa, Ping Chang & Michael Gatzert)

2:35 PM Takeaways of Roundtables, Questions & Answers

3:00 PM Concluding Remarks



Highlights

- SCAG and USC Sol Price School of Public Policy jointly hosted the 27th Annual Demographic workshop at California Science Center on June 13, 2016. This year's workshop program was developed under the main theme, *"The Continued Rise of the Millennials?"*
- The Census Bureau reported on their experimental data collections for 2020 Census in Los Angeles. The workshop provided new insights and research findings on the rapidly rising Millennial generation and what that means for the region's future housing and gentrification. Our luncheon keynote by Fernando Guerra offered fresh interpretations gleaned from this spring 2016 survey. Presenters and participants discussed what these coming changes mean for the region's future.
- 180 demographers, policy makers, business leaders, and professionals from California registered for the workshop.
- The PPT and videotaped presentations are posted on the SCAG website (<http://www.scag.ca.gov/calendar/Pages/DemographicWorkshop.aspx>).

The Road to 2020

Jamey Christy
Regional Director
US Census Bureau
Los Angeles Region

United States
Census
Bureau

U.S. Department of Commerce
Economics and Statistics Administration
U.S. CENSUS BUREAU
census.gov

Better Response Options

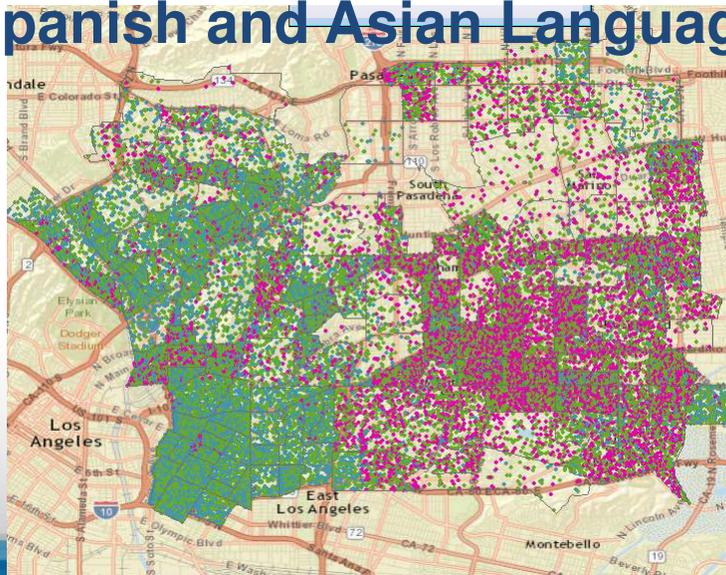
- People do a better job of counting themselves than we do
- Goal is to make it as easy to respond as possible
- Incorporating heavy use of web and mobile response options
- Expanded telephone response options
- Paper and personal visits

United States
Census
Bureau

U.S. Department of Commerce
Economics and Statistics Administration
U.S. CENSUS BUREAU
census.gov

---The 2020 Census

Spanish and Asian Language



United States
Census
Bureau

U.S. Department of Commerce
Economics and Statistics Administration
U.S. CENSUS BUREAU
census.gov

---The 2020 Census

Peak Millennials and the Rental Crisis

Dowell Myers
USCPrice

Sol Price School of Public Policy

New Urban Preferences

The younger generation has stronger preferences for urban living,
but will it last when they grow older?

Yes there is some **survey evidence**....

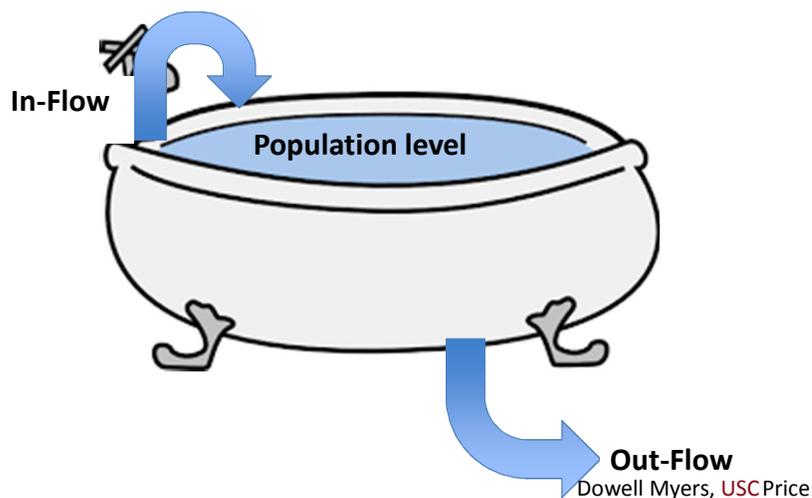
But mainly we see “preference” based on **urban presence** and how their numbers are growing.

How strong was the contextual effect
of the Great Recession?

Supposed preferences might be driven by limited
opportunities, but those are now improving....

Dowell Myers, USCPrice

How Does the Number of Millennials Grow in Cities?



Inflow = Number of Eligible Candidates
X Preference X Ability

Outflow = Number of Eligible Candidates
X Preference X Ability

“Ability” represents the access to resources
and opportunities.

“Preference” is desire, not just revealed location.

All of these components are changing, but
preferences are least understood and so are not a
solid basis for judging future outcomes.

Dowell Myers, USCPrice

Three Reinforcing Cycles that Generate Millennial Impacts

Rise and fall of **births** 25 years earlier

Rise and fall of **employment** growth, 1990
to (projected) 2022

Progress through **the housing lifecycle** is
blocked but then resumed (we expect)

Dowell Myers, USCPrice

Net Result for Millennials

- Slowed down, backed up into parents' homes, and bottled up in singles areas
- But Millennials over age 25 or 30 are breaking out and looking for better housing where they can find it
- That includes gentrifying housing close to singles districts

Dowell Myers, USCPrice

OVER-VIEW OF CALIFORNIA HOME BUYING TRENDS

June 13, 2016

USC – SCAG 27th Annual Demographic Workshop

Leslie Appleton-Young, C.A.R. Chief Economist

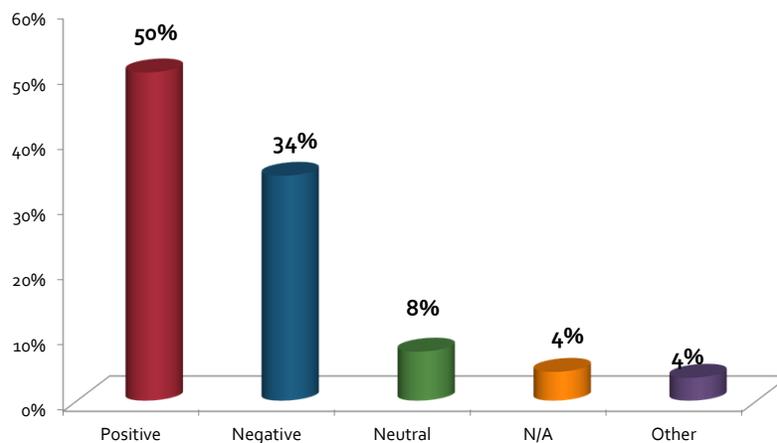
BOOMERS AREN'T GOING ANYWHERE

Affordability challenge for repeat buyers

- Low rate on current mortgage
- Low property taxes
- Capital gains hit is viewed as onerous
- Could not qualify for a mortgage today
- Why sell when there is nowhere to go I can afford?

---Over-view of California Home Buying Trends

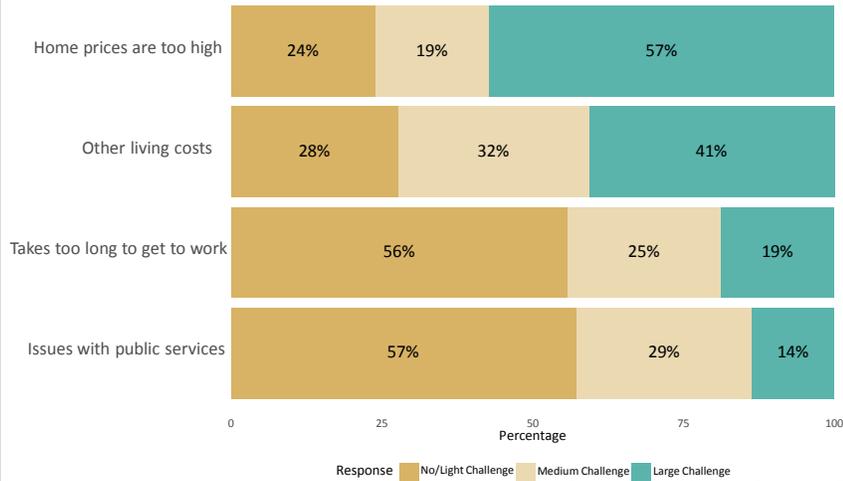
ATTITUDE TOWARD THE HOME BUYING PROCESS – MIXED RESULTS



SOURCE: How would you describe your attitude towards the home buying process?
C.A.R. 2014 Millennial Survey ---Over-view of California Home Buying Trends

HOUSING CHALLENGES FACING YOU

What are the biggest housing challenges that you face today?
 Rate from No/Light Challenge to Large / Constant Challenge
 n: 1319



---Over-view of California Home Buying Trends

California Department of Housing and Community Development

Draft 2025 Statewide Housing Plan Overview of Draft Findings

USC/SCAG 27th Annual Demographic Workshop

“The Continued Rise of the Millennials?”

Glen Campora, Assistant Deputy Director, Housing Policy Division
Glen.Campora@hcd.ca.gov (916.263.7427)

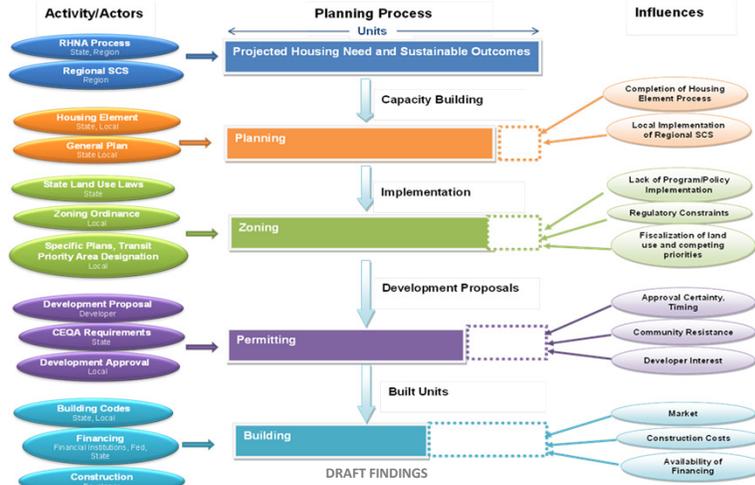
Megan Kirkeby, Policy Research Specialist, Housing Policy Division
Megan.Kirkeby@hcd.ca.gov (916.263.7428)





California's Residential Planning and Development Process

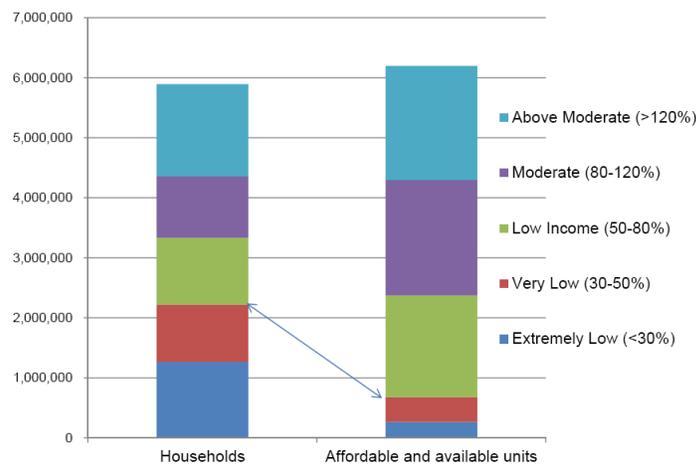
Figure 1: Constraints Create a Large Gap Between Planned Capacity and Built Units



---Draft 2025 Statewide Housing Plan Overview of Draft Findings



Households in Greatest Need Outnumber (2:1) Affordable and Available Rentals



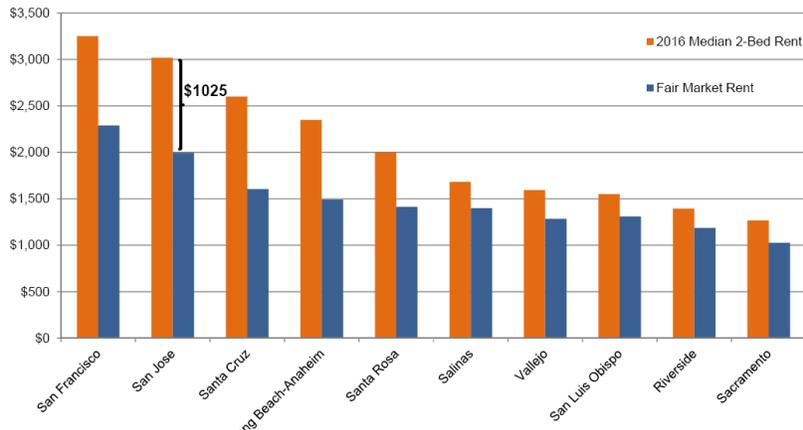
Source: 2016 National Low Income Housing Coalition tabulations of 2014 American Community Survey Public Use Microdata Sample (PUMS) housing file, Graphic created by HCD.

DRAFT FINDINGS

---Draft 2025 Statewide Housing Plan Overview of Draft Findings



Section 8 Housing Assistance Not Enough to Afford Median Rent



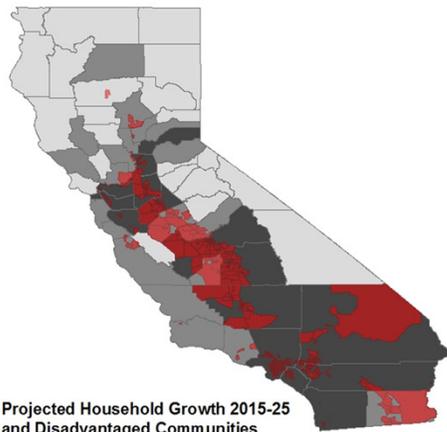
Sources: 2016 Fair Market Rents – HUD, 2016 2-Bedroom Median Rents - Zillow

DRAFT FINDINGS

---Draft 2025 Statewide Housing Plan Overview of Draft Findings ²¹



Projected Household Growth is High in Counties with Disadvantaged Communities



Projected Household Growth 2015-25 and Disadvantaged Communities

- Disadvantaged Communities (Top 25%)
- -42 to +4,000 Households
- +4,001 to 20,000 Households
- +20,000 to 179,219 Households

Sources: State of California, Department of Finance P-4; State and County Projected Households, Household Population, Group Quarters, and Persons per Household 2010-2030—Based on Baseline 2013 Population Projection Series, 3/10/2015, CalEnviroScreen 2.0, Disadvantaged Communities, Graphic by HCD

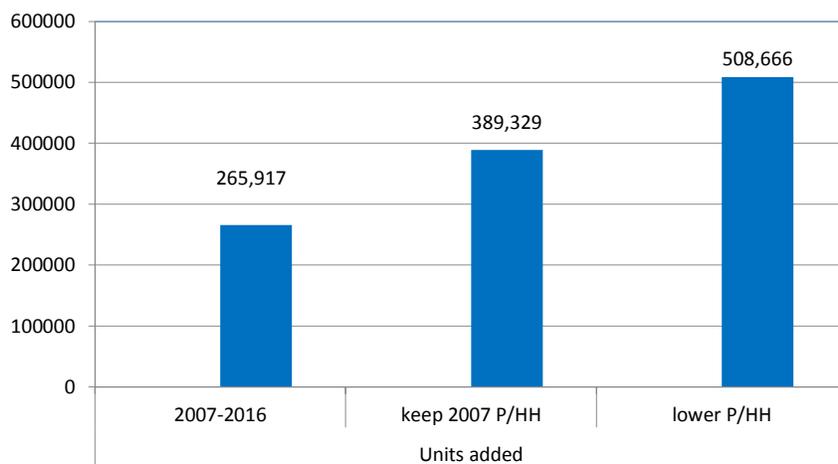
DRAFT FINDINGS

---Draft 2025 Statewide Housing Plan Overview of Draft Findings ²²

Millennials, Housing, the Economy and Equity

Stephen Levy, CCSCE
USC/SCAG Demographic Workshop
June 13, 2016

Measures of A Regional Housing Shortage 2007-2016



---Millennials, Housing, the Economy and Equity

If You Remember One Phrase from this Presentation

- “More housing is an imperative for economic competitiveness, equity and quality of life”
- If workers can’t find housing, companies will shy away from investing here
- If the shortage fosters economic segregation, that is a blow to equity, a sense that our fate is connected and will cause more travel, congestion and pollution

---Millennials, Housing, the Economy and Equity

If You Remember One Word about Housing Markets

- Remember ‘CONNECTED’
- It’s true AND it is the only way housing politics can work
- Millennials and seniors are connected, low income and middle/high income residents are connected, housing is connected to economic competitiveness and (in the right location) to transportation and environmental progress
- OVERCOME SILO THINKING AND ACTION

---Millennials, Housing, the Economy and Equity

USC/SCAG Demographic Workshop - June 2016

Urban Revitalization and
Gentrification panel
Jan Lin, Occidental College

Outline

- Gentrification in comparative and historical context
- Ethnographic and demographic data
- Demand vs. supply-side perspectives
- Stage model of gentrification
- New housing projects, displacement and neighborhood activism in Highland Park
- Ethnic-based revitalization/gentrification
- See KCET-Departures for my online work
- Book forthcoming with NYU Press.

---USC/SCAG Demographic Workshop – June 2016

Revitalization stage: NE LA art scene and slow growth activism

- 1970s Chicano/Latino arts collectives – Mechicano Art Center and Centro de Arte Publico
- 1989 Arroyo Arts Collective
- 1997 Eagle Rock Center for the Arts
- 1998 First Eagle Rock Music Festival
- 1999 Avenue 50 Studio
- 2006 First Lummis Day Festival in Highland Park
- 1987-1991 TERA protests of mini-malls, condos, mansions
- 1988-1994 Highland Park campaign for Historical Preservation Overlay Zone
- 1992 Colorado Boulevard Specific Plan passed
- 1995 McDonald's controversy
- 2000-2003 Walgreen's protests
- 2010-2013 Take Back the Boulevard campaign
- 2005-2015 Friends of the Southwest Museum Coalition

---USC/SCAG Demographic Workshop – June 2016

Business Profile and Sectoral Growth in Northeast LA

Source: L.A. City Dept of Finance, June 2015, 90041 and 90042 combined

Figure 4: Currently active businesses that opened since 2000

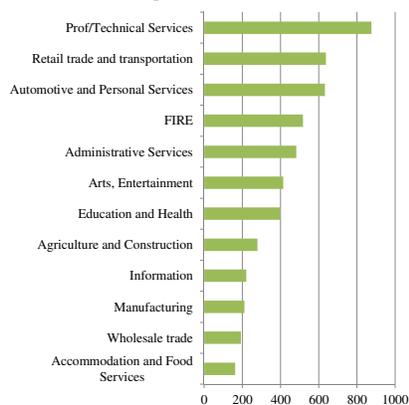
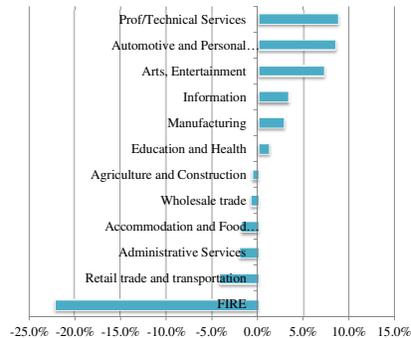


Figure 5: Sectoral growth and decline among currently active businesses that opened since 2000 as compared to before 2000



---USC/SCAG Demographic Workshop – June 2016

Displacement and “root shock”

- Traumatic stress reaction to loss of community’s multi-family inter-generational social networks caused by urban renewal and displacement
- Mindy Fullilove, 2005. *Root Shock: How Tearing Up City Neighborhoods Hurts America and What We Can Do About It*. One World/Ballantine
- Strategic Alliance for a Just Economy (SAJE) study in 2015 cited root shock impacts of proposed \$775 million Reef development project in South LA

---USC/SCAG Demographic Workshop – June 2016

The Gentrification Debate

And How It Impacts Housing and Planning

Matthew Glesne, Housing Planner,
Los Angeles Department of City Planning

Why **Gentrification** Matters in Planning for Housing

It influences the world:

Population density and transit ridership

Impact on Equity, Sustainability (VMT, GHG, etc.)

How we understand it then shapes the decisions we make:

Public investments

Used to stop/modify development

Planning Paradigm of Analysis

---The Gentrification Debate: and how it impact housing and planning

Neighborhood Change Research

Neighborhood change is rare and pretty slow¹

Few areas really gentrify

Increasing poverty/spatial inequality is dominant

Gentrification not all bad...

Displacement is very bad

Whether a neighborhood remains in concentrated poverty (75%), or becomes a place slightly less poor (25%), the likelihood of a neighborhood rebounding is just 1 in 20.



1. Wei and Knox, 2014; US Census

---The Gentrification Debate: and how it impact housing and planning

Gentrification and Transit Investment

- Kahn (2007) - some - but not in LA
- Dukakis Report (Bluestone/Pollack 2011)
 - Higher rent/income increases than non TOD
 - Higher vehicle ownership than TOD
- SCAG Study (RTP 2012)
 - Higher incomes and housing prices
 - More cars
- Hollywood Thesis (Boland 2011)
 - Fewer transit users today than pre-red line



---The Gentrification Debate: and how it impact housing and planning

Do Disadvantaged Communities Benefit?

Yes, if the adjacent development¹:

- improves mobility
- supports neighborhood revitalization
- lowers transportation costs
- provides other spillover amenities

No, if leads to²:

- Displacement of low-income or minority residents
- Doesn't provide more housing choices and improved job opportunities

1. Cervero (2004)
2. Pollack, Bluestone and Billingham (2010)

---The Gentrification Debate: and how it impact housing and planning



IMAGE SOURCE: CurbedLA, accessed 6/12/16.

GENTRIFICATION & HOUSING TRADE OFFS IN LA

Liz Falletta - 27th Annual Demographic Conference - 6/13/16

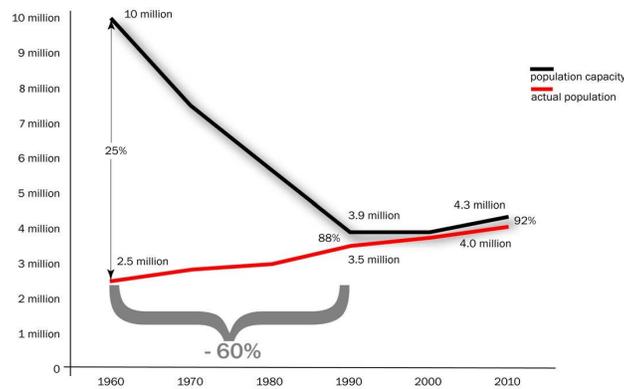


Fig. 1-1: Down-Zoning versus Population Growth
NOTE: SOURCE: Irvine, Greg. "The Postwar Revolution: Demography, Land Use, and the Los Angeles Slow-Growth Movement, 1965-1990." 2013. Page 5.

LONG IN THE MAKING
 ---Gentrification & Housing Trade Offs in LA

Liz Falletta - 27th Annual Demographic Conference - 6/13/16



IMAGE SOURCE: <http://www.echoparkneighbors.blogspot.com> (original 10/10)
 IMAGE SOURCE: <http://www.echoparkneighbors.blogspot.com> (original 10/10)

SMALL LOT SUBDIVISION

---Gentrification & Housing Trade Offs in LA

in Fallotta - 27th Annual Demographic Conference - 6/13/16



IMAGE SOURCE: www.mcm.com (original 10/10)

LA RIVER DEVELOPMENT

---Gentrification & Housing Trade Offs in LA

in Fallotta - 27th Annual Demographic Conference - 6/13/16

Tool Kit Used To Create Solutions

R1-C FLOOR AREA RATIO TABLE

FAR	>10K	10K	5K	5K	7K	5K	5K	<5K
0.45								
0.43								
0.41								
0.39								
0.37								
0.35								

BUILDING COVERAGE

Land to building coverage is limited by lot area, setback, and other factors.

BUILDING ENVELOPE

Building envelope controls height, setbacks, and building form. Variety of architectural styles is encouraged.

SIDE WALL LENGTH

Side wall setback requirements reduce mass of the sideyard setback.

DETACHED SECONDARY STRUCTURE

Cloning floor area on secondary structure reduces perceived mass.

FRONTAGE PACKAGES

- F1: 1-story front setback
- F2: 2-story front setback
- F4: 1-story front setback

IMAGE SOURCE: [http://www.lapublicaffairs.com/2015/06/19/16](#)

FLEXIBLE TOOLS FOR DIVERSE NEIGHBORHOODS
 ---Gentrification & Housing Trade Offs in LA

Dr. Falletto - 27th Annual Demographic Conference - 6/19/16

Forecast LA 2016

Loyola Marymount University

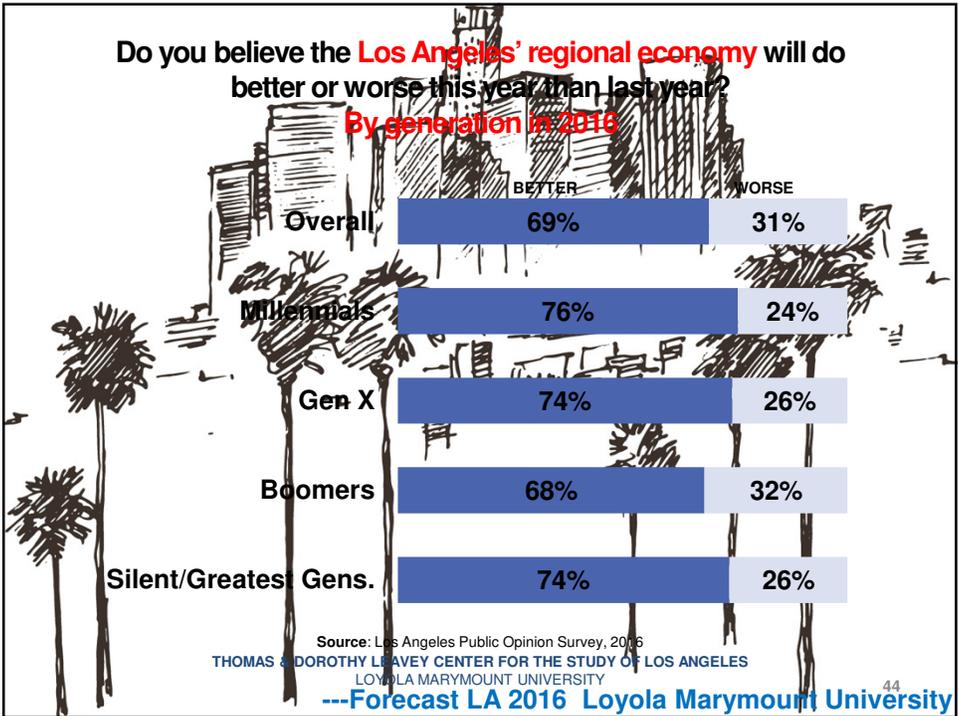
Fernando J. Guerra, Ph.D.

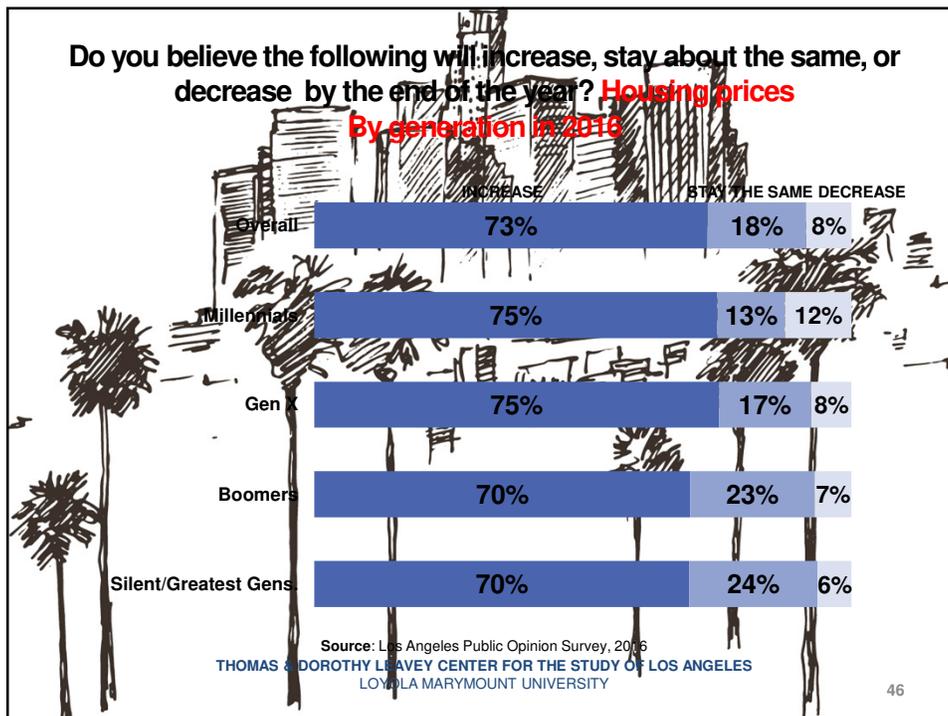
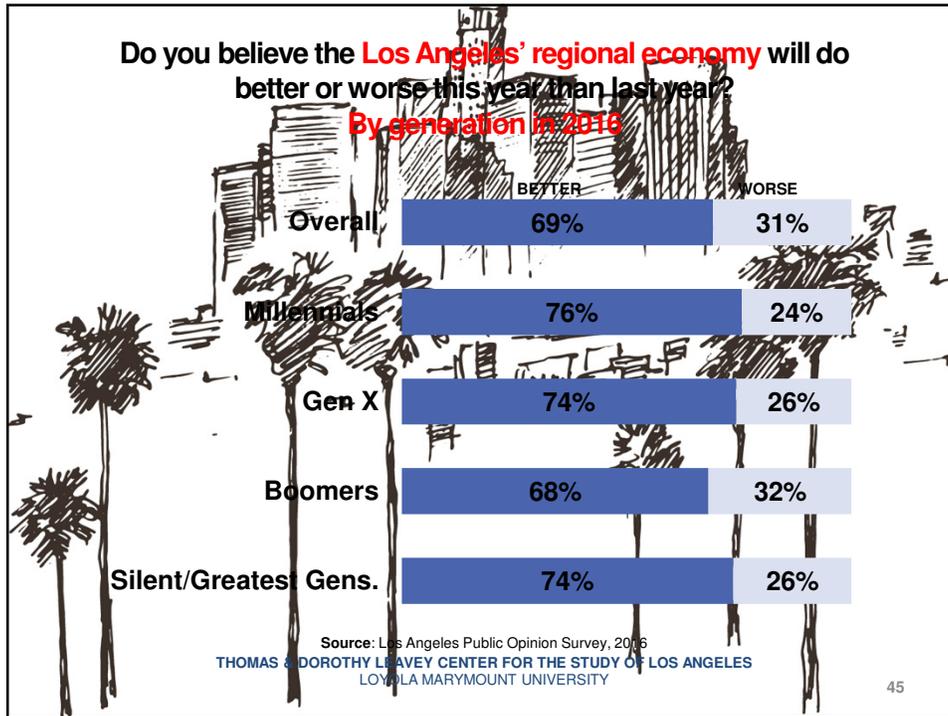
THOMAS & DOROTHY LEAVEY CENTER FOR THE STUDY OF LOS ANGELES
 LOYOLA MARYMOUNT UNIVERSITY

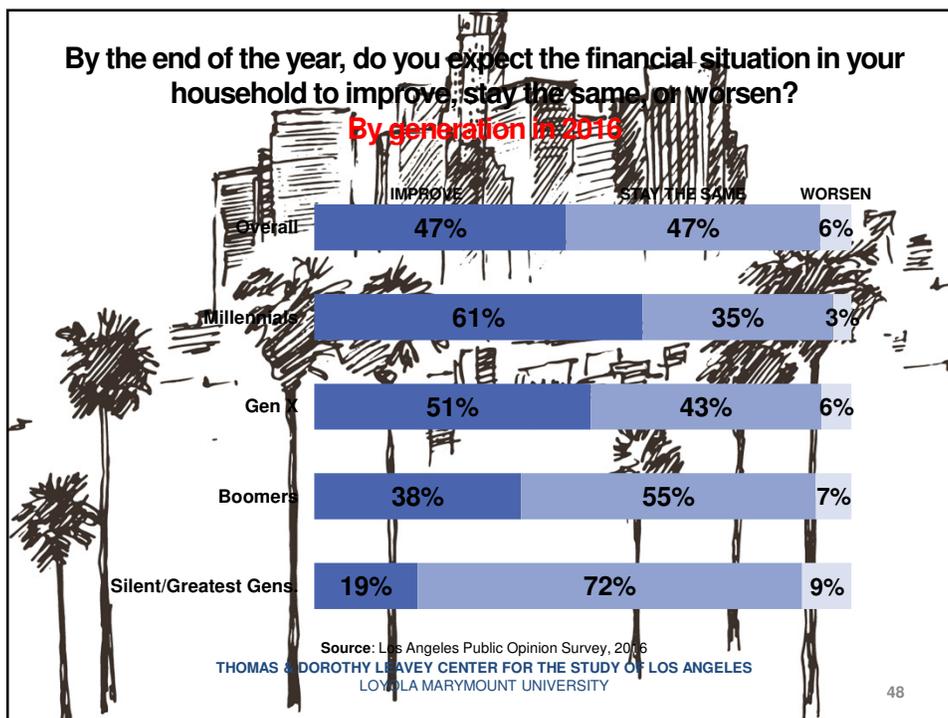
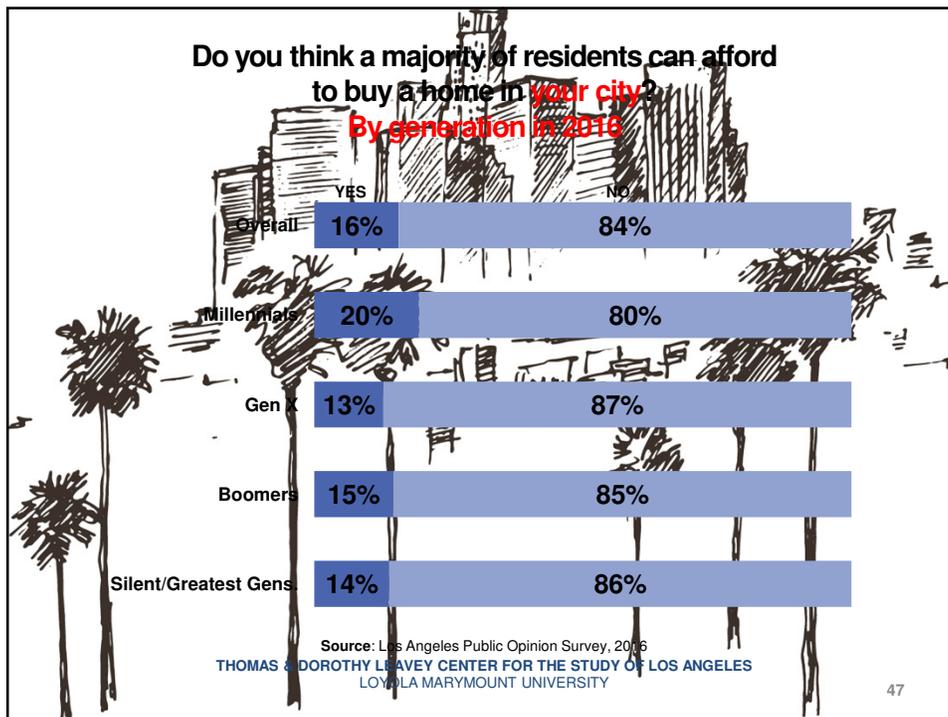
Third annual Forecast: LA Public Opinion Survey

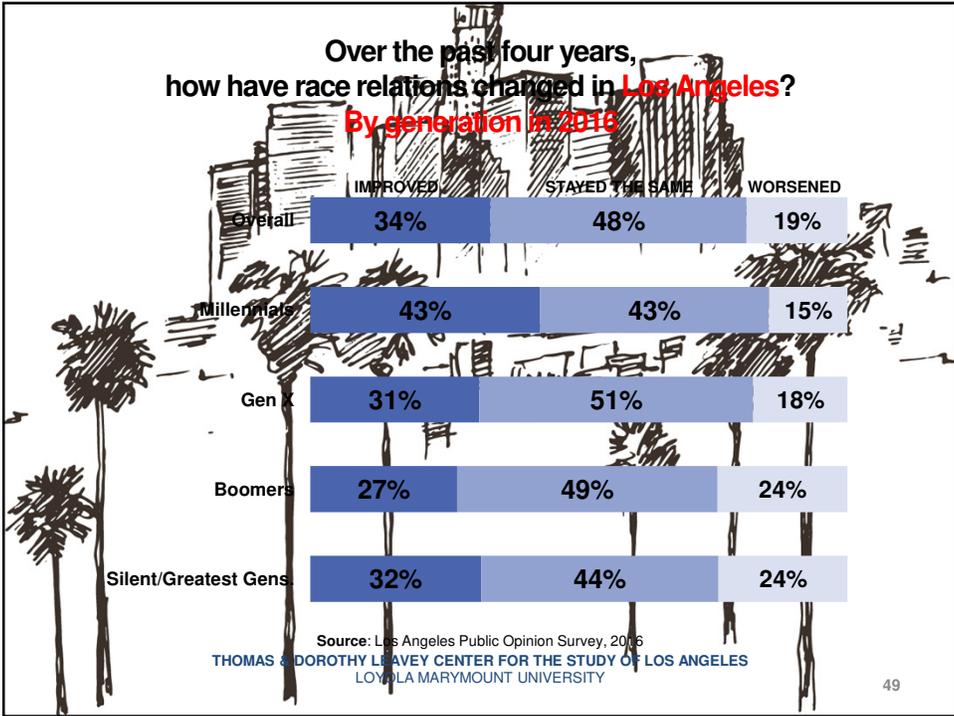
- Largest annual social survey in the region
- 2,425 Los Angeles County residents interviewed
- Interviews of 20 minutes conducted Jan. 4-Feb. 13, 2016
- Interviews conducted in English, Spanish, Mandarin, & Korean
- Significant demographic & geographic groups oversampled
- The only systemic survey of leadership in the region

THOMAS & DOROTHY LEAVEY CENTER FOR THE STUDY OF LOS ANGELES
 LOYOLA MARYMOUNT UNIVERSITY
---Forecast LA 2016 Loyola Marymount University









For workshop materials
please visit
<http://www.scag.ca.gov/calendar/Pages/DemographicWorkshop.aspx>

Thank you!

Simon Choi, Ph. D.
Chief of Research and Forecasting
choi@scag.ca.gov


 SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

DATE: July 7, 2016

TO: Energy and Environment Committee (EEC)

FROM: Rongsheng Luo, Program Manager, (213) 236-1994, luo@scag.ca.gov

SUBJECT: Public Release of Transportation Conformity Analysis for Draft 2017 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
Pending Transportation Committee (TC) approval, the Draft 2017 FTIP including the associated transportation conformity analysis will be released on July 7, 2016 for a 30-day public review. Staff will present an overview of the conformity analysis demonstrating that the Draft 2017 FTIP meets all transportation conformity requirements. After public review of the Draft 2017 FTIP documents, the final conformity analysis will be presented to the EEC for recommendation to the Regional Council (RC) for approval on September 1, 2016.

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

BACKGROUND:
SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) counties region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators. Both the FTIP and RTP/SCS are developed through a “bottom up” approach.

Over the past several months, staff has worked in consultation and continuous communication with the CTCs throughout the region to develop the Draft 2017 FTIP. The Draft 2017 FTIP is a programming document totaling over \$27 billion in programming and containing close to 2,000 projects covering a six (6) year period. The Draft 2017 FTIP includes 67 projects for Imperial County programmed at \$85.4 million; 846 projects for Los Angeles County programmed at \$10.9 billion; 203 projects for Orange County programmed at \$5.6 billion; 389 projects for Riverside County programmed at \$5.8 billion; 260 projects for San Bernardino County programmed at \$4.4 billion; and 195 projects for Ventura County programmed at \$706 million.

REPORT

Under the U.S. Department of Transportation's metropolitan planning regulations and U.S. Environmental Protection Agency's transportation conformity regulations, the Draft 2017 FTIP needs to pass five transportation conformity tests: consistency with the adopted 2016-2040 RTP/SCS, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, the 2017 FTIP would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analysis for the Draft 2017 FTIP and the analysis demonstrates conformity.

At today's meeting, the Transportation Committee (TC) is considering the public release of the Draft 2017 FTIP for a 30-day public review and comment period. On September 6, 2016, after the public comment period closes, the Draft 2017 FTIP will be scheduled for recommended approval by the TC and final approval by the Regional Council. On the same day, the transportation conformity determination will be scheduled for recommended approval by the EEC and RC.

The Draft 2017 FTIP is accessible at: <http://ftip.scag.ca.gov/Pages/2017/draft.aspx>.

FISCAL IMPACT:

Work associated with this item is included in the current FY15-16 Overall Work Program (16-025. SCG00164.01: Air Quality Planning and Conformity).

ATTACHMENT:

None

DATE: July 7, 2016

TO: Energy and Environment Committee (EEC)

FROM: Rongsheng Luo, Program Manager, (213) 236-1994, luo@scag.ca.gov

SUBJECT: Draft 2016 South Coast Air Quality Management Plan (AQMP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Pursuant to federal and state law, the 2016 South Coast AQMP is being jointly developed by the South Coast Air Quality Management District (SCAQMD), the lead agency, the California Air Resources Board (ARB), and SCAG. The Draft 2016 South Coast AQMP is scheduled to be released by the end of June 2016 for a 60-day public review. Dr. Philip Fine, SCAQMD Deputy Executive Officer, will provide an overview of the Draft 2016 South Coast AQMP.

STRATEGIC PLAN:

This item supports the Strategic Plan Goal 1. Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

At the June 4, 2015 EEC meeting, Dr. Philip Fine, SCAQMD Deputy Executive Officer, presented an update on the development of the 2016 South Coast AQMP for EEC's information. At the October 8, 2015 EEC meeting, SCAG staff provided EEC with highlights of the major 2016 South Coast AQMP development activities since the June update. Subsequently, the Draft 2016 South Coast AQMP has been completed and is scheduled to be released by the end of June 2016 for a 60-day public review.

As reported to the EEC previously, SCAG's portion of the 2016 South Coast AQMP is the Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures. The Appendix IV-C, in a nutshell, consists of a summary of the adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy as well as two air quality planning analyses required by the Clean Air Act. As authorized by the Regional Council, the Draft Appendix IV-C has been transmitted to the SCAQMD to be included in the Draft 2016 AQMP for public review. In addition, the Draft 2016 South Coast AQMP includes an important component relative to future federal transportation conformity requirements, the motor vehicle emissions budgets, which set an upper limit that on-road transportation activities are permitted to emit. The ozone and PM_{2.5} emission budgets in the 2016 South Coast AQMP, once approved by the U.S. Environmental Protection Agency (EPA), will become the functioning ozone and PM_{2.5} emission budgets for transportation conformity for future RTP/Federal Improvement Program (FTIP) and RTP/FTIP amendments post the effective date of the new emissions budgets.

REPORT

Note that air plans are also being prepared for several other ozone and PM_{2.5} nonattainment areas in the SCAG region and staff will provide status update on these air plans as appropriate at a later time.

FISCAL IMPACT:

Work associated with this item is included in the current FY15-16 Overall Work Program (16-025. SCG00164.01: Air Quality Planning and Conformity).

ATTACHMENT:

PowerPoint Presentation: SCAQMD Draft 2016 South Coast AQMP



2016 AIR QUALITY MANAGEMENT PLAN

Southern California Association of Governments

Philip Fine, Ph.D.

Deputy Executive Officer

South Coast Air Quality Management District

July 7, 2016

Background

- U.S. EPA sets National Ambient Air Quality Standards (NAAQS) for criteria pollutants
- Areas designated attainment or non-attainment (*CAA §172*)
- If non-attainment, state submits State Implementation Plan (SIP) to demonstrate how and when NAAQS will be achieved, maintained and enforced (*CAA §172(c)*)
- California Health & Safety Code requires AQMP since 1979
- Blueprint for how to meet and maintain state and federal air quality standards
- SIP for South Coast
- The 2016 AQMP will be SCAQMD's 11th Plan

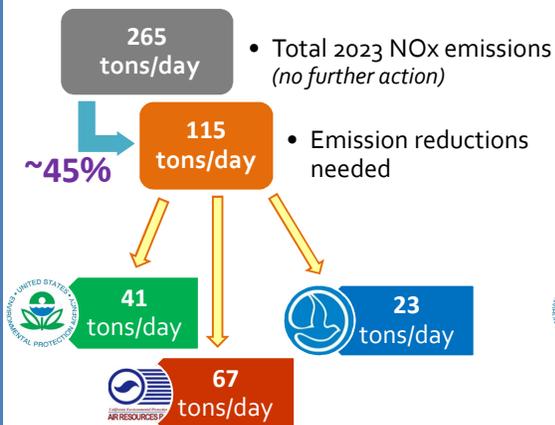
Plan Update

- Emission Inventory released (March)
- Control Strategy released (April)
- Modeling refinements
- Have been meeting with stakeholders almost daily
- Staff has been working on Control Measure updates based on comments received
- Draft near completion – to be released before end of June
- CEQA NOP/IS to be released soon after
- Public Workshops, CEQA/Socio Scoping planned
 - July 14: Coachella/Diamond Bar
 - July 20-21: Regional workshops (4-counties)
- Ongoing socioeconomic analysis

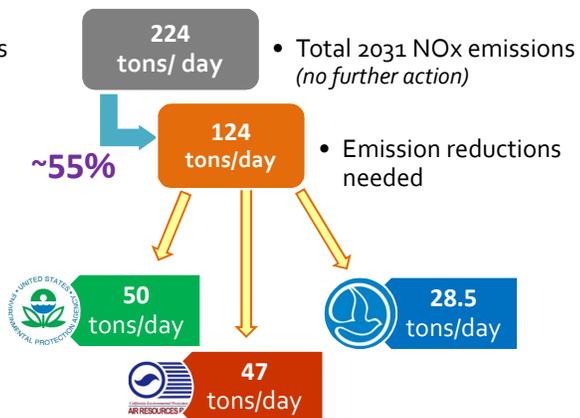


Reductions by Responsible Agency

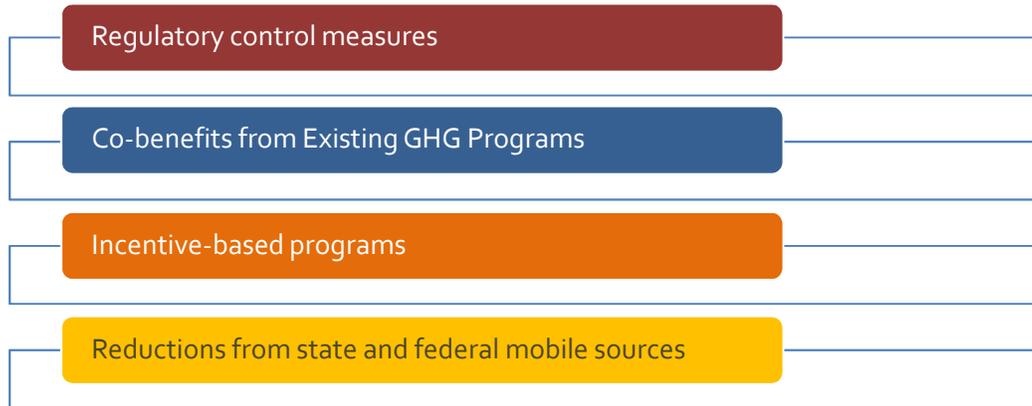
80 ppb by 2023 (7 years)



75 ppb by 2031 (15 years)



Emission Reduction Strategy

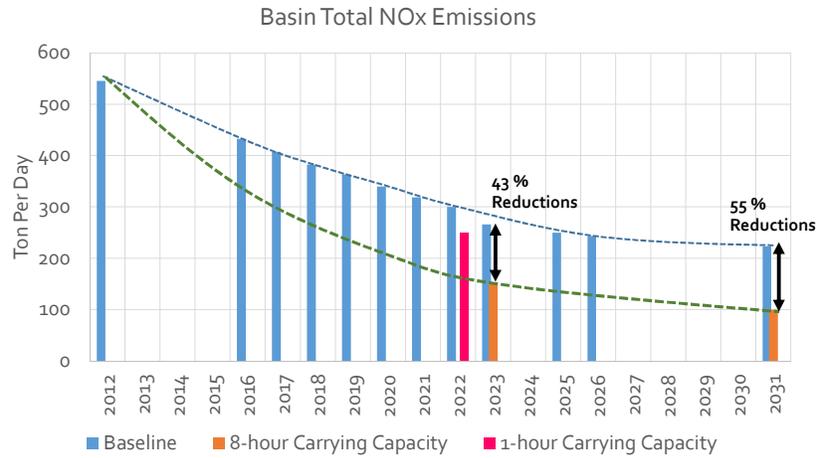


Standards to be Addressed in Plan

- Clean Air Act requires attainment of standard required to be achieved as “expeditiously as practicable” but no later than attainment year listed.
- Integrated Plan to address all standards in 2016 AQMP

Criteria Pollutant	Standard	Classification	Latest Attainment Year	SIP Submittal Due Date
8-hour Ozone	75 ppb	Extreme	2031	July 20, 2016
Annual PM _{2.5}	12 µg/m ³	Moderate Serious	2021 2025	October 15, 2016
24-hour PM _{2.5}	35 µg/m ³	Serious	2019	August 12, 2017
8-hour Ozone	80 ppb	Extreme	2023	Update
1-hour Ozone	120 ppb	Extreme	2022	Update

Carrying Capacity for Ozone Standards



- 8-hour Ozone strategy targeting 2023 will ensure 1-hour attainment for 2022

Meeting Ozone Standards

NOx Emissions (tpd)	2022 – 1-hour Ozone (120 ppb)	2023 – 8-hour Ozone (80 ppb)	2031 – 8-hour Ozone (75 ppb)
Baseline Inventory	297	265	224
Carrying Capacity	250	150	100
Traditional Regulatory Measures	2.3	4.3	19.2
Incentive-based Programs	17.2	23.9	22.7
Further Deployment of Cleaner Technologies	53	62	33
Federal Reductions in State Strategy	35	41	50
Remaining NOx Reductions	190	134	99

Meeting the PM_{2.5} Standards

- **24-hour PM_{2.5}**
 - ✓ Will meet by attainment year 2019 with no reductions beyond already adopted measures (*baseline emissions*)
- **Annual PM_{2.5}:**
 - ✓ Will not be met by 2021 (attainment year for "Moderate" nonattainment area)
 - ✓ NO_x strategy assists in reducing PM_{2.5} and could meet annual standard by 2023
 - ✓ 2025 is the attainment year for "Serious" nonattainment area
 - ✓ Would need to request "bump up" with an impracticability demonstration for 2021

Control Measures of Interest

- **MOB-01 (Commercial Marine Ports)**
 - Seeks to quantify CAAP actions that may be surplus to the SIP
 - Reductions would be credited as part of Rate-of-Progress Reporting and future AQMP revisions
 - Enforceable mechanisms will be developed to ensure recognized SIP reductions are maintained
 - Ports can decide most effective approaches
 - ✓ Clean technology funding programs, increased efficiencies, lease provisions, port tariffs
 - Public process
- **MOB-02 (Rail Yards and Intermodal Facilities)**
 - 9 major freight and passenger railyards and intermodal facilities
 - Locomotives, HD trucks, cargo handling, refrigeration units
 - Quantify emission reduction associated with actions to deploy cleaner technologies
 - Public process to identify actions and enforceable mechanisms if reductions are submitted into the SIP

Control Measures of Interest

- **MOB-03 (Warehouses)**
 - ❑ Trucks, cargo handling equipment (e.g., forklifts), employee trips, TRUs
 - ❑ Quantify emission reduction associated with actions to deploy cleaner technologies
 - ❑ Public process to identify actions and enforceable mechanisms if reductions are submitted into the SIP
- **MOB-04 (Commercial Airports)**
 - ❑ Six major commercial airports
 - ❑ Aircraft emissions, ground service equipment (e.g., cargo-handling, food service trucks, aircraft tugs, etc.)
 - ❑ Develop emission quantification methodology and address infrastructure
 - ❑ Quantify emission reduction associated with actions to deploy cleaner technologies, operational efficiencies
 - ❑ Public process to identify actions and enforceable mechanisms if reductions are submitted into the SIP

Control Measures of Interest

- **MOB-08 (Accelerated Retirement of Older Heavy-Duty Vehicles)**
 - ❑ Incentivize acquisition of trucks with engines cleaner than the current NOx emissions standard
 - ❑ Potential need to develop enforceable mechanism to assure deployment of cleaner trucks
 - ❑ Public process
- **MOB-12 (Passenger Locomotives)**
 - ❑ Replacement of remaining Tier 2 locomotives with Tier 4 or cleaner locomotives
 - ❑ Seek additional funding
- **MOB-14 (Incentive Programs)**
 - ❑ Recognition of emission benefits from SCAQMD incentives programs (Carl Moyer, Prop 1B, etc.)
 - ❑ Seeking to achieve NOx reduction of 9.5 tpd by 2023 and 5.6 tpd by 2031
- **EGM-01 (New and Redevelopment Projects)**
 - ❑ Need to consider "All Feasible Measures" provisions of state law with EPA approval of SJV Rule 9510
 - ❑ Recognize actions to help deployment of advanced technologies

Key Comments

➤ Incentive Measures

- ✓ SIP credit
- ✓ Regulatory approach
- ✓ Source(s) of funding



➤ "TBD" Measures

- ✓ Not part of attainment demonstration
- ✓ Comprehensive plan with all feasible measures
- ✓ Need technical assessment to quantify
- ✓ Possible need for contingency and shortfall reductions

Plan Development Timeline

Target Date	Activity
June 2016	Release Draft AQMP and CEQA Initial Study
July 2016	Conduct Regional Workshops and Scoping Meetings
	Release Socioeconomic Analysis
	AQMP Advisory Group Mtg #12
August 2016	Release CEQA Draft EIR (<i>60-day review</i>)
	AQMP Advisory Group Mtg #13
September 2016	Release Revised Draft AQMP
	AQMP Advisory Group Mtg #14
October 2016	AQMP Advisory Group Mtg #15
November 2016	Release Draft Final AQMP
	AQMP Advisory Group Mtg #16
	Regional Public Hearings
December 2016	Governing Board to consider approval