



MEETING No. 583

REGIONAL COUNCIL

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
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www.scag.ca.gov

Thursday, September 29, 2016
12:15 p.m. – 2:00 p.m.

REGIONAL COUNCIL OFFICERS

President
Michele Martinez, Santa Ana

First Vice President
Margaret E. Finlay, Duarte

Second Vice President
Alan Wapner, Ontario

Immediate Past President
Cheryl Viegas-Walker, El Centro

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

COMMITTEE CHAIRS

Executive/Administration
Michele Martinez, Santa Ana

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

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. In addition, regular meetings of the Regional Council may be viewed live or on-demand at: <http://www.scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx>

Agendas & Minutes for the Regional Council are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

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Regional Council
Members – October 2016

	<u>Members</u>	<u>Representing</u>
President	1. Hon. Michele Martinez <i>Santa Ana</i>	District 16
1st President	2. Hon. Margaret E. Finlay <i>Duarte</i>	District 35
2nd Vice President	3. Hon. Alan Wapner <i>Ontario</i>	SANBAG
Imm. Past President	4. Hon. Cheryl Viegas-Walker <i>El Centro</i>	District 1
	5. Hon. Jack Terrazas	Imperial County
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	7. Hon. Michael D. Antonovich	Los Angeles County
	8. Hon. Jim Katapodis	OCTA
	9. Hon. Michelle Steel	Orange County
	10. Hon. Curt Hagman	San Bernardino County
	11. Hon. Linda Parks	Ventura County
	12. Hon. Chuck Washington	Riverside County
	13. Hon. Jan Harnik <i>Palm Desert</i>	RCTC
	14. Hon. Keith Millhouse <i>Moorpark</i>	VCTC
	15. Hon. Gregory Pettis <i>Cathedral City</i>	District 2
	16. Hon. Jim Hyatt <i>Calimesa</i>	District 3
	17. Hon. Clint Lorimore <i>Eastvale</i>	District 4
	18. Hon. Randon Lane <i>Murrieta</i>	District 5
	19. Hon. Frank Navarro <i>Colton</i>	District 6
	20. Hon. Larry McCallon <i>Highland</i>	District 7
	21. Hon. Deborah Robertson <i>Rialto</i>	District 8
	22. Hon. L. Dennis Michael <i>Rancho Cucamonga</i>	District 9
	23. Hon. Ray Marquez <i>Chino Hills</i>	District 10
	24. Hon. Bill Jahn <i>Big Bear Lake</i>	District 11
	25. Hon. Fred Minagar <i>Laguna Niguel</i>	District 12
	26. Hon. Barbara Kogerman <i>Laguna Hills</i>	District 13
	27. Hon. Steven Choi <i>Irvine</i>	District 14
	28. Hon. Steve Nagel <i>Fountain Valley</i>	District 15
	29. Hon. John Nielsen <i>Tustin</i>	District 17
	30. Hon. Steve Hwangbo <i>La Palma</i>	District 18



Regional Council
Members – October 2016

Members

Representing

31. Hon. Kris Murray	<i>Anaheim</i>	District 19
32. Hon. Tri Ta	<i>Westminster</i>	District 20
33. Hon. Art Brown	<i>Buena Park</i>	District 21
34. Hon. Marty Simonoff	<i>Brea</i>	District 22
35. Hon. Victor Manalo	<i>Artesia</i>	District 23
36. Hon. Gene Daniels	<i>Paramount</i>	District 24
37. Hon. Sean Ashton	<i>Downey</i>	District 25
38. Hon. José Luis Solache	<i>Lynwood</i>	District 26
39. Hon. Ali Saleh	<i>Bell</i>	District 27
40. Hon. Dan Medina	<i>Gardena</i>	District 28
41. Hon. Rex Richardson	<i>Long Beach</i>	District 29
42. Hon. Lena Gonzalez	<i>Long Beach</i>	District 30
43. Hon. Andrew Sarega	<i>La Mirada</i>	District 31
44. Hon. Margaret Clark	<i>Rosemead</i>	District 32
45. Hon. Gene Murabito	<i>Glendora</i>	District 33
46. Hon. Barbara Messina	<i>Alhambra</i>	District 34
47. Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
48. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
49. Hon. Sam Pedroza	<i>Claremont</i>	District 38
50. Hon. James Gazeley	<i>Lomita</i>	District 39
51. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
52. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
53. Hon. Vartan Gharpetian	<i>Glendale</i>	District 42
54. Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
55. Hon. John Sibert	<i>Malibu</i>	District 44
56. Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
57. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
58. Hon. Carl E. Morehouse	<i>San Buenaventura</i>	District 47
59. Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
60. Hon. Paul Krekorian	<i>Los Angeles</i>	District 49 / Public Transit Rep.



Regional Council
Members – October 2016

Members

Representing

61. Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
62. Hon. David Ryu	<i>Los Angeles</i>	District 51
63. Hon. Paul Koretz	<i>Los Angeles</i>	District 52
64. Hon. Nury Martinez	<i>Los Angeles</i>	District 53
65. VACANT	<i>Los Angeles</i>	District 54
66. Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
67. Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
68. Hon. Herb J. Wesson, Jr.	<i>Los Angeles</i>	District 57
69. Hon. Mike Bonin	<i>Los Angeles</i>	District 58
70. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
71. Hon. Mitch O'Farrell	<i>Los Angeles</i>	District 60
72. Hon. José Huizar	<i>Los Angeles</i>	District 61
73. Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
74. Hon. Karen Spiegel	<i>Corona</i>	District 63
75. Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
76. Hon. Ryan McEachron	<i>Victorville</i>	District 65
77. Hon. Michael Wilson	<i>Indio</i>	District 66
78. Hon. Antonio Lopez	<i>San Fernando</i>	District 67
79. Hon. Rusty Bailey	<i>Riverside</i>	District 68
80. Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
81. Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
82. Hon. Mary "Maxine" Resvaloso	<i>Torres-Martinez Desert Cahuilla Indians</i>	Tribal Government Representative
83. Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative
84. Hon. Eric Garcetti	<i>Los Angeles</i>	(Member at Large)

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REGIONAL COUNCIL AGENDA SEPTEMBER 29, 2016

The Regional Council may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Michele Martinez, President)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

PRESENTATION ITEM

Page No.

- | | | |
|---|-------------------|----------|
| 1. <u>Draft 2016 South Coast Air Quality Management Plan (AQMP)</u>
<i>(Wayne Nastri, Acting Executive Officer, SCAQMD)</i> | Attachment | 1 |
|---|-------------------|----------|

ACTION/DISCUSSION ITEMS

- | | | |
|--|-------------------|-----------|
| 2. <u>Criteria for Sustainability Program Call for Proposals</u>
<i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment | 24 |
|--|-------------------|-----------|

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

- | | | |
|--|-------------------|-----------|
| 3. <u>Amendment 1 to the Fiscal Year 2016-17 Overall Work Program (OWP)</u>
<i>(Basil Panas, Chief Financial Officer)</i> | Attachment | 40 |
|--|-------------------|-----------|

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



REGIONAL COUNCIL AGENDA SEPTEMBER 29, 2016

CONSENT CALENDAR

Page No.

Approval Items

- | | | |
|--|-------------------|-----------|
| 4. <u>Minutes of the Regional Council Meeting – September 1, 2016</u> | Attachment | 44 |
| 5. <u>SCAG Participation in Workshop and Memorandum of Understanding (MOU) Signing Ceremony in Beijing, China</u> | Attachment | 56 |
| 6. <u>Proposed Memorandum of Understanding (MOU) with the Department of Urban Planning and Real Estate of Chung-Ang University (DUPRE of CAU) in Korea to Promote Joint Research and Exchange of Information on Urban Planning, Real Estate, and Public Policy</u> | Attachment | 58 |
| 7. <u>SCAG Participation at the International Conference in South Korea</u> | Attachment | 63 |
| 8. <u>Proposition 53: Revenue Bonds. Statewide Voter Approval. Initiative Constitutional Amendment – OPPOSE</u> | Attachment | 64 |
| 9. <u>Proposition 54: Legislature. Legislation and Proceedings. Initiative Constitutional Amendment and Statute – SUPPORT</u> | Attachment | 66 |
| 10. <u>Approval of Additional Stipend Payments</u> | Attachment | 69 |
| 11. <u>SCAG Membership and Sponsorship</u> | Attachment | 70 |

Receive & File

- | | | |
|---|-------------------|------------|
| 12. <u>California Communities Environmental Health Screening (CalEnviroScreen) Tool – Update on Draft Version 3.0</u> | Attachment | 72 |
| 13. <u>2030 Scoping Plan Update and Related Initiatives</u> | Attachment | 96 |
| 14. <u>Housing Summit – October 11, 2016</u> | Attachment | 112 |
| 15. <u>Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000</u> | Attachment | 119 |



REGIONAL COUNCIL AGENDA SEPTEMBER 29, 2016

CONSENT CALENDAR - *continued*

Page No.

16. <u>2016 Meeting Schedule of the Regional Council and Policy Committees</u>	Attachment	120
17. <u>2017 Meeting Schedule of the Regional Council and Policy Committees</u>	Attachment	121
18. <u>Los Angeles Headquarters Building Lease</u>	Attachment	122
19. <u>CFO Monthly Report</u>	Attachment	124
20. <u>September State and Federal Legislative Update</u>	To be distributed at the meeting	

PRESIDENT'S REPORT

- FirstNet Subcommittee LA-RICS Tour and Meeting – Update
- New Members
- Committee Appointments
- Strategic Plan Subcommittee
- Business Update
- Air Resources Board (ARB) – Update

EXECUTIVE DIRECTOR'S REPORT

(Hasan Ikhata, Executive, Director)

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

COMMITTEE REPORTS

Executive/Administration Committee (EAC) Report

(Hon. Michele Martinez, Chair)

Transportation Committee (TC) Report

(Hon. Barbara Messina, Chair)



REGIONAL COUNCIL AGENDA SEPTEMBER 29, 2016

Community, Economic and Human Development (CEHD) Committee Report
(Hon. Bill Jahn, Chair)

Energy and Environment Committee (EEC)
(Hon. Carmen Ramirez, Chair)

Legislative/Communications and Membership Committee (LCMC) Report
(Hon. Pam O'Connor, Chair)

CLOSED SESSION

Pursuant to California Government Code Section 54956.9 (a)

- Conference with Legal Counsel regarding an existing litigation
City of El Segundo v SCAG (LASC Case No. BS162452)

FUTURE AGENDA ITEM/S

ANNOUNCEMENT/S

ADJOURNMENT

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



DATE: September 29, 2016

TO: Regional Council (RC)
Energy and Environment Committee (EEC)

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EEC:
Receive and File.

RECOMMENDED ACTION FOR RC:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
Pursuant to federal and state law, the South Coast Air Quality Management District (SCAQMD) is the lead agency responsible for the development of the air quality management plan/state implementation plans to attain federal and state air quality standards. Wayne Nastri, Acting SCAQMD Executive Officer, and Dr. Philip Fine, SCAQMD Deputy Executive Officer, will present an overview of the Draft 2016 South Coast AQMP to the Regional Council.

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:
Pursuant to the Federal Clean Air Act (CAA), the 2016 South Coast AQMP is being developed to include new state implementation plans (SIPs) and SIP updates to meet the following five national ambient air quality standards:

- 8-hour Ozone (75 parts per billion or ppb) by 2031
- Annual PM_{2.5} (12 µg/m³) by 2025
- 24-hour PM_{2.5} (35 µg/m³) by 2019
- 8-hour Ozone (80 ppb) by 2023 (updated from the 2007 and 2012 South Coast AQMPs)
- 1-hour Ozone (120 ppb) by 2022 (updated from the 2012 South Coast AQMP)

As required by state law, the 2016 AQMP is being jointly prepared by three responsible agencies to integrate their respective comprehensive control strategies and measures: the South Coast Air Quality Management District (SCAQMD), the lead agency; the California Air Resources Board (ARB); and SCAG. With a heavy focus on incentives, the integrated control strategy includes traditional regulatory measures, incentive-based program, co-benefits from existing greenhouse gas reduction programs,



REPORT

further deployment of cleaner technologies, and reductions from mobile sources under state and federal jurisdictions. The Draft 2016 AQMP demonstrates attainment of the applicable national ambient air quality standards in the South Coast Air Basin by their respective statutory deadlines through adoption of all feasible measures. Once federally approved, the 2016 AQMP becomes the legally enforceable plan for meeting these air quality standards by their respective statutory deadlines.

The Draft 2016 AQMP also includes a new ozone SIP for the Coachella Valley ozone nonattainment area; a discussion of the implications of a new more stringent ozone standard for the South Coast Air Basin and review of current federal PM standards; a discussion on the future SCAQMD control strategy for the air toxic emissions; and an analysis of climate and energy and their relationship to air quality in the South Coast. The Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures, prepared by SCAG based on the adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), are included as the 2016 AQMP Appendix IV-C.

The Draft 2016 AQMP was released for public comment and review on June 30, 2016. Six regional workshops were held from July 14 through 21, 2016 to discuss the Plan and solicit public input. The Preliminary Draft Socioeconomic Impact Report was released on August 31, 2016, followed by the Draft Program Environmental Impact Report on September 16, 2016. A Revised Draft 2016 AQMP was subsequently released for public comment and review on September 21, 2016. The Final 2016 AQMP is scheduled to be adopted by the SCAQMD Governing Board in December 2016, followed by ARB approval into SIP and submittal to U.S. Environmental Protection Agency (EPA) in January 2017.

On December 3, 2015, the Regional Council (RC) approved transmittal of the Draft Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures to the SCAQMD for inclusion in the Draft 2016 AQMP for public review. The Final 2016 AQMP Appendix IV-C is tentatively scheduled to be presented to the EEC on November 1, 2016 for recommendation to the RC for adoption on the same day only if necessary. Upon adoption by the RC, the Final 2016 AQMP Appendix IV-C will be forwarded to the AQMD for inclusion in the Final 2016 AQMP.

The Draft 2016 AQMP includes an important component relative to regional transportation planning and federal transportation conformity requirements, the ozone and PM_{2.5} motor vehicle emissions budgets, which set ozone and PM_{2.5} upper limits which on-road transportation activities are permitted to emit. The emission budgets established as part of the 2016 AQMP process and adopted in the final SIPs will become the functioning emission budgets for transportation conformity for the South Coast region for future RTP/ Federal Improvement Program (FTIP) and RTP/FTIP amendments.

FISCAL IMPACT:

Work associated with this item is included in the current FY16-17 Overall Work Program (025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:

2016 Air Quality Management Plan PowerPoint Presentation





Draft 2016 Air Quality Management Plan

**Southern California
Association of
Governments**

September 29, 2016

Background



U.S. EPA sets National Ambient Air Quality Standards (NAAQS) for criteria pollutants

Areas designated attainment or nonattainment

If nonattainment, state submits State Implementation Plan (SIP) to demonstrate how and when NAAQS will be achieved, maintained and enforced

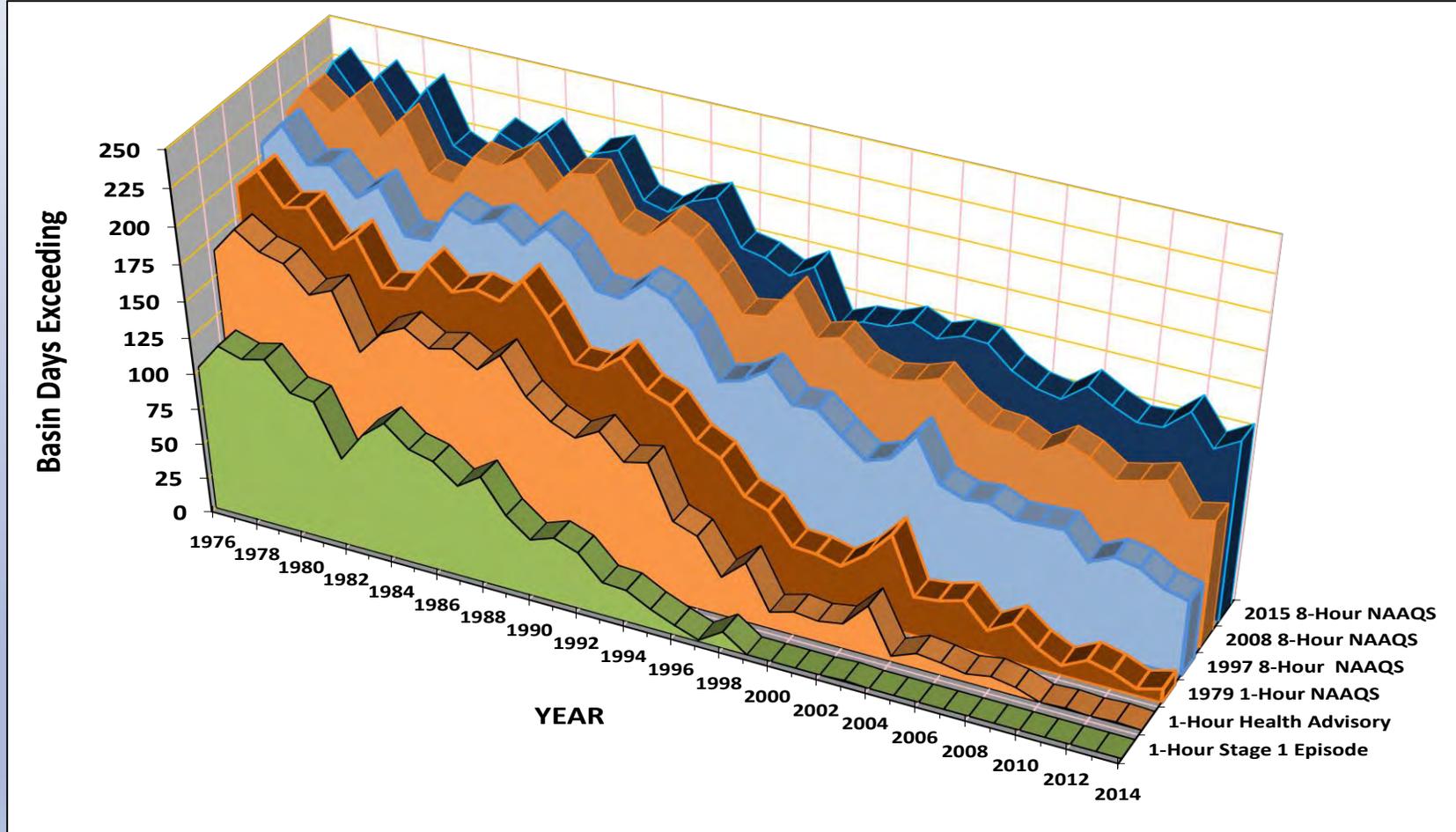
California Health & Safety Code requires AQMP since 1979

Blueprint for how to meet and maintain state and federal air quality standards

AQMP serves as the SIP for South Coast and Coachella Valley

The 2016 AQMP will be SCAQMD's 11th Plan

Air Quality Trends (ozone)



Air quality has dramatically improved; however, region still suffers from some of the worst air pollution in the nation

Number of Days Exceeding Current and Former Ozone NAAQS

Standards to be Addressed in Plan

- Clean Air Act requires attainment of standard 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 PM2.5	12 µg/m ³	Serious*	2025	October 15, 2016
24-hour PM2.5	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

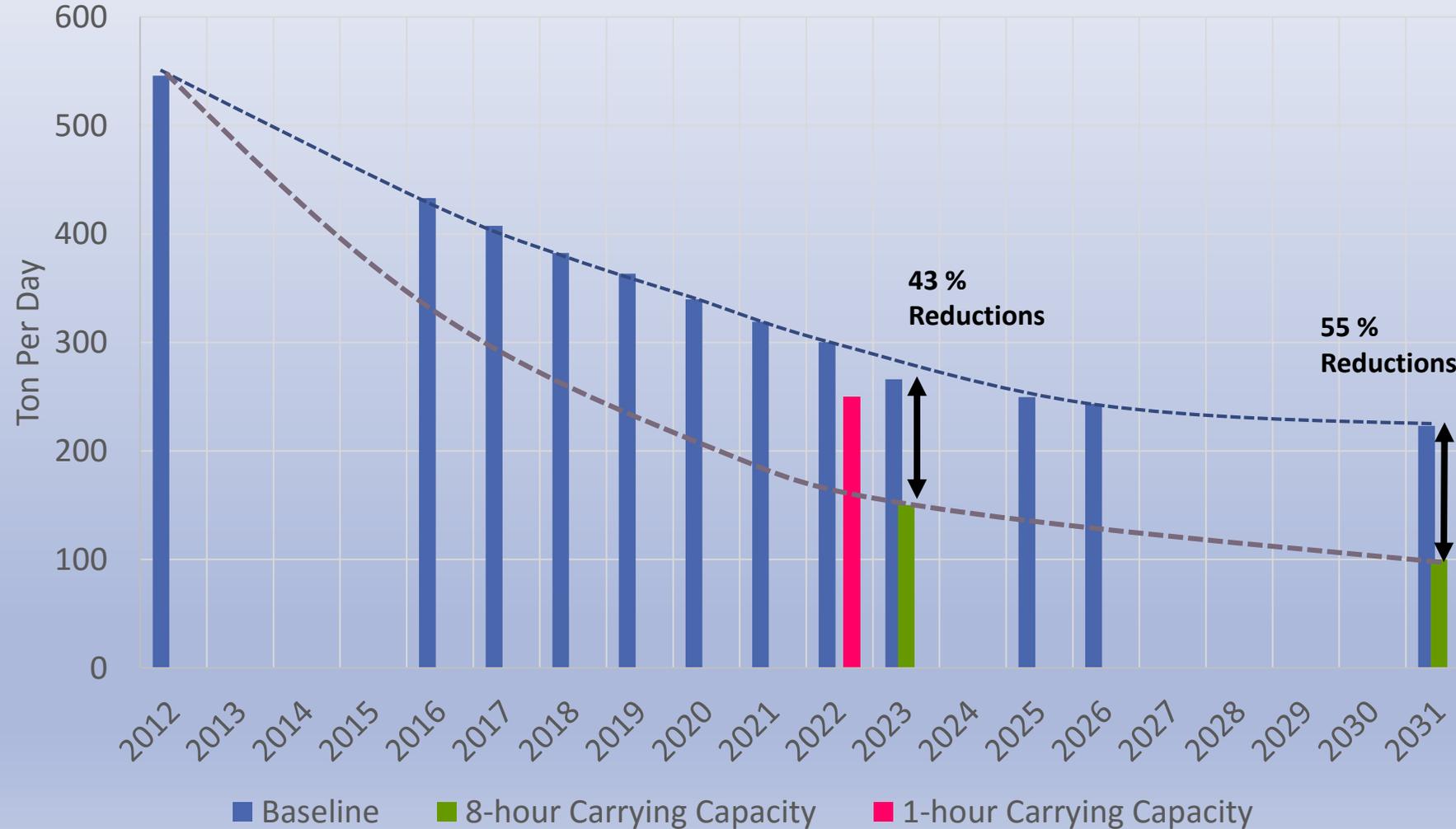
*Draft 2016 AQMP requests re-classification to ‘serious’ from ‘moderate’

An aerial photograph of a city, likely Los Angeles, showing a dense urban landscape with various buildings and green spaces. A large, white, semi-transparent grid pattern is overlaid on a hillside in the lower-left quadrant of the image. The text 'THE CHALLENGES' is centered in the upper half of the image in a large, white, sans-serif font.

THE CHALLENGES

Emission Reductions Needed

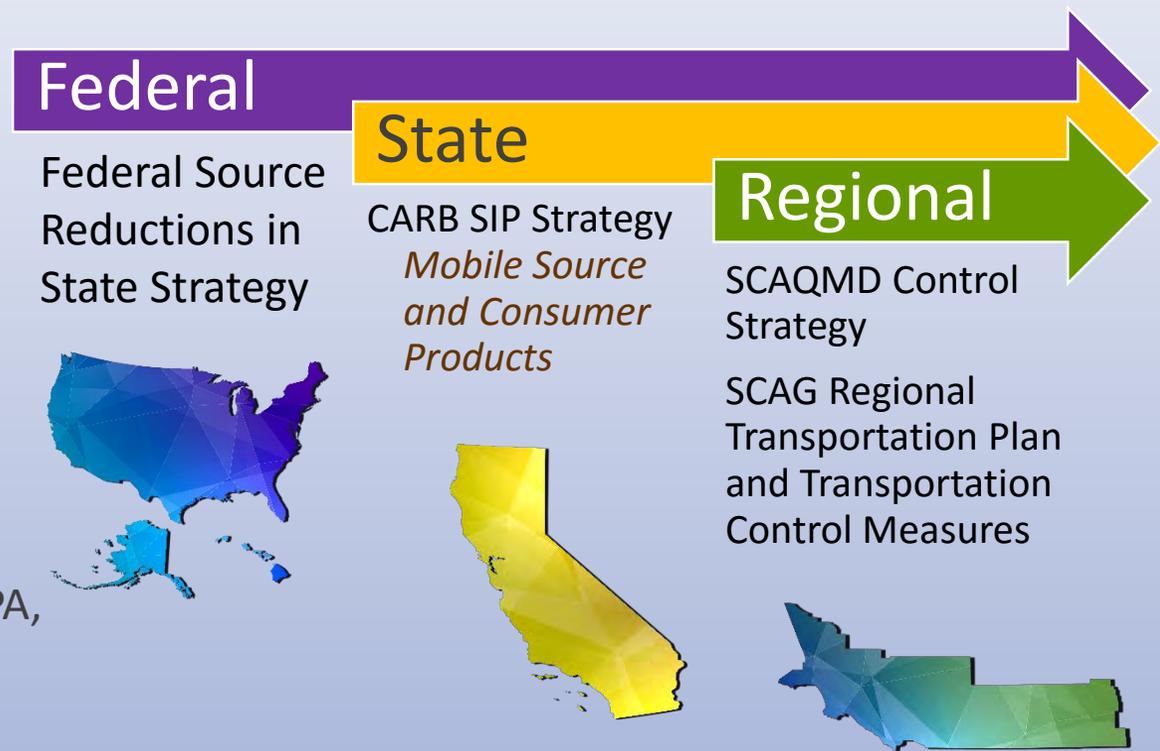
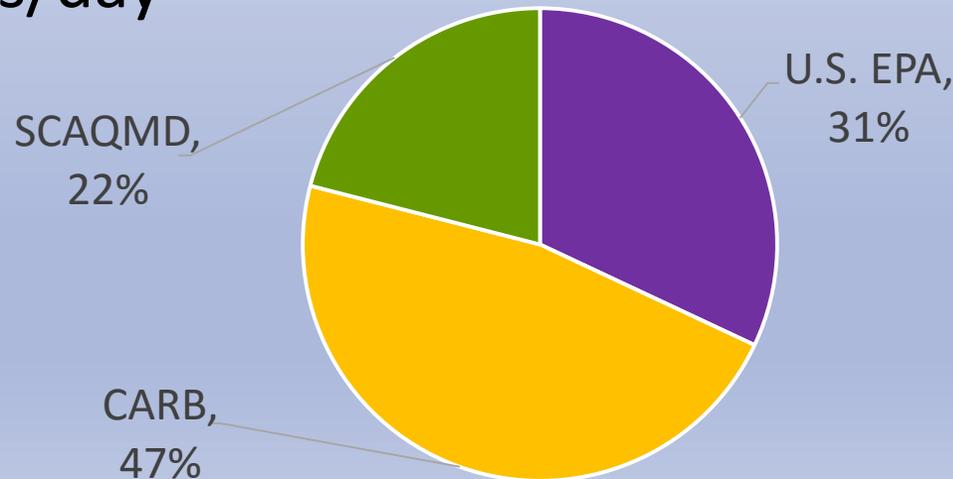
Basin Total NOx Emissions



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

Legal Authority and Responsibility

- In 2012, 88% of NO_x comes from mobile sources
- Limited local authority over mobile sources
- 2031 NO_x baseline emissions: 223 tons/day

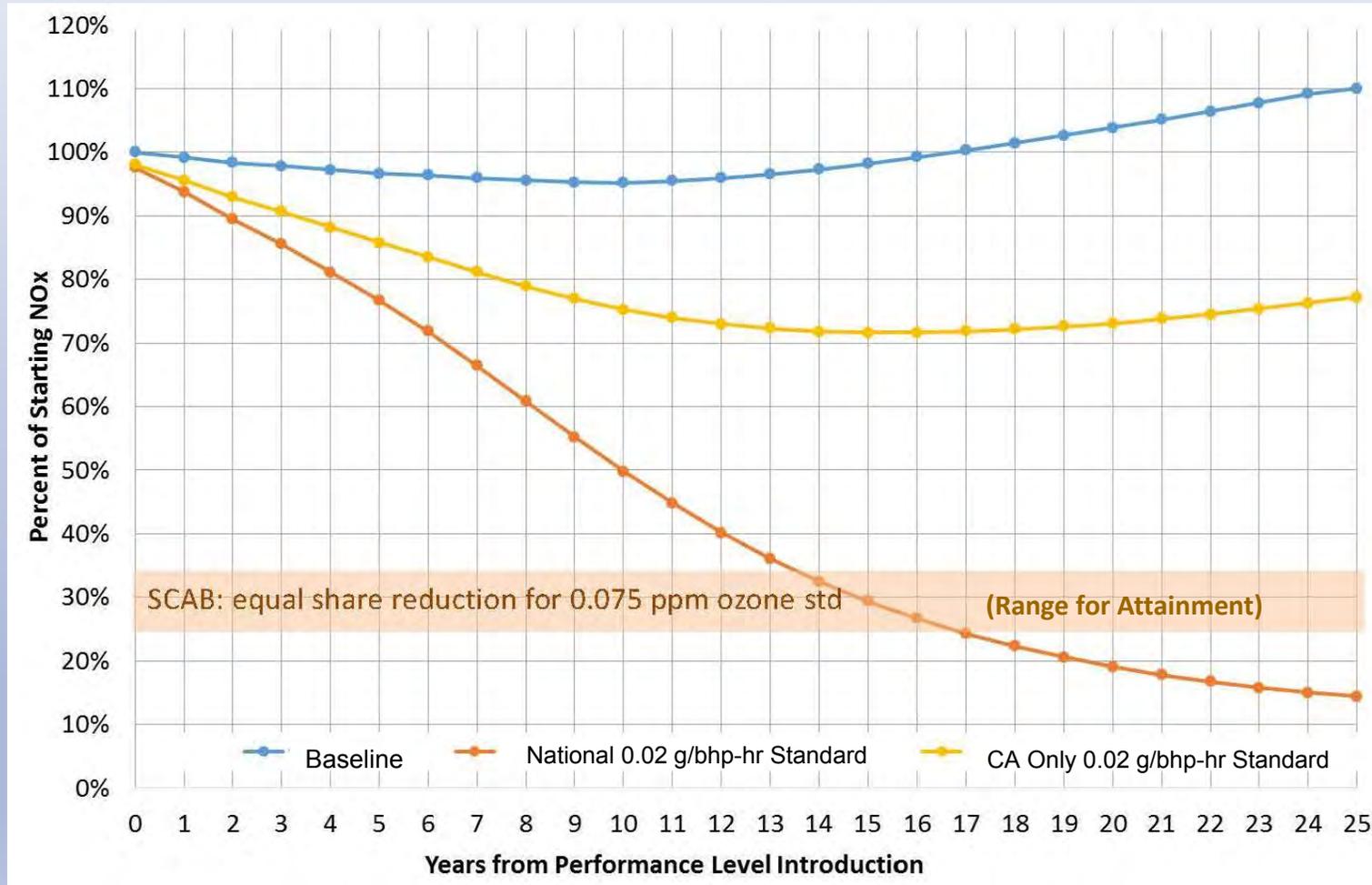


Petition to U.S. EPA

- June 2016, SCAQMD and 10 co-petitioners requested U.S. EPA to undertake rulemaking
- Revise national on-road heavy-duty engine exhaust NO_x standard
- From 0.2 g/bhp-hr to 0.02 g/bhp-hr
- Recommend regulation implementation by January 2022
- Estimated NO_x reduction by 70-90 percent in 14-25 years



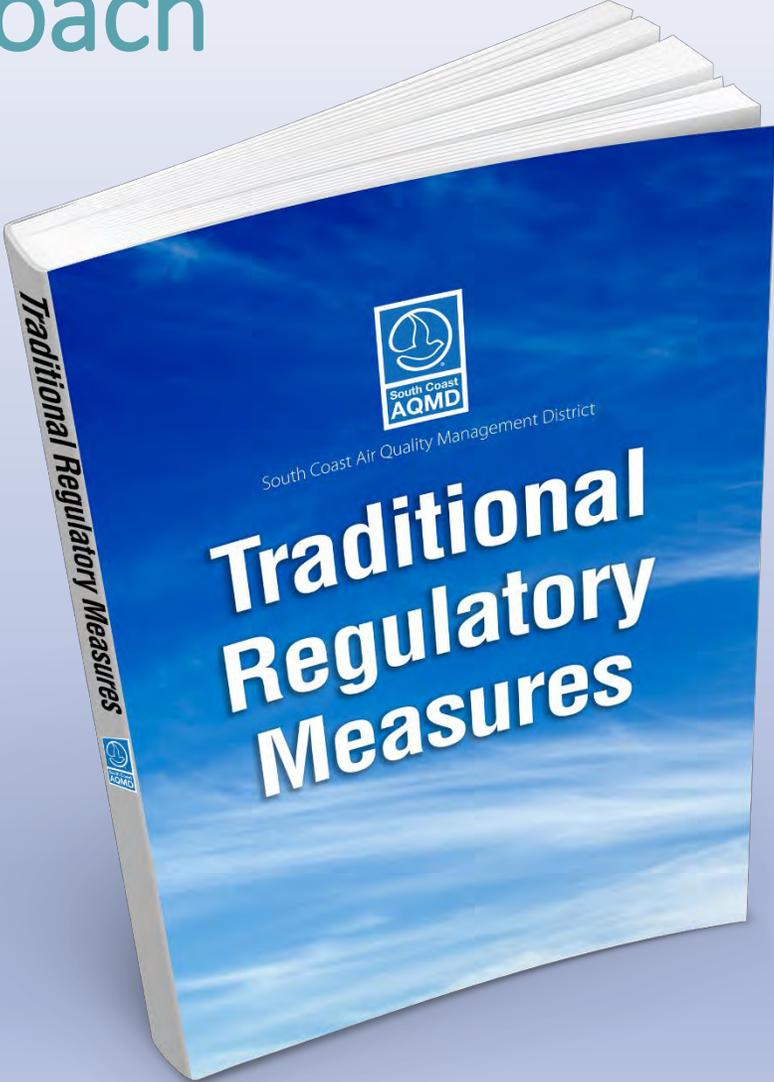
Emission Analysis of Statewide vs National Introduction of New Truck Standards



Source: Presentation by Mr. Cory Palmer, ARB at the Symposium on California's Development of its Phase 2 Greenhouse Gas Emission Standards for On-Road Heavy-Duty Vehicles (April 22, 2015)

AQMP Approach

Past AQMP



AQMP Approach

2016 AQMP



Stationary Source Approach

Thoroughly evaluated all source categories and control options

- Detailed look at emission inventory
- Analysis of measures implemented through-out the country (RACT)
- Symposium, working groups, and advisory group

Limited feasible regulatory options remaining for NOx reductions

- Reductions in NOx from non-refinery flares
- NOx controls for cooking appliances
- Further NOx reductions from continuing RECLAIM reassessments

If all stationary sources brought to zero emissions, would still not meet goals

Incentive programs for residential/small business sources can achieve cost-effective reductions on a project-by-project basis



Facility-based Measures

- *SCAQMD does not have primary regulatory authority*
- *Set targets, work collaboratively to achieve creditable NOx reductions*
- *Approach:*

TRUST

VERIFY

ENFORCE

- ✓ **New Development and Redevelopment Projects (EGM-01)**

- ✓ **Commercial Marine Ports (MOB-01)**

- ✓ **Commercial Airports (MOB-04)**

- ✓ **Rail Yards/Intermodal Facilities (MOB-02)**

- ✓ **Warehouse Distribution Centers (MOB-03)**



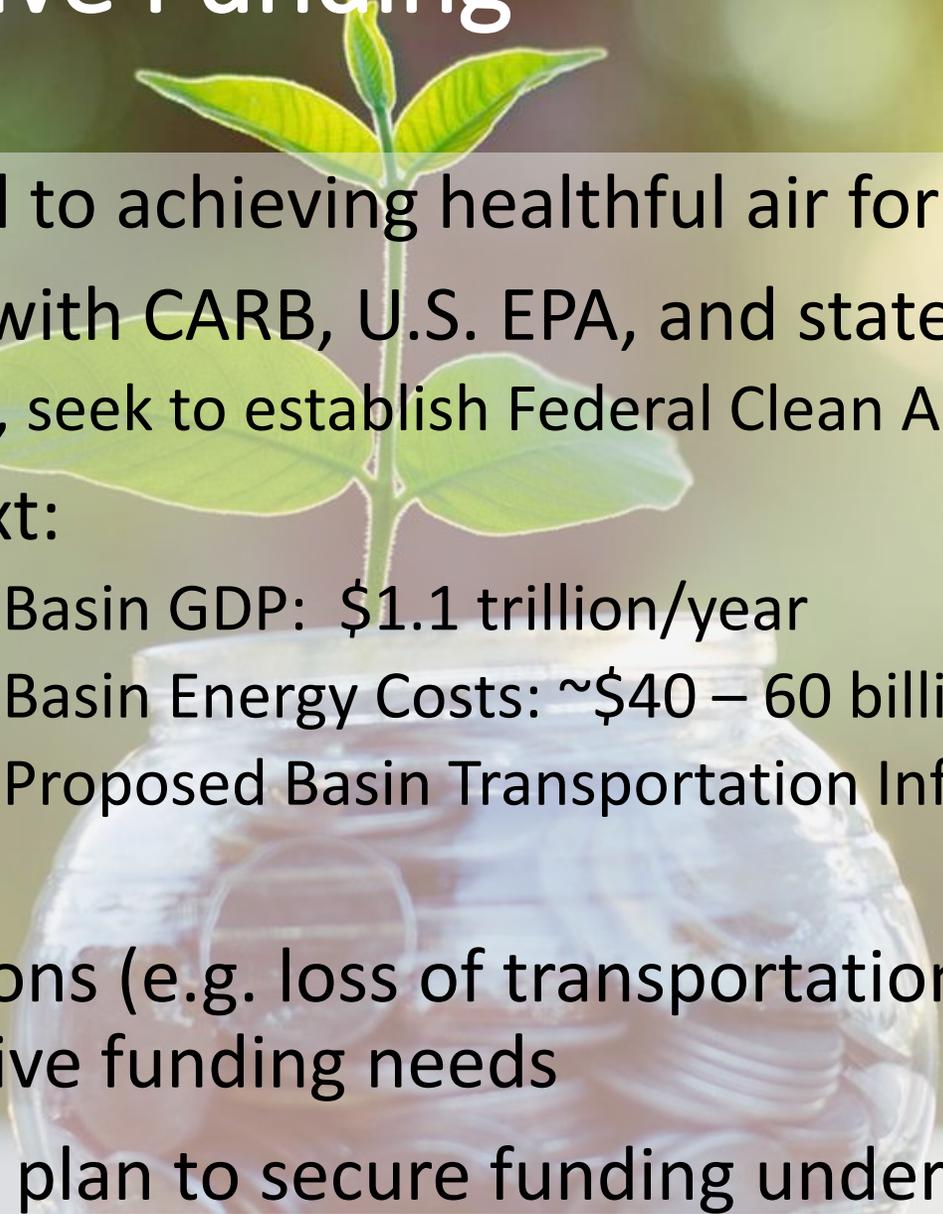
Bottom Line

- Accelerated early deployment of zero and near-zero technologies for mobile and stationary sources
- Significant expansion of financial incentive programs needed
- Total incentive funding needs:
 - ✓ \$11 – \$14 Billion over 15 years



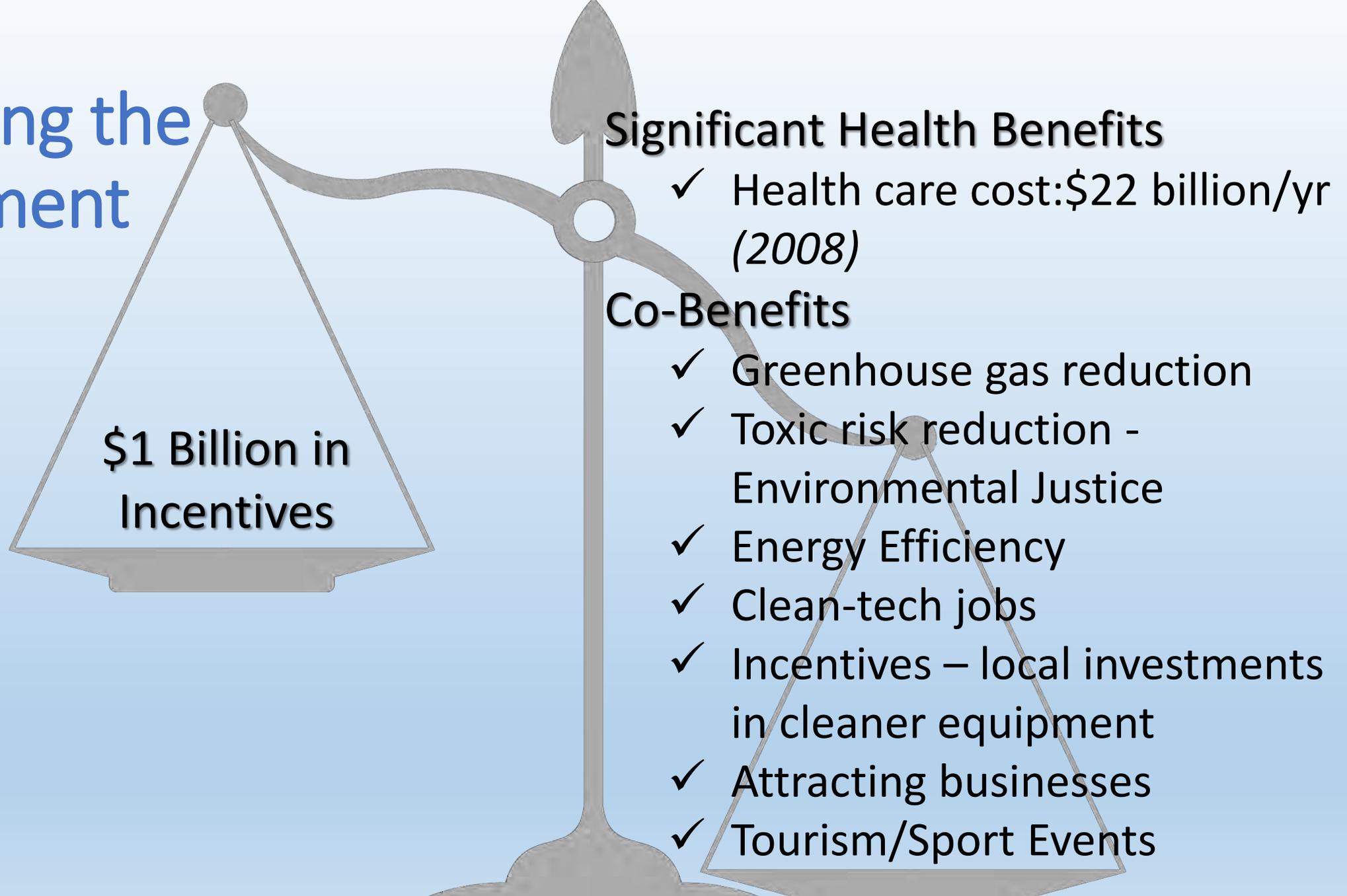
~ \$1 billion/year

Incentive Funding



- Critical to achieving healthful air for our residents
- Work with CARB, U.S. EPA, and state and federal lawmakers
 - ✓ e.g., seek to establish Federal Clean Air Investment Fund
- Context:
 - ✓ Basin GDP: \$1.1 trillion/year
 - ✓ Basin Energy Costs: ~\$40 – 60 billion/year
 - ✓ Proposed Basin Transportation Infrastructure Cost:
~ \$20 billion/year
- Sanctions (e.g. loss of transportation funding) more costly than incentive funding needs
- Action plan to secure funding under development

Weighing the Investment



\$1 Billion in Incentives

Significant Health Benefits

- ✓ Health care cost: \$22 billion/yr (2008)

Co-Benefits

- ✓ Greenhouse gas reduction
- ✓ Toxic risk reduction - Environmental Justice
- ✓ Energy Efficiency
- ✓ Clean-tech jobs
- ✓ Incentives – local investments in cleaner equipment
- ✓ Attracting businesses
- ✓ Tourism/Sport Events

Example Funding Sources – All options being evaluated

Existing

- Diesel Emissions Reduction Act (DERA)
- U.S. Department of Energy (Clean Cities Program)
- Carl Moyer Program
- Proposition 1B
- Low Carbon Transportation Funding (CARB)
- AB 118 – AQ Improvement Program/Fuel & Vehicle Technology Program
- AB 2766 – Local Governments
- SCAQMD Clean Fuels Fund

Potential

- VW Settlement
- Future DERA Funding
- Cargo Container Fee
- Mileage-Based (VMT) User Fee
- Federal Sales Tax
- Public/Private Partnerships
- Expand DMV Registration Fees and Low Carbon Transportation Funding
- New State Sales Tax?

Current Status

- Preliminary Draft Socioeconomic Report released August 31
 - ✓ Available online: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/socioeconomic-analysis>
- Draft Plan and all technical appendices available online
 - ✓ <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/Draft2016AQMP>
- Preparing to release a Revised Draft Plan that will include comments received
- Workshops conducted in four counties, Coachella Valley and nighttime at SCAQMD headquarters
- Ongoing AQMP Advisory Group and regional stakeholder meetings
- On July 8, 2016 U.S. EPA issued a final rule for the attainment of the 1997 annual PM_{2.5} (15 µg/m³) and 24-hour PM_{2.5} (65 µg/m³) for the South Coast Air Basin based on 2011-2013 monitoring period



Key Comments Received

- Overall Strategy
 - ✓ Incentives vs. Regulatory
- Incentive Funding
 - ✓ Funding Action Plan, sources of funding, potential shortfall
- Fair Share Reductions
 - ✓ State/Federal commitments and local stationary source reductions
- Technology
 - ✓ Technology/fuel neutral vs. zero-emission technology policy
- Facility-Based Measures
 - ✓ Concerns with caps, targets, fees vs. support for indirect and fleet rules
- Other comments regarding:
 - ✓ TBD measures, RECLAIM measure, solar, odors, ozone modeling



Plan Development Timeline

September
2016

- Release Revised Draft AQMP
- AQMP Advisory Group Mtg #13
- Ongoing Preparation of Response to Comments

October
2016

- AQMP Advisory Group Mtg #14
- Release Draft Response to Comments for Public Review

November
2016

- Release Draft Final AQMP
- AQMP Advisory Group Mtg #15
- Regional Public Hearings

December
2016

- Governing Board to consider approval
- Prepare Submittal for CARB

Contact Information

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Planning & Rules Manager

(909) 396-2706

mkrause@aqmd.gov

Email comments to: aqmp@aqmd.gov

2016 AQMP Webpage: <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>

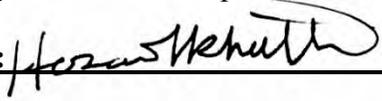
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DATE: September 29, 2016

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

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

SUBJECT: Criteria for Sustainability Program Call For Proposals

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

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

EXECUTIVE SUMMARY:

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

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

STRATEGIC PLAN:

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

BACKGROUND:

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



REPORT

Consolidated Sustainability Planning Grant Call for Proposals

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

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

Program Goals

The SPG Call for Proposals seeks to support the following goals:

- Provide needed planning resources to local jurisdictions for sustainability planning efforts
- Develop local plans that support the implementation of the 2016 RTP/SCS
- Increase the region’s competitiveness for federal and state funds, including the California Active Transportation Program and Greenhouse Gas Reduction Funds.

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

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



REPORT

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

Next Steps

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

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

FISCAL IMPACT:

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

ATTACHMENT:

Consolidated Sustainability Planning Grant Call for Proposals Guidelines



Southern California Association of Governments

2016 Sustainability Planning Grants Call for Proposals

Overview

The Southern California Association of Governments (SCAG) announces the Call for Proposals for the 2016 Sustainability Planning Grants Program (SPG). Since 2005, SCAG's Sustainability Planning Grant Program has provided resources and direct technical assistance to member jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The SPG allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. Projects selected will allow local agencies to facilitate coordination and integration of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management. The SPG also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of the recently adopted 2016 RTP/SCS. Applicants are encouraged to review strategies promoted in the 2016 RTP/SCS to align project proposals with regional planning priorities and concepts. The most competitive proposals will advance multiple planning goals, utilize new or innovative planning practices, and result in planning products or programs that are clearly tied to implementation. Conducting collaborative public participation efforts to further extend planning to communities previously not engaged in land use and transportation discussions is highly encouraged.

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

Goals

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

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

Categories

The 2016 SPG is comprised of 3 main project proposal categories that meet the goals of the overall program. Each category is detailed further in the category guidelines.

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

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

Scoring Criteria

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

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

Funding Sources

Funding for the 2016 SPG will be provided through a combination of federal, state and local sources. SCAG will allocate funding for successful project proposals based on the eligibility of each funding source and the applicant's readiness. Grants will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor.

Timely Use of Funds/Time Extensions

All project sponsors must be prepared to initiate their projects in Spring 2017. All work must be completed within 12 to 36 months of project initiation. A more exact period of performance will be determined at the time of project initiation based on project complexity and funding source. Time extensions will be considered on a case-by-case basis. Extensions and scope changes must be in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected

projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

Schedule

The following schedule outlines important dates

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

Contact Information

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

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

Submittal Information

Applications are due November 18, 2016 by 5:00 pm using the instructions provided in the Application. Questions regarding submitting applications for each category should be emailed to contact person listed above. Applications should include all supporting documents in a single PDF file. Project sponsors will be required to agree to submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding. Files should be labeled in the following format: AgencyName_ApplicationCategory_ProjectName. For example: SCAG_AT_GoHuman *or* SCAG_GRI_ClimateActionPlan.

Active Transportation

Overview

The Sustainability Planning Grants Program Active Transportation Category (SPG-AT) will fund planning and non-infrastructure projects or programs that promote safety and encourage people to walk and bicycle. These projects will be designed to enhance local interest and/or capacity to build safe, efficient active transportation networks.

Goals and Purpose

The SPG-AT Call for Proposals seeks to implement SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and fulfill SCAG's responsibilities to implement the planning element of the Regional Program of the California Active Transportation Program (ATP). The 2016 RTP/SCS was adopted on April 7, 2016 and is a long range vision for transportation and land use planning for the region. The 2016 RTP/SCS outlines recommended strategies for increasing rates of active transportation in the [Active Transportation Appendix](#).

The goals of the SPG-AT program are to:

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

Funding Sources

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

Approximately \$2.5 million of the program will be funded using no more the five percent (5%) of SCAG's allocation from of the 2017 Active Transportation Program. The policies and procedures for awarding these funds are consistent with the direction established by the California Transportation Commission and can be found in SCAG's 2017 [Regional Active Transportation Guidelines](#).

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

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

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

Regional Equity

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

Eligible Applicants

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

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

Eligible Project Types/Maximum Awards

The SPG-AT will fund three types of projects 1) Community or Area -Wide Active Transportation Plans (including First-Last Mile Plans) 2) Non-Infrastructure Projects, and 3) Capacity Building Mini-Grants. Projects should advance one or more program goals by enhancing community support for active transportation, increasing local capacity to implement active transportation infrastructure improvements and/or improving a local agency's competitiveness for future state and federal funding opportunities.

Community or Area-Wide Active Transportation Plans (maximum award: \$200,000)

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

- Community-wide Active Transportation Master Plan

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

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

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

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

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

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

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

Match Requirements

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

Scoring Criteria

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

Scoring Criteria	
Topic 1: Project Need	50 Points
Mobility	15
Safety	20
Public Health	5
Disadvantaged Communities (Plans and NI)/ Community Need (Capacity Building Mini-Grants)	10
Topic 2: Goals, Objectives and Outcomes	35 Points
Mobility	20
Safety	5
Public Health	5
Public Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation	5

Application Process

Eligible applicants are encouraged to apply to the SPG-AT by completing an application specific to one the three Project Types, above. Please contact SCAG staff if the project includes multiple components, or if for any other reason, support is needed in identifying the proper application to use for a project proposal. Application workshops will be scheduled in October 2016 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 18, 2016.**

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

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

Evaluation Process

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

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

Schedule

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

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

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

Integrated Land Use & Green Region Initiatives

Overview

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

Goals and Purpose

The ILU/GRI Call for Proposals seeks to implement SCAG's [2016 Regional Transportation Plan and Sustainable Communities Strategy](#) (RTP/SCS) and fulfill SCAG's responsibilities to achieve the greenhouse gas (GHG) emissions reductions called for in Senate Bill 375 (SB375). The 2016 RTP/SCS was adopted on April 7, 2016 and is a long range vision for transportation and land use planning for the region. The 2016 RTP/SCS outlines recommended strategies for reducing GHG emissions through resource conservation, and integrated land use and transportation (see Chapter 5 in the 2016 RTP/SCS).

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

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

Funding Sources

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

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

Regional Equity

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

Eligible Applicants

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

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

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

Eligible Project Types/Maximum Awards

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

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

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

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

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

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

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

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

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

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

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

Match Requirements

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

Scoring Criteria

The scoring criteria across all three project types funded through the SPG-ILU/GRI will be the same. For each category, the application includes 3 topic areas. The potential points to be awarded for responses to each question are noted in the application. To minimize redundancy and simplify the application, some questions may be used to assess more than one criteria. The questions and their relationship to the scoring criteria are outlined below. Further clarification regarding how points are awarded will be provided in the project application forms.

Scoring Criteria	
Topic 1: Project Need	50 Points
Readiness	15
Sustainability	20
Resource Need	10
Disadvantaged Communities	5
Topic 2: Project Goals, Objectives and Outcomes	35 Points
Readiness	20
Sustainability	5
Resource Need	5
Public Participation	5
Topic 3: Partnerships and Leveraging	15 Points
Leveraging	5
Cost Effectiveness	5
Public Participation	5

Application Process

Eligible applicants are encouraged to apply to the SPG-ILU/GRI by completing an application specific to one of the two project categories, and one of the three Project Types. Please contact SCAG staff if the project includes multiple components, or if support is needed in identifying the proper application to use for a project proposal. SCAG staff reserve the right to change the project category or project type, but only if it helps the project sponsor. Application workshops will be scheduled in October 2016 to address any questions related to the application process. For more information and details on the workshop see [website](#). **Applicants must complete and submit their application by 5:00pm, November 18, 2016.**

Evaluation Process

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

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

Schedule

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

DATE: September 29, 2016

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

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

EXECUTIVE SUMMARY:

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

STRATEGIC PLAN:

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

BACKGROUND:

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

DISCUSSION:

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

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

REPORT

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

The specific changes for Amendment 1 are as follows:

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

FISCAL IMPACT:

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

ATTACHMENT:

Resolution No. 16-583-1





SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
T: (213) 236-1800
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RESOLUTION NO. 16-583-1

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

REGIONAL COUNCIL OFFICERS

President
Michele Martinez, Santa Ana

First Vice President
Margaret E. Finlay, Duarte

Second Vice President
Alan Wapner, Ontario

Immediate Past President
Cheryl Viegas-Walker, El Centro

COMMITTEE CHAIRS

Executive/Administration
Michele Martinez, Santa Ana

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

Energy & Environment
Carmen Ramirez, Oxnard

Transportation
Barbara Messina, Alhambra

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

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

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

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

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

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

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

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

BE IT FURTHER RESOLVED THAT:

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

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

Michele Martinez
President, SCAG
Councilmember, City of Santa Ana

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

NO. 582
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL
MINUTES OF THE MEETING
THURSDAY, SEPTEMBER 1, 2016

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL COUNCIL. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE ON THE SCAG WEBSITE AT: www.scag.ca.gov/scagtv/index.htm

The Regional Council (RC) of the Southern California Association of Governments (SCAG) held its meeting at 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. A quorum was present.

Members Present

Hon. Michele Martinez, President	<i>Santa Ana</i>	District 16
Hon. Margaret E. Finlay, 1st Vice President	<i>Duarte</i>	District 35
Hon. Alan Wapner, 2 nd Vice President	<i>Ontario</i>	SANBAG
Hon. Cheryl Viegas-Walker, Imm. Past Pres.	<i>El Centro</i>	District 1
Hon. Jack Terrazas		Imperial County
Hon. Michael D. Antonovich		Los Angeles County
Hon. Chuck Washington		Riverside County
Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Hon. Greg Pettis	<i>Cathedral City</i>	District 2
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Randon Lane	<i>Murrieta</i>	District 5
Hon. Frank Navarro	<i>Colton</i>	District 6
Hon. Larry McCallon	<i>Highland</i>	District 7
Hon. Ray Marquez	<i>Chino Hills</i>	District 10
Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
Hon. Barbara Kogerman	<i>Laguna Hills</i>	District 13
Hon. Steven Choi	<i>Irvine</i>	District 14
Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
Hon. Kris Murray	<i>Anaheim</i>	District 19
Hon. Art Brown	<i>Buena Park</i>	District 21
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Victor Manalo	<i>Artesia</i>	District 23
Hon. Sean Ashton	<i>Downey</i>	District 25
Hon. Dan Medina	<i>Gardena</i>	District 28
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Andrew Sarega	<i>La Mirada</i>	District 31
Hon. Margaret Clark	<i>Rosemead</i>	District 32
Hon. Gene Murabito	<i>Glendora</i>	District 33
Hon. Barbara Messina	<i>Alhambra</i>	District 34



Members Present – continued

Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
Hon. Sam Pedroza	<i>Claremont</i>	District 38
Hon. James Gazeley	<i>Lomita</i>	District 39
Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
Hon. Pam O’Connor	<i>Santa Monica</i>	District 41
Hon. Vartan Gharpetian	<i>Glendale</i>	District 42
Hon. John Sibert	<i>Malibu</i>	District 44
Hon. Glen Becerra	<i>Simi Valley</i>	District 46
Hon. Carl Morehouse	<i>San Buenaventura</i>	District 47
Hon. Paul Koretz	<i>Los Angeles</i>	District 52
Hon. Karen Spiegel	<i>Corona</i>	District 63
Hon. Ryan McEachron	<i>Victorville</i>	District 65
Hon. Antonio Lopez	<i>San Fernando</i>	District 67
Hon. Rusty Bailey	<i>Riverside</i>	District 68
Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Rep.

Members Not Present

Hon. Jim Katapodis		OCTA
Hon. Mark Ridley-Thomas		Los Angeles County
Hon. Michelle Steel		Orange County
Hon. Curt Hagman		San Bernardino County
Hon. Linda Parks		Ventura County
Hon. Jim Hyatt	<i>Calimesa</i>	District 3
Hon. Deborah Robertson	<i>Rialto</i>	District 8
Hon. L Dennis Michael	<i>Rancho Cucamonga</i>	District 9
Hon. John Nielsen	<i>Tustin</i>	District 17
Hon. Steve Hwangbo	<i>La Palma</i>	District 18
Hon. Tri Ta	<i>Westminster</i>	District 20
Hon. Gene Daniels	<i>Paramount</i>	District 24
Hon. José Luis Solache	<i>Lynwood</i>	District 26
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Lena Gonzalez	<i>Los Angeles</i>	District 30
Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
Hon. Steven Hofbauer	<i>Palmdale</i>	District 43
Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
Hon. Gilbert Cedillo	<i>Los Angeles</i>	District 48
Hon. Paul Krekorian	<i>Los Angeles</i>	District 49/Public Transit Rep.
Hon. Bob Blumenfield	<i>Los Angeles</i>	District 50
Hon. David Ryu	<i>Los Angeles</i>	District 51
Hon. Nury Martinez	<i>Los Angeles</i>	District 53
Hon. Felipe Fuentes	<i>Los Angeles</i>	District 54



Members Not Present - continued

Hon. Marqueece Harris-Dawson	<i>Los Angeles</i>	District 55
Hon. Curren D. Price, Jr.	<i>Los Angeles</i>	District 56
Hon. Herb Wesson, Jr.	<i>Los Angeles</i>	District 57
Hon. Mike Bonin	<i>Los Angeles</i>	District 58
Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
Hon. Mitch O’Farrell	<i>Los Angeles</i>	District 60
Hon. José Huizar	<i>Los Angeles</i>	District 61
Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
Hon. Michael Wilson	<i>Indio</i>	District 66
Hon. Mary “Maxine” Resvaloso	<i>Torres-Martinez Desert Cahuilla Indians</i>	Tribal Government Rep.
Hon. Eric Garcetti	<i>Los Angeles</i>	(Member-at-Large)

Staff Present

- Hasan Ikhmeta, Executive Director
- Darin Chidsey, Director, Strategy, Policy and Public Affairs
- Huasha Liu, Director, Land Use and Environmental Planning
- Naresh Amatya, Director, Transportation Planning
- Basil Panas, Chief Financial Officer
- Joe Silvey, General Counsel
- Joann Africa, Chief Counsel
- Tess Rey-Chaput, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

President Michele Martinez called the meeting to order at 12:15 p.m. and First Vice President Margaret Finlay led the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

President Martinez opened the Public Comment period.

Jeff Ellis, President, Structural Engineers Association of Southern California (SEAOSC), applauded SCAG for partnering with Dr. Lucy Jones in strengthening resilience in the region. He stated that SEAOSC has a similar commitment by collaborating with Dr. Jones on a survey along with stakeholders to develop strategies. Mr. Ellis invited the members to the upcoming SEAOSC Summit, “*Strengthening Our Cities*,” scheduled for November 17 – 18, 2016, at The Center at Cathedral Plaza, 555 W. Temple Street, Los Angeles. The summit’s goals are to convene government, business and technical experts to address the community’s needs; educate attendees on the latest tools and techniques for building seismic stability; and highlight trends and best practices as it relates to earthquake recovery, risks and mitigate losses.

Councilmember Joe Lyons, City of Claremont, commented regarding integrated policy in planning modalities as it relates to housing; suggested inclusion of the residential component of the greenhouse gas



emission targets in accord with the transportation component; and encouraged SCAG staff to continue with their efforts in working with the state with administering and describing the qualifications for funding to allow ‘home rule’ and distribution of funds that best meet the municipalities’ needs.

President Martinez closed the Public comment period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

PRESENTATION ITEM

1. “Regional Earthquake Preparedness” – Dr. Lucy Jones, Seismologist and Founder of the Dr. Lucy Jones Center

President Martinez presented a short film entitled, *“The Great Southern California Shake Out – Preparedness Now.”* The film depicted a realistic outcome of a plausible magnitude 7.8 earthquake on the San Andreas Fault in Southern California.

President Martinez introduced Dr. Lucy Jones. Dr. Jones stated the film was intended for the general public and was based on the ShakeOut Earthquake Scenario, a product of the USGS Multi-Hazards Demonstration Project and the California Geological Survey published in May 2008. Dr. Jones began her presentation by reporting that a magnitude 7.1 undersea earthquake had struck New Zealand today. Although the quake did not cause much damage, in February 2011, a magnitude 6.3 quake struck Christchurch, New Zealand, which killed hundreds of people, destroyed and damaged 170,000 buildings. Dr. Jones stated that she worked with Los Angeles Mayor Eric Garcetti in helping understand what approaches are needed to deal with an earthquake scenario including retrofitting of some of the oldest structures in the city. Although she recently retired, Dr. Jones stated that she is proud to partner with SCAG to bring similar information to the region as “local governments cannot achieve this effort alone.” She emphasized the importance of working together and involving the utility operators and community organizations in finding common solutions and changing the outcome as damage can be preventable. In closing, Dr. Jones stated that the partnership with SCAG will entail a series of seven (7) subregional seminars; followed by two (2) all-day workshops to develop unique policy approaches suited to various communities; and develop an action plan to address these vulnerabilities. She stated that the overall goal is to protect the Southern California economy from a disruption resulting from a regional earthquake.

Hasan Ikhata, Executive Director, thanked Dr. Lucy Jones for her presentation. As the regional earthquake preparedness initiative is one of President Martinez’s priorities, Mr. Ikhata stated that as an agency that represents 191 cities, SCAG has an obligation to these communities.

President Martinez thanked Dr. Lucy Jones for her presentation and emphasized the importance of the costs associated with emergency preparedness in the SCAG region.

President Martinez opened the item for discussion.

Councilmember Dan Medina, Gardena, District 28, commented regarding maintenance of our infrastructure.



Councilmember Cheryl Viegas-Walker, El Centro, District 1, inquired if outreach efforts will be extended to the respective local Emergency Operations Support (EOS) including preparation and assistance to animals in an emergency situation. Dr. Lucy Jones stated that she is hoping to focus more on prevention and not on emergency response while bringing those first responders together and getting them involved.

Councilmember Karen Spiegel, Corona, District 63, asked a question as to who are the target audience for the upcoming seminars and workshops. Dr. Lucy Jones stated that the focus is on local governments and all levels of the jurisdictions and all supporting lifelines and public utilities.

Councilmember Sam Pedroza, Claremont, District 38, emphasized the need to focus on emergency response in concert with the proactive approach. Dr. Lucy Jones stated that the Federal Emergency Management Agency (FEMA) is leading the nation in disaster mitigation, preparedness, response, education and recovery and should be engaged mostly with the local jurisdictions' respective EOS.

Councilmember Carl Morehouse, San Buenaventura, District 47, inquired about the steps needed to be taken in working with construction engineers, building industries, etc. so they could be incorporated into the regulations. Dr. Lucy Jones responded that the goal is to bring in the cities that have undertaken measures and to compare and look at various approaches while keeping the focus on the components that truly matter, such as: identifying structures that have potential to kill people but may be retrofitted so that they remain operable after a strong earthquake.

Second Vice President Alan Wapner, Ontario, SANBAG, congratulated President Martinez and Hasan Ikhata for collaborating with Dr. Lucy Jones. He also thanked Dr. Jones for her presentation.

President Martinez closed the discussion.

On behalf of the Regional Council and the SCAG Board Officers, President Martinez thanked Dr. Lucy Jones for her presentation.

EXECUTIVE DIRECTOR'S REPORT

Hasan Ikhata, Executive Director, thanked the Regional Council for their support with regards to AB 1889 (Mullin) – High-Speed Rail Authority: High-Speed Train Operation. He reported that AB 1889 was approved—a bill that provides funding to initiate the construction of a high-speed train system connecting the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim and linking California's major population centers.

Mr. Ikhata thanked Past President Cheryl Viegas-Walker for her efforts in speaking with our legislators as AB 2170 (Frazier) – Trade Corridors Improvement Fund: Federal Funds also passed.

Mr. Ikhata reported that SB 1387 (Del León) did not pass. The bill intended to add three (3) members to the South Coast Air Quality Management District Board.

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

PRESIDENT'S REPORT

C40's Mobility Management Network (Europe Study Tour Delegation) – Recap

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

FirstNet Subcommittee – Upcoming Tour of the LA-RICS, September 21, 2016

President Martinez reported that the FirstNet Subcommittee held its first meeting on June 23, 2016. At the meeting, Patrick Mallon, Executive Director for Los Angeles Regional Interoperable Communications System Authority (LA-RICS), offered to arrange a tour of the system to see real-life implementation of the technology and hardware of a FirstNet-compatible system and an in-depth overview of the LA-RICS system. The tour is scheduled for September 21. After the conclusion of the tour, the subcommittee will meet to discuss next steps.

President Martinez announced and congratulated the following new members:

New Appointment to the RC

Mayor L. Dennis Michael, Rancho Cucamonga, District 9. He replaced the Honorable Paul Eaton, Montclair.

New Appointment to the TC

Mayor Jim Clarke, Culver City, WSCCOG

President Martinez reported that although Councilmember Felipe Fuentes, Los Angeles, District 54, is unable to attend today's meeting, she announced that his last day of office is on September 11, 2016 as he will not run for re-election in November. President Martinez stated that Councilmember Fuentes will be formally recognized, along with Councilmember Paul Eaton, at the SCAG Regional Conference and General Assembly, May 4 – 5, 2017.

Strategic Plan Subcommittee

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

President's Priorities – Strategic Plan; Housing; Economy and Regional Equity; Water; Goods Movement; and Earthquake Initiative

As previously reported, President Martinez discussed her top six (6) priorities: Earthquake Preparedness; Housing; Economy/Equity; Goods Movement; Open Data; and Water.

Business Update

As the business representative for the Regional Council, Randall Lewis, Lewis Group of Companies, reported there are mixed views on the economy and urged the members to have a conversation with their respective Finance Directors on steps that are needed to be taken should there be a recession. With regards to real estate, Mr. Lewis stated that the housing market is a mismatch in terms of pricing and income; however apartment rentals are on the rise as rent is stabilizing. Mr. Lewis also reported that the industrial market is going strong. He also discussed regarding autonomous cars and the Uber market and parking strategies. Lastly, he encouraged the members to attend the Housing Summit and suggested they bring their colleagues and a developer to the summit in order to continue discussion on housing solutions for their respective cities.

Air Resources Board (ARB) – Update

As an ARB Board Member, representing the South Coast Air Quality Management District (SCAQMD), Councilmember Judy Mitchell, Rolling Hills Estates, District 40, reported that at the July meeting, the ARB Board heard an update on the results of a comprehensive Joint Draft Technical Assessment Report for the Midterm Evaluation of the 2022-2025 model year greenhouse gas standards and Corporate Average Fuel Economy standards for light-duty vehicles. Councilmember Mitchell also reported on the study that is currently being developed on the barriers low-income consumers face to access zero- or near-zero emission transportation options throughout the State, per SB 350.

ACTION/DISCUSSION ITEMS

President Martinez reminded the members to vote on the communicator keypad using their pre-coded identifying smartcard and to insert the smartcards in the keypad when voting; to remove the cards if they need to leave the meeting room; and to re-insert the cards when they return to the meeting. The electronically-recorded votes will indicate how each member voted, by selecting “1” for a “Yes” vote; “2” for a “No” vote and “3” for an “Abstention.” These votes will be a part of the official record of the Regional Council minutes of the meeting.

2. Transportation Conformity Determination for 2017 Federal Transportation Improvement Program (FTIP)

A MOTION was made (Pettis) to approve the transportation conformity determination for the 2017 Federal Transportation Improvement Program (FTIP); and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval. Motion was SECONDED (McCallon) and passed by the following votes:

FOR: Antonovich, Ashton, Bailey, Becerra, Brown, Choi, Chun, Clark, Finlay, Gazeley, Gharpetian, Giba, Harnik, Herrera, Kogerman, Koretz, Lopez, Lorimore, Marquez, M. Martinez, McCallon, Medina, Messina, Millhouse, Minagar, Mitchell, Morehouse, Murabito, Murray, Nagel, Navarro, O’Connor, Pettis, Richardson, Sarega, Sibert, Simonoff, Spiegel, Terrazas, Viegas-Walker, Wapner and Washington (42).

AGAINST: None (0).

ABSTAIN None (0).

3. Adoption of 2017 Federal Transportation Improvement

A MOTION was made (Brown) to adopt Resolution No. 16-582-2 approving and adopting the 2017 FTIP. Motion was SECONDED (Navarro) and passed by the following votes:

FOR: Antonovich, Ashton, Bailey, Becerra, Brown, Choi, Chun, Clark, Finlay, Gazeley, Gharpetian, Giba, Harnik, Herrera, Kogerman, Koretz, Lopez, Lorimore, Marquez, M. Martinez, McCallon, Medina, Messina, Millhouse, Minagar, Mitchell, Morehouse, Murabito, Murray, Nagel, Navarro, O’Connor, Pettis, Richardson, Sarega, Sibert, Simonoff, Spiegel, Terrazas, Viegas-Walker, Wapner and Washington (42).

AGAINST: None (0).

ABSTAIN: None (0).

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

A MOTION was made (McCallon) that SCAG recommend and strongly urge the Strategic Growth Council (SGC) to fully fund all the sixteen (16) AHSC full grant applications in the SCAG region. Motion was SECONDED (Finlay) and passed by the following votes:

FOR: Antonovich, Ashton, Bailey, Becerra, Brown, Choi, Chun, Clark, Finlay, Gazeley, Gharpetian, Giba, Harnik, Herrera, Jahn, Kogerman, Koretz, Lopez, Lorimore, Marquez, M. Martinez, McCallon, Medina, Messina, Millhouse, Minagar, Mitchell, Morehouse, Murabito, Murray, Nagel, Navarro, O’Connor, Richardson, Sarega, Sibert, Simonoff, Spiegel, Terrazas, Viegas-Walker, Wapner and Washington (42).

AGAINST: None (0).

ABSTAIN: Pettis (1).



CONSENT CALENDAR

Approval Items

5. Minutes of the Regional Council Meeting, July 7, 2016 [as amended by Immediate Past President Cheryl Viegas-Walker, El Centro, District 1, as described in the September 1, 2016 email from Chief Counsel Joann Africa]
6. Proposed 2017 Meeting Schedule of the Regional Council and Policy Committees
8. Release of the 2016 RTP/SCS Sub-jurisdictional Level Growth Forecast and Modelling Data
9. Resolution No. 16582-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign
10. Authorization to Accept Grant for the San Gabriel Valley Regional Active Transportation Planning Initiative and Approve Notice of Exemption for Project
11. SCAG Participation at the International Urban Transport Development Forum in Beijing Municipal Commission of Transport (BMCT)
12. Contract Amendment that exceeds \$75,000 as well as 30% of the contract's original value: Contract No. 13-023-C1, Regional Transportation Plan Implementation and Project Management Assistance Services
13. Contract Amendment that in aggregate exceeds 30% of the contract's original value: Contract No. 15-004-C1, to provide litigation support associated with the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR)
14. 2016 Statement of Investment Policy
15. AB 1889 (Mullin) High-Speed Rail Authority: High-Speed Train Operation - SUPPORT
16. Approval of Additional Stipend Payments
17. SCAG Sponsorship

Receive and File

18. ARB SB 375 Regional Greenhouse Gas (GHG) Emissions Reduction Target Update Process
19. Housing Summit - October 11, 2016
20. Purchase Orders \$5,000 but less than \$200,000; Contracts \$25,000 but less than \$200,000; and Amendments \$5,000 but less than \$75,000



21. 2016 Regional Council and Policy Committees Meeting Schedule

22. CFO Monthly Report

23. September State and Federal Legislative Update

A MOTION was made (McCallon) to approve Agenda Item Nos. 5 through 17, except for Agenda Item No. 7; and to Receive and File Item Nos. 18 through 23. Motion was SECONDED (Jahn) and passed by the following votes:

FOR: Antonovich, Ashton, Bailey, Becerra, Brown, Choi, Chun, Clark, Finlay, Gazeley, Gharpetian, Giba, Harnik, Herrera, Jahn, Kogerman, Koretz, Lopez, Lorimore, Marquez, M. Martinez, McCallon, Medina, Messina, Millhouse, Minagar, Mitchell, Morehouse, Murabito, Murray, Nagel, Navarro, O’Connor, Pedroza, Pettis, Richardson, Sarega, Sibert, Simonoff, Spiegel, Terrazas, Viegas-Walker, Wapner and Washington (44).

AGAINST: None (0).

ABSTAIN: None (0).

PULLED AGENDA ITEM NO. 7

7. SCAG Logo Re-Design and Branding

Councilmember Carl Morehouse, San Buenaventura, District 47, asked to pull Agenda Item No. 7. He expressed his disappointment with the proposed logo given the amount of money expended for this purpose and stated he will vote accordingly.

A MOTION was made (McCallon) to approve Agenda Item No. 7, SCAG Logo Re-Design and Branding. Motion was SECONDED (O’Connor) and passed by the following votes:

FOR: Antonovich, Ashton, Bailey, Becerra, Choi, Chun, Clark, Finlay, Gazeley, Gharpetian, Jahn, Koretz, Lopez, Lorimore, Marquez, M. Martinez, McCallon, Messina, Minagar, Mitchell, Murray, O’Connor, Pedroza, Pettis, Richardson, Sarega, Sibert, Simonoff, Terrazas, Viegas-Walker, Wapner and Washington (32).

AGAINST: Brown, Giba, Harnik, Herrera, Kogerman, Medina, Millhouse, Morehouse, Murabito, Nagel, Navarro and Spiegel (12).

ABSTAIN: None (0).



COMMITTEE REPORTS

Transportation Committee (TC) Report

As Chair of the Transportation Committee, Councilmember Barbara Messina, Alhambra, District 34, reported on the 2017 FTIP; and noted that TC heard presentations on sustainability Call of Proposals; 2016 RTP/SCS Amendment; and Industrial Warehousing Study.

Community, Economic and Human Development (CEHD) Committee Report

As Chair of the of the CEHD Committee, Councilmember Bill Jahn, Big Bear Lake, District 11, reported that the committee approved two actions items on the Cap-and-Trade Greenhouse Gas Reduction Fund and the Criteria for the Sustainability Call for Projects.

Energy and Environment Committee (EEC)

In the absence of EEC Chair Carmen Ramirez, Oxnard, District 45, Vice Chair Ross Chun, TCA, reported that the committee supported staff recommendations on the 2017 FTIP and acceptance of the grant for the San Gabriel Valley Active Transportation Planning Initiative and approve its Notice of Exemption. Presentations were heard regarding the L.A. River Revitalization Plan and the Green Region Initiative.

Legislative/Communications and Membership Committee (LCMC) Report

As Chair of LCMC, Councilmember Pam O'Connor, Santa Monica, District 41, noted that the September State and Federal Legislative Update report has been provided to the members which is a compilation of a list of bills that are of particular interest to the region. She also thanked the Regional Council for approving the SCAG Sponsorship item and support for AB 1889 (Mullin) and SCAG's new logo.

Audit Committee Report

As Chair of the Audit Committee, 2nd Vice President Alan Wapner, SANBAG, reported that the committee met and approved the Audit Work Plan; designated Councilmember Cheryl Viegas-Walker to serve as the representative to the Proposal Review Committee for the selection of an external auditor; and reported that based on the risk assessment rating, the agency's risk areas are: Information Services, Project Management and Contract Vendor Monitoring. Lastly, he also reported on the internal audit findings and announced that an Request For Proposals for an Ethics Hotline is underway.

CLOSED SESSION ITEM

Pursuant to California Government Code Section 54956.9 (a)

Conference with Legal Counsel regarding an existing litigation in the matter of City of El Segundo v. SCAG (LASC Case No. BS162452).

The Regional Council did not recess into Closed Session as President Martinez announced there will be no Closed Session, per advice from Joe Silvey, General Counsel. Counsel and staff will continue to provide an update to the Regional Council as appropriate.

FUTURE AGENDA ITEM/S

Councilmember Bill Jahn, Big Bear Lake, District 11, requested to add to a future Regional Council meeting agenda regarding, *“Industry Clusters in Southern California — Aerospace: The Changing Face of Aerospace in Southern California, Manufacturing in California and Southern California, Employment and Competitiveness.”* He stated this matter was heard at the CEHD Committee today.

ANNOUNCEMENT/S

Councilmember Cheryl Viegas-Walker, El Centro, District 1, thanked Hasan Ikhata and Ryan Hall for their willingness to assist with air travel services issue in Imperial County. They will be working with the Imperial County Airport for the Essential Air Service (EAS) program.

President Martinez announced the next meeting of the Regional Council and Policy Committees is scheduled for Thursday, September 29, 2016, in lieu of the October 6 meeting.

ADJOURNMENT

There being no further business, President Martinez adjourned the Regional Council meeting at 1:38 p.m. in memory of former SCAG staff, Frank E. Hotchkiss, who recently passed away.

DATE: September 29, 2016

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

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

EXECUTIVE SUMMARY:

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

STRATEGIC PLAN:

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

BACKGROUND:

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



REPORT

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

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

FISCAL IMPACT:

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

ATTACHMENT:

None



DATE: September 29, 2016

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

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

EXECUTIVE SUMMARY:

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

STRATEGIC PLAN:

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

BACKGROUND:

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

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



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

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

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

FISCAL IMPACT:

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

ATTACHMENT:

Proposed MOU between SCAG and DUPRE of CAU



Memorandum of Understanding

between



THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

And



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

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

Article I

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

Article II

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

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

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

Article III

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

Article IV

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

Article V

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

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

**For SOUTHERN CALIFORNIA ASSOCIATION
OF GOVERNMENTS**

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

**Hasan IKHRATA
Executive Director**

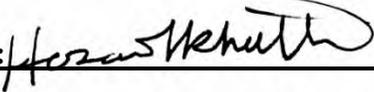
Date: October 24, 2016

**Chang-Deok KANG
Chair**

Date: October 24, 2016

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

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

EXECUTIVE SUMMARY:

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

STRATEGIC PLAN:

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

BACKGROUND:

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

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

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

FISCAL IMPACT:

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

ATTACHMENT:

None



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DATE: September 29, 2016

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

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

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

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
Oppose

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

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

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

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



REPORT

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

Support/Opposition

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

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

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

ATTACHMENT:

None

DATE: September 29, 2016

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Support

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

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

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

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

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



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

Support/Opposition

Support of Proposition 54 includes:

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

Organizations

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

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

Opposition to Proposition 54 includes:

- The California Democratic Party
- California Labor Federation

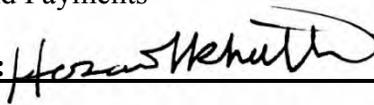
The Legislative/Communications and Membership Committee, at its September 20, 2016 meeting by 10-2 vote forwarded a 'support' recommendation to the Regional Council, consistent with promoting good government through greater transparency and disclosure of the legislative process.

ATTACHMENT:

None

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DATE: September 29, 2016
TO: Regional Council (RC)
FROM: Hasan Ikhata, Executive Director, ikhata@scag.ca.gov; 213-236-1800
SUBJECT: Approval of Additional Stipend Payments

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Approve additional stipend payments for the month of June 2016.

EXECUTIVE SUMMARY:

Regional Council member Pam O'Connor, Santa Monica, District 41, attended several SCAG meetings and SCAG-sponsored events and is eligible pursuant to the Stipend Policy. She submitted fourteen (14) stipend payment requests for the month of June; eight (8) of which have paid. However, in accordance with the Regional Council Policy Manual, the remaining six (6) stipend requests are pending for payment as it will require Regional Council approval. Staff is seeking an approval for these additional stipend payments as requested by Councilmember O'Connor.

BACKGROUND:

In accordance with Regional Council Policy Manual, Article VI, Sections 1.4 – 1.6, “Regional Council members are eligible to receive up to six (6) per diem stipends per month. The President may authorize up to two (2) additional per diem stipends per month for Regional Council members. Nine (9) or more per diem stipends per month for Regional Council officers and members require Regional Council approval.”

In the month of June 2016, Regional Council member Pam O'Connor attended several SCAG meetings and SCAG-sponsored events and is eligible pursuant to the Stipend Policy. She submitted a total of fourteen (14) stipend payment requests; eight (8) of which have been paid. However, in accordance with the RC Policy Manual, the remaining six (6) stipend requests are pending for payment as it will require Regional Council approval.

The unpaid stipend payments were for the following:

1. June 15 – Metro Sustainability Committee
2. June 16 – CALCOG Board Meeting, Sacramento, CA
3. June 17 – BIA Baldy View Chapter Housing Policy Conference, Ontario, CA
4. June 23 Briefing for Road Charge TAC Meeting, Sacramento, CA
5. June 24 Meeting for Road Charge TAC Meeting, Sacramento, CA
6. June 29 (Day 4) NARC Conference, Salt Lake City, Utah

FISCAL IMPACT:

Funds for stipends are included in the General Fund Budget.

ATTACHMENT:

None

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DATE: September 29, 2016

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

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

SUBJECT: SCAG Membership & Sponsorship

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
Approve

EXECUTIVE SUMMARY:

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

STRATEGIC PLAN:

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

BACKGROUND:

MEMBERSHIP

California Association of Councils of Governments (\$40,256)

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

CALCOG works with and through its members to:

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



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

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

SPONSORSHIP

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

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

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

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

FISCAL IMPACT:

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

ATTACHMENT:

None.



DATE: September 29, 2016

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

FROM: Huasha Liu, Director, Land Use & Environmental Planning, (213) 236-1838,
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SUBJECT: California Communities Environmental Health Screening (CalEnviroScreen) Tool –
Update on Draft Version 3.0

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR CEHD AND EEC:

For Information Only – No Action Required.

RECOMMENDED ACTION FOR EAC, RC AND TC:

Receive and File.

EXECUTIVE SUMMARY:

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

STRATEGIC PLAN:

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



BACKGROUND:

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

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

SUMMARY OF PROPOSED UPDATES AND IMPROVEMENTS TO DRAFT VERSION 3.0:

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

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

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

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

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

RESULTS BASED ON DRAFT VERSION 3.0:

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

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

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

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



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

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

FISCAL IMPACT:

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

ATTACHMENTS:

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



PROPOSED CHANGES IN THIS CALENVIROSCREEN 3.0 UPDATE



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

This draft incorporates:

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



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

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

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

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

Exposure Indicators:

Indicator Proposed Improvements

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

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

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

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

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

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

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

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

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

Drinking Water Contaminants

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

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

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

Pesticide Use

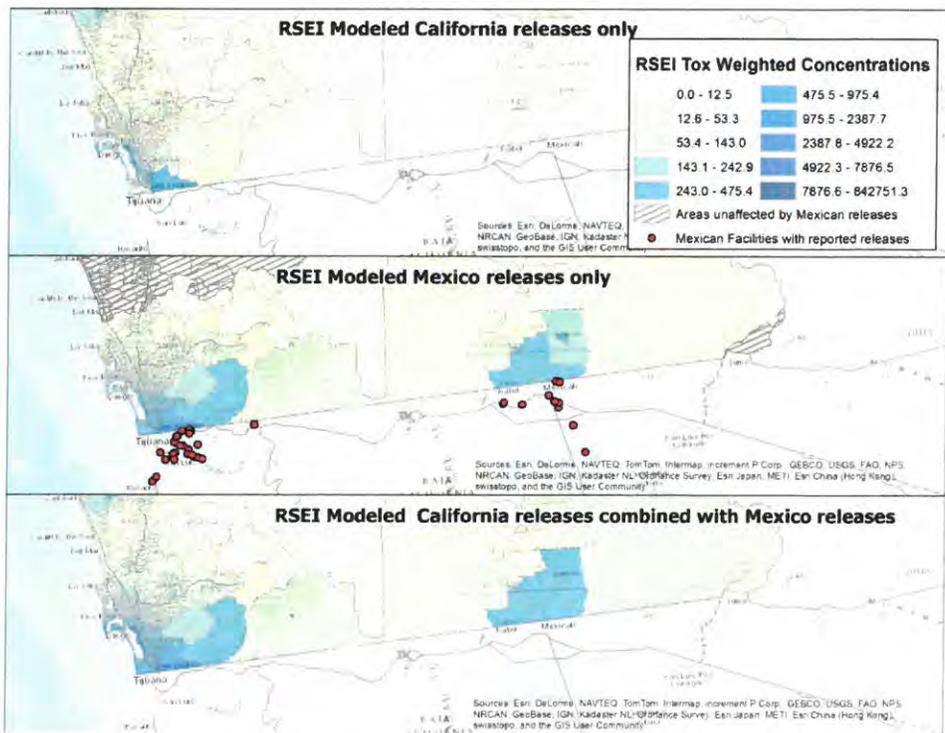
The pesticide use indicator was updated to include data for the years 2012 to 2014. One additional pesticide, ethylene glycol, met the hazard and volatility criteria and was added to the analysis. A total of 70 pesticides are now covered by this indicator.

Toxic Releases from Facilities

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

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

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



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

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

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

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

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

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

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

Environmental Effect Indicators:

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

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

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

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

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

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

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

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

Sensitive Population Indicators:

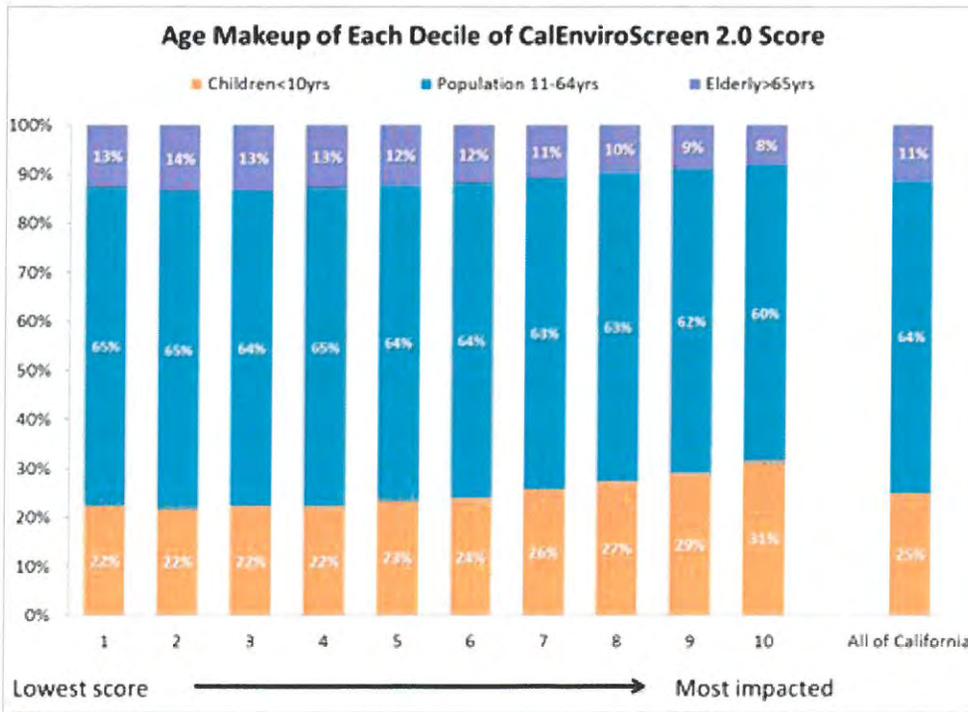
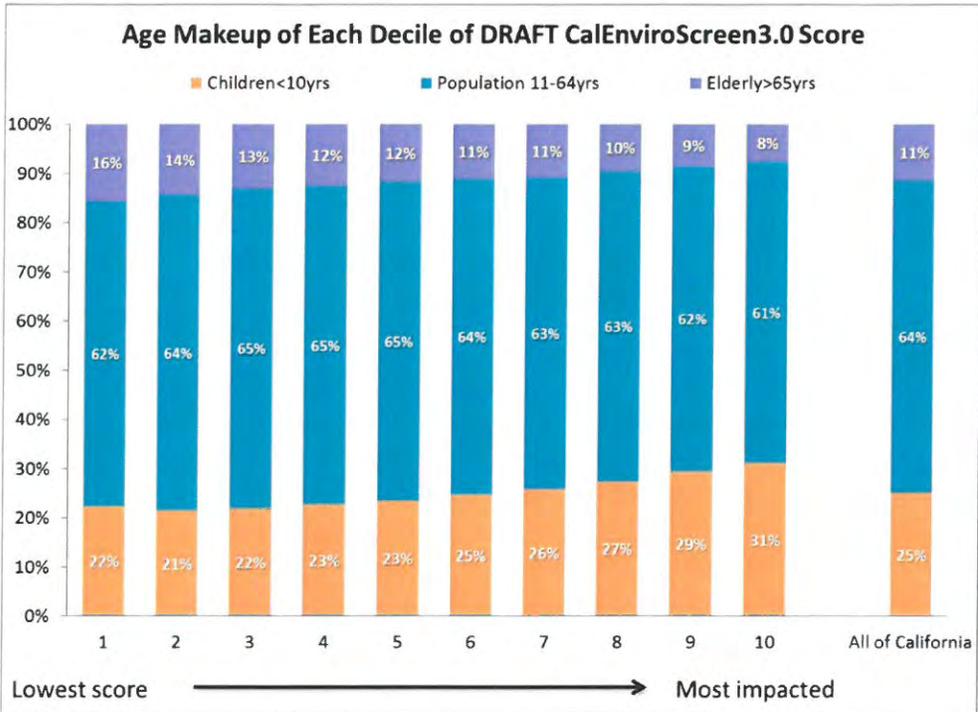
Age: Children and Elderly In this update to CalEnviroScreen, OEHHA proposes to remove the Age indicator, and instead address age in a different analysis and also display the age data with the scores for each census tract. This change does not reflect a change in the evidence that children and elderly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

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

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

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

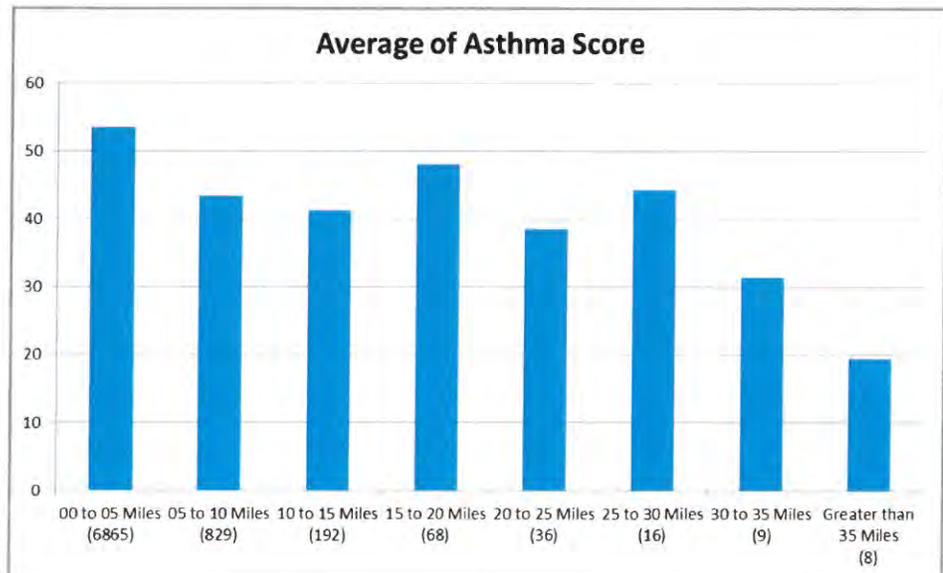
The charts below show the age composition of all census tracts when placed into 10 groups from lowest to highest CalEnviroScreen score. The results are very similar between the proposed CalEnviroScreen 3.0 and 2.0 versions with respect to the fraction of children and elderly in each group.



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

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

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



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

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

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

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

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

Socioeconomic Factor Indicators:

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

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

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

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

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

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

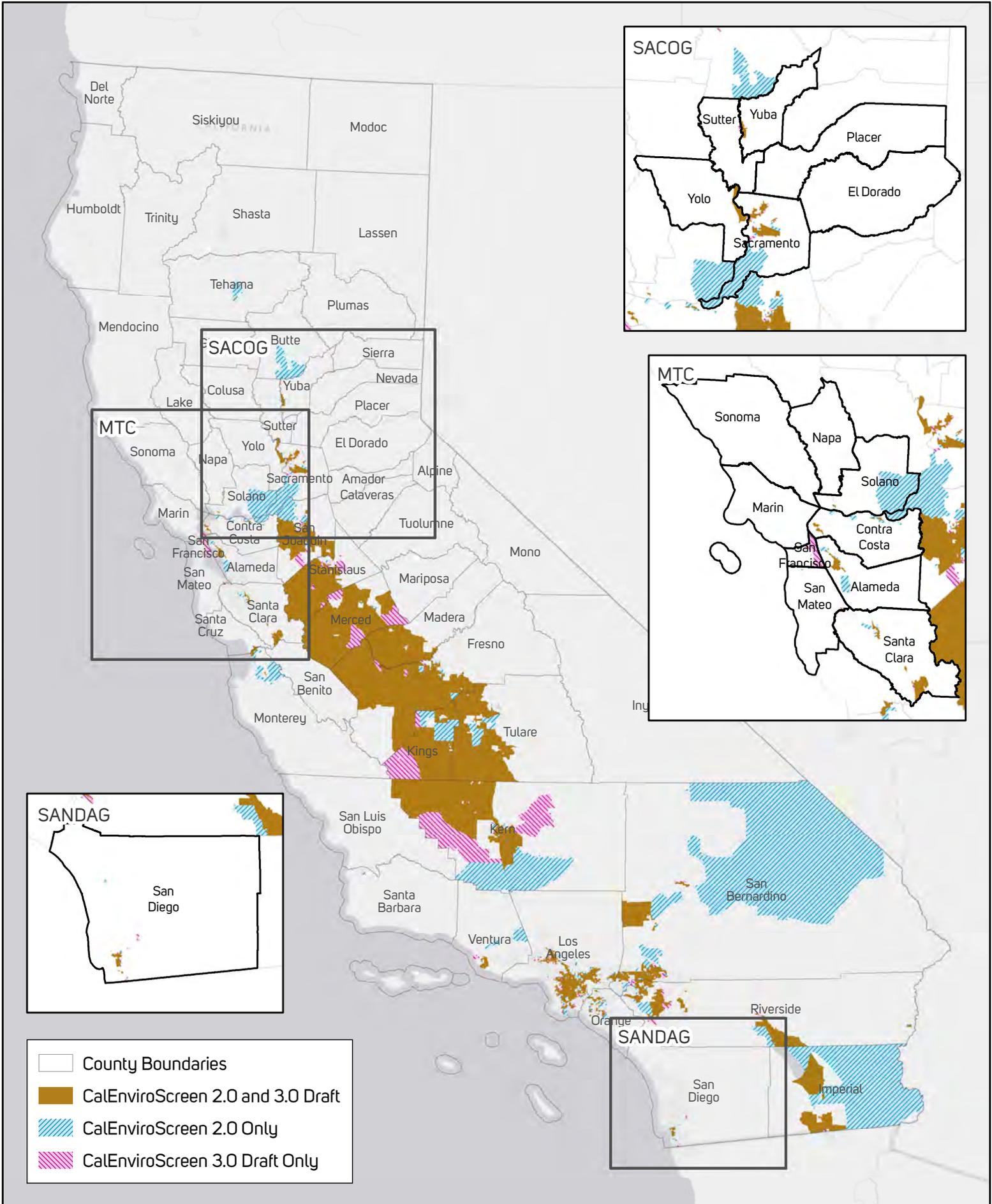
Measures of affordable housing often use a rent burden or owner cost burden measure based on the ratio of housing costs to income. Such measures of housing cost burden, however, do not consider whether the income available after the housing expenditure is adequate to meet non-housing needs. In other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

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

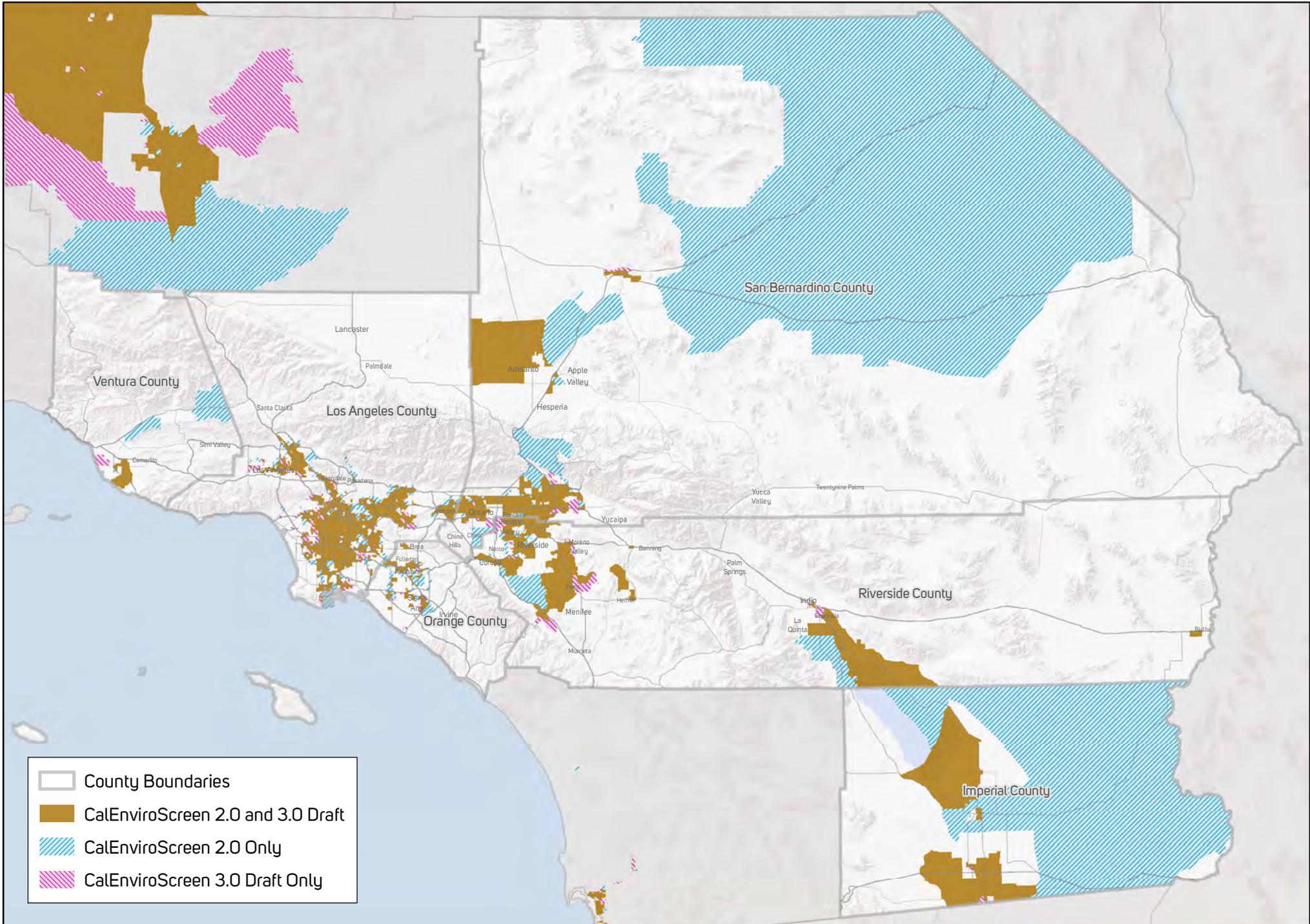
The scoring approach for the rent-adjusted income indicator is the same as for the other population-characteristic indicators, although the order is reversed (lower income numbers are more disadvantaged). This means that the lowest raw rent-adjusted income values score in the highest percentiles. The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

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

Top 25% CalEnviroScreen Census Tracts in California



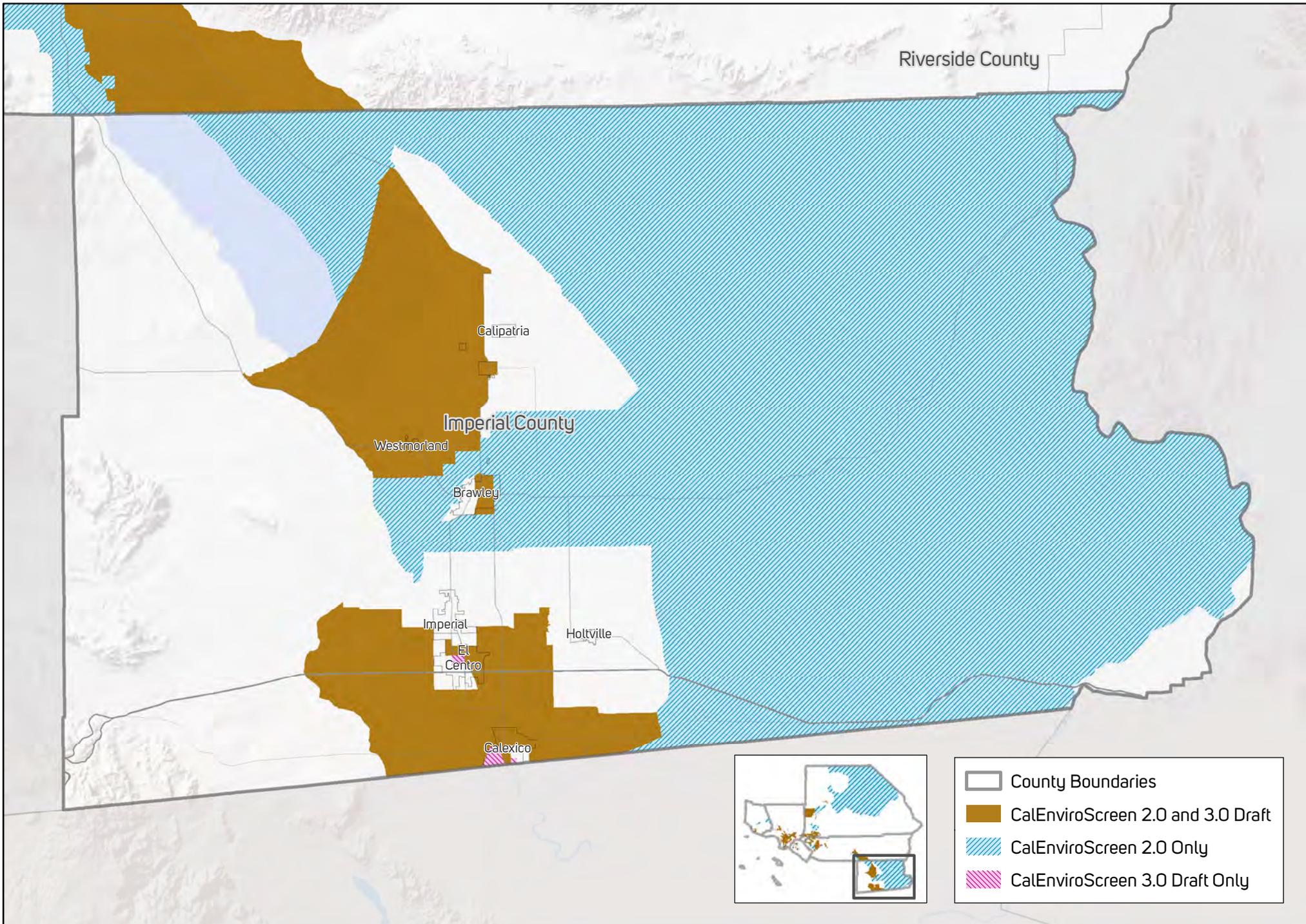
Top 25% CalEnviroScreen Census Tracts in the SCAG Region



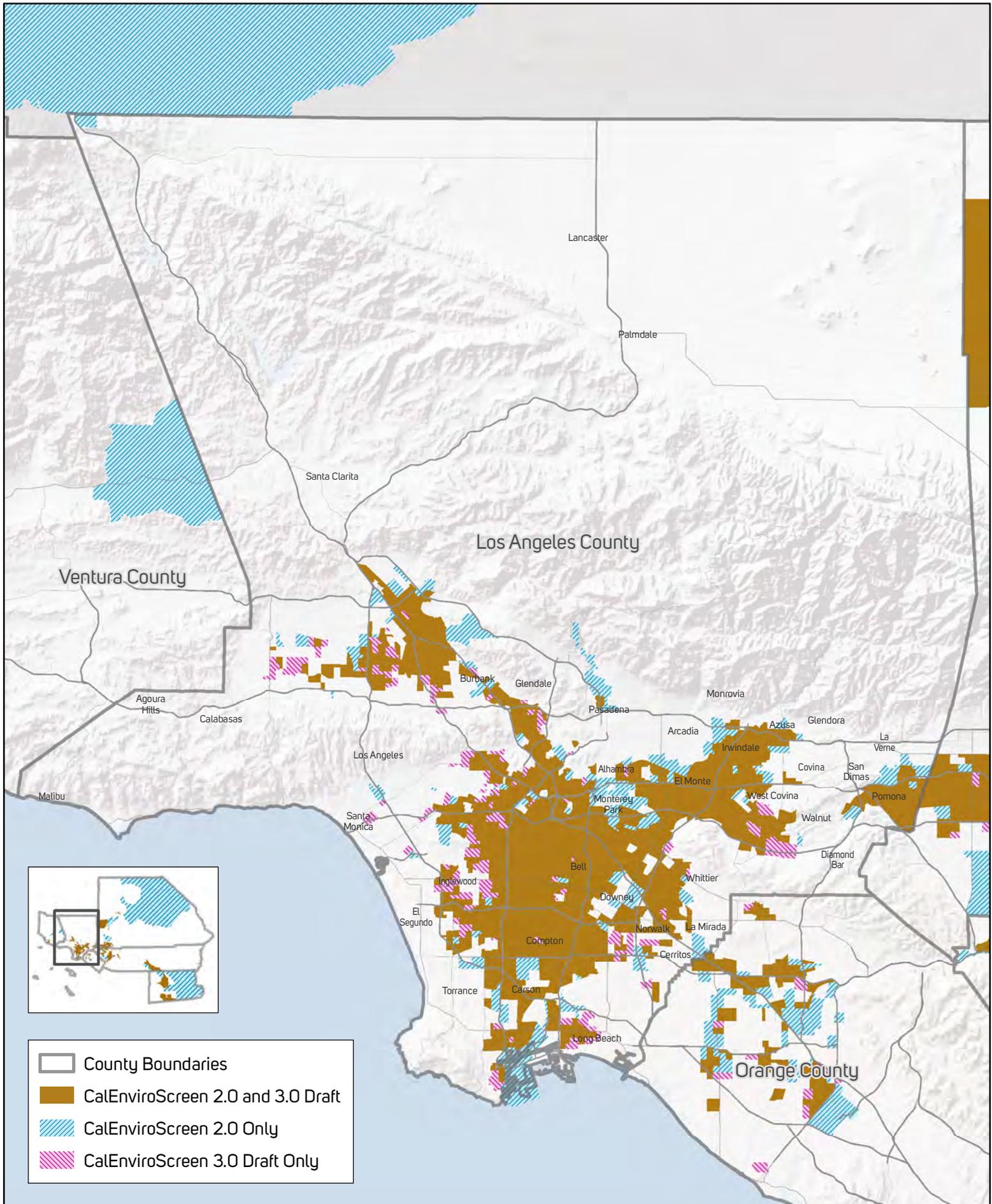
Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.

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Top 25% CalEnviroScreen Census Tracts in Imperial County



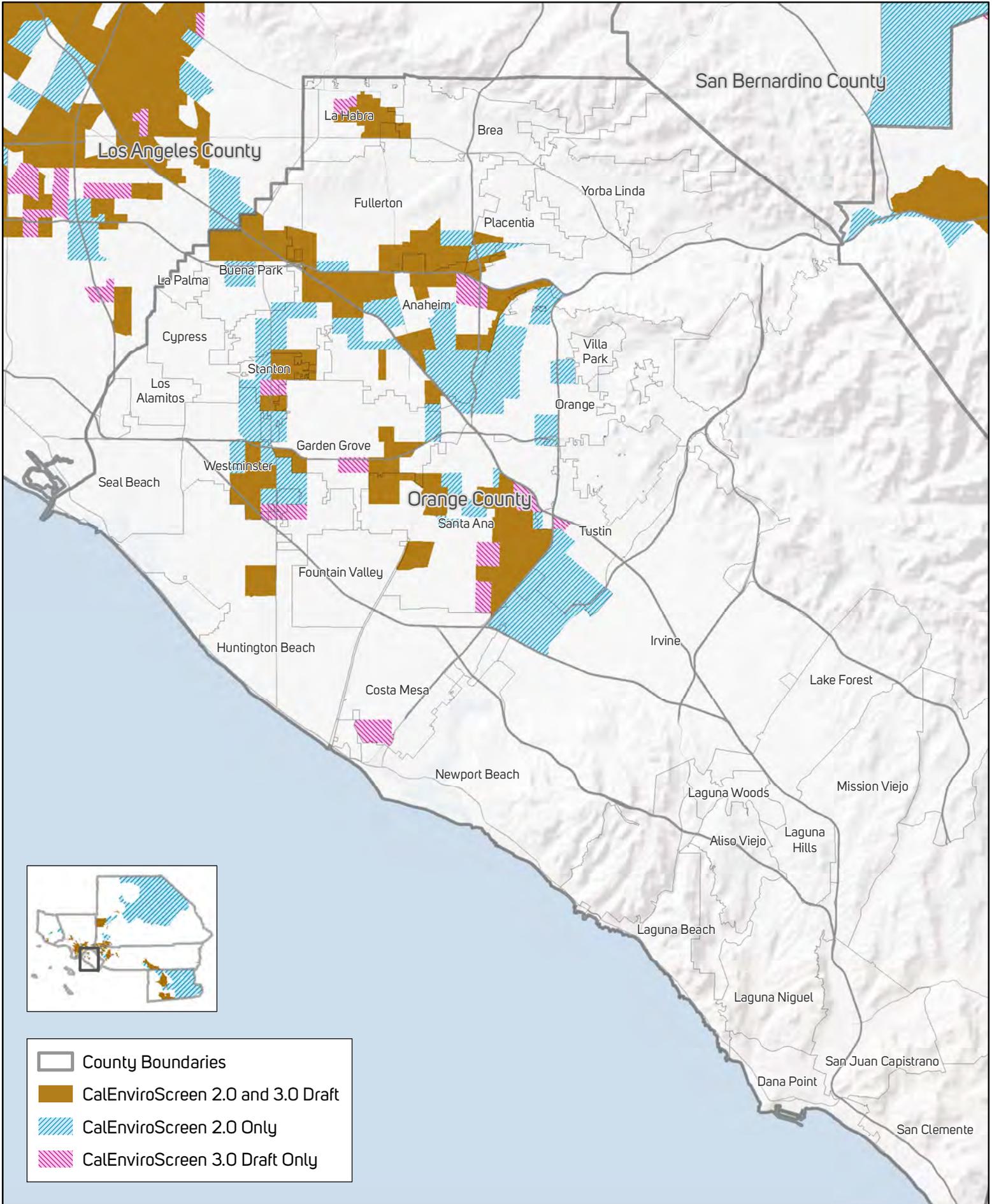
Top 25% CalEnviroScreen Census Tracts in Los Angeles County



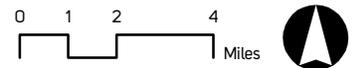
Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.

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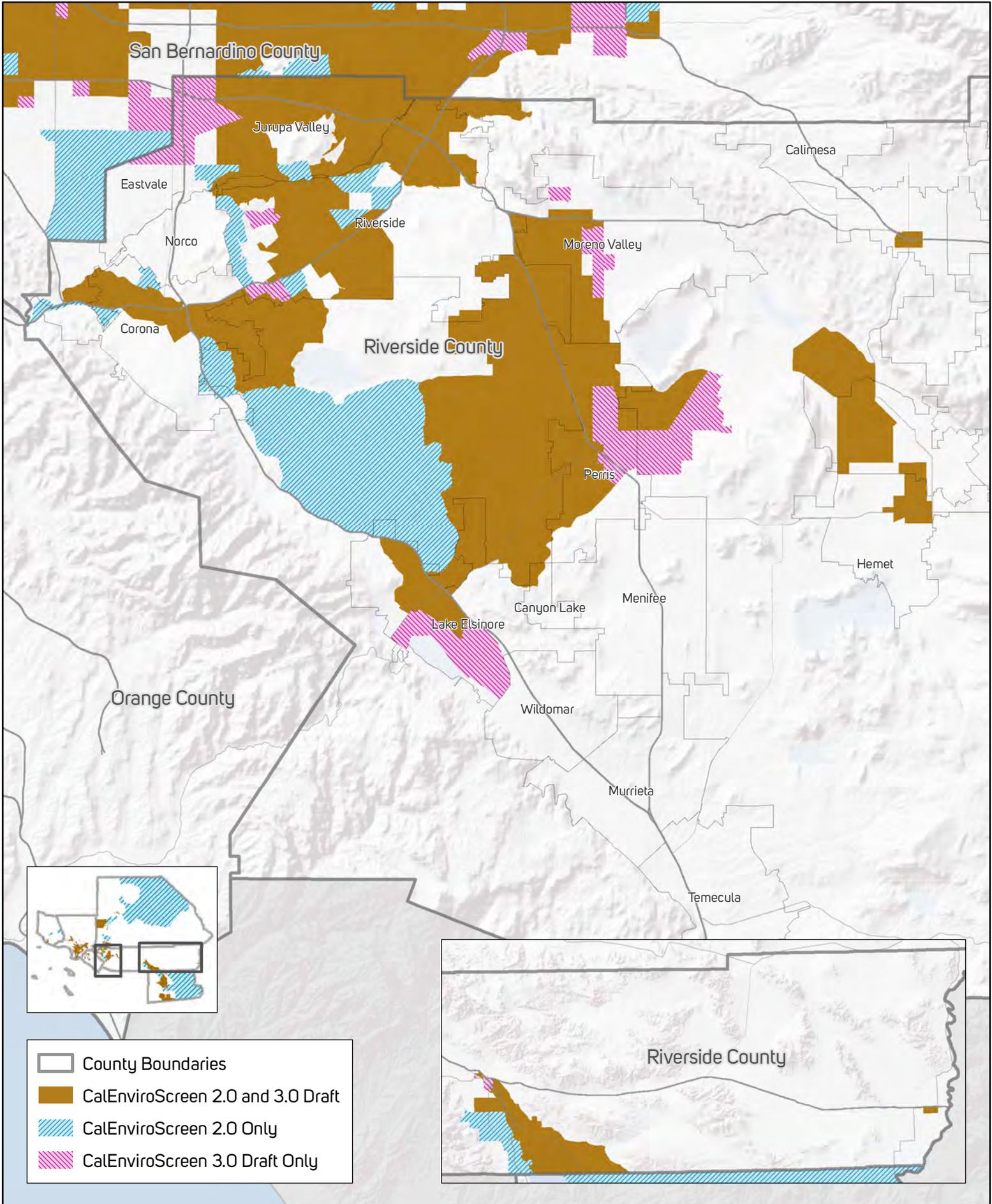
Top 25% CalEnviroScreen Census Tracts in Orange County



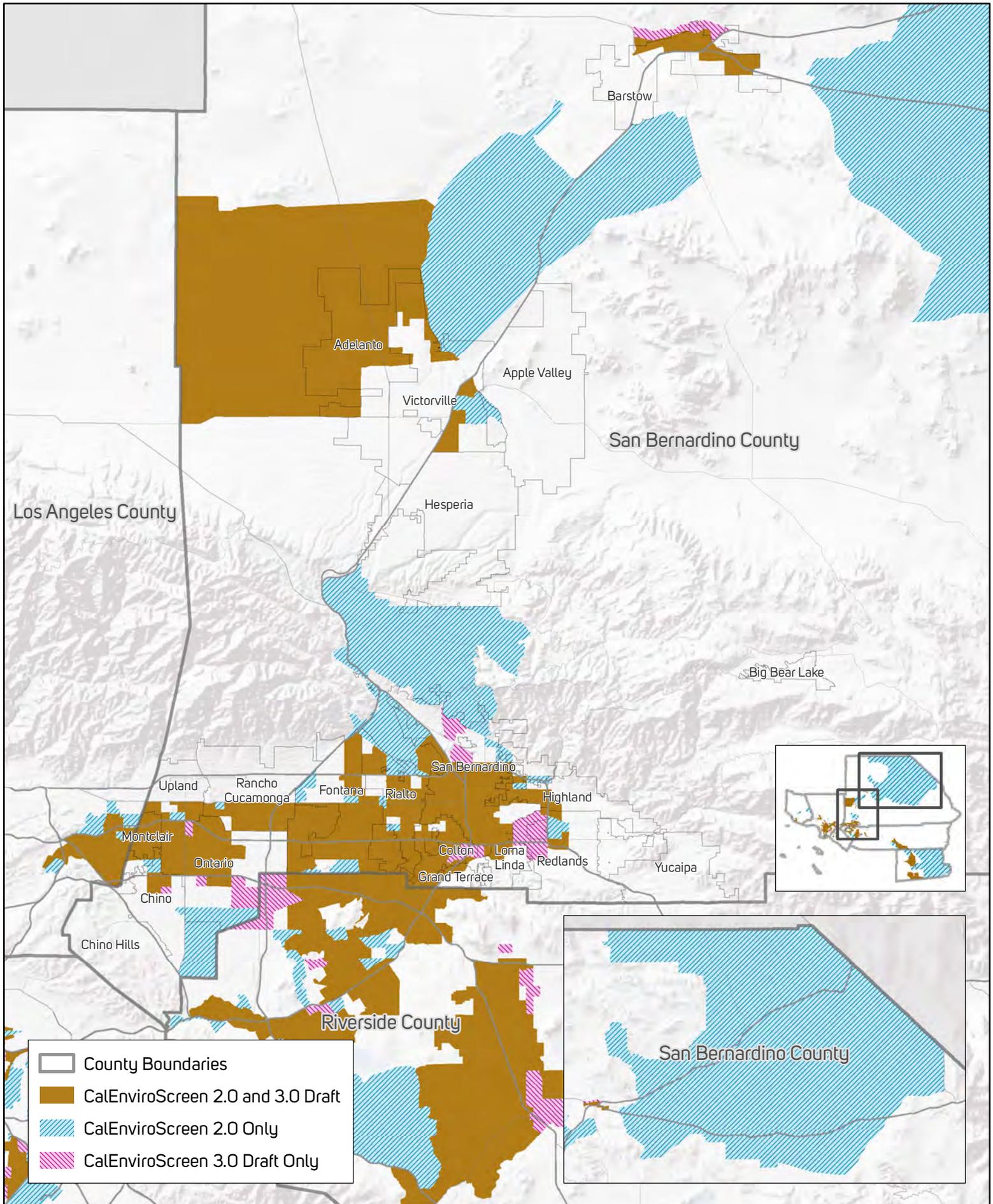
Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.



Top 25% CalEnviroScreen Census Tracts in Riverside County

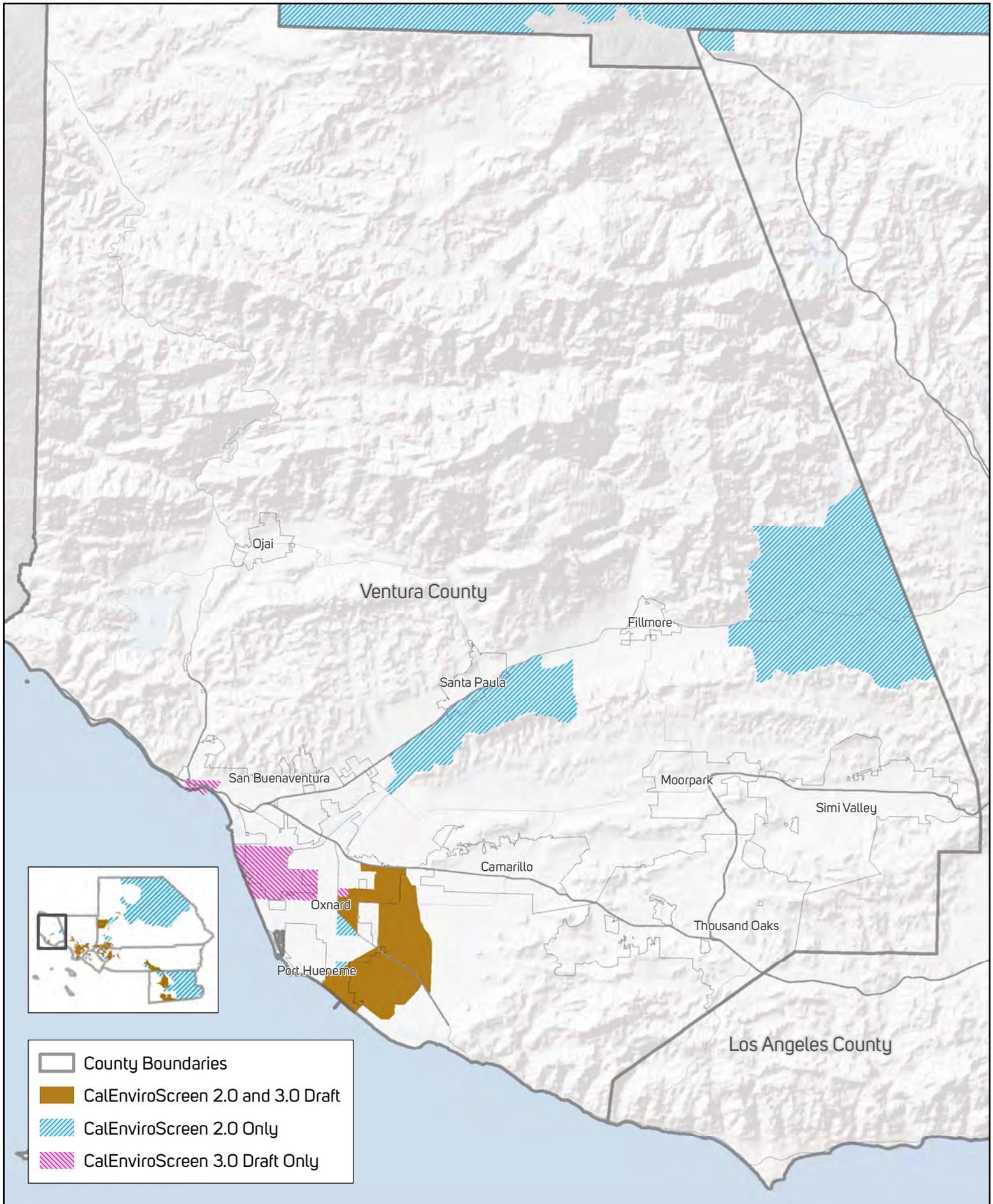


Top 25% CalEnviroScreen Census Tracts in San Bernardino County



	County Boundaries
	CalEnviroScreen 2.0 and 3.0 Draft
	CalEnviroScreen 2.0 Only
	CalEnviroScreen 3.0 Draft Only

Top 25% CalEnviroScreen Census Tracts in Ventura County

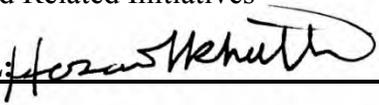


DATE: September 29, 2016

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

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

SUBJECT: 2030 Scoping Plan Update and Related Initiatives

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

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

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

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

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



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

2030 Scoping Plan Update:

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

ARB Mobile Source Strategy:

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

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

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

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

ARB SB 375 Target Update:

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

ARB MPO Stress Test:

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

ARB 2030 Scoping Plan Workshops:

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

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

REPORT

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

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

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

FISCAL IMPACT:

None.

ATTACHMENTS:

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

ARB SB375 REGIONAL GHG TARGET UPDATE PROCESS

DRAFT TIMELINE

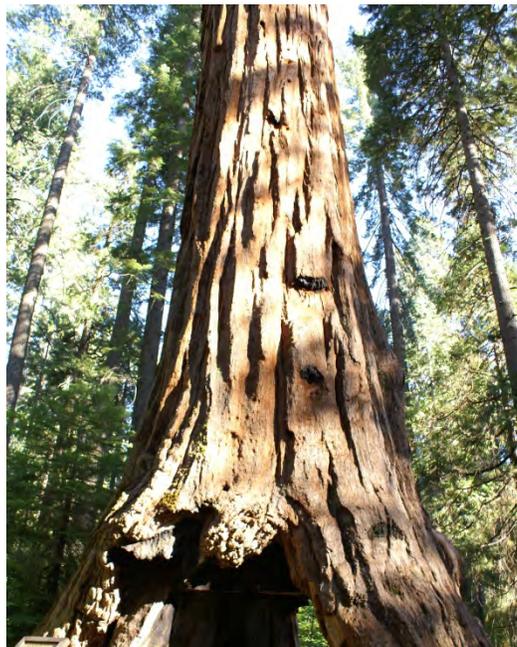
2016

2017

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

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September 2016



Vibrant Communities and Landscapes

A Vision for California in 2050

Draft for Comment & Discussion



FOREWARD

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

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

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

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

Vibrant Communities and Landscapes

A Vision for California in 2050

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

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

Integrating Conservation and Development

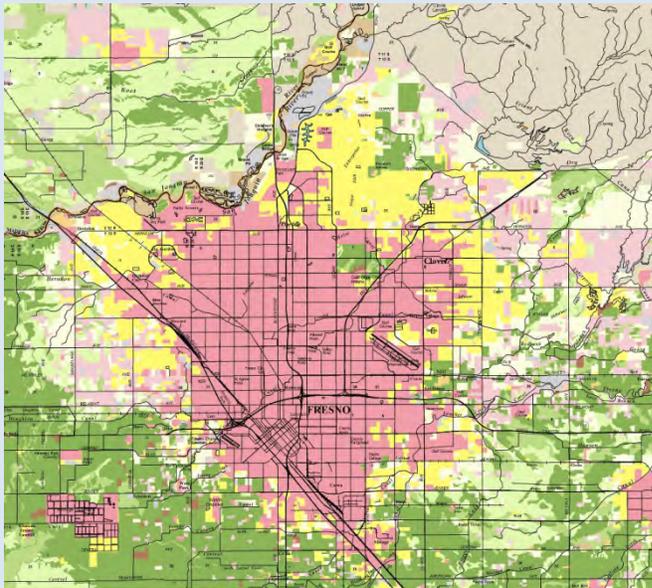


Figure from Department of Conservation. 2015. Farmland Mapping and Monitoring Report.

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

Vision

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

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

Actions

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

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

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

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

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

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

Benefits of the California 2050 Vision

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

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

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

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

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

Introduction

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

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

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

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

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

A. Infill Development and Land Conservation

Explore:

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

B. Equity

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

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

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

A. Performance Measures and Targets

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

B. Transit

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

C. Active Transportation

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

D. Shared Mobility

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

E. Green Construction Practices

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

F. Non-Transportation Infrastructure

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

G. Research

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

H. Equity

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

Section III: Pricing Policies

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

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

A. Road Pricing

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

B. Parking Pricing

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

C. Equity

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

Section IV: Transportation System Efficiency

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

D. Commute Trips

Explore:

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

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

E. Eco-Driving

- Explore ways to promote eco-driving education.

F. Transportation Management Systems

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

G. Equity

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

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DATE: September 29, 2016

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

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

SUBJECT: Housing Summit – October 11, 2016

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
 For Information Only – No Action Required.

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

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

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

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



REPORT

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

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

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

FISCAL IMPACT:

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

ATTACHMENTS:

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

PROGRAM

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

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

scag.ca.gov/housingsummit



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

Please note: program schedule subject to change

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California Housing Summit
 October 11, 2016
 List of Confirmed Speakers

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

*Invited

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Housing Summit Steering Committee Members

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

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REGISTER TODAY

ATTACHMENT 4

CALIFORNIA

HOUSING

Summit

THE COST OF NOT HOUSING

TUESDAY, OCTOBER 11, 2016

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

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

www.scag.ca.gov/housingsummit



CALIFORNIA

HOUSING SUMMIT

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

Learn more at:

www.scag.ca.gov/housingsummit

IN PARTNERSHIP WITH

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

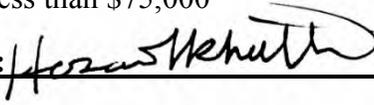
For more information, contact Ma'Ayn Johnson (213) 236-1975 or johnson@scag.ca.gov.

DATE: September 29, 2016

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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

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

BACKGROUND:

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

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

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

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

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

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



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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

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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

2017 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

(Approved by the Regional Council: 09-01-16)

REGIONAL COUNCIL OFFICERS

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

COMMITTEE CHAIRS

- Executive/Administration
Michele Martinez, Santa Ana
- Community, Economic & Human Development
Bill Jahn, Big Bear Lake
- Energy & Environment
Carmen Ramirez, Oxnard
- Transportation
Barbara Messina, Alhambra

All Regular Meetings are scheduled on the 1st Thursday of each month	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Comm (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

January 5, 2017

February 2, 2017

March 2, 2017

April 6, 2017

May 4 – 5, 2017
SCAG Regional Conference and General Assembly, JW Marriott Desert Springs

June 1, 2017

July 6, 2017

August 3, 2017 (DARK)

September 7, 2017
(Note: League of California Cities Annual Conference, Sacramento, CA; Sep. 13 - 15)

October 5, 2017

November 2, 2017

December 7, 2017
SCAG 8th Annual Economic Summit (location TBD)
in lieu of the regularly scheduled Regional Council and Policy Committees' Meetings

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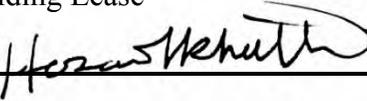
DATE: September 29, 2016

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

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

SUBJECT: Los Angeles Headquarters Building Lease

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

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

STRATEGIC PLAN:

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

BACKGROUND:

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

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

REPORT

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

Assumptions for Market Evaluation

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

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

Process to Date

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

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

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

ATTACHMENT:

None

DATE: September 29, 2016
TO: Executive/Administration Committee (EAC)
Regional Council (RC)
FROM: Basil Panas, Chief Financial Officer; (213) 236-1817; panas@scag.ca.gov
SUBJECT: CFO Monthly Report

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only-No Action Required.

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

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

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

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

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

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

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



REPORT

CONTRACTS:

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

ATTACHMENT:

August 2016 CFO Monthly Status Report



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Office of the Chief Financial Officer

Monthly Status Report

AUGUST 2016



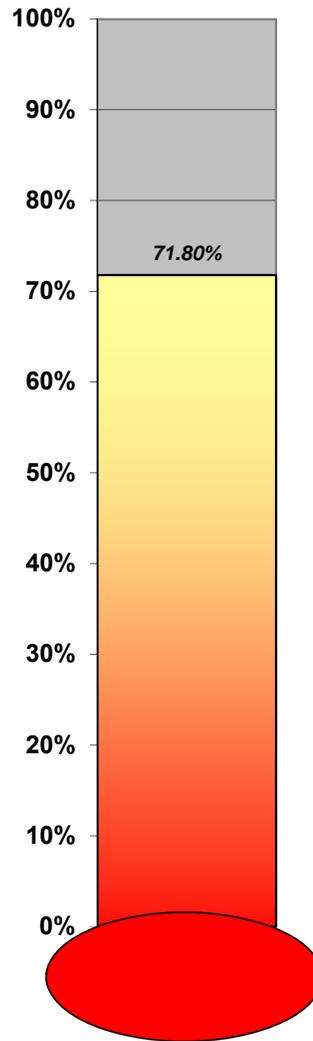
OVERVIEW

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

SUMMARY

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

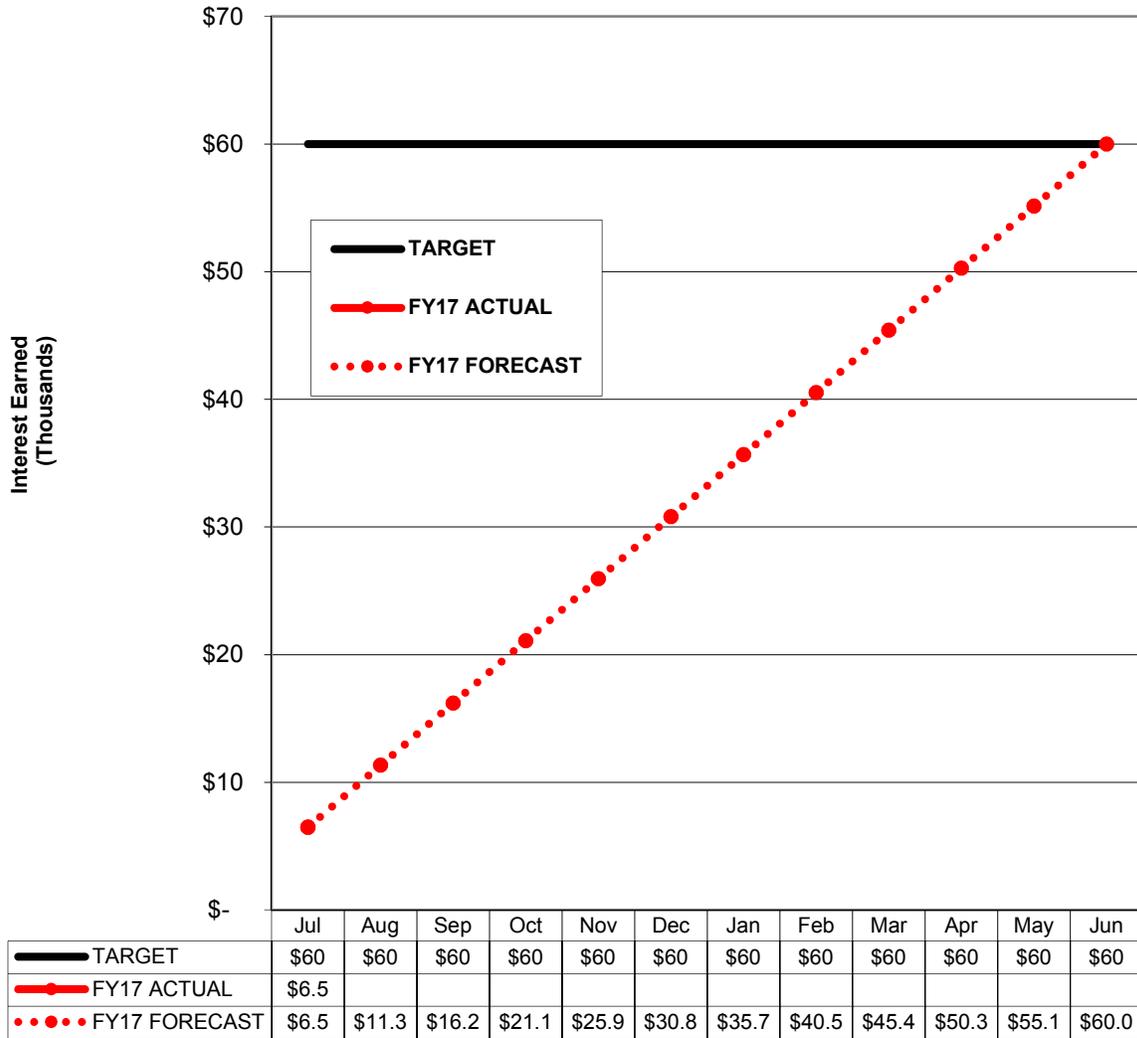
FY17 Membership Dues Collected



Office of the CFO
Interest Earnings Variance



INTEREST EARNINGS VARIANCE



OVERVIEW

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

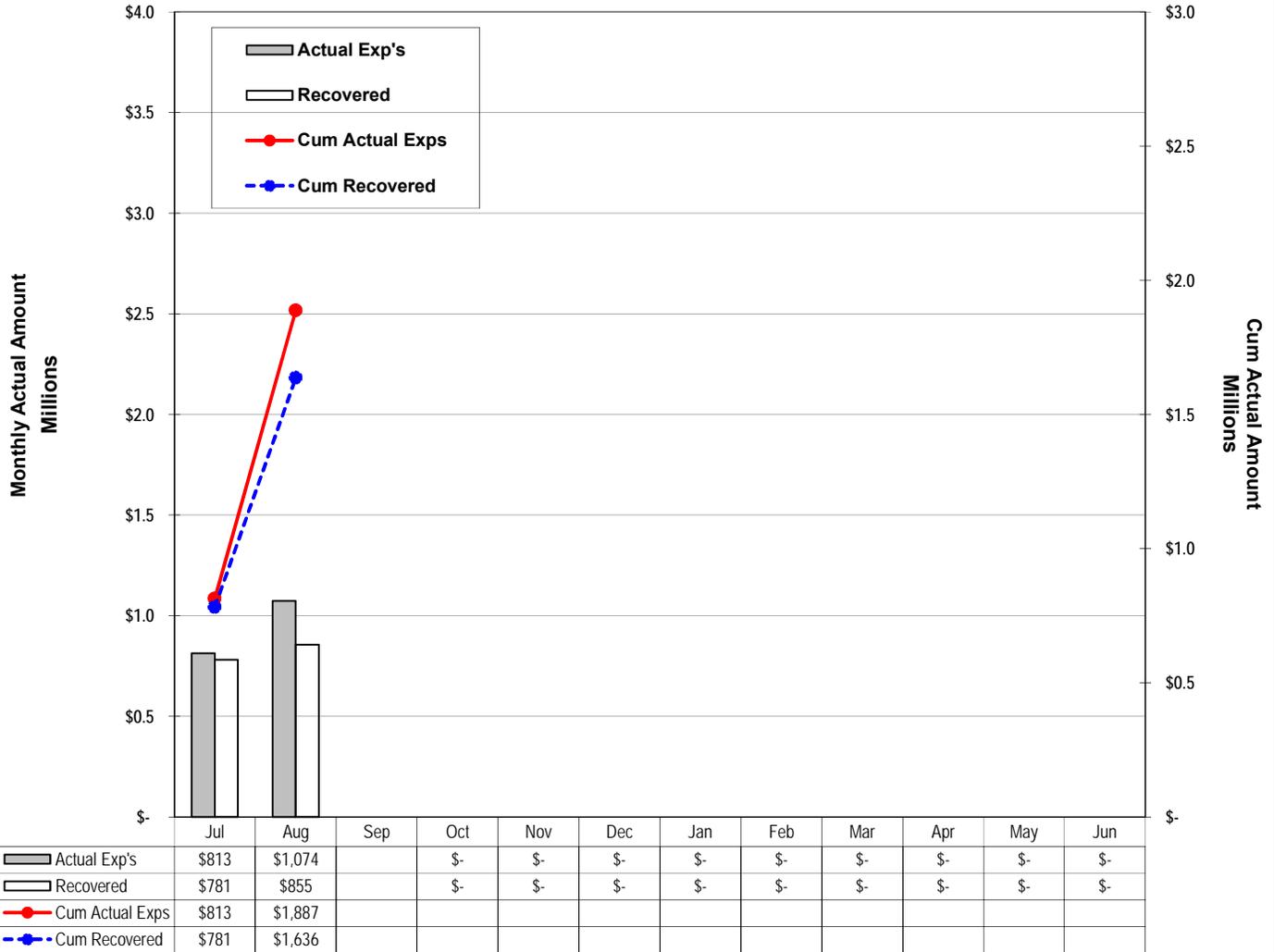
SUMMARY

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



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

FY17 INDIRECT COST & RECOVERY



OVERVIEW

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

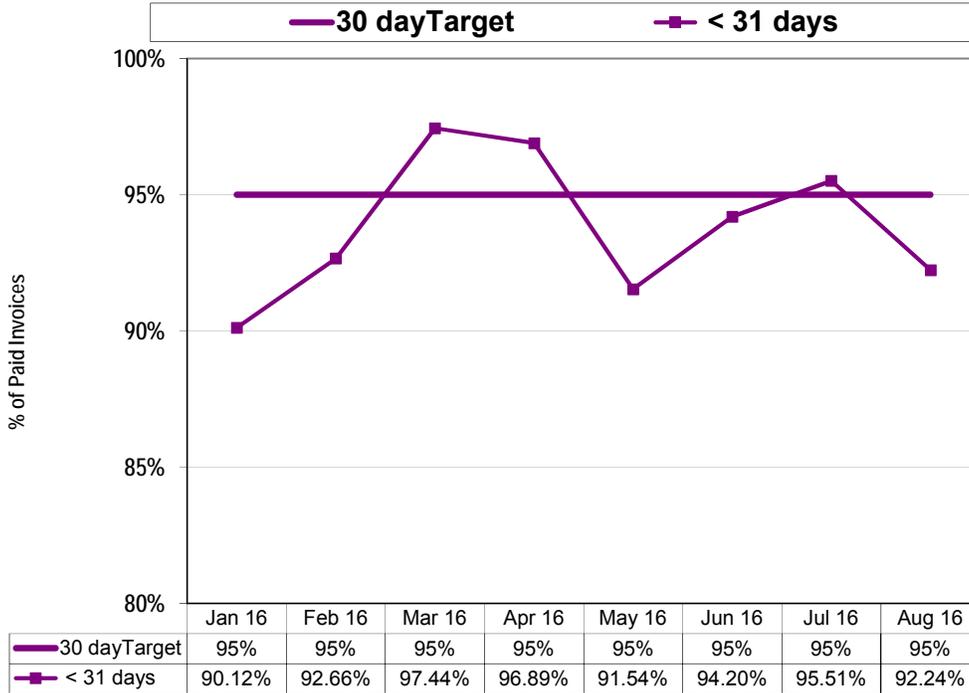
SUMMARY

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

Office of the CFO
Invoice Aging



INVOICE AGING



OVERVIEW

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

SUMMARY

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

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

Actual

OVERVIEW

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

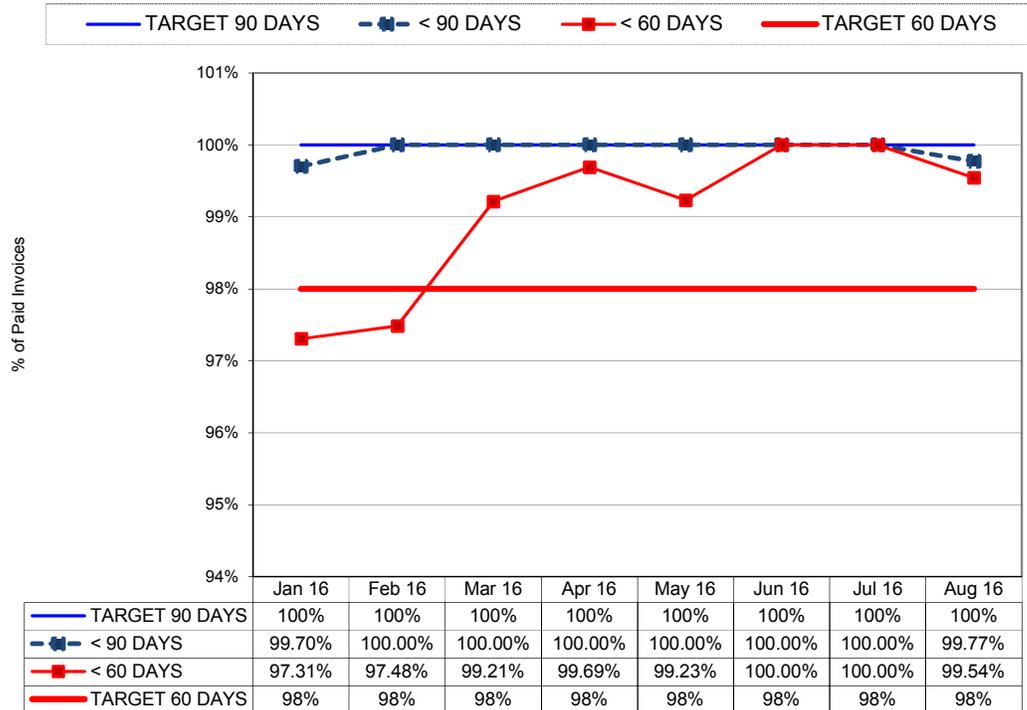
SUMMARY

These goals were partially met during this period.

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



INVOICE AGING



Office of the CFO
Consolidated Balance Sheet

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

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



COMPREHENSIVE BUDGET

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

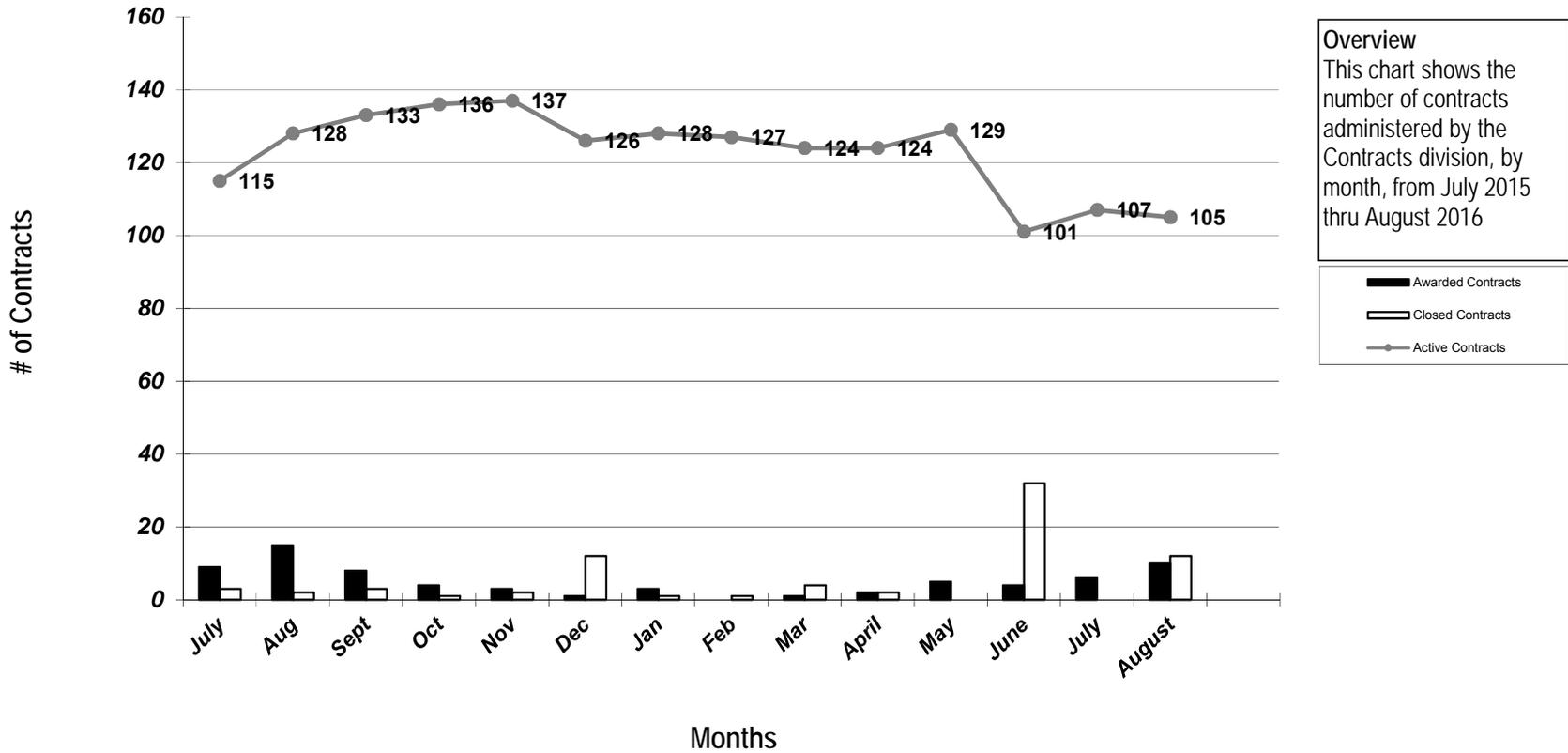
Office of the CFO
Fiscal Year-To-Date Expenditure Report Through August 31, 2016



INDIRECT COST EXPENDITURES

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

SCAG Contracts (Year to Date)



Summary

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



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

OTHER POSITIONS

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