



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

REGULAR MEETING

TRANSPORTATION COMMITTEE

Thursday, September 29, 2016
10:00 a.m. – 12:00 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

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

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

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

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Transportation Committee
Members – October 2016

<u>Members</u>		<u>Representing</u>	
Chair*	1. Hon. Barbara Messina	<i>Alhambra</i>	District 34
Vice-Chair*	2. Hon. Karen Spiegel	<i>Corona</i>	District 63
*	3. Hon. Michael D. Antonovich		Los Angeles County
*	4. Hon. Sean Ashton	<i>Downey</i>	District 25
*	5. Hon. Rusty Bailey	<i>Riverside</i>	District 68
*	6. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
	7. Hon. Ben Benoit	<i>Wildomar</i>	WRCOG
	8. Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
*	9. Hon. Art Brown	<i>Buena Park</i>	District 21
*	10. Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
	11. Hon. Diana Lee Carey	<i>Westminster</i>	OCCOG
	12. Hon. Jim B. Clarke	<i>Culver City</i>	WSCCOG
*	13. Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
*	14. Hon. Gene Daniels	<i>Paramount</i>	District 24
*	15. Hon. James Gazeley	<i>Lomita</i>	District 39
*	16. Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
*	17. Hon. Lena Gonzalez	<i>Long Beach</i>	District 30
	18. Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
*	19. Hon. Curt Hagman		San Bernardino County
*	20. Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
	21. Hon. Dave Harrington	<i>Aliso Viejo</i>	OCCOG
*	22. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
*	23. Hon. Steve Hofbauer	<i>Palmdale</i>	District 43
*	24. Hon. Jose Huizar	<i>Los Angeles</i>	District 61
*	25. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
*	26. Hon. Jim Katapodis	<i>Huntington Beach</i>	OCTA
	27. Hon. Linda Krupa	<i>Hemet</i>	WRCOG
*	28. Hon. Randon Lane	<i>Murrieta</i>	District 5
	29. Hon. Severo Lara	<i>Ojai</i>	VCOG
	30. Hon. James C. Ledford	<i>Palmdale</i>	North L. A. County
*	31. Hon. Antonio Lopez	<i>San Fernando</i>	District 67
*	32. Hon. Clint Lorimore	<i>Eastvale</i>	District 4
*	33. Hon. Ray Marquez	<i>Chino Hills</i>	District 10



Transportation Committee
Members – October 2016

Members

Representing

* 34. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
* 35. Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
36. Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
* 37. Hon. Dan Medina	<i>Gardena</i>	District 28
* 38. Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
* 39. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
* 40. Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
41. Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
* 42. Hon. Gene Murabito	<i>Glendora</i>	District 33
* 43. Hon. Kris Murray	<i>Anaheim</i>	District 19
* 44. Hon. Frank Navarro	<i>Colton</i>	District 6
* 45. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
* 46. Hon. Sam Pedroza	<i>Claremont</i>	District 38
47. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
48. Hon. Dwight Robinson	<i>Lake Forest</i>	OCCOG
* 49. Hon. Ali Saleh	<i>Bell</i>	District 27
50. Hon. Damon Sandoval		Morongo Band of Mission Indians
* 51. Hon. Marty Simonoff	<i>Brea</i>	District 22
52. Hon. Zareh Sinanyan	<i>Glendale</i>	SFVCOG
* 53. Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
54. Hon. David Spence	<i>La Cañada Flintridge</i>	Arroyo Verdugo Cities
55. Hon. Barb Stanton	<i>Town of Apple Valley</i>	SANBAG
* 56. Hon. Michelle Steel		Orange County
57. Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
58. Hon. Jess Talamantes	<i>Burbank</i>	SFVCOG
59. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
* 60. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
* 61. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
* 62. Hon. Chuck Washington		Riverside County
* 63. Hon. Michael Wilson	<i>Indio</i>	District 66
64. Mr. Gary T. Slater	<i>Caltrans, District 7</i>	Ex-Officio Member

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

SEPTEMBER 29, 2016

The Transportation Committee 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. Barbara Messina, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Time Page No.

Approval Item

- | | | |
|--|-------------------|----------|
| 1. <u>Minutes of the September 1, 2016 Meeting</u> | Attachment | 1 |
|--|-------------------|----------|

Receive and File

- | | | |
|---|-------------------|-----------|
| 2. <u>2030 Scoping Plan Update and Related Initiatives</u> | Attachment | 8 |
| 3. <u>Walk to School Day 2016</u> | Attachment | 24 |
| 4. <u>Housing Summit – October 11, 2016</u> | Attachment | 26 |
| 5. <u>2016 Meeting Schedule of the Regional Council and Policy Committees</u> | Attachment | 33 |
| 6. <u>2017 Meeting Schedule of the Regional Council and Policy Committees</u> | Attachment | 34 |
| 7. <u>SCAG Enhanced Infrastructure Financing District/Community Revitalization and Investment Authority (EIFD/CRIA) Screen Tool, Pilot Project and Next Steps</u> | Attachment | 35 |
| 8. <u>California Communities Environmental Health Screening (CalEnviroScreen) Tool – Update on Draft Version 3.0</u> | Attachment | 56 |



TRANSPORTATION COMMITTEE AGENDA SEPTEMBER 29, 2016

INFORMATION ITEMS

	<u>Time</u>	<u>Page No.</u>
9. <u>Metrolink Commuter Rail</u> <i>(Philip Law, SCAG Staff)</i>	Attachment 45 mins.	80
10. <u>SCAG Goods Movement Border Crossing Study - Phase II</u> <i>(Mike Jones, SCAG Staff)</i>	Attachment 15 mins.	81

CHAIR'S REPORT

(Hon. Barbara Messina, Chair)

STAFF REPORT

(Daniel Tran, SCAG Staff)

FUTURE AGENDA ITEM/S

ADJOURNMENT

The next regular meeting of the Transportation Committee (TC) is scheduled for Thursday, November 3, 2016 and will held at the SCAG Los Angeles Office.

Transportation Committee Meeting
of the
Southern California Association of Governments
September 1, 2016

Minutes

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

The Transportation Committee (TC) met at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Barbara Messina, Alhambra. A quorum was present.

Members Present:

Hon. Mike Antonovich	Los Angeles County
Hon. Sean Ashton, Downey	District 25
Hon. Rusty Bailey, Riverside	District 68
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Art Brown, Buena Park	District 21
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Diana Lee Carey, Westminster	OCCOG
Hon. Jim Clarke, Culver City	WCCOG
Hon. Gene Daniels, Paramount	District 24
Hon. James Gazeley, Lomita	District 39
Hon. Jeffrey, Giba, Moreno Valley	District 69
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Curt Hagman	San Bernardino County
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Linda Krupa, Hemet	WRCOG
Hon. Randon Lane, Murrieta	Murrieta
Hon. Antonio Lopez, San Fernando	District 67
Hon. Clint Lorimore, Eastvale	District 4
Hon. Ray Marquez, Chino Hills	District 10
Hon. Michele Martinez, Santa Ana	District 16
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra (Chair)	District 34
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Gene Murabito, Glendora	District 33
Hon. Kris Murray, Anaheim	District 19
Hon. Frank Navarro, Colton	District 6
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Sam Pedroza, Claremont	District 38
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Marty Simonoff, Brea	District 22
Hon. David Spence, La Canada-Flintridge	Arroyo Verdugo Cities
Hon. Karen Spiegel, Corona (Vice Chair)	District 63

Hon. Michelle Steel	County of Orange
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Alan Wapner, Ontario	SANBAG
Hon. Chuck Washington, Temecula	Riverside County

Members Not Present:

Hon. Glen Becerra, Simi Valley	District 46
Hon. Ben Benoit, Wildomar	WRCOG
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Felipe Fuentes, Los Angeles	District 54
Hon. Gonzalez, Lena, Long Beach	District 30
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jose Huizar, Los Angeles	District 61
Hon. Jim Hyatt, Calimesa	District 3
Hon. Jim Katapodis, Huntington Beach	District 64
Hon. Severo Lara, Ojai	VCOG
Hon. James C. Ledford	Palmdale
Hon. Ryan McEachron, Victorville	District 65
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Zareh Sinanyan	Glendale
Hon. José Luis Solache, Lynwood	District 26
Hon. Barb Stanton, Apple Valley	SANBAG
Hon. Michael Wilson, Indio	District 66
Mr. Gary Slater	Caltrans District 7

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Barbara Messina, Alhambra, called the meeting to order at 10:02 a.m. Hon. Carol Herrera, Diamond Bar, led the Pledge of Allegiance.

PUBLIC COMMENT

Mr. Pete Sluis stated his objection to the proposed double tracking of a 3.9 mile segment of Metrolink's San Bernardino line which includes the cities of San Dimas and La Verne.

CONSENT CALENDAR

1. Minutes of the July 7, 2016 Meeting

A MOTION was made (Harnik) and SECONDED (Viegas-Walker) to approve Consent Calendar items 1-5. The Motion passed by the following votes:

AYES: Ashton, Bailey, Betts, Brown, Buscaino, Carey, Clarke, Daniels, Gazeley, Giba, Hack, Harnik, Herrera, Krupa, Lane, Lorimore, Marquez, Martinez, Messina, Millhouse, Moore, Murabito, Murray, Pedroza, Real Sebastian, Simonoff, Spiegel, Tercero, Viegas-Walker, Wapner, Washington

NOES: None

ABSTAIN: None

Receive and File

2. ARB SB 375 Regional Greenhouse Gas (GHG) Emissions Reduction Target Update Process
3. Housing Summit – October 11, 2016
4. 2016 Regional Council and Policy Committees Meeting Schedule
5. Resolution No. 16-582-1 Regarding Acceptance of Office of Traffic Safety Grant Funds to Support the Active Transportation Safety and Encouragement Campaign

ACTION ITEM

6. Adoption of 2017 Federal Transportation Improvement Program (FTIP)

Naresh Amatya, SCAG staff, stated the FTIP is a federally mandated multi-modal list of transportation improvement projects to be implemented over a six (6) year period. The 2017 FTIP contains approximately 2,000 projects programmed at \$27.7 billion. Further, the FTIP is developed through a coordinated process involving county transportation commissions, Caltrans and other partners. Mr. Amatya noted funding sources include 61% local, 18% state and 21% federal. The FTIP is a dynamic document that is amended frequently to ensure the projects listed are up to date. At its July 7, 2016 meeting the committee authorized release of the Draft 2017 FTIP for a 30-day public review and comment period. All comments received during this time have been addressed. On August 19, 2016, SCAG staff met with representatives from the county transportation commissions and Caltrans to discuss the 2017 FTIP according to AB 1246. Therefore, staff recommends that the Regional Council adopt the 2017 FTIP.

Hon. Karen Spiegel, Corona, noted that the region appears to be receiving a relative small portion of funding from federal sources. She emphasized the need to work strategically and collaboratively amongst the member agencies to ensure we do not miss out on our fair share of federal and state funding.

Hon. Alan Wapner, Ontario, stated that a more effective strategy to increase federal funding regionally may be to work strategically to prioritize a select list of regional projects rather than submit a laundry list of projects independently by the member agencies when going after specific federal grants.

A MOTION was made (Harnik) and SECONDED (Spiegel) to recommend that the Regional Council adopt the 2017 Federal Transportation Improvement Program. The Motion passed by the following votes:

AYES: Ashton, Bailey, Betts, Brown, Buscaino, Carey, Clarke, Daniels, Gazeley, Giba, Hack, Hagman, Harnik, Herrera, Krupa, Lane, Lopez, Lorimore, Marquez, Martinez, Medina, Messina, Millhouse, Minagar, Moore, Murabito, Murray, Navarro, Pedroza, Real Sebastian, Simonoff, Spence, Spiegel, Steel, Sternquist, Tercero, Viegas-Walker, Wapner, Washington

NOES: None

ABSTAIN: None

INFORMATION ITEMS

7. Criteria for Sustainability Program Call For Proposals

Sarah Jepson, SCAG staff, provided an overview of the draft criteria and guidelines for the upcoming Sustainability Program Call for Proposals. Ms. Jepson stated the Sustainability

Planning Grant Program is one of the primary ways SCAG collaborates with local jurisdictions to implement the Sustainable Communities Strategy. Further, the Call for Proposals contain three funding categories, active transportation, green region and integrated land use & transportation planning. The key goals include supporting local jurisdictions' sustainability planning efforts, implementing the 2016 RTP/SCS and to provide resources so jurisdictions can enhance their ability to compete for state and federal funding.

Ms. Jepson stated the goal for the Active Transportation portion is to increase safety and encourage more biking and walking. Three different project types are available for funding. The first is Focused Program/Plan for a maximum of \$200,000 and examples include an Active Transportation Plan, circulation elements and education and encouragement activities. Capacity Building mini grants are funded up to \$50,000 with a goal to enhance a city's preparation to compete for state and federal funding programs. The third category is Integrated Shared Vision grants from \$200,000 to \$1 million. This requires the integration of at least three (3) different sustainability program elements.

Ms. Jepson noted pending approval from the Regional Council, the Call for Projects will be released September 30, 2016 with applications due by November 18, 2016. The Active Transportation grant recommendations will be brought to the Transportation Committee for approval and the full program of grant awards will be brought before the Regional Council for their approval February 2017.

Hon. Curt Hagman, San Bernardino, expressed concern that the planning grants are not large enough to sufficiently fund an effort. That funding fewer projects at a greater level would be a more effective funding approach.

Hon. Barbara Messina, Alhambra, asked if several applications are expected in this Call for Projects. Ms. Jepson responded that many are anticipated. Further, the Active Transportation program was shaped to provide funding for projects member agencies have not been able to fund through the statewide Active Transportation Program such as smaller grants that help project specific outreach and prepare jurisdictions to be successful in competing for statewide funding. Additionally, jurisdictions are encouraged to use matching funds to complement their planning grant awards.

8. Anticipated Amendment No. 1 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

Naresh Amatya, SCAG staff, reported on anticipated Amendment No. 1 to the 2016 RTP/SCS. Mr. Amatya stated county transportation commissions have requested an amendment to the 2016 RTP/SCS to reflect additions or changes to project scopes, costs and/or schedules. It was noted the process typically takes 6 to 8 months. This involves conducting the transportation conformity analysis which includes the air quality conformity and fiscal constraints analysis as well as public outreach as required by federal law. Depending on the scope and complexity of the amendment staff anticipates bringing Amendment 1 before the committee January/February 2017 for approval to release the document for public review. The amendment would be presented to the Regional Council for approval no later than April 2017.

9. Industrial Warehousing in the SCAG Region Study Update

Akiko Yamagami, SCAG staff, reported on the regional Industrial Warehousing Study. Ms. Yamagami stated the study examined major global supply chain trends and how they might affect the industry's future in Southern California, including the region's warehouse and distribution facilities trends and development patterns. She noted that current supply chain performance drivers include a desire to lower costs as well as fulfill customer demand with increased convenience and shortened delivery times. She noted that trends examined included mega distribution centers (greater than 500,000 square feet), transloading, cross-docking, and distribution center locations.

Ms. Yamagami noted findings indicated an increasing trend by cargo owners to outsource logistics operations to third party logistics companies who specialize in inventory, warehouse, and transportation management. She stated that other trends included the emergence of distribution centers greater than 500,000 square feet as well as omni-channel and e-commerce changing the traditional retail business model. Further, she stated that the regional warehouse inventory indicated a greater number of warehouses are in Los Angeles County, however, these facilities in comparison tend to be smaller and older. Warehouse facilities greater than 500,000 square feet were more prevalent in Riverside and San Bernardino counties and these facilities were newer compared to the regional average. Study showed that there are currently approximately 1.17 billion square feet of building space and estimated 338 million square feet of space that could be developed as future warehousing or distribution centers.

Ms. Yamagami stated that study findings revealed future policy issues for local jurisdictions. She provided examples of policy issues, such as – What are the benefits of encouraging facility modernization and how will it affect workforce skill requirements? What are the implications if local jurisdictions change land zoning currently designated for industrial development?

Hon. Alan Wapner, Ontario, stated performance drivers ought to include the availability of a trained work force as it was commonly requested by logistics developers considering an area. He commented that the economic impacts of logistics centers ought to be examined so policy makers can weigh the economic benefits against the impact on infrastructure since deliveries often involve large trucks which can add wear and tear to roadways while producing emissions affecting local residents.

Hon. Bert Hack, Laguna Woods, stated it was important to understand the purpose of a logistics building to better determine its impacts on infrastructure and the local community. For example, a building used mainly for long-term storage would have different impacts than a transloading facility with frequent deliveries.

CHAIR'S REPORT

Hon. Barbara Messina, Alhambra, stated that a greater effort is needed to ensure that regional concerns are heard and understood in Sacramento and Washington DC. Ms. Messina encouraged committee members to make themselves available for these efforts if requested by the Executive Director or Board officers.

STAFF REPORT

Courtney Aguirre, SCAG staff, stated that the next meeting of the Transportation Committee will be held Thursday September 29, 2016 in lieu of the meeting normally scheduled for October.

ADJOURNMENT

Hon. Barbara Messina, Alhambra, adjourned the meeting at 11:43 a.m. The next meeting of the Transportation Committee will be Thursday September 29, 2016.

A handwritten signature in black ink, appearing to read 'Courtney Aguirre', written in a cursive style.

Courtney Aguirre, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2016

	Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended				= No Meeting		NM = New Member						
			IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	July	Aug	Sep 1	Sep 29	Nov	Dec	
1	Antonovich, Michael*	Los Angeles County		X						X						X	X		X		
2	Ashton, Sean*	Downey		X						X			X			X	X		X		
3	Bailey, Rusty*	Riverside, WRCOG				X				X			X						X		
4	Becerra, Glen*	Simi Valley		X																	
5	Benoit, Ben	Wildomar, WRCOG				X															
6	Betts, Russell	Desert Hot Springs, CVAG				X				X			X		X	X		X			
7	Brown, Art*	Buena Park			X					X			X		X	X		X			
8	Buscaino, Joe*	Los Angeles		X						X			X		X			X			
9	Carey, Diana Lee	Westminster, OCCOG			X					X			X		X	X		X			
10	Clarke, Jim	Culver City, WCCOG		X															NM		
11	Curtis, Jonathan*	La Cañada Flintridge		X						X			X								
12	Daniels, Gene*	Paramount		X						X			X		X	X		X			
13	Fuentes, Felipe*	Los Angeles		X									X								
14	Gazeley, James*	Lomita		X						NM			X		X	X		X			
15	Giba, Jeffrey*	Moreno Valley				X				X						X		X			
16	Gonzalez, Lena*	Long Beach		X																	
17	Hack, Bert	Laguna Woods			X					X			X		X			X			
18	Hagman, Curt*	San Bernardino County					X			X			X					X			
19	Hamik, Jan*	Palm Desert, RCTC				X				X					X	X		X			
20	Hamington, Dave	Aliso Viejo, OCCOG			X					X						X		X			
21	Herrera, Carol*	Diamond Bar		X						X			X		X			X			
22	Hofbauer, Steven*	Palmdale/No. LA County		X						X					X						
23	Huizar, Jose*	Los Angeles		X																	
24	Hyatt, Jim*	Calimesa				X				X			X			X					
25	Katapodis, Jim*	Huntington Beach			X																
26	Krupa, Linda	Hemet, WRCOG				X										X		X			
27	Lane, Randon*	Murietta				X				X								X			
28	Lara, Severo	Ojai, VCTC						X		X						X					
29	Ledford, James C.	Palmdale/No. LA County		X																	
30	Lopez, Antonio*	San Fernando		X						X			X					X			
31	Lorimore, Clint*	Eastvale				X				X			X		X	X		X			
32	Marquez, Ray*	Chino Hills					X			X			X		X			X			
33	Martinez, Michele*	Santa Ana			X					X			X		X	X		X			
34	McEachron, Ryan*	Victorville					X			X					X	X					
35	McLean, Marsha	Santa Clarita		X						X					X	X					
36	Medina, Dan*	Gardena		X						X			X		X	X		X			
37	Messina, Barbara* (Chair)	Alhambra		X						X			X		X	X		X			
38	Millhouse, Keith*	Moorpark						X		X			X		X			X			
39	Minagar, Fred*	Laguna Niguel			X										X	X		X			
40	Moore, Carol	Laguna Woods, OCCOG			X					X			X			X		X			
41	Murabito, Gene*	Glendora		X						X			X		X			X			
42	Murray, Kris*	Anaheim			X					X			X		X	X		X			
43	Navarro, Frank*	Colton					X			X			X		X	X		X			
44	O'Connor, Pam*	Santa Monica		X									X		X			X			
45	Pedroza, Sam*	Claremont		X						X					X	X		X			
46	Real Sebastian, Teresa	Monterey Park/SGVCOG		X						X			X		X			X			
47	Robinson, Dwight	Lake Forest, OCCOG			X										X	X					
48	Saleh, Ali*	City of Bell, GCCOG		X									X		X						
49	Sandoval, Damon	Morongo Band of Mission Indians																			
50	Simonoff, Marty*	Brea			X					X						X		X			
51	Sinanyan, Zareh	Glendale		X						X											
52	Slater, Gary	Caltrans District 7								X			X		X	X					
53	Solache, José Luis*	Lynwood		X																	
54	Spence, David	Flintridge/Arroyo Verdugo Cities		X						X			X		X			X			
55	Spiegel, Karen* (Vice Chair)	Corona/WRCOG				X				X			X		X	X		X			
56	Stanton, Barb	Apple Valley					X														
57	Steel, Michelle*	Orange County			X					X					X	X		X			
58	Stemquist, Cynthia	Temple City		X						X			X		X	X		X			
59	Tercero, Brent	Pico Rivera		X									X		X	X		X			
60	Viegas-Walker, Cheryl*	El Centro	X							X			X		X			X			
61	Wapner, Alan*	Ontario, SANBAG					X			X			X		X	X		X			
62	Washington, Chuck*	Riverside County				X				X			X		X			X			
63	Wilson, Michael*	Indio, CVAG				X				X						X					
		Totals	1	28	12	12	6	2													

* Regional Council Member

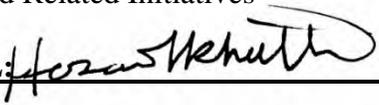
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DATE: September 29, 2016

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)

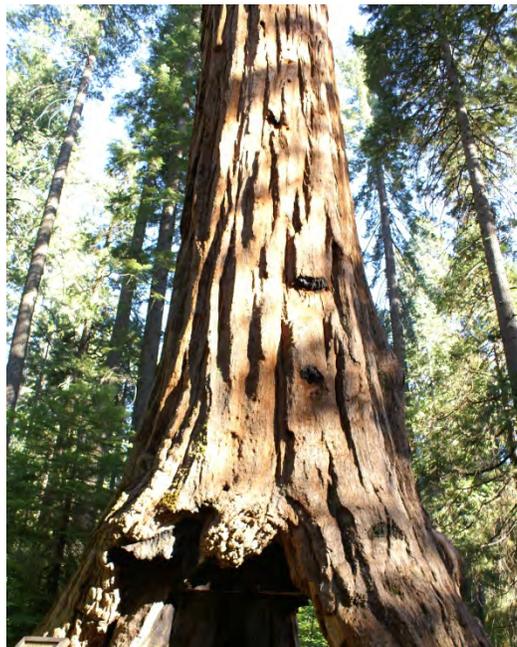
ARB SB375 REGIONAL GHG TARGET UPDATE PROCESS

DRAFT TIMELINE

PLAN	2016				2017			
	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

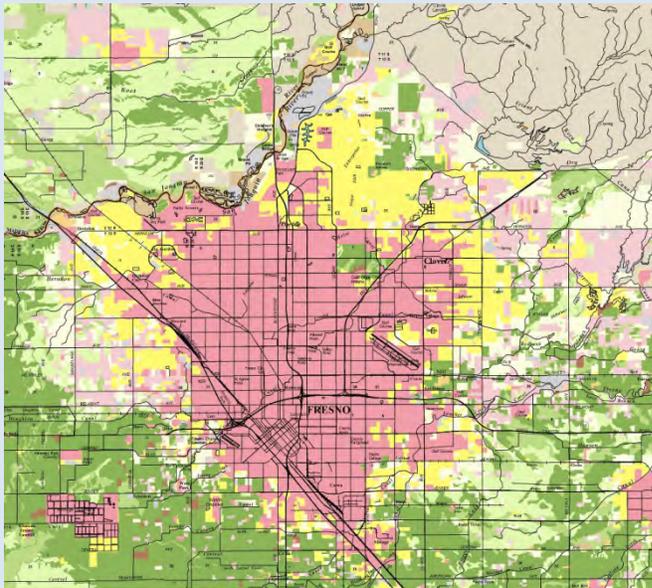
Vibrant Communities and Landscapes

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



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.

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

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: Transportation Committee (TC)
Energy & Environment Committee (EEC)
Community, Economic & Human Development Committee (CEHD)

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

SUBJECT: Walk to School Day 2016

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
October 5, 2016 is "International Walk to School Day," a global event that involves communities from more than 40 countries walking and biking to school on the same day. Started in 1997, this one-day, annual event has become part of a movement for year-round safe routes to school and is celebrated each October. The 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS) seeks to support safe routes to school and increased rates of active transportation. Staff is providing information on Walk to School Day to SCAG policy committee members who may be interested in having schools within their jurisdiction participate.

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:
Among its many policies, the 2016 RTP/SCS seeks to "Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)." To do this the Active Transportation Appendix in the 2016 RTP/SCS lays out a series of strategies aimed at increasing rates of walking and bicycling including working with county agencies to "Establish Safe Routes to School policies for the region."

This item is being presented to inform SCAG Policy Members of this year's "Walk to School Day" which is scheduled for October 5, 2016. "Walk to School Day" is an event designed to promote Safe Routes to School and started in the United States to build awareness for the need for communities to be safe and walkable. Many schools in the SCAG region already participate in this event and participation continues to grow each year. Organized by the Partnership for a Walkable America, Walk to School Day in the USA began in 1997 as a one-day event aimed at building awareness for the need for walkable communities. Over time, Walk to School Day has become the signature event used by communities to jump start their year-round safe routes to school programs. Today, thousands of schools across America and in more than 40 countries worldwide celebrate walking to school every October. In 2015, over 5000



REPORT

schools participated nationwide and 680 events were registered in California alone (up from 539 in 2015). The report *Walk to School 2015—9th Year of Record Breaking Participation*, found at: www.walkbiketoschool.org, provides more information on the successes of the 2015 event. To register a school in your community for this year's Walk to School Day, please visit: <http://walkbiketoschool.org/>.

Safe Routes to School programs are eligible under the statewide Active Transportation Program and will be eligible through SCAG's Sustainable Planning Grant Call for Projects which is expected to be announced September 29, 2016. If your agency has questions about Safe Routes to School or how to apply for either of these programs please contact Rye Baerg (213-236-1866 or baerg@scag.ca.gov).

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2016-2017 Overall Work Program (WBS Number 15-050.SCG00169.01: RTP/SCS Active Transportation Development & Implementation).

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: 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.



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
F: (213) 236-1825
www.scag.ca.gov

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

2017 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

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

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

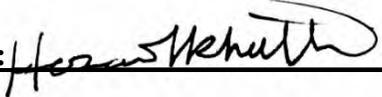
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DATE: September 29, 2016

TO: Community, Economic and Human Development (CEHD) Committee
Energy & Environmental Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning Division, 213-236-1898,
liu@scag.ca.gov

SUBJECT: SCAG Enhanced Infrastructure Financing District/Community Revitalization and Investment Authority (EIFD/CRIA) Screen Tool, Pilot Project and Next Steps

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
Senate Bill 628 and Assembly Bill 2, which became law in 2014 and 2015, respectively empower local jurisdictions to form Enhanced Infrastructure Finance Districts (EIFDs) and establish Community Revitalization and Investment Authorities (CRIAs) to finance infrastructure investment through tax increment financing. EIFDs and CRIAs are the major economic development strategies and financing mechanisms after the dissolution of Redevelopment Agencies (RDAs) in February 2012. Larry J. Kosmont, President and CEO of the Kosmont Companies will present to the CEHD Committee the EIFD/CRIA screening tool, data requirements, selection of pilot projects suitable for EIFD/CRIA funding mechanisms, and next steps.

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

BACKGROUND:

A. Economic Development Options in the Post-RDA Era

Following the dissolution of RDAs in 2012, numerous legislative bills were introduced to guide and ensure as much as possible an orderly dissolution process, and to provide local government with other potential structures to use tax increment finance for local economic development. Among them were SB 628, signed into law on September 29, 2014 and AB 2, signed into law on September 22, 2015, empower local jurisdictions to form Enhanced Infrastructure Finance Districts (EIFDs) and establish Community Revitalization and Investment Authorities (CRIAs) to finance infrastructure investment through tax increment financing. EIFDs and CRIAs are the two major economic development strategies and financing mechanisms after the dissolution of RDAs through infrastructure investment, and as required by the AB2 specifically aim to produce affordable housing and target those investments and improvements at disadvantaged communities, or blight areas.



REPORT

The provisions set forth by AB 2 have similarities to the redevelopment agencies and projects that were dissolved in February 2012. Similar to the former redevelopment agencies, this authority can use tax increment financing to fund its programs. However, AB 2 requires that the taxing entities in the plan area, such as counties and special districts, must agree to divert tax increment funds to the authority.

AB 2 also requires that at least 25 percent of all tax increment revenues received by the authority must be deposited into a separate Low and Moderate Income Housing Fund and used by the local authority for purposes of building or preserving the local supply of affordable housing. Prior redevelopment law required 20 percent set aside for affordable housing. The bill also requires that the local authority to make relocation provisions for persons displaced by a plan and replace certain housing units destroyed or removed as part of the plan.

B. SCAG Efforts

SCAG staff invited Larry Kosmont to CEHD in April 2014 (<http://www.scag.ca.gov/committees/CommitteeDocLibrary/cehd040314fullagn.pdf>) to present the local jurisdictions economic development options in the post RDA era, and also at SCAG's 5th Annual Economic Recovery and Job Creation Summit in December 2015 (<http://www.kosmont.com/wp-content/uploads/2014/12/Larry-Kosmont-SCAG-Economic-Recovery-and-Job-Creation-Summit-12-4-14.pdf>) to discuss how to navigate among the new rules and apply different tools to fund sustainable infrastructure. Further, in February 2016 staff arranged for Cecilia V. Estolano, former Chief Executive Officer of the Community Redevelopment Authority of the City of Los Angeles, to give a presentation to the CEHD Committee about local establishment of Community Revitalization and Investment Authorities under AB 2 (<http://www.kosmont.com/wp-content/uploads/2014/12/Larry-Kosmont-SCAG-Economic-Recovery-and-Job-Creation-Summit-12-4-14.pdf>).

C. Further Opportunities for SCAG to Help

Consistent with SCAG's current and past legislative priorities to support legislation to enhance economic development opportunities to local government, provide tools to help achieve further economic turnaround and growth, SCAG retained Kosmont Companies to advise on how SCAG can promote and facilitate the use of both EIFDs and CRIAs to achieve the goals of economic development through sustainable infrastructure investment and affordable housing construction. In addition, how SCAG can provide data, GIS, and technical assistance to jurisdictions who are considering establishing an EIFD and/or CRIA.

As such, the Kosmont Companies is tasked to help SCAG to deliver sustainable infrastructure by identifying pilot projects that may benefit from city/county collaborations and using the frameworks provided by EIFDs/CRAs. To reach this end, the consultant team provided recommendations for SCAG's role in providing such technical assistance including following:

1. Design and recommend a screening tool on which jurisdiction can apply to determine whether project areas are feasible to form an EIFD/CRIA to further facilitate infrastructure funding.
2. Identify information and technical assistance that SCAG can provide to power the screening tool. For example, SCAG's parcel level GIS land use, including general plan, existing land use, specific plan, high quality transit areas, transit priority project (TPP), etc., and



socioeconomic information/database as required by the SB628 and AB2 for EIFD and CRIA purposes.

3. Additional information/data SCAG may need to acquire, including property tax rates, EIFD/CRIAs database (formed, established and/or under development).
4. Review the 2016 RTP/SCS to identify applicable regional sustainable pilot projects that may benefit from city/county financing collaborations with EIFD and or CRIAs.

D. Next Steps

Kosmont Companies will continue to advise SCAG about next steps in promoting and facilitating the use of EIFDs/CRIAs to finance sustainable infrastructure and affordable housing investment to achieve economic development goals. These next steps include, but not limited to:

- Complete pilot projects analyses and market materials, outreach to the pilot project local jurisdictions and partners
- Conduct workshops region-wide to introduce requirements of EIFDs/CRIAs
- Advise SCAG technical assistance and capabilities with the database and screening tool to facilitate the establishment of EIFDs/CRIAs
- EIFD/CRIA applications with regional significance that SCAG can initiate and lead.

FISCAL IMPACT: Work associated with this item is included in the current FY OWP under 055-SCG0153.01, .02: Economic Analysis Bench Services.

ATTACHMENTS:

1. PowerPoint Presentation: SCAG EIFD/CRIA Screening Tool, Pilot Projects and Next Steps
2. SCAG Database and GIS Web Applications for SB 743 and AB 2

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SCAG EIFD/CRIA Screening Tool, Pilot Projects and Next Steps

September 2016

Prepared By:

Kosmont Companies

1230 Rosecrans, Suite 300
Manhattan Beach, CA 90266
Telephone: (424) 456-3088
www.kosmont.com



Background and Introduction

- SCAG retained Kosmont to provide an overview of how SCAG's member cities may finance sustainable development infrastructure using two new post-RDA tools:
 - EIFD – Enhanced Infrastructure Financing Districts (SB 628 / AB 313)
 - CRIA – Community Revitalization and Investment Act (AB 2 / AB 2492)
- **Kosmont's Task:** Identify SCAG's role in pre-screening evaluation services and technical assistance to member cities considering EIFD/CRIA formation
 - EIFD/CRIs are new economic development "district" tools that produce jobs and taxes
 - EIFD/CRIA can apply for infrastructure grants (Greenhouse Gas Reduction Fund [GGRF])
- This presentation outlines the EIFD/CRIA screening process that SCAG can provide member cities, including three sample Pilot Projects.
- Next step is completion of Pilot Project analyses, outreach to relevant agencies / stakeholders, and initiation of EIFD/CRIA training workshops

Presentation Objective

Objective: Inform SCAG's member cities of new SCAG resources to assist in the implementation of infrastructure financing tools which could:

- Provide sustainable infrastructure to conform with the goals of the RTP/SCS
- Accelerate regional compliance with recently approved sustainable infrastructure, energy efficiency & resource utilization legislation

The analyses, projections, assumptions, rates of return, and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Project pro forma and tax analyses are projections only. Actual results may differ materially from those expressed in this analysis.

3



Outline

- 1. State Policy Direction and Economic Development 2.0**
- 2. SCAG's Role in Enabling EIFDs / CRIAs**
- 3. Potential District Screening**
- 4. Pilot Project Selection**
- 5. Next Steps for Implementation**

The analyses, projections, assumptions, rates of return, and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Project pro forma and tax analyses are projections only. Actual results may differ materially from those expressed in this analysis.

4



1. State Policy Direction and Economic Development 2.0

The analyses, projections, assumptions, rates of return, and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Project pro forma and tax analyses are projections only. Actual results may differ materially from those expressed in this analysis.

State Policy Direction: *Economic Shift From an Oil-Based Economy*

- Businesses across the state must continue to incorporate GHG emissions reductions strategies into business models in response to legislative mandates such as AB 32, SB 375, SB 350, and most recent [accelerations via SB 32 and AB 197](#), along with federal emissions & environmental legislation.

How California Has Pursued GHG Reductions so Far



Sustainable Infrastructure Investments



Energy-Saving Industrial Processes



Renewable Energy Investments



Cap and Trade Program



Building Efficiency Design and Upgrades



CEQA Analysis Changes from VMT to # of Trips

The analyses, projections, assumptions, rates of return, and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Project pro forma and tax analyses are projections only. Actual results may differ materially from those expressed in this analysis.

SB 32: Acceleration of GHG Reduction

CALIFORNIA: WORLD LEADER IN FIGHT AGAINST CLIMATE CHANGE

SB32:



Requires State to reduce greenhouse gas emissions **40%** below 1990 levels by 2030.

The analyses, projections, assumptions, rates of return, and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Project pro forma and tax analyses are projections only. Actual results may differ materially from those expressed in this analysis.



Push for Sustainable Infrastructure Requires Regional Implementation

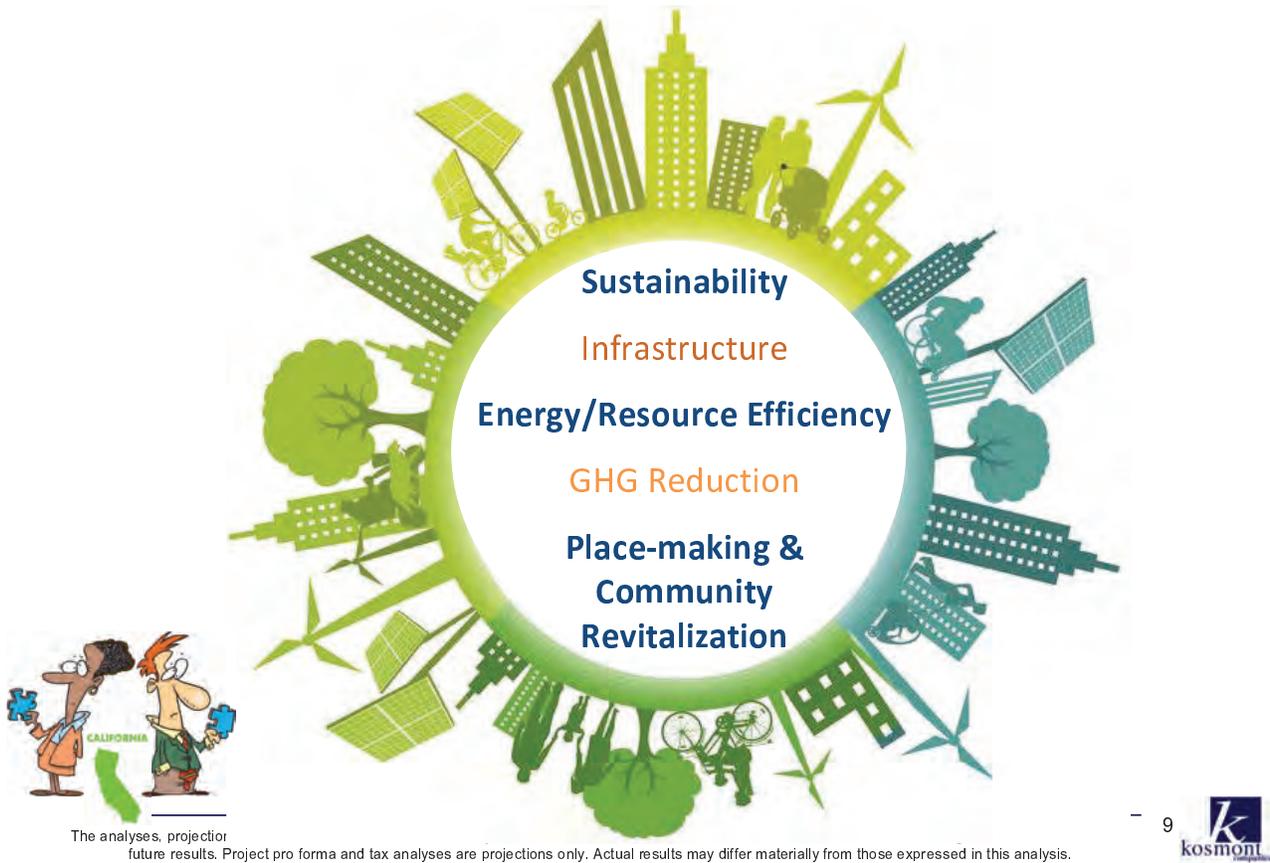
- As a result of state and regional GHG reductions targets, there is increasing pressure on local agencies to deliver sustainable infrastructure
- Sustainable infrastructure is increasingly regional in nature
- **SCAG** is planning and implementation agency for GHG reduction mandates;
- SCAG now able to assist cities in implementing EIFD/CRIAs to deliver infrastructure and affordable housing in the context of its **Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS)**

Potential Examples (initial case studies):

- a) **METRO Crenshaw Station** – Rail line with regional benefit
- b) **Santa Ana Regional Transportation Center (SARTC) station expansion and the Santa Ana/Garden Grove Streetcar Project**
- c) **San Bernardino-Redlands Light Rail Project** – Rail line with regional benefit

The analyses, projections, assumptions, rates of return, and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Project pro forma and tax analyses are projections only. Actual results may differ materially from those expressed in this analysis.





“Economic Development 2.0” Gives Cities new Financing Tools

- **Enhanced Infrastructure Financing Districts (EIFDs)** (SB 628/AB 313)
- **Community Revitalization and Investment Authorities (CRIAs)** (AB 2/AB 2492)
- New financing tools provide the potential for cities to create specialized infrastructure districts which can ultimately fund sustainable infrastructure
- Mandate a regional approach by requiring multiple local agencies (cities, counties & special districts) to cooperate in order to use tax increment financing
- Once approved, these Districts can combine tax increment with other regional and state-authorized financing programs such as GGRF funds, PACE,, etc.
 - EIFDs focus in infrastructure and public/private transactions
 - CRIAs similar with more stringent eligibility standards & focus on affordable housing

EIFDs: New Deal-Making Paradigm in CA

- Enable tax increment financing for local/regional projects (purchase, construction, expansion, improvement, seismic retrofit, rehabilitation)
- District lifespan is 45 years to collect and spend property tax increment
- Any property with estimated useful life of 15+ years & of communitywide significance
- Managed by newly created Public Facilities Authority (led by City or County) – board of 5+ members, includes at least 2 public members
- EIFD activities directed by PFA-adopted Infrastructure Financing Plan (IFP)
- No public vote required to create district
- 55% landowner or registered voter election needed for tax increment bonds
- No school district increment allowed
- Does not increase property taxes

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How is an EIFD Formed?

1. Adopt Resolution of Intention



2. Prepare & Adopt Infrastructure Financing Plan (IFP)



3. Enter into tax sharing agreements with other public / taxing entities



4. Approve IFP and form EIFD



5. Public Financing Authority (PFA) implements IFP

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CRIA (AB 2) Overview

Community Revitalization Investment Authority (CRIA)- effective January 2015

- Restores redevelopment authorities to disadvantaged communities
 - Carries out provisions of Community Redevelopment Law
- Formed by City or County (Special Districts allowed if CRIA is Joint Powers Authority) – 5+ member board, including at least 2 public members
- Can fund projects for economic revitalization in disadvantaged communities
- Allows projects to be financed by bonds serviced by tax increment
 - 30 years to issue debt; 45 years to repay indebtedness
- Powers of eminent domain granted to CRIAs for first 12 years of district
- No voter approval for formation or bond issuance, but subject to majority protest at adoption and every 10 years
- **25% affordable housing set-aside**
- **Must meet qualification requirements**



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CRIA Eligibility / Qualification

- **Qualifying Conditions of a Community Revitalization Area:**
 - **80% of land (calculated by census tracts or block groups) must have median household income less than 80% of statewide median**
 - **Must exhibit at least three of the following conditions:**
 1. Non-seasonal unemployment rate 3% higher than statewide median
 2. Crime rates are 5% higher than statewide median
 3. Deteriorated or inadequate infrastructure
 4. Deteriorated commercial or residential structures
 - **Note: AB 2492 (NEW) ability to qualify under CalEPA designation as disadvantaged community (based on geographic, socioeconomic, public health, environmental factors)**
 - Like EIFD, agency must have Finding of Completion from DOF and comply with all orders from Controller



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Types of Projects EIFDs & CRIAs Can Fund



Industrial Structures



Aff. Housing / Mixed Use



Transit Priority Projects



Wastewater/Groundwater



Light / High Speed Rail



Civic Infrastructure



Parks & Open Space



Childcare Facilities



Brownfield Remediation

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Types of Projects EIFDs & CRIAs Can Fund



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EIFDs & CRIAs – Diverse Funding Approach

- Can use multiple funding sources with tax increment:
- Potential to apply State funding sources:
 - Proposition 1 bond funds
 - Cap-and-trade proceeds
- Federal & State Grants
 - Greenhouse Gas Reduction Funds
 - Federal DOT/EPA/DOE funding programs
- Other Funding Sources:
 - Property tax revenue including RPTTF
 - Vehicle license fee (VLF) prop. tax backfill increment
 - Development agreement / impact fees
 - User fees
 - City / county / special district loans
 - Hotel bed tax (TOT)
 - Benefit assessments (e.g. contribution from CFD)
 - Private investment



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2. SCAG's Role in Enabling EIFDs / CRIAs

SCAG's Unique Position

As the **nation's largest** Planning Organization, SCAG is in a unique influential position to facilitate creation of EIFDs & promote economic development



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19

Motivation for SCAG

Implementation of RTP/SCS Projects and SCAG Mission

- **SCAG role in delivering RTP/SCS regional infrastructure projects to implement GHG emissions reduction processes:**
- **RTP/SCS Projects are ideal candidates for EIFD/CRIA implementation – makes sense for SCAG to assist EIFDS/CRIAs via its member agencies**
 - **Regional Transportation Plan (RTP):**
 - *Long-range plan that balances mobility & housing needs with economic, environmental, public health*
 - *includes list of approx. 2,000 transportation infrastructure projects each regional transportation council deems important for the region's transit infrastructure.*
 - **Sustainable Communities Strategy:**
 - *Outlines land use growth strategies which can reduce GHG emissions from light cars and trucks*
 - *SCS identifies transportation facilities and infrastructure that serve key national/ regional transportation functions and ensure integration*
- **SCAG Mission:**
 - **SCAG 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

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20

The Need for SCAG Assistance

- EIFDs and CRIAs can help SCAG member cities to provide financing to build required sustainable infrastructure.
- EIFDs and CRIAs have different criteria for formation and different requirements once formed. CRIAs focused on affordable housing as well as infrastructure.
- EIFD and CRIA startup requirements are complex and costly. Most districts will require cooperation between public agencies with histories containing conflicts.
- Member cities may need **technical, political & financial assistance** to implement EIFDs & CRIAs.

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SCAG's Potential Role for EIFD and CRIA

1. **Screening Tools**: To determine whether projects may use infrastructure financing tools such as EIFD and CRIA
2. **Formation Assistance / Regional Coordination**: SCAG members need a regional entity to assist coordination, planning, and implementation of multi-agency infrastructure projects
3. **Technical Assistance**: When preparing EIFD Infrastructure Financing Plans, CRIA Plans, and submitting applications for programs such as Greenhouse Gas Reduction Funds (e.g. Cap and Trade), federal grants (TIFIA, EPA)
4. **Financial Assistance**: Start-up loans and/or funding sources to help member cities to form and resolve EIFD/CRIA funding shortfalls in early years

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3. Potential District Screening

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SCAG Objective and Screening Criteria

SCAG Objective: Provide member cities with initial screening to determine whether a sustainable infrastructure project could utilize EIFD or CRIA for funding / financing

Primary Screening Criteria and Sample Required Data:

Screening Criteria	Sample Required Data	Relevant SCAG Resources
1. EIFD/CRIA Successor Agency Prerequisites	<ul style="list-style-type: none"> Receipt of Finding of Completion from DOF 	<ul style="list-style-type: none"> N/A (DOF website)
2. Economic Development Potential	<ul style="list-style-type: none"> Planned projects Existing parcel values 	<ul style="list-style-type: none"> GIS land use data Parcel data by County
3. Current Zoning and Density in Project Area	<ul style="list-style-type: none"> Existing zoning / specific plan boundaries 	<ul style="list-style-type: none"> GIS data, incl. general / specific plans, existing land use
4. Project Location and Infrastructure Needs	<ul style="list-style-type: none"> Location in High-Quality Transit / Transit Priority Area 	<ul style="list-style-type: none"> GIS data, HQTA / TPP / TPA maps
5. Potential Infrastructure Financing Solutions	<ul style="list-style-type: none"> Property tax capture rate Eligibility for grant funding 	<ul style="list-style-type: none"> Property tax data (in process) GIS data, TPA, Disadv. Comm. maps
6. CRIA Eligibility	<ul style="list-style-type: none"> Income / crime / unemp. Disadv. Comm. designation 	<ul style="list-style-type: none"> Socioeconomic data GIS data, incl. Disadv. Comm. maps
7. Technical Screening	<ul style="list-style-type: none"> Former RDA project areas Existing ROPS obligations 	<ul style="list-style-type: none"> N/A (City finance departments)

Note: See Appendix for full screening criteria detail

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Example Required Data: Property Tax Increment Capture

SCAG Cities' Share of Property Tax Increment by County

Amount of Increment Captured (per \$1)	LA	Orange	San Bernardino	Riverside	Ventura	Imperial
25 Cents+	1	1	3	2	0	6
20 to 25 Cents	7	0	4	3	1	0
15 to 20 Cents	10	11	9	7	3	1
10 to 15 Cents	23	14	5	8	3	0
5 to 10 Cents	47	4	1	8	3	0
< 5 Cents	0	4	2	0	0	0
Total	88	34	24	28	10	7

- **69 cities capture 15 cents or higher:** Generally able to form district on their own
- **122 cities capture less than 15 cents:** May have to find partners or supplemental funds

Source: HdL Companies.

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SCAG Member Cities that Generally Capture More than 15 Cents of Property Tax Increment

SCAG Cities with >15 Cents of Property Tax Capture

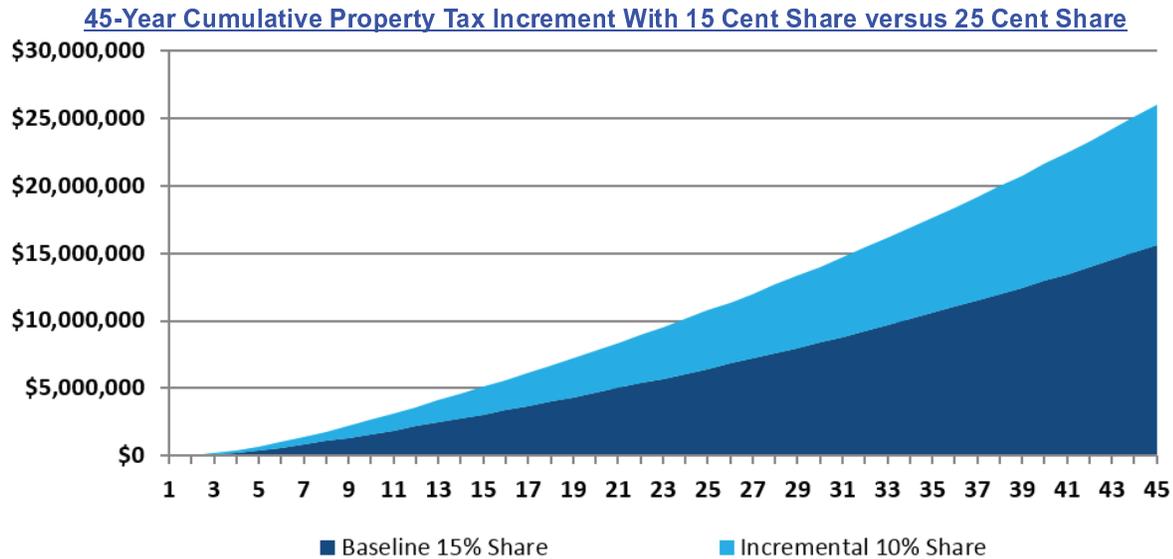
Alhambra	El Centro	Los Angeles	Redondo Beach
Avalon	Fillmore	Mission Viejo	San Bernardino
Banning	Fontana	Monrovia	San Clemente
Beaumont	Fullerton	Monterey Park	San Marino
Beverly Hills	Grand Terrace	Moreno Valley	Santa Ana
Big Bear Lake	Hemet	Needles	Santa Paula
Blythe	Hermosa Beach	Newport Beach	Seal Beach
Brawley	Hesperia	Norco	Sierra Madre
Burbank	Highland	Ontario	South Pasadena
Calexico	Holtville	Oxnard	Twentynine Palms
Calipatria	Huntington Beach	Palm Springs	Upland
Cathedral City	Imperial	Pasadena	Ventura
Colton	La Habra	Placentia	Victorville
Corona	La Verne	Pomona	West Hollywood
Costa Mesa	Laguna Beach	Rancho Cucamonga	Westmoreland
Covina	Lake Elsinore	Rancho Mirage	Yorba Linda
Desert Hot Springs	Long Beach	Redlands	Yucaipa
			Yucca Valley

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Cooperative Districts = Greater Funding Capacity

- **Example:** \$150 million project (today's dollars) developed over 10 years
- **Scenario 1:** EIFD with **15 total cents** of property tax capture
- **Scenario 2:** EIFD with **25 total cents** of property tax capture
- In this scenario, the EIFD's cumulative property tax revenues accelerate from approximately **\$15.6 million** to **\$26.0 million** over 45 years



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4. Pilot Project Selection

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Pilot Project Selection

Three (3) potential Pilot Projects were selected utilizing the District Screening Tool for further evaluation:

- a) **METRO L.A. Crenshaw Station** – Along Metro Expo Line Corridor (Union Station to Santa Monica; connectivity improvements, bike lanes, sidewalk & crosswalk widening
- b) **Santa Ana Regional Transportation Center (SARTC) station expansion and the Santa Ana/Garden Grove Streetcar Project (OC Streetcar)** – New transit station/bus services, bicycle/pedestrian connectivity improvements, new streetcar service
- c) **San Bernardino-Redlands Light Rail Project** – Use of existing right-of-way for light rail service (downtown San Bernardino to University of Redlands); connectivity improvements, utility upgrades, parking structure, flood control improvements

Evaluation in progress, pending outreach to affected jurisdictions

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Project Screening Matrix Sample Considerations

Screening Criteria	Sample Considerations	METRO Crenshaw Station	SARTC & OC Streetcar	S.B.-Redlands Light Rail
1. Successor Agency Prerequisites	<ul style="list-style-type: none"> • Finding of Completion from D.O.F.? 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. Economic Development Potential	<ul style="list-style-type: none"> • Catalytic infrastructure? • Significant new development anticipated in immediate vicinity in near future? 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3. Current Zoning and Density in Project Area	<ul style="list-style-type: none"> • Higher density / mixed-use zoning? • Specific plan overlays? 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4. Project Location and Infrastructure Needs	<ul style="list-style-type: none"> • RTP project? • Significant regional benefit? 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5. Potential Infrastructure Financing Solutions	<ul style="list-style-type: none"> • Property tax capture rate 	HIGH	LOW (may have to partner)	HIGH
6. CRIA Eligibility	<ul style="list-style-type: none"> • Qualification by income / crime / unemployment / Disadvantaged Community? 	<input checked="" type="checkbox"/> (in some areas)	<input checked="" type="checkbox"/> (in some areas)	<input checked="" type="checkbox"/> (in some areas)
7. Technical Screening	<ul style="list-style-type: none"> • Ongoing RDA dissolution activities? 	<input checked="" type="checkbox"/> (in some areas)	<input checked="" type="checkbox"/> (in some areas)	<input checked="" type="checkbox"/> (in some areas)

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5. Next Steps for Implementation

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Next Steps for Implementation

- Complete Pilot Project analyses and marketing materials;
 - Outreach to Pilot Project jurisdictions and partners
- Conduct regional workshops to introduce requirements of EIFDs/CRIAs
- Develop and promote SCAG technical assistance, including existing database & District Screening Process to facilitate EIFD/CRIA formation
- Pursue EIFD/CRIA applications that meet designated criteria
 - Projects of regional significance, which SCAG can initiate and lead

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Thank You / Questions?

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www.kosmont.com**

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SCAG Database and GIS Web Applications for SB 743 and AB 2

SB 743 web application: to allow project proponent to identify whether the projects are fall into TPAs, Specific plan areas, and Disadvantaged Communities Areas (DAC)

<http://scag.maps.arcgis.com/apps/webappviewer/index.html?id=bba117488ab04262bc19ffd16ec91b28>

AB 2 web application: to help whether qualified census tracts are within AB2 requirements on median household income, unemployment rates, and or crime rates.

http://maps.scag.ca.gov/AB2_CRIA_Criteria/

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

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

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

EXECUTIVE SUMMARY:

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

STRATEGIC PLAN:

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



BACKGROUND:

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

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

SUMMARY OF PROPOSED UPDATES AND IMPROVEMENTS TO DRAFT VERSION 3.0:

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

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

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

REPORT

(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.



REPORT

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

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

FISCAL IMPACT:

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

ATTACHMENTS:

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



PROPOSED CHANGES IN THIS CALENVIROSCREEN 3.0 UPDATE



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

This draft incorporates:

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



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

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

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

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

Exposure Indicators:

Indicator Proposed Improvements

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

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

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

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

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

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

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

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

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

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

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

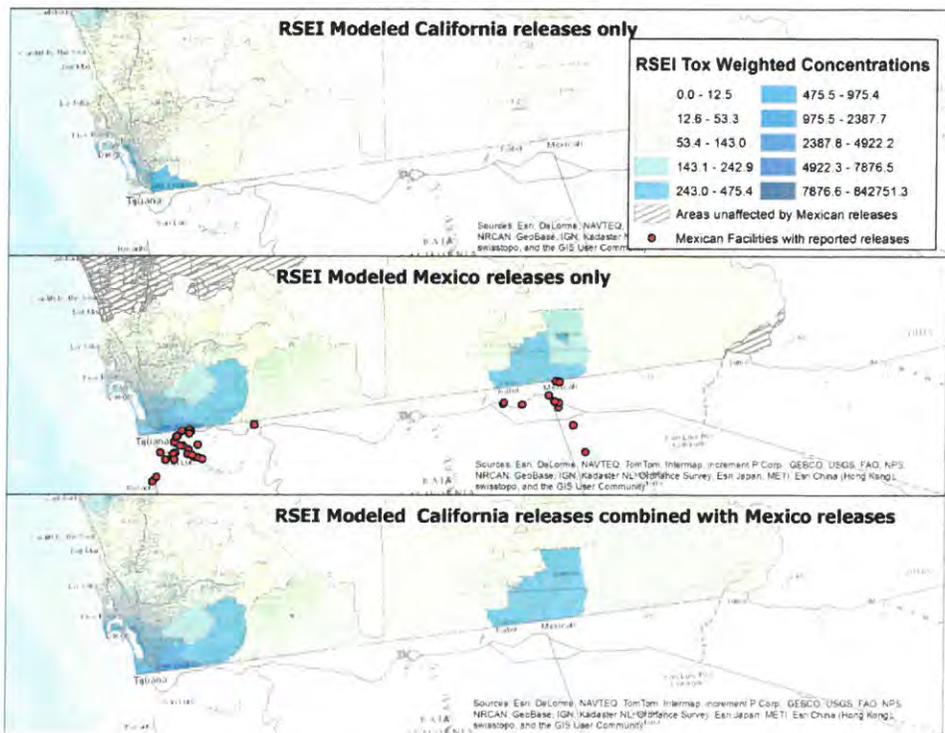
Water contaminant data from 2005 to 2013 was collected, representing the most recent compliance period. Three new contaminants were added to the index based on toxicity concerns and frequency of tests. These contaminants are tetrachloroethylene (PCE), 1,2,3-trichloropropane (TCP), and combined radium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

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

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

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

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



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

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

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

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

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

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

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

Environmental Effect Indicators:

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

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

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

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

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

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

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

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

Sensitive Population Indicators:

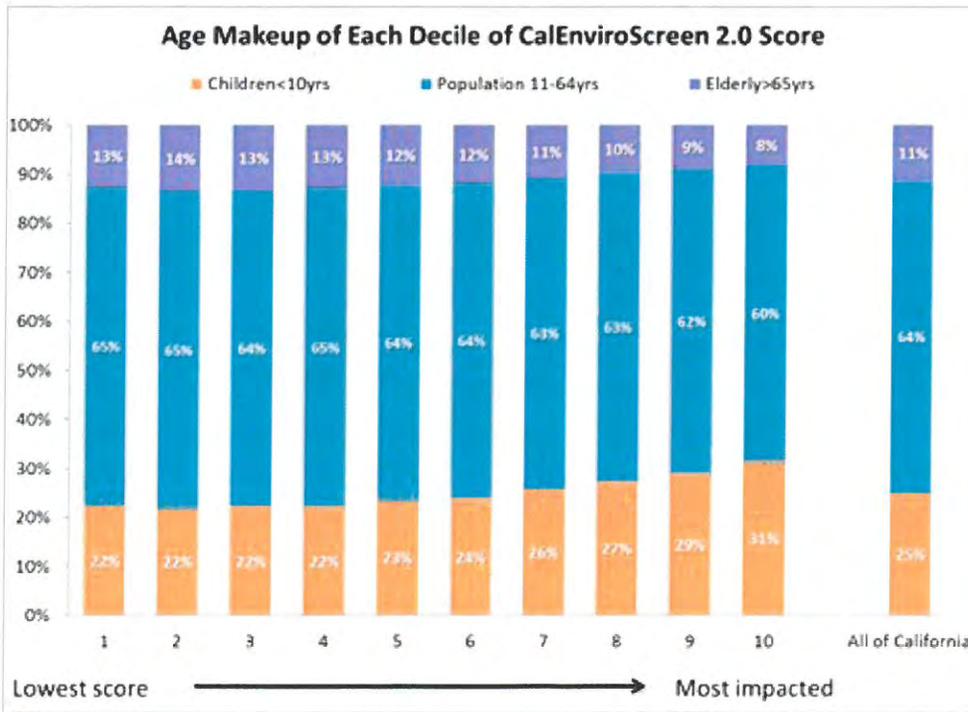
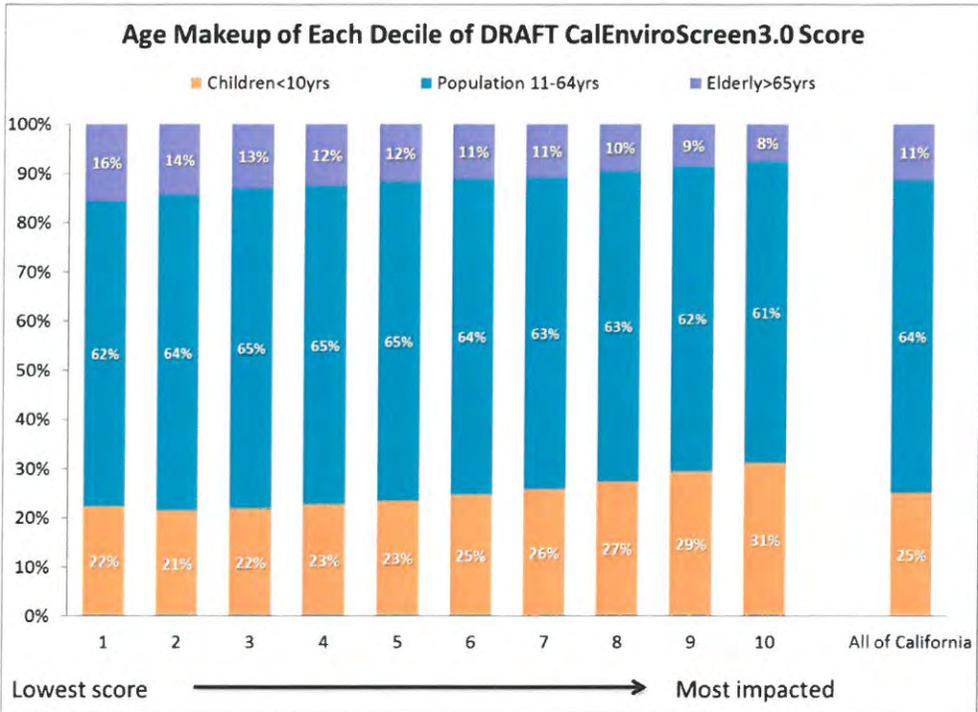
Age: Children and Elderly In this update to CalEnviroScreen, OEHHA proposes to remove the Age indicator, and instead address age in a different analysis and also display the age data with the scores for each census tract. This change does not reflect a change in the evidence that children and elderly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

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

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

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

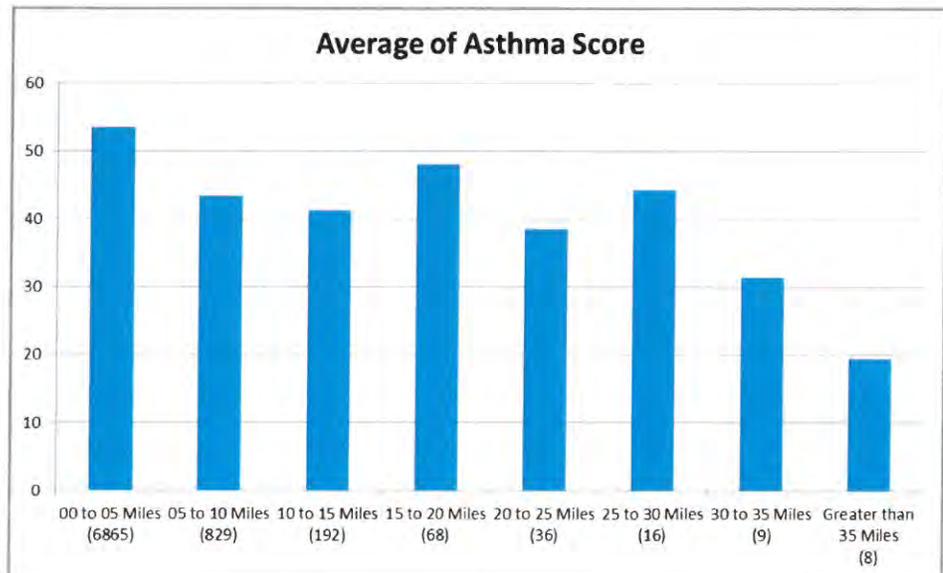
The charts below show the age composition of all census tracts when placed into 10 groups from lowest to highest CalEnviroScreen score. The results are very similar between the proposed CalEnviroScreen 3.0 and 2.0 versions with respect to the fraction of children and elderly in each group.



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

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

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



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

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

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

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

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

Socioeconomic Factor Indicators:

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

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

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

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

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

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

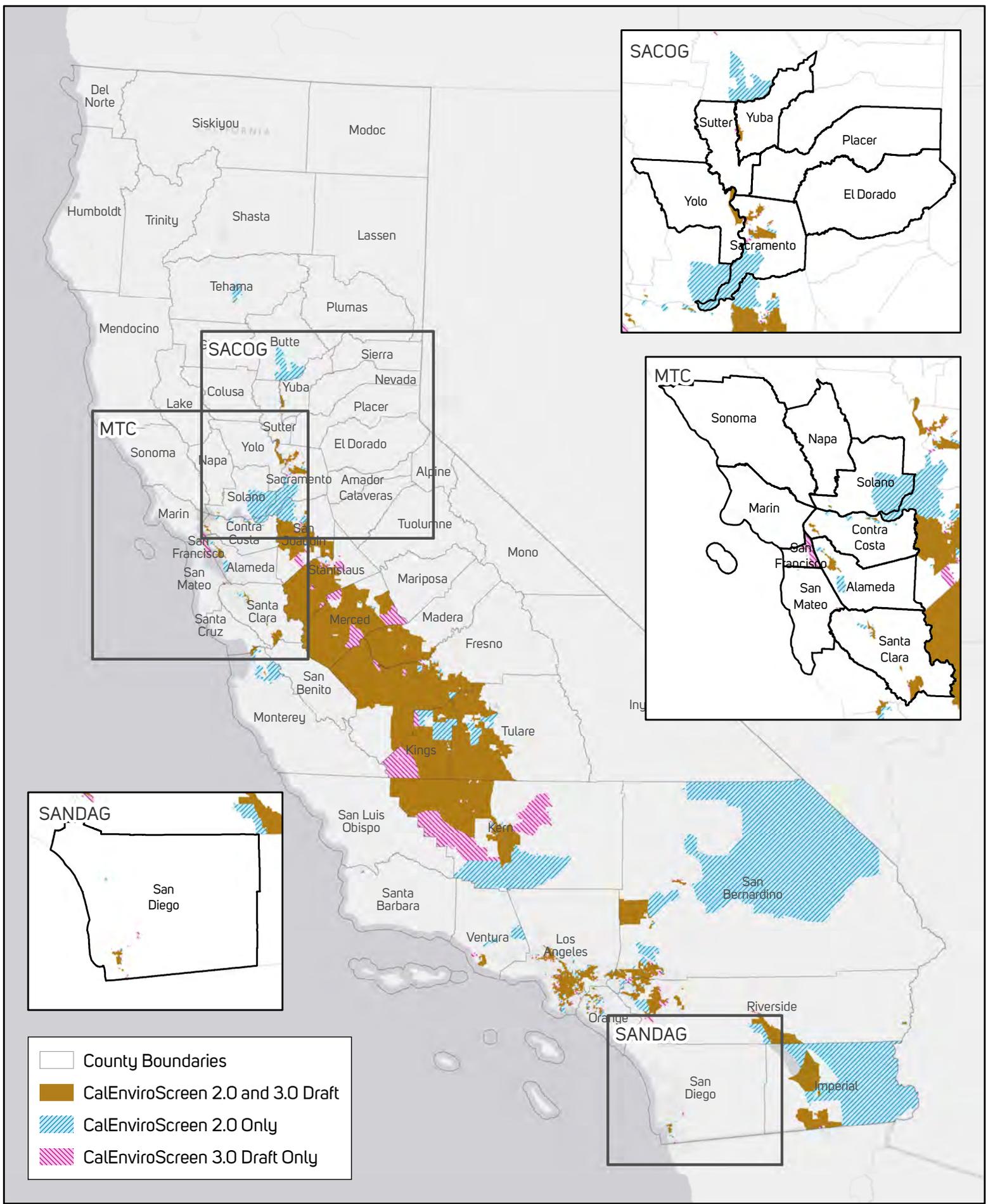
Measures of affordable housing often use a rent burden or owner cost burden measure based on the ratio of housing costs to income. Such measures of housing cost burden, however, do not consider whether the income available after the housing expenditure is adequate to meet non-housing needs. In other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

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

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

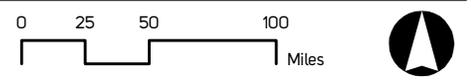
The data on household income and gross rent come from 2010-2014 estimates from the American Community Survey (ACS). The exclusion of unreliable estimates was performed by methods comparable to the other socioeconomic measures.

Top 25% CalEnviroScreen Census Tracts in California

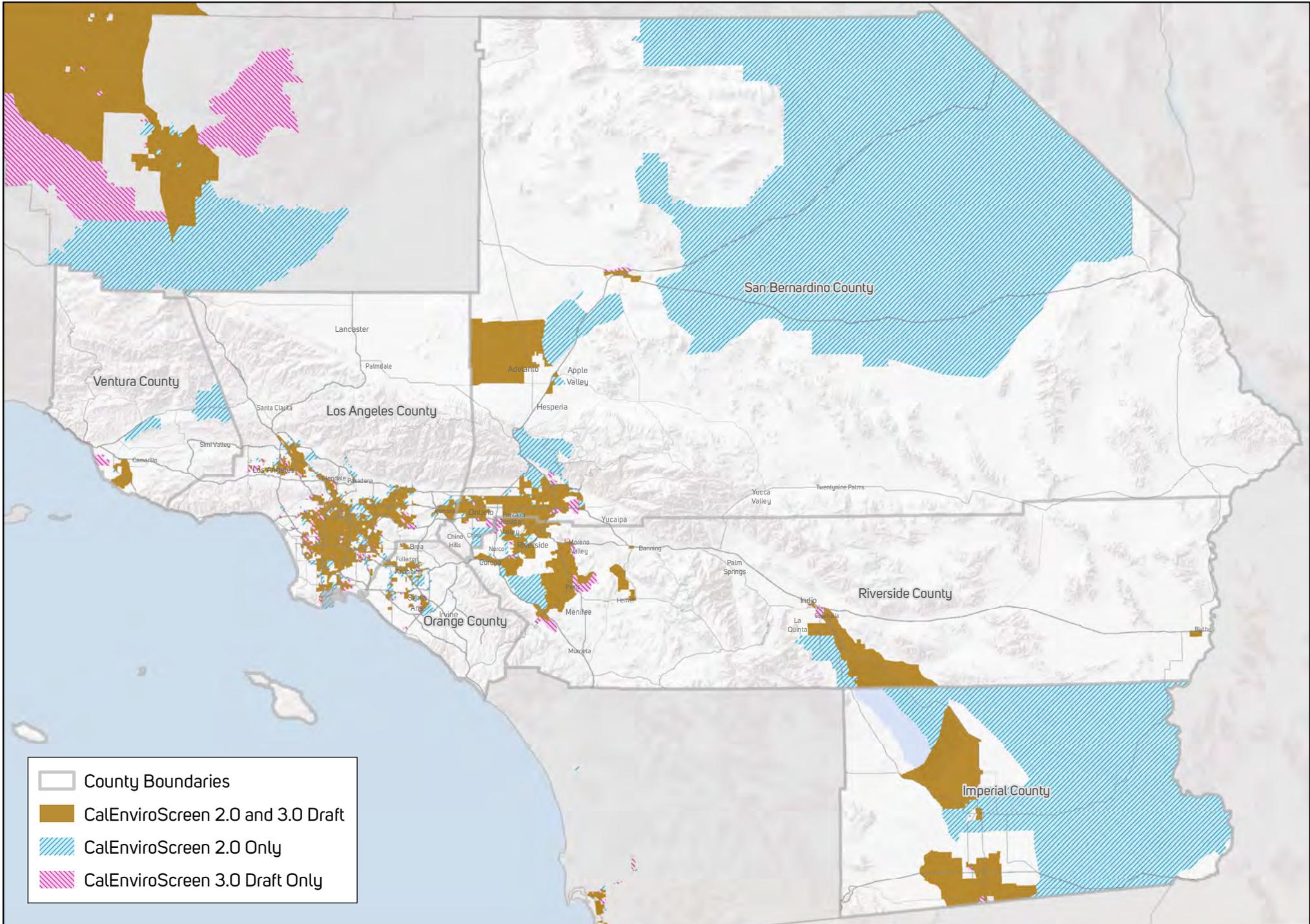


Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.

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Top 25% CalEnviroScreen Census Tracts in the SCAG Region

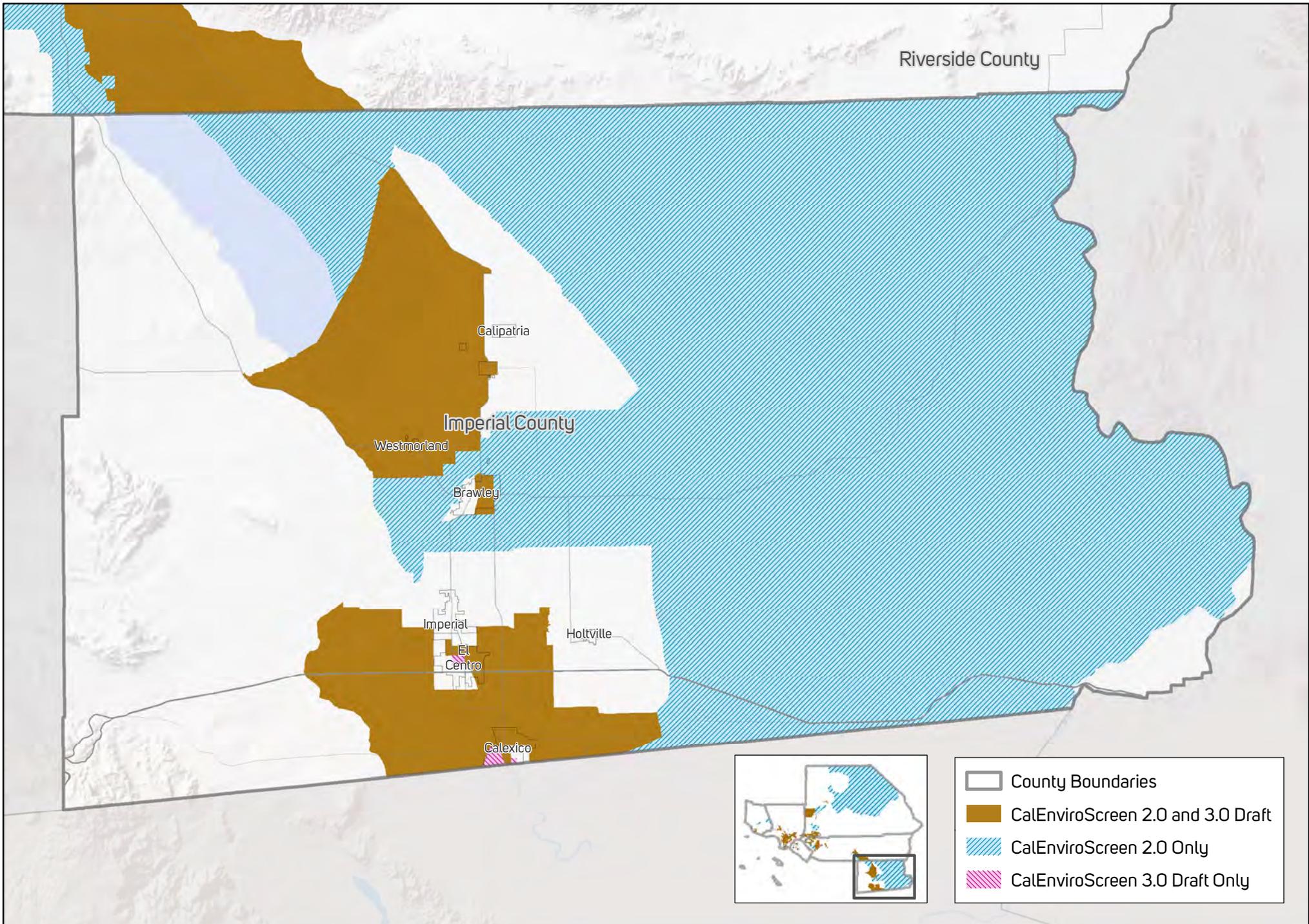


Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.

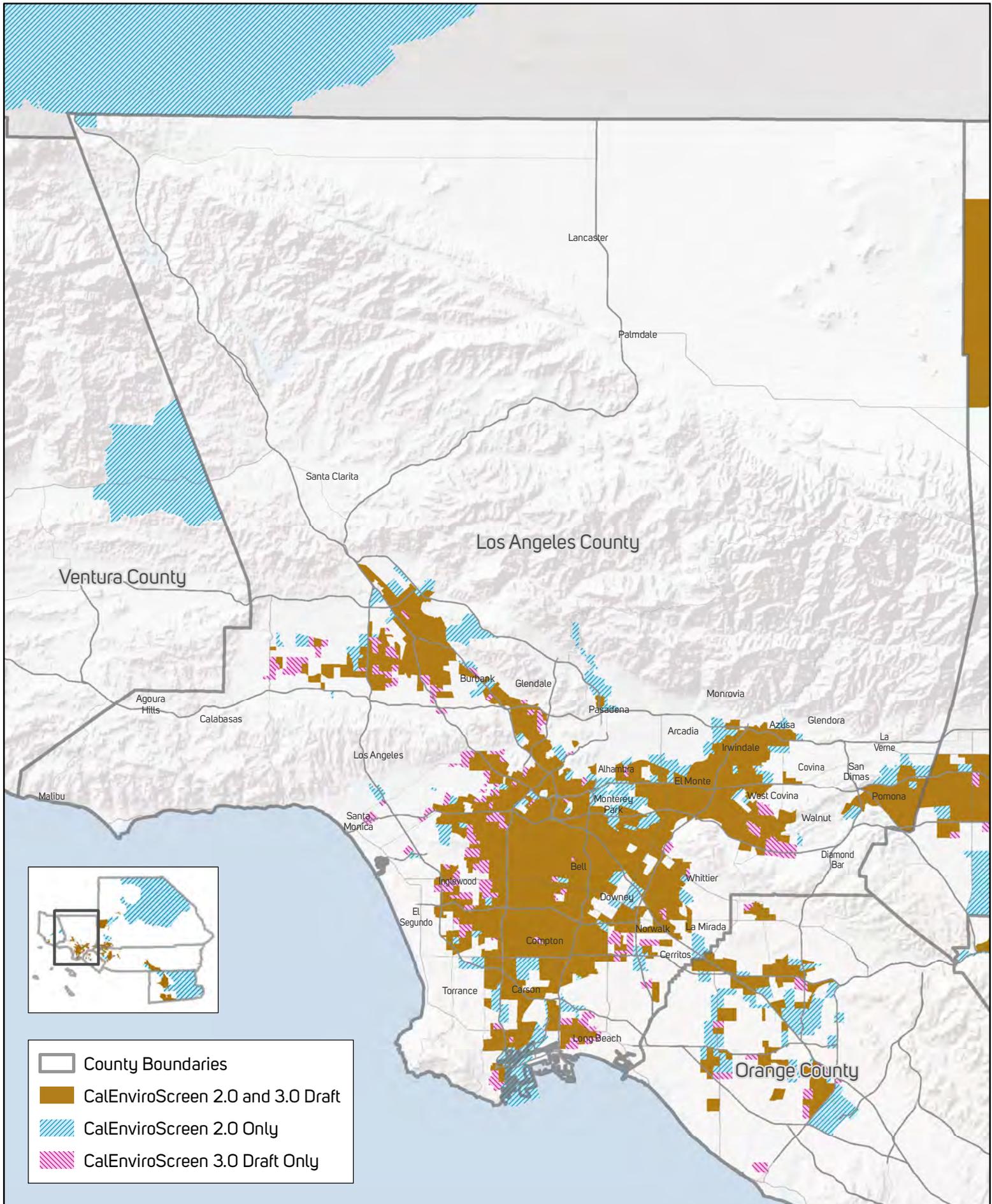
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Top 25% CalEnviroScreen Census Tracts in Imperial County



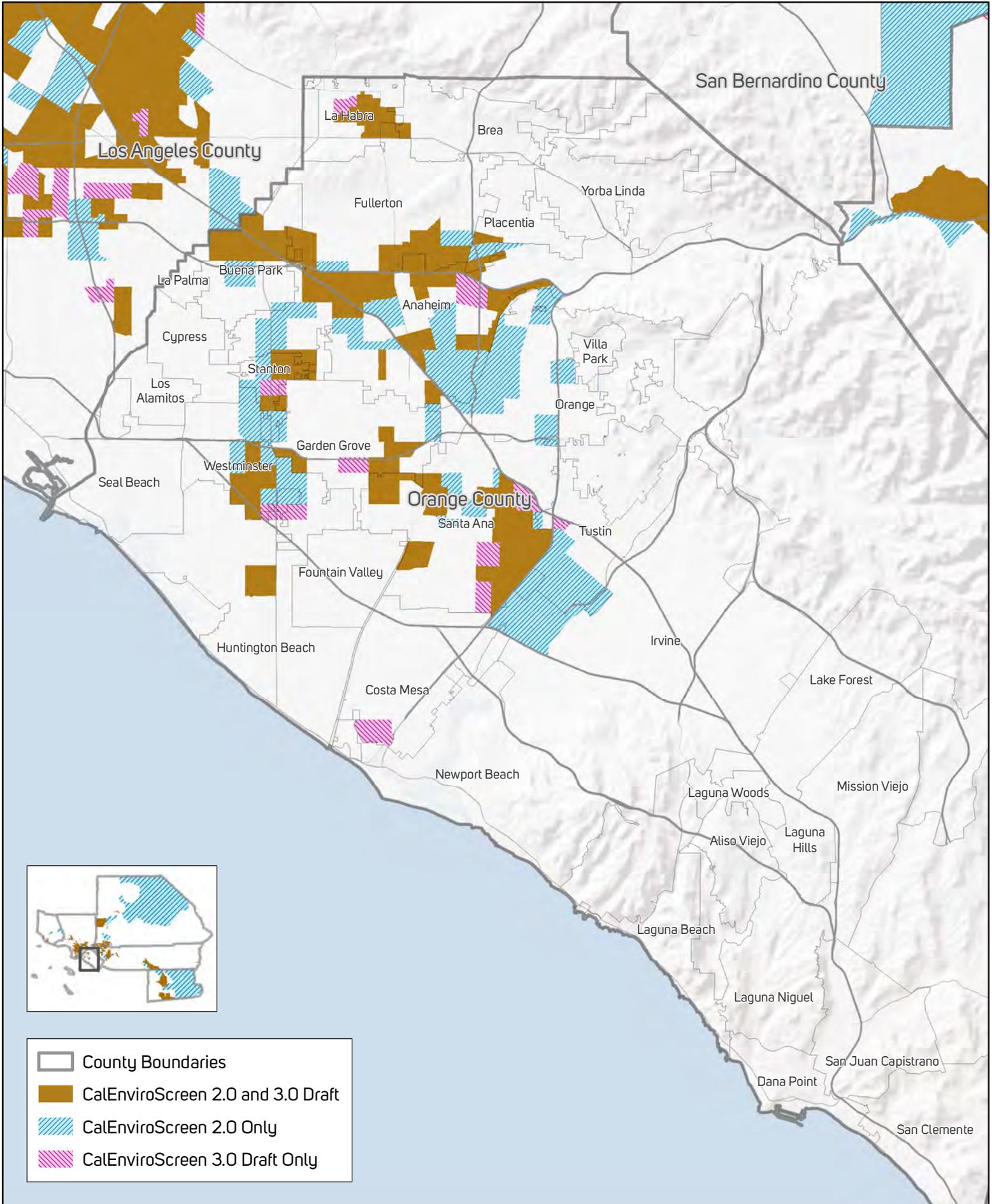
Top 25% CalEnviroScreen Census Tracts in Los Angeles County



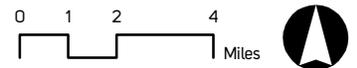
Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.

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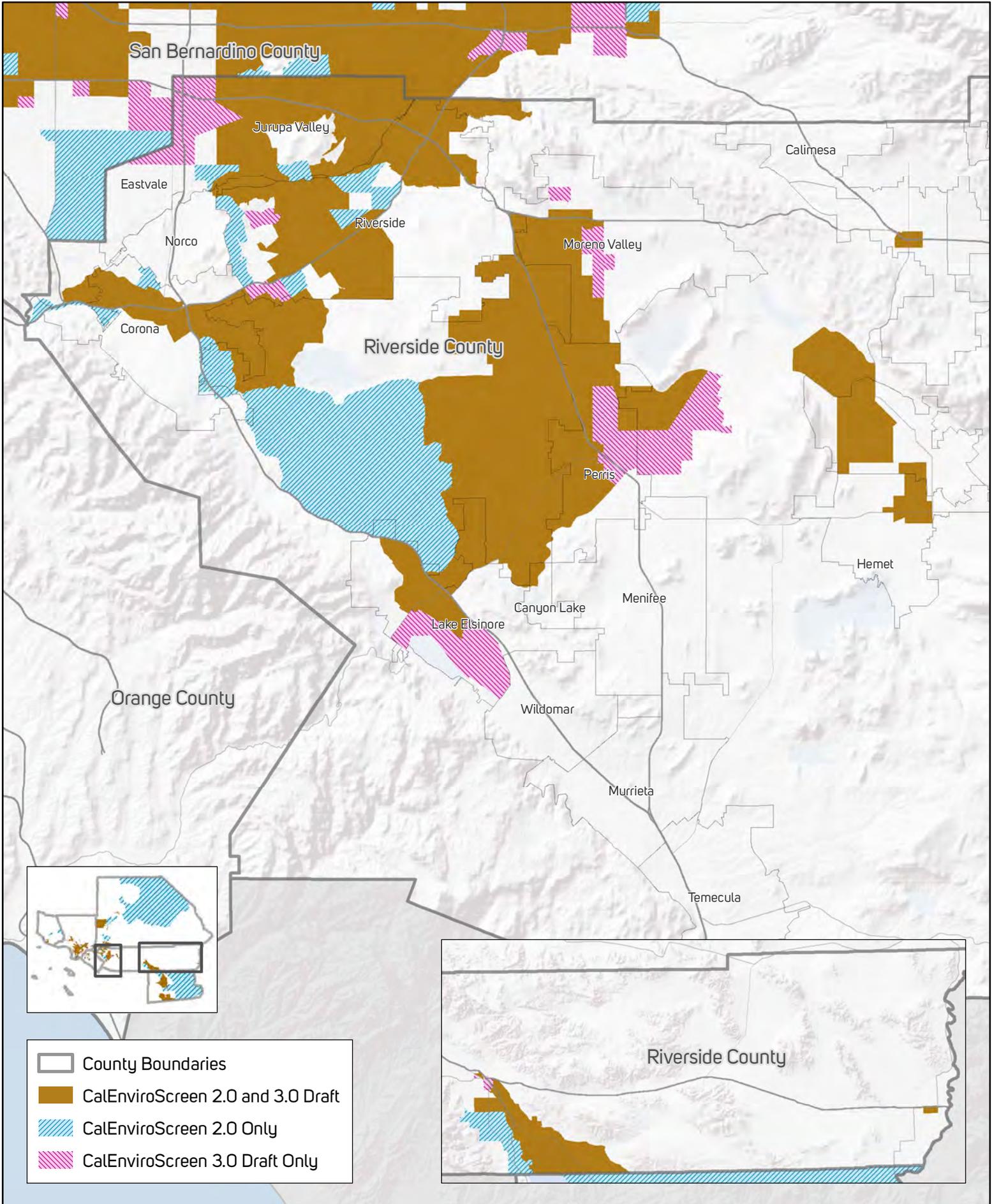
Top 25% CalEnviroScreen Census Tracts in Orange County



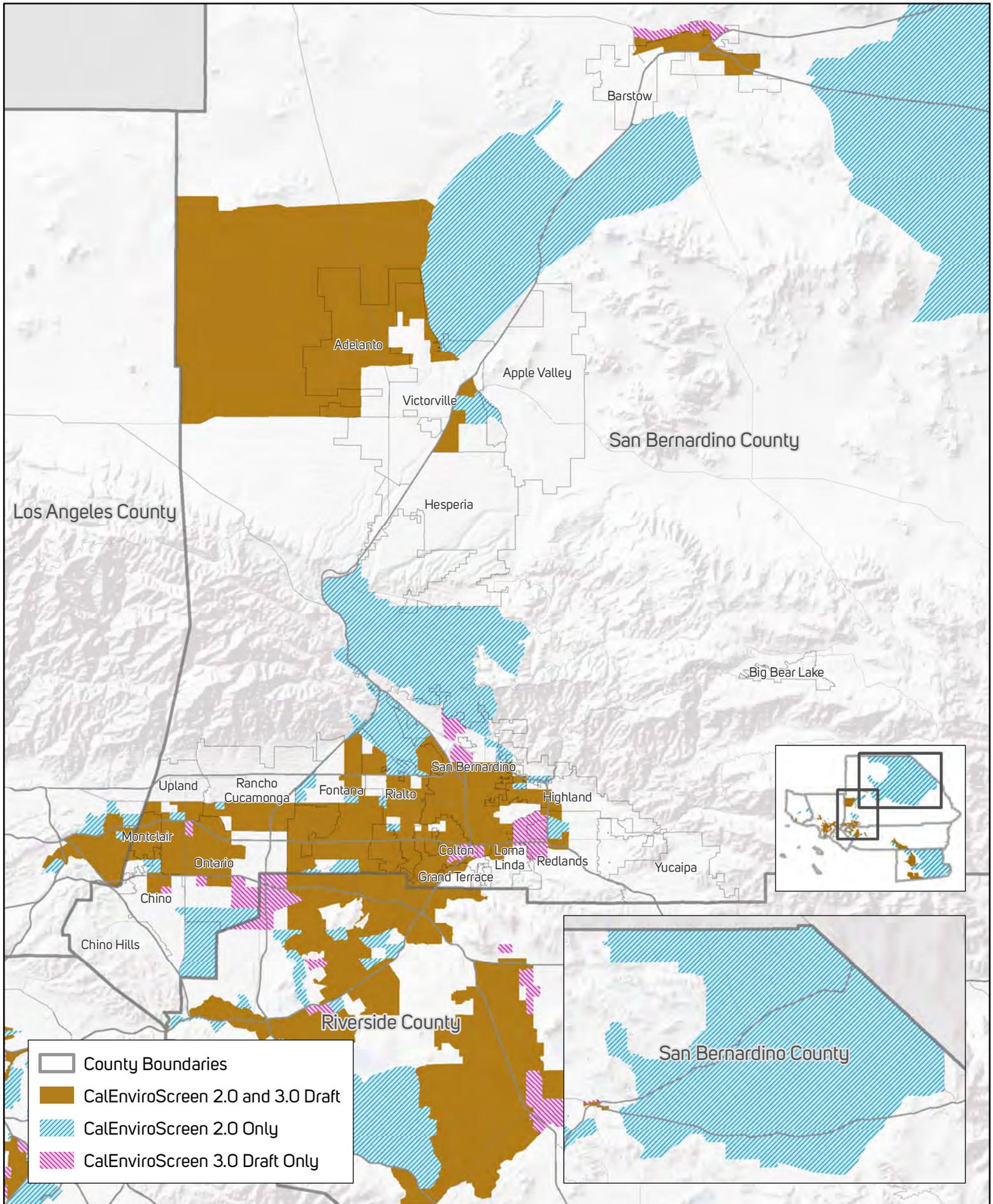
Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.



Top 25% CalEnviroScreen Census Tracts in Riverside County

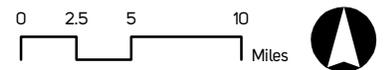


Top 25% CalEnviroScreen Census Tracts in San Bernardino County

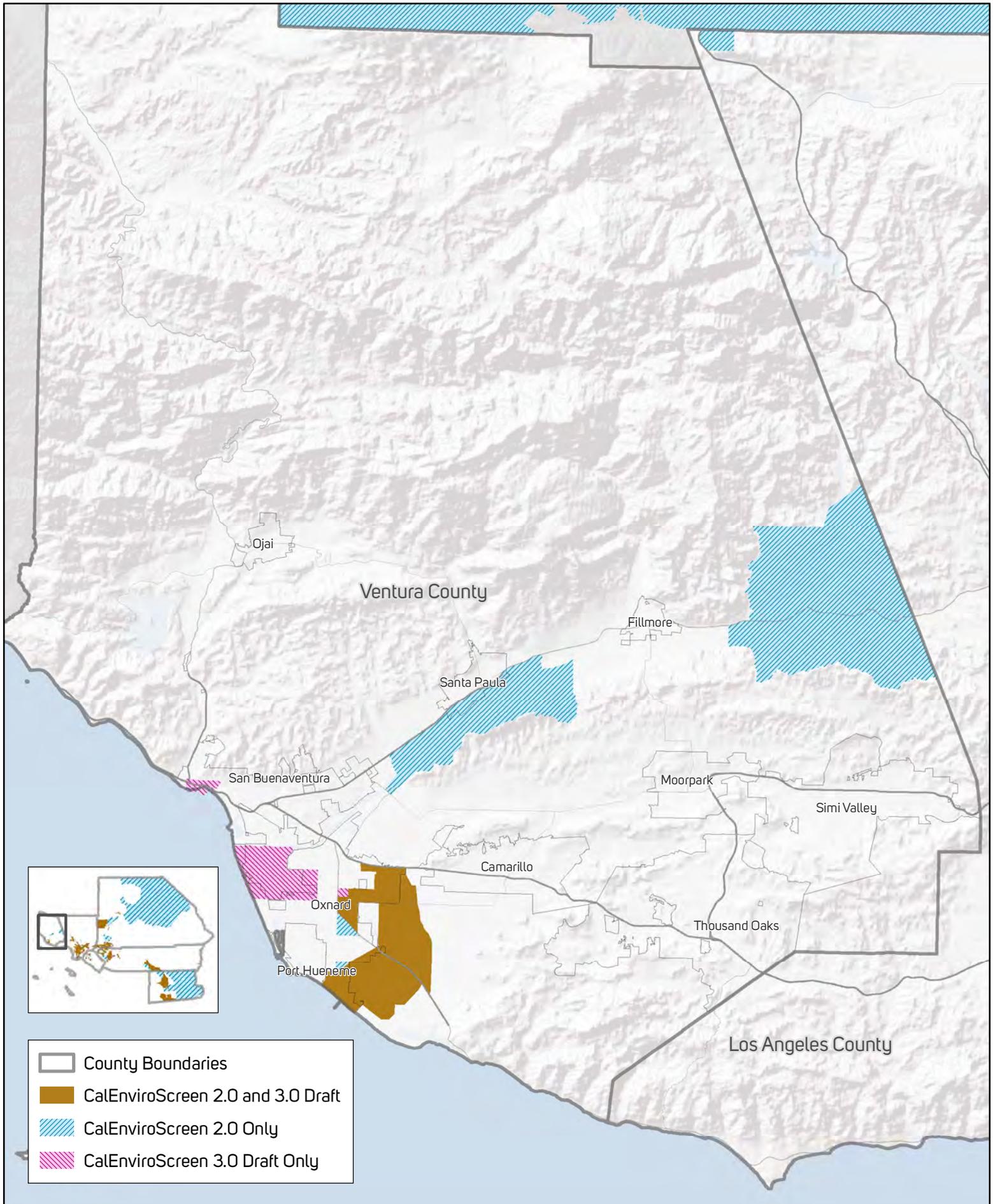


Source: Office of Environmental Health Hazard Assessment, CalEnviroScreen 2.0 and 3.0 Draft, 2016.

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Top 25% CalEnviroScreen Census Tracts in Ventura County



DATE: September 29, 2016
TO: Transportation Committee (TC)
FROM: Philip Law, Manager of Transit/Rail, 213-236-1841, law@scag.ca.gov
SUBJECT: Metrolink Commuter Rail

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
On July 7, 2016, the TC received a presentation from Metrolink staff on its recently adopted Strategic Plan. During the discussion, TC members had a variety of questions, including funding, service frequency and express service, train horn noise from the BNSF locomotives temporarily in service, ticket vending machines and mobile/on-line ticketing. The TC took action to have further discussion. As a follow up to that action, Metrolink CEO Art Leahy will attend today's meeting to discuss critical issues and respond to questions from the TC members.

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:
Metrolink is governed by the Southern California Regional Rail Authority (SCRRA), established in 1991 by a common joint exercise of powers agreement among five member county transportation commissions, "to advocate planning, design, and construction, and then to administer the operation of regional passenger rail lines serving the counties of San Bernardino, Los Angeles, Ventura, Orange, and Riverside." As a Joint Powers Agency (JPA), much of the work of SCRRA is performed in consultation with and support of the five member agencies: Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), and Ventura County Transportation Commission (VCTC). This support includes staff support, contract and financial support, policy support, and funding. Decisions to invest in infrastructure and service depend on the consent and support of the member agencies.

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 2016-2017 Overall Work Program (WBS Number 17-140.SCG00121.01 Transit Planning).

ATTACHMENT:
None



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DATE: September 29, 2016
TO: Transportation Committee (TC)
FROM: Mike Jones, Senior Regional Planner, (213) 236-1978, jonesm@scag.ca.gov
SUBJECT: SCAG Goods Movement Border Crossing Study - Phase II

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
SCAG recently completed the SCAG Goods Movement Border Crossing Study – Phase II to assess the mobility of commerce at the California – Baja California border, and develop freight planning strategies to address long-term trade and transportation infrastructure needs in the border region. The study gathered and synthesized information on goods moving across the U.S. – Mexico border through the Imperial County and San Diego County international land ports-of-entry (POEs). The effort developed and tested three different scenarios - baseline, optimistic, and pessimistic – to evaluate future trade projections of freight flows to assist SCAG and other regional stakeholders in their assessment of future infrastructure needs and general planning efforts. Major steps included the comprehensive study of bi-national trade and emerging business decisions and logistics strategies that affect the border region, transportation data collection (drayage and true origin - destination data by truck, rail, and intermodal transfers), and conceptualization and analysis of transportation infrastructure needs for regional ports-of-entry based on the potential trade flow scenarios. The project also assessed the nexus between the most critical commercial ports-of-entry, seaports (e.g., San Pedro Bay Ports), and areas of high freight concentrations such as warehouse and distribution clusters in the Inland Empire. SCAG staff will present an overview of the study and results and recommendations from the effort.

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:
Mexico is the third largest trading partner of the U.S. behind Canada and China with \$531 billion in trade in 2015. This trade volume accounted for over 14 percent of total U.S. foreign trade, growing by more than 2 percent since 2008. Annually, a total of \$50 billion in two-way trade, or 13 percent of U.S. land exports to, and imports from, Mexico passes through the California – Baja California border (both San Diego and Imperial County ports-of-entry). California is the second largest exporter to Mexico amongst the 50 U.S. states (behind only Texas). In 2015, the state exported \$26.8 billion worth of goods to Mexico accounting for over 16.2 percent of California’s overall goods exports. California is also the second largest domestic U.S. importer of Mexican goods, accounting for almost 15.3 percent of all



REPORT

Mexican imports. Trucking is the dominant mode of transportation for cross-border trade. Trade value by truck increased by over 22 percent between 2005 and 2015. Incoming trucks at the California – Baja California border increased by approximately 8 percent over the past decade to 1.22 million trucks in 2015.

Today's global economy and time-based competition demand efficient freight transportation networks serve as extremely critical links between manufacturers, distributors, and consumers. Agencies across the U.S. are faced with the difficult task of proactively planning for adequate transportation infrastructure and freight facilities that enhance goods movement in their region. This is particularly challenging for border regions with limited information on true origin-destination patterns and end-to-end travel times. Effective planning requires identification of true origin and destination points, because freight network commodity flows often utilize secondary and tertiary points that do not originate or end in the area of jurisdiction of the responsible planning authority. Such planning should not only seek to understand freight flows, reduce current congestion delay, and improve travel time reliability and safety, but also anticipate potential shifts of commodity flows and traffic, and the associated ramifications, across modes, routes, and ports-of-entry. The completed study aimed to assess the mobility of commerce at the California – Baja California border, and develop freight planning strategies to address long-term trade and transportation infrastructure potential needs in the border region.

The key findings from the study included:

- Border crossing traffic flows are large, but are not as significant, in terms of volume, compared to the domestic flows of goods in the region.
- Bottlenecks in the SCAG and SANDAG region are not the result of border-crossing flows, but are affected by them.
- The economic impact of drayage in the SCAG and SANDAG region is considerable.
- The movement of goods across the California – Baja California is of national significance.

Using key findings, a number of recommendations were developed. These include, but are not limited to:

- Prioritizing investment in projects to remove identified highway bottlenecks.
- Investing in greater capacity at land ports-of-entry.
- Promoting modal diversification in the region to leverage the region's strategic location.
- Promoting the use of streamlined processes and state-of-the-art technological advances.
- Promoting higher levels of coordination between agencies and stakeholders to achieve the efficient shipment of goods across the border.

FISCAL IMPACT:

No fiscal impact.

ATTACHMENT:

PowerPoint Presentation: SCAG Goods Movement Border Crossing Study – Phase II



Goods Movement Border Crossing Study – Phase II

SCAG Transportation Committee

September 29, 2016

Mike Jones, Senior Regional Planner
Goods Movement and Transportation Finance



PRESENTATION OUTLINE

- Data Collection
- Scenarios and Forecasts
- Bottleneck Analysis
- Findings and Recommendations
- Next Steps

Data Collection

Truck O-D

Interviews with cargo generators (manufacturing firms, agriculture firms, commercial importers/exporters) as well as main suppliers and customers of these cargo generators

Truck Drayage O-D

Interviews with transportation companies that specialize in drayage

Rail Operations

Interview with railroads operating on both sides of the border to identify cargo moved

Emerging Trends

Interviews with experts in bi-national trade and supply chains to identify future trends

3

Origin/Destinations - Mexicali

Northbound Movement - City of Mexicali

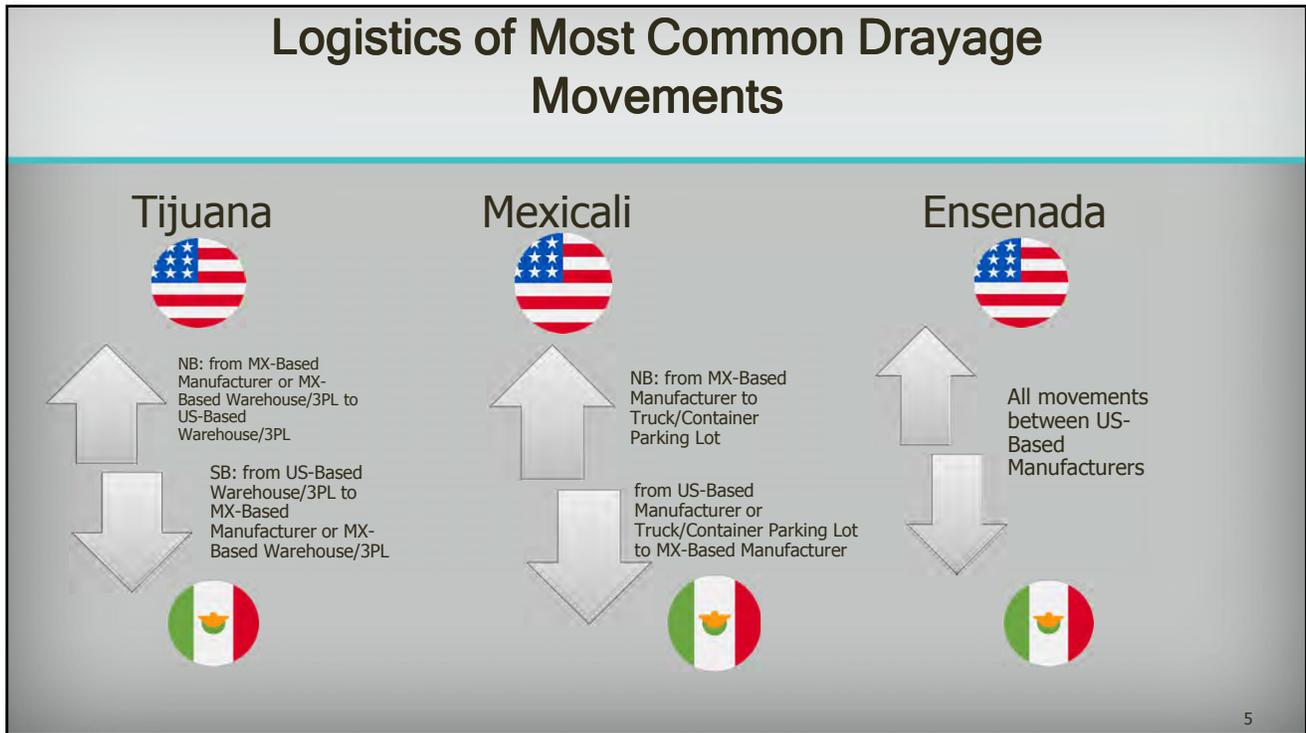


Southbound Movement - City of Mexicali



4

Logistics of Most Common Drayage Movements



5

Economic Impacts of Drayage in the Border Region

Model Inputs

Variable	Value
Total employment in truck transportation	11,672
Number of firms in truck transportation	967
Average number of employees per firm in truck transportation	12
Number of drayage companies	159
Estimate of the number of employees in the drayage industry	1,919



Economic Impact of Drayage - Imperial and San Diego Counties

Impact Metric	Direct	Indirect	Induced	Total
Output	\$284.0	\$124.8	\$101.8	\$510.5
Value Added	\$115.8	\$74.8	\$62.4	\$253.1
Labor Income	\$104.2	\$47.0	\$34.9	\$186.2
Employment	1,919	834	743	3,496
Taxes	-	-	-	\$58.0
Federal Taxes	-	-	-	\$37.2
State/Local Taxes	-	-	-	\$20.8



6

Summary of Opportunities Identified

- Growth in high-end manufacturing
 - Fueled by high local economic growth and potential near-shoring
 - Potential to generate jobs, output and value added in region
 - Wages likely above those for average manufacturing job
- Increased demand for transportation of goods into, out of and within the California – Baja California border region and warehousing/storage services
 - Fueled by potential increase in manufacturing production in binational region
 - Link producers of border-crossing goods with input and consumer markets
 - Specific opportunities in transportation services include: intermodal and rail border-crossing transportation services; air cargo services; expansion of port capacity in Mexico
 - Construction of cold storage facilities in Imperial County to better handle agricultural goods that cross the border

7

Crossborder Goods Movement Scenario Development

Baseline	High Volume	Low Volume
<ul style="list-style-type: none"> • Most-likely future “macro” conditions and progression of “micro” events • Southbound flows are assumed to equal northbound flows on an annual basis • Forecast of northbound rail movements developed using historical data and forecasts from FAF3 	<ul style="list-style-type: none"> • Higher growth in the “macro” variables compared to the baseline scenario • Development of border-crossing “micro” events in the region that impact positively volumes reflected in the baseline • Generating a larger movement of goods across the border 	<ul style="list-style-type: none"> • Lower growth in the “macro” variables compared to the baseline scenario • Development of border-crossing “micro” events in the region that impact negatively volumes reflected in the baseline • Generating a smaller movement of goods across the border

8

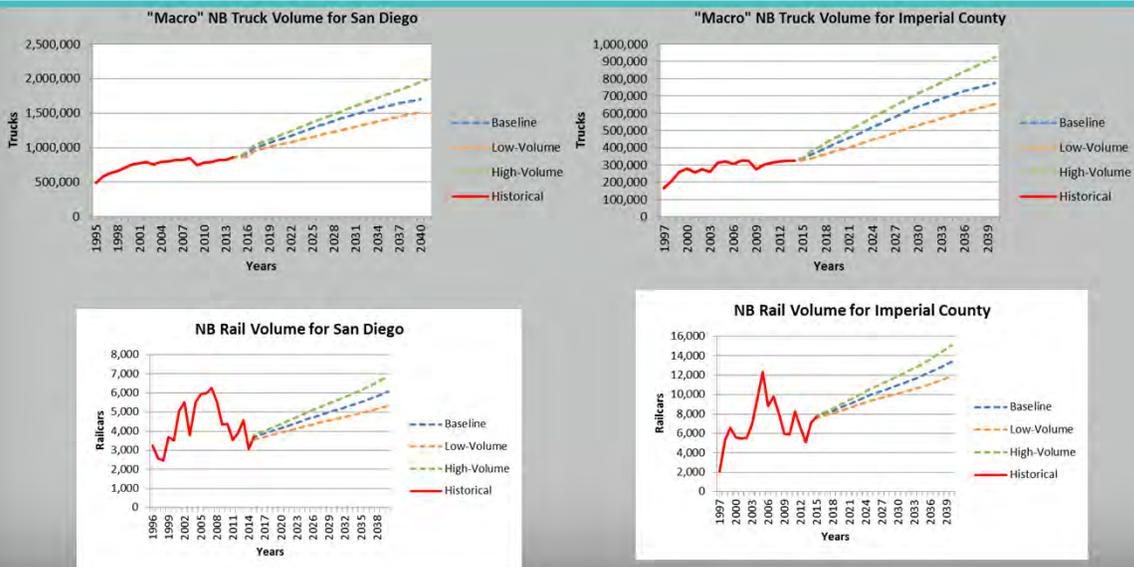
Emerging Trends Survey

Identification of Trends at the Regional Level

Category	Event
Infrastructure	<ul style="list-style-type: none"> Expansion of the port of Ensenada Construction of an intermodal facility in Tijuana Construction of cold-storage facilities in Imperial County Reconstruction of the Desert Line (railroad) Congestion at the ports of Los Angeles/Long Beach Modernization of short-line between Tijuana and Tecate, including expansion of freight yards in San Ysidro and Tijuana (railroad) Expansion of capacity at the Land Ports of Entry (LPOEs) in San Luis Rio Colorado Construction of Otay Mesa East LPOE Repurposing of Hotville airport to handle freight
Border-Crossing Operations	<ul style="list-style-type: none"> Higher efficiency in LPOEs in California compared to those in Arizona Introduction of pre-inspection & other technology-based operational improvements at California LPOEs
Regional Production Capability	<ul style="list-style-type: none"> Relocation of cargo-generating companies from China to Tijuana and Mexicali due to quality concerns (particularly furniture cluster) Relocation of suppliers of large maquiladoras to Tijuana and Mexicali Manufacturing activities in Tijuana and Mexicali involve larger share of high-volume activities
Policy	<ul style="list-style-type: none"> Baja California State policy to retain and expand maquiladoras in region Baja California State policy to promote relocation (to the area) of companies supplying to maquiladoras Mexico's Federal policy to promote domestic suppliers to maquiladoras Mexico's Federal fiscal incentives policy towards maquiladoras

9

Baseline and Alternative Scenario Forecasts



10

Scenario Comparison - Average Heavy Duty Truck Flows by Region

- 7,800 additional trucks would be on regional roadways under 'High' Scenario with 4,900 fewer under the 'Low'
- About 1/3 of trips are between San Diego and Tijuana and just under 1/3 from/to SCAG region (north of Imperial County) – most of these SCAG trips are from/to Tijuana POE (i.e., potentially impacting I-5, I-15, I-215)

Origin-Destination Pair		2040 Low-Volume Scenario		2040 Baseline Scenario		2040 High-Volume Scenario	
		Annual Trucks	Avg. Daily Trucks	Annual Trucks	Avg. Daily Trucks	Annual Trucks	Avg. Daily Trucks
Mexicali	Imperial County (SCAG)	353,002	1,412	572,944	2,292	886,954	3,548
	From/To/Thru Remaining SCAG Region	363,733	1,455	525,442	2,102	749,065	2,996
	San Diego County	25,006	100	33,904	136	45,567	182
	States East of California	292,828	1,171	420,133	1,681	574,846	2,299
Tijuana	Imperial County (SCAG)	12,487	50	14,556	58	18,725	75
	From/To/Thru Remaining SCAG Region	950,850	3,803	1,170,466	4,682	1,572,474	6,290
	San Diego County	1,082,173	4,329	1,421,812	5,687	2,036,397	8,146
	States East of California	491,230	1,965	638,135	2,553	854,934	3,420
Total Cross Border Truck Trips		3,571,309	14,285	4,797,393	19,190	6,738,961	26,956

11

Main Findings

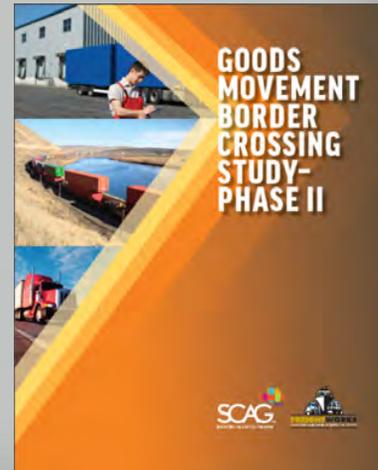
1. Border-crossing traffic flows are large, but not significant compared to domestic flows of goods in region
2. Bottlenecks in SCAG and SANDAG region are not the result of border-crossing flows
 - If improvements to the efficiency of international flows are sought, these bottlenecks (generated by internal flows) need to be removed
3. Economic impact of drayage in the SCAG and SANDAG region is important
4. Main economic development opportunities in region are linked to potential for growing high-end manufacturing production and increase in offering of transportation and warehousing services to link producers of border-crossing goods with final input and consumer markets
5. Movement of goods across California-Baja California is of national relevance, as evidenced by important share of origins and destinations of truck trips that go beyond the Southern California region (averaging 22% for San Diego-Tijuana area and 35% for Calexico-Mexicali area*)



12

Study Recommendations

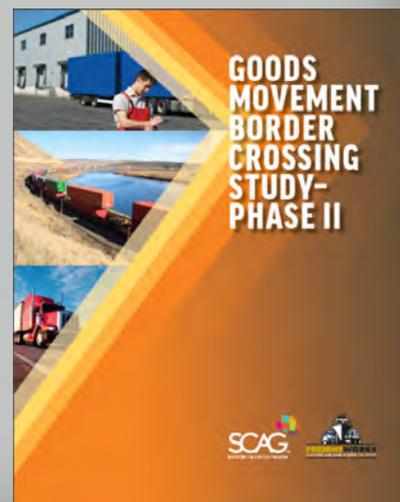
- Truck anticipated to be main transportation mode in foreseeable future for border-crossing goods in region
 - Prioritize investment in projects that will remove highway bottlenecks (identified in bottleneck analysis)
 - Invest in augmenting LPOE capacity
 - Promote construction of cold storage facilities in Imperial County to improve quality of agricultural goods moved by truck
- Cali-Baja is competing with other border regions to attract and retain companies that want to be closer to final consumer market but with ease of access to global networks
 - Promote modal diversification in region to leverage region's strategic location
- Performance and level of integration of supply chains in the region is directly linked to characteristics of border-crossing processes
 - Promote use of streamlined processes and state-of-the-art technological advances



13

Study Recommendations

- A large number of agencies and stakeholders on both sides of the border are involved in the movement of goods
 - Promote higher levels of coordination to achieve efficient shipment of goods across the border
- The State of Baja California is aggressively trying to attract producers and their suppliers to the region
 - Harmonize policies on both sides of the border to make the argument more appealing
- Supply chains are constantly evolving, looking for ways to minimize cost and/or reach markets faster
 - Continue funding goods movement studies to better understand their characteristics



14

Thank You

For more information, please visit the SCAG FreightWorks website: <http://www.freightworks.org> or contact Mike Jones at jonesm@scag.ca.gov or (213) 236-1978



FREIGHTWORKS
SOUTHERN CALIFORNIA DELIVERS THE GOODS

