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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Curt Hagman, San Bernardino County

REGULAR MEETING

ENERGY AND ENVIRONMENT COMMITTEE

Thursday, March 7, 2019
10:30 a.m. - 12:00 p.m.

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

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

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Energy and Environment Committee
Members – March 2019

1. **Sup. Linda Parks**
   EEC Chair, Ventura County
2. **Sup. Luis Plancarte**
   EEC Vice Chair, Imperial County
3. **Hon. Ana Beltran**
   Westmorland, ICTC
4. **Hon. Margaret Clark**
   Rosemead, RC District 32
5. **Hon. Maria Davila**
   South Gate, GCCOG
6. **Hon. Ned Davis**
   Westlake Village, LVMCOG
7. **Hon. Paula Devine**
   Glendale, AVCJPA
8. **Hon. Jordan Ehrenkranz**
   Canyon Lake, WRCOG
9. **Hon. Larry Forester**
   Signal Hill, GCCOG
10. **Hon. Mike Gardner**
    Riverside, WRCOG
11. **Hon. Sandra Genis**
    Costa Mesa, OCCOG
12. **Hon. Shari Horne**
    Laguna Woods, OCCOG
13. **Hon. Paul Leon**
    Ontario, Pres. Appointment
14. **Hon. Diana Mahmud**
    South Pasadena, SGVCOG
15. **Hon. Judy Mitchell**
    Rolling Hills Estates, RC District 40
16. **Hon. Cynthia Moran**
    Chino Hills, SBCTA

17. **Hon. Judy Nelson**
    Glendora, SGVCOG

18. **Hon. Oscar Ortiz**
    Indio, CVAG

19. **Hon. Jim Osborne**
    Lawndale, SBCCOG

20. **Hon. David Pollock**
    Moorpark, RC District 46

21. **Hon. Carmen Ramirez**
    Oxnard, RC District 45

22. **Hon. Greg Raths**
    Mission Viejo, OCCOG

23. **Hon. Deborah Robertson**
    Rialto, RC District 8

24. **Hon. Meghan Sahli-Wells**
    Culver City, RC District 41

25. **Hon. Emma Sharif**
    Compton, RC District 26

26. **Hon. Sharon Springer**
    Burbank, SFVCOG

27. **Hon. John Valdivia**
    San Bernardino, SBCTA

28. **Hon. Edward Wilson**
    Signal Hill, GCCOG

29. **Hon. Bonnie Wright**
    Hemet, WRCOG

ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy A Meeting Room
Los Angeles, California 90017
Thursday, March 7, 2019
10:30 AM

The Energy and Environment Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE
(The Honorable Linda Parks, Chair)

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

Item No. 1 - Minutes of the Meeting - February 7, 2019 pg. 6

Receive and File

Item No. 2 - Report on SCAG's Bottom-Up Local Input and Envisioning Process for Connect SoCal and RHNA pg. 12

Item No. 3 - SCAG Sustainable Communities Program pg. 27

INFORMATION ITEMS

Item No. 4 - Emerging Regional Issues: Where Will We Grow? pg. 34 60 Mins.
(Kome Ajise, Director of Planning, SCAG)

Item No. 5 - ARB SB 150 Report on SB 375 Implementation Progress pg. 45 15 Mins.
(Ping Chang, Manager, Compliance & Performance Monitoring)

Item No. 6 - ARB Draft Guidelines on SCS Evaluation pg. 50 15 Mins.
(Ping Chang, Manager, Compliance & Performance Monitoring)

Item No. 7 - Sustainable Communities Strategy Framework Update pg. 69 15 Mins.
(Sarah Dominguez, Senior Regional Planner, SCAG)

CHAIR'S REPORT
(The Honorable Linda Parks, Chair)

STAFF REPORT
(Grieg Asher, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT
The next meeting of the Energy and Environment Committee is scheduled for Thursday, April 4, 2019, at the SCAG main office, 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017.

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

ENERGY AND ENVIRONMENT COMMITTEE
MINUTES OF THE MEETING
THURSDAY, FEBRUARY 7, 2019

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

Members Present

1.	Sup. Linda Parks (Chair)	Ventura County
2.	Sup. Luis Plancarte, Imperial County (Vice Chair)	Imperial County
3.	Hon. Margaret Clark, Rosemead	District 32
4.	Hon. Ned Davis, Westlake Village	LVMCOG
5.	Hon. Paula Devine, Glendale	AVCJPA
6.	Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
7.	Hon. Larry Forester, Signal Hill	GCCOG
8.	Hon. Mike Gardner, Riverside	WRCOG
9.	Hon. Sandra Genis, Costa Mesa	OCCOG
10.	Hon. Shari Horne, Laguna Woods	OCCOG
11.	Hon. Diana Mahmud, South Pasadena	SGVCOG
12.	Hon. Judy Mitchell, Rolling Hills Estates	District 40
13.	Hon. Jim Osborne, Lawndale	SBCCOG
14.	Hon. David Pollock, Moorpark	VCOG
15.	Hon. Carmen Ramirez, Oxnard	District 45
16.	Hon. Greg Raths, Mission Viejo	OCCOG
17.	Hon. Deborah Robertson, Rialto	District 8
18.	Hon. Meghan Sahli-Wells, Culver City	WCCOG
19.	Hon. Emma Sharif, Compton	GCCOG
20.	Hon. Sharon Springer, Burbank	SFVCOG
21.	Hon. Bonnie Wright, Hemet	WRCOG

Members Not Present

22.	Hon. Ana Beltran, Westmoreland	ICTC
23.	Hon. Maria Davila, South Gate	GCCOG
24.	Hon. Paul S. Leon, Ontario	President's Appointment
25.	Hon. Cynthia Moran, Chino Hills	SBCTA
26.	Hon. Judy Nelson, Glendora	SGVCOG
27.	Hon. John Valdivia	SBCCOG
28.	Hon. Edward H.J. Wilson	GCCOG

The Energy and Environment Committee (EEC) held its meeting at 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017. A quorum was present.

Attachment: EEC Minutes of the Meeting - Feb 7 (Minutes of the Meeting - February 7, 2019)

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Linda Parks, Chair, called the meeting to order at 10:00 a.m. and asked Councilmember Meghan Sahli-Wells, Culver City/WCCOG, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Chair Parks opened the public comment period.

Leeor Alpern, South Coast Air Quality Management District (AQMD), provided the members with updates to various programs underway at AQMD concerning air quality mitigation. AQMD partners with other transit agencies to address the use of cleaner fuels to improve air quality. Staff has information regarding the referenced programs as follows:

- Faith Leaders Panel Discussion/Breakfast, Feb. 21 in DTLA. Event is free, attendees must register
- AQMD's electric lawn mower program has been expanded to include commercial and governmental entities, in addition to residential. The electric mower trade-ins have been discontinued
- Nominations for Clean Air Awards will open in March 2019 and close in earlyJuly. Awards will be given at the AQMD Governing Board Meeting at the Los Angeles Grand Hotel on October 4, 2019.

Regional Councilmember Deborah Robertson, Rialto-District 8, provided commentary on additional air quality issues underway. At the end of 2018 the California Air Resources Board passed the Innovative Clean Transit Regulation, which requires all public transit fleets to convert to zero emission vehicles in phases. Highlights: By 2029 any public transit agency may only purchase zero emission vehicles. It is expected that full conversion will occur by 2035. Another focus is to transform GoodsMovement to zero emissions. She reported that CARB received an $800 million settlement from Volkswagen related to the "*dieselgate*" issues. The settlement is to be spent in 30-month phases, spending $200 million per phase. Councilmember Robertson encouraged member cities to work with Electrify America when they come to communities. It has been reported that there have been permitting issues in some cities concerning the installation of electric charging ports.

Rhianna Fasson and Galena Peters from Water Education for Latino Leaders (WELL), invited all members to their annual conference, March 28-29, 2019 at the Queen Mary Hotel in Long Beach. There is no cost for elected leaders to attend the conference. WELL is a non-profit organization whose mission is to educate, engage and inform local Latino leaders on water policy and other water issues. Regional Councilmember Carmen Ramirez commented that this is a very good program with which to get involved.

Chair Parks welcomed new EEC members Sharon Springer, Burbank/SFVCOG and Greg Raths, Mission Viejo/OCCOG.

Chair Parks closed the public comment period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

Attachment: EEC Minutes of the Meeting - Feb 7 (Minutes of the Meeting - February 7, 2019)

ACTION/DISCUSSION ITEM

1. Imperial County Walk Ride Learn

Chair Parks introduced the item and welcomed Rye Baerg, Program Manager, Active Transportation/Special Programs, to provide a presentation. Mr. Baerg informed the committee that upon approval by the EEC and Regional Council, SCAG would accept Active Transportation Program grant funds to assume responsibility and manage the Imperial County Walk Ride Learn Safe Routes program. He asked the committee to recommend that the Regional Council adopt Resolution Nos. 19-608-1 and 19-608-2, with a correction noted in the resolutions included in the packet that the amount of the grant funds should be $224,000 instead of $203,000.

A MOTION was made (Ramirez) to approve the motion with the correction noted by staff. Motion was SECONDED (Forester) and passed by the following votes:

AYE/S: Parks, Plancarte, Clark, Davis, Devine, Ehrenkranz, Forester, Gardner, Genis, Horne, Mahmud, Mitchell, Osborne, Pollock, Ramirez, Raths, Sahli-Wells, Sharif, Springer, Wright (20)

NOE/S: None (0).

ABSTAIN: None (0).

CONSENT CALENDAR

Approval Item

2. Minutes of the Meeting, November 1, 2018

Receive and File

3. ATP Cycle 4 Update
4. Future Communities Pilot

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

AYE/S: Parks, Plancarte, Clark, Davis, Devine, Ehrenkranz, Forester, Gardner, Genis, Horne, Mahmud, Mitchell, Osborne, Pollock, Ramirez, Raths, Sahli-Wells, Sharif (18)

NOE/S: None (0).

ABSTAIN: Springer, Wright (2).

INFORMATION ITEMS

5. Connect SoCal: Planning for Children and Families

Attachment: EEC Minutes of the Meeting - Feb 7 (Minutes of the Meeting - February 7, 2019)

Chair Parks introduced the item and welcomed Angelica Baltazar, Executive Director, Lewis-San Antonio Healthy Communities Institute (HCI). Sarah Jepson, SCAG Manager of Active Transportation and Special Programs provided introductory context to the program and summarized the information being presented to the Committee. Illustrating with a PowerPoint, Ms. Baltazar presented on *Connect SoCal: Planning for Children and Families*, and the shifting dynamics of the population structure in general. She discussed the importance of beginning to evaluate these changes now, estimating an increase in population of 3.8 million people over the next 20-25 years. It is forecast that by 2040 the Hispanic community will grow to 53%, a majority of the population. In order to prepare for these changing dynamics, it is critical that communities are planning now for the growing housing and transportation infrastructure demands. The Committee requested the PowerPoint presented by Ms. Baltazar be emailed to all committee members.

On behalf of the EEC members, Chair Parks thanked Ms. Baltazar for her presentation.

6. ARB SB 150 Report on SB375 Implementation Progress

No presentation was provide on this item due to lack of time.

7. ARB Draft Guidelines on SCS Evaluation

No presentation was provided on this item due to lack of time.

8. NOP and Scoping Meetings for the Connect SoCal PEIR

Chair Parks introduced the item and welcomed Roland Ok, SCAG Senior Regional Planner. SCAG staff prepared a Notice of Preparation (NOP) for the Connect SoCal (2020 Regional Transportation Plan/Sustainable Communities Strategies) Program Environmental Impact Report (PEIR), and the EEC approved the NOP to be released on January 23, 2019. The NOP provides a brief overview of the environmental issues associated with Connect SoCal. The release of the NOP initiates the PEIR preparation process for Connect SoCal, required under the California Environmental Quality Act (CEQA), which begins with a 30-day public review from January 23-February 22, 2019. Additionally, two Public Scoping Meetings are scheduled for Wednesday, February 13, 2019 at the SCAG Headquarters from 3:00-5:00 pm and 6:30-8:30 pm in Policy Room A. Members of the public are encouraged to participate. Except for the Ventura Regional Office teleconference options are available at all other locations; webcasting is also available. Following the Scoping Meeting stakeholder outreach will take place.

9. Connect SoCal Environmental Justice Outreach Update

Chair Parks introduced the item and welcomed Anita Au, SCAG Associate Regional Planner. Today's presentation included an update of activities associated with Connect SoCal Environmental Justice (EJ) Outreach. The EJ outreach was initiated in May 2018 via the EJ Working Group. The work plan for EJ includes two major components, 1) EJ Working Group which also includes website updates and pop-up events; 2) The second component is working with the subregions through a program known as "Office Hours." Two additional strategies include General Public Workshops and Focus Groups that will be launched later in the year. Outreach will begin late February and continue throughout the year. Invitations regarding the upcoming sessions will be shared with all subregional agencies. The EJ website is in the process of being updated and will include meeting summaries and other relevant information.

Attachment: EEC Minutes of the Meeting - Feb 7 (Minutes of the Meeting - February 7, 2019)

10. Connect SoCal: Public Health Framework

Chair Parks introduced the item and welcomed Hannah Brunelle, SCAG Assistant Regional Planner. Ms. Brunelle provided a brief overview of the Public Health Framework component of Connect SoCal that included a review of the 2016-2040 RTP/SCS health framework appendix. Studies have shown that public health outcomes are affected by the policies and procedures of many sectors. The public health framework appendix provides a single hub for policy-makers and interested stakeholders to access data that impacts the public health and outlines the relationships between land-use, transportation and public health as a resource for local planning.

CHAIR'S REPORT

A report was not provided.

STAFF REPORT

A report was not provided.

FUTURE AGENDA ITEM/S

None

ANNOUNCEMENT/S

There were no additional announcements.

ADJOURNMENT

There being no further business, Chair Parks adjourned the EEC meeting at 12:00 p.m. in honor of former Regional Councilmember Greg Pettis, Cathedral City who recently passed away. The next regular meeting is scheduled for Thursday, March 7, 2019.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC

Attachment: EEC Minutes of the Meeting - Feb 7 (Minutes of the Meeting - February 7, 2019)

ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT

2019

MEMBERS	Date Appointed if after 1/1/19	Representing	COUNTY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Mtgs Attended To Date
Beltran, Ana		Westmoreland, ICTC	Imperial		1											1
Clark, Margaret		Rosemead, RC District 32	Los Angeles		1											1
Davila, Maria		South Gate, GCCOG	Los Angeles													0
Davis, Ned		Westlake Village, LVMCOG	Los Angeles		0											0
Delach, Peggy		Covina, RC District 33	Los Angeles		0											0
Devine, Paula		Glendale, AVCJPA	Los Angeles		1											1
Ehrenkranz, Jordan		Canyon Lake, WRCOG	Riverside		1											1
Englander, Mitchell		Los Angeles, RC District 59	Los Angeles		0											0
Forester, Larry		Signal Hill, GCCOG	Los Angeles		1											1
Gardner, Mike		Riverside, WRCOG	Riverside		1											1
Genis, Sandra		Costa Mesa, OCCOG	Orange		1											1
Horne, Shari		Laguna Woods, OCCOG	Orange		1											1
Mahmud, Diana		So. Pasadena, SGVCOG	Los Angeles		0											0
Mitchell, Judy		Rolling Hills Estates, RC District 40	Los Angeles		1											1
Moran, Cynthia		Chino Hills, SBCTA	San Bernardino		1											1
Nelson, Judy		Glendora, SGVCOG	Los Angeles		0											0
Osborne, Jim		Lawndale, SBCCOG	Los Angeles		0											0
Parks, Linda **(CHAIR)**		Ventura County	Ventura		1											1
Plancarte, Luis **(Vice Chair)**		Imperial County	Imperial		1											1
Pollock, David		Moorpark, VCOG	Ventura		1											1
Ramirez, Carmen		Oxnard, RC District 45	Ventura		1											1
Robertson, Deborah		Rialto, RC District 8	San Bernardino		0											0
Rosenthal, Laura		Malibu, RC District 44	Los Angeles		0											0
Sahli-Wells, Meghan		Culver City, RC District 41	Los Angeles		1											1
Sanchez, Betty		Coachella, CVAG	Riverside		1											1
Sharif, Emma		Compton, RC District 26	Los Angeles		1											1
Williams, Diane		Rancho Cucamonga, SBCTA	San Bernardino		1											1
Wilson, Edward H.J.		Signal Hill, GCCOG	Los Angeles		1											1
Wright, Bonnie		Hemet, WRCOG	Riverside		1											1
VACANT		BIASC	Orange		0											0

Attachment: EEC Minutes of the Meeting - Feb 7 (Minutes of the Meeting - February 7, 2019)

REPORT

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

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

From: Kimberly Clark, Regional Planner Specialist, Research & Analysis, (213) 236-1844, Clark@scag.ca.gov

Subject: Report on SCAG's Bottom-Up Local Input and Envisioning Process for Connect SoCal and RHNA

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

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

RECOMMENDED ACTION FOR EEC AND TC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:
In preparation for adoption of Connect SoCal in April 2020 and the 6th cycle of the Regional Housing Needs Assessment (RHNA), SCAG has been engaging with local jurisdictions, subregions, and other stakeholders to inform the development of the two integrated regional planning efforts. This collaborative process, called the Bottom-Up Local Input and Envisioning Process, has engaged all 197 local jurisdictions and SCAG's 15 subregions to refine and ground truth SCAG's base land use, projected growth, and resource areas data. SCAG has also surveyed jurisdictions on best practices relating to local sustainability, and transit supportive plans and measures. The kickoff for engaging local jurisdictions in data refinement was held on October 31, 2017 with a regional webinar; and a letter outlining this effort was also sent to city managers, community/planning directors, and city clerks for the 197 jurisdictions in the SCAG region. To ensure all jurisdictions were informed of the process and had ample opportunity to ask questions, understand the data elements, and seek technical support, SCAG coordinated with subregions to successfully meet one-on-one with all 197 local jurisdictions. The deadline for jurisdictions to provide input on this information was October 1, 2018, and 90% of SCAG's 197 towns, cities, and counties provided feedback on one or more data elements.

BACKGROUND:

Southern California will be facing new challenges in the development of the 2020 Regional Transportation Plan and Sustainable Communities Strategy ("Connect SoCal").These challenges include, but are not limited to, transformational technologies in the transportation, system management and efficiency, planning for resiliency, increased greenhouse gas (GHG) reduction targets from the California Air Resources Board (CARB), new Federal Highway Administration planning requirements, FAST Act performance metrics/goals, and a concurrent development of the 6th cycle RHNA. Given these factors, it is important to establish a solid baseline of existing policies and plans to understand how Southern California can accommodate future growth and thrive in the coming decades.

To foster cross-jurisdictional collaboration to that end, SCAG initiated a Bottom-Up Local Input and Envisioning Process in fall 2017, which has been guided by the principles evaluated by the Community, Economic, and Human Development Committee (CEHD) in September 2017 and subsequently adopted by Regional Council in October 2017:

Bottom-Up Local Input and Envisioning Process Guiding Principles

1. SCAG will engage with jurisdictions one-on-one to establish a regional profile of base land use, population, household and employment growth, resource areas, sustainability practices, and local transit-supportive plans and policies. SCAG will also seek input from CTCs on planned transportation infrastructure through the horizon year of the RTP/SCS;
2. SCAG will assess the GHG reduction potential of existing plans and policies in the Southern California region, including the establishment of an RTP/SCS "base case" that takes into account local land use policies, planned growth, sustainability practices, resource areas, transit-supportive plans and policies, and anticipated transportation improvements for the RTP/SCS;
3. SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices, and will be compared to the "base case" in order for the Regional Council and Policy Committees to evaluate the merits of regional decisions for the Plan;
4. Feedback on potential GHG reduction strategies will be solicited from local jurisdictions, CTCs, and other stakeholders through regional collaboration prior to inclusion in the draft SCS;
5. SCAG will also engage with the general public to help inform the draft SCS scenarios, in accordance with SB 375 and SCAG's Public Participation Plan;
6. The 6th cycle RHNA will be developed in coordination with the RTP/SCS; and
7. Input from local jurisdictions throughout the process will be received by SCAG from each jurisdiction's city manager, community development/planning director; at their option, jurisdictions may elect to have the governing body approve local input.

Since October 2017, SCAG staff has engaged with subregions within SCAG and met individually with local jurisdictions to solicit input on base land use, population/household/employment growth, resource areas, sustainability best-practices, and local transit-supportive plans and policies to help decision makers understand how the region will perform under current circumstances to reach Southern California's new GHG reduction targets from CARB. In conducting this collaborative process, SCAG has been engaging stakeholders in four general phases (described below), and has provided regular updates to the CEHD on progress and feedback received from local jurisdictions during Phase 2.

Bottom-Up Local Input and Envisioning Process Phases and Schedule

Phase 1: Regular Technical Consultation

(June 2017 – Spring 2020)

To ensure transparency and technical veracity during all phases of this process, SCAG has had ongoing engagements with the Technical Working Group (TWG) and has sought guidance from local jurisdictions, subregions, county transportation commissions, and other stakeholders on data methods and potential resource constraints for local jurisdictions to participate in this process.

Phase 2: One-on-One Outreach and Local Input on Planned Growth

(October 2017 – October 1, 2018)

To ensure that all jurisdictions are fully informed of the planning process and have clear and adequate opportunities to provide input, each jurisdiction was sent a detailed work plan during the first week of December 2017 to explain this process, identify support from subregional organizations and SCAG, outline milestones, and provide instructions on submitting feedback. SCAG staff also made presentations at subregional Boards of Directors' meetings and/or standing subregional City Managers and Community Development/Planning Directors meetings introducing the Bottom-Up Local Input and Envisioning Process in Fall 2017, and then again at the end of the process in Fall 2018 throughout the region.

To increase the ease of review for local staff, several trainings have also been hosted throughout the region, and session content is available as webinars on SCAG's website. These 19 training sessions were attended by 200 staff from 99 jurisdictions. SCAG staff also met individually with all 197 local jurisdictions (and 457 local staff) in the SCAG region to review each dataset, distribute hard copies of local datasets for review (including wall size maps), and answer questions expeditiously. Further, SCAG also offered on-site technical assistance to over 90 agencies requesting additional help and provided services to 46 jurisdictions.

The deadline for submitting input to SCAG was October 1, 2018; prior to this date, SCAG reached out to subregions and jurisdictions to notify these partners that extension requests could be submitted to SCAG and would be evaluated on a case-by-case basis. Through this extensive outreach and collaborative endeavor, 178 jurisdictions (90%) have

been able to provide feedback on one or more data elements requested for local review. Looking at these jurisdictions collectively, an estimated 94% of the region's 19 million residents call these towns, cities, and counties home as of 2016. On the forecast of population/households/employment specifically, which has the most relevance to the RHNA, 160 jurisdictions (81%) have submitted input to SCAG and 89% of the region's total population reside within these jurisdictions (in 2016).

Taking into account SCAG's hands-on assistance to local jurisdictions, 100% of jurisdictions utilizing SCAG's on-site technical assistance resources provided feedback to SCAG on one or more data elements; 94% of those participating in SCAG's regional webinar and class-room style trainings provided feedback to SCAG.

Phase 3: Regional Collaboration on Scenario Development
(Spring 2018 – Spring 2019)

In collaboration with local jurisdictions, elected officials, and a broad range of stakeholder groups, SCAG has been evaluating potential region-wide integrated land use and transportation planning strategies for inclusion in the draft Plan. In May 2018, SCAG kicked off a series of Regional Planning Working Groups, which function as a forum for SCAG staff to engage stakeholders in the development and implementation of plans and policies to advance region's mobility, economy, and sustainability. Multiple sessions are held each month and areas of focus include Active Transportation, Environmental Justice, New Mobility, Natural Lands Conservation, Public Health, Sustainable Communities, and Transportation Safety. To date, there have been nearly 20 meetings of the Regional Planning Working Groups, and involvement in this effort is being solicited from local jurisdictions, county transportation commissions, transit providers, and a wide range of stakeholder groups in accordance with SB 375 (e.g. attainable/workforce housing advocates, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations, among others). Utilizing these collaborative engagements and additional consultant supported outreach, SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices and will be compared to the "base case" to evaluate the merits of certain regional decisions, including the pursuit of a potential Alternative Planning Strategy (APS).

Phase 4: Engagement with the General Public on Potential Options for the RTP/SCS
(Late Winter 2019 – Spring 2019)

In accordance with SB 375, SCAG will solicit feedback from the general public through public workshops on potential GHG reduction strategies to inform the draft Plan. These workshops will equip the public with information and tools necessary to provide a clear understanding of the issues and policy choices at hand in the development of the draft SCS. At least one workshop will be held in each county in the region; for counties with over 500,000 people, a minimum of three workshops will be held.

Concurrent Process: Regional Housing Needs Assessment
(June 2017 – Fall 2021)

The RHNA will be developed concurrently with Connect SoCal, and information refined through the Bottom-Up Local Input and Envisioning Process will be one factor for consideration in the development of SCAG's regional housing need, as well as the RHNA allocation methodology. For example, when providing input on the forecast of population/household/employment growth, jurisdictions shared that available land capacity and historic trends were the most often cited reasons for their requested adjustments to SCAG's draft figures.

In addition, a pre-survey of local planning factors related to housing capacity and planning were also covered by the bottom-up local review input process, and included as part of the local jurisdiction survey on best practices relating to local sustainability, transportation, land use, and transit supportive plans and measures.

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

ATTACHMENT(S):
1. PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA

Bottom-Up Local Input and Envisioning Process for Connect SoCal and RHNA

Community, Economic, and Human Development Committee

Kimberly Clark
Regional Planner Specialist
March 7, 2019

www.scag.ca.gov

INNOVATING FOR A BETTER TOMORROW

Bottom-Up Local Input and Envisioning Process

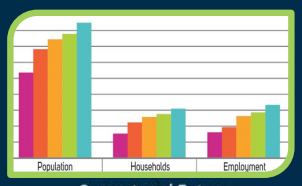
Guiding Principles

As adopted by SCAG's Regional Council in October 2017:

- SCAG will engage with jurisdictions one-on-one to establish a regional profile of base land use, population, household and employment growth, resource areas, sustainability practices, and local transit-supportive plans and policies. SCAG will also seek input from CTCs on planned transportation infrastructure through the horizon year of the RTP/SCS.
- SCAG will assess the GHG reduction potential of existing plans and policies in the Southern California region, including the establishment of an RTP/SCS "base case" that takes into account local land use policies, planned growth, sustainability practices, resource areas, transit-supportive plans and policies, and anticipated transportation improvements for the RTP/SCS.
- SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices, and will be examined in relation to the "base case" in order for the Regional Council and Policy Committees to evaluate the merits of regional decisions for the Plan.
- Feedback on potential GHG reduction strategies will be solicited from local jurisdictions, CTCs, and other stakeholders through regional collaboration prior to inclusion in the draft SCS.
- SCAG will also engage with the general public to help inform the draft SCS scenarios, in accordance with SB 375 and SCAG's updated Public Participation Plan.
- The RHNA will be developed in coordination with the RTP/SCS.
- Input from local jurisdictions throughout the process will be accepted from each jurisdiction's city manager, community development/planning director; at their option, jurisdictions may elect to have the governing body approve local input.

Attachment: PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA (Report on SCAG's Bottom-Up Local Input and

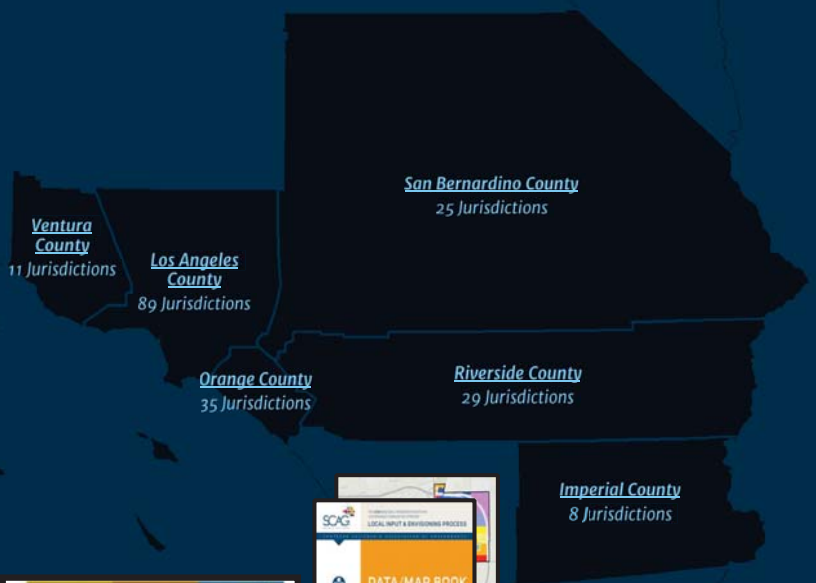
Data Elements for Local Review

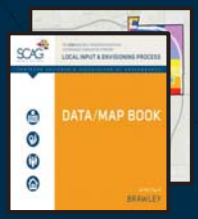


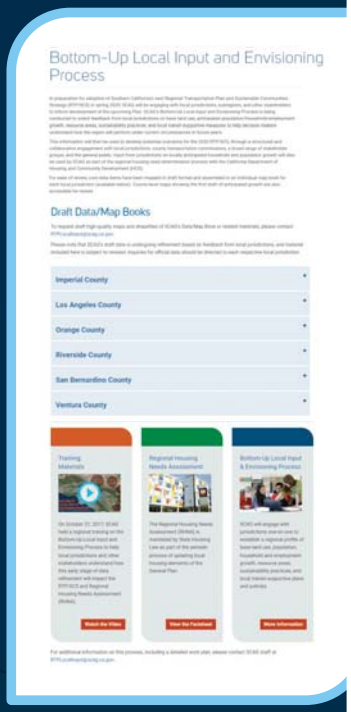
Current and Future Population, Households, Employment

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

Sustainability Best Practices, Transit Supportive Measures







Outreach Timeline (June 2017 – December 2017)

SCAG

Review of Proposed Bottom-Up Local Input and Envisioning Process by SCAG's Community, Economic and Human Development Committee (CEHD)

Regional Webinar & Classroom-Style Trainings

June 2017 — October 2017 — November 2017 — December 2017

Technical Consultation with Subregions and SCAG's Technical Working Group (TWG)

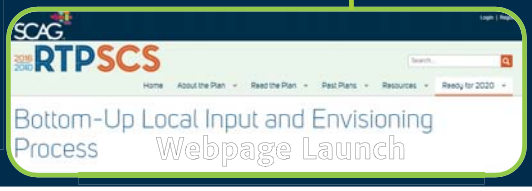
Adoption of Guiding Principles for the Process by SCAG's Regional Council

Presentations made at Subregional Boards of Directors and/or Standing City Managers'/Planning Directors' meetings

Release of Detailed Work Plans & Data Package to Ci Managers, Community/Planning Directors, Subregional Executive Directors, and Locally Elected Officials. Review of Materials by CEH

★ = Updates on the Bottom-Up Local Input and Envisioning Process included in SCAG's Executive Director's Report

Release of Scenario Planning Model: Data Management Site



Attachment: PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA (Report on SCAG's Bottom-Up Local Input and

Outreach Timeline (January 2018 – 2018)

Continuing Consultation with SCAG's TWG and Subregions

Continuation of One-on-One Meetings

January 2018

February 2018

March 2018

April 2018

May 2018

June 2018

Launch of SCAG's On-Site Technical Assistance for Local Jurisdictions

Progress Report on Bottom-Up Local Input and Envisioning Process Delivered to CEHD

Kickoff of SCAG's Regional Planning Working Groups for Plan Envisioning

= Updates on the Bottom-Up Local Input and Envisioning Process included in SCAG's Executive Director's Repo

Outreach Timeline (July 2018 – January 2019)

Completion of 197 One-on-One Meetings with Jurisdictions

Additional trainings offered on SCAG's Scenario Planning Model – Data Management Site

Progress Report on Bottom-Up Local Input and Envisioning Process Delivered to CEHD

Update on Participation Results from Bottom-Up Local Input and Envisioning Process to CEHD

July 2018

August 2018

September 2018

October 2018

Update on SCAG's Progress to Subregional Executive Directors, City Managers, Community/Planning Directors, Local Staff

Presentations at Subregional Boards of Directors and/or Standing City Managers'/Planning Directors' meetings

Deadline for Input from Local Jurisdictions (extensions evaluated upon request)

Update and refinement of SCAG's Base Data utilizing input from Local Jurisdictions

= Updates on the Bottom-Up Local Input and Envisioning Process included in SCAG's Executive Director's Report

Attachment: PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA (Report on SCAG's Bottom-Up Local Input and

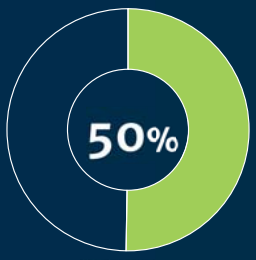
Outreach : Regional Webinars and Classroom-Style Trainings

19 Trainings

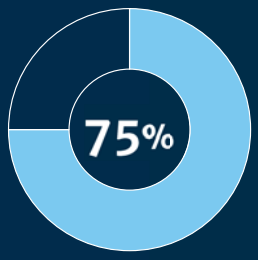
8 Locations

99 Jurisdictions Participated

200 Local Staff Attendees



Jurisdictions Participated

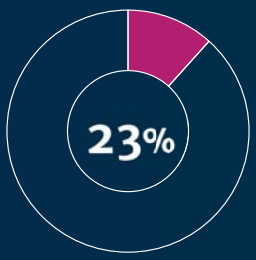


Share of Total Regional Population living within Participating Jurisdictions (as of 2016)

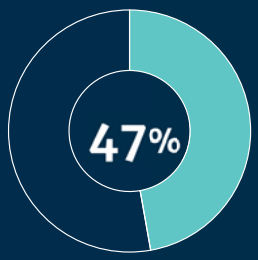
Outreach : On-Site Technical Assistance

46 Jurisdictions Participated

93 Jurisdictions Requested Additional Help



Jurisdictions Participated



Jurisdictions Offered Additional Help

Attachment: PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA (Report on SCAG's Bottom-Up Local Input and

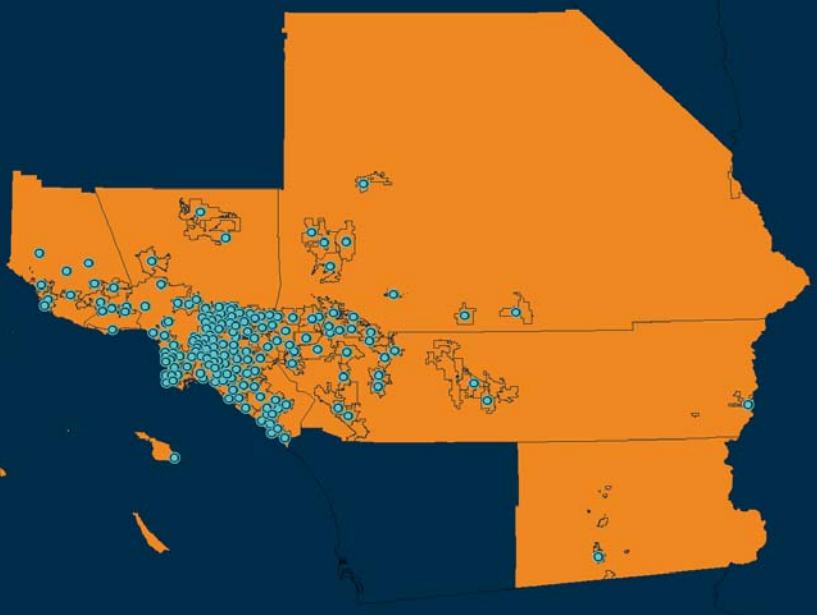
Outreach : One-on-One Meetings

197 Meetings

183 Locations

197 Jurisdictions Participated

457 Local Staff Attendees



Jurisdictions Participated

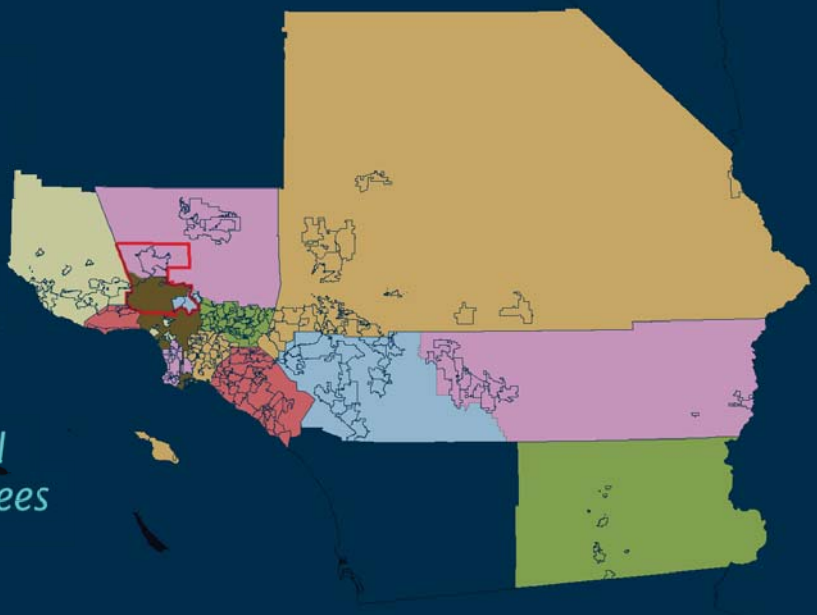
Share of Total Regional Population living within Jurisdictions Participating (as of 2016)

Outreach : Subregional Engagements

25 Subregional Presentations

15 Subregions Visited

250 Local Elected Official and Staff Attendees

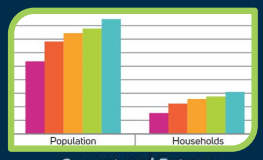


Subregions Participated

Share of Total Regional Population living within Participating Subregions (as of 2016)

Attachment: PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA (Report on SCAG's Bottom-Up Local Input and

Input Received by County : One or More Data Elements



Current and Future
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Existing and Planned Land Use,
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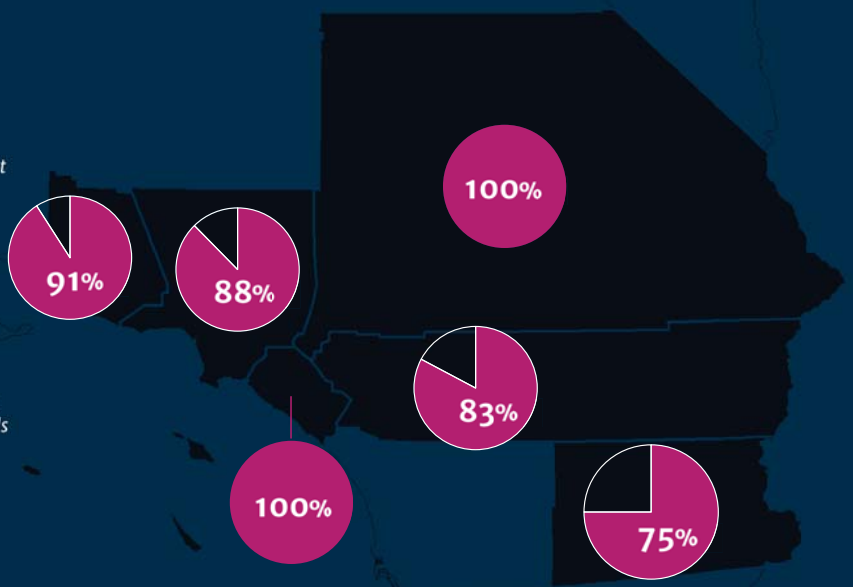
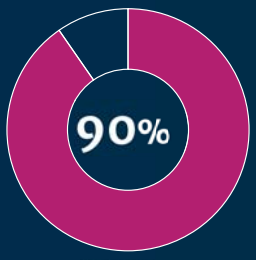
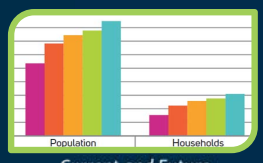
Sustainability Best Practices,
Transit Supportive Measures





Jurisdictions
Participated

Input Received by Jurisdiction : One or More Data Elements



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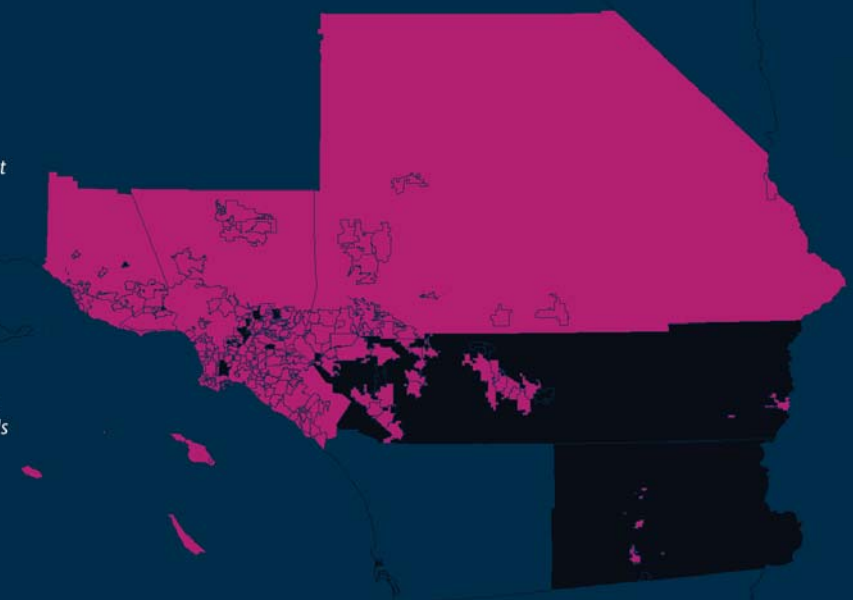
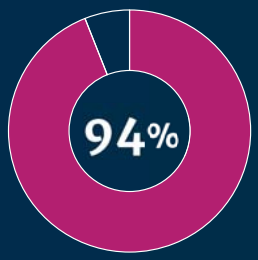


178 Jurisdictions
Participated

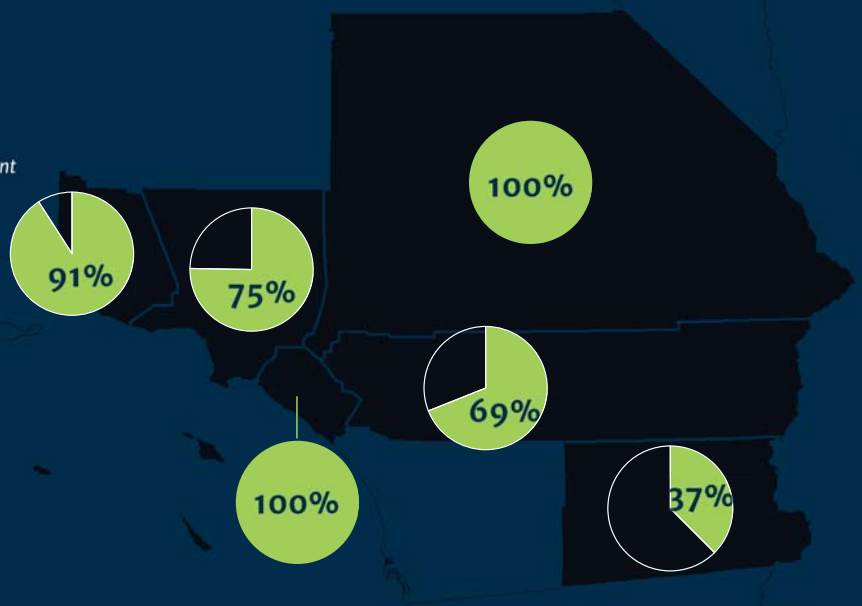


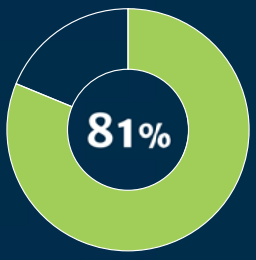
Share of Total Regional
Population living within
Participating Jurisdictions
(as of 2016)

Attachment: PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA (Report on SCAG's Bottom-Up Local Input and

Input Received by County : Socioeconomic Estimates and Projection

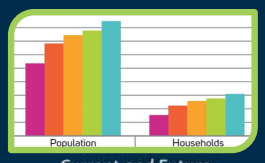
Current and Future Population, Households, Employment



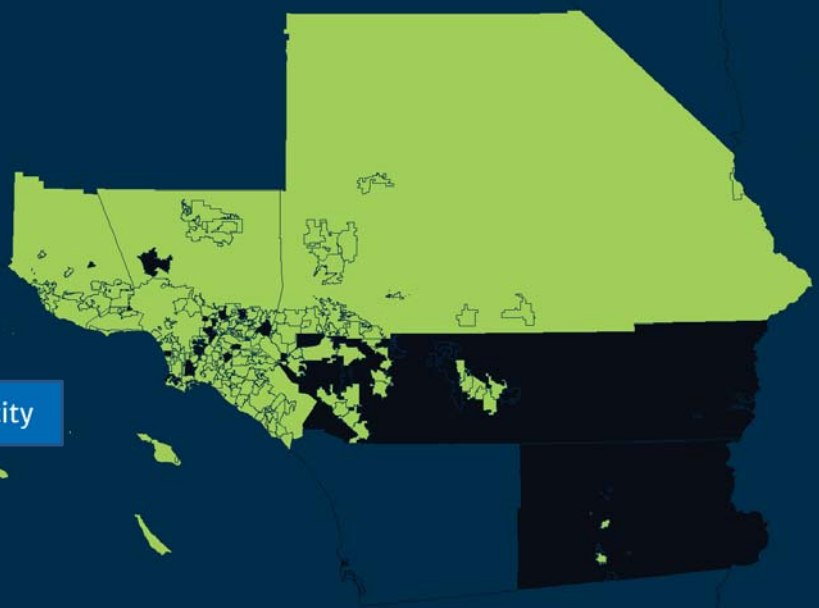


Jurisdictions Participated

Input Received by Jurisdiction : Socioeconomic Estimates and Projections



Current and Future Population, Households, Employment



160 Jurisdictions Participated

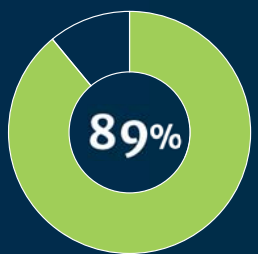
Top Growth Constraints For Local Jurisdictions:

1: Available Land Capacity

2: Historical Trends

3: Market Conditions

4: Economic Constraints



Share of Total Regional Population living within Participating Jurisdictions (as of 2016)

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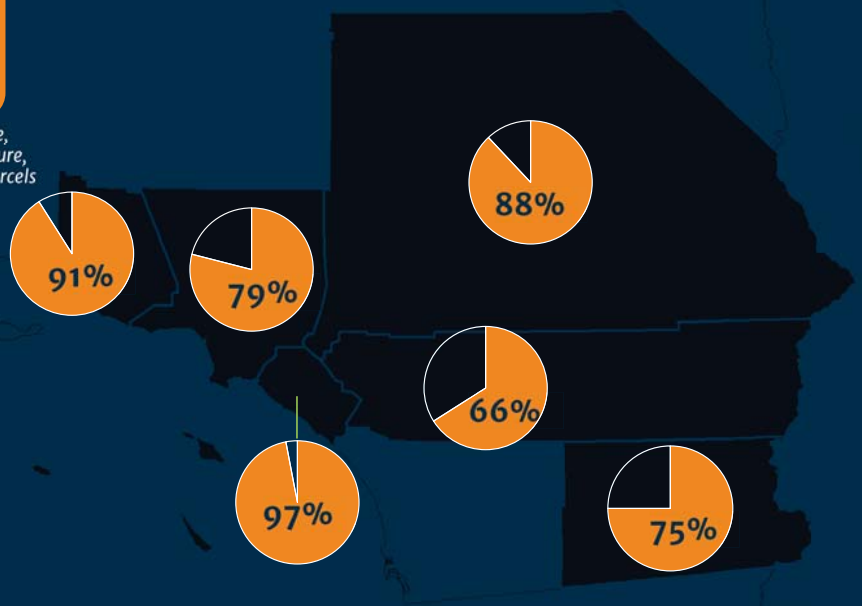
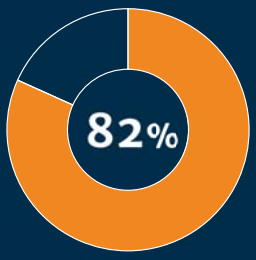
Input Received by County : Geographic Data

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





Jurisdictions Participated

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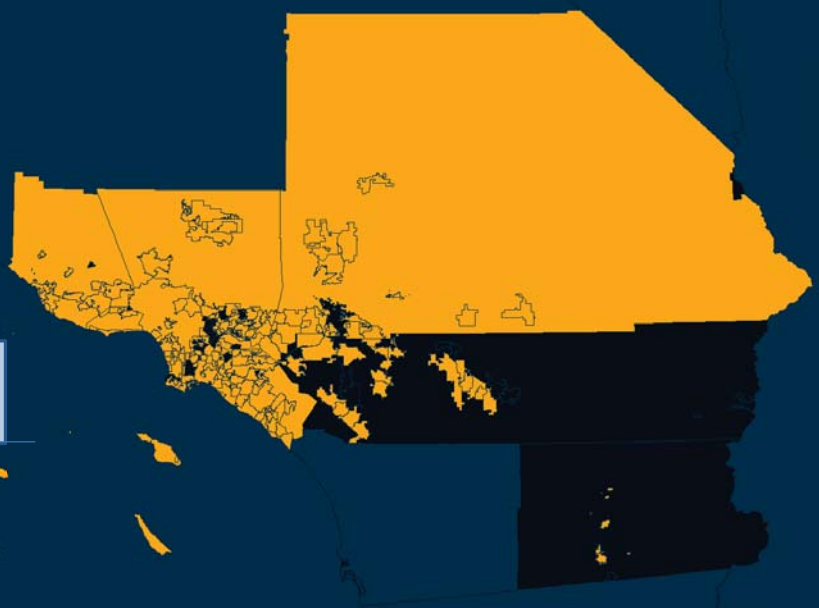
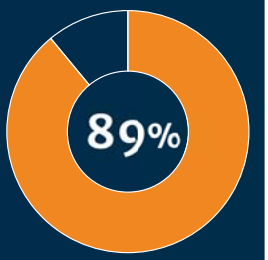


161 Jurisdictions Participated

Existing Land Use Changes from 2012 to 2016



Share of Total Regional Population living within Participating Jurisdictions (as of 2016)

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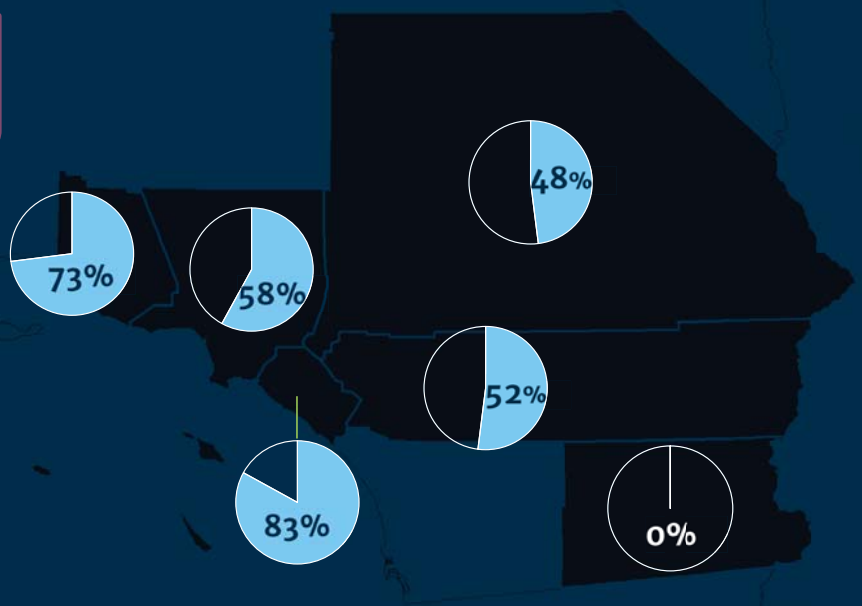
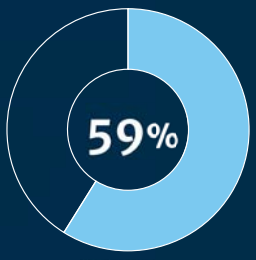
Input Received by County : Local Input Survey

Sustainability Best Practices, Transit Supportive Measures





Jurisdictions Participated

Input Received by Jurisdiction : Local Input Survey

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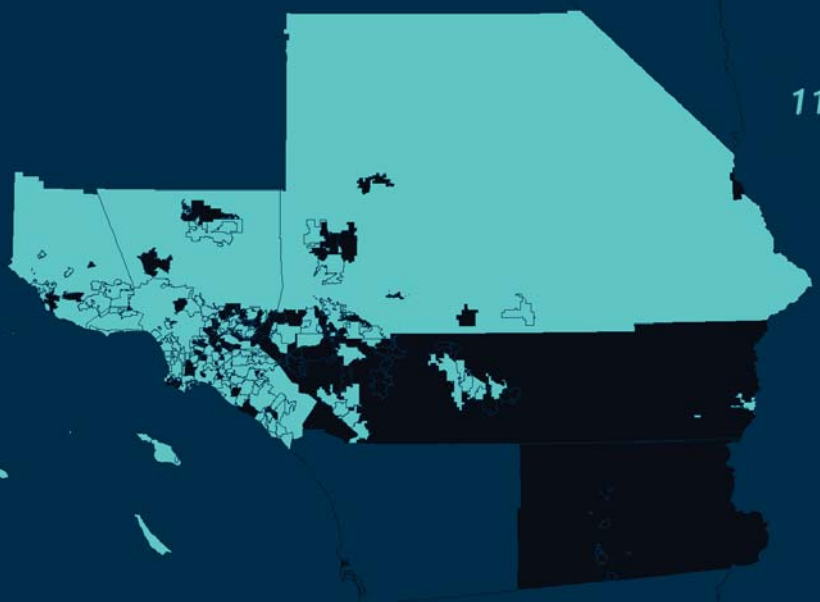
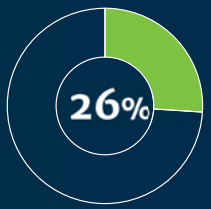
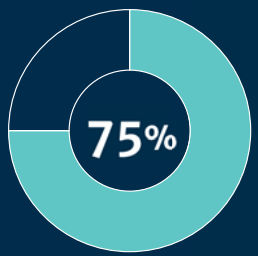


116 Jurisdictions Participated



Share of Respondent Jurisdictions In the process of updating their General Plans



Share of Total Regional Population living within Participating Jurisdictions (as of 2016)

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Next Steps

- SCAG is updating "Base Case" datasets for use in the development of Connect SoCal and RHNA
- Additional findings will be presented at subsequent meetings of the CEHD and RHNA Subcommittee
- The "Base Case" will be modeled and utilized as a point of comparison for plan development
- Geographic data elements will be populated to SCAG's Scenario Planning Model – Data Management Site for use by local jurisdictions in early spring
- SCAG will be utilizing "Base Case" datasets in the development of the Regional Data Platform

CONNECT SoCal

Thank You

Kimberly Clark
clark@scag.ca.gov
213-136-1844
www.scag.ca.gov

SCAG
INNOVATING FOR A BETTER TOMORROW

Attachment: PowerPoint Presentation: Bottom-Up LIE Process for Connect SoCal and RHNA (Report on SCAG's Bottom-Up Local Input and

REPORT

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

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

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

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

Subject: SCAG Sustainable Communities Program

RECOMMENDED ACTION FOR CEHD:
Recommend that the Regional Council approve the 2018 Sustainable Communities Program (SCP) Award Recommendations and authorize staff to initiate the projects.

RECOMMENDED ACTION FOR RC:
Approve 2018 Sustainable Communities Program (SCP) Award Recommendations and authorize staff to initiate the projects.

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

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

EXECUTIVE SUMMARY:
On September 6, 2018, the Regional Council approved the guidelines and scoring criteria for the 2018 Sustainable Communities Program (SCP). The SCP is a multi-year program designed to support and implement the policies and initiatives of the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and continues the themes of the previous round of funded projects.

Upon Regional Council approval, staff released the SCP Call for Proposals and received a total of sixty-one (61) project proposals valued at approximately $12 million dollars across all project categories and types by the December 14, 2018 deadline. An additional 19 projects requesting approximately $15.5 million were submitted through the State Active Transportation Program (ATP), and these were considered as part of the SCP as well.

Staff has completed a ranking of proposals, and has identified forty-one (41) top ranked projects

for funding totaling approximately $9 million dollars (see attached Active Transportation SCP and ATP project lists and Integrated Land-Use/Green Region project list). The funding recommendations align with the geographic equity targets established in the Regional Active Transportation Program guidelines and provide resources to all eligible applications submitted in the Integrated Land-Use and Green Region categories. Staff is seeking RC approval of award recommendations and authorization to begin contacting project sponsors in order to develop a program schedule and initiate projects.

BACKGROUND:

Consolidated Call for Proposals

A consolidated SCP Call for Applications framework with associated guidelines and scoring criteria was developed by SCAG staff to help support innovative approaches for addressing and solving regional issues. The revised program identified specific project types that provide practical, relevant strategies for meeting SB 375 greenhouse gas (GHG) reduction targets and queue jurisdictions for future funding opportunities. This approach allows SCAG to maximize benefits from available resources within the restrictive conditions associated with funding sources. The SCP now defines nine (9) specific project types within three (3) project categories - Active Transportation, Integrated Land Use, and Green Region Initiative - that are eligible for funding or technical assistance. Any project that did not fit within one of these 9 specific project types was considered ineligible.

Rather than providing direct grants to jurisdictions, the SCP serves as a broad resource program and provides direct technical assistance to complete projects. Resources will be provided for:

- Active Transportation (AT) planning and non-infrastructure projects or programs that promote safety and encourage increased walking and biking.
- Integrated Land Use (ILU) projects will continue to focus on sustainable land use and transportation planning by providing support for agencies to establish vehicles miles traveled (VMT) baselines and thresholds for compliance with SB 743; strategies for parking pricing, reduction, and management; and planning for livable corridors and transit-oriented developments.
- Green Region Initiative (GRI) projects will provide local jurisdictions with assistance to develop heat island reduction strategies through urban greening and cool streets, and electric vehicle charging infrastructure planning.

Following the Regional Council's approval, on September 6, 2018, of the 2018 SCP guidelines and scoring criteria staff released a call for applications. By the deadline of December 14th, 2018, SCAG received a total of sixty-one (61) project proposals valued at approximately $12M in funding across all project categories and types. An additional 19 projects requesting approximately $15.5 million were submitted through the State Active Transportation Program, and these were considered through the SCP as well.

Evaluation Process

The evaluation process was documented in the program guidelines as follows: For AT projects, six (6) evaluation teams - one (1) per county - were established to review, score and rank applications submitted to the SCP. Each team was comprised of staff from the county transportation commissions and SCAG. Projects were ranked against other projects within their respective county, except as noted below. If a county transportation commission submitted a proposal for any of the project types, the application was reviewed and scored by SCAG staff only. Final award recommendations are based on application score and regional funding equity targets. In determining the final project list, SCAG considered both those applications submitted as part of the SCP and those submitted through the State Active Transportation Program (ATP) that were not funded at the State level.

For ILU/GRI projects five (5) evaluation teams, one (1) for each project type category, were established to review, score and rank applications submitted to the SCP. Each team was comprised of staff from partner agencies, stakeholder groups, and SCAG. Projects were ranked against other projects within their respective categories. Final award recommendations are based on application score and regional geographic equity.

Award Recommendations

Staff has completed a ranking of proposals, and is recommending forty-one (41) top ranked projects for funding totaling approximately $9 million dollars. These highest-ranking proposals reflect stated SCP program goals, including but not limited to:

- Providing needed planning resources to local jurisdictions for sustainability planning efforts;
- Developing local plans that support the implementation of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS);
- Increasing the region's competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds;
- Promoting regional implementation of the goals, objectives and strategies of the 2016 RTP/SCS;
- Encouraging integrated concepts and producing plans that strategically identify resources for project implementation; and
- Promoting reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals.

Funding by Project Category	
Active Transportation	$6,894,000
Green Region Initiatives	$1,300,000
Integrated Land Use	$950,000
Total	**$9,144,000**

The funding recommendations align with the geographic equity targets established in the Regional Active Transportation Program guidelines and provide resources to all eligible applications submitted in the Integrated Land-Use and Green Region categories.

The attached SCP tables list the forty-one (41) projects recommended to be funded through the SCP and the total funding amount available within each project category. The majority of the projects will be administered by SCAG through the SCP. The individual project budgets will be determined through the scoping and procurement process; awards will not exceed $250,000 for individual plans and $500,000 for programs. As noted in Attachment A, four projects recommended to receive ATP funding will be administered by the applicant; the applicant will pursue funding allocation directly from the California Transportation Commission. All other SCP projects supported by ATP funding will be managed by SCAG. SCAG will receive and administer a single ATP grant included in the Regional ATP to support this work. Attachment B includes the full list of SCP projects to be funded by ATP as they will be reflected in the Regional ATP, which will be considered for adoption by the Transportation Committee and Regional Council in April. Attachment C lists the GRI and ILU projects awarded through the SCP.

Next Steps

Pending RC approval, staff will contact all top-ranking project applicants to discuss details of their award, define scopes of work, and develop RFPs. A project initiation schedule and expectations regarding period of performance will be determined by mid-June 2019, and will be based on project complexity, funding source, and SCAG staff capacity. Where applicable, staff will submit recommended projects to the funding partner, CTC, for approval; pursue allocation and finalize funding agreements.

FISCAL IMPACT:
Staff's work budget for the current fiscal year is included in FY 2018-19 OWP 065.00137.12 and OWP 275-4823.03. Additional funding is also anticipated to be available in FY 2019-20, pending approval of the FY 2019-20 OWP.

ATTACHMENT(S):
1. ATTACHMENT A: SCAG AT SCP project list
2. ATTACHMENT B: SCAG ATP funded project list
3. ATTACHMENT C: GRI-ILU-SCP Projects

SCP Project List

Applicant	County	Project Title	Project Type	Recommended Funding Source
Imperial County Transportation Commission	Imperial	Imperial County Regional Active Transportation Plan	Community-Wide/Area Plan	SB1
City of Calexico	Imperial	Redwood Avenue Promenade	Quick-Build	ATP
City of Long Beach	Los Angeles	South Street Complete Street	Quick-Build	ATP
City of Azusa	Los Angeles	City of Azusa: Pedestrian Master Plan	Community-Wide/Area Plan	SB1
City of Pasadena DOT	Los Angeles	Pedestrian Master Plan	Community-Wide/Area Plan	SB1
City of El Monte- Quick-Build	Los Angeles	Gateway to Downtown El Monte Complete Streets Demonstration	Quick-Build	ATP
Los Angeles County Department of Public Works*	Los Angeles	East LA Active Transportation Education and Encouragement Program	Non-Infrastructure	ATP
County of Los Angeles Department of Public Works	Los Angeles	Walnut Park North-South Corridor Study	Regional Corridors	SB1
City of Avalon	Los Angeles	City of Avalon Master Active Transportation Plan	Plan	SB1
City of El Monte	Los Angeles	El Monte Vision Zero Action Plan	Safety Strategic Plan	SB1
City of Palmdale	Los Angeles	Avenue Q from Sierra Highway to 20th Street East Complete Streets Project	Regional Corridors	SB1
City of Glendale Department of Public Works Engineering Division	Los Angeles	Brand Boulevard Complete Streets Demonstration Project	Quick-Build	ATP
City of Pasadena Department of Transportation	Los Angeles	Pasadena Allen Avenue Pedestrian Safety Enhancement	Quick-Build	ATP
City of Buena Park	Orange	City of Buena Park Comprehensive Active Transportation Plan	Community-Wide/Area Plan	SB1
Orange County Transportation Authority*	Orange	Safe Travels Education Program (STEP) Campaign	Non-Infrastructure	ATP
Riverside County Department of Public Health (Injury Prevention Services)*	Riverside	Riverside County SRTS Program, Desert Hot Springs	Non-Infrastructure	ATP
City of Cathedral City	Riverside	Cathedral City Active Transportation Plan (ATP)	Community-Wide/Area Plan	SB1
San Bernardino Association of Governments*	San Bernardino	San Bernardino County SRTS Program	Non-Infrastructure	ATP
Omnitrans	San Bernardino	Omnitrans Safety Strategic Plan	Safety Strategic Plan	SB1
City of Ojai	Ventura	Ojai Maricopa Highway Transformation Demonstration	Quick-Build	ATP

*Project was submitted through the ATP and will be administered by the sponsoring agency.

Attachment: ATTACHMENT A: SCAG AT SCP project list (SCAG Sustainable Communities Program)

ATP Funded Project List

Applicant	County	Project Title	Total Project Cost	Funded Amount	Project Type	Recommended Funding Source
Los Angeles County Department of Public Works*	Los Angeles	East LA Active Transportation Education and Encouragement Program	$747	$500	Non-Infrastructure	ATP
Orange County Transportation Authority*	Orange	Safe Travels Education Program (STEP) Campaign	$500	$500	Non-Infrastructure	ATP
Riverside County Department of Public Health (Injury Prevention Services)*	Riverside	Riverside County SRTS Program, Desert Hot Springs	$610	$500	Non-Infrastructure	ATP
San Bernardino Association of Governments*	San Bernardino	San Bernardino County SRTS Program	$1,053	$500	Non-Infrastructure	ATP
Southern California Association of Governments (SCAG)**	Various	SCAG 2019 Local Demonstration Initiative	$2,599	$2,599	Non-Infrastructure	ATP

*Project was submitted through the ATP and will be administered by the sponsoring agency.

** Project includes six SCAG quick-build projects. Total cost includes SCAG 5% administrative fee and Go Human campaign support.

Attachment: ATTACHMENT B: SCAG ATP funded project list (SCAG Sustainable Communities Program)

SCP Project List

Project	Jurisdiction	County
EV Readiness Plans		
Fast Charging Network Strategies		
	Anaheim	Orange
	Culver City	Los Angeles
	Long Beach	Los Angeles
	Los Angeles	Los Angeles
Initial PEV Readiness Planning		
	Artesia	Los Angeles
	Baldwin Park	Los Angeles
	Pico Rivera	Los Angeles
	Redlands	San Bernardino
San Gabriel Valley Region Cities		
	San Dimas (& 7 Cities)	Los Angeles
	Glendora	Los Angeles
	Rosemead	Los Angeles
Livable Corridor Plans		
	Fullerton	Orange
	Yucaipa	San Bernardino
Parking Management Plans		
	Beaumont	Riverside
	San Fernando	Los Angeles
SB743 Implementation Studies		
	SBCTA	San Bernardino
	Los Angeles	Los Angeles
	Temecula	Riverside
Urban Heat Island Reduction Studies		
	Long Beach	Los Angeles
	Pasadena (x2)	Los Angeles

Attachment: ATTACHMENT C: GRI-ILU-SCP Projects (SCAG Sustainable Communities Program)

REPORT

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

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

From: Jason Greenspan, Manager of Sustainability, Sustainability, 213-236-1859, greenspan@scag.ca.gov

Subject: Emerging Regional Issues: Where will we Grow?

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTION:
For Information Only – No Action Required

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

EXECUTIVE SUMMARY:
As SCAG actively develops Connect SoCal, presentations from staff and invited experts will occur at joint and individual policy committee meetings through April 2019 to provide context for emerging regional issues. In February 2019, policy committee members focused on the question "Who are we planning for?" through engaging discussions with staff and invited experts. Presentations addressed changing demographics and how the region should plan for and adapt to shifting housing and mobility needs.

As part of today's Joint Meeting, discussions with policy committee members will be enhanced with a panel consisting of policy experts and practitioners. These discussions will continue immediately after the Joint Meeting has concluded, with panelists presenting information and engaging in policy dialogue at individual Policy Committees. The panel and discussions will focus on the question "Where will we grow?" to balance resource conservation, housing demands, and economic expansion while adapting to a rapidly changing climate. These regional challenges necessitate thinking beyond jurisdictional boundaries. In April, the final part of the series will address the question "How will we connect?" These joint and individual policy committee meeting discussions will serve as precursors to May and June 2019 public workshops that will help stakeholders visualize opportunities and trade-offs associated with various potential regional futures.

BACKGROUND:
Over the past 15 months SCAG staff collaborated directly with local jurisdictions to collectively forecast the region's population, household and employment growth through 2045. Based on local input information provided, it is estimated that by 2045 our region's six counties and 197 local jurisdictions will collectively add 3.6 million people for a total regional population of 22.5 million, and 1.6 million jobs for a total 10 million jobs.

Given these growth projections, balancing housing demands, resource conservation and economic expansion while adapting to a rapidly changing climate are regional challenges that necessitate thinking beyond jurisdictional boundaries. As our region's population and employment continue to increase through 2045 (and beyond), where should 3.6 million new people and 1.6 million new jobs be located to achieve regional goals?

Connect SoCal will not only match planned transportation investments with a regional development pattern to sustain anticipated levels of population and economic growth, it will also strive to reduce greenhouse gas (GHG) emissions by decreasing reliance on single occupancy vehicles and per-capita vehicle miles travelled (VMT). It is a priority for SCAG to support a regional development pattern that provides the opportunity for all households to access goods and services with shorter travel distances; to live closer to their workplaces; to reside in resilient communities; and to breathe cleaner air. Accordingly, a sustainable development pattern can be forecasted for the region integrated with the transportation network that:

- centers on community;
- expands mobility choices, including technology enhanced mobility options;
- maximizes established infrastructure;
- produces diverse housing types closer to jobs;
- delivers a robust economy;
- conserves natural and agricultural lands;
- adapts to a changing climate;
- supports resiliency to natural hazards;
- improves air quality; and
- provides equal opportunity to a safe and healthy environment.

Posing the question "Where will we grow?" is intended to initiate a discussion about the region's issues and policy choices prior to conducting public workshops throughout the region in May and June of 2019. To further this discussion, SCAG has invited a panel consisting of policy experts and practitioners to expand upon how local governments can seize opportunities to grow sustainably with community support.

- **Kate Meis**, Executive Director of the Local Government Commission, will provide insight on how leaders can create healthy, walkable, and resource-efficient communities.
- **Oliver Chi**, Monrovia City Manager, will elaborate on how to link local growth opportunities, mobility options and community needs.
- **Jay Eastman**, City of Riverside Principal Planner, can provide examples about how one of the region's fastest growing cities balances housing needs and transportation challenges.

Feedback from the "Emerging Regional Issues" series should help SCAG staff focus on significant areas and compose Connect SoCal to reflect comments emphasized by SCAG's policy committees. As policy discussions proceed within this broad framework, it is important to reference draft plan

goals adopted by the Regional Council in September 2018. These draft goals, which can serve as essential guides and touchstones as the plan is developed, are as follows:

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

FISCAL IMPACT:
None.

ATTACHMENT(S):
1. PowerPoint Presentation - "Where Will We Grow?"

Where Will We Grow?

An Integrated Regional Development Pattern & Transportation Network

Kome Ajise
Planning Director
March 7, 2019

www.scag.ca.gov

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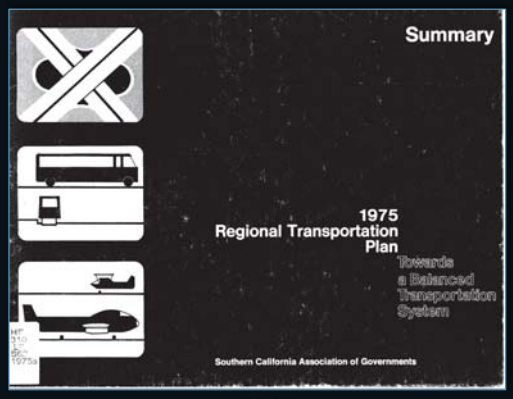
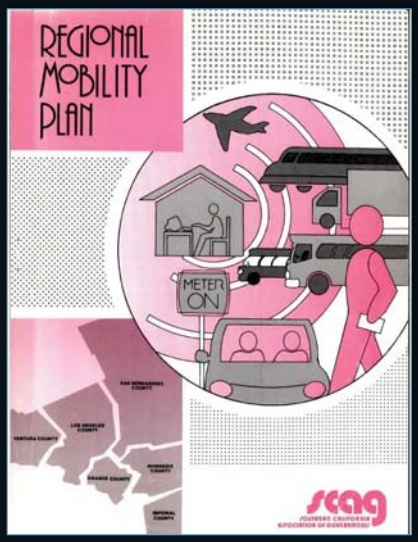
SCAG's Regional Planning



1975



1989

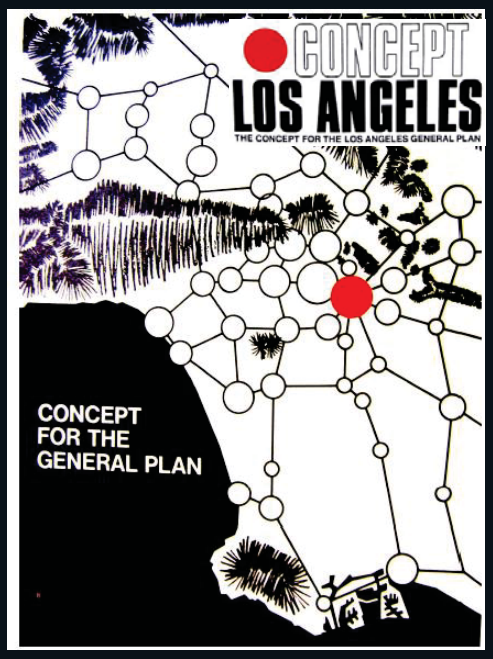
2012

Attachment: PowerPoint Presentation - "Where Will We Grow?" (Emerging Regional Issues: Where Will We Grow?)

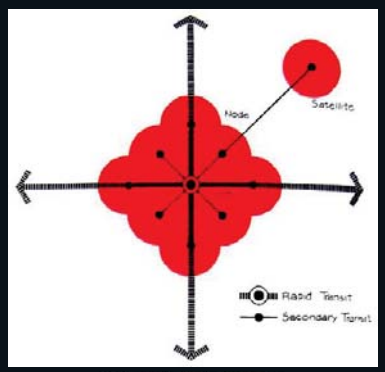
Connect SoCal

WHAT IS IT?	WHAT IT IS NOT
Forecasted Regional Development	Zoning or General Plan
Guidance	Mandate
Vision Plan	Guarantee

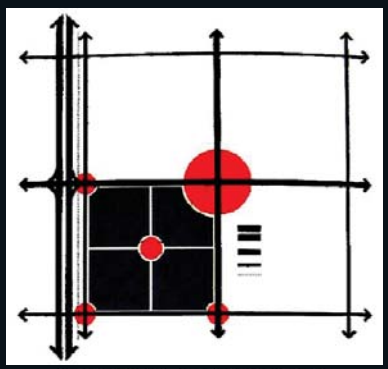
1970 Centers Concept



CONNECT SoCal



CITY CENTER

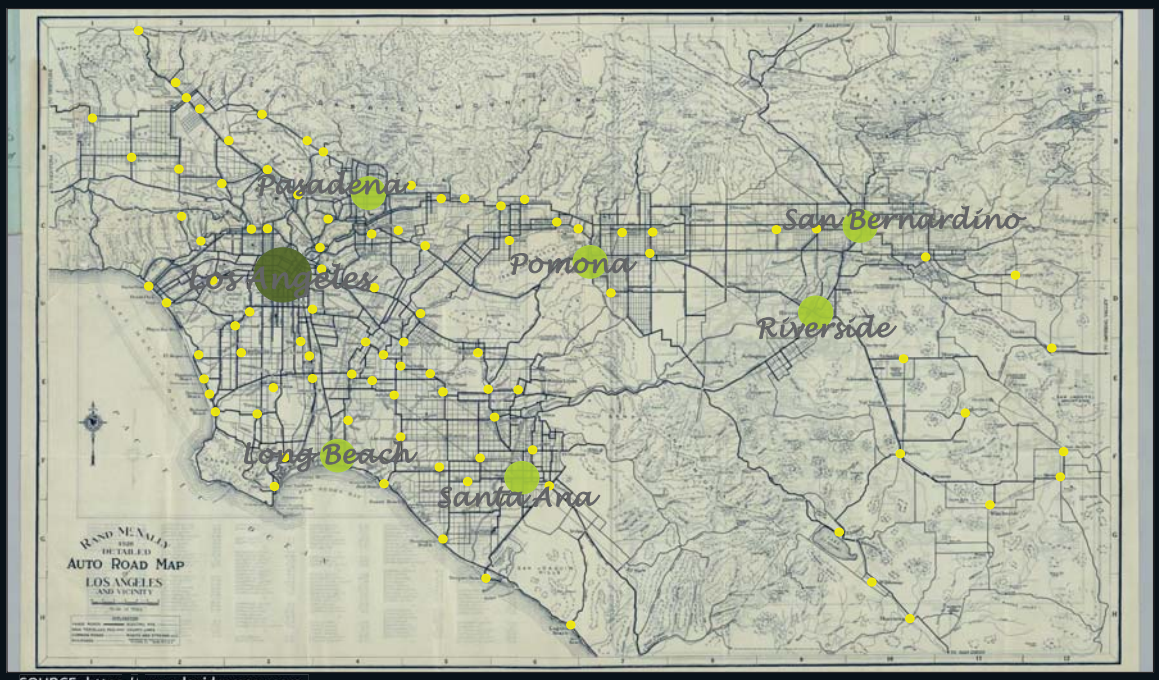


SUBURBAN CENTER

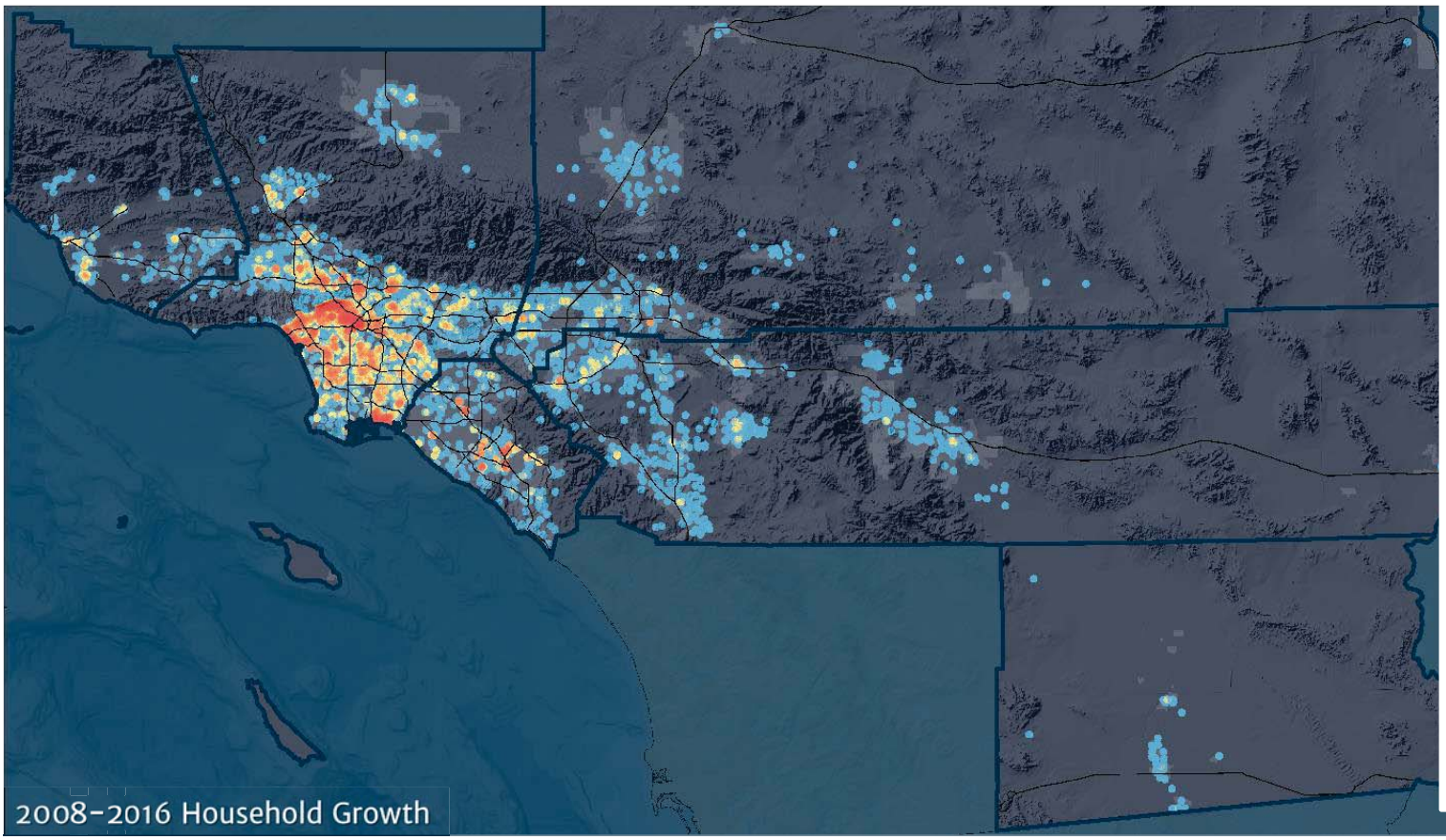
Retrieved from: http://www.planetizen.com/files/los-angeles-centers-plan.pdf

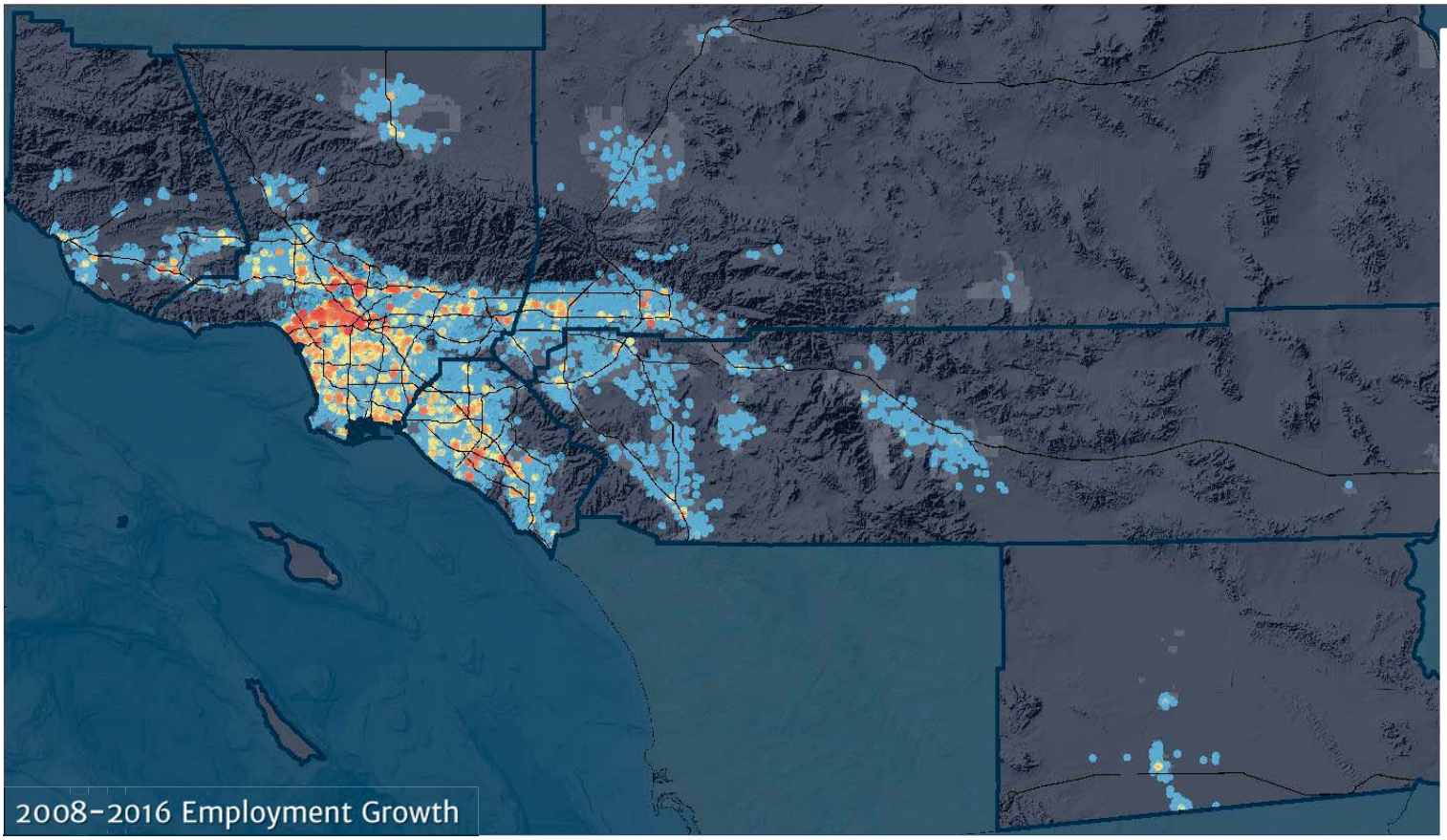
Attachment: PowerPoint Presentation - "Where Will We Grow?" (Emerging Regional Issues: Where Will We Grow?)

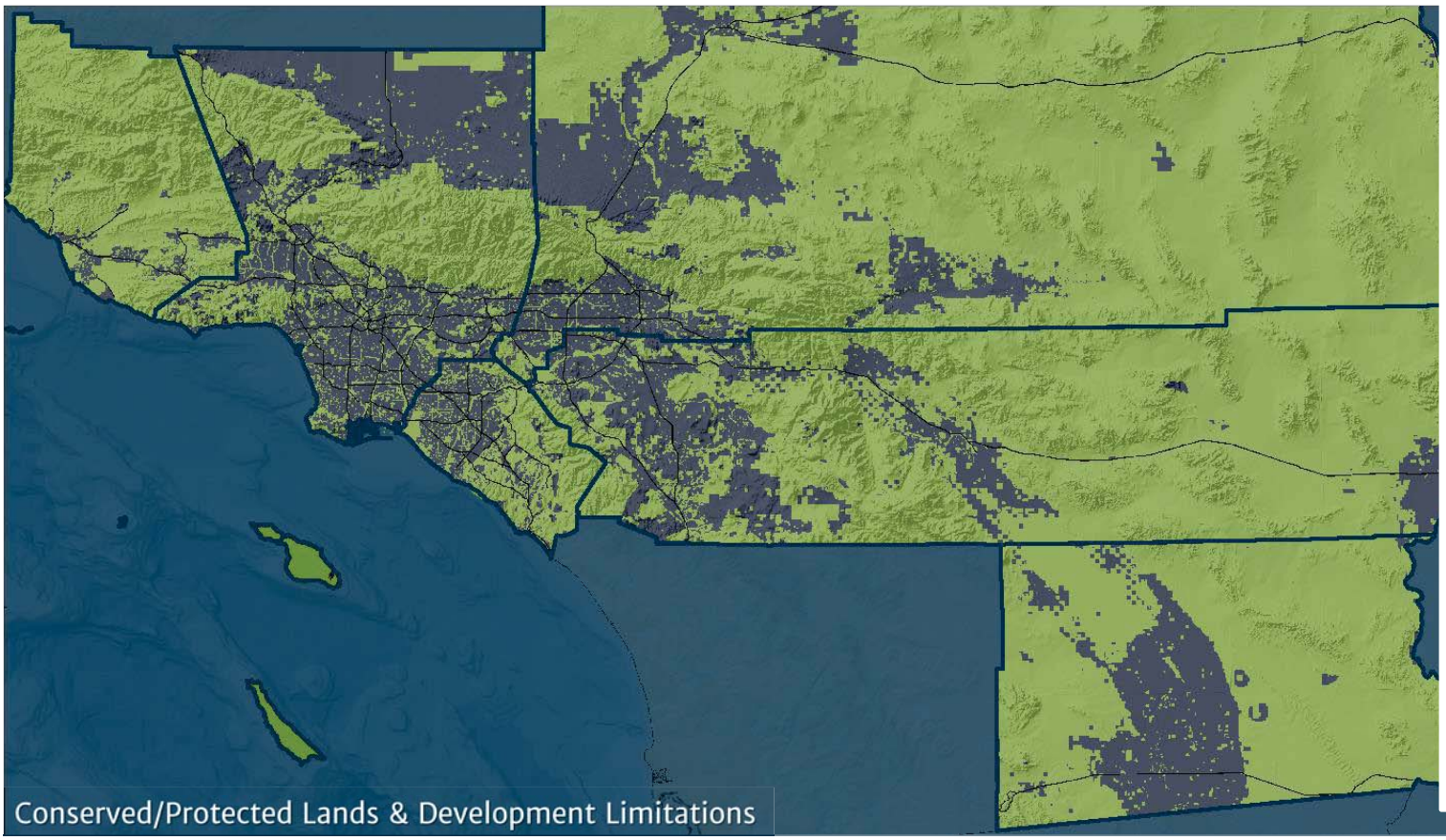
1926 Regional Centers & Mobility

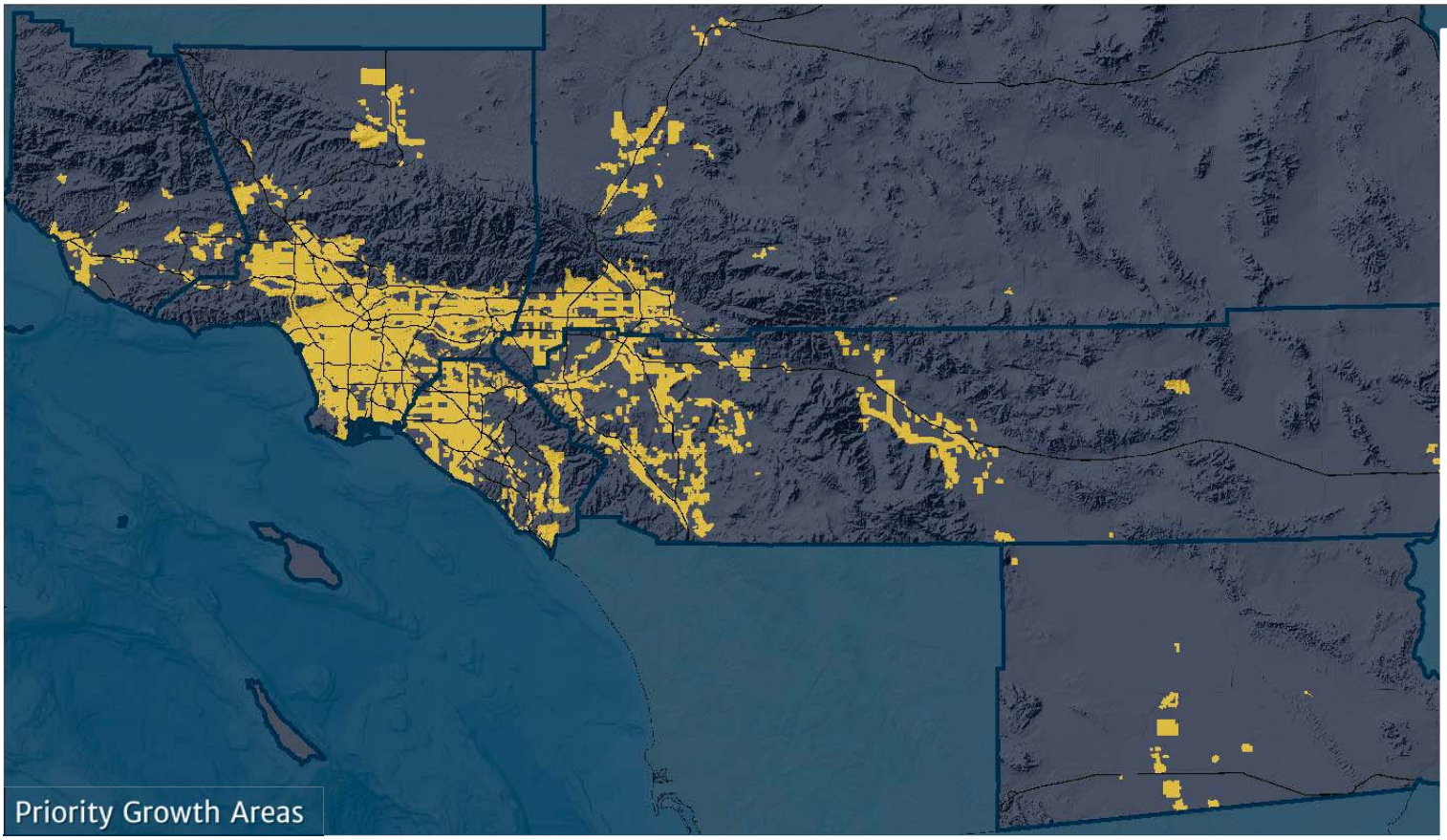


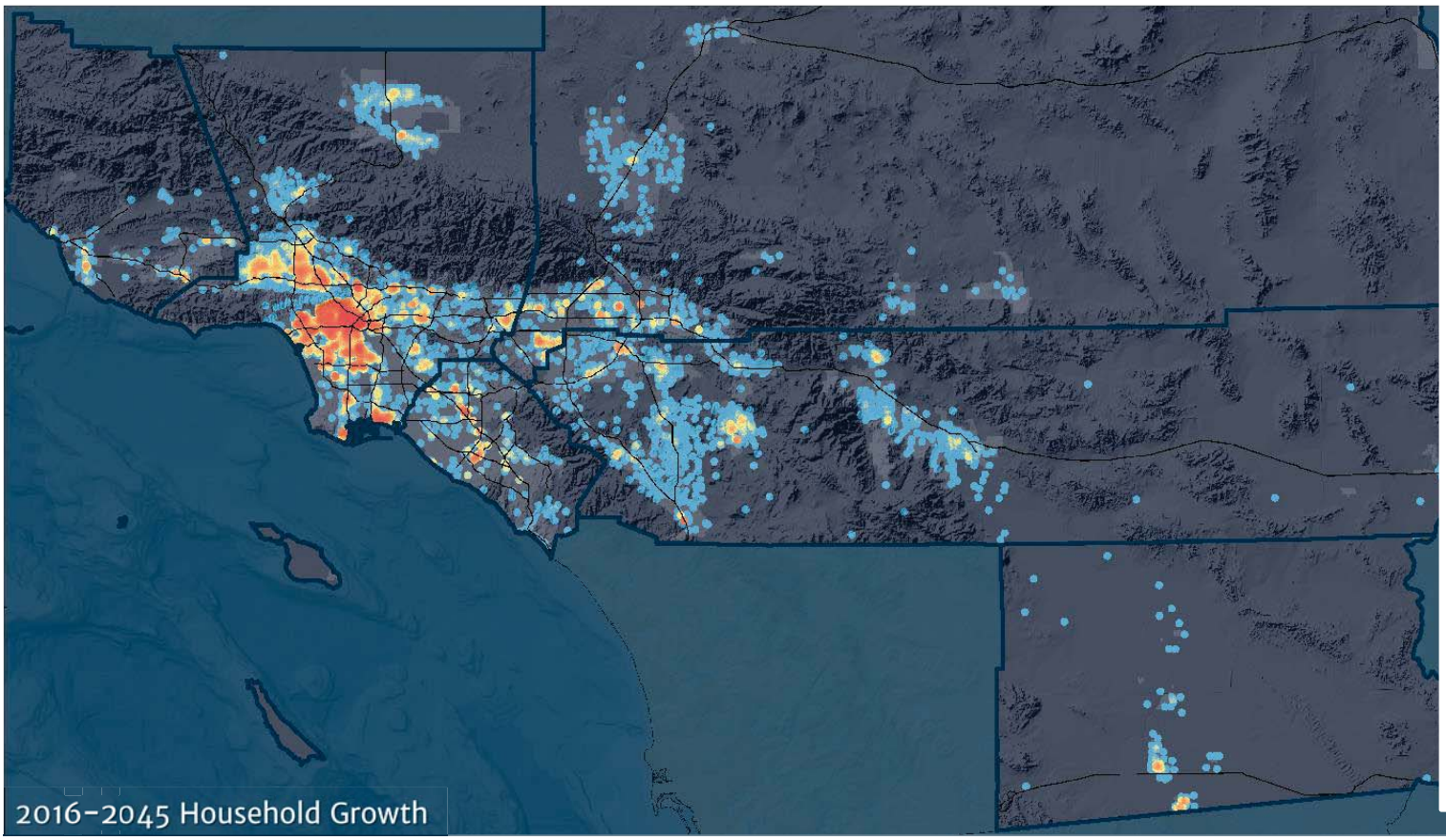
SOURCE: https://www.davidrumsey.com

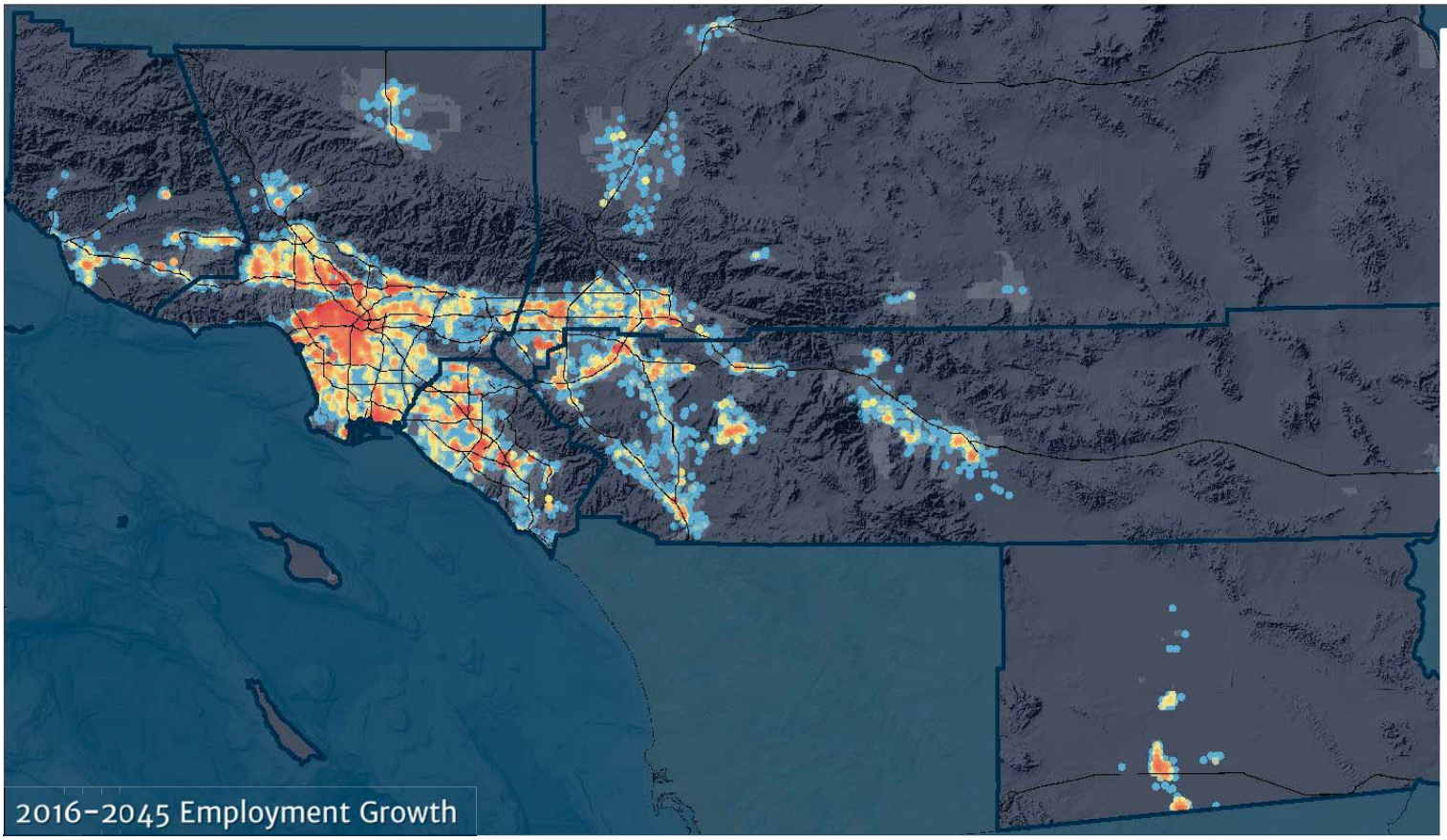


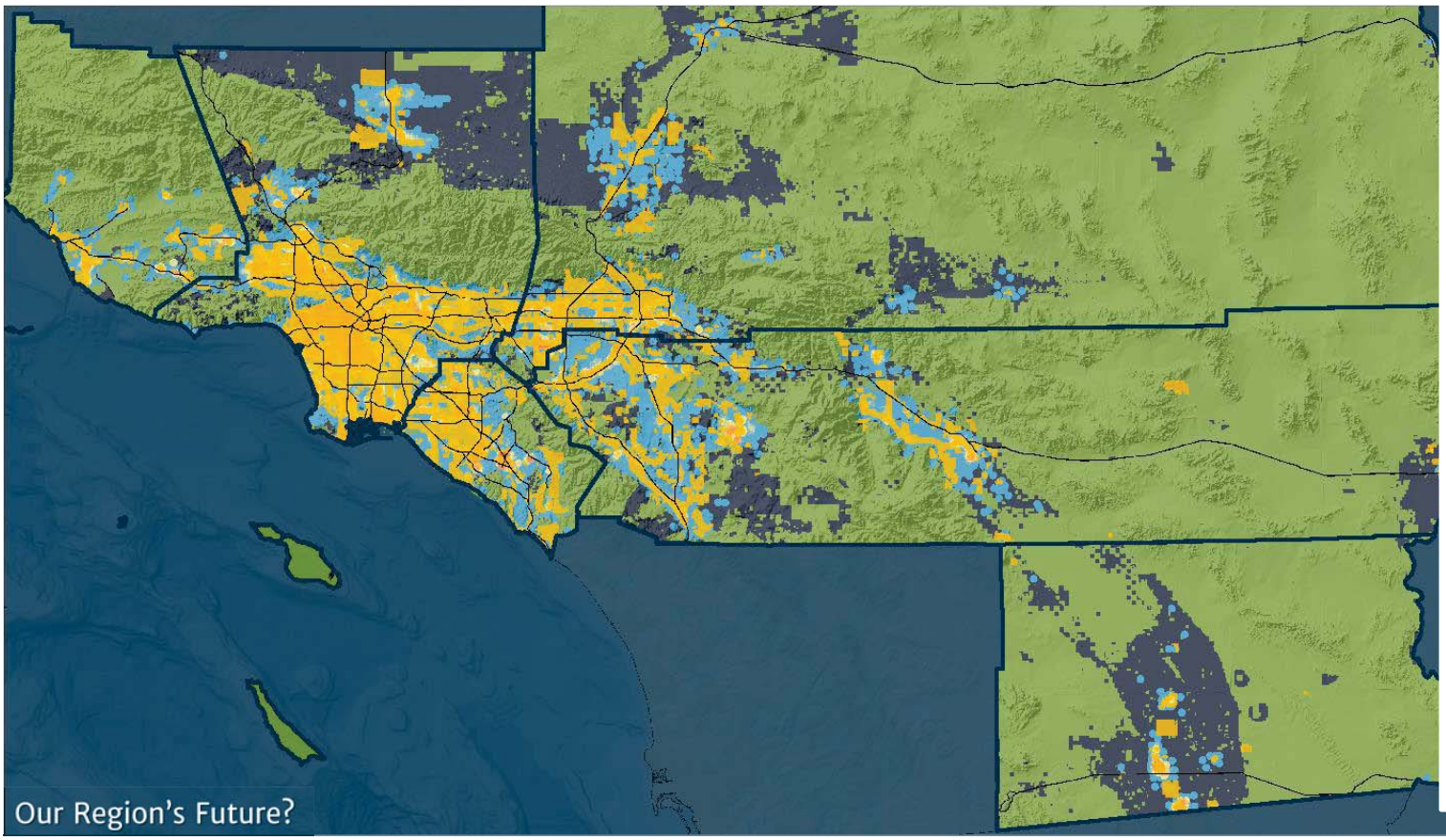

2008-2016 Employment Growth

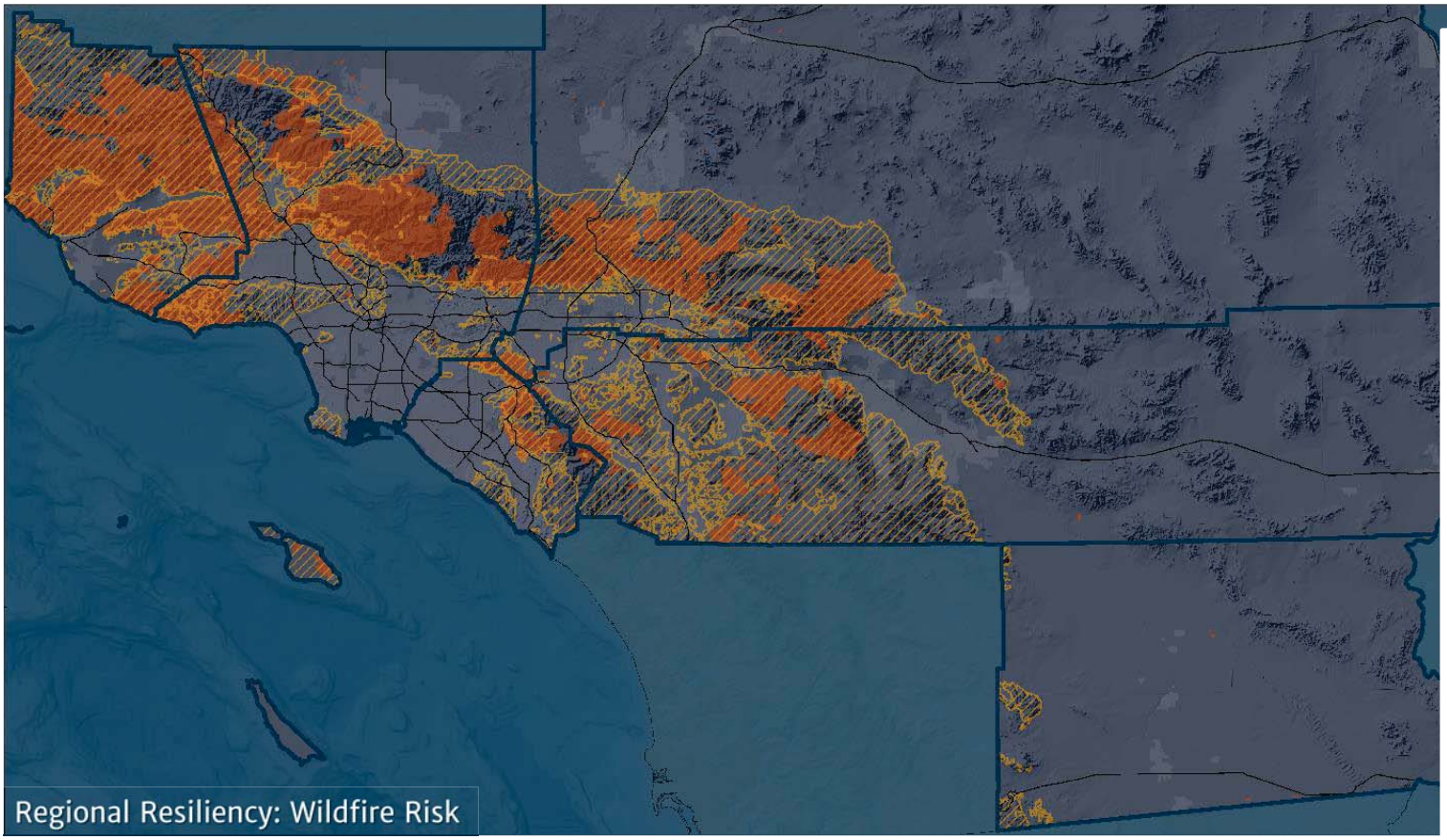

Conserved/Protected Lands & Development Limitations


Priority Growth Areas


2016-2045 Household Growth


2016–2045 Employment Growth


Our Region's Future?


Regional Resiliency: Wildfire Risk

WE'RE
PLANNING
FOR 2045
CONNECT
SoCal

CONNECT SoCal

“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.”

–Jane Jacobs

Kome Ajise, Director of Planning
Ajise@scag.ca.gov

www.scag.ca.gov

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Attachment: PowerPoint Presentation - "Where Will We Grow?" (Emerging Regional Issues: Where Will We Grow?)

REPORT

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

To: Energy and Environment Committee (EEC)

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

From: Ping Chang, Manager, Compliance & Performance Monitoring, 213-236-1839, chang@scag.ca.gov

Subject: ARB SB 150 Report on SB 375 Implementation Progress

RECOMMENDED ACTION:
For Information Only

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

EXECUTIVE SUMMARY:
On November 26, 2018, ARB released its first Progress Report (or "SB 150 Report") on California's Sustainable Communities and Climate Protection Act (SB 375) pursuant to SB 150 (Allen) passed in 2017. SB 150 requires ARB to provide a report assessing the progress of SB 375 implementation beginning in 2018 and every four years thereafter. The SB 150 Report had its first public discussions at the Joint ARB/CTC meeting on December 4, 2018 where the large MPOs in the state provided a joint presentation on MPOs' efforts, challenges and recommendations related to SCS implementation. Staff comments included in this report are aimed to provide a broader context for assessing SB 375 implementation to facilitate collaborative efforts moving forward. The complete SB 150 Report could be viewed at https://ww2.arb.ca.gov/resources/documents/tracking-progress.

BACKGROUND:
SB 375, passed in 2008, requires each of California's 18 regional Metropolitan Planning Organizations (MPOs) to include a new Sustainable Communities Strategy (SCS) element in their long-range regional transportation plans. In the SCS, the MPO, in partnership with their local member agencies and the State, identifies strategies to reduce greenhouse gas (GHG) emissions from driving and foster healthier and more equitable and sustainable communities. In 2017, the Legislature tasked the California Air Resources Board (ARB) with issuing a report every four years, beginning in 2018, to analyze the progress of SB 375 implementation pursuant to SB 150 (Allen, Chapter 646, Statutes of 2017). The report would assess on-the-ground progress made toward meeting the regional SB 375 GHG reduction targets, and to include data-supported metrics for strategies utilized to meet the targets. The report is also required to include a discussion of best practices and challenges faced by MPOs in meeting the targets, including the effect of state policies and funding.

Primary Findings

The fundamental finding of the SB 150 Report is that California is not on track to meet GHG reductions expected under SB 375. This finding is based on ARB's analysis of 24 data-supported indicators to help assess what on-the-ground change has occurred since SB 375 was enacted related to strategies identified in SCSs to meet the targets (e.g., travel patterns, funding for high-quality transit and making communities safe and convenient for walking and cycling, and building homes at all income levels near jobs and other opportunities).

The SB 150 Report also found that *key reasons for being not on-track* include primarily the longstanding disconnect between the factors that shape regional growth and development – such as transportation investment, regulatory and housing market conditions at the local, regional, and state levels – and the state's environmental, equity, climate, health, economic, and housing goals. While positive gains have been made to improve the alignment of transportation, land use, and housing policies with state goals, the data suggest that more and accelerated action is critical for public health, equity, economic, and climate success.

Specifically, the SB 150 Report identifies eight challenge and opportunity areas, which can serve as action areas for collaborative efforts moving forward. These include (1) State funding for transportation and development projects; (2) growth and the housing crisis; (3) under-served communities; (4) traveler incentives; (5) transportation pricing; (6) new mobility; (7) data and research needs; and (8) limitations of SB 375. For each challenge and opportunity area, CARB summarizes information gathered through stakeholder discussions during preparation of this report on what actions are already being taken, where there are potential opportunities to address each challenge, and ideas that can be considered for next steps. The report also identified best practices among the MPOs for SCS development and implementation in housing/displacement, land use, new mobility, social equity analysis and transportation.

SB 375 focused its efforts on MPOs and initiating change in the way planning for growth and travel occurs, but structural changes and additional work by all levels of government are still needed to implement what regions have identified to be needed strategies. While no single agency or level of government alone bears the responsibility for this work; there is an important opportunity to partner across many agencies, with regional and local government staff and elected officials, and with communities on taking collaborative action toward better results.

ARB Staff Recommendations

Based on the report findings on GHG performance and the challenge and opportunity areas, ARB staff made the following recommendations in the SB 150 Report. Specifically, ARB staff recommends that an interagency body involving the Secretaries and Chairs of key California agencies and Commissions, and representatives from regional and local governments produce and implement a new "**State Mobility Action Plan (MAP) for Healthy Communities**" that responds to this report's findings on challenges, opportunities, and data gaps. As a starting point, SB 150 Report identifies eight priority areas as below for the MAP for Health Communities work.

- Better align transportation, housing and climate funding with state goals
- Incentives and legal certainty for projects meeting certain conditions
- Pilot test of innovative ideas for clean and efficient transportation
- Complement Mobility Innovation with policies for environmental and equitable outcomes
- Improve data and monitoring
- Sustainable and equitable financing mechanism
- Strengthen and update SB 375 to address state goals other than climate change and also extend beyond 2035

SCAG Staff Comments on SB 375 Implementation

ARB staff should be commended for their efforts to compile empirical data, conduct interviews and organize those information in a report format with extensive Appendices of data and best practices. During the SB 150 Report development process, while SCAG staff provided data and responses to a questionnaire, SCAG staff did not have a chance to review the Draft Report prior to its release. Staff comments provided below are aimed to provide a broader context for assessing SB 375 implementation to facilitate collaborative efforts moving forward.

- **Broader positive outcomes associated with SB 375 implementation**

  While the fundamental finding of SB 150 Report on SB 375 implementation focuses on the state being not on track to meet the GHG reduction targets, there are broader positive outcomes associated with SB 375 implementation. Importantly for the longer-term, SB 375 has changed the focus and conversations of regional and local planning in California. It has also facilitated the beginning of building partnership among MPOs, state and local planning agencies and other stakeholders.

- **Land use changes are slow and take time**

SB 375 focuses on land use changes in coordination with transportation investment to reduce per capita GHG emissions. However, land use changes are slow and take time. Since the passage of SB 375, SCAG has adopted two cycles of SCS in 2012 and 2016, respectively. Therefore, there has been only six years since the adoption of the first (2012) SCS post SB 375, too short for any significant land use changes at the regional level.

In addition, while SCS provides a regional vision, land use authority resides in local jurisdictions. It should be noted that to encourage local implementation of the regional SCS, SCAG has funded about 260 local sustainability projects with over $33 million over the past decade.

- **Key factors affecting SCS implementation have changed significantly since the SB 375 passage in 2008**

Since the 2008 passage of SB 375, there are significant changes in several key factors including, for example, funding, technology and fuel prices affecting the travel behavior and associated performance of per capita GHG emissions.

First, the elimination of the redevelopment agencies (RDAs) in 2011 deleted the primary source for affordable housing by local jurisdictions.

Second, the rise of the Transportation Network Companies (e.g., Uber and Lyft), not anticipated in 2008, has facilitated automobile-based travel and adversely impacted GHG performance.

Third, real fuel price (after adjusting for inflation) has been declining in recent years and was cheaper in 2018 than that in 2008. The cheaper fuel prices have resulted in increase of automobile-based travel and adversely impacted GHG performance. This is in contrast to the modeling assumptions of continuing increase of real fuel prices for the past couple RTPs/SCSs.

- **Major shift of transportation investment in the SCAG region toward transit took place primarily between about 1990 and the SB 375 passage in 2008**

On transit investment specifically, about half of the $556 billion investment in the 2016 RTP/SCS is devoted to transit capital, operation and maintenance. The 2016 RTP/SCS is planned to increase the urban rail and commuter rail system by over 200 miles (from 941 miles to 1,145 miles) during the next two decades. Since the first Metro-rail was built in 1990, the major shift of transportation investment in the SCAG region toward transit occurred primarily between about 1990 and the SB 375 passage in 2008.

It should also be noted that since the passage of SB 375 in 2008, SCAG has continued to invest about half of the total investment in transit through the RTP/SCS, as well as substantially increased the investment in active transportation. Specifically, SCAG first tripled the investment in active transportation (from about $2 billion in the 2008 RTP/SCs to $6 billion in the 2012 RTP/SCS), and then further doubled it (from $6 billion in the 2012 RTP/SCS to $13 billion in the 2016 RTP/SCS).

- **There are significant constraints for existing transportation funding mechanism to provide major support of climate goals**

For example, among the $556 billion investment in the 2016 RTP/SCS, $255 billion are from local revenues of which $133 billion are generated from local sales tax measures which have various conditions attached and may not have GHG reductions as the primary objective.

Large MPOs' Joint Recommendations

SB 150 Report had its first public discussions at the Joint ARB/CTC meeting on December 4, 2018 where large MPOs in the state provided a joint presentation on MPO efforts, challenges and

recommendations. Specifically, the joint MPO presentation also include recommendations as below to support SCS implementation:

- *Reinvent Redevelopment.* Establish location-efficient Redevelopment with GHG reduction strategy emphasis
- *Adapt to Evolving Mobility and Technology.* Funds must be flexible enough to support this evolution and EV infrastructure
- *Embrace Innovation.* State leadership roles in deploying new transportation technologies with VMT reductions
- *Pricing Should Account for Equity.* State leadership roles in implementing equitable pricing strategies with VMT reductions
- *Reliable and Consistent Funding.* Greater and sustainable funding and tools to support RTP/SCS housing, transportation, and equity outcomes
- *Incentivize Bold Housing Actions.* Incentives to encourage innovative GHG reducing housing solutions and infill

Staff looks forward to continuing working with ARB, other state agencies and MPOs, and local entities for a more effective SB 375 implementation.

FISCAL IMPACT:
Work associated with this item is included in fiscal year 18/19 Overall Work Program (080.SCG153.04: Regional Assessment)

REPORT

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

To: Energy and Environment Committee (EEC)

From: Ping Chang, Manager, Planning Division, 213-236-1839, chang@scag.ca.gov

Subject: ARB Draft Guidelines on SCS Evaluation

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTION:
For Information Only

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

EXECUTIVE SUMMARY:
On December 12, 2018, the California Air Resources Board (ARB) released the Draft Guidelines for Sustainable Communities Strategies (SCS) Program and Evaluation (referred as "Draft SCS Guidelines" hereafter), updating the current guidelines adopted in 2011. In contrast to the current guidelines focusing on Greenhouse Gas Emissions (GHG) target achievement based on modeling results, the Draft Guidelines use a broader strategy-based framework. The Guidelines include four elements: a Determination Element for SCS compliance and three Reporting Elements for information only. Specifically, the Determination Element, in addition to modeling results with respect to GHG reduction targets, will determine whether the strategies and commitments contained in the SCS would achieve the GHG reduction targets, if implemented, and whether there are any risks to not achieve those reductions. The three Reporting Elements focus on tracking implementation, reporting incremental progress and equity considerations. Finally, the Draft Guidelines also provide extensive technical guidance including quantifying GHG reductions from off-model strategies. SCAG staff has worked with CALCOG staff for a joint Metropolitan Planning Organization (MPO) comment letter submitted to ARB prior to the deadline of January 15, 2019 (see Attachment). The complete Draft Guidelines could be reviewed at https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources.

BACKGROUND:
On December 12, 2018, ARB released the Draft SCS Guidelines", updating the current guidelines adopted in 2011. The Draft Guidelines establish the framework and methods for ARB to review the SCSs prepared by the MPOs. The updated Guidelines will apply only to the MPOs' third SCSs, or Connect SoCal (2020 RTP/SCS) for SCAG. The Guidelines will be updated again before the fourth SCSs are developed.

As background, in March 2018, ARB updated the SB 375 GHG reduction targets for the upcoming SCSs. ARB Board then directed its staff to shift the way in which ARB staff evaluates each SCS

pursuant to SB 375 GHG reduction targets. Specifically, ARB Board directed its staff to place greater attention to strategies, key actions, and investments committed by the MPOs and the jurisdictions they represent. In line with the Board direction, the Draft Guidelines set forth a strategy-based SCS program and evaluation framework, in contrast to the current guidelines focusing on GHG target achievement based on modeling results. The Guidelines include four elements: a Determination Element on whether Policy Commitment will lead to SCS compliance and three Reporting Elements for information only on tracking implementation, reporting incremental progress and equity considerations.

Draft SCS Evaluation Framework

Tracking Implementation (Reporting Element)

To assess the likely success of the SCS and pursuant to SB 150 (Chapter 646, statutes of 2017), ARB staff has started tracking whether the strategies in the SCSs are being implemented (e.g. on-the-ground changes, permits issued, investments spent), and how well they are working. With this information, we can better understand if we are on trajectory to meet the GHG emission reduction targets, and how we might adjust course if we are not.

In November 2018, ARB staff publishes the first SB 150 Report to take stock of what progress has occurred under SB 375 to date (for further information, please see the staff report on ARB SB 150 Report in the same monthly agenda packet for February 2019).

The goal of the Tracking Implementation Element is to answer the following questions:

* Is the region meeting, or on track to meet, its RTP/SCS performance benchmarks?

* Are key regional metrics tracking with the expectations set out in previous SCSs?

ARB staff will begin reporting on whether the region is following through on its strategy commitments in the previous SCS, by comparing observed data with projections provided by the MPO from the previous SCS for key plan performance benchmarks such as multi-family housing units, miles of bike lanes, and improvements to transit service to see if the region implemented projects as planned. ARB staff will also report on whether Vehicle Miles Travelled (VMT) per capita is directionally tracking with reported GHG per capita.

Policy Commitment (Determination Element)

The Determination Element contains guidance for ARB's statutory determination to accept or reject MPOs' determination that the SCS, if implemented, would achieve the GHG reduction target. ARB staff is proposing a series of five Policy Commitment analyses evaluating whether the policies, strategies, and key actions from the SCS support its stated GHG emission reductions. In addition, ARB staff will evaluate whether there are any risks to not achieving the SCS GHG emission reductions. These five Policy Commitment analyses include the following, and are described in more detail below:

1. Trend Analysis. Do the data show that the plan is moving in a direction consistent with the planned outcomes, including the planned regional GHG reductions?
2. Elasticity Analysis. Does the scientific literature support the stated GHG emissions reductions?
3. Policy Analysis. Are there supportive key actions for the SCS strategies?
4. Investment Analysis. Do the investments support the stated GHG emissions reductions?
5. Plan Adjustment Analysis. If the region is falling behind on implementation, what measures are the MPO taking to correct course in the plan, as necessary, to meet the target?

Incremental Progress (Reporting Element)

In order to demonstrate to ARB that the MPOs are, in fact, stretching to achieve their GHG emission reduction targets, this reporting element proposes a method to focus on the efforts to reduce GHG emissions through land use and transportation strategies from one plan to the next.

ARB staff seeks to answer the following questions in this evaluation section:

* What strategies have changed or been added since the last SCS?

* What is the increment of progress achieved through the strategies in this SCS as compared to the last SCS?

Equity (Reporting Element)

Pursuant to federal and state laws, each MPO has already been conducting Equity (Environmental Justice) analysis in the RTP/SCS. Specifically, this analysis determines whether RTP/SCS has a disproportionately high and adverse impact on low income or minority populations.

ARB staff will begin reporting the equity analysis conducted by MPOs as below:

* Reporting how MPOs identified vulnerable communities within their jurisdiction.

* Documenting the metrics and performance measures used by MPOs in their equity analyses.

* Reporting the quantitative and qualitative equity analysis conducted by MPOs.

* Documenting the stakeholder engagement process established by MPOs for public outreach and engagement with vulnerable communities.

Additional Guidance

The Draft SCS Guidelines also include, among others, the following:

* types of information and data needed from MPOs to conduct the Strategy-based SCS Program and Evaluation; and

* additional guidance on quantifying GHG emission reduction from off-model strategies.

Next Steps

ARB released the Draft SCS Guidelines on December 12, 2018 for comments by January 15, 2019. SCAG staff has worked with CALCOG staff who coordinated among the state's 18 MPOs and developed a joint comment letter submitted to ARB prior to the deadline (see Attachment). After the comment deadline, ARB staff will review the comments and proceed to finalize the SCS Guidelines.

After ARB finalizes the SCS Guidelines, pursuant to SB 375, SCAG staff will also develop the Technical Methodology for Connect SoCal (2020 RTP/SCS) and submit to ARB for their review.

FISCAL IMPACT:

Work associated with this item is included in fiscal year 18/19 Overall Work Program (080.SCG153.04: Regional Assessment)

ATTACHMENT(S):

1. ARB SCS Guidelines MPO Joint Comment Letter

[SUBMITTED ELECTONICALLY]

January 15, 2019

Steven Cliff
Deputy Executive Officer
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Dear Mr. Cliff:

Re: Draft Proposal for Updated Sustainable Communities Strategy Program and Evaluation Guidelines

With the visible impacts of climate change (sea level rise, increasing fire risk, etc.) affecting our regions, we take SB 375's charge to reduce per capita, passenger vehicle greenhouse gas (GHG) emissions seriously. Each of our Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCS) identifies critical land use and transportation policies to reduce per capita GHG emissions and improve mobility in our respective regions - all against a backdrop of worsening affordability for many California residents. These plans are developed through deep engagement with local jurisdictions, transportation partners, and members of the public. To date, CARB has determined that each of our MPO's RTP/SCS, if implemented, would meet the applicable GHG emission reduction targets.

Attachment: ARB SCS Guidelines MPO Joint Comment Letter (ARB Draft Guidelines on SCS Evaluation)

After more than ten years of SB 375 implementation experience, we, the state's 18 metropolitan planning organizations (MPOs) are uniquely qualified to articulate the benefits and challenges of the proposed Sustainable Communities Strategy Program and Evaluation Guidelines ("Guidelines"). Thank you for the opportunity to comment. This letter represents the collective comments of the state's 18 MPOs.

We anticipate additional MPO-specific comments may be submitted by individual MPOs.

Overarching Comments

1. **Make a clear distinction between SB 375 and SB 150 requirements within the Guidelines.** The SCS is a forward-looking plan, that if implemented, would meet applicable 2020 and 2035 GHG emission reduction targets. SB 375 requires CARB to accept or reject the MPO's determination that the strategy (SCS or APS) would, if implemented, achieve the greenhouse gas emission reduction targets established by CARB. SB 150, on the other hand, requires CARB to develop a report that assesses the progress made by our regions (a look back) in meeting the GHG emissions reductions targets, while recognizing the role the state legislature plays in establishing supportive state policy and funding allocations. SB 150 reporting is intended to inform the state legislature of SB 375 best practices in addition to program needs and challenges. The December 2018 Joint CARB/CTC Meeting MPO presentation[1] is the first to highlight best practices and recommend changes to state policy to overcome the identified challenges.

   SB 375 and SB 150 focus on the same SB 375 targets; however, they vary greatly in content and timeframe for their respective analyses (RTP/SCS – 2020 and 2035; SB 150 – existing conditions). These differences are important when articulating the requirements of SB 375 and SB 150 in the Guidelines.

   Why does this matter? Our respective RTP/SCSs are required to be updated every four-years. During that update, each MPO reviews its planning assumptions to ensure they capture changes that have occurred since the last plan in areas like: population growth, household income, housing and employment growth and distribution patterns, how applicable RTP/SCS strategies have been implemented, and much more. This review is conducted, to ensure, the updated RTP/SCS, if implemented, will meet the target, if there is a feasible way to do so. Although this process represents a look back, similar to SB 150, it ensures the RTP/SCS will meet the 2020 and 2035 targets (i.e. a plan assessment with course correction, as necessary, to meet the target).

   SB 150 also acknowledges that successful implementation of an RTP/SCS is a collaborative effort between the MPO, local jurisdictions, and the state. The SB 150 report provides data-

[1] http://www.catc.ca.gov/meetings/joint-meetings/CTC-ARB%20Meetings/12418%20Joint%20meeting%20-%20Los%20Angeles/120418_MPO_Presentation.pdf

Attachment: ARB SCS Guidelines MPO Joint Comment Letter (ARB Draft Guidelines on SCS Evaluation)

driven information to the Legislature for its consideration as part of future policy development supportive of SCS implementation.

> *"SB 375 empowers regions to develop innovative strategies as part of their SCS to meet their target. While there are requirements for information the SCS must contain including identifying areas for future development and housing, information on resources and farmland, and integrating development with the transportation network, it does not prescribe any one strategy for achieving the targets... The success of some strategies may also rely on state actions, such as increased funding to support transit and other transportation options or authorization of new policies, such as roadway pricing[2]."*

Unfortunately, the Guidelines are not always clear in the distinction between SB 375 and SB 150. We request CARB update the Guidelines to articulate the distinctions between SB 375 and SB 150 requirements. Specific examples and recommended edits can be found below in the *Specific Comments* section of this letter.

2. **Develop Consensus for Incremental Progress among the state's four largest MPOs.** The four largest MPOs seek to work with CARB to develop a mutually agreeable way to report what strategies have changed—and constraints have emerged—since the adoption of the preceding RTP/SCS. Each MPO already reports progress to its respective board, but in a slightly different format. From the view of the largest MPOs, the interests of all parties are best served by a methodology that allows for meaningful information-sharing that accounts for regional differences. Although the Guidelines propose that MPOs may voluntarily conduct the Incremental Progress Analysis; they omit the flexibility or a way to account for regional differences. As a result, the methodology in the Incremental Progress Analysis should be improved. The large MPOs are willing to commit the staff time and resources to work with CARB staff to develop a meaningful methodology.

3. **Requiring 14 of the state's 18 MPOs to report Incremental Progress is inconsistent with SB 375 and CARB's March 2018 target setting board action.** ARB staff stated, *"Staff does not propose any revisions to the October proposal for the 8 San Joaquin Valley MPOs nor for the 6-small remaining MPOs[3]."* during its December 2017 informational board update.

   This statement was further clarified in the March 2018 SB 375 Final Target Setting staff report that the CARB approved.

   > *"CARB staff presented this revised proposal as an informational update to the Board on December 14, 2017. The initial feedback received on this revised*

[2] SB 150 Bill Analysis: https://leginfo.legislature.ca.gov/faces/billAnalysisClient.xhtml?bill_id=201720180SB150, August 2017.

[3] J&K court Reporting, Dec 2017 (page 13) - https://www.arb.ca.gov/board/mt/2017/mt121417.pdf

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approach from the Board and from stakeholders who attended that meeting was overwhelmingly positive."

We concur that it is appropriate to highlight new or enhanced strategies adopted in the pursuit of meeting SB 375 goals, but the required Incremental Progress reporting is beyond the scope of SB 375 and the March 2018 CARB Board action. For this reason, the 14 MPOs request the section omit reference to the eight San Joaquin Valley and "Small Six" MPOs.

4. **Equity is a guiding factor throughout the RTP/SCS planning process.** Thank you for acknowledging the equity component to pricing strategies (Table 1. SCS Strategy and Key Action Examples, page 26). As each of our respective MPOs complete our RTP/SCS social equity analyses, we would like to highlight that each of the strategies within this table has the potential to have complex and significant equity considerations. Each of our equity analyses takes a full picture view of the RTP/SCS to ensure compliance with Title VI of the Civil Rights Act. Executive Order 12898, and the contracted agreements that all MPOs have entered into with Federal Department of Transportation agencies, which require that the programs, policies or actions stemming from our respective RTP/SCSs do not cause disproportionate effects on low-income populations or disparate impacts on minority populations. MPOs take great strides to include the voices (through public participation and outreach efforts) of low-income and minority communities throughout our planning and decision-making processes. A select set of MPO examples are included in Attachment 1 of this letter.

   Additional highlights of individual MPO efforts can be found in each of our respective RTP/SCSs and Public Participation Plans. Appendix L of the California Transportation Commission's 2017 RTP Guidelines for MPOs also contains additional planning examples.

5. **Significant concerns regarding the technical efficacy of the proposed Elasticity Analysis.** We request the elasticity analysis be removed from the SCS Determination Element Screening Criteria of the guidelines for three reasons. First, in general, studies such as the CARB GHG Policy Briefs include elasticities for varying geographic areas, all of which may or may not be comparable to an MPO region. For example, some studies use national, city, or even international level data to determine a range of elasticities. Each of these studies is caveated. For example, CARB's website includes *The Impacts of Traffic Operations on Passenger Vehicle Use and Greenhouse Gas Emissions: Policy Brief,* which includes the following caveats related to how applicable the study is to varying locations, vehicle fleet mixes, etc.

   "The limited number of studies of each type of strategy, variations in methodology as described above, and variations in the applications studied with respect to both strategy design and context contribute to significant uncertainty as to the size of the effect of traffic operations strategies in any particular application... The estimated effect sizes shown in Table 1 apply to specific geographic areas and time periods and may not be applicable to other areas or time periods."

Attachment: ARB SCS Guidelines MPO Joint Comment Letter (ARB Draft Guidelines on SCS Evaluation)

Under the proposed Elasticity Analysis, there may be situations where due to research/elasticity limitations for a specified MPO strategy (i.e. research has not established an apples-to-apples elasticity; the geography of the elasticity does not match the geography of the MPO strategy, etc.), CARB staff, may choose/be required to apply a method even if the assumptions do not exactly match the specific conditions of the MPO strategy, this may result in significant errors. With regard to this, the California Air Pollution Control Officers Association's (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* states, "*It is imperative that any deviations are clearly identified. While you may still be able to calculate a reduction for your measure, in many cases the error in your result will be so large that any conclusions you would draw from the analysis could be completely wrong.*"

Second, while acknowledging the elasticity approach cannot account for synergistic effects or spatial location of strategies, the guidelines do not include justification for the use of 85 percent as the threshold for checking the model-based results.

Lastly, if CARB is able to resolve the comments raised above; and the CARB Policy Briefs are intended to be used as a reference for the proposed Elasticity Analysis in the guidelines, additional analysis is necessary to ensure that the elasticities are: (1) related to passenger vehicle GHG, as opposed to some other metric (e.g. total VMT, which includes larger vehicles); (2) that the ranges of elasticities and uncertainties about to their applicability to SB 375 targets are acknowledged; and (3) that allowances are offered for some of the SB 375 specifics, such as exclusion of through-travel. If CARB is unable to resolve the concerns raised above, we request CARB remove the Elasticity Analysis from the SCS Determination Element Screening Criteria of the Guidelines.

We also would like to thank CARB for acknowledging within the Guidelines that the elasticity analysis is unable to distinguish the contribution of individual projects and does not intend to establish any causal relationship between performance indicators and regional VMT.

6. **Capturing TNC data mode share requires data sharing.** While not a specific change to the Guidelines, CARB should encourage the California Public Utilities Commission (CPUC) to require Transportation Network Companies (TNCs) to share key data that supports better policy determinations. The Guidelines presume the availability of TNC data by stating that the use of such data is a "preferred approach" for several variables. Page 37 of the CARB SB 150 report highlights, "*Transportation Network Company (TNC) trip-level data is not available to State, regional, and local public agencies, nor to academic researchers in California.*" Accordingly, CARB should support MPOs through the CPUC rulemaking process to ensure each of our agencies has ongoing access to the data necessary to analyze the TNC market sector and its impacts and benefits to congestion and multimodal performance consistent with the guidelines. Ready access to TNC data would allow MPOs to analyze TNC usage to more accurately represent the growing TNC mode share in regional travel demand models and

Attachment: ARB SCS Guidelines MPO Joint Comment Letter (ARB Draft Guidelines on SCS Evaluation)

determine if MPO policies and transportation funding are meeting state-mandated GHG emissions reduction targets.

Unfortunately, TNCs have been reluctant to share this data. Without data, it is difficult for MPOs to ascertain the share of TNC trips -- single and pooled -- as listed in the table of independent exogenous variables. Until such time as this data is required to be consistently shared on an ongoing basis, Table 4 and 6 should be updated with the phrase, "where available and sufficient for forecasting purposes".

7. **Overall SCS Program Evaluation.** On page 44, the draft Guidelines indicate that if there is insufficient evidence to explain or overcome a deficiency in any of "the assessments," ARB may reject an MPO's determination that GHG targets will be met. (The "assessments" referenced are apparently five Policy Commitments analyses: trend, elasticity, policy, investment, and plan adjustment.) Thus, ARB may find that four of five analyses strongly support the MPO's determination, but one does not, potentially leading to an unjustified rejection of the MPO's determination. The MPOs recommend ARB consider and balance findings of all five analyses before accepting or rejecting an MPO's determination.

Specific Comments

- **Please add a glossary of key terms to the document.** Terms such as "strategy, commitment, attribute, and policy" have multiple meanings in the context of the Guidelines. For example, the term "strategy" can be used to describe an individual project, such as the construction of a bike lane or a higher-level policy such as increase density by X percent. We request the addition of a glossary of terms to ensure we are all operating from the same definition for purposes of SCS review.

  In addition, we request additional clarity be provided for the phrase "tracking implementation needs." We request CARB clarify whether its interest is "strategy implementation" (are policies in the plan being implemented?) vs "on-the-ground progress" (are we implementing capital projects and building housing/jobs in line with the forecasted development pattern?) For example, inclusionary zoning is a "strategy." Affordable housing is the thing "on the ground." This nomenclature is unfortunately a bit confusing. The Guidelines seem to use strategies and outcomes often to mean the same thing when they do not. As mentioned above, a glossary of terms would be beneficial.

- **Global Guidelines comment – Tracking Implementation (SB 150 Reporting) Element.** Each reference to the Tracking Implementation Element should be titled in the same manner. This helps distinguish SB 150 tracking implementation, from the SCS planning assumption review and update discussed earlier in this letter. Specific locations for update are identified below.

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- Page 6, first paragraph, last sentence.
- Page 20, third bullet.
- Page 23, first, bullet.
- Page 30, title of first box

- **Figure 1, first box, Tracking Implementation, page 6**. Please update the text to read, "*Report on the progress regions have made towards meeting their SB 375 GHG reduction targets (SB 150 Reporting).*" This ensures consistency with other references throughout the document.

- **Second to last full paragraph, first sentence, page 23.** Please update the text to read, "*CARB has enhanced the SCS program, and evaluation framework to include a new component to track implementation (SB 150 Reporting).*"

- **First Bullet, Tracking Implementation, page 23.** SB 150 Report – The Guidelines should clarify whether the SB 150 report will be used to track implementation (Statewide, every 4-years on September 1st) or separate reporting will be done by MPO with each SCS determination (MPO focused, every 4 years when RTP/SCS is approved).

- **What is CARB looking for in an SCS, Policy Commitments (Determination Element), page 23.** A concern over the long-term is that CARB is not taking enough account of electric and zero emission vehicle implementation. The result is that resources that could be spent on fast-to-implement strategies like workplace electric vehicle charging stations and RNG fueling infrastructure may be allocated to less efficient strategies. Early reductions have the greatest long-term effect to slow climate warming. The SB 150 report demonstrates that other strategies—like land use change (where it often takes years or decades to realize across-the-board reductions)— are less likely to provide early reductions in gasoline consumption. To be sure, we need to continue to build and expand land use and walkable community strategies that benefit public health. But in specific terms of quickly and efficiently reducing GHG emissions, vehicle technology improvements will have a greater immediate effect (and have the co-benefit of reducing criteria pollutants faster).

- **Strategy Performance Indicators (Outcomes), page 28.** Seat utilization is affected by policy decisions at the local level, in terms of service goals. Some agencies may decide that larger vehicles are important to meet peak loads, even though those same vehicles might be underutilized in the off-peak. Other agencies might make the opposite decision. Local agencies should have discretion to decide these issues to meet their local transit service goals. As a result, load factors are important at the route level, or perhaps the transit/local agency level.

- **First bullet under "*The MPOs should also submit the following information:*", page 26.** Please update the language in the first bullet to read, "*MPO's adopted* ~~***land use allocation***~~ ***forecasted development pattern*** *(total new population growth, housing growth, and*

Attachment: ARB SCS Guidelines MPO Joint Comment Letter (ARB Draft Guidelines on SCS Evaluation)

employment growth) mapped or tabulated by place type or sub-regional geography as appropriate to each region." Land use allocation is a term synonymous with local general plans. The term forecasted development pattern is synonymous with RTP/SCSs and recognizes that local jurisdictions retain land use authority under the California Constitution.

- **Fist sentence, page 29.** Please update the text to read, "*For the ~~land use allocation~~ forecasted development pattern…*"

- **Last sentence before Tracking Implementation (SB 150 Reporting) section, page 31.** Please update the text to read, "*The transportation project list and ~~land use allocation~~ forecasted development pattern…"*

- **Land Use and Housing Policy, page 36.** Please update the first sentence of this section to read, "*CARB staff will qualitatively evaluate the relationship between the SCS's ~~and relevant MPO land Use and housing activities and actions~~ forecasted development pattern and adopted SCS key actions".*

- **Transportation project list, last bullet, page 28.** Our MPOs are happy to submit the requested transportation project list; however, we request some flexibility in the format. For example, some MPO project lists are an InDesign file that is made publicly-available as an Adobe Acrobat .pdf file and in EXCEL format that could lose content in the conversion process. We presume, CARB staff will be flexible in working with MPO staff to gather the requested information.

- **Tracking Implementation Table, Page 30.** It is unclear whether the Tracking Implementation (Reporting Element) box on page 30 refers to the SCS or the SB 150 report. Assuming a consistent naming convention throughout the Guidelines, please update the title of the Tracking Implementation (Reporting Element) box to Tracking Implementation – SB 150 Reporting (Reporting Element).

- **Third sentence, Transportation Policy, page 36**. Please update the sentence to read, "*On the other hand, not ~~reflecting~~ assessing short- and long-run impacts, as applicable, of capacity and associated induced VMT in the region's ~~travel demand modeling~~ analysis suggests to CARB that the SCS may be at risk of not meeting its GHG emission reduction targets."* This edit ensures the Guidelines are consistent with OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA*[4]. OPRs Technical Advisory includes a list of projects not likely to lead to a substantial or measurable increase in vehicle travel that generally do not require an induced travel analysis and allows for non-modeling approaches.

[4] OPR Technical Advisory on Evaluating Transportation Impacts in CEQA; http://opr.ca.gov/docs/20181228-743_Technical_Advisory.pdf; Page 24

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In addition, the Technical Advisory states, "*Given that lead agencies have discretion in choosing their methodology, and the studies on induced travel reveal a range of elasticities, lead agencies may appropriately apply professional judgment in studying the transportation effects of a particular project.*" We presume this same level of discretion will be allowed to meet the intent of the Guidelines and request that this language be added to the Guidelines for clarification.

- **Second sentence, Pricing Policy, page 37.** Please update to read "*Moving forward, to the extent that a proposed statewide road user price replaces the current state fuel excise tax, ~~Statewide~~ road user pricing is an example of a potential future State-initiated strategy that an MPO should not use to demonstrate compliance with the SB 375 GHG emission reduction targets. However, the MPO could demonstrate compliance with the SB 375 targets by ~~use~~ (1) its ability to make reasonable assumptions about revenues appropriated to the MPO from a proposed road user pricing that that could be reinvested to further the region's SCS; or (2) the other effects of road user pricing in excess of the current state fuel excise tax.*"

- **First full paragraph, TIP Funding Assessment, page 38.** Please delete this paragraph. At the time of SCS review, the federally approved TIP considered by CARB would have been adopted under the existing federally approved RTP/SCS, and not the SCS under CARB's review. This means, new or enhanced RTP/SCS strategies may not be included in the TIP subjected to the proposed CARB review.

  The SB 150 report notes the difficulty in compiling short-term investments for comparison with long-range investments. In the section titled "*WHAT DO WE NOT KNOW YET, AND WHERE IS ADDITIONAL WORK NEEDED*?" CARB states: "*Transportation spending is administered and tracked by many different agencies, but these spending streams are not compiled to help understand whether current investments align with long-term goals. In order to verify investments in long-range RTPs are being implemented through short-term spending, there is a need for better compilation of the different short-term spending streams.*" The Guidelines' proposed investment analysis does not deal with the fact that many of the investments in bike/pedestrian facilities (and some transit improvements) are made solely with local funding or formula funding through the state. The TIP generally identifies federally funded projects and projects funded through the State Transportation Improvement Program, not locally funded projects.

  As an example, review of the TIP as the primary means to determine short-term RTP/SCS implementation may lead to incorrect conclusions regarding transit investments. Except for preventative maintenance costs, transit operations are not federally eligible expenses for

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many transit operators across the state[5]. This means an analysis of TIP investments may not capture the RTP/SCSs full short-term commitment to funding transit operations.

While the TIP is one of many tools that describes short-term investments, it should not be used to generate overarching assumptions about an MPOs commitment to fund the strategies contained within its RTP/SCS for the reasons listed above. Although, we request this paragraph be deleted from the Guidelines our MPOs are committed to working with CARB staff to identify a full picture of RTP/SCS supportive investments.

- **Third sentence, Plan Adjustment Analysis, page 38.** To ensure consistency across the CARB Determination Elements of the Guidelines, please make the following edit: "*If CARB staff determines that an MPO is not hitting milestones with respect to SCS implementation, to give CARB staff the assurances it needs to determine that a region is capable of meeting its 2035 GHG emission reduction targets, CARB staff will look to the MPO for evidence that the MPO has considered these challenges and has either changed its strategy, or is putting measures in place to accelerate implementation in order to stay on track, as necessary to meet the target. ~~if applicable~~*"

- **Overall SCS [Program] Evaluation, pages 44, 47-51.** As noted in the Guidelines, some data is more readily available than other data. As a result, we raise concerns about the ability of all 18 MPOs to produce model data for all the performance indicators listed and presume as the Guidelines imply, CARB staff will work with our respective staffs to prioritize data needs based on available resources. In addition, we request CARB provide clarification on the following indicators: seat utilization, household VMT (is this MPO household or MPO resident? Are group quarters included? E-I included? Visitors?).

- **MPO Data Submittal Table to CARB, pages 47-51.** We appreciate the Guidelines acknowledgement that one size does not fit all and that "*These guidelines include CARB's request for information/data that may be more readily available for some MPOs to provide than for others.*" The MPO Data Submittal Table contained in the Guidelines is an example where one size may not fit all. Consistent with CARB's first two rounds of RTP/SCS review, we presume CARB staff will be flexible in allowing updates to the table should data be unavailable or not applicable. A few limited examples where adjustments to the table may be necessary include, the applicability of tolls within a given MPO region or the availability of bike and pedestrian lane mile data.

- **Timeline for submittal of SCS Technical Methodology, page 55.** Thank you for acknowledging the iterative development process of our RTP/SCSs. We appreciate the

[5] Note: Transit operators serving an urban area with a population over 200,000 cannot use many Federal Transit Administration fund sources to pay for transit operations.

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flexibility to amend the technical methodology document as additional information becomes available.

- **Transit and Active Transportation Sensitivity Test and Reporting, pages 61-63.** Some of the performance indicators may be calculated differently by different regions due to differences between the respective MPO travel demand models. For example, a commute travel time could be calculated as home to work, but if a stop is made (dropping off kids at school) is the travel time measured from school to work, or home to work including the drop-off, or some other measure. Each MPO will report the applicable performance indicator consistently within their data, but some performance indicators may not be comparable across MPOs due to the definition applied.

- **Innovative Mobility Discussion page 63.** Thank you for highlighting the limited (and quite different) studies done on the impact of VMT and GHG reductions from innovative mobility strategies, including ride hailing. We encourage CARB to continue this dialogue with our collective staffs.

- **Definitions of Transit Operation Miles and Daily Service Hours, page 66.** The definitions of transit operation miles and transit daily service hours should specify whether these are revenue hours and revenue miles. We recommend using the National Transit Database definitions provided in the link below:

  https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary

- **Trip and Emissions Data Needs, page 84.** MPO staff assume CARB will allow discretion as MPOs refine their off-model methodologies as technology evolves or more specific MPO data becomes available. We recommend adding this clarifying language in the guidelines. In many cases as with the carshare/bikeshare/pooled rides off-model strategies, the services are operated by private transportation service providers, which may be unwilling to share data needed to regularly monitor/track program Operations as the Guidelines indicate. A statement in the guidelines recognizing this issue would be helpful.

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Thank you for the opportunity to comment. Please feel free to reach out to our staffs should you have any questions regarding the comments raised in this letter.

Sincerely,

DARIN CHIDSEY
Interim Executive Director, SCAG

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Attachment: ARB SCS Guidelines MPO Joint Comment Letter (ARB Draft Guidelines on SCS Evaluation)

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Attachment (1)

Attachment: ARB SCS Guidelines MPO Joint Comment Letter (ARB Draft Guidelines on SCS Evaluation)

- **Sacramento Area Council of Governments (SACOG).** SACOG developed an enhanced methodology for identifying disadvantaged communities and a framework for conducting its environmental justice analysis of these communities in the Sacramento region. The method and analysis will inform SCS development for the 2020 plan update and be available as a template for cities and counties in the region as they implement SB 1000. SACOG convened an equity working group to inform and vet these method and analysis.

- **San Diego Association of Governments (SANDAG).** As part of the 2019 Regional Plan development process, SANDAG established a Community-Based Organizations (CBO) Working Group. The Working Group, which is comprised of representatives from 12 CBOs serving underserved/disadvantaged communities in the San Diego region, provides a collaborative open and public forum, while allowing SANDAG the opportunity to receive ongoing public input from disadvantaged or underrepresented communities in the region into key activities associated with developing the 2019 Regional Plan with a focus on the social equity perspective.

  The Working Group provides input and direction on Regional Plan components, such as the definition of a disadvantaged community, the social equity analysis, and the network development process. The Working Group also played a large role in developing SANDAG's Social Equity Analysis Framework, which was approved by the Board of Directors on June 22, 2018. The Social Equity Framework serves as a guide for assessing the distribution of benefits and burdens of the transportation network. As a complement to the CBO Working Group, SANDAG convenes a monthly CBO Outreach Team meeting. The Outreach Team meeting provides the contracted CBOs a time to discuss how best to engage the respective underserved/underrepresented communities in the planning process, and how SANDAG can assist in the process via education or resources. At these meetings, the Outreach Team also shares the feedback and input received directly from the community given the different plan milestones.

- **Southern California Association of Governments (SCAG).** SCAG's equity (Environmental Justice) analysis addresses equity from multiple dimensions (e.g., access to opportunities, housing equity, health equity, environmental impacts & climate vulnerability, among others) as impacted by the RTP/SCS. The 2016 EJ analysis was conducted through 18 performance indicators. To further improve the 2020 EJ process and analysis, SCAG established an Environmental Justice Working Group in April 2018 to broaden input from stakeholders on an on-going basis. In addition, SCAG also is in the process of engaging with CBOs throughout the region to gauge concerns and priorities from the disadvantaged communities and develop scenarios for the Connect SoCal (2020 RTP/SCS).

- **Tahoe Regional Planning Agency (TRPA).** Hosted community "Tahoe Talks" meetings to discuss transportation, local government, and the economy in Tahoe. Organized public

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workshops and pop-up tents out in the community at popular shopping destinations, senior centers and transit centers with bi-lingual speaking staff to gather feedback and distribute the unmet transit needs (UTN) surveys. Organized and hosted meetings of the Social Services Transportation Advisory Council (SSTAC) – a committee whose representation includes transit users over 60, individuals with disabilities, social service agencies that provide services to seniors, individuals with disabilities, and individuals of limited means - to inform on current transportation projects and gather unmet transit needs feedback. Facilitated bicycle rodeos with the local police department to educate students on bicycle safety.

- **Fresno Council of Governments**. Fresno COG's mini-grants to social and environmental justice organizations to assist in land use scenario development among minority and low-income populations. Collectively, those efforts yielded more than 3,000 votes and comments on RTP projects and SCS scenarios throughout that region.

Additional highlights of individual MPO efforts can be found in each of our respective RTP/SCSs and Public Participation Plans. Appendix L of the California Transportation Commission's 2017 RTP Guidelines for MPOs also contains additional planning examples.

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REPORT

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 7, 2019

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

From: Sarah Dominguez, Associate Regional Planner, Sustainability, (213) 236-1918, dominguezs@scag.ca.gov

Subject: Sustainable Communities Strategy Framework Update

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

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

RECOMMENDED ACTION FOR CEHD AND TC:
Receive and File

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

EXECUTIVE SUMMARY:
In preparation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, SCAG will be developing an SCS that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce per capita greenhouse gas emissions as compared to a 2005 baseline. An SCS Framework outlining development of this document was approved by the Regional Council in October 2018. This item is an update on the progress of SCS development and next steps.

BACKGROUND:
Sustainable Communities Strategy (SCS) development includes a number of steps outlined in the SCS Framework[1] including processing local input data, developing key strategy areas, creating alternative scenarios, modeling, and stakeholder outreach. This process will help SCAG articulate a future vision for the region. Turning this vision into a reality will depend on the actions taken by many local partners to be supported by SCAG through the strategies and policies articulated in the SCS.

To date, SCAG has completed the following tasks:

- Draft goals and guiding policies (for Connect SoCal)[2]
- Initial stakeholder outreach through working groups and select one-on-one interviews
- Scenario development principles (land use only)

[1] http://www.scag.ca.gov/committees/CommitteeDocLibrary/rc100418_fullagn.pdf (Packet pg. 33)
[2] http://www.scag.ca.gov/committees/CommitteeDocLibrary/rc090618fullagn.pdf (Packet pg.345)

The following key tasks will be completed in the next several months:

- Land use and transportation strategy integrated policy development
- Complete scenario development and initial modeling
- Additional stakeholder outreach

SCAG's SCS will continue to rely upon local land use agencies for application of land use policies and growth decisions and will depend on local transportation agencies to implement their planned projects. Ultimately, the opportunity for the SCS is to define areas where the region can collectively partner to achieve shared goals and advocate for critical resources. The SCS can also articulate policy and priority areas to shape SCAG's future implementation programs.

SUMMARY OF PROGRESS TO DATE

Initial Stakeholder Outreach

In May 2018, SCAG launched the Sustainable Communities Working Group as a forum to discuss sustainability policies and strategies with local stakeholders. This group consists of staff from member jurisdictions, transit agencies, planning consultants, and non-profit advocacy groups and has met four times since May 2018. Feedback from this group was used to inform initial scenario development principles and is the foundation for refining land use strategies and policies for inclusion in the plan. Some takeaways from this group include: identification of common barriers to sustainable development such as funding and 'NIMBYism'; the need for more focus on job-housing fit solutions; the need for coordination and support on emerging transportation technologies; support for sustainable development solutions for existing suburban communities; and the challenge of providing sufficient affordable housing.

As part of developing the scenario land use methodology, SCAG outreach consultants also contacted a select group of planning directors throughout the region and Council of Government (COG) directors to solicit feedback and reflection on broad scenario concepts and SCS development. This feedback highlighted the broad diversity of challenges and potential effective solutions that vary across the region based on a place's existing conditions and also provided useful direction to SCAG staff in refining scenario development methodology.

Scenario Development Principles (Land Use)

SCAG uses scenario planning to develop, evaluate, and consider distinct pathways the region could take to meet Connect SoCal's goals. Three scenarios will be prepared in addition to the Trend, and Local Input "Base Case" scenarios as outlined in the Sustainable Communities Strategy Framework and Development Process. The criteria and methodology developed for scenarios based on available and verifiable data sources. The designs, priority growth areas, and constraints were based on stakeholder feedback and may be modified or changed for the final recommended preferred scenario based on additional feedback and review of scenario performance. The transportation strategies and investments that will be paired with each scenario are based on project lists submitted from County Transportation Commissions. This pairing will be completed by May 2019.

Key Scenario Development Rules

1. All entitled land use projects are included
2. Local land use plans are referred to for use designation and capacity.
3. Jurisdictional growth control totals are maintained, except in one less constrained scenario in which the growth can vary up to 5-10% to allow for increased growth in targeted growth priority areas.

Growth Constraints (i.e. where growth is not applied)

- Military land
- Existing open space (i.e. parks within jurisdictions, land designated as "Open Space")
- Conserved land
- Areas projected to have 2 ft. sea level rise by2100
- Unincorporated Counties: Agriculture
    - Prime Farmland
    - Farmland of Statewide Importance
    - Unique Farmland
    - Farmland of Local Importance
- No housing in 500 ft. buffer of high capacity roadways[3], except where the growth overlaps a defined Transit Priority Area

Moreover, growth will be avoided in the following areas, except when it conflicts with accommodating a jurisdiction's forecasted growth total.

- Wildland Urban Interface
- Agriculture - Grazing Land
- Incorporated Cities: Agriculture
    - Prime farmland
    - Farmland of statewide importance
    - Unique farmland
    - Farmland of local importance
- Moderate flood hazard areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood
- CalFire Very High Severity fire risk (state and local)
- Natural lands and habitat corridors (Connectivity, Habitat Quality, Habitat Type layers)

Growth Priority Areas

Transit Priority Areas (TPAs): An area within one-half mile of a major transit stop that is existing or planned (existing rail transit station, a ferry terminal served by bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods). (Based on CA Public Resources Code Section 21099 (a)(7) and CA Public Resources Code Section 21064.3)

High Quality Transit Areas (HQTAs): Areas within one-half mile of a high-quality transit corridor which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (Based on CA Public Resources Code Section 21155(b))

[3] High capacity roadways= 100,000 average daily traffic

Livable Corridors: This arterial network is a subset of the high quality transit areas based on level of transit service and land use planning efforts with a few additional arterials identified through corridor planning studies funded through the Sustainability Planning Grant program (currently the Sustainable Communities Program).

Neighborhood Mobility Areas (NMAs): Areas with high intersection density (generally 50 intersections per square mile or more), low to moderate traffic speeds, and robust residential retail connections which can support the use of Neighborhood Electric Vehicles or active transportation for short trips.

Job Centers: Areas with significantly higher employment density than surrounding areas. Over 60 subareas throughout the region are identified as having peak job density. These are identified at fine, medium, and coarse scales (1/2, 1, and 2 km) to capture locally significant job centers within the region.

UPCOMING TASKS

Land Use and Transportation Strategy and Policy Development

While there are many technical steps left in SCS and scenario development, opportunities remain for elected officials and stakeholders to influence the final shape and policies promoted in the plan. While the scenarios help to illustrate potential futures, the strategies and policies in the plan help to specify how the region can achieve that preferred future. This will be especially important given the pending updated ARB SB 375 Evaluation Guideline's increased emphasis on articulating a path towards implementation.

Scenario Development and Initial Modeling

SCAG is currently refining the land use growth allocation for the scenarios mentioned above. Once these scenarios are paired with transportation strategies it will be possible to run the Scenario Planning Model to determine the comparative performance of each scenario on several indicators including land consumption, energy and water use, household cost, and greenhouse gas emissions (GHG).

Stakeholder Outreach

SCAG has several planned outreach activities to help shape the scenarios and draft strategies and policies that will be presented to the wider public at the May 2019 SB 375 Workshops.

Community Based Organizations: SCAG will be partnering with community based organizations to solicit participation and feedback on the draft scenarios and SCS strategies from traditionally underrepresented stakeholders.

Planning Directors Task Force: SCAG will convene local planning directors to obtain guidance and feedback on SCAG's proposed strategies and policies. This feedback will supplement the

local input data already collected by SCAG to leverage the expertise of these planning directors on appropriate solutions for regional sustainability.

Public Outreach- Intercept and Online Surveys: SCAG will launch a public facing outreach tool, Neighborland, to facilitate robust dialogue on scenario and strategy development. The survey will be available online, distributed to existing contact lists, and used for and in-person intercept survey to ensure a broad array of feedback from the public.

NEXT STEPS:

Staff will be working on the tasks identified above to complete scenario development for analysis and release at the General Assembly in May 2019, followed by SB 375 public workshops held throughout the region. With feedback from the public workshops and the above mentioned stakeholder outreach, SCAG will prepare a final preferred scenario to incorporate into Connect SoCal to be reviewed by the CEHD Committee and thereafter, the Regional Council.

FISCAL IMPACT:

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