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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

REGULAR MEETING

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE

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

SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
Policy B 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 Community, Economic and Human Development Committee are also available at: www.scag.ca.gov/committees

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Community, Economic and Human Development Committee
Members – February 2019

1. **Hon. Peggy Huang**
   CEHD Chair, TCA Representative
2. **Hon. James Mulvihill**
   CEHD Vice Chair, San Bernardino, RC District 7
3. **Hon. Al Austin**
   Long Beach, GCCOG
4. **Hon. David Avila**
   Yucaipa, SBCTA
5. **Hon. Stacy Berry**
   Cypress, RC District 18
6. **Hon. Wendy Bucknum**
   Mission Viejo, RC District 13
7. **Hon. Juan Carrillo**
   Palmdale, North LA County
8. **Hon. Steve DeRuse**
   La Mirada, RC District 31
9. **Hon. Rose Espinoza**
   La Habra, OCCOG
10. **Hon. Margaret Finlay**
    Duarte, RC District 35
11. **Hon. Vartan Gharpetian**
    Glendale, President's Appointment
12. **Hon. Julie Hackbarth-McIntyre**
    Barstow, SBCTA
13. **Hon. Bill Hodge**
    Calexico, ICTC
14. **Hon. Tim Holmgren**
    Fillmore, RC District 47
15. **Hon. Cecilia Hupp**
    Brea, OCCOG
16. **Hon, Cecilia Iglesias**
    Santa Ana, RC District 16

17. **Hon. Bill Jahn**
    Big Bear Lake, RC District 11

18. **Hon. Bob Joe**
    So.Pasadena, AVCJPA

19. **Hon. Jed Leano**
    Claremont, SGVCOG

20. **Hon. Marisela Magana**
    Perris, RC District 69

21. **Hon. Anni Marshall**
    Avalon, GCCOG

22. **Hon. Jorge Marquez**
    Covina, RC District 33

23. **Hon. Lauren Meister**
    West Hollywood, WSCCOG

24. **Hon. Bill Miranda**
    Santa Clarita, SFVCOG

25. **Hon. John Mirisch**
    Beverly Hills, President's Appointment

26. **Hon. Steve Nagel**
    Fountain Valley, RC District 15

27. **Hon. Trevor O'Neil**
    Anaheim, RC District 19

28. **Hon. Ed Paget**
    Needles, SBCTA

29. **Hon. Michael Posey**
    Huntington Beach, OCCOG

30. **Hon. Jim Predmore**
    ICTC

31. **Hon. Rex Richardson**
    Long Beach, RC District 29

32. **Hon. Paul Rodriguez**
    Chino, President's Appointment

33. **Hon. Sonny Santalnes**
    Bellflower, RC District 24

34. **Hon. Lyn Semeta**
    Huntington Beach, RC District 64

35. **Hon. David Shapiro**
    Calabasas, LVMCOG

36. **Hon. Becky Shevlin**
    Monrovia, SGVCOG

37. **Hon. Tri Ta**
    Westminster, RC District 20

38. **Hon. Donald Wagner**
    Irvine, RC District 14

39. **Hon. Mark Waronek**
    Lomita, SBCCOG

40. **Hon. Frank Zerunyan**
    Rolling Hills Estates, SBCCOG

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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

The Community, Economic and Human Development 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 Peggy Huang, 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

ACTION/DISCUSSION ITEM

1. Final RHNA Subcommittee Charter 10 MIns.
(Joann Africa, Chief Counsel, SCAG)

RECOMMENDED ACTION BY CEHD:
Recommend approval of the Final RHNA Subcommittee Charter to Regional Council.

RECOMMENDED ACTION BY REGIONAL COUNCIL:
Approve

CONSENT CALENDAR

Approval Items

2. Minutes of the November 1, 2018 Meeting

Receive and File

3. Future Communities Pilot Program

4. Connect SoCal Environmental Justice Outreach Update

5. NOP and Scoping Meetings for the Connect SoCal PEIR

6. ARB Draft Guidelines on SCS Evaluation

7. ATP Cycle 4 Update

INFORMATION ITEMS

8. Connect SoCal: Planning for Older Adults 35 Mins.

(Luis Campillo, Regional Manager, Los Angeles, AARP California)

9. ARB SB 150 Report on SB 375 Implementation Progress 15 Mins.
(Ping Chang, Manager, Compliance & Performance Monitoring)

CHAIR'S REPORT
(The Honorable Peggy Huang, Chair)

STAFF REPORT
(Ma'Ayn Johnson, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT
Adjourn in memory of Regional Councilmember Greg Pettis, Cathedral City, District 2, who passed away on January 15, 2019.

REPORT

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

To: Community
Economic & Human Development Committee (CEHD)
Regional Council (RC)

From: Joann Africa, Chief Counsel, Legal Services, (213) 236-1928, Africa@scag.ca.gov

Subject: Final RHNA Subcommittee Charter

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTION BY CEHD:
Recommend approval of the Final RHNA Subcommittee Charter to Regional Council.

RECOMMENDED ACTION BY REGIONAL COUNCIL:
Approve

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
Presented for approval is the Final RHNA Subcommittee Charter (Charter) outlining its purpose and responsibilities. The RHNA Subcommittee has been operating under the Charter and previously provide input to staff on drafts of the Charter. At its December 2, 2018, the Subcommittee recommended approval of the attached final version of the Charter by the CEHD Committee and the Regional Council.

BACKGROUND:
Similar to past RHNA cycles, a charter has been developed for the RHNA Subcommittee to guide its work for the SCAG 6th cycle RHNA process. The attached Final Charter outlines the Subcommittee's purposes, authority, composition, meetings and voting, and responsibilities. The Subcommittee has been operating under the Charter and recommended its approval as part of its December 2, 2018 meeting. Attached is the Final version of the Charter for review and approval by the CEHD Committee and Regional Council.

FISCAL IMPACT:
Work related to the RHNA process is funded from the Fiscal Year 2018-19 General Fund Budget.

ATTACHMENT(S):
1. Final RHNA Charter_6th Cycle

Purpose of the Subcommittee

The purpose of the RHNA Subcommittee is to review in-depth the various policy considerations necessary to the development of SCAG's Regional Housing Needs Assessment (RHNA), and to make critical decisions throughout the RHNA process, including but not limited to the following: the RHNA methodology, the draft and final RHNA allocations, and appeals related to draft RHNA allocations. The decisions of the RHNA Subcommittee will serve as recommendations to SCAG's Community, Economic and Human Development (CEHD) Committee and the Regional Council, except that the RHNA Subcommittee will make the final decisions regarding all appeals of draft RHNA allocations.

Authority

Authorized by the Regional Council, the RHNA Subcommittee serves as a subcommittee of the CEHD Committee, and will be reporting to the CEHD Committee. All actions by the RHNA Subcommittee, except for actions pertaining to appeals of draft RHNA allocations, are subject to the review and approval of the CEHD Committee and the Regional Council. Recognizing the significant amount of work undertaken by the RHNA Subcommittee, the CEHD Committee and the Regional Council will rely on the policy judgments of the RHNA Subcommittee. The RHNA Subcommittee shall be dissolved as of the date in which the final RHNA allocation is adopted by the Regional Council.

Composition

The RHNA Subcommittee will consist of twelve (12) members of the Regional Council or the CEHD Committee to represent the six (6) counties of the SCAG region. Each county shall have a primary member and an alternate member to serve on the RHNA Subcommittee. The SCAG President will appoint the members of the RHNA Subcommittee and will select one of the members to serve as the Chair of the RHNA Subcommittee. Membership of the RHNA Subcommittee may also include as non-voting members serving as stakeholder representatives appointed by the SCAG President.

Meetings and Voting

The meetings of the RHNA Subcommittee will occur during the applicable period when SCAG is developing the RHNA. The RHNA Subcommittee shall have the authority to convene meetings as circumstances require. A meeting quorum shall be established when there is attendance by at least one representative (either a primary member or an alternate member) from each of the six (6) counties. Stakeholder representatives serving as non-voting members of the RHNA Subcommittee are not counted for purposes of establishing a meeting quorum.

All RHNA Subcommittee members are expected to attend each meeting, to the extent feasible. RHNA Subcommittee members may attend meetings by teleconference or video-conference. All meetings of the RHNA Subcommittee are subject to the Brown Act. The Chair of the RHNA Subcommittee shall preside over all meetings and the Subcommittee may select another

Subcommittee member to serve as the Vice-Chair in the Chair's absence. The RHNA Subcommittee will invite SCAG staff or others to attend meetings and provide pertinent information, as necessary. Meeting agendas will be prepared and provided in advance to RHNA Subcommittee members, along with appropriate briefing materials and reports, in accordance with the Brown Act. Minutes of each meeting will be prepared.

For purposes of voting, each county shall be entitled to one (1) vote to be cast by either the primary member or alternate member representing the respective county. In the event of a tie vote, the Chair of the Subcommittee may vote to break the tie except if the Chair of the Subcommittee has casted a vote as a Subcommittee member. In that exception, the Vice Chair of the Subcommittee may break the tie vote. In the case of an appeal submitted on behalf of a Subcommittee member's individual local jurisdiction, the Subcommittee member may elect not to participate in the discussion and vote by the RHNA Subcommittee regarding such appeal.

Responsibilities

The RHNA Subcommittee will carry out the following responsibilities:

- Review information useful to the development of the RHNA Plan;
- Review and make policy decisions related to the RHNA process including policies for the RHNA methodology, the RHNA methodology, and the draft and final RHNA allocations, and forward such decisions to the CEHD Committee for review and approval. In making its policy decisions, the RHNA Subcommittee should consider the integration of the RHNA with the Regional Transportation Plan/Sustainable Communities Strategy;
- Review and make decisions regarding guidelines for the RHNA process including guidelines related to subregional delegation, and forward such decisions to the CEHD Committee for review and approval; and
- Review and make the final decisions regarding appeals related to the jurisdiction's draft RHNA allocation. In this capacity, the RHNA Subcommittee shall be known as the "RHNA Appeals Board." These final decisions by the RHNA Appeals Board shall not reviewable by the CEHD Committee or by the Regional Council.

REPORT

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017
CEHD Agenda Item No. 1
November 1, 2018

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT (CEHD) COMMITTEE
MINUTES OF THE MEETING
THURSDAY, November 1, 2018

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

The CEHD Committee met at SCAG, 900 Wilshire Blvd., 17th Floor, Los Angeles, CA 90017. The meeting was called to order by Chair Peggy Huang. A quorum was present.

Members Present:

Hon. Peggy Huang, Chair	***Yorba Linda***	***TCA***
Hon. James Mulvihill, Vice Chair	***San Bernardino***	***District 7***
Hon. Stacy Berry	*Cypress*	OCCOG
Hon. Wendy Bucknum	*Mission Viejo*	OCCOG
Hon. Steve De Ruse	*La Mirada*	GCCOG
Hon. Kerry Ferguson	*San Juan Capistrano*	OCCOG
Hon. Debbie Franklin	*Banning*	WRCOG
Hon. Vartan Gharpetian	Glendale	Member at Large
Hon. Christian Hernandez	Cudahy	GCCOG
Hon. Bill Hodge	*Calexico*	ICTC
Hon. Cecilia Hupp	*Brea*	OCCOG
Hon. Bill Jahn	*Big Bear Lake*	District 11
Hon. Robert "Bob" Joe	*South Pasadena*	AVCJPA
Hon. Joe Lyons	*Claremont*	SGVCOG
Hon. Michele Martinez	*Santa Ana*	District 16
Hon. Lauren Meister	*West Hollywood*	WSCCOG
Hon. Bill Miranda	*Santa Clarita*	SFVCOG
Hon. Steve Nagel	*Fountain Valley*	District 15
Hon. Edward Paget	*Needles*	SANBAG
Hon. Michael Posey	*Huntington Beach*	District 64
Hon. Jim Predmore	*Holtville*	ICTC
Hon. John Procter	*Santa Paula*	District 47
Hon. Paul Rodriguez	*Chino*	Member-at-Large
Hon. Sonny R. Santa Ines	*Bellflower*	District 24

Hon. Donald P. Wagner	*Irvine*	District 14
Hon. Mark Waronek	*Lomita*	SBCCOG
Hon. Frank Zerunyan	*Rolling Hills Estates*	SBCCOG

Members Not Present

Hon. Al Austin, II	*Long Beach*	GCCOG
Hon. David Avila	*Yucaipa*	SBCTA
Hon. Juan Carrillo	*Palmdale*	North L.A. County
Hon. Rose Espinoza	*La Habra*	OCCOG
Hon. Margaret E. Finlay	*Duarte*	District 35
Hon. Victor Manalo	*Artesia*	District 23
Hon. Joseph McKee	*Desert Hot Springs*	CVAG
Hon. Anni Marshall	*Avalon*	GCCOG
Hon. Julie Hackbarth-McIntyre	*Barstow*	SANBAG
Hon. John Mirisch	*Beverly Hills*	Member at Large
Sup. V. Manuel Peréz		Riverside County
Hon. Rex Richardson	*Long Beach*	District 29
Hon. David Shapiro	*Calabasas*	LVMCOG
Hon. Becky Shevlin	*Monrovia*	SGVCOG
Hon. Tri Ta	*Westminster*	District 20

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Peggy Huang, called the meeting to order at 10:05 a.m. and asked Councilmember Michele Martinez, Santa Ana, to lead in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

There were no public comments.

REVIEW AND PRIORITIZE AGENDA ITEM/S

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Item

1. Minutes of the CEHD Committee Meeting – October 4, 2018

A MOTION was made (Posey) to approve the October 4, 2018 Minutes. Motion was SECONDED (Bucknum) and passed by the following votes:

FOR: Berry, Bucknum, De Ruse, Ferguson, Gharpetian, Hodge, Huang, Hupp, Jahn, Joe, Martinez, Meister, Miranda, Mulvihill, Paget, Posey, Predmore, Procter, Rodriguez and Santa Ines (20).

AGAINST: None (0).
ABSTAIN: Franklin, Lyons (2).

Receive & File

2. 4th California Climate Change Assessment-SCAG Report

3. 2019 California Building Energy Efficiency Standards

4. Status Update on the 2020 RTP/SCS PEIR

5. Future Communities Pilot Program Guidelines

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

FOR: Berry, Bucknum, De Ruse, Ferguson, Franklin, Gharpetian, Hodge, Huang, Hupp, Jahn, Joe, Lyons, Martinez, Meister, Miranda, Mulvihill, Paget, Posey, Predmore, Procter, Rodriguez, Santa Ines (22).

AGAINST: None (0).
ABSTAIN: None (0).

INFORMATION ITEMS

6. Update on SCAG's Bottom-Up Local Input and Envisioning Process

Kimberly Clark, SCAG Staff, provided an update of the Bottom-Up local Input and Envisioning Process. She explained how SCAG engaged with local jurisdictions, subregions and other stakeholders to inform them of the planning process and local data elements within the upcoming Connect SoCal and the Regional Housing Needs Assessment (RHNA). She stated that SCAG staff met with all of the 197 local jurisdictions in SCAG's region and that after the October 1, 2018 deadline, SCAG received input from 86% of jurisdictions on one or more data elements under local review as well as offered extensions to the remaining jurisdictions.

The Committee thanked Ms. Clark for her presentation.

7. Impacts of Early Childhood Development of Alleviating Poverty

Chair Huang introduced Kim Goll, the Executive Director of the Children & Families Commission of Orange County, also known as "Southern California First 5", who presented on the effects of early childhood development on alleviating poverty and what can be done in local communities to assist this effort. Ms. Goll provided background information on its operations, a PowerPoint presentation on the Southern California First 5 programs offered, and highlighted the Commission's goals that center on ensuring that all children are healthy and ready to learn when they enter school.

Ms. Goll responded on the comments and questions expressed by the Councilmembers including questions regarding partnering and other support relationships that First 5 provides to existing nonprofits or family resource organizations as well as workable solutions and opportunities available to provide assistance to at-risk families or to families who are not in any programs.

Chair Huang encouraged the Committee to engage in outreach for solutions that may work to sustain early childhood development programs in their local communities.

8. Recent Housing Legislation

Ma'Ayn Johnson, SCAG Staff, provided a recap of the Regional Housing Needs Assessment (RHNA) process and gave an update of the two legislative bills which recently passed in September 2018: SB 828 (Weiner) and AB 1771 (Bloom). She noted that both bills affect the development of the RHNA allocation plan, which SCAG is currently beginning to develop for the 6th cycle. She provided a PowerPoint presentation and outlined the new requirements based on the recent housing legislation.

Ms. Johnson responded on the comments and questions expressed by the Councilmembers including questions regarding concerns over the jurisdictional allocation appeals process, and how jurisdictions are able to provide more housing, including affordable housing when there are obstacles such as CEQA and environmental barriers that are in place. Ms. Johnson responded that SCAG staff will continue to work with stakeholders, jurisdictions and HCD to help address these issues early on in the RHNA process.

9. Transportation Electrification Partnership-Los Angeles Cleantech Incubator

Mike Jones, SCAG staff, introduced Michelle Kinman, Director of Transportation for Los Angeles Cleantech Incubator (LACI). LACI is a result of the Clean Tech Los Angeles (CTLA) with alliances among Mayor Garcetti's office, the City of Los Angeles's universities, the Los Angeles Business Council, the Los Angeles Area Chamber of Commerce, and other important groups, such as the South Coast AQMD and the Clean Power Alliance. Ms. Kinman provided background information on LACI's operational Roadmap, goals and mission for advancing the Transportation Electrification Partnership among regional stakeholders to accelerate transportation electrification and zero emissions goods movement by 2028, coinciding with the 2028 Olympic Games in Los Angeles.

Ms. Kinman, responded on the comments and questions expressed by the Councilmembers including questions regarding what the next steps would be to modernize the transportation grid. Ms. Kinman responded that LACI along with bringing together other transportation electrification partnerships is building upon existing efforts and that the partnership is currently working to scope out how the state pursues clean electrification.

10. Draft 2019 Local Profiles Data Update

Ping Chang, and Michael Gainor, SCAG staff, provided an update of the Draft 2019 Local Profiles Data reports (Local Profile) that are being developed for SCAG member jurisdictions. Mr. Chang provided a historical background information on the Local Profiles, which began in 2009 as a service to SCAG's member jurisdictions, and is updated every two years. He commented that the Local Profiles are used as a resource for academic research, information and communication resource and is a useful resource to local governments supportive of community planning, economic development and public outreach efforts. He noted that the 2019 Local Profiles will include updated information and data related to local and regional demographic trends and provide current and historical data for each jurisdiction in the SCAG Region. The Local Profiles will be released at the SCAG General Assembly in May 2019.

CHAIR'S REPORT

Chair Huang provided highlights of the first meeting of the RHNA Subcommittee which was held on Monday, October 29, 2018. She reported that it was well attended and that Mr. Ben Metcalf, Director of HCD, was in attendance to discuss the statewide need for housing, and how HCD is working with jurisdictions and stakeholders to develop ways to get more housing built. She noted that the next meeting will be held in December and SCAG staff will send out a notification to all stakeholders when the date is finalized. She encouraged members to attend and provide comments.

Chair Huang invited everyone to a Farewell Reception honoring Hasan Ikhrata for 24 years of service to SCAG, which would be held immediately after the Regional Council meeting today from 1:00 p.m. - 3:30 p.m.

FUTURE AGENDA ITEM

Chair Huang reported that discussions on building affordable housing and on residential development patterns with its links to revenue will take place in future meetings.

ANNOUNCEMENTS

Chair Huang announced that today would be the last CEHD meeting for Councilmember Deborah Franklin, WRCOG, Past SCAG President and Councilmember Michele Martinez, Santa Ana, and Councilmember Joe Lyons, SGVCOG. The Committee expressed appreciation for their accomplishments, contributions, and service to the Committee and to SCAG.

ADJOURNMENT

There being no further business, Chair Huang adjourned the CEHD Committee meeting at 11:46 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]

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Community, Economic & Human Development Committee Attendance Report

2018

X = County Represented | X = Attended | = No Meeting | NM = New Member | EA = Excused Absenc

Member (including Ex-Officio) LastName, FirstName	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	D
Austin, Al	GCCOG		X						X										
Avila, David	SBCTA					X			X	X	X					X	X		
Berry, Stacy*	OCCOG			X					X	X	X					X	X	X	
Bucknum, Wendy*	District 13			X					X	X	X					X	X	X	
Carrillo, Juan	North LA County		X																
De Ruse, Steve	GCCOG		X						X	X						X	X	X	
Espinoza, Rose	OCCOG			X					X	X						X			
Ferguson, Kerry	OCCOG			X					X	X	X					X	X	X	
Finlay, Margaret*	Duarte (District 35)		X						X	X	X					X	X		
Franklin, Debbie	WRCOG				X				X	X	X					X		X	
Gharpetian, Vartan*	District 42		X						X	X	X					X	X	X	
Hernandez, Christian	GCCOG		X						X	X	X					X		X	
Hodge, Bill	ICTC	X							X	X	X						X	X	
Huang, Peggy, Chair	TCA			X					X	X	X					X	X	X	
Hupp, Cecila	OCCOG			X					X	X	X					X	X	X	
Jahn, Bill*	SBCTA (District 11)					X			X	X	X					X	X	X	
Joe, Robert	Arroyo Verdugo		X						X	X	X					X	X	X	
VACANT	Tribal Nations Rep.																		
Lyons, Joe	SGVCOG		X						X							X		X	
Manalo, Victor*	District 23		X						X	X									
Marshall, Ann	GCCOG		X				X		X	X	X					X			
Martinez, Michele*	District 16			X			X		X	X	X					X	X	X	
Hackbarth-McIntyre, Julie	SBCTA					X													
McKee, Joe	CVAG				X				X	X						X	X		
Meister, Lauren	WSCCOG		X													X	X	X	
Miranda, Bill	SFVCOG		X						X	X	X					X	X	X	
Mirisch, John	Beverly Hills		X													X			
Mulvihill, James, V-Chair*	District 7					X				X	X					X	X	X	
Nagel, Steve*	OCCOG			X					X	X						X	X	X	
Paget, Ed	SBCTA					X			X	X	X					X	X	X	
Perez, V. Manuel	Riverside County				X												X		
Posey, Michael*	District 64			X												X	X	X	
Predmore, Jim*	ICTC	X							X	X						X	X	X	
Procter, John*	VCOG						X		X	X	X					X	X	X	
Richardson, Rex*	District 29		X							X	X					X	X		
Rodriguez, Paul	Chino								X	X						X	X	X	
Santa Ines, Sonny	GCCOG		X						X	X	X					X		X	
Shapiro, David	Las Virgenes-Malibu COG		X						X							X			
Shevlin, Becky	SGVCOG		X						X		X					X	X		
Ta, Tri*	District 20			X					X	X	X					X			
Wagner, Donald*	District 14			X						X	X					X	X	X	
Waronek, Mark	SBCCOG		X						X	X	X					X	X	X	
Zerunyan, Frank	SBCCOG		X						X	X	X					X	X	X	
Regional Council Member*																			

Attachment: Minutes of the Meeting - November 2018 (Minutes of the November 1, 2018 Meeting)

REPORT

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
February 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: Rye Baerg, Senior Regional Planner, Active Transportation & Special Programs, (213) 236-1866, baerg@scag.ca.gov

Subject: Future Communities Pilot Program

RECOMMENDED ACTION FOR EAC:
Recommend the Regional Council approve the Future Communities Pilot Program Call for Projects Staff Recommendations.

RECOMMENDED ACTION FOR TC, EEC, CEHD:
Receive and File

RECOMMENDED ACTION FOR RC:
Approve the Future Communities Pilot Program Call for Project Staff Recommendations.

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:
Staff recommends that the Regional Council approve the Future Communities Pilot Program (FCPP) award recommendations of up to $2.7 million. In the fall of 2018, SCAG, with support of consultants, released a Call for Projects, received and scored applications, and developed a list of recommended projects to award. The recommended projects have been scored for their ability to advance the goals of the FCPP including their ability to reduce vehicle miles traveled (VMT) from local travel or municipal operations through the use of new technologies and enhanced data analytics.

BACKGROUND:
The Future Communities Pilot Program (FCPP) is a grant opportunity to support city and county agencies in implementing innovative pilot projects that reduce vehicle miles traveled (VMT) from local travel and municipal operations through the use of new technologies and enhanced data analytics. In July 2018, SCAG partnered with the Mobile Source Air Pollution Reduction Committee (MSRC) of the South Coast Air Quality Management District to implement the FCPP in four phases:

1) Promising Practice Research 2) Call for Projects 3) Implementation and 4) Evaluation and Final Report.

In July 2018, SCAG hired consultant Nelson Nygaard to conduct the Promising Practice Research phase of the program. Research included the following five efforts to identify new and innovative VMT reduction strategies that use data and new technologies and prepare for the development of the FCPP Call for Projects Guidelines.

- Technical Advisory Committee (TAC)
- Expert Interviews
- Promising Practice Identification
- Case Studies
- Readiness Survey

Building on the Promising Practice Research completed in October 2018, SCAG staff and the consultant team developed program guidelines and an application for the FCPP Call for Projects. The Regional Council approved the program guidelines at the November 1, 2018 meeting.

Call for Projects Period

Upon approval of the program guidelines on November 1, SCAG released the FCPP Call for Projects. To promote the grant program and to provide technical assistance to local jurisdictions, SCAG staff hosted a total of three workshops in November and December.

SCAG staff advertised the workshops through contact with City staff, email newsletters to SCAG stakeholders and City Managers, and on SCAG social media. Representatives from over 60 local jurisdictions attended at least one of the outreach workshops.

Additionally, during the Call for Projects period, SCAG staff were available to answer questions and provide project development assistance to agency staff through meetings, phone conferences, and email.

Project Evaluation

The FCPP Call for Projects closed on December 13, 2018. SCAG received ten application submissions totaling $3.7 million in requested funding. SCAG received applications from each of the four eligible counties, with Los Angeles County jurisdictions submitting the most applications and Orange County jurisdictions the least. The applicants proposed the following project types:

- Remote services (permitting and warrants)
- Route optimization and fleet telematics
- Data analytics to implement strategic mobility pricing and incentives
- Parking guidance
- Broadband internet installation and subsidy
- Telecommuting
- Internet of things applications

SCAG staff scored each application out of 100 using the rubric provided in the application (Project Rationale, Project Design, Readiness and Sustainability). The scores were then averaged and the projects ranked.

Due to similarities in project scores, all ten applicants were invited to attend a project interview. Applicants were asked to prepare a brief presentation and respond to a set questions on the proposed project's scope of work, budget, and sustainability. Applicants received an interview score out of 30 points.

The sum of the average application and interview scores were used to determine the applicant's total score out of 130 and final project rank.
SCAG shared the final project rank list with the MSRC to further access VMT and emissions reduction potential and return on investment. The MSRC identified the lowest scoring projects as ineligible due to their limited potential for VMT reduction within the grant program's timeline and for the projects' limited use of technology or innovation.

Recommended Project List
The following project award list indicates the projects and funding allocations that SCAG staff with guidance from the MSRC recommend for the FCPP award. The projects selected represent those most suited to advance the goals of the FCPP and achieve success within grant program's timeline.

The project selection and funding allocations align as close as possible to the geographic targets per the requirements of partnership with the MSRC. SCAG intends to fund each applicant up to the grant award listed below.

Agency	Project Name	Grant Award
City of Cerritos	Remote Services Enhancement Project	$211,000
City of Glendale	Route Optimization & Fleet Telematics	$76,813
City of Los Angeles Department of Transportation	Measuring VMT Reduction from Shared Mobility Services through Real-Time Data	$500,000
City of Monrovia	Evaluate Alternative Strategies to Optimize the GoMonrovia Program	$500,000
City of Anaheim	Smart Center City - Parking Guidance and Mobile App Integration	$197,100
City of Riverside	Integrated Electronic Plans Solution	$499,700
County of San Bernardino	Remote Electronic Warrants	$297,242
City of Ontario	Smart City Rapid Validation Hub	$418,200

If the project award list is approved by the Regional Council, SCAG staff will begin the administration of each pilot project. Pilot projects are expected to launch in the summer of 2019 and conclude by December 2020.

FISCAL IMPACT:

The Future Communities Pilot Program is funded with $2,000,000 in funding from the Mobile Source Air Pollution Reduction Committee (MSRC) and $1,000,000 in SB1 Funding in OWP Task Number 280.4824.01. An additional $1,000,000 will be provided by applicants in the form of local match.

ATTACHMENT(S):

1. PowerPoint Presentation - Future Communities

Future Communities Pilot Program Award Recommendations

Rye Baerg
Program Manager, SCAG
February 7, 2018

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Future Communities Pilot Projects

Overview

- Available Funding: $2.7 M
- 25% local match requirement
- Maximum project request $500,000
- Pilot Projects must be located in South Coast Air Basin
- Research and Best Practices inform *Connect SoCal* (2020 RTP/SCS) and serve as local resource

Clean Transportation Funding from the MSRC
Mobile Source Air Pollution Reduction Review Committee

REBUILDING CALIFORNIA SB1

Key Dates

Program Goals

- Apply new technologies and data analytics to reduce emissions-producing VMT from local travel and municipal operations
- Explore opportunities for projects in a variety of contexts/communities (with consideration for disadvantaged communities)
- Improve efficiency and reduce costs of county and municipal services
- Identify and quantify relative impacts of a variety of technology-based VMT reduction strategies
- Promote replicable Pilot Projects

Promising Practice Research

July 2018-November 2018

Project Evaluation

Projects Received:

- 10 application submissions
- $3.7 million in total funding request
- County applications represented:
  - 4 LA County
  - 3 Riverside County
  - 2 San Bernardino County
  - 1 Orange County

Proposed Project Types:

- Remote services
- Route optimization
- Strategic mobility pricing and incentives
- Parking guidance
- Broadband internet installation and subsidy
- Telecommuting
- Internet of things application

Recommended Project List

Agency Name	Project Name	Recommended Amount
City of Cerritos	Remote Services Enhancement Project	$ 211,000
City of Glendale	Route Optimization & Fleet Telematics	$ 76,813
City of Los Angeles Department of Transportation	Measuring VMT Reduction from Shared Mobility Services through Real-Time Data	$ 500,000
City of Monrovia	Evaluate Alternative Strategies to Optimize the GoMonrovia Program	$ 500,000
City of Anaheim	Smart Center City - Parking Guidance and Mobile App Integration	$ 197,100
City of Riverside	Integrated Electronic Plans Solution	$ 499,700
County of San Bernardino	Remote Electronic Warrants	$ 297,242
The City of Ontario	Smart City Rapid Validation Hub	$ 418,200

Next Steps

Milestone	Date
Regional Council Approve Project List	February 2019
Pilot Launch	Summer 2019
Pilot Programs Conclude	December 2020
Pilot Program Final Reporting	December 2020

Thank you

Rye Baerg
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213-236-1866

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REPORT

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

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

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

From: Anita Au, Associate Regional Planner, Compliance & Performance Monitoring, 213-236-1874, Au@scag.ca.gov

Subject: Connect SoCal Environmental Justice Outreach Update

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC, and RC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
The environmental justice outreach efforts for Connect SoCal include providing on-going opportunities for discussion like the Environmental Justice Working Group (EJWG) and subregional meetings that target areas that have traditionally been less active with SCAG for discussions in a smaller, more intimate setting. Optional outreach activities like additional public workshops will also be considered based on feedback and progress of the subregional meetings and EJWG. Since the creation of the EJWG in May 2018, SCAG staff has conducted four meetings in May, August, and November 2018 and January 2019 and have received a lot of valuable input that help shape the EJ analysis for Connect SoCal. SCAG staff is also preparing for subregional meetings, beginning in the Inland Empire with a tentative timeline of February to March 2019.

BACKGROUND:
SCAG's Environmental Justice (EJ) Program has historically been driven by regulatory compliance for the RTP/SCS process that occurs every four years. Therefore community outreach and analysis are completed every four years, for the sole purpose of supporting the RTP/SCS. Recent legislation that have passed (i.e. SB 1000 and AB 617) have established environmental justice as an important issue in the planning realm. SCAG staff has already started the development process for Connect SoCal and is proposing to include two methods of outreach for Connect SoCal's EJ technical analysis and outreach process: (1) on-going activities and (2) subregional meetings/office hours.

The EJ outreach on-going activities mainly include the Environmental Justice Working Group (EJWG). SCAG staff proposed, in April of 2017, to develop a working group to facilitate discussion on EJ topics during the development of RTPs/SCSs as well as before and after the preparation and adoption of the RTPs/SCSs to create an ongoing EJ Program. While the main goal of the working group is to further efforts for an ongoing EJ Program, the first four EJWG meetings (in May 2018, August 2018, November 2018, and January 2019) have been focused on the development of SCAG's EJ analysis for the 2020 RTP/SCS (Connect SoCal). SCAG staff has received very informative and valuable feedback and input on the 2016 RTP/SCS EJ technical analysis process and areas of improvement for the EJ analysis for Connect SoCal from these meetings. SCAG staff have been utilizing that input for the development of the EJ analysis methodology for Connect SoCal. Future meetings will continue to focus on Connect SoCal during the plan development process but will shift focus to EJ information sharing and discussions in different subject areas (i.e. goods movement, transit, sustainability, housing, etc.) after the adoption of Connect SoCal. Other on-going activities that are optional and being considered include increasing SCAG's online presence which will result in SCAG's EJ website update and maintenance and co-hosting pop-up events with EJ stakeholders. Additional details are provided in Attachment #1 – EJ Outreach Work Plan.

The EJWG meetings has been well attended, specifically from stakeholders in the Los Angeles and Orange counties. Therefore, the second component for SCAG's EJ outreach process includes subregional meetings/office hours which are smaller, more intimate meetings and listening sessions targeted by subregion, especially subregions that have been less active at the EJWG meetings (i.e. Imperial County, Inland Empire, and Ventura County). Each subregional meeting will tailor to the needs and issues of that specific subregion (i.e. SCAG staff will consider discussing topics like goods movement and public transportation for the meetings in the Inland Empire) and have support from other SCAG staff with expertise in that issue area. SCAG staff will also utilize "local sponsors" (EJ stakeholders that have traditionally been active with SCAG) to help develop and advertise the meetings as well as communicate with CTCs and COGs to prepare for the meetings. The proposed timeline for these subregional meetings will be February to March 2019. Additional details are provided in Attachment #1 – EJ Outreach Work Plan.

Additional optional activities and efforts staff is considering for SCAG's EJ outreach process include, but are not limited to, adding EJ as a discussion topic for SCAG's general public Connect SoCal outreach efforts (which are anticipated to take place in May 2019) and having focus groups and/or interviews that are similar to the 2016 RTP/SCS EJ Focus Groups and Interviews. Additional details are provided in Attachment #1 – EJ Outreach Work Plan. These optional activities and outreach efforts are dependent on feedback and progress from the subregional meetings as well as from the EJWG. Any additional input received on outreach may also be considered and will depend on feasibility based on staff resources.

FISCAL IMPACT:
Work associated with this item is included in the Fiscal Year 2018-2019 Overall Work Program (080.SCG00153.04: Regional Assessment).

ATTACHMENT(S):

1. Attachment #1 - EJ Outreach Work Plan
2. Attachment #2 - EJ Outreach Update PPT

Environmental Justice Outreach Work Plan
Connect SoCal (2020 RTP/SCS)

BACKGROUND

Pursuant to federal and state regulations, SCAG is required to conduct an environmental justice analysis on its long range transportation plans to discern the impacts of the plan on environmental justice communities. US Department of Transportation (USDOT)'s Environmental Justice (EJ) Fundamental Principles include:

- Ensuring the full and fair participation by all potentially affected communities in the transportation decision-making process
- Avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- preventing the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

Similarly aligned to USDOT's EJ Fundamental Principles, SCAG's EJ Policy includes:

- Identify areas with disproportionately high and adverse impacts on minority and/or low-income populations and consider alternative approaches or propose mitigation measures for the SCAG region
- Continue to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG's regional plans
- Analyze disproportionate impacts and identify potential solutions to incorporate into the long-range transportation plan

However, SCAG's Environmental Justice (EJ) Program has historically been driven by regulatory compliance for the RTP/SCS process that occurs every four years. Therefore community outreach and analysis are completed every four years, for the sole purpose of supporting the RTP/SCS. Recent legislation that have passed (i.e. SB 1000 and AB 617) have established environmental justice as an important issue in the planning realm. SCAG staff proposed, in April of 2017, to develop a working group to facilitate discussion on EJ topics during the development of RTPs/SCSs as well as before and after the preparation and adoption of the RTPs/SCSs to create an ongoing EJ Program. This enables SCAG to develop continuous conversations on EJ issues that has been requested by many stakeholders during 2012-2035 RTP/SCS and 2016-2040 RTP/SCS outreach efforts. Developing an EJ Working Group will be the start of many efforts in creating an ongoing EJ Program.

In order to achieve both principles and policies, SCAG staff has developed an EJ Outreach Work Plan to guide the direction of community outreach for the next RTP/SCS (Connect SoCal) as well as establishing strategies to develop an on-going EJ Program. SCAG staff has developed guiding questions to begin framing the over EJ Program and direction for the EJ outreach and analysis of Connect SoCal.

Guiding Questions

- What is an overall definition to connect all equity issues, including but are not limited to environmental justice, health equity, and social equity?
- How can we utilize previous and/or existing staff efforts on EJ and other equity issues to further enhance Connect SoCal?
- What does it mean to ensure **full and fair participation** of potentially affected communities in transportation decision-making processes?
- How can SCAG **add value** to the EJ analysis and increase replicability or usability for local jurisdictions or other EJ stakeholders that are interested or need the analysis?

EJ OUTREACH WORK PLAN

This EJ Outreach Work Plan is a proposed list of strategies for the EJ outreach process for Connect SoCal. This list will help guide SCAG's outreach process to align with EJ policies and principles.

FOCUS – ON-GOING TASKS/ACTIVITIES

- ***Environmental Justice Working Group***
  - Meetings held every 2-3 months
  - To help guide the development of Connect SoCal's EJ technical analysis and outreach process and to provide a platform for EJ information sharing and discussions of different topic areas (goods movement, transit, sustainability, etc.) and with other EJ stakeholders outside of RTP/SCS planning years
    - Will involve other SCAG staff from different departments for the different discussion topic areas
- *Optional Efforts*
  - Webpage update and maintenance
    - Requested by EJ stakeholders for SCAG's EJ Program to have a larger online presence
    - Potential enhancements: create a section on the EJ webpage to allow for EJ stakeholders to announce/advertise EJ-related meetings, events, publications, news, etc. to foster stakeholder coordination
  - Pop-up Events
    - Work with EJ stakeholders (and within SCAG departments) to find opportunities for public engagement in existing events, meetings, workshops, activities; piggyback events

FOCUS – SUBREGIONAL MEETINGS/OFFICE HOURS

- WHY: Targeted outreach by region to understand how different environmental impacts affect certain populations to better inform SCAG's EJ technical analysis approaches/strategies
- WHO: Focus on regions with less representation at SCAG EJ meetings/events: Imperial County, Inland Empire, Ventura County
  - Los Angeles and Orange Counties are well represented by EJWG but open to having subregional meetings in those counties depending on demand and feedback from EJWG
- WHAT: Smaller, intimate meetings with support from SCAG staff from different departments (depending on region and issues in region)
  - And possibly present beginning thoughts of 2020 RTP/SCS EJ technical analysis approach (if available)
- HOW: Communicate with CTCs/COGs and CBOs in that region to prepare meetings/office hours
- WHEN: Proposed timeline of February to March 2019

OPTIONAL: General Public Workshops (dependent on Subregional Meetings Progress/Feedback)

- Tack on to Connect SoCal outreach efforts (TBD on details) by providing presentation materials or poster boards (depending on how the general public workshops are going to be formatted)
- Anticipated timeline of May 2019

OPTIONAL: Focus Groups/Interviews (dependent on Subregional Meetings Progress/Feedback)

- Similar to 2016 RTP/SCS approach of hiring consultant to administer focus groups for candid input
- Need to consider objective of focus groups; how is this different from 2016?
  - Can include some sort of progress report where we invite same agencies to interview what was concluded in last cycle and what we've done since then
- Possible timeline of June/July 2019 or after draft release

Proposed Timeline

Phases	Jan 19	Feb 19	Mar 19	Apr 19	May 19	Jun 19	July 19	Aug 19	Sept 19	Oct 19	Nov 19	Dec 19	Jan 20	Feb 20	Mar 20	Apr 20
EJWG	Continuous															
Subregional Meetings		Meetings								DRAFT RELEASE						FINAL RELEASE
General Public Workshops (w/ RTP Workshops)					Workshops											
Focus Groups/ Interviews						Focus Groups										

Connect SoCal EJ Outreach Update

Anita Au
Associate Regional Planner

EEC Policy Committee,
February 7, 2019

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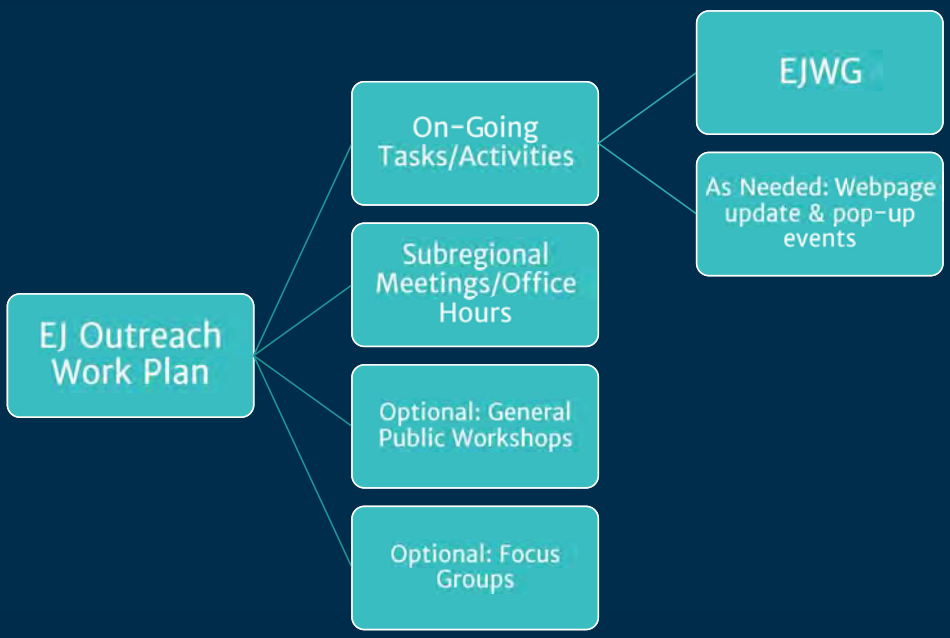
EJ Outreach Work Plan



FOCUS: On-Going Tasks/Activities

- Environmental Justice Working Group
  - Meetings held every 2-3 months or based on input and demand from the group
  - Guide development of Connect SoCal EJ technical analysis
  - Platform for EJ information sharing and discussions on different topics
    - With involvement of other SCAG staff in different expertise

AS NEEDED: On-Going Tasks/Activities

- Webpage Update and Maintenance
  - Larger online presence
  - Potential enhancements: hub for EJ information, announcements and events
- Pop-Up Events
  - Public engagement in existing events, meetings, workshops, activities
  - "Piggy-back" on events

FOCUS: Subregional Meetings/Office Hours

- Subregional Meetings/Office Hours
  - Targeted outreach
    - Regions with less representation at SCAG EJ meetings/activities
  - Smaller, intimate meetings with support from SCAG staff with expertise in different topic areas
  - Utilize "local sponsors" and communicate with CTCs and COGs to prepare for meetings
  - February – March 2019

OPTIONAL: General Public Workshops

- General Public Workshops
  - Dependent on feedback and subregional meeting progress
  - "Piggy-back" on Connect SoCal general outreach efforts (details TBD)
  - Anticipated timeline: May-June 2019

OPTIONAL: Focus Groups/Interviews

- Focus Groups/Interviews
  - Dependent on feedback and subregional meeting progress
  - Similar to 2016 RTP/SCS approach
    - Hire consultant to administer focus groups for candid input
  - Consider objective of focus groups; how is this different from 2016?
    - Progress report (for post draft outreach)?
  - Possible timeline: June/July 2019 or after draft release

Proposed Timeline

Continuous	• Environmental Justice Working Group
Feb – Mar 2019	• Subregional Meetings
May – Jun 2019	• General Public Workshops (w/ Connect SoCal Workshops)
Jun – Jul 2019	• Focus Groups/Interviews

REPORT

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

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

From: Roland Ok, Senior Regional Planner, Compliance & Performance Monitoring, (213) 236-1819, ok@scag.ca.gov

Subject: NOP and Scoping Meetings for the Connect SoCal PEIR

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTION FOR EEC:
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:
SCAG, as the Lead Agency, has prepared a Notice of Preparation (NOP) (See Attachment 1) to prepare a Program Environmental Impact Report (PEIR) in accordance with the California Environmental Quality Act (CEQA) for Connect SoCal (2020-2045 Regional Transportation Plan and Sustainable Communities Strategy", "2020 RTP/SCS" or "Plan"). On January 16, 2019, the EAC authorized staff the release of the NOP for 30-day review and public commenting period beginning on January 23, 2019 and ending on February 22, 2019. Following the release of the NOP, SCAG will host two scoping meetings which will occur on February 13, 2019, at SCAG's main office located in Los Angeles (with teleconference options at SCAG's regional offices and via webcast). Upon completion of the public review period and scoping meeting, SCAG staff will present a summary of comments and initial findings to the EEC.

BACKGROUND:
Pursuant to the federal FAST act and Section 65080 of the California Government Code, SCAG is required to adopt and update a long-range regional transportation plan every four (4) years. SCAG's last RTP was adopted in 2016 and an updated Plan is required to be adopted by April 2020. In accordance with the Sustainable Communities and Climate Protection Act of 2008, or Senate Bill (SB) 375 (Steinberg), the RTP will include an SCS which details strategies to reduce greenhouse gas (GHG) emissions from passenger vehicles (automobiles and light-duty trucks). As one of the State's 18 MPOs, SCAG must prepare an SCS that demonstrates the region's ability to attain GHG emission-reduction targets through integrated land use, housing, and transportation planning.

CEQA and its implementing regulations (*State CEQA Guidelines*) require SCAG as the Lead Agency to

prepare an EIR for any discretionary government action, including programs and plans that may cause significant environmental effects. Connect SoCal is a regional planning document updated every four years (see further discussion below). Connect SoCal would update the 2016 RTP/SCS. Given the regional level of analysis provided in Connect SoCal, a Program EIR (PEIR) is the appropriate CEQA document. A PEIR is a "first-tier" CEQA document designed to consider "broad policy alternatives and program wide mitigation measures" (*State CEQA Guidelines* Sec. 15168). The programmatic environmental analysis for the Connect SoCal PEIR will evaluate potential environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and will include mitigation measures to offset any identified potentially significant adverse environmental effects. As a first-tier document, the PEIR may serve as a foundation for subsequent, site-specific environmental review documents (including Addendums, Supplemental EIRs, Subsequent EIRs) for individual transportation and development projects in the region (*State CEQA Guidelines* Sec. 15385).

In addition to fulfilling legal requirements, the PEIR will provide an opportunity to inform decision makers and the public about potential environmental effects associated with the implementation of the RTP and alternatives. This first-tier regional-scale environmental analysis will also help local agencies evaluate and reduce direct and indirect impacts, growth-inducing impacts, and cumulative environmental effects with respect to local projects.

On January 16, 2019, the EAC authorized staff the release of the NOP for 30-day review and public commenting period beginning on January 23, 2019 and ending on February 22, 2019. This NOP (See Attachment 1) is intended to alert responsible agencies, interested agencies, organizations, and individuals of the preparation of the PEIR. Comments regarding the scope of the PEIR received during the 30-day NOP review period will be used to refine the scope and content of the PEIR, as appropriate.

SCOPE OF ANALYSIS IN THE PEIR:
Environmental Factors Considered

The PEIR will analyze potential effects that the Plan may cause on the environment. Although the Plan will include individual transportation projects, the associated PEIR is programmatic in nature and does not specifically analyze potential environmental effects that any of the individual transportation projects may cause. Project-level environmental impact analyses will need to be prepared by implementing agencies on a project-by-project basis as projects proceed through the design and decision-making process. Project-specific planning and implementation undertaken by each project sponsor/implementing agency will depend on a number of issues, including: policies, programs and projects adopted at the local level; restrictions on federal, State and local transportation funds; the results of feasibility studies for particular corridors; and project-specific environmental review.

Potential scope of environmental effects that warrant analysis and consideration in the 2020 PEIR are as follows:

- Aesthetics and Views
- Hazards and Hazardous Materials

- Agriculture and Forestry Resources
- Air Quality
- Biological Resources and Open Space
- Cultural Resources
- Energy
- Geology, Soils and Mineral Resources
- Greenhouse Gas Emissions and Climate Change
- Tribal Cultural Resources
- Hydrology and Water Resources
- Land Use and Planning
- Noise
- Population and Housing
- Recreation
- Transportation/Traffic
- Public Services and Utilities
- Wildfire

Preliminary Connect SoCal Alternatives

It is anticipated that the PEIR will evaluate at least three potential alternatives to Plan as follows[1]: (1) No Project; (2) 2020 Local Input Alternative; and (3) Intensified Land Use Alternative. These alternatives will evaluate various planning scenarios capable of achieving most of the basic objectives of the Plan. More specifically, each Alternative, except the No Project Alternative, will include a range of policies and projects including, but not limited to, variations in land use density and intensity, transit and rail systems, active transportation, highway/roadway construction and widening and transportation demand/system management.

SCAG has the discretion to select one alternative in its entirety or to combine elements of various alternatives to complete the PEIR for the Plan. The development of alternatives in a PEIR is focused on avoiding or reducing potentially significant impacts of the Plan.

An Intensified Land Use Alternative would be based on a transportation network for Connect SoCal with aggressive land use development patterns. Land use development patterns in this alternative would build on land use strategies as described in the Plan by maximizing growth around high quality transit areas (HQTAs). Potential growth patterns associated with this alternative would optimize urban areas and suburban town centers, transit oriented development patterns (TODs), livable corridors, and neighborhood mobility areas (NMAs).

SCAG is seeking input on the alternatives through the scoping process which could result in modifications to the number, content and scope of alternatives analyzed in the PEIR. Furthermore, the PEIR will identify all alternatives that were initially considered, but rejected for reasons including infeasibility or inability of a particular alternative to meet the Project objectives or reduce environmental impacts beyond that of the Project.

SCOPING MEETINGS:

SCAG will host two Scoping meetings for the Plan, each providing the same information, Scoping Meetings will be held SCAGs Main office – Room Policy Committee A (see address above) on **Wednesday, February 13, 2018 from 3:00 to 5:00 PM and 6:30 to 8:30 PM**. For each of the two

[1] It is important to note that these are preliminary alternatives and may change during the planning process.

scoping meetings videoconferencing locations will be made available at SCAG's regional offices listed below.[2]

SCAG Imperial County Regional Office
1503 N. Imperial Avenue, Suite 104
Imperial, CA 92243
(760) 353-7800

SCAG Riverside County Regional Office
3403 10th Street, Suite 805
Riverside, CA 92501
(951) 784-1513

SCAG Orange County Regional Office
OCTA Building
600 South Main Street, Suite 906
Orange, CA 92868
(714) 542-3687

SCAG San Bernardino County Regional Office
1170 West 3rd Street, Suite 140
San Bernardino, CA 92410
(909) 806-3556

City of Palmdale (From 3:00 to 5:00 PM Only)
Planning Department
Development Services Conference Room
38250 Sierra Highway
Palmdale, CA 93550
(661)267-5337

Coachella Valley Association of Governments (From 3:00 to 5:00 PM Only)
73-710 Fred Waring Drive
Palm Desert, CA 92260
(760)346-1127

Additionally, webcasting will be provided for those who are unable to attend the scoping meetings hosted at the main offices or teleconference options at the regional offices. Information for the webcast is provided below:

Webcast
https://scag.zoom.us/j/553192165
Dial: 1-669-900-6833
Meeting ID: 553-192-165

SCAG staff highly encourages local jurisdictions and the general public to provide comments regarding the NOP and scope of analysis that will occur for the PEIR. Upon completion of the public review period and scoping meeting, SCAG staff will present a summary of comments and initial findings to the EEC.

FISCAL IMPACT:
Work associated with this item is included in the current Fiscal Year 2018/19 Overall Work Program (020.0161.04: Regulatory Compliance).

ATTACHMENT(S):
1. 2020 PEIR NOP

[2] Please note that the Ventura County Regional Office is currently closed. Those from the Ventura County area are encouraged to participate via webcast.

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SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

NOTICE OF PREPARATION

TO: **Interested Agencies, Organizations and Individuals**

SUBJECT: **Notice of Preparation of a Program Environmental Impact Report for Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy)**

DATE: **January 23, 2019**

LEAD AGENCY: **Southern California Association of Governments**
900 Wilshire Blvd, Suite 1700
Los Angeles, California 90017

The Southern California Association of Governments (SCAG), as Lead Agency, is publishing this Notice of Preparation (NOP) to prepare a Program Environmental Impact Report (PEIR) in accordance with the California Environmental Quality Act (CEQA) for Connect SoCal (also referred to herein as "2020 Regional Transportation Plan and Sustainable Communities Strategy" or "2020 RTP/SCS" or "Plan"). SCAG is preparing Connect SoCal pursuant to federal and state metropolitan planning and air quality requirements including the federal surface transportation reauthorization, Fixing America's Surface Transportation (FAST) Act, the Transportation Conformity in the Air Quality Attainment Plan per 40 CFR Part 51 and 40 CFR Part 93, and Section 65080 et seq., of Chapter 2.5 of the California Government Code, The Global Warming Solutions Act of 2006 (Senate Bill 32), The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375), California Global Warming Solutions Act of 2006 (Assembly Bill 32),and corresponding regulations.

Two (2) Scoping meetings for the Plan, each providing the same information, will be held at SCAG's Main office – Room Policy Committee A (see address above) on **Wednesday, February 13, 2019 from 3:00 PM to 5:00 PM and 6:30 PM to 8:30 PM.** Webcasting and videoconferencing will be available from SCAG's regional offices (see last page for addresses).

To ensure full consideration of environmental issues with potential significant impacts in the Draft PEIR, **all comments must be received within thirty (30) days of the start of the 30-day public comment period, which begins January 23, 2019 and ends February 22, 2019.** If you wish to be placed on the mailing list to receive notices regarding the PEIR for the Plan, or have any questions or need additional information, please contact the person identified below.

Please send your response to Roland Ok, Senior Regional Planner, either electronically to: 2020PEIR@scag.ca.gov, via the web at: connectsocal.org; or at the mailing address shown above. Please include a return address and the name of a contact person in your agency/organization.

Introduction

CEQA and its implementing regulations (*State CEQA Guidelines*) require SCAG as the Lead Agency to prepare an EIR for any discretionary government action, including programs and plans that may cause significant environmental effects. Connect SoCal is a regional planning document updated every four years (see further discussion below) and will update the 2016 RTP/SCS. Given the regional level of analysis provided in a RTP/SCS, a Program EIR (PEIR) is the appropriate CEQA document. A PEIR is a "first-tier" CEQA document designed to consider "broad policy alternatives and program wide mitigation measures" (*State CEQA Guidelines* Sec. 15168). The programmatic environmental analysis for the Connect SoCal PEIR will evaluate potential environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and will include mitigation measures to offset any identified potentially significant adverse environmental effects. As a first-tier document, the PEIR may serve as a foundation for subsequent, site-specific environmental review documents (including Addendums, Supplemental EIRs, Subsequent EIRs) for individual transportation and development projects in the region (*State CEQA Guidelines* Sec. 15385).

This NOP is intended to alert responsible agencies, interested agencies, organizations, and individuals of the preparation of the PEIR. Comments regarding the scope of the PEIR received during the 30-day NOP review period will be used to refine the scope and content of the PEIR, as appropriate.

PROJECT LOCATION AND BACKGROUND

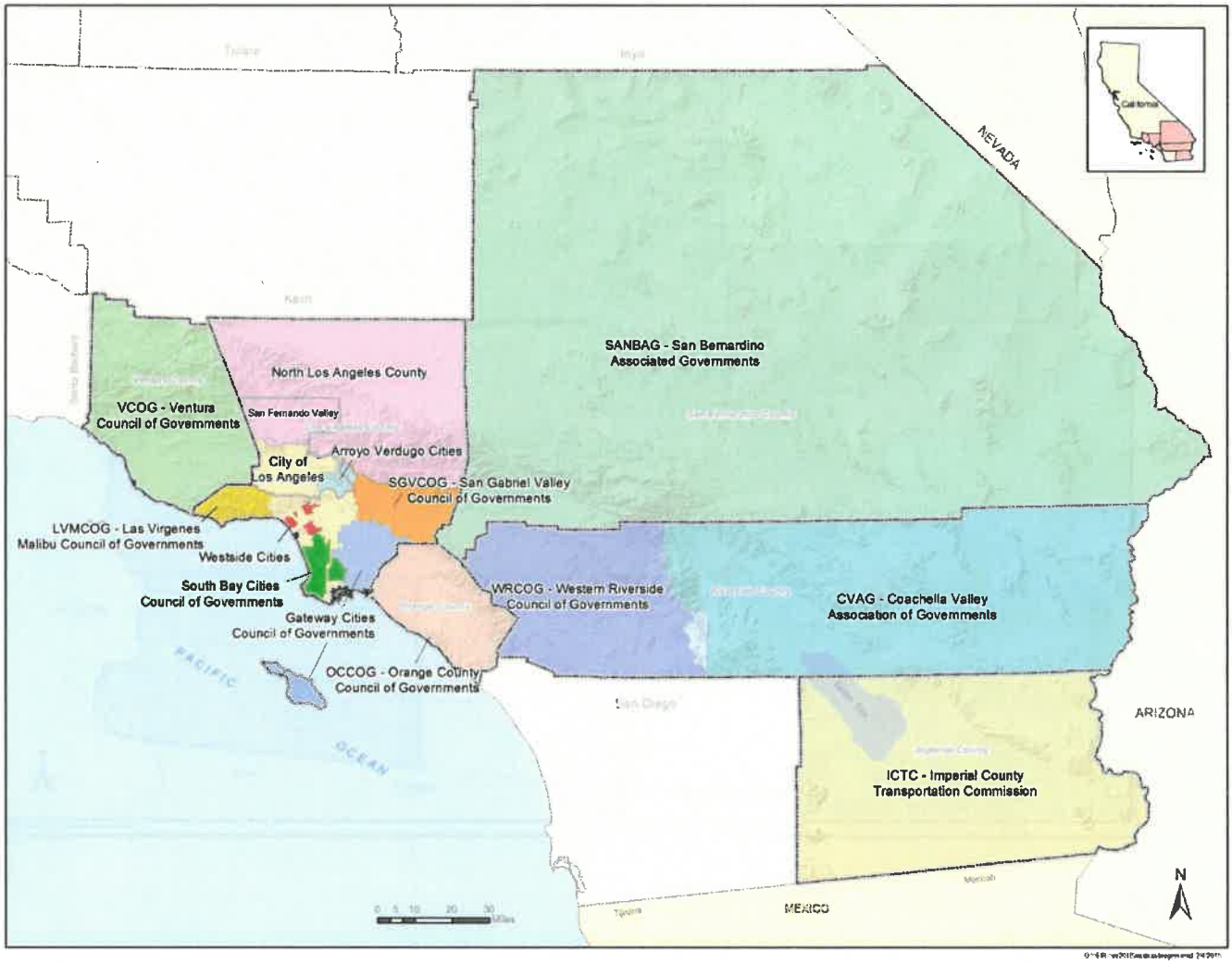
Project Location

SCAG is the federally designated Metropolitan Planning Organization ("MPO") under Title 23, United States Code (U.S.C.) 134(d)(1). The SCAG region consists of six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura), and 191 cities (Figure 1, *SCAG Region*). To the north of the SCAG region are the counties of Kern and Inyo; to the east is State of Nevada and State of Arizona; to the south is the county of San Diego; and to the northwest is the Pacific Ocean. The SCAG region also consists of 15 subregional entities that serve as partners in the regional planning process. (Figure 2, *SCAG Subregions*).

SCAG is one of 18 MPOs in the State of California. The total area of the SCAG region is approximately 38,000 square miles. The region includes the county with the largest land area in the nation, San Bernardino County, as well as the county with the highest population in the nation, Los Angeles County. The SCAG region is home to approximately 20 million people, or 49 percent of California's population, representing the largest and most diverse region in the country.

Figure 1: SCAG Region

Figure 2: SCAG Subregions



SCAG Roles and Responsibilities

In addition to federal designation as a MPO, SCAG is designated under California state law as the Multicounty Designated Transportation Planning Agency and Council of Governments (COG) for the six-county region. Founded in 1965, SCAG is a Joint Powers Authority, established as a voluntary association of local governments and agencies.

SCAG serves as the regional forum for cooperative decision making by local government elected officials and its primary responsibilities in fulfillment of federal and state requirements include the development of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS); the Federal Transportation Improvement Program (FTIP); the annual Overall Work Program; and transportation-related portions of local air quality management plans. SCAG's other major functions include determining the regional transportation plans and programs are in conformity with state air quality plans; preparation of a Regional Housing Needs Assessment (RHNA); and intergovernmental review of regionally significant projects.

PROJECT DESCRIPTION

2020 Regional Transportation Plan/Sustainable Communities Strategy

Pursuant to federal and state planning requirements, SCAG updates and adopts a long-range regional transportation plan every four years. SCAG's last Plan was adopted in 2016 and an updated Plan is required to be adopted by April 2020.

Connect SoCal will outline the region's goals and policies for meeting current and future mobility needs, provide a foundation for transportation decisions by local, regional and state officials that are ultimately aimed at achieving a coordinated and balanced transportation system. Connect SoCal will also identify the region's transportation needs and issues, recommended actions, programs, and a list of projects to address the needs consistent with adopted regional policies and goals, and documents the financial resources needed to implement Connect SoCal. It is important to note that SCAG does not implement individual projects in the RTP, as they will be implemented by local and state jurisdictions, and other agencies. SCAG has already initiated the development of Connect SoCal and is working closely with County Transportation Commissions (CTCs) to compile a regional project list that will build upon the list identified in the 2016 RTP.

In accordance with the Sustainable Communities and Climate Protection Act of 2008, or Senate Bill (SB) 375 (Steinberg) and codified in California Government Code §65080(b)(2)(B), the Plan will include a SCS which details land use, housing and transportation strategies to reduce greenhouse gas (GHG) emissions from passenger vehicles (automobiles and light-duty trucks).

Pursuant to SB 375, SCAG's SCS is required to meet reduction targets for greenhouse gas (GHG) emissions of 8 percent per capita by 2020 and 19 percent per capita by 2035 compared to 2005 emission levels, as set by the California Air Resources Board (ARB). According to Section 65080(b)(2)(B) of the California Government Code, the SCS must:

- Identify existing land use;
- Identify areas to accommodate long-term population growth;
- Identify areas to accommodate an eight-year projection of regional housing needs;
- Identify transportation needs and the planned transportation network,
- Consider resource areas and farmland;
- Consider state housing goals and objectives;
- Set forth a forecasted growth and development pattern; and
- Comply with federal law for developing an RTP.

Additionally, if the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate "Alternative Planning Strategy" (APS) to meet the targets.

Scenario Planning Process

As part of the planning process, SCAG is developing several transportation and land use scenarios for public consideration. These scenarios focus on transportation and land use related inputs that are modified to vary across the scenarios. These scenarios will provide the analytical technique for policy choices to be considered as the Plan is being developed, while the Plan goals, guiding policies and performance measures will underpin scenario designs.

SCAG will use scenario planning tools to illustrate the impact of distinctive policy and investment choices that will then be compared to business as usual scenario (No Project) in order for the Regional Council and Policy Committees to evaluate the merits of regional decisions for the Plan.

SCAG will seek input for scenario development through stakeholder outreach. These scenarios would then be presented to the general public in late Spring/summer of 2019 in a series of public workshops.

Bottom-up Local Growth and Land Use Input Process

A critical component to developing a successful Plan is the participation and cooperation of SCAG's local government partners and stakeholders within the SCAG region. To this end, SCAG uses a bottom-up local input process by which all local governments are informed of the planning process for Connect SoCal and have clear and adequate opportunities to provide input. Growth forecasts and land use updates for development of the Plan will be developed through this bottom-up local input process.

SCAG's Public Participation Plan and Process

Another key aspect of Plan development is public participation. To provide early and meaningful public participation in the Plan's development and decision-making processes, SCAG has developed and adopted a Public Participation Plan ("PPP").[1] The adoption of the PPP demonstrates SCAG's commitment in increasing awareness and involvement of interested persons in SCAG's governmental processes and regional transportation and land use planning. SCAG will provide information and timely public notice, ensuring full public access to key decisions, and supporting early and continuing public involvement in the development of the Plan. To this end, SCAG will continue to engage a wide range of stakeholder groups, elected officials, special interest groups, the general public, and other interested parties through a series of workshops and public meetings, as well as SCAG's policy committees, task forces, and subcommittee structure during the development of the Plan and its associated PEIR.

SCOPE OF ENVIRONMENTAL ANALYSIS IN THE PEIR

Environmental Factors Considered

The PEIR is a programmatic document that will analyze potential effects of the Plan on the environment. Although Connect SoCal will include some individual transportation projects, the PEIR does not specifically analyze environmental effects of any individual transportation or development project. Project-level environmental analyses will be prepared by implementing agencies on a project-by-project basis as projects proceed through the design and decision-making process.

The potential scope of environmental effects that warrant analysis in the Connect SoCal PEIR are as follows:

- Aesthetics and Views
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources and Open Space
- Cultural Resources
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Resources
- Land Use and Planning
- Noise
- Population and Housing
- Recreation

[1] Southern California Association of Governments. Public Participation Plan. Adopted September 6, 2018. http://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx

- Geology, Soils and Mineral Resources
- Greenhouse Gas Emissions and Climate Change
- Tribal Cultural Resources
- Transportation/Traffic
- Public Services and Utilities
- Wildfire

CEQA Streamlining

SB 375 contains CEQA incentives, or streamlining provisions, to encourage coordinated land use and transportation planning. Certain types of development projects (i.e., transit priority projects or residential/mixed use residential projects, as defined by the statute) may qualify for CEQA streamlining as long as the requisite criteria are met. Consistency will be determined by the local jurisdiction that is the lead agency for each project to be streamlined. SCAG's primary role is to include appropriate information in the SCS, such as land use information as required by SB 375 and/or guidance to aid in interpreting land use information that will allow a jurisdiction to make a consistency determination with respect to appropriate streamlining options on a project-by- project basis.

Additionally, the PEIR will support other CEQA streamlining options that do not fall into the categories under SB 375 (i.e., SB 743, SB 226 and the State CEQA Guidelines).

Preliminary 2020 RTP/SCS Alternatives

The development of alternatives in a PEIR is focused on avoiding or reducing potentially significant impacts of the Plan while achieving most of the project objectives. It is anticipated that the PEIR will evaluate at least three potential alternatives to Plan as follows:[2] (1) No Project; (2) 2020 Local Input Alternative; and (3) Intensified Land Use Alternative. Each Alternative, except the No Project Alternative, will vary in terms of policies and projects including, but not limited to, variations in land use development patterns or transportation network.

SCAG has the discretion to select more than one alternative as long as they are within the range of impacts identified.

No Project Alternative

The No Project Alternative is required by Section 15126.6(e)(2) of the CEQA Guidelines and assumes that the Plan would not be implemented. The No Project Alternative will consider continued implementation of the goals and polices of the adopted 2016 RTP/SCS and will be based on 2016 RTP/SCS regional population, housing, and employment. The No Project Alternative includes those transportation projects that are included in the first year of the previously conforming FTIP (i.e., 2018). The growth scenario included in the No Project Alternative, and all alternatives, will include the same regional totals for population, housing and employment.

2020 Local Input Alternative

This Alternative will incorporate jurisdictional general plans and land use information to reflect the most recent growth estimates and land use development patterns in the region. This alternative would include policies and strategies included in the 2016 RTP/SCS to the extent that they have been incorporated into local jurisdictional plans. This alternative does not include additional land use strategies described in the

[2] It is important to note that these are preliminary alternatives and may change during the planning process.

2020 Plan that go beyond current local policy and strategies described in the intensified land use alternative, that help meet additional objectives.

Intensified Land Use Alternative

An Intensified Land Use Alternative would be based on a transportation network for Connect SoCal with aggressive land use development patterns. Land use development patterns in this alternative would build on land use strategies as described in the Plan by maximizing growth around high quality transit areas (HQTAs). Potential growth patterns associated with this alternative would optimize urban areas and suburban town centers, transit oriented development patterns (TODs), livable corridors, and neighborhood mobility areas (NMAs).

SCAG is seeking input on these preliminary alternatives through the scoping process, changes to the alternatives as a result of the scoping process could result in modifications to the number, content and scope of alternatives analyzed in the PEIR. Furthermore, the PEIR will identify alternatives that were initially considered, but rejected for reasons including infeasibility or inability of a particular alternative to meet the project objectives or reduce environmental impacts beyond that of the project.

SCOPING MEETINGS

As mentioned previously, SCAG will host two (2) Scoping meetings for the Plan, each providing the same information, at SCAG's Main office – Policy Committee A Room (see address above) on **February 13, 2019 from 3:00 to 5:00 PM and 6:30 to 8:30 PM**. For each of the two scoping meetings videoconferencing will be available at SCAG's regional offices listed below. [3]

SCAG Imperial County Regional Office
1503 N. Imperial Avenue, Suite 104
Imperial, CA 92243
(760) 353-7800

SCAG Orange County Regional Office
OCTA Building
600 South Main Street, Suite 906
Orange, CA 92868
(714) 542-3687

City of Palmdale (From 3:00 to 5:00 PM Only)
Planning Department
Development Services Conference Room
38250 Sierra Highway
Palmdale, CA 93550
(661)267-5337

SCAG Riverside County Regional Office
3403 10th Street, Suite 805
Riverside, CA 92501
(951) 784-1513

SCAG San Bernardino County Regional Office
1170 West 3rd Street, Suite 140
San Bernardino, CA 92410
(909) 806-3556

Coachella Valley Association of Governments (From 3:00 to 5:00 PM Only)
73-710 Fred Waring Drive
Palm Desert, CA 92260
(760)346-1127

[3] Please note that the Ventura County Regional Office is currently closed. Those from the Ventura County area are encouraged to participate via webcast.

Additionally, webcasting will be provided for those who are unable to attend the scoping meetings hosted at the main offices or teleconference options at the regional offices. Information for the webcast is provided below:

Webcast
https://scag.zoom.us/j/553192165
Dial: 1-669-900-6833
Meeting ID: 553-192-165

Signature: Ping Chang

Ping Chang, Manager of Compliance and Performance Monitoring
Southern California Association of Governments
Telephone: (213) 236-1839
Email: Chang@scag.ca.gov; or 2020PEIR@scag.ca.gov

Date: 1/23/19

REPORT

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

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

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

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

Subject: ARB Draft Guidelines on SCS Evaluation

RECOMMENDED ACTION FOR EEC:
For information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, TC AND RC:
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:
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.

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

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

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."

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

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.

- 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*

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

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

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.

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.

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

HASAN IKHRATA
Executive Director, SANDAG

STEVE HEMINGER
Executive Director, MTC

JAMES CORLESS
Executive Director, SACOG

MAURA F. TWOMEY
Executive Director, AMBAG

JON CLARK
Executive Director, BCAG

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TONY BOREN
Executive Director, FresnoCOG

TED SMALLEY
Executive Director, TCAG

TERRI KING
Executive Director, KCAG

AHRON HAKIMI
Executive Director, KernCOG

Attachment (1)

- **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

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.

REPORT

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

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

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

From: Rye Baerg, Senior Regional Planner, Active Transportation & Special Programs, (213) 236-1866, baerg@scag.ca.gov

Subject: ATP Cycle 4 Update

RECOMMENDED ACTION FOR EEC, CEHD, TC:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:
The Active Transportation Program (ATP) was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation, such as biking and walking through a competitive grant program. On December 31, 2018, the California Transportation Commission (CTC) released its staff recommendations for the statewide portion of the funding for the 2019 ATP cycle. The SCAG region has been recommended to receive funding for 23 projects totaling approximately $137 million, or 62% of the statewide funding recommendations. The CTC is scheduled to adopt the staff recommendations at its January 30, 2019 meeting.

SCAG will recommend funding awards for an addition $92 million through SCAG's Regional ATP in collaboration with the county transportation commissions. Funding recommendations will be based on the policies and procedures in the 2019 Regional ATP Guidelines, which were approved by the county transportation commissions, Regional Council and California Transportation Commission in Spring 2018. The staff recommended Regional ATP will be considered for approval by the Transportation Committee on March 7, 2019 and Regional Council on April 4, 2019.

BACKGROUND:
The Active Transportation Program (ATP) was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation, such as biking and walking through a competitive grant program. Funding for the ATP is provided through a combination of state and federal funds including Senate Bill 1 (SB 1) and can be used for infrastructure, non-infrastructure programs, and planning activities. The 2019 ATP includes $445 million of which 50% is programed

through a statewide competition, 10% is set aside for small and rural metropolitan planning organizations (MPOs), and 40% is reserved for large MPOs.

Statewide Funding Breakdown ($1,000s)					
Fiscal Year Split	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
Conservation Corps	$4,000	$4,000			$8,000
Statewide (50%)	$48,000	$48,000	$6,1390	$61,390	$218,780
Small and Rural MPOs (10%)	$9,600	$9,600	$12,278	$12,278	$43,756
Large MPO (40%)	$38,400	$38,400	$49,112	$49,112	$175,024
				Total	$445,560

The California Transportation Commission released the 2019 ATP Call for Projects on May 16, 2018 and received applications on July 31, 2018. In total, the commission received 548 applications for a total funding request of $1.9 billion.

On December 31, 2018, the California Transportation Commission (CTC) released its staff recommendations for the statewide portion of the funding for the 2019 ATP. The SCAG region has been recommended to receive funding for 23 projects totaling approximately $137 million, or 62% of the statewide funding recommendations. The CTC is scheduled to adopt the staff recommendations at its January 30 meeting. A complete list of SCAG region projects funded through the statewide portion of the ATP is attached to the end of this report.

SCAG will program an additional $92 million of ATP funding (53% of the Large MPO portion) through SCAG's Regional ATP in collaboration with the six county transportation commissions (CTCs). Of the $92 million, SCAG will program approximately $4 million (5%) for planning and non-infrastructure projects. To be eligible for these resources, applicants must have either applied through the CTC or SCAG's Sustainable Communities Program. The remaining 95% of funding will be directed toward Implementation Projects that were submitted and scored through the CTC Call for Proposals. Per SCAG's Regional ATP Guidelines, the funding available for Implementation Projects in each county is based on its share of the region's population.

The total funding available through the Regional ATP and associate funding years is outlined below.

SCAG Regional Program Funding Breakdown ($1,000)					
SCAG Region	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
State Funds	$20,310	$20,310	$6,026	$6,026	$52,672
Federal			$15,135	$15,135	$30,270
Federal Other			$4,815	$4,815	$9,630
Total	$20,310	$20,310	$25,976	$25,976	$92,572

The SCAG Region Implementation Projects table reflects the population-based funding target in each county.

SCAG Region Implementation Projects ($1,000s)		
County	Pop %	Total - 5%
Imperial	1%	$841
Los Angeles	54%	$47,503
Orange	17%	$14,770
Riverside	12%	$10,937
San Bernardino	11%	$9,920
Ventura	5%	$3,973
Total	100%	$87,944

A staff recommended Regional Program will be brought to the Transportation Committee for review and recommendation to the Regional Council on March 7, 2019. The Regional Council will consider the TC's recommendation and final approval of the Regional ATP on April 4, 2019.

Upcoming Deadlines for the 2019 ATP	
Action	**Date**
CTC staff recommendation for statewide and small urban and rural portions of the program	December 31, 2018
CTC adopts statewide and small urban and rural portions of the program	January 2019
SCAG Regional ATP Final Draft	March 1, 2019
TC recommends approval of Regional ATP	**March 7, 2019**
County Transportation Commission CEO Approval	March 15, 2019
RC adopts Regional ATP	**April 4, 2019**
Deadline for MPO FINAL project programming recommendations to the Commission	April 30, 2019

FISCAL IMPACT:
Staff work required to prepare the Regional ATP is included in OWP 050.0169.06.

ATTACHMENT(S):
1. SCAG Region 2019 ATP Statewide Funded Projects_V2

SCAG Region 2019 ATP Statewide Funded Projects ($1,000s)					
Application ID	**County**	**Project Title**	**Total Project Cost**	**ATP Request**	**Project Type**
7-LA Department of Transportation-13	Los Angeles	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	$29,000	$23,198	Infrastructure - L
7-Pomona-2	Los Angeles	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	$9,864	$9,269	Infrastructure - L
7-Duarte-1	Los Angeles	Duarte Active Transportation Safety Project	$2,293	$2,270	Infrastructure - M
7-LA Department of Transportation-14	Los Angeles	112th Street and Flournoy Elementary Schools Safety Improvements Project	$6,999	$5,600	Infrastructure - M
7-LA Department of Transportation-10	Los Angeles	Safe Routes for Seniors	$1,750	$1,750	Plan
7-Long Beach-2	Los Angeles	Orange Avenue Backbone Bikeway and Complete Streets Improvements	$15,526	$13,363	Infrastructure - L
7-LA County Department of Public Health-1	Los Angeles	Pedestrian Plans for Disadvantaged Communities in Unincorporated Los Angeles County	$1,550	$1,550	Plan
7-LA County Metropolitan Transportation Authority-1	Los Angeles	Doran Street Grade Separation Active Transportation Access Project	$22,219	$16,319	Infrastructure - L
7-Palmdale-3	Los Angeles	Avenue R Complete Streets and Safe Routes Project – Construction Phase	$9,630	$5,150	Infrastructure - L
7-South Gate-2	Los Angeles	Tweedy Boulevard Complete Streets Project	$5,776	$4,620	Infrastructure - M
12-Santa Ana-4	Orange	Kennedy Elementary and Villa Fundamental Intermediate SRTS	$1,482	$1,482	Infrastructure - S
12-Santa Ana-1	Orange	Fremont Elementary and Spurgeon Intermediate SRTS	$5,776	$5,776	Infrastructure - M
12-Anaheim-2	Orange	Citywide SRTS Sidewalk Gap Closure	$4,199	$4,149	Infrastructure + NI - M
8-Desert Hot Springs-1	Riverside	Hacienda Avenue SRTS Improvement Project	$1,498	$1,322	Infrastructure - S
8-Riverside County Transportation Department-7	Riverside	Active Transportation Improvements for the Communities of Thermal and Oasis	$6,944	$6,844	Infrastructure - M
8-Temecula-1	Riverside	Santa Gertrudis Creek Trail Phase 2	$2,085	$1,502	Infrastructure + NI - M
8-Jurupa Valley-3	Riverside	Jurupa Valley Sunnyslope Area SRTS Sidewalk Gap Closure	$3,173	$2,855	Infrastructure - M
8-Eastvale-1	Riverside	North/South Bike Network Gap Closure & Connectivity to North Eastvale	$8,091	$6,471	Infrastructure + NI - L
8-San Bernardino Association of Government-1	San Bernardino	SBCTA Metrolink Station Accessibility Improvement Project - Phase 2	$6,983	$6,132	Infrastructure - M
8-Colton-1	San Bernardino	Jehue Corridor and Eucalyptus Avenue Class 1 Bike Paths	$2,820	$2,720	Infrastructure + NI - M
7-LA Department of Transportation-11	Los Angeles	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	$5,600	$4,480	Infrastructure - M
7-Monterey Park-1	Los Angeles	Monterey Park School and Crosswalk Safety Enhancement Project	$1,367	$1,367	Infrastructure - S
8-Moreno Valley-1	Riverside	Juan Bautista de Anza Multi-Use Trail Project	$8,653	$8,403	Infrastructure - L
		Total:	**$163,278**	**$136,592**	

REPORT

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

To: Community, Economic and Human Development Committee (CEHD)

From: MaAyn Johnson, Senior Regional Planner, Compliance & Performance Monitoring, (213) 236-1975, johnson@scag.ca.gov

Subject: Connect SoCal: Planning for Older Adults

INTERIM EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTION:
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. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
Over the next two decades, Southern California will be experiencing a growth in its older adult ("senior") population. Luis Campillo, Regional Manager at AARP California (formerly known as the American Association of Retired Persons) will present on the implications of the increasing number of Southern Californians over the age of 55 years and lead a discussion on its implications on land use planning and local and regional economies.

BACKGROUND:
The SCAG region will be undergoing demographic changes over the next two decades. Among the changes are an increase of individuals over the age of 55, which has implications on land use and local economic decision-making. Planning for the older adult population requires considerations such as increasing housing choices, proximity to medical and other services and amenities, and retiring workers.

Luis Campillo, Regional Manager at AARP California, will present on the implications of the increasing number of Southern Californians over the age of 55 and lead a discussion on its implications on land use planning and local and regional economies.

This presentation is part 1 of SCAG's Connect SoCal Emerging Issues Series, "Who Are We Planning For?" The purpose of the series is to provide a strategic and coordinated framework for policy committee discussions on emerging issues and new policy areas to be explored in Connect SoCal.

FISCAL IMPACT:
Work associated with this item is included in the current FY 18-19 Overall Work Program (150.4093.01: Integrated Co-Benefits/Special Programs).

REPORT

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
February 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: 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 EAC, CEHD AND EEC:
For Information Only – No Action Required

RECOMMENDED ACTION FOR TC AND RC:
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:
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)