



SOUTHERN CALIFORNIA
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REGULAR MEETING

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE

Thursday, October 3, 2019
10:00 a.m. – 12:00 p.m.

SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
Policy B Meeting Room
Los Angeles, CA 90017

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 are also available at: www.scag.ca.gov/committees

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CEHD - Community, Economic and Human Development Committee
Members – October 2019

- 1. Hon. Peggy Huang**
CEHD Chair, TCA Representative
- 2. Hon. Stacy Berry**
CEHD Vice Chair Cypress, RC District 18
- 3. Hon. Al Austin**
Long Beach, GCCOG
- 4. Hon. David Avila**
Yucaipa, SBCTA
- 5. Hon. Megan Beaman-Jacinto**
Coachella, RC District 66
- 6. Hon. MBelen Bernal**
South Gate, GCCOG
- 7. Hon. Russell Betts**
Desert Hot Springs, Pres. Appt. (Member at Large)
- 8. Hon. Wendy Bucknum**
Mission Viejo, RC District 13
- 9. Hon. Juan Carrillo**
Palmdale, North LA County
- 10. Hon. Michael Carroll**
Irvine, RC District 14
- 11. Hon. Steve DeRuse**
La Mirada, RC District 31
- 12. Hon. Rose Espinoza**
La Habra, OCCOG
- 13. Hon. Margaret Finlay**
Duarte, RC District 35
- 14. Hon. Vartan Gharpetian**
Glendale, Pres. Appt. (Member at Large)
- 15. Hon. Julie Hackbarth-McIntyre**
Barstow, SBCTA

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

- 16. Hon. Bill Hodge**
Calexico, ICTC
- 17. Hon. Tim Holmgren**
Fillmore, RC District 47
- 18. Hon. Cecilia Hupp**
Brea, OCCOG
- 19. Hon, Cecilia Iglesias**
Santa Ana, RC District 16
- 20. Hon. Bill Jahn**
Big Bear Lake, RC District 11
- 21. Hon. Bob Joe**
So.Pasadena, AVCJPA
- 22. Hon. Kathleen Kelly**
Palm Desert, RC District 2
- 23. Hon. Jed Leano**
Claremont, SGVCOG
- 24. Hon. Marisela Magana**
Perris, RC District 69
- 25. Hon. Jorge Marquez**
Covina, RC District 33
- 26. Hon. Anni Marshall**
Avalon, GCCOG
- 27. Hon. Lauren Meister**
West Hollywood, WSCCOG
- 28. Hon. Bill Miranda**
Santa Clarita, SFVCOG
- 29. Hon. John Mirisch**
Beverly Hills, Pres. Appt. (Member at Large)
- 30. Hon. James Mulvihill**
San Bernardino, Pres. Appt. (Member at Large)
- 31. Hon. Steve Nagel**
Fountain Valley, RC District 15

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- 32. Hon. Trevor O'Neil**
Anaheim, RC District 19
- 33. Hon. Ed Paget**
Needles, SBCTA
- 34. Hon. Michael Posey**
Huntington Beach, OCCOG
- 35. Hon. Jim Predmore**
ICTC
- 36. Hon. Jan Pye**
Desert Hot Springs, CVAG
- 37. Hon. Rita Ramirez**
Victorville, RC District 65
- 38. Hon. Rex Richardson**
Long Beach, RC District 29
- 39. Hon. Paul Rodriguez**
Chino, Pres. Appt. (Member at Large)
- 40. Hon. Sonny Santalnes**
Bellflower, RC District 24
- 41. Hon. Lyn Semeta**
Huntington Beach, RC District 64
- 42. Hon. David Shapiro**
Calabasas, RC District 44
- 43. Hon. Becky Shevlin**
Monrovia, SGVCOG
- 44. Hon. Tri Ta**
Westminster, RC District 20
- 45. Hon. Joseph Tessari**
Eastvale, WRCOG
- 46. Hon. Mark Waronek**
Lomita, SBCCOG
- 47. Hon. Tony Wu**
West Covina, SGVCOG
- 48. Hon. Frank Zerunyan**
Rolling Hills Estates, SBCCOG

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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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, October 3, 2019
10:00 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

CONSENT CALENDAR

Approval Item

- 1. Minutes of the September 5, 2019 Meeting Page 8

Receive and File

- 2. Legislative Update (Focus on Housing) Page 15
- 3. Walktober and International Walk to School Month Page 23
- 4. Connect SoCal Environmental Justice Report Page 25

INFORMATION ITEMS

- 5. Local Government Planning Support Grants Program 15 mins. Page 46
(Sarah Jepson, Acting Planning Director)
- 6. Connect SoCal's Envisioned Growth / Sustainable Communities Strategy 20 mins. Page 50
(Kimberly Clark, SCAG staff)
- 7. Economic Impacts of the Housing Crisis 30 mins. Page 60
(Antonio M. Bento, Professor, Sol Price School of Public Policy, USC)

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COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA

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·
CHAIR'S REPORT

(The Honorable Peggy Huang, Chair)

·
STAFF REPORT

(Ma'Ayn Johnson, SCAG Staff)

·
FUTURE AGENDA ITEMS

·
ANNOUNCEMENTS

·
ADJOURNMENT

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

**COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT (CEHD) COMMITTEE
MINUTES OF THE MEETING
THURSDAY, September 5, 2019**

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 Vice Chair Stacy Berry. A quorum was present.

Members Present:

Hon. Stacy Berry, Vice Chair

- Hon. David Avila
- Hon. Megan Beaman Jacinto
- Hon. M. Belén Bernal
- Hon. Russell Betts
- Hon. Michael C. Carroll
- Hon. Steve De Ruse
- Hon. Rose Espinoza
- Hon. Margaret E. Finlay
- Hon. Vartan Gharpetian
- Hon. Bill Hodge
- Hon. Tim Holmgren
- Hon. Cecilia Hupp
- Hon. Cecilia Iglesias
- Hon. Bill Jah
- Hon. Robert “Bob” Joe
- Hon. Kathleen Kelly
- Hon. Jed Leano
- Hon. Marisela Magana
- Hon. Jorge Marquez
- Hon. Anni Marshall
- Hon. Lauren Meister
- Hon. Bill Miranda
- Hon. John Mirisch
- Hon. James Mulvihill

Cypress

- Yucaipa*
- Coachella*
- South Gate*
- Desert Hot Springs*
- Irvine*
- La Mirada*
- La Habra*
- Duarte*
- Glendale*
- Calexico*
- Fillmore*
- Brea*
- Santa Ana*
- Big Bear Lake*
- South Pasadena*
- Palm Desert*
- Claremont*
- Perris*
- Covina*
- Avalon*
- West Hollywood*
- Santa Clarita*
- Beverly Hills*
- San Bernardino*

District 18

- SBCTA
- District 66
- GCCOG
- Pres. Appointment*
- District 14
- GCCOG
- OCCOG
- District 35
- Member at Large*
- ICTC
- District 47
- OCCOG
- District 16
- District 11
- AVCJPA
- District 2
- SGVCOG
- District 69
- District 33
- GCCOG
- WSCCOG
- SFVCOG
- Member at Large*
- Pres. Appt., Member at Large*

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Hon. Steve Nagel	<i>Fountain Valley</i>	<i>District 15</i>
Hon. Michael Posey	<i>Huntington Beach</i>	OCCOG
Hon. Jan Pye	<i>Desert Hot Springs</i>	CVAG
Hon. Rita Ramirez	<i>Victorville</i>	District 65
Hon. Rex Richardson	<i>Long Beach</i>	District 29
Hon. Sonny R. Santa Ines	<i>Bellflower</i>	District 24
Hon. Lyn Semeta	<i>Huntington Beach</i>	District 64
Hon. David Shapiro	<i>Calabasas</i>	LVMCOG
Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
Hon. Joseph Tessari	<i>Westminster</i>	WRCOG
Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
Hon. Tony Wu	<i>West Covina</i>	SGVCOG
Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

Members Not Present

Hon. Peggy Huang, Chair

- Hon. Al Austin, II
- Hon. Wendy Bucknum
- Hon. Juan Carrillo
- Hon. Julie Hackbarth-McIntyre
- Hon. Trevor O’Neil
- Hon. Edward Paget
- Hon. Jim Predmore
- Hon. Paul Rodriguez
- Hon. Tri Ta

Yorba Linda

- Long Beach*
- Mission Viejo*
- Palmdale*
- Barstow*
- Anaheim*
- Needles*
- Holtville*
- Chino*
- Westminster*

TCA

- GCCOG
- District 13
- North L.A. County
- SANBAG
- District 19
- SANBAG
- ICTC
- Member-at-Large*
- District 20

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Vice-Chair Stacy Berry, called the meeting to order at 10:00 a.m. and asked Councilmember Michael Posey, City of Huntington Beach, OCCOG, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Public comments were received from Steven Johnson, Tena Foundation and Ben Winter, City of Los Angeles Mayor’s Office. Each expressed their concerns and support for agenda item No. 2: Regional Housing Need Determination from HCD.

Joann Africa, Chief Counsel, noted for the record that several comment letters were submitted to the CEHD Committee prior to today’s meeting. She grouped the letters and stated the following:

- 46 letters received in Opposition to HCD Determination

- 3 letters received in Support of HCD Determination
- 1 letter received from the City of Newport Beach in support of SCAG's Objecting to HCD
- 3 letters, including 1 letter from CEHD member David Shapiro, Mayor of Calabasas, received in support of the RHNA methodology. Ms. Africa indicated that the RHNA methodology letters will be forwarded to staff and considered as part of the the RHNA methodology discussion in an upcoming meeting.

It was also noted that copies of the letters were made available to the CEHD members.

REVIEW AND PRIORITIZE AGENDA ITEM/S

There were no reprioritizations made.

INFORMATION ITEM

1. SB 2 Housing Funding for Local Jurisdictions

Vice Chair Berry introduced Johnathan Nettler, PlaceWorks, Local Liaison. Mr. Nettler provided a brief presentation on the grant program, SB 2, which passed in 2017 and establishes a permanent source of funding to increase affordable housing stock. He explained the eligibility and submission process in order for jurisdictions to apply for the SB 2 grant funding and receive technical assistance from the California Department of Housing and Community Development (HCD). He noted that a total of \$123 million is available to provide qualified jurisdictions assistance with grant applications, housing element compliance, and annual progress reports. Mr. Nettler further discussed and outlined for the Committee key aspects of the grant program including:

- Purpose and Eligible Activities
- Technical Assistance provided
- Timing: Submission, Awards and Expenditure deadlines
- What is an Eligible Applicant, Expenditures and Planning Projects Descriptions
- Current Status

Mr Nettler reiterated that applications are due to HCD by November 30, 2019 and encouraged SCAG member jurisdictions to take advantage of this SB 2 grant program.

ACTION/DISCUSSION ITEM

2. Regional Housing Need Determination from HCD

Staff noted that a Supplement Report entitled "SCAG OBJECTION TO HCD 6TH CYCLE REGIONAL HOUSING NEEDS DETERMINATION" with an updated Recommended Action was distributed to the

CEHD members earlier in the week and that copies of the Supplemental Report were also available in the back of the room.

Kome Ajise, Executive Director, provided a brief overview and context of the Regional Housing Need Determination from HCD. He explained that SCAG is approaching the objection based on the process and how it was followed. He stated that the objection is not a protest necessarily on the 1,344,740 housing units determined by HCD for the SCAG region, as there is a dire need for affordable housing, and that the RHNA is the first step in that process. He noted that SCAG cannot just object to the number. SCAG's objection arguably is about how the process was not followed and ensuring SCAG's integrity of its regional planning process. Mr. Ajise stated that SCAG has 30 days to file an objection, and that HCD would be required to make a final written RHNA determination within 45 days after receiving the objection letter.

Mr. Ajise explained the basis on how the initial RHNA planning calculations was made, as well as discussing SCAG's alternative proposed determination that would range between 821,000 and 924,000 housing units. Mr. Ajise hopes that there is collaborative dialogue with HCD during the objection process.

Mr. Ajise asked Kevin Kane, SCAG staff, to provide more procedural and technical background information.

Kevin Kane provided background information and discussed the objection criteria and key issues with HCD's Determination. In summary, Mr. Kane summarized how HCD did not use the appropriate population forecasts used for their determination of the SCAG region's housing needs and did not conduct a reasonable application of the methodology and assumptions pursuant to statute.

Several CEHD members provided comments in support of staff's recommendation and after a lengthy discussion, a MOTION was made (Kelly) to approve staff's recommendation to authorize the Executive Director to file an objection to HCD on regional housing need determination pursuant to Government Code Section 65584.01 (c). Motion was SECONDED (Posey) and passed by the following votes:

FOR: Avila, Beaman Jacinto, Bernal, Berry, Betts, Carroll,, De Ruse, Espinoza, Finlay, Gharpetian, Hodge, Holmgren Hupp, Jahn, Joe, Kelly, Leano, Magana, Marquez, Marshall, Meister, Miranda, Mirisch, Mulvihill, Nagel, Posey, Pye, Ramirez, Richardson, Santa Ines, Semeta, Shapiro, Shevlin, Waronek, Wu and Zerunyan (36).

AGAINST: None (0).

ABSTAIN: None (0).

CONSENT CALENDAR

Approval Item

3. Minutes of the CEHD Committee Meeting – August 1, 2019

Receive & File

4. September is Pedestrian Safety Month
5. EAC Retreat Housing Discussion Follow-Up

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

FOR: Avila, Beaman Jacinto, Bernal, Berry, Betts, Carroll, De Ruse, Espinoza, Finlay, Gharpetian, Hodge, Holmgren Hupp, Jahn, Joe, Kelly, Leano, Magana, Marquez, Marshall, Meister, Miranda, Mirisch, Mulvihill, Nagel, Pye, Ramirez, Santa Ines, Semeta, Shapiro, Shevlin, Waronek, Wu and Zerunyan (34)

AGAINST: None (0).

ABSTAIN: Posey (1).

INFORMATION ITEM

6. Connect SoCal Job Center Strategies

Kevin Kane, SCAG Staff, presented a preview of Connect SoCal's regional plan approach to address the challenge in identifying employment rich job centers as targets for future employment and household growth. The full presentation was included in the agenda packet. Mr. Kane discussed further the Connect SoCal emphasis on regional growth and regional strategies and its relationship between housing and job centers. He provided highlights on four key strategies: *Focused Growth*, *Co-working Spaces*, *Increased Average Vehicle Ridership (AVR)* and *Parking Strategy*.

Mr. Kane responded on the comments and questions expressed by the CEHD members, including concerns on the analysis and trends for telecommuting and prioritizing housing near jobs.

CHAIR'S REPORT



Vice Chair Berry welcomed new CEHD member Councilmember Tony Wu from the City of West Covina/SGVCOG.

Vice Chair Berry announced that a special CEHD meeting is scheduled for October 21, 2019 at the SCAG LA Office. Teleconference and Videoconference at SCAG's Regional County Offices will be available.

Vice Chair Berry expressed appreciation to SCAG staff for their hard work and dedication for their efforts on the RHNA outreach and public hearings, and extensive work on the RHNA/HCD process.

STAFF REPORT

Ma'Ayn Johnson, SCAG staff, encouraged CEHD and the public to send in their comment letters regarding the Proposed RHNA Methodology by the deadline: Friday September 13, 2019.

ANNOUNCEMENTS

No announcements were provided.

ADJOURNMENT

There being no further business, Vice Chair Berry adjourned the CEHD Committee meeting at 11:47 a.m.

Respectfully submitted by:

Carmen Summers
Community, Economic and Human Development Committee Clerk

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]

//

CEHD Members

2019														Total Mtg Attendee To Date	
MEMBERS	CITY	Representing	JAN (dark)	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV		DEC
Austin, Al	Long Beach	GCCOG													0
Avila, David	Yucaipa	SBCTA		1	1	1				1	1				5
Beaman Jacinto, Megan	Coachella	District 66			1	1		1			1				4
Bernal, M. Belén	South Gate	GCCOG								1	1				0
Berry, Stacy, V-Chair	Cypress	District 18		1	1	1		1		1	1				6
Betts, Russell	Desert Hot Springs									1	1				2
Bucknum, Wendy	Mission Viejo	District 13		1	1	1		1		1					5
Carrillo, Juan	Palmdale	North LA County													0
Carroll, Michael, C.	Irvine	District 14						1			1				2
DeRuse, Steve	La Mirada	District 31		1	1	1		1		1	1				6
Espinoza, Rose	La Habra	OCCOG		1	1			1		1	1				5
Finlay, Margaret	Duarte	District 35		1	1	1		1		1	1				6
Gharpetian, Vartan	Glendale	President's Appointment		1	1	1					1				4
Hackbarth-McIntyre, Julie	Barstow	SBCTA													0
Hodge, Bill	Calexico	ICTC		1	1	1		1		1	1				6
Holmgren, Tim	Fillmore	District 47		1	1	1		1		1	1				6
Huang, Peggy, Chair	Yorba Linda	TCA		1	1	1		1		1					5
Hupp, Cecilia	Brea	OCCOG		1	1	1		1		1	1				6
Iglesias, Cecilia	Santa Ana	District 16		1	1			1		1	1				5
Jahn, Bill	Big Bear Lake	District 11		1	1	1		1		1	1				6
Joe, Robert	So. Pasadena	AVCIPA		1	1	1		1		1	1				6
Kelly, Kathleen	Palm Desert	District 2			1	1		1		1	1				5
Leano, Jed	Claremont	SGVCOG			1	1		1		1	1				5
Magana, Marisela	Perris	District 69		1	1			1			1				4
Marquez, Jorge	Covina	District 33			1	1		1		1	1				5
Marshall, Ann	Avalon	GCCOG		1	1	1				1	1				5
Meister, Lauren	West Hollywood	WSCCOG		1	1	1		1		1	1				6
Miranda, Bill	Santa Clarita	SFVCOG		1	1	1		1		1	1				6
Mirisch, John	Beverly Hills	President's Appointment		1	1	1				1	1				5
Mulvihill, James	San Bernardino	President's Appointment		1	1	1		1		1	1				6
Nagel, Steve	Fountain Valley	District 15		1	1					1	1				4
O'Neil, Trevor	Anaheim	District 19		1	1			1							3
Paget, Ed	Needles	SBCTA		1		1									2
Posey, Michael	Huntington Beach	OCCOG			1	1		1			1				4
Predmore, Jim		ICTC		1	1	1		1							4
Pye, Jan	Desert Hot Springs	CVAG				1		1			1				3
Ramirez, Rita	Victorville	District 65			1	1		1		1	1				5
Richardson, Rex	Long Beach	District 29			1	1		1		1	1				5
Rodriguez, Paul	Chino	President's Appointment		1	1	1		1		1					5
Santa Ines, Sonny	Bellflower	District 24			1	1				1	1				4
Semeta, Lyn	Huntington Beach	District 64			1	1		1		1	1				5
Shapiro, David	Calabasas	LVMCOG		1	1	1		1		1	1				6
Shevlin, Becky	Monrovia	SGVCOG		1		1		1		1	1				5
Ta, Tri	Westminster	District 20		1		1		1							3
Tessari, Joseph	Eastvale	WRCOG						1		1	1				3
Waronek, Mark	Lomita	SBCCOG		1	1	1		1			1				5
Wu, Tony	West Covina	SGVCOG									1				1
Zerunyan, Frank	Rolling Hills Estates	SBCCOG		1		1		1		1	1				5

Attachment: CEHD Attendance Report (Minutes of the September 5, 2019 Meeting)

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Community, Economic and Human Development Committee (CEHD)
From: Kevin Gilhooley, Legislation Manager, Legislation, (213) 236-1878, Gilhooley@scag.ca.gov
Subject: Legislative Update (Focus on Housing)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

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:

At the Community, Economic, and Human Development (CEHD) Committee meeting on September 5, 2019, members requested a report summarizing current legislative bills related to housing, including those that may impact local jurisdictions as they update their housing elements following the 6th cycle Regional Housing Needs Assessment (RHNA) process. While the following report provides a summary of legislative highlights on these issues, jurisdictions should consult their city attorney to understand the implication of the specific legislation in their community.

BACKGROUND:

The California Legislature adjourned on September 13, 2019, concluding the first year of its two-year 2019-20 session. The September 13 date also marked the deadline for bills to be passed by the Legislature and sent to Governor Newsom. The Governor has until October 13, 2019 to sign or veto bills passed by the Legislature.

Existing state law requires every city and county in California to prepare and adopt a general plan with, at a minimum, specific elements relating to land use, circulation, housing, conservation, open space, noise, and safety. The general plan is to guide the future growth of the community.

The housing element of the general plan must identify and analyze existing and projected housing needs and identify adequate sites with appropriate zoning to meet the housing needs of all income segments of the community.

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In addition, existing state law requires that a city or county's fair share of housing be determined through the RHNA process. Cities and counties incorporate their RHNA allocations into their housing elements. SCAG administers the RHNA program for the six-county Southern California region. Work for the sixth cycle RHNA is currently underway and will cover the housing element planning period of October 2021 through October 2029. Future milestones on this work includes selection of a final RHNA allocation methodology, distribution of the draft RHNA allocation, the appeals process, and the adoption of the final RHNA allocation. Housing elements for the sixth cycle RHNA are due to the California Department of Housing and Community Development (HCD) in October 2021.

As part of their housing element, cities and counties must write an inventory of resources and constraints relevant to meeting their RHNA allocation. This must include an inventory of land suitable for residential development to identify sites that can be developed for housing within the specified planning period to accommodate the jurisdiction's share of the regional housing need. Existing state law also requires cities and counties to rezone parcels of its choosing if its inventory of land suitable for residential development does not identify adequate sites to accommodate the need for households of all income levels.

Existing law prohibits a city or county from rejecting a housing development project that complies with the jurisdiction's objective general plan, zoning standards, or design review. In addition, existing law prohibits a jurisdiction from requiring a project be developed at a lower density than allowed by right for it to be approved, unless the jurisdiction makes specified written findings that the development would have a specific, adverse impact on the public health and safety unless the project is developed at a lower density, and that there is no way to mitigate the adverse impacts except to reduce the density or disapprove the project.

Existing law requires each jurisdiction to submit an annual progress report to HCD regarding its progress in meeting its RHNA allocation and authorizes HCD to notify the Attorney General if at any time a jurisdiction is found out of compliance with its housing element.

At the CEHD Committee meeting on September 5, 2019, members requested a report summarizing current legislative bills related to housing, including those that may impact local jurisdictions in the update of their housing elements following the 6th cycle RHNA process. While the following report provides a summary of legislative highlights on these issues, jurisdictions should consult their city attorney to better understand the implication of the specific legislation in their community.

Budget-Related Measures:

Bill: AB 101 **Author:** Committee on Budget
Title: Housing development and financing

Status: 07/31/2019 – Approved by the Governor and Chaptered by Secretary of State - Chapter 159, Statutes of 2019.

AB 101 is the comprehensive budget trailer bill dealing with housing production and homeless initiatives. The legislation includes the following:

Local Government Planning Support Grants Program:

The legislation establishes the Local Government Planning Support Grants Program administered by HCD for the purpose of providing regions and jurisdictions with one-time funding. The bill requires HCD to allocate \$250 million to councils of governments and local jurisdictions to be used for technical assistance, the preparation and adoption of planning documents, and process improvements to accelerate housing production and to facilitate compliance with the 6th cycle of the RHNA.

Jurisdiction Population	Grants Available (in thousands)
Greater than 750K	\$1,500
Greater than 300K	\$750
Between 100K and 299K	\$500
Between 60K and 99K	\$300
Between 20K and 59K	\$150
Less than 19K	\$65

This bill, by December 31, 2022, also requires HCD, in collaboration with the Office of Planning and Research and after engaging in stakeholder participation, to develop a recommended, improved RHNA process and methodology that promotes and streamlines housing development and substantially addresses California’s housing shortage. AB 101 require HCD to submit a report on its findings and recommendations to the Legislature upon completion.

Infill Infrastructure Grant Program of 2019:

AB 101 establishes the Infill Infrastructure Grant Program of 2019, which requires HCD to establish and administer a grant program to allocate \$500 million to capital improvement projects that are an integral part of, or necessary to facilitate the development of, a qualifying infill project or qualifying infill area.

Housing Elements-Related:

Process Improvements:

AB 101 requires HCD to post on its Internet website a list of jurisdictions that have failed to adopt a housing element that has been found by HCD to be in substantial compliance with state Planning and Zoning Law. If a jurisdiction is included on that list, the bill would require HCD to offer the jurisdiction the opportunity for two meetings (in-person or telephone) to discuss the jurisdiction’s

failure to adopt a housing element that is found to be in substantial compliance with specified provisions of the Planning and Zoning Law and to provide that jurisdiction with written findings regarding that failure.

Financial Incentives:

AB 101, for award cycles starting on or after July 1, 2021, would require that jurisdictions that have adopted housing elements determined by HCD to be in substantial compliance with specified provisions of the Planning and Zoning Law and that have been designated by HCD as “pro-housing” be awarded additional points in the scoring of program applications for housing and infrastructure programs pursuant to guidelines adopted by HCD.

Financial Penalties:

AB 101 also requires, in any legal action brought in connection with an alleged violation of state housing law, that the Attorney General request the court to issue an order or judgment directing a violating jurisdiction to bring its housing element into substantial compliance with state housing law and would require the court retain the jurisdiction to ensure that its order or judgment is carried out. The bill would require a court to conduct a status conference if a jurisdiction has not complied with the order or judgment within a specified time period. AB 101, following the status conference and upon a determination that the jurisdiction failed to comply with the order or judgment, would require the court to, among other things, impose fines. If the jurisdiction has not complied with the order or judgment within specified time periods after the imposition of fines, the bill would require the court to conduct additional status conferences and multiply the amount of the fine and order the appointment of an agent of the court to bring the jurisdiction’s housing element into substantial compliance. The bill requires HCD, prior to bringing any suit for a violation by a jurisdiction of a specified provision of law, to offer the jurisdiction the opportunity for two meetings in person or via telephone to discuss the violation and to provide the jurisdiction written findings regarding the violation, as specified.

This bill would require Department of Finance to maintain a list of programs for which a jurisdiction is ineligible if it fails to adopt a housing element that is found to be in substantial compliance with state Planning and Zoning Law.

Affordable Housing Programs:

AB 101 provides an additional \$500 million to the Low Income Housing Tax Credit Program and continuously appropriates \$500 million to the California Housing Finance Authority’s and requires that these moneys be used to finance low and moderate income housing.

Homelessness Prevention Programs:

Homeless Housing, Assistance, and Prevention Program

AB 101 establishes the Homeless Housing, Assistance, and Prevention Program administered by the Business, Consumer Services, and Housing Agency to provide jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address homelessness challenges. The bill requires the agency to distribute \$650 million among cities, counties, and continuums of care. The bill, no later than February 15, 2020, would require an applicant to submit to the agency its program allocation application. The bill would require the agency to review each plan and make an allocation determination no later than April 1, 2020. The bill would require a recipient of program funds to submit annual progress reports to the agency and a final report, no later than January 1, 2026, regarding the expenditure of funds under the program.

Low Barrier Navigation Centers

AB 101 requires that a Low Barrier Navigation Center development be a use by right in areas zoned for mixed-uses and non-residential zones permitting multifamily uses if it meets specified requirements. The bill defines “Low Barrier Navigation Center” as a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. The bill would define the term “use by right” in this context to mean that the local government’s review of the Low Barrier Navigation Center development may not impose certain requirements, such as a conditional use permit or other discretionary review or approval. The bill would provide that the California Environmental Quality Act (CEQA) does not apply to an action taken by a public agency to lease, convey, or encumber land owned by a public entity or to facilitate the lease, conveyance, or encumbrance of land owned by a public agency, or to provide financial assistance to, or otherwise approve, a Low Barrier Navigation Center constructed or allowed by this bill. In addition, AB 101, by authorizing Low Barrier Navigation Center developments to be a use by right under certain circumstances, would expand the exemption for the ministerial approval of projects under CEQA. AB 101 sunsets these provisions as of January 1, 2027.

Other Programs:

AB 101 does several other actions including revising the composition of California Tax Credit Allocation Committee to include the Director of HCD and the Executive Director of the California Housing Finance Agency. The bill also makes changes to the Joe Serna, Jr. Farmworker Housing Grant Fund. In addition, the legislation changes the minimum allocation to an applicant that is a newly established housing trust fund to \$500,000 and increases the minimum allocation to all other trusts to above \$1 million.

Policy-Related Measures:

Bill: AB 68 **Author:** Phil Ting (D-San Francisco)
Title: Land use: accessory dwelling units

Status: 09/13/2019 – Passed. To engrossing and enrolling.

The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multi-family residential zones and requires such an ordinance to impose standards on accessory dwelling units, including, among others, lot coverage. Current law also requires such an ordinance to require that the accessory dwelling units to be either attached to, or located within, the living area of the proposed or existing primary dwelling, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. This bill would delete the provision authorizing the imposition of standards on lot coverage and would prohibit an ordinance from imposing requirements on minimum lot size.

Bill: AB 1486 **Author:** Phil Ting (D-San Francisco)

Title: Surplus Lands Act

Status: 09/12/2019 – Passed. To engrossing and enrolling.

AB 1486 expands the Surplus Land Act requirements for local agencies, requires local governments to include specified information relating to surplus lands in their housing elements and annual progress reports (APRs), and requires HCD to establish a database of surplus lands. In addition the AB 1486 expands the requirements for local agencies in an effort to achieve more affordable housing on surplus properties. Existing law requires agencies, when disposing of surplus land, to first offer it for sale or lease for the purpose of developing affordable housing. The bill analysis states that local agencies have attempted to circumvent the Surplus Land Act process in the past. AB 1486 requires a local agency disposing of surplus land to notify interested affordable housing developers of the anticipated disposition and requires HCD to maintain notices of availability on its website.

Bill: AB 1763 **Author:** Phil Ting (D-San Francisco)

Title: Land use: accessory dwelling units

Status: 09/11/2019 – Enrolled and presented to the Governor.

Would require a density bonus to be provided to a developer who agrees to construct a housing development in which 100% of the total units, exclusive of managers' units, are for lower income households, as defined. However, the bill would provide that a housing development that qualifies for a density bonus under its provisions may include up to 20% of the total units for moderate-income households, as defined. The bill would also require that a housing development that meets these criteria receive four incentives or concessions under the Density Bonus Law and, if the development is located within ½ of a major transit stop, a height increase of up to 3 additional stories or 33 feet.

Bill: SB 13 **Author:** Bob Wieckowski (D- Fremont)
Title: Land use: accessory dwelling units
Status: 09/20/2019 – Enrolled and presented to the Governor.

SB 13 would authorize the creation of accessory dwelling units in areas zoned to allow single-family or multi-family dwelling residential use. The bill would also revise the requirements for an accessory dwelling unit by providing that the accessory dwelling unit may be attached to, or located within, an attached garage, storage area, or other structure, and that it does not exceed a specified amount of total floor area.

Bill: SB 50 **Author:** Scott Wiener (D-San Francisco)
Title: Housing development: Housing Accountability Act: permit streamlining
Status: 05/13/2019 – Placed on Senate Appropriations Committee Suspense File.

As introduced on December 3, 2019, SB 50 would require cities and counties to provide an “equitable communities” incentive to developers constructing a residential development if the project met certain criteria, including that the residential development is a (1) jobs-rich housing project; (2) transit rich housing project; (3) site does not contain or has not contained occupied housing withdrawn from rent or lease; and (4) other state requirements. Residential developments eligible for this equitable communities incentive would receive waivers from controls on density and vehicle parking requirements. This is the second year in which Senator Wiener introduced a bill to increase density for projects meeting certain criteria (SB 827 in 2018). SB 50 was placed in the Senate Appropriations suspense file on May 13, 2019 and was made a two-year bill.

Bill: SB 330 **Author:** Nancy Skinner (D-Berkeley)
Title: Housing Crisis Act of 2019
Status: 09/17/2019 – Enrolled and presented to the Governor.

The Housing Accountability Act requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. The act requires a court to impose a fine on a local agency under certain circumstances and requires that the fine be at least \$10,000 per housing unit in the housing development project on the date the application was deemed complete.

Bill: SB 592 **Author:** Scott Wiener (D-San Francisco)
Title: Housing development: Housing Accountability Act: permit streamlining



Status: 09/11/2019 – Re-referred to Assembly Committee on Rules.

SB 592 would make the Housing Accountability Act applicable to any land use decision by a local agency including, but not limited, a ministerial or use by right decision or a discretionary approval. The bill was referred to the Local Government Committee on September 6, 2019, and re-referred to the Rules Committee on September 11, 2019. SB 592 did not meet the September 13, 2019 deadline for bills to be passed on the floor.

FISCAL IMPACT:

Funding for staff work is included in FY 2019-20 Indirect Cost Budget in project account 810.0120.10 (Legislation).



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Dorothy Suchkova, Senior Regional Planner, Planning Division,
(213) 236 - 1932, suchkova@scag.ca.gov
Subject: Walktober and International Walk to School Month

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

October is Walktober and International Walk to School Month. Walktober is a campaign encouraging people to walk for physical health, mental health, to meet people, to see new things, simply get places or all of the above. International Walk to School Month encourages children to join hundreds of thousands of pupils across the globe celebrating the walk to school. SCAG is supporting activities across the region by providing safety and encouragement resources available to partners for Walktober and International Walk to School Month.

BACKGROUND:

Walktober, recognized every October, is a campaign encouraging people to walk for physical health, mental health, to meet people, to see new things, simply get places or all of the above. International Walk to School Month encourages children to join hundreds of thousands of pupils across the globe celebrating the walk to school. Historically, SCAG has celebrated Walktober and International Walk to School Month through its *Go Human* program, supporting local jurisdictions at events or by providing co-branded safety education materials.

Campaigns such as Walktober and International Walk to School Month (<http://www.walkbiketoschool.org/>) celebrate and promote walking, raise awareness for the need to create safer routes for walking and bicycling to school and emphasize the importance of issues such as increasing physical activity among children, pedestrian safety, traffic congestion and

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To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

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concern for the environment. These events build connections between families, schools and the broader community.

SCAG launched *Go Human* in 2015, with a main goal of encouraging people to walk and bike more frequently. The campaign has a multi-faceted approach to achieving its goals, including a regional advertising campaign, pop-up safety demonstration event resources and a partnership strategy through which SCAG shared co-branded materials.

This year, SCAG's *Go Human* program will celebrate Walktober and International Walk to School Month by continuing to provide support to local jurisdictions as they plan celebrations, educational events or encouragement campaigns. *Go Human* will make its educational and safety resources available, including its Go Human Challenge (educational, interactive modules) as well as its Kit of Parts, comprised of different design treatments that can be showcased to demonstrate safer roadways. Beyond Walktober and International Walk to School Month, SCAG's active transportation safety and encouragement resources are available throughout the year to member cities and agency partners.

FISCAL IMPACT:

None



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Anita Au, Associate Regional Planner, Compliance &
Performance Monitoring, 213-236-1874, Au@scag.ca.gov
Subject: Connect SoCal Environmental Justice Report

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

For Information Only – No Action Required

RECOMMENDED ACTION FOR TC, CEHD 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:

Following the success of the 2016 RTP/SCS Environmental Justice Appendix, SCAG staff have been working on updating and improving the Connect SoCal Environmental Justice (EJ) Report with the input received from the Environmental Justice Working Group, Connect SoCal Workshops and various other EJ stakeholder engagement. The Connect SoCal EJ Report conducts analyses on the existing 18 performance indicators in three EJ-related areas. Enhancements of the report include 1) reorganizing the 18 performance indicators into relatable categories for easier reading, 2) adding General Plan Element indicators to help local jurisdiction easily use the EJ Report for their General Plan updates, 3) improving and expanding on the technical analysis on various performance indicators and 4) significantly revising and expanding the EJ Toolbox. After the adoption of Connect SoCal, staff will continue to improve on the EJ outreach and analysis by means of continuing the Environmental Justice Working Group to seek out collaborative solutions for our regional goals of environmental justice.

BACKGROUND:

Consideration of EJ in the transportation planning process stems from Title VI of the Civil Rights Act

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of 1964. Title VI establishes the need for transportation agencies to disclose to the public the benefits and burdens of proposed projects on minority populations. As a governmental entity that receives federal funding, SCAG is required to conduct an EJ analysis for its regional transportation plan/sustainable community strategy. In addition to Federal requirements, SCAG must also comply with California Government Code Section 11135, which states that, “No person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, genetic information, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state.” Therefore, SCAG’s EJ Program includes two main elements: public outreach and technical analysis. In the regional transportation planning context, SCAG’s role is to (1) ensure that low-income and minority communities have ample opportunity to participate in the decision-making process when transportation decisions are made and (2) identify whether such communities receive an equitable distribution of benefits and not disproportionate share of burdens. SCAG’s EJ analysis is based on extensive outreach to EJ stakeholders and developed through their input.

Following the success of the 2016 RTP/SCS Environmental Justice Appendix, SCAG staff have been working on updating and improving the Connect SoCal Environmental Justice (EJ) Report with the input received from the Environmental Justice Working Group (EJWG), Connect SoCal Workshops and various other EJ stakeholder engagement. SCAG staff has held six (6) EJWG meetings since May 2018 which was when EJ outreach for Connect SoCal began. EJWG participants have provided valuable input on the areas for improvement in outreach and the organization of the report, and areas of enhancement for the performance indicators and the EJ Toolbox. Input on the EJ Report was also gathered during all the Connect SoCal Workshops in May and June 2019 through an interactive poster which included all the EJ performance indicators and asked participants to rank the top three areas they were most concerned with. SCAG staff also had additional communications and meetings with various EJ stakeholders for additional feedback on the development of the EJ Report. All comments were considered and many were implemented into the EJ Report.

The Connect SoCal EJ Report conducts analyses on the existing 18 performance indicators in three EJ-related areas. Based on feedback from the EJWG, the existing 18 performance indicators were reorganized into four categories with relatable questions to make for easier reading. The relatable questions are: (1) How will this impact quality of life; (2) how will this impact health and safety; (3) how will this impact the commute; and (4) how will this impact transportation costs. SCAG staff also added a new feature to the report which includes an icon next to each performance indicators to indicate which General Plan Element is applicable for that performance indicator. Table 1 shows how the performance indicators are categorized with the applicable General Plan Elements.

Table 1: Connect SoCal EJ Report Performance Indicators

EJ Performance Indicators	General Plan Elements
How Will This Impact Quality of Life?	
Jobs-Housing Imbalance or Jobs-Housing Mismatch	Land Use; Housing
Neighborhood Change and Displacement	Land Use; Housing
Accessibility to Employment and Services	Land Use; Circulation
Accessibility to Parks	Land Use; Circulation; Conservation; Open Space
Proximity to Parks and Schools	Land Use; Circulation; Conservation; Open Space
How Will This Impact Health and Safety?	
Active Transportation Hazards	Land Use; Circulation; Safety
Climate Vulnerability	Land Use; Safety
Public Health	Safety
Noise Impact Analyses	Land Use; Circulation; Safety; Noise
Emissions Impact Analyses	Land Use; Circulation; Safety
Environmental Impacts in the Freeway Adjacent Areas	Land Use; Circulation; Safety
How Will This Impact The Commute?	
Distribution of Travel Time Savings and Travel Distance Reductions	Circulation
Rail-Related Impacts	Circulation
Share of Transportation System Usage	Circulation
How Will This Impact Transportation Costs?	
Benefits and Burdens	Land Use; Circulation
Impacts from Funding Through Mileage-Bases User Fees	Circulation

The feedback received from EJWG stakeholders helped shape the EJ report in numerous ways. Among the improvements, SCAG staff have also expanded on three specific performance indicators in the report: 1) Jobs-Housing Imbalance or Jobs-Housing Mismatch, 2) Neighborhood Change and Displacement and 3) Benefits and Burdens. Improvements for the three performance indicators are provided below:

1. As a part of the jobs-housing imbalance/mismatch analysis in the 2016 RTP/SCS, SCAG conducted the Jobs-Housing Fit (JHFIT) analysis for cities in the SCAG region, based on the JHFIT methodology developed by UC Davis Center for Regional Change. For Connect SoCal, SCAG applied an updated JHFIT methodology that characterizes low-wage jobs-housing fit at both a jurisdiction and the census tract scale, by examining a ratio between low-wage jobs and affordable rental units. In contrast to overall jobs-housing balance, the low-wage fit analysis is helpful to highlight those jurisdictions and neighborhoods where there is a substantial shortage of affordable housing in relation to the number of low-wage jobs. To

conduct the JHFIT analysis, SCAG employed publicly available data on job numbers from the LEHD Origin-Destination Employment Statistics (LODES) and housing numbers from the 2013-2017 American Community Survey (ACS) 5-Year Estimates.

2. For neighborhood change and displacement analysis, four variables such as education, race/ethnicity, household income and growth rent were applied to analyze gentrification for almost four decades from 1980 to 2017. To analyze displacement, ACS Public User Microdata Sample (PUMS) data were used to see migration flows in the region. Staff also collaborated with Dr. Rodnyansky of Occidental College, who has access to franchise tax board data to analyze mover types by transit and non-transit neighborhood.
3. SCAG Staff has expanded on the benefits and burden analysis by including a brief description and qualitative analysis of Senate Bill 1 (SB1), which is the Road Repair and Accountability Act of 2017, signed into law on April 2017. The bill increases state funding for different transportation segments—roads, freeways, bridges, transit, and safety—from various state transportation taxes and fees, including gasoline excise taxes, diesel excise and sales taxes, and vehicle taxes and fees. Staff has provided a comparative analysis between SB1 and user-based mileage fees, which is a long-term replacement to the gasoline tax. The gas tax is inherently regressive and adversely impact low-income and minority population who have been always negatively and disproportionately impacted. However, Connect SoCal continues to advocate the user based image fees after 2030 to replace gasoline taxes and with its success, will completely reverse the EJ concerns with gasoline taxes.

Building on the previous EJ Toolboxes, SCAG staff has significantly expanded and improved on the EJ Toolbox for the Connect SoCal EJ Report. The toolbox underwent two rounds of intensive review from the EJWG and other SCAG staff with specific expertise relating to specific sections of the toolbox. SCAG staff has incorporated most, if not all, comments into the toolbox and will continue to do so after the adoption of Connect SoCal in April 2020. The Connect SoCal EJ Toolbox is intended to be a dynamic document that will change and update to have the most relevant and applicable recommendations and resources. The toolbox provide recommended practices and approaches to local jurisdictions and EJ stakeholders to address potential impacts to impacted communities. The toolbox provides optional policy and strategy recommendations but can be used as a resource document for local jurisdictions with disadvantaged communities to comply with SB 1000 requirements, which requires all local jurisdictions in California with disadvantaged communities to develop an EJ Element or include EJ goals, policies and objectives in their General Plans. The toolbox can also be used as a resource for EJ community organizations to advocate for solutions for impacted communities. The format follows the organization of the EJ Report Performance Indicators with consideration of the Governor’s Office of Planning and Research’s (OPR’s) required contents in an EJ Element of a General Plan and includes applicable General Plan Element icons used throughout the EJ Report. The EJ Toolbox sections include:

-
- Healthy, Safe and Sanitary Housing
 - Access to Essential Services and Facilities
 - Active Living, Active Transportation and Physical Activity
 - Climate Vulnerability and Resiliency
 - Roadway and Aviation Noise Impacts
 - Air Quality and Air Pollution Exposure Impacts
 - Impacts of Road Pricing Mechanisms
 - Community Outreach and Engagement
 - Other Policy Recommendations for Environmental Justice Impacts

SCAG staff will continue to work on the Connect SoCal EJ Report in anticipation of the November 2019 draft release of Connect SoCal. After the draft release in November 2019 and final release and adoption in April 2020, SCAG staff will continue to convene the EJWG in support of an ongoing EJ Program. As the goals of the EJ Program is to provide a platform for EJ stakeholders to discuss EJ related issues and develop collaborative solutions for regional goals, SCAG staff will foster information sharing with and seek input from the EJWG to help identify potential solutions to incorporate into future plans or policies.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2019-2020 Overall Work Program (20-020.0161.06: Environmental Justice Outreach and Policy Coordination).

ATTACHMENT(S):

1. PowerPoint Presentation on Connect SoCal Environmental Justice



Environmental Justice Report

Update

Energy and Environment Committee

October 3, 2019

www.scag.ca.gov



Environmental Justice Program

Update

Anita Au

Compliance and Performance Monitoring

October 3, 2019

www.scag.ca.gov



EJ Regulatory Compliance



- Title VI of the Civil Rights Act of 1964
 - Disclose benefits and burdens of proposed projects on minority populations
- California Government Code Section 11135
 - Any state funded program or activity cannot deny access to benefits or discriminate against specific populations

SCAG's EJ Program



- Main Elements:
 - Public Outreach
 - Technical Analysis
- Regional Transportation Planning Context
 - Ensure that low-income and minority communities have ample opportunity to participate in the decision-making process when transportation decisions are made
 - Identify whether such communities receive an equitable distribution of benefits and not disproportionate share of burdens

EJ Toolbox Purpose

- Building on previous EJ Toolboxes
- Provide toolbox of recommended practices and approaches to address potential impacts to environmental justice communities
- Optional policy and strategy recommendations
- Resource document for local jurisdictions with disadvantaged communities to comply with SB 1000 requirements
- Resource for EJ community organizations when advocating for solutions for EJ-related community issues

2016 EJ Toolbox

- Access to Parks, Schools, Shopping, Employment
- Air Quality Impacts Along Freeways and Heavily Traveled Corridors
- Active Transportation Hazards
- Gentrification and Displacement
- Public Health Impacts
- Rail-Related Impacts
- Road Pricing Mechanisms
- Noise Impacts

Connect SoCal EJ Toolbox Sections



- Healthy, Safe and Sanitary Housing
- Access to Essential Services and Facilities
- Active Living, Active Transportation and Physical Activity
- Climate Vulnerability and Resiliency
- Roadway and Aviation Noise Impacts
- Air Quality and Air Pollution Exposure Impacts
- Impacts of Road Pricing Mechanisms
- Community Outreach and Engagement
- Other Policy Recommendations for Environmental Justice Impacts

Connect SoCal EJ Toolbox Sections



- **Healthy, Safe and Sanitary Housing**
- Access to Essential Services and Facilities
- **Active Living, Active Transportation and Physical Activity**
- **Climate Vulnerability and Resiliency**
- Roadway and Aviation Noise Impacts
- **Air Quality and Air Pollution Exposure Impacts**
- Impacts of Road Pricing Mechanisms
- Community Outreach and Engagement
- Other Policy Recommendations for Environmental Justice Impacts

Healthy, Safe and Sanitary Housing



- Promote healthy, safe and sanitary housing focusing on three components: housing condition, housing affordability and land-use compatibility
- Types of recommended practices and approaches:
 - More assistance programs
 - Equitable distribution of housing in DAC areas
 - Explore anti-displacement strategies
 - Increase affordability and availability
 - Promote awareness

Healthy, Safe and Sanitary Housing



Example Recommended Practices and Approaches:

- Consider replacement housing policies to minimize the displacement of low-income residents from demolished or converted units
- Provide public education and/or materials to educate residents on potential hazards that can lead to unhealthy housing conditions and encourage residents to take action
- Explore the applicability of community land trusts to preserve local land ownership
- Create homeowner assistance programs to assist low income families to purchase homes or prevent foreclosures

Active Living, Active Transportation and Physical Activity



- Remove barriers that lead to active lifestyles and increase access to active transportation networks which contribute to increased physical activity
- Includes two sections
 - Active Transportation and Public Health
 - Food Access
- Types of recommended practices and approaches:
 - Improvements and enhancements of existing infrastructure
 - Promote and increase awareness
 - More coordination and partnerships

Active Living, Active Transportation and Physical Activity



Example Recommended Practices and Approaches:

- Adopt and implement complete streets policies requiring jurisdictions to design streets that are safe and accessible for all modes of travel. Complete streets designs include traffic-calming measures as well as reallocation of street space to people walking and bicycling
- Develop or update transportation infrastructure, such as sidewalks, bicycle lanes and street lighting to encourage active transportation within communities
- Set up school- or community-based programs that integrate gardening and nutrition, and make the connection between healthy food choices and locally-grown fresh produce
- Encourage the development of healthy food establishments in areas with high concentrations of fast food establishments, convenience stores and liquor stores

Climate Vulnerability and Resiliency



- Reduce risk of hazardous impacts like extreme heat, flooding, wildfire, drought, and sea-level rise for all communities
 - Prevent risks to the built and natural environment
- Types of recommended practices and approaches:
 - Preventative measures
 - Improvements and enhancements of existing infrastructure
 - More coordination and partnerships
 - Adoption/implementation of new and innovative plans

Climate Vulnerability and Resiliency



Example Recommended Practices and Approaches:

- Support measures for extreme heat resiliency and adaptation like encourage more urban greening and forestry to increase tree and vegetation cover, create cool/green roofs, reduce impervious surfaces, use cool pavements, and provide cooling centers with reliable power sources
- Coordinate emergency response and transportation resources available to vulnerable communities and populations
- Require new developments in and near flood-prone areas to use permeable paving, rain gardens, and other low-impact development strategies to slow down floodwaters and promote groundwater infiltration especially in EJ communities who have less economic opportunity to move out of flood-prone areas

Air Quality and Air Pollution Exposure Impacts



- Avoid, reduce, or mitigate disproportionate air quality and air pollution impacts in low-income and minority populations, especially those living in close proximity to freeways, highly travelled corridors, ports, and logistics activities
- Types of recommended practices and approaches:
 - Encourage street and infrastructure design to avoid, reduce, or mitigate impacts
 - Manage or restrict pollution sources
 - Improvements and enhancements of existing infrastructure

Air Quality and Air Pollution Exposure Impacts



Example Recommended Practices and Approaches:

- Consider policies that can help reduce air pollution exposure like restrict number of pollution sources specifically in EJ communities, create monitoring systems or requirements to ensure pollution or exposure can be contained, or partner with local air management districts or community organizations to outreach to residents and gather input to establish mitigation monitoring programs
- Devise strategies to reduce traffic emissions like speed reduction in neighborhood streets like roundabouts and speed dumps, traffic signal synchronization, or speed limit reduction on high-speed roadways
- Recognize and actively promote and adopt policies to create a multimodal transportation system that reduces solo driving

Environmental Justice Report

Technical Updates

Tom Vo, Senior Regional Planner
Research & Analysis Department
EEC, October 3, 2019



Regional, Local, and Community Analysis



Regional Analysis

- Appropriate when determining system-wide impacts (e.g. Financial Benefits and Burdens, etc.)

Localized Analysis

- Appropriate for determining adverse impacts at the community level (e.g. emissions, noise, etc.)

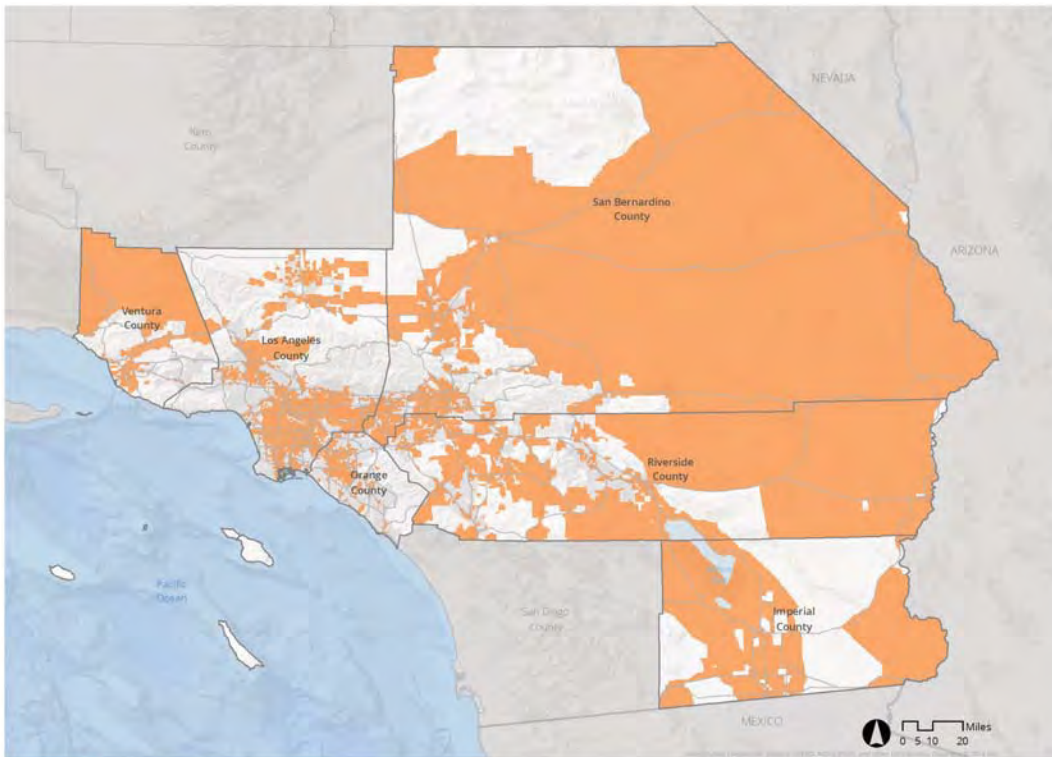
Community Analysis

- Appropriate for tabulating impacts of the RTP/SCS in selected places according to a “Communities of Concern” approach (e.g. accessibility, traffic safety, etc.)

Community-Based Analysis



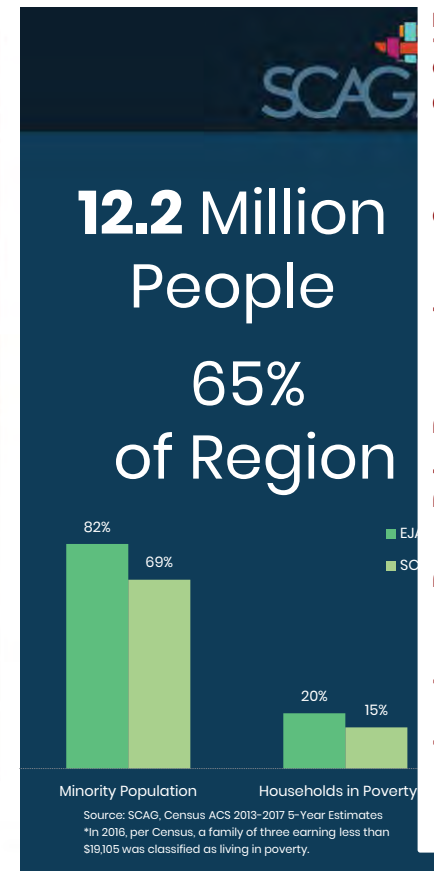
- **Environmental Justice Areas (EJA)** – Transportation Analysis Zones (TAZs), which are similar to block groups, that have a higher concentration of minority **OR** low income households than is seen in the region as a whole.
- **SB 535 Disadvantaged Communities (DAC)** – Census tracts that have been identified by Cal/EPA as Disadvantaged Communities (top 25% of CalEnviroScreen) based on the requirements set forth in SB 535
- **Communities of Concern (COC)** – Census Designated Places (CDPs) and City of Los Angeles Community Planning Areas (CPAs) that fall in the upper 1/3rd of all communities in the SCAG Region for having the highest concentration of minority population **AND** low income households



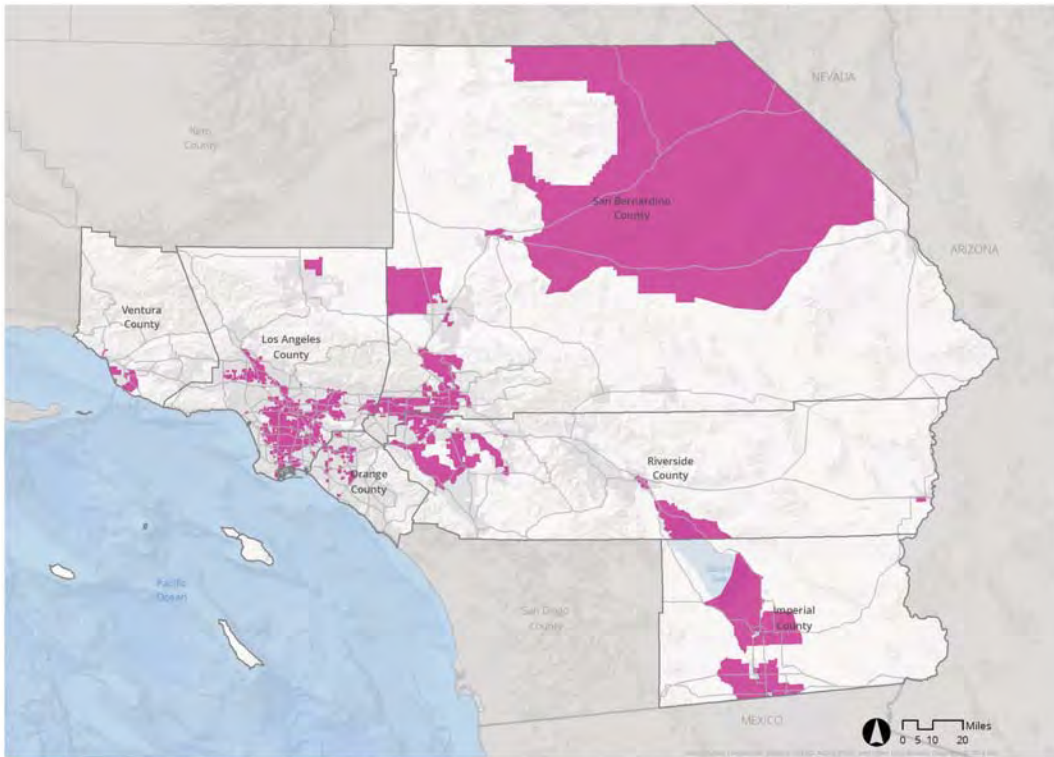
■ Environmental Justice Areas
 County Boundaries
 City Boundaries
 — Freeway
 Source: Census PUMS, SCAG, 2019

Map Title: EJ_areas

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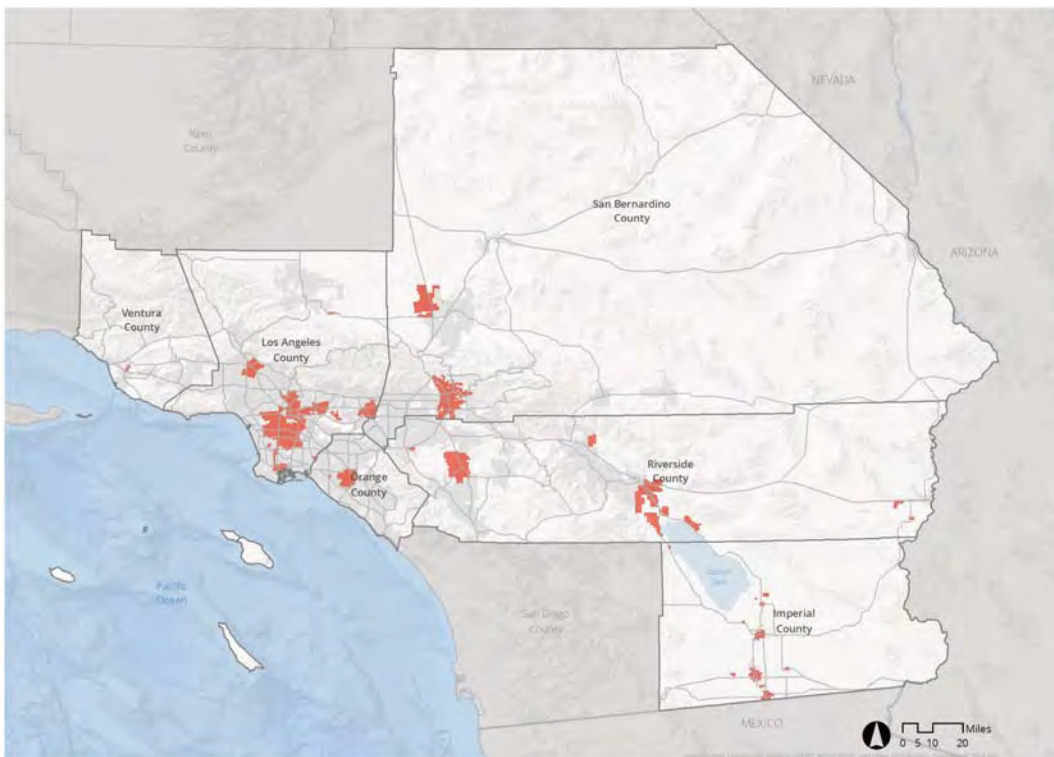
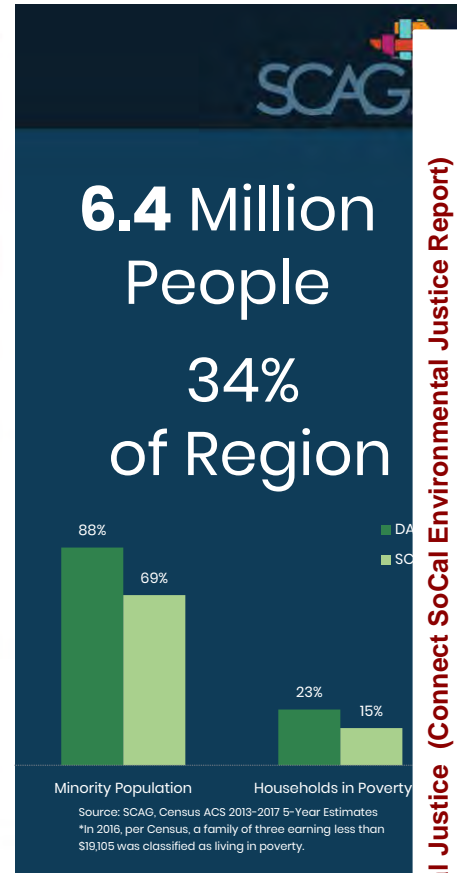


Attachment: PowerPoint Presentation on Connect SoCal Environmental Justice (Connect SoCal Environmental Justice Report)



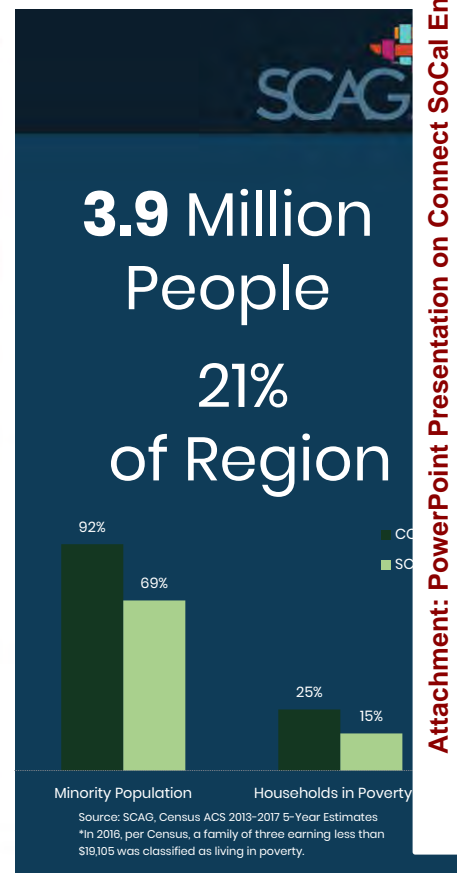
SB535 Disadvantaged Communities County Boundaries City Boundaries Freeway
 Source: OEHA, CalEPA, CalEnviroScreen Ver. 3.0, SCAG, 2019

Map Title: SB535_Disadvantaged_Communities O:\RTP_EJ\2020\mxd\BACKGROUND ON TECHNICAL ANALYSIS\SB535_Disadvantaged_Communities.mxd | Date: 7/24/2019



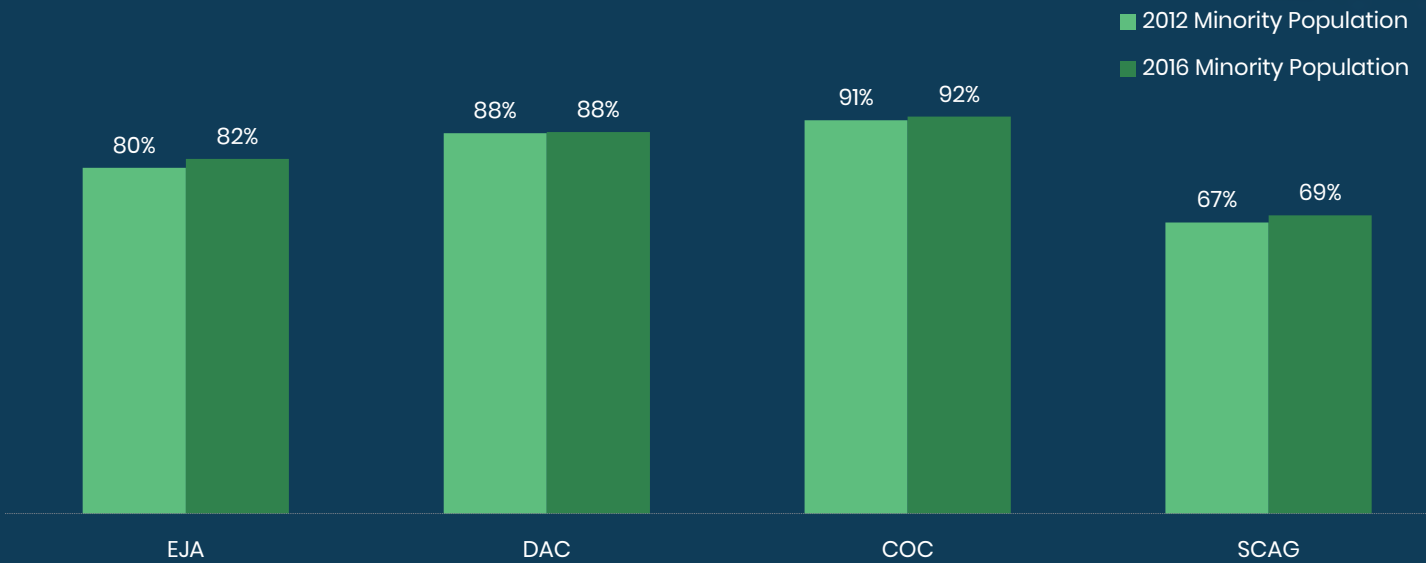
Communities of Concern County Boundaries City Boundaries Freeway
 Source: 2013-2017 ACS 5 Year Estimates, City of Los Angeles Community Planning Area, SCAG, 2019

Map Title: Communities_of_Concern O:\RTP_EJ\2020\mxd\BACKGROUND ON TECHNICAL ANALYSIS\Communities_of_Concern.mxd | Date: 7/24/2019



Attachment: PowerPoint Presentation on Connect SoCal Environmental Justice (Connect SoCal Environmental Justice Report)

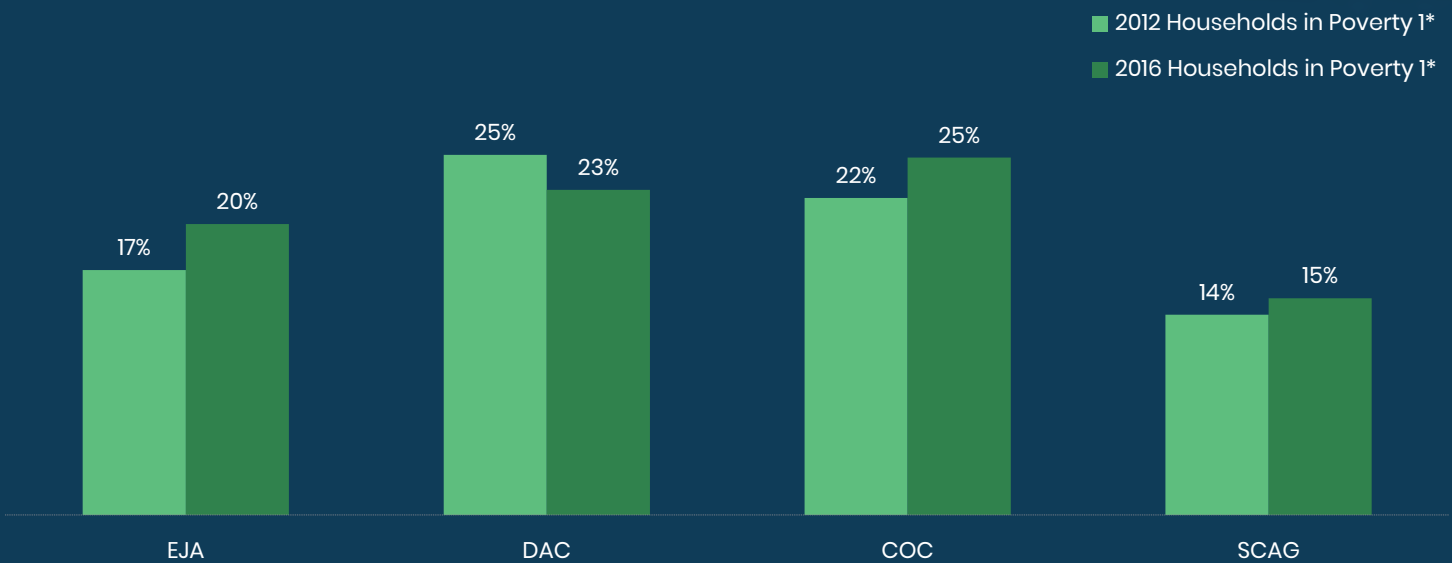
Minority Population in EJ-Related Boundaries



Source: SCAG, Census ACS 2013-2017 5-Year Estimates

*In 2016, per Census, a family of three earning less than \$19,105 was classified as living in poverty.

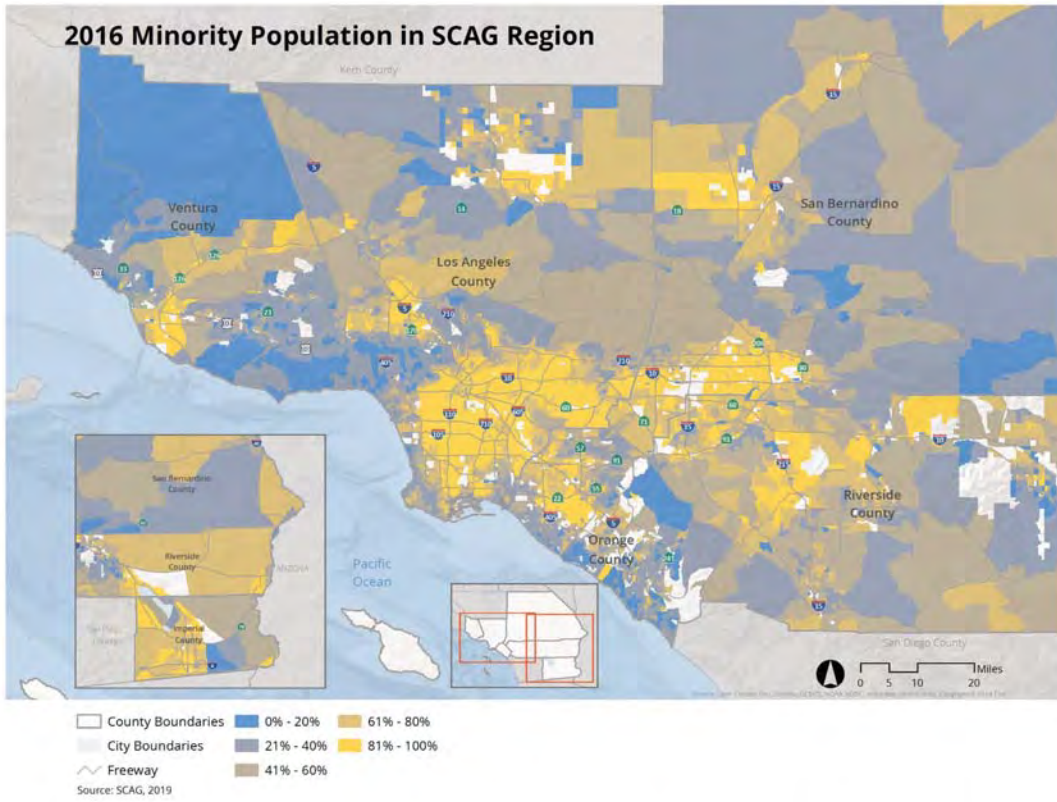
Households in Poverty in EJ-Related Boundaries



Source: SCAG, Census ACS 2013-2017 5-Year Estimates

*In 2016, per Census, a family of three earning less than \$19,105 was classified as living in poverty.

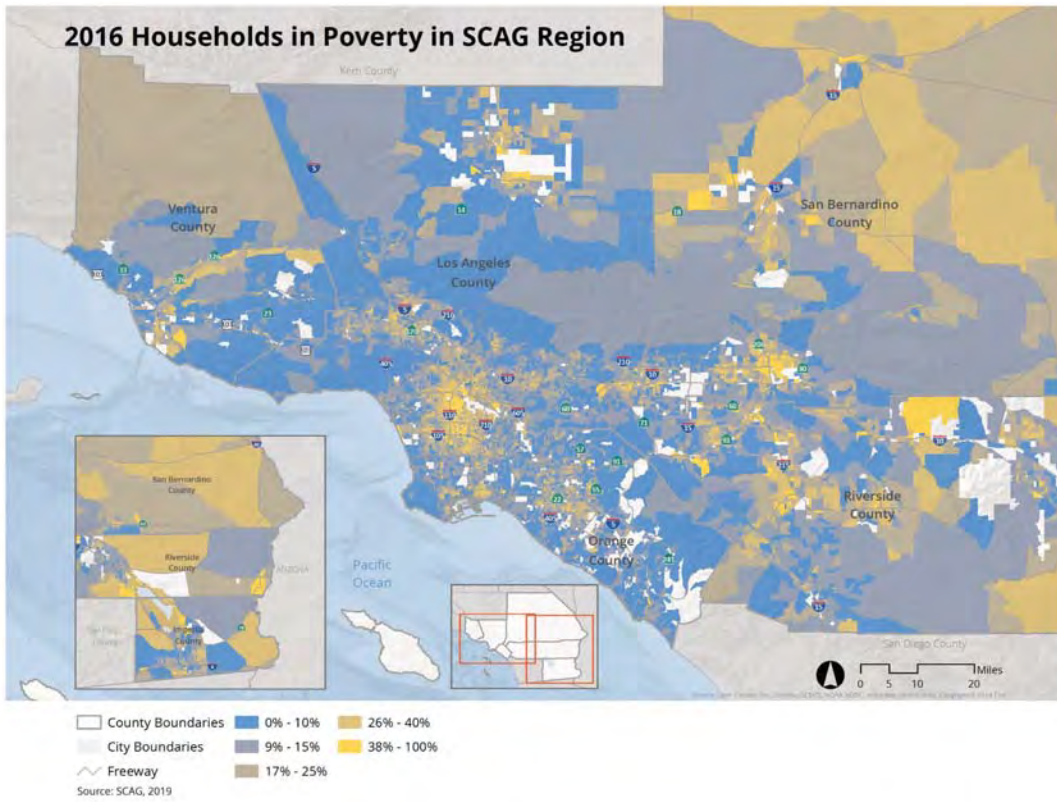
2016 Minority Population in SCAG Region



Map Title: Minority_Pop

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2016 Households in Poverty in SCAG Region



Map Title: HH_Poverty

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EJ Report Improvements



- Reorganizing the 18 performance indicators into relatable categories for easier reading
- Adding General Plan Element indicators to help local jurisdiction easily use the EJ Report for their General Plan updates (SB 1000)
- Improving and expanding on the technical analysis on various performance indicators

Performance Indicators

LU = Land Use
H = Housing
CIR = Circulation
CON = Conservation

OS = Open Space
S = Safety
N = Noise



1. How Will This Impact Quality of Life?

- Jobs-Housing Imbalance or Jobs-Housing Mismatch [LU] [H]*
- Neighborhood Change and Displacement [LU] [H]*
- Accessibility to Employment and Services [LU] [CIR]
- Accessibility to Parks [LU] [CIR] [CON] [OS]
- Proximity to Parks and Schools [LU] [CIR] [CON] [OS]

2. How Will This Impact Health and Safety?

- Active Transportation Hazards [LU] [CIR] [S]
- Climate Vulnerability [LU] [S]
- Public Health Impacts [S]

3. How Will This Impact The Commute?

- Noise Impact Analyses [LU] [CIR] [S] [N]
- Emissions Impact Analyses [LU] [CIR] [S]
- Environmental Impacts in the Freeway Adjacent Areas [LU] [CIR] [S]
- Distribution of Travel Time Savings and Travel Distance Reductions [CIR]
- Rail-Related Impacts [CIR]
- Share of Transportation System Usage [CIR]

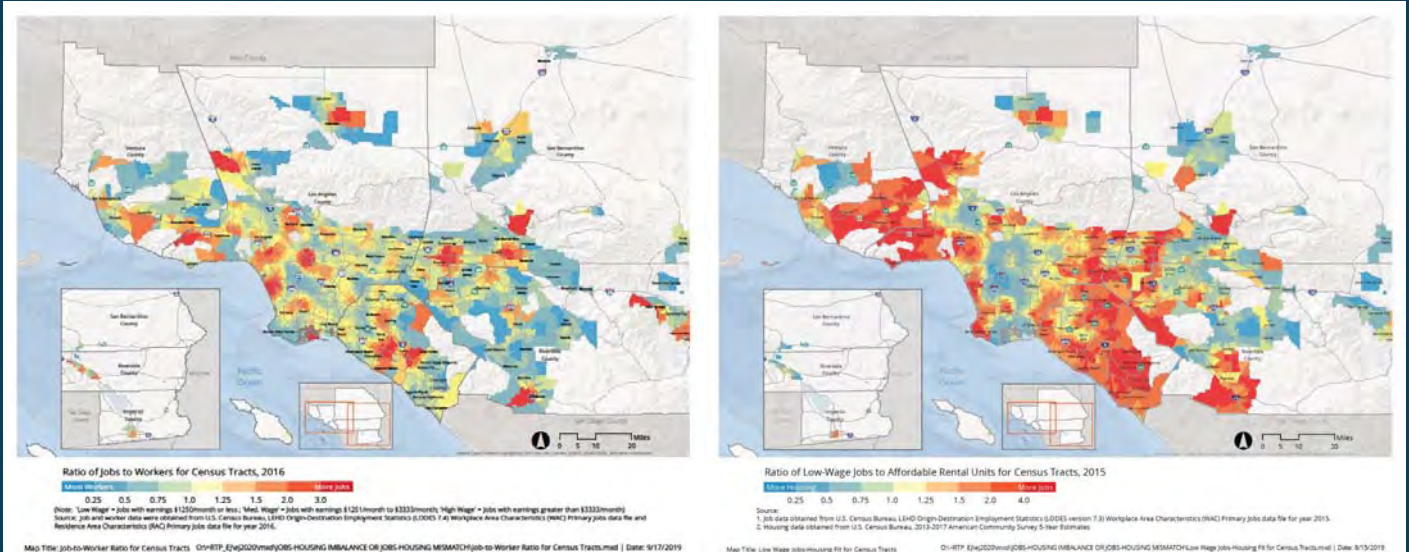
4. How Will This Impact Transportation Costs?

- Benefits and Burdens [LU] [CIR]*
- Impacts from Funding Through Mileage-based User Fees [CIR]

Jobs-Housing Imbalance or Jobs-Housing Mismatch [LU] [H]



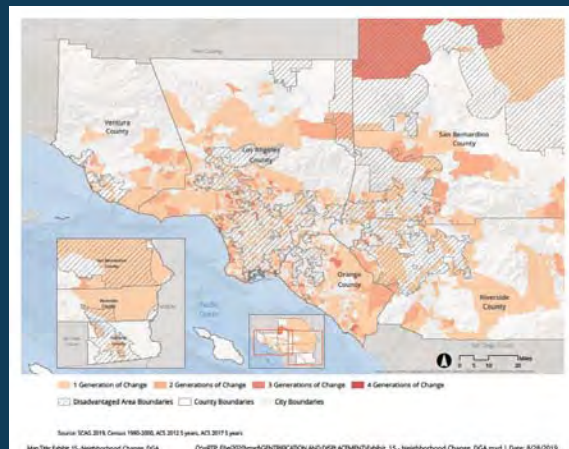
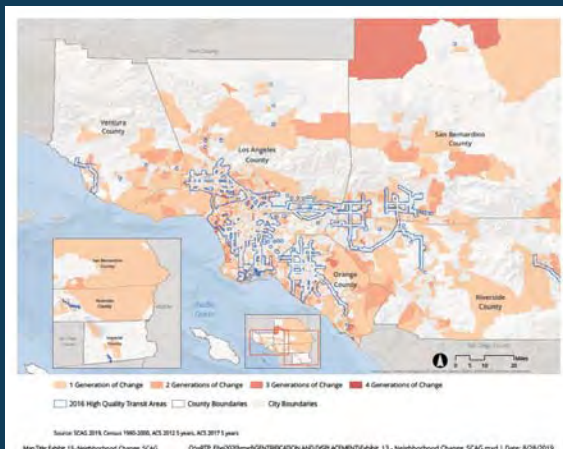
- Ratio between low-wage jobs and affordable rental units (jurisdiction and census tract scale)



Neighborhood Change and Displacement [LU] [H]*



- Improved methodology to analyze gentrification (1980 to 2017)
 - Education, race/ethnicity, household income, and gross rent at census tracts
- Identifying displacement using ACS Public User Microdata Sample (PUMS) and franchise tax board (Rodnyansky, 2018)



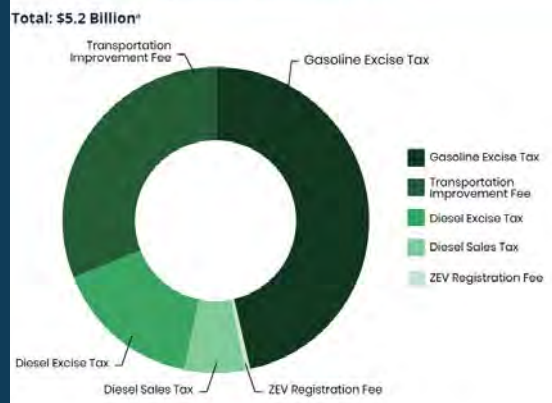
- Adding a description and qualitative analysis of Senate Bill 1 as comparing it to and user-based mileage fees
- Refer to the Transportation Finance Report for more details

TABLE 52 SB1 Tax Fee Rate Increases

	Current Rates	New Rates*	Effective Date
Fuel Taxes^b			
Gasoline Base Excise	18 cents	30 cents	November 1, 2017
Gasoline Swap Excise ^c	9.8 cents	17.3 cents	July 1, 2019
Diesel Excise ^c	16 cents	36 cents	November 1, 2017
Diesel Swap Sales	1.75 percent	5.75 percent	November 1, 2017
Vehicle Taxes And Fees^d			
Transportation Improvement Fee	---	\$25 to \$175	January 1, 2018
Zev Registration Fee	---	\$100	July 1, 2020

* Adjusted for inflation starting July 1, 2020 for the gasoline and diesel excise taxes, January 1, 2020 for the Transportation Improvement Fee, and January 1, 2021 for the ZEV registration fee. The diesel sales taxes are not adjusted for inflation.
^b Excise taxes are per gallon.
^c Current rate set annually by the state Board of Equalization. The funding package converts the variable rate to a fixed rate.
^d Per vehicle per year.
 ZEV = zero-emission vehicle.

FIGURE 59 SB1 Transportation Revenue Increases



* Reflects average annual increase over the next ten years.
 Source: Figure 2 from "Overview of the 2017 Transportation Funding Package," Mac Taylor, Legislative Analyst, LAD June 2017



Thank you!

Tom Vo (vo@scag.ca.gov)
 Anita Au (au@scag.ca.gov)

www.scag.ca.gov



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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Community
Economic & Human Development Committee (CEHD)
Regional Council (RC)
From: Sarah Jepson, Director of Transportation, Planning Division,
213-236-1955, jepson@scag.ca.gov
Subject: Local Government Planning Support Grants Program

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

AB 101 establishes the Local Government Planning Support Grants Program administered by the California Department of Housing and Community Development (HCD) for the purpose of providing regions with one-time funding. The legislation allocates \$250 million to HCD for councils of governments and jurisdictions to be used for technical assistance, the preparation and adoption of planning documents, process improvements to accelerate housing production and to facilitate the compliance with the 6th cycle of RHNA. In addition, all cities and counties in compliance with state housing law will receive between \$65,000 and \$1.5 million based on population for purposes of housing planning.

SCAG is expected to be eligible for approximately \$50 million to administer our RHNA and provide planning services to our cities and counties. Staff will share the proposed timeline and preliminary concepts for developing a program framework and funding proposal to be submitted to HCD for approval.

BACKGROUND:

With AB 101 resources, SCAG has the opportunity to foster housing production and preservation through regional planning and by providing technical and financial assistance to subregions and cities for housing and infrastructure planning activities and process improvements. Staff will pursue

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activities in the current fiscal year to establish the foundation for a robust housing program, including preparing a program framework and funding proposal to be provided to HCD no later than January 31, 2021 per state law. To accelerate program development and delivery, if enabled by HCD processes, SCAG intends to pursue the following activities to submit an application for funding as early as Spring 2020.

Draft Schedule

October-January 2020: Outreach & Program Development

- Assemble and conduct best practices research in partnership with the building community and local universities
- Targeted outreach and stakeholder engagement to assess local needs and funding gaps
- Monitor and provide input on state funding guidelines prepared by HCD, expected by January 2020
- Provide presentations to CEHD and Policy Committees on challenges and opportunities for planning and producing housing; feature housing strategies at annual Economic Summit
- Explore alignment of SCAG AB 101 resources with other state and regional funding to optimize resources allocated through the Local Government Planning Support Grants Program

January 2020-June 2020: Draft Program Framework & Guideline Development

- Draft and seek board approval of program framework and HCD funding proposal
- Develop program guidelines and application for resources to be sub-allocated or competitively awarded to eligible applicants.
- Ongoing outreach and engagement with policy committees and stakeholders

July 2020-December 2023: Program Implementation

- Finalize guidelines for resources to be sub-allocated or competitively awarded.
- Secure staff and consultant resources to deliver program elements.
- Select and implement projects through competitive call for proposals, if applicable
- Prepare and administer funding agreements with partners receiving resources through direct allocation.
- Program delivery and reporting. All funds to be expended by December 31, 2023.

Draft Program Concepts

Based on preliminary discussions with policy members and stakeholders, staff has identified the following program objectives for consideration and discussion:

Draft Program Objectives

- Align resources with allocation methodology for the 6th Cycle of RHNA to support local jurisdictions in addressing identified housing needs
- Advance Connect SoCal sustainable development goals including supporting local jurisdictions in promoting housing in priority growth areas to increase access to jobs and transit and reduce environmental impacts
- Maximize funding allocations by providing technical assistance and capacity building necessary to support local agencies in applying for and expending program resources
- Direct resources toward programs and activities that complement and increase the competitiveness of the SCAG region for other funding programs, including by increasing the number of jurisdiction that are designated by HCD as “pro-housing”, as specified in AB 101, qualifying them to receive additional points in the scoring of program applications for housing and infrastructure programs pursuant to guidelines adopted by HCD.
- Build longer term capacity at SCAG and in the region to address housing issues, including by:
 - Facilitating compliance with state housing law
 - Defining a sustainable role for SCAG that marries housing with transportation objectives
 - Strengthening regional/sub-regional partnerships, collaborations and funding models
 - Establishing regional/subregional vision as basis for future funding

Draft Program Areas and Funding Categories

Staff has also identified several funding categories based on AB 101 requirements and stakeholder feedback to further these program objectives. The draft funding categories are intended to provide the basis for more rigorous discussion and engagement on SCAG’s housing program framework. Funding categories may include:

Direct Allocations tied to RHNA Methodology

Recognizing the challenge local jurisdictions will have in planning for the unprecedented number of units identified in the 6th RHNA cycle, staff anticipates dedicating a significant portion of new funding resources to cities and counties through direct allocations based on the number of units assigned in the 6th cycle. Staff proposes the funding formula give special consideration and additional resources to jurisdictions in job and transit rich areas that are anticipated to receive allocations exceeding their 2045 growth forecast. In addition, all eligible jurisdictions could be considered for allocations to augment or support local agencies in accessing local AB 101 funding shares. Subregional councils of governments working in partnership with local jurisdictions could also serve as funding partners to achieve economies of scale and provide additional capacity in expending resources allocated to each jurisdiction in this funding category.

Competitive Grant Program

Following the model of SCAG's successful Sustainable Communities Program, staff proposes to allocate a portion of the funding for a competitive call for proposals to advance regional significant and innovative proposals for addressing the region's housing crisis in concert with Connect SoCal goals. Funding eligibility and priorities would be defined in a set of guidelines to be developed through a robust stakeholder engagement process and in full consideration of eligible funding activities outlined by HCD.

Regional Planning and Technical Assistance

Staff proposes a sub-set of the resources be set aside to support regional planning activities and the development of analytical and policy development tools and resources that enable local agencies to implement housing solutions. These resources could be used for pilot projects and case studies to test new concepts for accelerating housing production or follow the model of Go Human, SCAG's successful active transportation program, and include the development of community outreach resources or model ordinances that can be easily tailored to meet the unique needs of local jurisdictions.

In addition to covering direct program expenses, staff anticipates allocating a small portion of the funds to cover administrative costs associated with delivering activities that would be included in the Local Government Planning Support Grant Program and to reimburse expenses associated with 6th RHNA cycle.

The draft schedule and program concepts are provided as a starting point for engagement with policy committees and stakeholders and will be refined over the coming months based on HCD program guidelines and to align with the final RHNA allocation methodology and draft Connect SoCal.

FISCAL IMPACT:

Funding for staff work is included in FY 19-20 Overall Work Program under Work Element 810-0120.16 (Planning Coordination).



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

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

EXECUTIVE DIRECTOR'S
APPROVAL

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

Subject: Connect SoCal's Envisioned Growth / Sustainable Communities
Strategy

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

As the region’s population increases, ages, and diversifies, it is crucial that land use decisions and transportation investments made at the federal, state, regional and local level are coordinated to achieve Connect SoCal’s regional goals. To support a coordinated regional approach, SCAG forecasts the number of people, households, and jobs expected throughout SCAG’s 197 jurisdictions by 2045 by directly collaborating with local jurisdictions. This collaborative process will help Connect SoCal’s Sustainable Communities Strategy (SCS) set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light trucks. This aspirational regional development pattern can be achieved by applying a set of strategies and supportive land use tools guiding growth towards potential Priority Growth Areas (PGAs). Connect SoCal’s goals, tools and strategies do not dictate local policies or strategies, and applying a regional land use framework is the authority and responsibility of cities and counties.

BACKGROUND:

Growth Vision/Sustainable Communities Strategy for Connect SoCal

As the region faces unprecedented challenges looking towards 2045, it is important that land use and transportation strategies are coordinated to be able to address Southern California’s concerns on accommodating growth, promoting housing affordability and overall sustainability. This

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coordination is underscored and ultimately mandated by SB 375 (2008), and Connect SoCal will set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light trucks. Reflecting input received across the region, Connect SoCal will concentrate new growth through 2045 in areas that are well served by transit, neighborhoods that already feature very walkable infrastructure, or have a significant concentrations of jobs with the goal of encouraging infill development, improving housing affordability, and reducing household costs by envisioning more multifamily units in these “growth priority areas.” To protect our region’s natural assets and reduce future risks from climate change, new growth through 2045 will be reduced in high risk wildfire hazard areas, farmland, protected open space, areas at risk for near-term sea level rise, and flood hazard areas.

This aspirational vision does not dictate local policies or strategies - applying Connect SoCal’s projected framework at the local level is the authority and responsibility of local jurisdictions. Ultimately, Connect SoCal will be adopted at the jurisdictional level, and will directly reflect the population, household and employment growth projections that have been reviewed and refined with feedback from local jurisdictions. Future regional growth is not reallocated from one local jurisdiction to another, and local growth will not exceed the maximum density of general plans.

Locating housing, jobs, and transit closer together can increase mobility options and reduce the need for residents to drive. Developing compact centers with a robust mix of land uses, a range of building types and connected public spaces can strengthen the fabric of communities. While coordinating land-use and transportation strategies can yield beneficial outcomes, it is quite difficult to implement in a region where authority is divided among a myriad of agencies. The Connect SoCal plan ultimately aims to illuminate pathways to achieving regional goals and inspire rather than dictate local actions and policies.

The following strategies comprise Connect SoCal’s regional Sustainable Communities Strategy or “SCS” and fall into five categories:

- ***Focus Growth Near Destinations and Mobility Options:***
 - Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.
 - Focus on jobs-housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.
 - Plan for growth near transit investments and support implementation of first/last mile strategies.
 - Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.
 - Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.

-
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).
 - Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking smart parking).

 - **Promote Diverse Housing Choices:**
 - Preserve and rehabilitate affordable housing and prevent displacement.
 - Identify opportunities for new workforce and affordable housing development.
 - Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.
 - Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.

 - **Leverage Technology Innovations**
 - Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space.
 - Improve access to services through technology- such as telework and telemedicine as well as commuter incentives such as a mobility wallet.
 - Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.

 - **Support Implementation of Sustainability Policies**
 - Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.
 - Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.
 - Support cities in the establishment of EIFDs, CRIAS, or other tax increment or value capture tools to finance sustainable infrastructure and development projects.
 - Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.
 - Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.
 - Continue to support long range planning efforts by local jurisdictions.
 - Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy.

 - **Promote a Green Region**
-

- Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.
- Integrate local food production into the regional landscape.
- Promote more resource efficient development focused on conservation, recycling and reclamation.
- Preserve, enhance, and restore regional wildlife connectivity.
- Reduce consumption of resource areas, including agricultural land.
- Identify ways to improve access to public park space.

Overall, Connect SoCal's vision for the region will incorporate a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations and walkable neighborhoods where goods and services are easily accessible via shorter trips. To support shorter trips, people would have the choice of using neighborhood bike networks, car share or micromobility services like shared bicycles or scooters. For longer commutes, people would have expanded regional transit services and more employer incentives to carpool or vanpool. Other longer trips would be supported by on-demand services such as microtransit, carshare and citywide partnerships with ride hailing services. For those that choose to drive, hot-spots of congestion will be less difficult to navigate due to cordon pricing, and using an electric vehicle will be easier thanks to an expanded regional charging network.

Land Use Tools to Support Growth

Connect SoCal will reinforce attractive and functional places for Southern California residents to live, work and play through a variety of land use tools to create dynamic, connected built environments that support multimodal mobility, reduced reliance on single-occupancy vehicles, and reduced GHG. A key land use tool is the identification of regional Priority Growth Areas (PGAs) where many Connect SoCal strategies can be most fully realized. PGAs include:

Job Centers - Areas with significantly higher employment density than surrounding areas. Over 60 subareas are identified as having peak job density and capture locally significant job centers within the region.

Transit Priority Areas (TPAs) - An area within one-half mile of a major transit stop that is existing or planned. This includes an existing rail transit station, a ferry terminal served by bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak

commute periods. (Based on CA Public Resources Code Section 21099 (a)(7) and CA Public Resources Code Section 21064.3)

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

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

Collectively, Connect SoCal's primary PGAs - Job Centers, TPAs, HQTAs, and Neighborhood Mobility Areas (NMAs) – account for only five percent of region's total land area, but implementation of SCAG's recommended growth strategies will help these areas accommodate 76 percent of forecasted household growth and 86 percent of forecasted employment growth between 2016 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

There are inherent constraints to expansive regional growth and Connect SoCal will recognize locations that are susceptible to natural hazards and a changing climate. Options will be emphasized that conserve important farmland, resource areas and habitat corridors, and growth on lands that are vulnerable to wildfire, flooding, and near term sea-level rise will be de-prioritized.

Engagement Process for Envisioning Southern California's Future

At the direction of SCAG's Regional Council, and under guidance from the Community, Economic, and Human Development (CEHD) Policy Committee, SCAG began working with local jurisdictions and a broad range of stakeholder groups early in the four-year planning cycle for Connect SoCal. These engagements, often referred to as SCAG's "Bottom-Up Local Input and Envisioning Process," fell in four phases and aimed to solicit feedback on the region's vision for 2045:

- **Phase 1: Regular Technical Consultation with SCAG's Technical Working Group (TWG)**

To ensure transparency and technical veracity during all phases of this process, SCAG has had regular engagements with the TWG to seek guidance from members, who include representatives from and advocates for local jurisdictions, county transportation commissions, and community-based organizations. Specific consultation has included an assessment of the survey elements and datasets that underwent review by local jurisdictions during Phase 2, and an overview of the scenario planning process and technical elements for Phases 3 and 4.

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

A key, formative step in the development of a growth vision for Connect SoCal is the development of a regional growth forecast in collaboration with local jurisdictions, which helps SCAG identify opportunities and barriers to development. The plan forecasts the number of people, households, and jobs (at the jurisdictional level) expected within future development throughout Southern California's cities and in unincorporated areas by 2045. This forecast helps the region understand in a very general sense where we are expected to grow, and allows us to focus attention on areas experiencing change and increases in transportation needs.

In developing this forecast, SCAG worked directly with local jurisdictions and elected officials through subregional presentations and on-site meetings with all 197 jurisdictions to ground-truth existing conditions data and regional forecasts of future population, household, and employment growth. Overall, 90 percent of jurisdictions provided feedback on one or more data elements requested for local review, representing an estimated 94 percent of the region's residents. One of the major takeaways from this process was that a principal impediment to growth for local jurisdictions is lack of viable space and infrastructure to accommodate new residents. Available land capacity, historical trends, market conditions, and economic constraints also factored into jurisdiction's challenges in accommodating future growth.

- ***Phase 3: Regional Collaboration on Scenario Development***

In developing potential growth scenarios that can better connect land use, housing, and transportation, SCAG's regional growth forecast is then complemented by a set of strategies to guide integrated land use development decisions and transportation investments to achieve regional goals. In developing these potential strategies, SCAG engaged with a diverse group of stakeholders through the Regional Planning Working Groups. Monthly meetings began in May 2018 and served as a forum to obtain feedback on potential Connect SoCal strategies and scenarios from local jurisdictions, transportation commissions, transit providers, resource agency experts, regulatory agencies, as well as private, advocacy, and community-based stakeholders. This effort brought new voices to the table and promoted cross-sectoral engagement on key policy issues. Feedback helped to inform how data gathered through one-on-one feedback from local jurisdictions from Phase 2 of the Bottom-Up Local Input and Envisioning Process could be utilized in the development of future scenarios for Connect SoCal – principally how SCAG could envision a future that promoted regional outcomes for sustainability while also recognizing local control. Some takeaways include the importance of identifying common barriers to sustainable development, such as funding and 'NIMBYism'; the need for a balance of jobs and households in communities; the need for coordination and support on emerging transportation technologies; support for sustainable development solutions for existing suburban communities; and the challenge of providing sufficient affordable housing.

To ensure that underrepresented voices were involved in the planning process, SCAG also implemented a new grassroots outreach initiative to engage diverse constituencies across Southern California. Through outreach and events conducted by 18 community-based organizations (CBOs) across the region, SCAG collected feedback from populations that have traditionally been underrepresented in formal planning processes. Input resulting from the assistance of these CBO partners indicated that many communities are concerned about housing availability and affordability, limited alternative transportation options, displacement and access to destinations, the effects of increased greenhouse gas emissions, and the risks associated with climate change.

- ***Phase 4: Engagement with the General Public on Potential Options for Connect SoCal***

In developing a vision of future growth for Connect SoCal, SCAG also sought feedback from residents throughout the region through our public engagement initiative that featured 28 public workshops, an extensive advertisement campaign, a tele-town hall, and an online survey. Through public workshops, attendees reviewed numerous potential growth scenarios, each with a unique set of strategies that ranged from enhancing job centers, better connecting people to more transportation options, protecting open space and farmland areas, and planning for our region's future resiliency to natural disasters. Local plans and policies, as conveyed through Phase 2 of the Bottom-Up Local Input and Envisioning Process, were considered in the development of scenarios to ensure that options reflected an attainable future. One scenario reflected input directly conveyed from jurisdictions at the neighborhood, jurisdictional, and regional levels.

From this public engagement initiative, residents expressed concern for safety and homelessness in their communities, an overall lack of housing affordability, issues with traffic congestion, a desire for more transit accessibility and service, and concerns on air quality. Residents also showed support for locating more growth near transit and job centers, the need to prioritize infill and redevelopment within existing jurisdictions to accommodate future growth and promote affordable housing, as well as concerns to avoid overcrowding or gentrification within existing communities.

Connect SoCal will present a vision for optimal growth that emphasizes local control, takes into consideration the growth constraints of local jurisdictions as well as best practices to increase housing affordability, helps to make choices for alternative modes even more viable, reduces our region's vulnerability from impacts of climate change, protects open space and farmland, and promotes overall sustainability for Southern California.

Use of Connect SoCal's Growth Vision for Local Planning

The projected land use framework for the region identifies areas sufficient to house the region's population, including all economic segments of the population, through 2045. It takes into account net migration into the region, population growth, household formation and employment growth. Moreover, Connect SoCal's SCS will identify areas within the region sufficient to house near- and long term growth and support a diverse economy and workforce. The relationship between

Connect SoCal's SCS and the Regional Housing Needs Assessment (RHNA) is discussed in Attachment 2 to this report.

It is important to note that SCAG does not have a direct role in implementing the Sustainable Communities Strategy to be outlined in Connect SoCal -- neither through decisions about what type of development goes where, nor what transportation projects are ultimately built. However, SCAG works to support local jurisdictions and partnerships in identifying ways to implement the SCS in a way that fits the vision and needs of each local community. Additionally, SCAG can serve as a leader as well as a hub to convene and to find ways to collaborate on broader regional initiatives.

FISCAL IMPACT:

Work associated with this item is included in the FY 2019-20 Overall Work Program (OWP) budget under project number 290.4841.02, RTP/SCS Land Use Policy & Program Development and 290.4826.01, SCS Scenario Development & Outreach.

ATTACHMENT(S):

1. RHNA and SCS Consistency
2. PowerPoint Presentation: Connect SoCal Envisioned Growth Strategies (slide handouts to be provided at meeting)

Attachment 1: Preliminary Regional Housing Needs Assessment and Sustainable Communities Strategy Consistency

- State housing legislations in 2017 and 2018 added data elements to 65584.01(b)(1) which are closely related to “existing housing needs,” or “housing production backlog” for the 8-year RHNA. SCAG’s Growth Forecast for Connect SoCal (2020 RTP/SCS) only includes the housing needs resulting from projected growth. Therefore an alternative means of assessing and allocating this existing need is required. Planning for this additional housing production through RHNA is an important concurrent and complementary planning process to the Connect SoCal (RTP/SCS) development.
- The 2020 RHNA and 2020 SCS forecasts will be the same in terms of population, but the number of households needed to accommodate the population will be different. This is because the SCS forecast captures units needed to accommodate population growth (i.e., projected need) and the RHNA captures projected growth, plus existing need.
- While the household numbers are different, the RHNA and SCS forecasts are consistent from a statutory and policy perspective.

Statutory consistency:

Pursuant to SB 375, specifically Government Code 65080(b)(2)(B)(ii) and (iii), the Sustainable Communities Strategy shall:

- (ii) Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth;
- (iii) Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584.

The 2020 RHNA’s requirement does not change the total region’s population in 2045 and will not impact Connect SoCal’s consistency with section (ii) above.

For section (iii) above, SCAG staff interpretation is that the SCS needs to accommodate the projected growth for the eight-year RHNA cycle. SCAG’s practice of maintaining local input (including projected households) at the jurisdictional level for SCS provides the basis to ensure addressing the statutory requirement.

Policy Consistency & Alignment

While the housing units to accommodate “existing need” is not captured in the SCS growth forecast, the proposed methodology for allocating additional housing units due to “existing need” is consistent with the SCS policy framework. Per the proposed approach, the region would equally share in the responsibility for accommodating 50% of the “existing need”, and the remaining would be allocated to areas with High Quality Transit (25%) and near job centers (25%). Increasing housing opportunities in these areas is a primary strategy in Connect SoCal for reducing greenhouse gas emissions.

The consistency in policy direction between RHNA existing need allocation methodology and the SCS policy framework ensures that as the region makes more land-available through zoning to accommodate housing development that the location for these units aligns with greenhouse gas reduction goals. SCAG does not need to alter the SCS growth forecast to foster the policy alignment. It is captured in the “existing need” component of the RHNA allocation methodology.

Additional Consideration

To strengthen SCAG’s policy commitment to addressing “existing needs” and reflect coordination between RHNA and RTP/SCS processes, SCAG will address planning for the “existing need” in the final chapter of Connect SoCal, where future opportunities are highlighted. In this chapter, we will highlight our intent to develop a Regional Housing Strategy, as part of the Local Government Planning Support Grants Program, and support local jurisdictions in planning for existing housing needs.

Note: Attachment 2

PowerPoint Presentation: Connect SoCal Envisioned Growth Strategies (slide handouts to be provided at meeting)

Attachment: PowerPoint Presentation: Connect SoCal Envisioned Growth Strategies (slide handouts to be provided at meeting) (Connect



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
October 3, 2019

To: Community
Economic & Human Development Committee (CEHD)
Regional Council (RC)
From: Kome Ajise, Executive Director, 213-236-1835
Ajise@scag.ca.gov
Subject: Economic Impacts of the Housing Crisis

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD AND RC:

For Information Only – No Action Required

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 draft Connect SoCal and preliminary RHNA methodology aim to align housing and transportation planning to achieve sustainable outcomes. Antonio M. Bento, a professor at the Sol Price School of Public Policy and the Department of Economics of the University of Southern California, will discuss the challenges and opportunities for sustainable development in Southern California to provide context for policy discussions and actions being considered by SCAG’s policy committees and Regional Council.

BACKGROUND:

The regional growth vision and strategies proposed for consideration in the draft Connect SoCal, in combination with the proposed Regional Housing Needs Assessment allocation methodology, provide a policy framework for better aligning housing and transportation to achieve the region’s goals for sustainable development. Realizing this growth vision, including accelerating the production of housing to address existing needs, will require collaboration at the local, regional and statewide levels to remove barriers and ensure the economic incentives are in place to catalyze private investment.

Antonio M. Bento is a professor at the Sol Price School of Public Policy and the Department of Economics of the University of Southern California and a research associate of the National Bureau of Economic Research (NBER), and a research fellow of the Schwarzenegger Institute for State and Global Policy.

OUR MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

Be Open | Lead by Example | Make an Impact | Be Courageous



FISCAL IMPACT:

Work associated with this item is included in the current FY 19-20 Overall Work Program (080.0153A.04: Regional Assessment)