



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
818 West 7th Street, 12th Floor  
Los Angeles, CA 90017  
T: (213) 236-1800  
F: (213) 236-1825  
www.scag.ca.gov

## REGULAR MEETING

# COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

***Thursday, November 2, 2017  
10:00 a.m. – 12:00 p.m.***

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

### REGIONAL COUNCIL OFFICERS

President  
Margaret E. Finlay, Duarte

First Vice President  
Alan D. Wapner, Ontario

Second Vice President  
Bill Jahn, Big Bear Lake

Immediate Past President  
Michele Martinez, Santa Ana

### COMMITTEE CHAIRS

Executive/Administration  
Margaret E. Finlay, Duarte

Community, Economic &  
Human Development  
Rex Richardson, Long Beach

Energy & Environment  
Carmen Ramirez, Oxnard

Transportation  
Curt Hagman, San Bernardino County

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](mailto:REY@scag.ca.gov).

Agendas and Minutes for the CEHD Committee are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

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**Community, Economic, and Human Development Committee**  
**Members – November 2017**

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**Members**

**Representing**

<b>Chair*</b>	<b>1. Hon. Rex Richardson</b>	<b><i>Long Beach</i></b>	<b>District 29</b>
<b>Vice Chair*</b>	<b>2. Hon. Vartan Gharpetian</b>	<b><i>Glendale</i></b>	<b>District 42</b>
	3. Hon. David Avila	<i>Yucaipa</i>	SBCTA
	4. Hon. Al Austin, II	<i>Long Beach</i>	GCCOG
	5. Hon. Stacy Berry	<i>Cypress</i>	OCCOG
	6. Hon. Wendy Bucknum	<i>Mission Viejo</i>	OCCOG
	7. Hon. Juan Carrillo	<i>Palmdale</i>	North L.A. County
	8. Hon. Jeffrey Cooper	<i>Culver City</i>	WSCCOG
	9. Hon. Steve De Ruse	<i>La Mirada</i>	GCCOG
	10. Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
	11. Hon. Kerry Ferguson	<i>San Juan Capistrano</i>	OCCOG
*	12. Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
	13. Hon. Debbie Franklin	<i>Banning</i>	WRCOG
	14. Hon. Julie Hackbarth-McIntyre	<i>Barstow</i>	SANBAG
	15. Hon. Christian Hernandez	<i>Cudahy</i>	GCCOG
	16. Hon. Bill Hodge	<i>Calexico</i>	ICTC
*	17. Hon. Peggy Huang	<i>Yorba Linda</i>	TCA
	18. Hon. Cecilia Hupp	<i>Brea</i>	OCCOG
*	19. Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
	20. Hon. Robert “Bob” Joe	<i>South Pasadena</i>	Arroyo Verdugo Cities
*	21. Hon. Barbara Kogerman	<i>Laguna Hills</i>	District 13
*	22. Hon. Sabrina LeRoy	<i>San Manuel Band of Mission</i>	Tribal Government Regional
		<i>Indians</i>	Planning Board
	23. Hon. Joe Lyons	<i>Claremont</i>	SGVCOG
*	24. Hon. Victor Manalo	<i>Artesia</i>	District 23
	25. Hon. Anni Marshall	<i>Avalon</i>	GCCOG
*	26. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	27. Hon. Joseph McKee	<i>Desert Hot Springs</i>	CVAG
	28. Hon. Bill Miranda	<i>Santa Clarita</i>	SFVCOG
*	29. Hon. James Mulvihill	<i>San Bernardino</i>	District 7



**Community, Economic, and Human Development Committee**  
***Members – November 2017***

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**Members**

**Representing**

* 30. Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
31. Hon. Edward Paget	<i>Needles</i>	SANBAG
* 32. Hon. Erik Peterson	<i>Huntington Beach</i>	District 64
* 33. Hon. V. Manuel Pérez		Riverside County
* 34. Hon. Jim Predmore	<i>Holtville</i>	ICTC
* 35. Hon. John Procter	<i>Santa Paula</i>	District 47
* 36. Hon. Sonny R. Santa Ines	<i>Bellflower</i>	District 24
* 37. Hon. Andrew Sarega	<i>La Mirada</i>	District 31
38. Hon. David Shapiro	<i>Calabasas</i>	LVMCOG
39. Hon. Becky Shevlin	<i>Monrovia</i>	SGVCOG
* 40. Hon. Tri Ta	<i>Westminster</i>	District 20
* 41. Hon. Donald P. Wagner	<i>Irvine</i>	District 14
42. Hon. Mark Waronek	<i>Lomita</i>	SBCCOG
43. Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

*\*Regional Council Member*

# COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA NOVEMBER 2, 2017

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*The Community, Economic and Human Development (CEHD) Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.*

## **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

*(The Honorable Rex Richardson, 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**

**Page No.**

#### **Approval Item**

- |  |                   |          |
|--|-------------------|----------|
| 1. <u>Minutes of the October 5, 2017 Meeting</u> | <b>Attachment</b> | <b>1</b> |
|--|-------------------|----------|

#### **Receive and File**

- |  |                   |           |
|--|-------------------|-----------|
| 2. <u>ARB Final Staff Recommendations on SB 375 Regional GHG Target for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) and Beyond</u> | <b>Attachment</b> | <b>6</b>  |
| 3. <u>Status Update on Implementation of 2016 South Coast Air Quality Management Plan (AQMP)</u>   | <b>Attachment</b> | <b>11</b> |
| 4. <u>Notice of Funding Availability (NOFA): Infill Infrastructure Grant (IIG)</u>   | <b>Attachment</b> | <b>14</b> |
| 5. <u>SB 1 Sustainable Communities Planning Grant Program – Formula Funds</u>  | <b>Attachment</b> | <b>17</b> |
| 6. <u>2018 Meeting Schedule of the Regional Council and Policy Committees</u>  | <b>Attachment</b> | <b>22</b> |
| 7. <u>CEHD Committee Topic Outlook Calendar</u>  | <b>Attachment</b> | <b>23</b> |



# COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE AGENDA NOVEMBER 2, 2017

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## INFORMATION ITEM

Time   Page No.

8. Safety, Land Use and Design: Effects on Walking and Cycling      Attachment   30 mins.      24  
*(Dr. Anastasia Loukaitou-Sideris, Professor of Urban Planning at the UCLA Luskin School of Public Affairs)*

## CHAIR'S REPORT

*(The Honorable Rex Richardson, Chair)*

## STAFF REPORT

*(Ma'Ayn Johnson, SCAG Staff)*

## FUTURE AGENDA ITEM/S

## ANNOUNCEMENT/S

## ADJOURNMENT

*The next regular meeting of the CEHD Committee is scheduled for Thursday, December 7, 2017 at the SCAG Los Angeles Office.*



**COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE  
of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**October 5, 2017  
Minutes**

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE. AN AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING.**

The Community, Economic & Human Development Committee held its meeting at SCAG's downtown Los Angeles office. A quorum was present.

**Members Present**

Hon. Wendy Bucknum, Mission Viejo	OCCOG
Hon. Jeffrey Cooper, Culver City	WSCCOG
Hon. Steve De Ruse, City of La Mirada	GCCOG
Hon. Kerry Ferguson, San Juan Capistrano	OCCOG
Hon. Margaret Finlay, Duarte	District 35
Hon. Debbie Franklin, Banning	WRCOG
Hon. Christian Hernandez, City of Cudahy	GCCOG
Hon. Bill Hodge, Calexico	ICTC
Hon. Peggy Huang, Yorba Linda	TCA
Hon. Cecilia Hupp, Brea	OCCOG
Hon. Bill Jahn, Big Bear Lake	District 11
Hon. Robert Joe, South Pasadena	Arroyo Verdugo Cities
Hon. Barbara Kogerman, Laguna Hills	District 13
Hon. Sabrina Leroy	San Manuel Band of Mission Indians
Hon. Joe Lyons, City of Claremont	SGVCOG
Hon. Ann Marshall, Avalon	GCCOG
Hon. Michele Martinez, City of Santa Ana	District 16
Hon. Joe McKee, City of Desert Hot Springs	CVAG
Hon. Bill Miranda, City of Santa Clarita	SFVCOG
Hon. James Mulvihill, San Bernardino	District 7
Hon. V. Manuel Perez	Riverside County
Hon. Jim Predmore, Holtville	ICTC
Hon. John Procter, Santa Paula	VCOG
Hon. Rex Richardson, Long Beach <b>(Chair)</b>	District 29
Hon. Sonny Santa Ines, Bellflower	GCCOG
Hon. Becky Shevlin, Monrovia	SGVCOG
Hon. Tri Ta, Westminster	District 20
Hon. Donald Wagner, Irvine	District 14
Hon. Mark Waronek, Lomita	SBCCOG
Hon. Frank Zerunyan, Rolling Hills Estates	SBCCOG

**Members Not Present**

Hon. Al Austin, Long Beach	GCCOG
Hon. Stacy Berry, Cypress	OCCOG
Hon. Juan Carrillo, Palmdale	North LA County
Hon. Rose Espinoza, City of La Habra	OCCOG
Hon. Vartan Gharpetian, Glendale ( <b>Vice-Chair</b> )	District 42
Hon. Victor Manalo, Artesia	District 23
Hon. Julie Hackbarth-McIntyre, Barstow	SBCTA
Hon. Steve Nagel, City of Fountain Valley	OCCOG
Hon. Ed Paget, Needles	SBCTA
Hon. Erik Peterson, Huntington Beach	District 64
Hon. Andrew Sarega, City of La Mirada	District 31
Hon. David Shapiro, Calabasas	Las Virgenes/Malibu COG

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Rex Richardson, Chair, called the meeting to order at approximately 10:00 AM. The Chair requested a moment of silence to honor the Las Vegas victims, before leading the Committee in the Pledge of Allegiance.

The Chair introduced three (3) new members to the Committee, as follows: Hon. Peggy Huang, from the City of Yorba Linda, representing the Transportation Corridor Agency (TCA), Hon. Christian Hernandez, City of Cudahy, representing Gateway Cities COG, and Hon. Steve De Ruse, City of La Mirada, representing Gateway Cities COG.

**PUBLIC COMMENT PERIOD**

There were no public comments presented.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no reprioritization of the agenda.

**CONSENT CALENDAR**

**Approval Item**

1. Minutes of the September 7, 2017 Meeting

**Receive and File**

2. Walktober 2017
3. SB 1 Sustainable Transportation Planning and Climate Adaptation Grants
4. 2017/2018 Go Human Event Series
5. 2018 Meeting Schedule of the Regional Council and Policy Committees
6. CEHD Committee Topic Outlook Calendar



A MOTION was made (McKee) to approve the Consent Calendar. The MOTION was SECONDED (Franklin) and APPROVED by the following vote:

**AYES:** Bucknum, Ferguson, Franklin, Hernandez, Hodge, Hupp, Joe, Kogerman, Leroy, Lyons, Marshall, Martinez, Mulvihill, McKee, Perez, Predmore, Procter, Richardson, Santa Ines, Shevlin, Ta, Wagner, Zerunyan

**NOES:** None

**ABSTAIN:** De Ruse, Huang

### **INFORMATION ITEMS**

7. Affordable Housing and Sustainable Communities (AHSC) Program Update and SCAG Technical Assistance

Sarah Dominguez, SCAG staff, stated that the Strategic Growth Council (SGC) has released the Notice of Funding Availability for the third round of the Affordable Housing Sustainable Communities (AHSC) program. The AHSC program funds the development of affordable housing and alternative transportation infrastructure through the Greenhouse Gas Reduction Fund (GGRF). SCG is funding technical assistance for several applicants across the state, which SCAG will supplement to provide support to additional applicants within the SCAG region. Ms. Dominguez stated that the due date for AHSC round three applications is January 15, 2018.

8. The Governor's Housing Package and Implications for Local Jurisdictions

Ma'Ayn Johnson, SCAG staff, stated that in response to the ongoing California housing crisis, over one-hundred (100) bills related to housing have been proposed in the State Legislature. Of the proposed legislation, three (3) bills, Senate Bill 2 (Atkins); Senate Bill 3 (Beall); and Senate Bill 35 (Weiner), have been designated as the backbone of Governor Brown's housing package. The Housing Package was a result of intense negotiations among lawmakers and stakeholders over the last several weeks and is aimed at generating billions of dollars for affordable housing and homeless assistance as well as efforts to streamline the local development process. Ms. Johnson presented a slide presentation outlining the Governor's housing package and the implications for local jurisdictions.

9. Yes in My Backyard (YIMBY): Advocating for More Housing of All Types at the Community Level

The Chair suggested a panel format represented by Brian Hanlon, co-founder of California YIMBY and Chelsea Byers, Director of Organizing of Abundant Housing LA, a YIMBY group based in Los Angeles. Mr. Hanlon and Ms. Byers provided an overview of how YIMBY groups are beneficial as a local strategy to address the housing crisis. CAYIMBY is a recently formed Sacramento-based advocacy organization that aims to solve the housing shortage by passing laws to double the rate of home-building in California. The organization works closely with local YIMBY groups such as Abundant Housing LA to empower grassroots activists to demand that their elected officials support

pro-housing solutions and advocate for more housing for all income levels to create a sustainable and prosperous region.

**CHAIR'S REPORT**

The Chair encouraged the Committee members to attend SCAG's 8<sup>th</sup> Annual Economic Summit on November 9, 2017.

**STAFF REPORT**

There was no staff report presented.

**FUTURE AGENDA ITEMS**

There were no agenda items presented.

**ANNOUNCEMENTS**

Hasan Ikhata, SCAG's Executive Director, announced a surprise visit from Governor Jerry Brown and invited the Committee members to hear Governor Brown speak on the water issue at the Regional Council meeting at 12:15 PM.

**ADJOURNMENT**

The Chair adjourned the meeting at approximately 12:00 PM.

Minutes Reviewed By:

Ma'Ayn Johnson,  
Housing and Land Use Planner

**[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE CEHD COMMITTEE]**

**Community, Economic & Human Development Committee Attendance Report**

2017

Member (including Ex-Oficio) Last Name, First Name	Representing	X = County Represented							X = Attended				No Meeting	NM = New Member	EA = Excused Absence			
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Austin, Al	GCCOG		X												X			
Berry, Stacy	OCCOG			X				X	X	X	X		X	X				
Bucknum, Wendy	OCCOG			X				X		X	X			X		X		
Carrillo, Juan	North LA County		X															
Cooper, Jeffrey	WSCCOG		X						X							X	X	
De Ruse, Steve	GCCOG		X														NM	
Espinoza, Rose	OCCOG			X				X	X				X			X		
Ferguson, Kerry	OCCOG			X				X		X	X		X	X		X	X	
Finlay, Margaret*	Duarte (District 35)		X					X	X	X	X		X	X		X	X	
Franklin, Debbie	WRCOG				X			X	X	X			X	X		X	X	
Gharpetian, Vartan*	District 42		X					X	X	X	X		X	X		X		
Hernandez, Christian	GCCOG		X														NM	
Hodge, Bill	ICTC	X								X	X		X			X	X	
Huang, Peggy	TCA			X													NM	
Hupp, Cecila	OCCOG			X									X	X		X	X	
Jahn, Bill*	SBCTA (District 11)					X		X	X	X	X		X	X		X	X	
Joe, Robert	Arroyo Verdugo		X					X	X	X	X		X	X		X	X	
Kogerman, Barbara*	District 13			X				X	X	X	X		X			X	X	
Leroy, Sabrina*	Tribal Nations Rep.				X						X			X			X	
Lyons, Joe	SGVCOG		X					X	X	X			X	X		X	X	
Manalo, Victor*	District 23		X						X				X			X		
Marshall, Ann	GCCOG		X													NM	X	
Martinez, Michele*	District 16			X							X		X				X	
Hackbarth-McIntyre, Julie	SBCTA					X												
McKee, Joe	CVAG				X			X	X	X							X	X
Miranda, Bill	SFVCOG		X								X						X	X
Mulvihill, James*	District					X							X	X			X	
Nagel, Steve*	OCCOG			X				X	X	X	X		X	X				
Paget, Ed	SBCTA					X		X		X	X			X				
Perez, V. Manuel	Riverside County				X									X			X	
Peterson, Erik*	District 64			X				X		X	X					X		
Predmore, Jim*	ICTC	X						X	X	X	X		X	X			X	
Procter, John*	VCOG						X	X	X	X	X		X			X	X	
Richardson, Rex*	District 29		X					X			X		X	X		X	X	
Santa Ines, Sonny	GCCOG		X						X	X	X		X	X		X	X	
Sarega, Andrew*	District 31		X						X	X								
Shapiro, David	Las Virgenes-Malibu COG		X										X	X		X		
Shevlin, Becky	SGVCOG		X					X	X	X	X		X	X			X	
Ta, Tri*	District 20			X					X	X			X			X	X	
Wagner, Donald*	District 14			X				X	X	X	X		X	X		X	X	
Waronek, Mark	SBCCOG		X					X	X	X	X		X	X		X	X	
Zerunyan, Frank	SBCCOG		X					X	X	X	X			X		X	X	
Regional Council Member*																		

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**DATE:** November 2, 2017

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

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

**SUBJECT:** ARB Final Staff Recommendations on SB 375 Regional GHG Target for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS) and Beyond

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION FOR EAC AND RC:**

Authorize the Executive Director to continue working with California Air Resources Board (ARB) to establish a 2035 per capita greenhouse gas (GHG) reduction target at the extremely ambitious 19% for the 2020 Regional Transportation Plan/Sustainable Communities Strategy.

**RECOMMENDED ACTION FOR EEC:**

Information only

**RECOMMENDED ACTION FOR CEHD AND TC:**

Receive and File

**EXECUTIVE SUMMARY:**

*SB 375 authorized ARB to establish regional GHG targets beginning in 2010 for the regional SCS to achieve. ARB is required to update the targets at least once every eight years, so the first update is due 2018. At their April 6, 2017 meeting, the SCAG Regional Council approved submittal to ARB of a recommended 18% GHG per capita reduction target in 2035 (with conditions) for the region. Though the 18% target was the same as the 2016 RTP/SCS achievement, it will be ambitious due to the rebound effects moving forward as addressed further below. On May 1, 2017, the state's four largest MPOs (SCAG, MTC, SACOG and SANDAG) also jointly recommended an 18% GHG reduction target to ARB. This recommendation would apply to the 2020 RTP/SCS and subsequent cycles of the SCS. On October 13, 2017, ARB released its final staff report and recommendations with the 21% per capita GHG reduction target for 2035 for the SCAG region, same as its draft staff recommendation in June 2017. ARB Final Staff Report and Appendices may be accessed at ARB website below:*

<https://www.arb.ca.gov/cc/sb375/sb375.htm>

*Since the passage of SB 375, SCAG has committed to an ambitious and achievable per capita GHG reduction achievement, significantly exceeding the ARB targets in both the 2012 and 2016 RTP/SCS respectively. The ARB Staff Recommendation is based on a methodology that adds 3% to the*



# REPORT

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*achievement of SCAG’s current plan (2016 RTP/SCS) of 18% per capita GHG reduction in 2035, but unlike SCAG’s Stress Test and Supplemental Submittals, does not take into account any of the new factors that would likely reduce our plan’s achievement.*

*With the results from the SCAG Stress Test and Supplemental Submittals which adjusted the 2035 achievement to 16% based on updated planning assumptions and forecasts (and described further below), SCAG staff finds that a 19% per capita GHG reduction target for 2035 (i.e., adding 3% to the adjusted achievement of 16%) could be achievable pending major efforts ahead for developing the 2020 RTP/SCS. SCAG currently could not identify a pathway to close the gap between 19% and the ARB staff recommended 21% per capita GHG reduction in 2035.*

## **STRATEGIC PLAN:**

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

## **BACKGROUND:**

Codified in 2009, California’s Sustainable Communities and Climate Protection Act, Senate Bill 375 (referred to as “SB 375”), calls for the integration of transportation, land use, and housing planning, and also establishes the reduction of greenhouse gas (GHG) emissions as part of the regional planning process. The last time that ARB established GHG emissions reduction targets per SB 375 was in 2010. ARB is currently close to finalizing the regional GHG reduction target updates for each MPO to form the basis of the next round of RTP/SCS plans, which for SCAG will be the 2020 RTP/SCS. The SB 375 Target Setting Process has been informed by a suite of concurrent planning activities and technical exercises, including: ARB SB 32 Scoping Plan Update, the ARB Mobile Source Strategy; and the MPO Stress Test.

SCAG has committed to an ambitious and achievable GHG reduction achievement since the passage of SB 375. For the 2012 RTP/SCS, it will achieve a 16% per capita GHG reduction in 2035, significantly exceeding the ARB target of 13%. For the 2016 RTP/SCS, it will achieve an 18% per capita GHG reduction in 2035, again significantly exceeding the ARB target of 13%. The ARB Staff Recommendation is based on a methodology that adds 3% to the achievement of SCAG’s current plan (2016 RTP/SCS) of 18% per capita GHG reduction in 2035, but unlike SCAG’s Stress Test and Supplemental Submittal, does not take into account any of the new factors that would likely reduce our plan’s achievement.

## **SCAG Stress Test Results Show that 18% Target for 2035 is Ambitious and Achievable (April 2017)**

At the April 6, 2017 meeting, SCAG Regional Council approved submittal to ARB of a recommended 18% per capita GHG reduction target in 2035 for the region based on the results of the “Stress Test” conducted by SCAG staff. This recommendation would apply to the 2020 RTP/SCS and subsequent cycles of the SCS, and is conditioned upon a combination of actions or alternative equivalent measures (see <http://www.scag.ca.gov/committees/CommitteeDocLibrary/rc040617fullagn.pdf> pages 3-9). SCAG recommendation has been included in the ARB Final Staff Report (Appendix B).



SCAG, along with the other three major MPOs in California, have collaborated and each conducted a technical “Stress Test” aimed to test GHG reduction strategies that would yield the most ambitious yet achievable GHG emission reductions. The technical analysis and off-model assessment of potential additional GHG emission reductions from strategies included in the Stress Test are the technical basis for SCAG’s 2035 target recommendations to ARB.

SCAG’s 2016-2040 RTP/SCS achieved an 18% per capita GHG reduction for 2035 based on future implementation, exceeding ARB’s target of 13%. The 2016 RTP/SCS represents an ambitious plan that pushes the envelope in all strategies while protecting economic growth, job creation, and accessibility. Since SCAG has already adopted very ambitious strategies in land use, mileage-based user fees, pricing, and transit investment in both the 2012 and 2016 RTP/SCS, staff focused the agency’s “Stress Test” and potential additional GHG emissions reductions in three strategy buckets: (a) active transportation, (b) zero emissions vehicles, and (c) mobility enhancement and innovations.

SCAG’s Stress Test showed that improved vehicle technology and fuel efficiency through 2035 will induce up to a 4 to 5 percentage point (4% - 5%) increase in per capita GHG in the SCAG region due to the decreased cost of driving (i.e., the “VMT rebound effect”), a point SCAG has consistently stated in all final documentation (e.g., staff reports and comment letters to ARB). It also showed that about 2 to 2.5 percentage points (2.0% - 2.5%) of per capita GHG emissions could be reduced further in 2035. **The combined results will leave a 2-2.5 percentage point gap to reach the 18% level.** Impacts from transit investments in Measure M passed by voters in Los Angeles County in November 2016 may contribute to reduce some of the gap.

### **Consensus Recommendation of the Four Largest MPOs of 18% Target for 2035 (May 2017)**

Since the state’s four largest MPOs (SCAG, SACOG, SANDAG, and MTC) follow similar RTP/SCS development processes and address similar issues, these agencies have been closely coordinating with each other in conducting their respective Stress Tests and in developing each MPO’s SB 375 GHG target recommendations. The goal of this collaboration is to develop parallel, independent, but comparable Stress Test results and ranges of target recommendations based on consistent modeling and off-model analysis framework and assumptions. On May 1, 2017, the four MPOs provided their consensus recommendation to ARB for an 18% target for 2035.

### **SCAG Supplemental Submittal Shows an Updated 16% Estimate such that a 19% Target is Ambitious and Achievable (September 2017)**

In addition to providing the Stress Test results to ARB in April 2017, in preparation for the 2020 RTP/SCS, SCAG staff has also reviewed and revised the *planning assumptions and forecasts* used in the 2016 RTP/SCS based on the latest empirical data, trends, and research. Based on the revised planning assumptions and forecasts, and the *same strategies* used in the 2016 RTP/SCS, the target achievement for 2035 would be decreased from 18% to 16% per capita GHG reduction (without including the rebound effects discussed above). Those additional analyses formed the SCAG Supplemental Submittal which was provided to ARB on September 20, 2017 and was included in the ARB Final Staff Report (Appendix B).

Specifically, SCAG staff has revised its estimates of the off-model portion for the 2016 RTP/SCS. The revised estimates include updated assumptions for enhanced mobility based on research literature, and a technical correction for Zero-emission Vehicles (ZEVs). Finally, growth projections for 2035 are updated based on the most current Expert Panel recommendations and local input. The updates of these components would result in a 16% per capita GHG reduction in 2035, continuing to significantly exceed the ARB target of 13% though slightly decreasing from the original 18% estimates in the 2016 RTP/SCS.

Finally, it should be noted that the updated 16% estimate is conservative as it does not include potential adverse impacts reflected from several recent trends further discussed below.

- a. Growth in High Quality Transit Areas (HQTAs) fell short of what was anticipated in the 2016 RTP/SCS: Household growth in HQTAs was about 30% versus the 45% called by the RTP/SCS in recent years Source: SCAG
- b. Decline in transit ridership — Please refer to page 108 of the report: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/tc060117fullagn.pdf>
- c. Millennials are all in their adulthood (aged between 20 and 38) and many are moving from urban areas to suburbs and exurbs as a result of housing unaffordability. Their next move and potential impacts on residential locations and transportation preferences could pose challenges to future trends in VMT.  
<http://scag.ca.gov/calendar/Documents/demo27/DemoProgram2016.pdf>  
[http://scag.ca.gov/calendar/Documents/demo27/Demo27Panel01\\_Myers.pdf](http://scag.ca.gov/calendar/Documents/demo27/Demo27Panel01_Myers.pdf)
- d. Low unemployment rates relative to the same population levels will generate more commuting trips and higher VMT per capita based on similar level of population

With the adjusted baseline of 16% per capita GHG reduction for 2035, SCAG will strive to working with local jurisdictions, County Transportation Commissions and other partners and stakeholders for developing additional strategies for the 2020 RTP/SCS to be able to reach a 19% per capita GHG reduction target.

### **ARB Staff Final Recommendations of 21% Target is too Ambitious to be Achievable (October 2017)**

On October 13, 2017, ARB released its Final Staff Report regarding the “Proposed Update to the SB 375 Greenhouse Gas Reduction Targets” including an 8% per capita reduction target for 2020 and 21% per capita reduction target in 2035 for the SCAG region. While 8% per capita reduction target for 2020 is the same as the achievement in the 2016-2040 RTP/SCS, the 21% per capita reduction target for 2035 is 3 percentage points higher than the SCAG recommendation of 18%. ARB’s final staff recommendations remain the same for SCAG and the three other major MPOs as in their June 2017 draft recommendations.

It should be noted that ARB’s Staff Recommendation is based on a methodology that adds 3% to SCAG last plan’s (2016 RTP/SCS) achievement of 18%, but does not take into account any of the new factors that would likely reduce our plan’s achievement. As such, unlike SCAG’s Stress Test and Supplemental Submittals, ARB has not conducted a comprehensive assessment of what would be achievable by SCAG.



# REPORT

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After its recommended target increases for MPOs, the ARB Final Staff Report showed a 5 percentage point per capita GHG reduction gap to reach the state climate goal of 25% in 2035. These remaining GHG emission reductions are expected to be attributed to new State-initiated VMT reduction strategies that will be described in the Final 2030 Scoping Plan and may be adjusted or changed overtime. The ARB Final Staff Report provided only a high-level description of the new State-initiated VMT reduction strategies including expanding incentives for infill development and regional conservation; improving performance measures for transportation project selection and design; expanding transit/active transportation investment; and developing pricing policies. SCAG is committed to working with ARB, other MPOs and other state agencies to develop additional strategies to close the gap to reach the statewide climate change goals.

## **Conclusion**

With the results from the SCAG Stress Test and Supplemental Submittals described above, SCAG staff finds that a 19% per capita GHG reduction target for 2035 is ambitious and could be achievable. SCAG currently could not identify a pathway to close the gap between 19% and the ARB staff recommended 21% per capita GHG reduction in 2035. For these reasons, SCAG staff recommends that the Regional Council authorize Executive Director to continue working with ARB for a 19% per capita greenhouse gas (GHG) reduction target in 2035 for the region which is even higher than the ambitious 18% target that RC approved in April 2017.

## **Next Step**

### **ARB Board Action**

ARB Board is scheduled to consider the SB 375 Target Update at its November Board meeting with information below:

DATE: November 16, 2017 (may continue to November 17)  
TIME: 9:00 a.m.  
LOCATION: California Environmental Protection Agency  
Air Resources Board | Byron Sher Auditorium  
1001 I Street Sacramento, California 95814

Final environmental documents will be available at least ten days before November 16, 2017.

### **FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 17/18 Overall Work Program (17-080.SCG00153.04: Regional Assessment).




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**DATE:** November 2, 2017

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

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

**SUBJECT:** Status Update on Implementation of 2016 South Coast Air Quality Management Plan (AQMP)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

Receive and File

**EXECUTIVE SUMMARY:**

*Since the July 6, 2017 Receive & File staff report to RC/CEHD/EEC/TC, the South Coast Air Quality Management District (SCAQMD) staff has been continuing implementation of the 2016 South Coast AQMP by holding two sets of meetings of the Facility-Based Mobile Source Measure Working Groups and the first meeting of the 2016 AQMP Funding Working Group respectively. This staff report presents highlights of the working group meetings*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

Meetings of Facility-Based Mobile Source Measures (FBMSM) Working Groups

The Final 2016 South Coast Air Quality Management Plan (AQMP) includes five facility-based mobile source measures seeking emission reductions from new development and redevelopment projects, marine ports, railyards, warehouses, and commercial airports. The SCAQMD Governing Board and the ARB Board also have given additional directions to their respective staff regarding commercial airports and large freight facilities at their respective adoptions of the 2016 AQMP.

To implement the 2016 AQMP and the Boards' directions, the SCAQMD staff held an introductory working group meeting on May 8, 2017 laying out and seeking stakeholder input on a working group process. Based on the feedback received, the SCAQMD staff formed five FBMSM working groups, one for each of the five measures, with joint meetings on common topics. Subsequently, the SCAQMD staff held the first meetings of the five working groups in late May and early June 2017 presenting a similar proposed FBMSM development framework. As part of the meetings, roundtable discussions were held to seek stakeholder input on potential refinements to the framework.

# REPORT

As a follow-up to the first individual working group meetings, a joint second meeting was held on July 27, 2017 to focus on a common critical topic: How can emission reductions from the facility-based mobile source measures be taken credit for the State Implementation Plan (SIP) purposes especially if such measures are voluntary or incentives based? Based on various U.S. Environmental Protection Agency (EPA) guidance documents, a measure needs to pass the following EPA's four integrity elements test to be SIP creditable:

- Permanent (e.g., reductions must continue through attainment dates)
- Enforceable (e.g., EPA has the ability to apply penalties and secure corrective action)
- Quantifiable (e.g., reductions must be calculated by reliable and replicable means)
- Surplus (e.g., emission reduction must not otherwise be required or assumed by an adopted SIP measure)

At the meeting, SCAQMD staff provided examples of potentially SIP creditable measures by each of the five categories and how these measures demonstrate the four integrity elements. SCAQMD staff also presented an update on the FBMSM Framework based on comments received as well as a new website dedicated to the facility-based mobile source measures.

On October 4, 2017, a third individual working group meeting was held for each of the five FBMSB Working Groups except the marine ports. At these meetings, SCAQMD staff described the respective assumptions and results of the base year and future baseline emissions inventory in the 2016 AQMP. SCAQMD staff presented some potential emission reduction opportunities and sought stakeholder input on additional potential emission reduction opportunities by the respective major sources of emissions. Additional needed information on emissions inventory also have been identified for the respective major sources of emissions.

As next steps, SCAQMD staff will work with stakeholders to obtain the needed detailed emissions information, identify specific voluntary emission reduction commitments, continue to evaluate emissions inventory, evaluate climate action plans, and develop voluntary and regulatory concepts. A progress report on the FBMSM Working Group process is scheduled to be present to the SCAQMD's Mobile Source Committee in March 2018. For additional information, visit <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures>.

Under a separate effort and in response to the ARB Board Direction, ARB staff has held two public workshops and four community meetings to discuss and seek stakeholder input on concepts for minimizing community health impacts from large freight facilities including seaports, railyards, and warehouses/distribution centers. The two workshops, one in Los Angeles on August 29 and the other in Sacramento on September 6, followed the same format and presented the same presentational materials. The four community meetings were held in September and each included multiple breakout sessions where participants gathered in small groups to discuss their views and raise questions with ARB staff. Two of the community meetings were held in the SCAG region: one in City of Long Beach while the other in City of Fontana. ARB staff is scheduled to present concepts to the ARB Board in March 2018. For additional information, visit <https://www.arb.ca.gov/gmp/sfti/freightfacility.htm>.

# REPORT

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## First Meeting of 2016 AQMP Funding Working Group

As part of the 2016 AQMP development process, a Draft Financial Incentives Funding Action Plan has been prepared to help identify new revenue sources that the SCAQMD could pursue for incentive funding programs to help accelerate the turnover of existing vehicles and equipment to zero and near-zero emission technologies and help the region meet federal air quality standards. At its March 2017 meeting, the SCAQMD Governing Board approved the schedule of activities included in the Draft Funding Action Plan. The Draft Action Plan can be downloaded from <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/draftfinancialincentivefunddec2016.pdf?sfvrsn=6>.

On August 18, 2017, the SCAQMD staff kicked off the first 2016 AQMP Funding Working Group meeting. At the meeting, SCAQMD staff discussed the mission, goals, and membership of the Funding Working Group, presented the 2016 AQMP funding needs and the Draft Financial Incentives Funding Action Plan. The SCAQMD staff also provided an update on state and federal actions. Finally, the SCAQMD staff held discussion to seek stakeholder suggestions for outreach and initial funding ideas and strategies. For additional information, visit <http://www.aqmd.gov/home/about/groups-committees/aqmp-advisory-group/2016-aqmp-funding-working-group>.

## SCAG Staff Participation

Several SCAG staff from the relevant subject areas have participated in these working group meetings, reviewed meeting materials, and provided input within their respective areas. SCAG staff will continue to actively participate in and closely monitor the working group process and will report back to the Regional Council and Policy Committee(s) as appropriate.

## **FISCAL IMPACT:**

Work associated with this item is included in the current FY17-18 Overall Work Program (025.SCG0164.01: Air Quality Planning and Conformity).

## **ATTACHMENT:**

None


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**DATE:** November 2, 2017

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

**FROM:** Ma'Ayn Johnson, Housing & Land Use Planner, 213-236-1975, johnson@scag.ca.gov

**SUBJECT:** Notice of Funding Availability (NOFA): Infill Infrastructure Grant (IIG)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**

*The California Department of Housing and Community Development (HCD) has announced a NOFA of \$50 million statewide for its Infill Infrastructure Grant program. The purpose of the program is to provide grants for Capital Improvement Projects in support of Qualifying Infill Projects. Applications must be received by HCD no later than January 16, 2018. Awards will be announced in June 2018.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

On October 2, 2017, HCD announced a NOFA of \$50 million statewide for its Infill Infrastructure Grant program (IIG). Funding for the IIG program was provided by Proposition 1C, which was approved by California voters in 2006. Funds offered by IIG are available as grant funds for Capital Improvement Projects in support of Qualifying Infill Projects. The minimum project award under the program is \$500,000 for urban areas and \$250,000 for rural areas, while the maximum award is \$5 million. Non- or for-profit developers are eligible to apply and can apply jointly with a local jurisdiction or public housing authority. However, public agencies are ineligible to apply as sole applicants.

Applications must be received by HCD no later than January 16, 2018. Awards for the program will be announced in June 2018. Additional materials and information can be found at: <http://www.hcd.ca.gov/grants-funding/active-funding/iigp.shtml>.

# REPORT

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**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2017-2018 Overall Work Program (080.SCG00153.04: Regional Assessment).

**ATTACHMENT:**

IIG Program NOFA Announcement, October 2, 2017



**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF FINANCIAL ASSISTANCE**

2020 W. El Camino Avenue, Suite 500, 95833  
P. O. Box 952054  
Sacramento, CA 94252-2054  
(916) 263-2771 / FAX (916) 263-2763  
[www.hcd.ca.gov](http://www.hcd.ca.gov)



October 2, 2017

**MEMORANDUM FOR: POTENTIAL APPLICANTS**

**FROM:** Lisa Bates, Deputy Director  
Division of Financial Assistance

A handwritten signature in blue ink that reads "Lisa Bates".

**SUBJECT: NOTICE OF FUNDING AVAILABILITY (NOFA)  
INFILL INFRASTRUCTURE GRANT (IIG) PROGRAM**

The Department of Housing and Community Development (Department) is pleased to announce the availability of approximately \$50 million in funding for the Infill Infrastructure Grant (IIG) Program. The purpose of the IIG Program is to provide grants for Capital Improvement Projects (CIP), in support of Qualifying Infill Projects (QIP). Funding for this NOFA and Program requirements are provided under the Housing and Emergency Shelter Trust Fund Act of 2006 (Proposition 1C) pursuant to Sections 53545(b), 53545.12 and 53545.13 of Chapter 2 of Part 12 of Division 31 of the Health and Safety Code. Additional funds may be added to the NOFA up to a maximum of \$50.8 million.

A complete original application, and electronic copies on CD or flash drive with all applicable information must be received by the Department no later than 5:00 p.m. Pacific Standard Time on **January 16, 2018** (Tuesday) delivered by a mail carrier service such as U.S. Postal Service, UPS, FedEx, or other carrier services that provide date stamp postmarked verification to the address below:

**INFILL INFRASTRUCTURE GRANT (IIG) PROGRAM**

Department of Housing and Community Development  
Division of Financial Assistance, NOFA Section  
2020 W. El Camino Avenue, Suite 500  
Sacramento, CA 95833

**Personal deliveries will not be accepted. No late applications, incomplete applications, facsimiles, walk-ins or application revisions will be accepted.**

The IIG Program application forms, guidelines, and related Program information is available at <http://www.hcd.ca.gov/grants-funding/active-funding/iigp.shtml>. To receive information on workshops and other updates, please [subscribe](#) to the Department's IIG mailing list. Questions may be directed to the IIG Program at (916) 263-2771 or [DFAINfill@hcd.ca.gov](mailto:DFAINfill@hcd.ca.gov).

Attachment

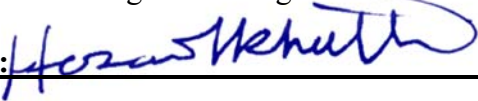
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**DATE:** November 2, 2017

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

**FROM:** Jason Greenspan, AICP, Manager of Sustainability; greenspan@scag.ca.gov, (213) 236-1859

**SUBJECT:** SB 1 Sustainable Communities Planning Grant Program – Formula Funds

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

Receive and File – No Action Required

**EXECUTIVE SUMMARY:**

*On September 14, 2017, the California Department of Transportation (Caltrans) released its FY 17-18 Final SB 1 Grant Guide for Sustainable Communities Planning Grants. The Grant Guide specifies a total of \$25 million in formula funds available to California's Metropolitan Planning Organizations (MPOs). As an MPO, SCAG is eligible to receive \$5,170,390 in formula funds, and is required to provide a match valued at \$669,879. The purpose of grant funds is to support local and regional multimodal transportation and land use planning projects that further SCAG's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), contribute to the State's greenhouse gas (GHG) reduction targets, and also assist in achieving the Caltrans mission. As required by Caltrans, SCAG submitted application forms on October 20, 2017, serving as a draft amendment to the 2017-18 Overall Work Program (OWP) in order to secure access to the formula grant. Once Caltrans indicates concurrence with the draft OWP amendment, SCAG staff will seek Regional Council approval of the amendment.*

**STRATEGIC PLAN:**

This item supports SCAG Regional Goal 1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, c) Provide practical solutions for moving new ideas forward

**BACKGROUND:**

As a Metropolitan Planning Organization (MPO), SCAG is eligible to receive \$5,170,390 in formula grant funds from Caltrans' FY 17-18 Sustainable Communities Planning Grants program. SCAG is required to provide a match valued at \$669,879. The purpose of grant funds is to support local and regional multimodal transportation and land use planning projects that further SCAG's RTP/SCS, contribute to the State's greenhouse gas (GHG) reduction targets, and also assist in achieving the Caltrans mission. As



# REPORT

required by Caltrans, SCAG submitted application forms on October 20, 2017, serving as a draft amendment to the 2017-18 Overall Work Program (OWP) in order to secure access to the formula grant.

As reported in October, SCAG staff worked to refine project descriptions and ensure that application materials were submitted to Caltrans by the October 20<sup>th</sup> deadline. Prioritized projects will directly benefit our member jurisdictions and support development and implementation of our SCS. The majority of FY17-18 funds made available through Caltrans will support SCAG's Sustainability Planning Grant (SPG) program. SCAG staff organized projects into three principal categories (see attachment):

1. Planning Grant Program - The SPG is SCAG's proven, recognized and effective framework for deploying essential planning resources throughout the SCAG region. It will continue to be a critical tool in achieving SB 375 targets and other State goals aimed at reducing GHG emissions. The three main grant categories - Integrated Land Use; Active Transportation; and Green Region Initiative – offer jurisdictions the wherewithal to develop and update local plans that support State priorities, reduce vehicle miles travelled (VMT), and advance the region's SCS.
2. Future Communities Initiative - The Future Communities Initiative, guided by of the Open Data/Big Data- Smart and Connected SCAG Region Committee, includes early action items aimed at harnessing the power of new technologies, big data, open data as well as enhanced analytics to promote innovation in regional and local planning and reduce transportation demand. Tools and resources provided through the initiative will enable more informed regional and local policymaking, increase the efficiency of public service delivery, and ensure the financial sustainability of future cities. The Future Communities Initiative will play a key role in reducing VMT and GHG emissions by modernizing regional land-use and transportation planning tools and providing local agencies with planning resources to pilot new technologies to reduce travel demand.
3. SCS Development - SCAG staff initiated implementation of the 2016 RTP/SCS immediately after its adoption, and has since launched research, planning and studies in preparation for the 2020 SCS. Much of SCAG's proposed research and planning is focused on reducing single occupancy vehicle trips and transportation related GHG through advancing mode shift; transportation demand management; operational efficiency; system accessibility; and integration of future transportation, employment and land use.

Once Caltrans indicates concurrence with projects associated with the foregoing categories included in the draft OWP amendment, SCAG staff will seek Regional Council approval of the amendment. Work may begin as early as January 2018, and all reimbursable work must be completed by the end of February 2020. It is expected that availability of additional formula funds will be announced by Caltrans in early 2018 for incorporation into the FY 2018-19 budget. Future SB 1 formula based funding for SCAG and other MPOs will be dependent on the development of an SCS in the next planning cycle that continues to demonstrate meeting the SB 375 per capita GHG reduction targets established by the California Air Resources Board.

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**FISCAL IMPACT:**

When approved by Caltrans, the formula grant of \$5,170,390 and the local match of \$669,879 will be included in the FY 2017-18 Overall Work Program.

**ATTACHMENT:**

Draft SCAG SB1 Planning Project List

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# DRAFT SCAG SB1 PLANNING PROJECTS\*

## **PLANNING GRANT PROGRAM**

The Sustainability Planning Grant (SPG) Program is a proven, recognized and effective framework for deploying essential planning resources throughout the SCAG region. It will continue to be a critical tool in achieving SB 375 targets and other State goals aimed at reducing GHG emissions. The three main grant categories – Integrated Land Use; Active Transportation; and Green Region Initiative – offer jurisdictions the wherewithal to develop and update local plans that support State priorities, reduce vehicle miles travelled (VMT), and advance the region’s Sustainable Communities Strategy (SCS).

## **FUTURE COMMUNITIES INITIATIVE**

The Future Communities Initiative, guided by of the Open Data/Big Data- Smart and Connected SCAG Region Committee, includes early action items aimed at harnessing the power of new technologies, big data, open data as well as enhanced analytics to promote innovation in regional and local planning and reduce transportation demand. Tools and resources provided through the initiative will enable more informed regional and local policymaking, increase the efficiency of public service delivery, and ensure the financial sustainability of future cities. The Future Communities Initiative will play a key role in reducing VMT and GHG emissions by modernizing regional land-use and transportation planning tools and providing local agencies with planning resources to pilot new technologies to reduce travel demand.

## **Projects**

Regional Data Platform: The foundation for a regional clearinghouse of public sector demographic, land-use, transportation, and public opinion data will be established. This will support regional and local planning for implementation of the SCS by (1) enhancing SCAG's existing data system capability to meet local needs for data-driven decision-making, government transparency, collaborative regional and community planning; (2) expanding SCAG's data infrastructure system, enhancing regional data standardization, performing best practices for improvements on data updates; and (3) improving system management, maintenance, and security in order to fully implement and facilitate the region's needs of open data, big data, and new technology utilization for data sharing and data visualization in innovative planning. This will result in an integrated data platform that supports the update of local general plans– including interactive dashboards that help local jurisdictions make decisions according to sustainability metrics included in SCAG's SCS.

Future Communities Grants, Phase 1: The Future Communities Partnership Grant Program is a proposed collaboration between SCAG and the Mobile Source Air Pollution Reduction Review Committee (MSRC) to support city and county agencies in implementing innovative pilot projects that reduce VMT from local travel and municipal operations through new technologies and enhanced data analytics. In Phase 1, SCAG will conduct research and analysis to identify new and innovative pilot concepts for reducing VMT, as well as identify more traditional Transportation Demand Management (TDM) strategies that may yield a greater return on investment. The findings from the research will be used to develop program guidelines for a call for projects, which will be issued in FY 2018/2019. In Phase 2, up to \$2 million in MSRC funds will be awarded to implement pilots.

### Future Communities Study:

To inform the 2020 SCS, SCAG will conduct analyses and engage industry experts and stakeholders to better understand emerging trends and opportunities to reduce commute trips through artificial

\*Subject to Caltrans approval

## **DRAFT SCAG SB1 PLANNING PROJECTS\***

intelligence, virtualization and other technological, social, or organizational changes that make remote work opportunities at home or at co-working sites more attractive. The study will include a literature review, analysis of regional commute information, focus groups or surveys to better understand the degree to which technology, social, demographic, and organizational change, and policy contribute to employee productivity and the successful adoption of telework and related programs. The findings will inform TDM assumptions and strategies in the 2020 SCS.

### **SUSTAINABLE COMMUNITIES STRATEGY (SCS) DEVELOPMENT**

SCAG staff initiated implementation of the 2016 RTP/SCS immediately after its adoption, and has since launched research, planning and studies in preparation for the 2020 SCS. Much of SCAG's research and planning is focused on reducing single occupancy vehicle trips and transportation related GHG through:

- advancing mode shift;
- transportation demand management;
- operational efficiency;
- system accessibility; and
- integration of future transportation, employment and land use.

### **Projects**

SCS Scenario Development and Outreach: This project will support the development of the 2020 SCS by enabling a more robust and stakeholder driven regional scenario development approach. Coordination with existing community based organizations will allow SCAG to engage new audiences with more meaningful engagement during SCS development. The use of a digital platform for a scenario development tool will allow SCAG to reach a broad range of audiences and also capture direct feedback that can be incorporated into SCS scenarios.

Mobility Innovations & Incentives - Revealed Preference Demonstration Study: A revealed preference demonstration experiment will be designed and executed integrating mobility choices and incentives to better understand the effectiveness of different TDM policies. This experiment will involve recruiting volunteers within various travel areas and using technology to assess the effectiveness of different TDM policies and mobility services. Before-and-after volunteer assessments will be conducted.

Mobility Innovations & Incentives - Equity Analysis: SCAG will expand on existing mobility innovation efforts to develop a methodology to determine equity impacts of proposed mobility innovations and incentives strategies. Households of varying income levels and Disadvantaged Community stakeholders will be engaged to develop a consensus driven equity program.

Joint Passenger & Freight Rail Forecast: An integrated passenger and freight rail forecast will be developed that considers existing physical and operational constraints, use agreements, and planned capacity improvements. An advisory committee will include the region's ports, county transportation commissions, Metrolink, freights, Caltrans and other stakeholders. Planned and potential future capital improvements will be identified for inclusion in the 2020 SCS.

Housing Monitoring for SCS Development: Guidelines will be developed for reviewing updated local jurisdiction input for use as the basis for Regional Housing Needs Assessment (RHNA) allocations. The guidelines, which will consider updated demographic, economic, and land use data collected, will focus on integrating these data sets with the development of the 2020 SCS.

\*Subject to Caltrans approval





**2018 REGULAR MEETING SCHEDULE OF THE  
REGIONAL COUNCIL AND POLICY COMMITTEES**  
(APPROVED BY THE REGIONAL COUNCIL 9-7-17)

**ALL REGULAR MEETINGS ARE SCHEDULED ON THE 1<sup>ST</sup> THURSDAY OF EACH MONTH.**

**LOCATION: SCAG HEADQUARTERS OFFICE, WILSHIRE GRAND CENTER  
900 WILSHIRE BOULEVARD, 17<sup>TH</sup> FLOOR, LOS ANGELES, CA 90017**

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
818 West 7th Street, 12th Floor  
Los Angeles, CA 90017  
T: (213) 236-1800  
F: (213) 236-1825  
www.scag.ca.gov

**REGIONAL COUNCIL OFFICERS**

President  
Margaret E. Finlay, Duarte

First Vice President  
Alan D. Wapner, Ontario

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Executive/Administration  
Margaret E. Finlay, Duarte

Community, Economic &  
Human Development  
Rex Richardson, Long Beach

Energy & Environment  
Carmen Ramirez, Oxnard

Transportation  
Curt Hagman, San Bernardino County

<b>EXECUTIVE/ ADMINISTRATION COMMITTEE (EAC)</b>	<b>COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD)</b>	<b>ENERGY AND ENVIRONMENT COMMITTEE (EEC)</b>	<b>TRANSPORTATION COMMITTEE (TC)</b>	<b>REGIONAL COUNCIL (RC)</b>
<b>Board Room 9AM – 10AM</b>	<b>Policy Room B 10AM – 12PM</b>	<b>Policy Room A 10AM – 12PM</b>	<b>Board Room 10AM – 12PM</b>	<b>Board Room 12:15PM – 2PM</b>
<b>January 4, 2018 (DARK)</b>				
February 1, 2018				
March 1, 2018				
April 5, 2018				
<b>May 3 - 4, 2018</b> <b>SCAG 2018 REGIONAL CONFERENCE AND GENERAL ASSEMBLY</b> <b>RENAISSANCE RESORT AND SPA, 44400 INDIAN WELLS LANE, INDIAN WELLS, CA 92210</b>				
June 7, 2018				
July 5, 2018				
<b>August 2, 2018 (DARK)</b>				
September 6, 2018 [Note: League of CA Cities Annual Conference, Long Beach, CA; Sep. 9 – 12]				
October 4, 2018				
November 1, 2018				
December 6, 2018				
<b>[NOTE: SCAG 9<sup>TH</sup> ANNUAL ECONOMIC SUMMIT, IN LIEU OF THE REGULARLY SCHEDULED MEETINGS]</b>				


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Community, Economic & Human Development Committee  
 Proposed Topic Outlook  
 July 2017 – June 2018

MONTH / YEAR	PROPOSED TOPICS
July 2017	Proposition 64: The Impact of Cannabis Legalization in California on Local Land Use and Zoning
August 2017	[DARK]
September 2017	Homelessness
October 2017	Yes in My Backyard (YIMBY) and Local Housing Advocacy
November 2017	Safety, Land use and Urban Design
December 2017	Education and Career Partnerships with Local Communities
January 2018	[DARK]
February 2018	Decision-making: Historical Preservation in Face of Pressure for Commercial Revitalization
March 2018	Human Trafficking
April 2018	Youth Crime Prevention Programs
May 2018	General Assembly [DARK]
June 2018	Fiscalization of Land Use

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**DATE** November 2, 2017  
:  
**TO:** Community, Economic and Human Development (CEHD) Committee  
**FROM:** Ma'Ayn Johnson, Housing & Land Use Planner, 213-236-1975, johnson@scag.ca.gov  
**SUBJECT:** Safety, Land Use and Design: Effects on Walking and Cycling

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**

*Walking and biking offer environmental and health benefits and contribute to lower traffic congestion. However, such non-motorized modes of travel account for a small, albeit increasing, share of trips in the U.S. Dr. Anastasia Loukaitou-Sideris, Professor of Urban Planning at the University of California, Los Angeles Luskin School of Public Affairs, will explore the link between perceptions of safety and walking and biking, and how these perceptions may vary because of psychological, demographic and environmental factors.*

**STRATEGIC PLAN:**

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

**BACKGROUND:**

Walking and biking offer environmental and health benefits and contribute to lower traffic congestion. However, such non-motorized modes of travel account for a small, albeit increasing, share of trips in the U.S. Dr. Anastasia Loukaitou-Sideris, Professor of Urban Planning at the University of California, Los Angeles Luskin School of Public Affairs, will explore the link between perceptions of safety and walking and biking, and how these perceptions may vary because of psychological, demographic and environmental factors. Her presentation will also discuss appropriate design and policy interventions that can help increase awareness of safety and contribute to more walking and biking in cities.

The topic of safety, land use, and urban design was indicated by the CEHD Policy Committee as a topic of interest based on an informal member survey conducted at the June 1, 2017 meeting. For a list of future topics for discussion, please refer to Agenda Item No. 7, Topic Outlook, included in this agenda meeting packet.

# REPORT

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**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2017-2018 Overall Work Program (080.SCG00153.04: Regional Assessment).

**ATTACHMENT:**

PowerPoint Presentation: “Is it Safe to Walk Here? – Safety and Security Considerations and their Effects on Walking”

“IS IT SAFE TO WALK HERE?”  
SAFETY AND SECURITY CONSIDERATIONS AND THEIR EFFECTS ON WALKING

Anastasia Loukaitou-Sideris  
UCLA Department of Urban Planning  
UCLA Institute of Transportation Studies

CALTRANS Transportation Planning Speaker Series  
September 28, 2015

IMPORTANCE OF ALTERNATIVE TRANSPORTATION MODES



Environmental Benefits

Economic Benefits

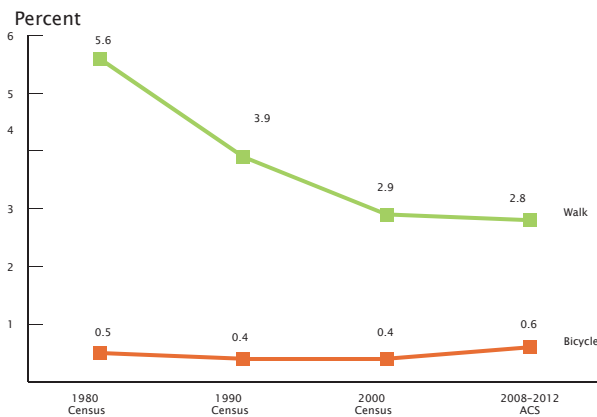
Health Benefits

### Changes in walking and biking for the journey to work 1960-2010

Commuters	1960 in thousands	1970 in thousands	1980 in thousands	1990 in thousands	2000 in thousands	2010 in thousands
Walk	6,416 9.9%	5,690 7.4%	5,413 5.6%	4,489 3.9%	3,759 2.9%	3,966 2.9%
Bicycle	N/A	N/A	468 0.5%	467 0.4%	488 0.4%	766 0.6%

Source: U.S. Census

**Walking and Bicycling to Work: 1980 to 2008-2012** (Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see [www.census.gov/acs/www/](http://www.census.gov/acs/www/))



Sources: U.S. Census Bureau, Decennial Census, 1980, 1990, 2000; American Community Survey, 2008-2012.



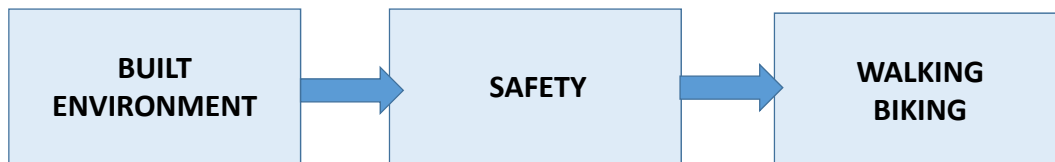
## Factors affecting walking and biking



- Individual-level capacities (sociodemographic, cultural, behavioral characteristics, lifestyle preferences)
- Society-level characteristics (social norms, public policies, market forces)
- Built environment/urban form characteristics

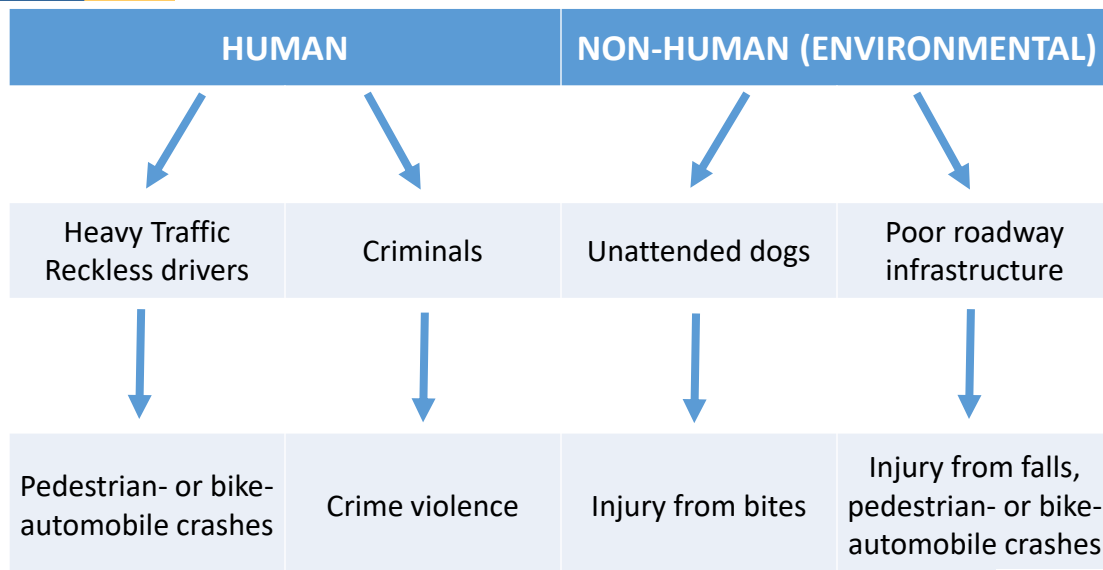
## Webinar focus

FOCUS: Link between built environment, perceived or actual safety, and walking or biking



## Questions

1. What is the link between perceptions of risk, fear, and walking and biking?
2. How perception of safety may vary because of socio-psychological, demographic, and environmental factors?
3. What are appropriate design and policy interventions that can help people feel safer in public settings?





## Literature findings

- Perceived safety is one of the most important prerequisites for walking (Bauman et al. 1996, Booth et al. 2000)
- Negative association between fear of crime, and walking (Ross 1993; Chandola 2001)
- Negative associations between perceived traffic safety and walking, and biking (Caitlin et al. 2003)
- Higher prevalence of inactivity/obesity among those who perceive their neighborhoods as unsafe (Weinstein et al. 1999)

## Factors influencing fear of crime

- Psychological factors
  - Prior experiences and memories, prior victimization, media stories, parental admonitions
- Socio-demographic factors
  - Gender, race/ethnicity, age, income
- Physical characteristics of places

## Socio-demographic characteristics influencing fear of crime

### GENDER

- Women are found to be typically more fearful than men.
- Research has shown that fear often prompts women to avoid walking or using public transit, and avoid certain public settings.
- Safety is a particular concern for minority women



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## Socio-demographic characteristics influencing fear of crime

### RACE/ETHNICITY

Studies have found:

- Higher fear of crime and more barriers to walking in ethnic and immigrant neighborhoods (Seefeldt 2002)
- Higher levels of inactivity (Amesty 2003)



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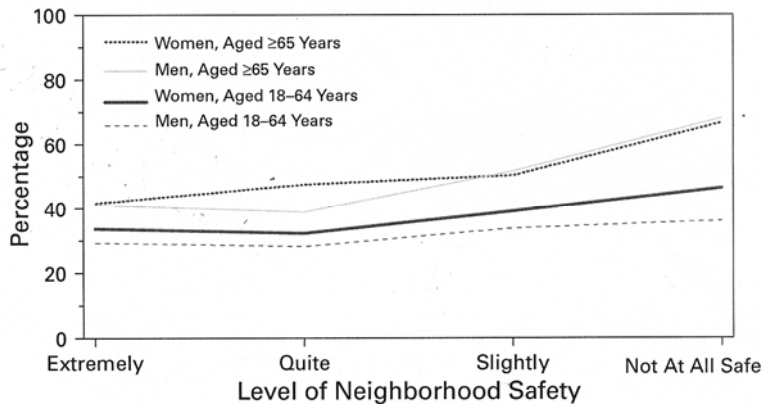
## Socio-demographic characteristics influencing fear of crime



### AGE

- Older people are more fearful even though young adults are statistically more at risk.
- Studies have found a strong association between physical inactivity in older adults and safety concerns (CDC 1999; Brownson et al. 2000, Booth et al. 2000)

Percentage of respondents reporting physical inactivity, by sex, age group, and perceived neighborhood safety



Source CDC 1999

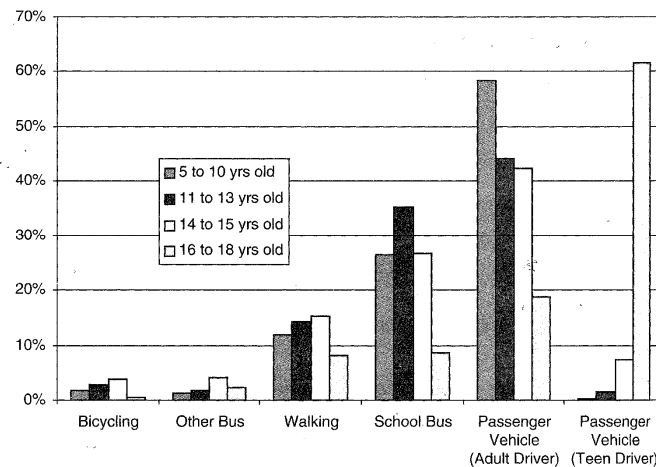
## Socio-demographic characteristics influencing fear of crime



### AGE

- Parental concerns about safety affect children walking and biking to school and their propensity to play in public outdoor settings (TRB 2002).

## Travel modes for journey to school in the U.S.



Source TRB 2002

## Environmental Factors Contributing to Fear



### Physical Incivilities

Lack of maintenance, physical and social disorder, graffiti, litter, unkempt and abandoned buildings, poor environmental quality

## Environmental Factors Contributing to Fear



Desolation

Darkness

Lack of surveillance opportunities from surrounding establishments





## Settings eliciting fear

Enclosed spaces with limited exit opportunities



Anonymous and deserted open spaces



## Crime and the Built Environment

Crime and the built environment are related in a systematic manner.

Different types of crime occur under different environmental conditions.

Certain features of place can affect crime:  
multiple escape routes  
crime generating land uses  
physical disorder/ 'broken windows'



## Design and Policy Interventions for Crime Safety



Fixing broken windows



Facilitating eyes on the street

## Design and Policy Interventions for Crime Safety



Lighting the way



Eliminating bad neighbors



## Design and Policy Interventions for Crime Safety

Creating safe territories



Protecting access routes to destinations (first mile/last mile)



Urban form impediments to walking and biking



## Pedestrian “Impediments”

- Very wide, difficult-to-cross streets
- Lack of medians in many arterials
- Absent or obstructed sidewalks
- Absence of pedestrian infrastructure (lighting, trees, crosswalks, etc.)
- Segregation of land uses requiring long walks



## Factors influencing Collisions

- Social and behavioral characteristics of drivers and victims
- Road design characteristics (type of road, lane width, intersection geometry, pavement characteristics, marked crosswalks, raised medians, etc.)
- Traffic characteristics (traffic volumes, traffic speeds)
- Urban form characteristics

## Design and policy interventions to mitigate the effects of traffic

TARGET	OBJECTIVE	PLANNING & DESIGN ACTIONS	POLICY ACTIONS
<b>DRIVERS</b>	Manage/regulate vehicular traffic	-Traffic control through traffic signals, roadway signs, crosswalks, pavement markings, etc.	-Enforcement of traffic regulations -Fees/penalties for non-complying drivers
	Reduce vehicular traffic	-Pedestrian, bike, transit infrastructure: sidewalks, paths, bike lanes, busways	-Congestion pricing -Gasoline and license taxes, parking fees
	Reduce traffic speed	-Traffic calming: deflections, medians, road narrowing, etc.	-Designation of slow-speed areas: Woonerfs, school zones, home zones
<b>PEDESTRIANS CYCLISTS</b>	Increase safety for pedestrians and cyclists	-Pedestrian, bike, transit infrastructure: sidewalks, crosswalks, bike lanes, lighting -Elimination of sidewalk obstructions; -Pavement upkeep	-Preferential treatment of non-motorized modes when they interface with motorized modes. -Crossing aids near schools; - Escort to school programs
	Educate, inform about traffic dangers		-Helmet programs -Training programs for kids

**THANK YOU!**