



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

REGULAR MEETING

TRANSPORTATION COMMITTEE

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

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

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov.

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

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Transportation Committee Members – November 2017

Members

Representing

Chair*	1. Sup. Curt Hagman		San Bernardino County
Vice-Chair*	2. Hon. Randon Lane	<i>Murrieta</i>	District 5
*	3. Hon. Sean Ashton	<i>Downey</i>	District 25
*	4. Hon. Rusty Bailey	<i>Riverside</i>	District 68
*	5. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
*	6. Hon. Ben Benoit	<i>Wildomar</i>	Air District Representative
	7. Hon. Will Berg, Jr.	<i>Port Hueneme</i>	VCOG
	8. Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
	9. Hon. Austin Bishop	<i>Palmdale</i>	North L.A. County
*	10. Hon. Art Brown	<i>Buena Park</i>	District 21
*	11. Hon. Joe Buscaino	<i>Los Angeles</i>	District 62
	12. Hon. Ross Chun	<i>Aliso Viejo</i>	OCCOG
	13. Hon. Jim B. Clarke	<i>Culver City</i>	WSCCOG
*	14. Hon. Jonathan Curtis	<i>La Cañada Flintridge</i>	District 36
*	15. Hon. James Gazeley	<i>Lomita</i>	District 39
*	16. Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
*	17. Hon. Lena Gonzalez	<i>Long Beach</i>	District 30
	18. Hon. Jack Hadjinian	<i>Montebello</i>	SGVCOG
*	19. Sup. Janice Hahn		Los Angeles County
*	20. Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
	21. Hon. Dave Harrington	<i>Aliso Viejo</i>	OCCOG
*	22. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
*	23. Hon. Steve Hofbauer	<i>Palmdale</i>	District 43
*	24. Hon. Jose Huizar	<i>Los Angeles</i>	District 61
*	25. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
*	26. Hon. Mike T. Judge	<i>Simi Valley</i>	VCTC
	27. Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
	28. Hon. Linda Krupa	<i>Hemet</i>	WRCOG
	29. Hon. James C. Ledford	<i>Palmdale</i>	North L. A. County
*	30. Hon. Clint Lorimore	<i>Eastvale</i>	District 4
*	31. Hon. Ray Marquez	<i>Chino Hills</i>	District 10



Transportation Committee Members – November 2017

Members

Representing

* 32. Hon. Steve Manos	<i>Lake Elsinore</i>	District 63
33. Hon. Larry McCallon	<i>Highland</i>	SBCTA
* 34. Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
* 35. Hon. Dan Medina	<i>Gardena</i>	District 28
* 36. Hon. Barbara Messina	<i>Alhambra</i>	District 34
* 37. Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
* 38. Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
39. Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
* 40. Hon. Kris Murray	<i>Anaheim</i>	District 19
* 41. Hon. Richard D. Murphy	<i>Los Alamitos</i>	OCTA
* 42. Hon. Frank Navarro	<i>Colton</i>	District 6
* 43. Sup. Shawn Nelson		Orange County
* 44. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
* 45. Hon. Sam Pedroza	<i>Claremont</i>	District 38
* 46. Hon. Greg Pettis	<i>Cathedral City</i>	District 2
* 47. Hon. Charles Puckett	<i>Tustin</i>	District 17
48. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
49. Hon. Dwight Robinson	<i>Lake Forest</i>	OCCOG
50. Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
* 51. Hon. Ali Saleh	<i>Bell</i>	District 27
52. Hon. Damon Sandoval	<i>Morongo Band of Mission Indians</i>	Tribal Government Regional Planning Board
53. Hon. Jesus Silva	<i>Fullerton</i>	Member-at-Large
* 54. Hon. Marty Simonoff	<i>Brea</i>	District 22
55. Hon. Zareh Sinanyan	<i>Glendale</i>	SFVCOG
* 56. Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
* 57. Hon. Barb Stanton	<i>Town of Apple Valley</i>	District 65
58. Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
59. Hon. Jess Talamantes	<i>Burbank</i>	SFVCOG
60. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
* 61. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1



Transportation Committee
Members – November 2017

Members

- * 62. Hon. Alan Wapner
- 63. Hon. Alicia Weintraub
- * 64. Hon. Michael Wilson
- 65. Ms. Nieves Castro

Representing

<i>Ontario</i>	SBCTA/SBCOG
<i>Calabasas</i>	LVMCOG
<i>Indio</i>	District 66
<i>Caltrans, District 7</i>	Ex-Officio Member

* Regional Council Member

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TRANSPORTATION COMMITTEE

AGENDA

NOVEMBER 2, 2017

The Transportation Committee (TC) 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 Curt Hagman, 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> | Attachment | 1 |
|--|-------------------|----------|

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> | Attachment | 8 |
| 3. <u>Status Update on Implementation of 2016 South Coast Air Quality Management Plan (AQMP)</u> | Attachment | 13 |
| 4. <u>Notice of Funding Availability (NOFA): Infill Infrastructure Grant (IIG)</u> | Attachment | 16 |
| 5. <u>SB 1 Sustainable Communities Planning Grant Program – Formula Funds</u> | Attachment | 19 |
| 6. <u>2018 Schedule of Regional Council and Policy Committees</u> | Attachment | 24 |

TRANSPORTATION COMMITTEE

AGENDA

NOVEMBER 2, 2017

INFORMATION ITEMS

		<u>Time</u>	<u>Page No.</u>
7.	<u>Mobility Innovations: Encouraging and Facilitating Research, Pilots, and Demonstrations in the SCAG Region</u> <i>(Marco Anderson, SCAG Staff)</i>	Attachment 35 mins.	25
8.	<u>Bus Rapid Transit and Changing Neighborhoods in Los Angeles</u> <i>(Anne Brown, PhD Candidate, Department of Urban Planning, University of California Los Angeles)</i>	Attachment 20 mins.	43
9.	<u>Update on Clean Freight Technologies</u> <i>(Matt Miyasato, Deputy Executive Officer, Science and Technology Advancement, SCAQMD)</i>	Attachment 20 mins.	56

CHAIR'S REPORT

(The Honorable Curt Hagman, Chair)

METROLINK REPORT

(The Honorable Art Brown, SCAG Representative to Metrolink)

STAFF REPORT

(Courtney Aguirre, SCAG Staff)

FUTURE AGENDA ITEM/S

ADJOURNMENT

The next regular meeting of the Transportation Committee (TC) is scheduled for Thursday, December 7, 2017 at the SCAG Los Angeles Office.

Transportation Committee Meeting
of the
Southern California Association of Governments
October 5, 2017
Minutes

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

The Transportation Committee (TC) met at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Curt Hagman, San Bernardino County. A quorum was present.

Members Present:

Hon. Sean Ashton, Downey	District 25
Hon. Rusty Bailey, Riverside	District 68
Hon. Glen Becerra, Simi Valley	District 46
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Will Berg, Port Hueneme	VCOG
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Art Brown, Buena Park	District 21
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Jim Clarke, Culver City	WCCOG
Hon. James Gazeley, Lomita	District 39
Hon. Jeffrey, Giba, Moreno Valley	District 69
Hon. Jack Hadjinian, Montebello	SGVCOG
Hon. Curt Hagman (Chair)	San Bernardino County
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Jim Hyatt, Calimesa	District 3
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Linda Krupa, Hemet	WRCOG
Hon. Randon Lane, Murrieta (Vice Chair)	District 5
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon	Highland
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra	District 34
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Richard D. Murphy, Los Alamitos	OCTA
Hon. Kris Murray, Anaheim	District 19
Hon. Frank Navarro, Colton	District 6
Hon. Greg Pettis, Cathedral City	District 2
Hon. Charles Puckett, Tustin	District 17
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Jesus Silva, Fullerton	

Hon. Marty Simonoff, Brea	District 22
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Jess Talamantes	SFVCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Ms. Nieves Castro	Caltrans District 7

Members Not Present:

Hon. Austin Bishop, Palmdale	North L.A. County
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Gonzalez, Lena, Long Beach	District 30
Hon. Janice Hahn	Los Angeles County
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jose Huizar, Los Angeles	District 61
Hon. James C. Ledford	Palmdale
Hon. Clint Lorimore, Eastvale	District 4
Hon. Shawn Nelson	Orange County
Hon. Pam O’Connor, Santa Monica	District 41
Hon. Sam Pedroza, Claremont	District 38
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Zareh Sinanyan, Glendale	SFVCOG
Hon. José Luis Solache, Lynwood	District 26
Hon. Barb Stanton, Apple Valley	SBCTA/SBCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Hon. Michael Wilson, Indio	District 66

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Curt Hagman, San Bernardino County, called the meeting to order at 10:00 a.m. Hon. Randon Lane, Murrieta, led the pledge of allegiance.

PUBLIC COMMENT

No members of the public requested to comment.

ACTION/DISCUSSION ITEMS

1. Resolution No. 17-593-1 Regarding Augmented 2017 Regional Active Transportation Program: Regional Guidelines and Recommended Project List

Stephen Patchan, SCAG staff, reported on the augmented 2017 Active Transportation Program (ATP). Mr. Patchan stated the Regional Augmentation Guidelines outlined the process for selecting and programming an additional \$40.6 million allocated to SCAG’s 2017 Regional ATP from the Road Maintenance and Rehabilitation Account as a result of the adoption of Senate Bill 1 (SB 1). He noted the guidelines were similar to previous cycles with a modification to clarify the advancement of funding for specific projects. Further, he stated that the Augmented Regional Program included twenty (20) new capital projects funded at

approximately \$38.8 million, four (4) supplemented implementation projects, and ten (10) new Capacity Building projects. Additionally, he noted that it provided funding advancements for twelve (12) projects previously awarded funding in the 2017 Regional ATP. Mr. Patchan stated upon approval by the Regional Council, the Augmented Regional Program would be submitted to the California Transportation Commission (CTC) and programmed into the state's Active Transportation Program at the December 2018 meeting.

A MOTION was made (Giba) and SECONDED (Navarro) to recommend the Regional Council approve the Augmented 2017 Regional Active Transportation Program Regional Guidelines and Recommended Project list. The Motion passed by the following votes:

AYES: Ashton, Bailey, Becerra, Benoit, Berg, Betts, Brown, Chun, Clarke, Gazeley, Giba, Hadjinian, Hagman, Harnik, Hyatt, Judge, Kelley, Krupa, Lane, Marquez, McCallon, Messina, Michael, Minagar, Moore, Murphy, Murray, Navarro, Pettis, Puckett, Saleh, Silva, Simonoff, Sternquist, Talamantes, Viegas-Walker, Wapner (37)

NOES: None (0)

ABSTAIN: None (0)

CONSENT CALENDAR

2. Minutes of the September 7, 2017 Meeting

A MOTION was made (Saleh) and SECONDED (Ashton) to approve the September 7, 2017 meeting Minutes. The Motion passed by the following votes:

AYES: Ashton, Bailey, Benoit, Berg, Betts, Brown, Chun, Clarke, Gazeley, Giba, Hadjinian, Hagman, Hyatt, Judge, Kelley, Lane, Marquez, McCallon, Medina, Messina, Michael, Minagar, Moore, Murphy, Murray, Navarro, Pettis, Puckett, Saleh, Silva, Simonoff, Sternquist, Talamantes, Viegas-Walker, Wapner (35)

NOES: None (0)

ABSTAIN: Becerra, Harnik, Krupa (3)

Receive and File

3. Walktober 2017
4. 2017/2018 Go Human Event Series
5. 2018 Meeting Schedule of the Regional Council and Policy Committees
6. SB 1 Sustainable Communities Planning Grant Program
7. Affordable Housing and Sustainable Communities (AHSC) Program Update and SCAG Technical Assistance

A MOTION was made (Saleh) and SECONDED (Ashton) to approve Consent Calendar items 3 – 7. The Motion passed by the following votes:

AYES: Ashton, Bailey, Becerra, Benoit, Berg, Brown, Chun, Clarke, Gazeley, Giba, Hadjinian, Hagman, Harnik, Hyatt, Judge, Kelley, Krupa, Lane, Marquez, McCallon, Medina, Messina, Michael, Minagar, Moore, Murphy, Murray, Navarro, Pettis, Puckett, Saleh, Silva, Simonoff, Sternquist, Talamantes, Viegas-Walker, Wapner (37)

NOES: None (0)

ABSTAIN: Betts (1)

INFORMATION ITEMS

8. Riverside Transit Agency First and Last Mile Mobility Plan and Update

Rohan Kuruppu, Director of Planning, Riverside Transit Agency (RTA), reported on RTA's First and Last Mile Mobility Plan. Mr. Kuruppu stated RTA had the nation's second largest transit service area, with 2,500 square miles, and noted emerging technology such as real-time information and mobility options such as transportation network companies had prompted a need to further explore the evolution of transit service. Additionally, he noted that RTA recently implemented the RapidLink Gold Line, which provided limited-stop service between the Corona Transit Center and University of California, Riverside, using uniquely-branded buses on the 19-mile route. Mr. Kuruppu noted RTA's First/Last Mile effort explored best practices for providing safe and efficient access to transit, including a complete sidewalk network, high visibility crosswalks, increased lighting, enhanced bike lanes, bicycle parking, and neighborhood connectivity.

Mr. Kuruppu stated a key element of the strategic plan was the development of mobility hubs, places where all modes of transportation, technology and supportive land use come together. He reviewed the mobility hub planned for the main entrance at the University of California, Riverside, noting the facility would include a wide parkway, bus bays, wide pedestrian corridors, a bi-directional bike path, a passenger vehicle drop off area, a raised pedestrian crosswalk, ADA parking, and it would be served by the RapidLink Gold Line. Further, he shared that mobility hubs were planned for Promenade Mall in Temecula, La Sierra Metrolink Station in Riverside, and the Amazon Fulfillment Center in Eastvale. He noted these efforts began with establishing partnerships to link transit to infrastructure development.

Hon. Cheryl Viegas-Walker, El Centro, asked about the availability of real-time information for those not possessing smartphones. Mr. Kuruppu responded that those without smartphones could use the text feature on an older phone and they would receive an update. He added that the RTA website had real-time information and a traditional passenger information phone number was also available.

Hon. Jeff Giba, Moreno Valley, asked if there were plans for a mobility hub in Moreno Valley. Mr. Kuruppu responded that Moreno Valley and the Amazon facility on Perris Blvd. were studied and beginning in January 2018, service frequency on Route 19 serving Perris Blvd. would be increased to every 15 minutes. Additionally, he stated that pedestrian facilities would be improved from Perris Blvd. to the Amazon center. He also noted an effort was underway with Amazon to create an employee transit pass to encourage transit ridership. Further, he stated that mobility hubs were being explored for different areas of Moreno Valley, and the key was to engage developers early to plan for the needed infrastructure.

9. Transportation Safety Regional Existing Conditions

Courtney Aguirre, SCAG staff, reported on Regional Transportation Safety Existing Conditions. Ms. Aguirre noted the Moving Ahead for Progress in the 21st Century Act (MAP-21) required that State Departments of Transportation to work with Metropolitan Planning Organizations (MPOs) to assess five transportation fatality and serious injury metrics and establish targets for reducing the number of transportation fatalities and serious injuries. She stated that the safety performance measures included: number of fatalities, rate of fatalities per

100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries. She noted MPOs were required to establish safety targets by February 27, 2018.

Ms. Aguirre reviewed existing conditions noting in the SCAG region there were annually 1,500 fatalities, 5,200 serious injuries, and 136,000 total injuries. Ms. Aguirre reviewed the number of fatalities, non-motorized fatalities, serious injuries, and non-motorized serious injuries. She noted that 71% of all collisions occur on local roads and collisions peak between 5:00 p.m. and 6:00 p.m. Ms. Aguirre noted that the draft regional targets would be presented to the Transportation Committee at the December meeting and the Regional Council would adopt the regional targets in February 2018.

Hon. Russell Betts, Desert Hot Springs, asked if the data was being collected as a precursor to the implementation of specific policies such as road diets. Ms. Aguirre responded that the purpose of the report was to establish baseline conditions for regional target setting, and that the information would inform the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategy, which will include potential policies and strategies that locals could utilize moving forward. She noted that the proposed strategies would be informed by feedback from committee members and stakeholders.

Hon. Carol Moore, Laguna Woods, stated that many situations leading to collisions occurred because of drivers who did not adhere to traffic laws and this ought to be brought into the policy making effort. Ms. Aguirre responded that enforcement and education were critical and highlighted SCAG's Go Human campaign, which seeks to bring attention to road safety.

10. I-105 Corridor Sustainability Study

Daniel Tran, SCAG staff, reported on the I-105 Corridor Sustainability Study. Mr. Tran stated the study would examine the I-105 corridor to assess its future potential and identify a series of improvements for various modes of travel including transit, automobiles, bicycles, and pedestrians. He stated that the goal was to develop a series of recommendations and improvements to enhance mobility and reduce congestion throughout the corridor. He noted that the corridor provided a vital interchange connecting north-south corridors such as I-710, I-405 and I-110.

Mr. Tran noted several challenges inherent in the study included an increase in population along the corridor, in part, due to infill development, and intensification of land use. Additionally, he stated that corridor expansion was not a viable option. He noted project goals included maximizing mobility and productivity for all users of the corridor and improving integration of various modes of travel. He shared that additional project objectives included reducing delay and vehicle miles traveled, improving connectivity between modes, and increasing transit, walking, and bicycling mode. He noted that an additional object was to improve system efficiency. Mr. Tran noted the study was anticipated to conclude in winter 2018/2019.

Hon. Alan Wapner, Ontario, encouraged a forward looking view in preparation for the 2028 Olympics and the importance of mobility on the corridor for access to the airport and Inglewood Stadium.

Hon Sean Ashton, Downey, asked about the anticipated outcome of the study since expansion of the corridor was not an option. Mr. Tran responded that the goal was to examine ways to

leverage technology and other solutions beyond expansion to improve mobility on the corridor. He noted the Connected Corridors Pilot Project on I-210, which used coordinated technology to leverage signal sync projects on the corridor and connecting arterials to improve non-reoccurring congestion.

CHAIR'S REPORT

Hon. Curt Hagman, San Bernardino County, requested that staff examine the different technologies available currently and in the future for moving freight and possible alternatives to diesel engine trucking. He recommended staff reach out to partners developing innovative automobile and active transportation technologies. He announced that China Airlines would begin non-stop service to Taiwan from Ontario Airport beginning spring 2018.

METROLINK REPORT

Hon. Art Brown, Buena Park, reported that special train service would be provided for the 2017-18 and 2018-19 Rams' football games and for the City of Riverside 2017 Festival of Lights. He stated that these special train services would provide alternative transportation options to these events, reduce congestion, emissions, and incentivize new riders to try riding Metrolink. He noted that mobile and online ticketing continued to show strong growth and system wide, 23% of tickets were being sold electronically. He stated that new route schedules would go into effect Monday, October 9, 2017.

ADJOURNMENT

Hon. Curt Hagman, San Bernardino County, adjourned the meeting at 11:41 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]



Courtney Aguirre, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report
2017

Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended				= No Meeting			NM = New Member				
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	July	Aug	Sept	Oct	Nov	Dec
Ashton, Sean*	Downey		X					X	X	X	X		X	X		X	X		
Bailey, Rusty*	Riverside, WRCOG				X			X	X	X			X			X	X		
Bacerra, Glen*	Simi Valley					X				X						X			
Benoit, Ben*	South Coast AQMD				X			X	X	X	X		X	X				X	
Berg, Will	VCOG, Port Huename												X	X			X	X	
Betts, Russell	CVAG				X			X		X			X	X		X	X		
Bishop, Austin	County																		
Brown, Art*	Buena Park			X					X	X	X		X	X		X	X		
Buscaino, Joe*	Los Angeles		X								X			X					
Castro, Nieves	Caltrans District 7																X	X	
Chun, Ross	Aliso Viejo, OCTA			X													NM	X	
Clarke, Jim	Culver City, WCCOG		X					X	X	X	X		X	X		X	X		
Curtis, Jonathan*	La Cañada Flintridge		X							X			X	X		X			
Gazeley, James*	Lomita		X					X	X	X	X		X	X		X	X		
Giba, Jeffrey*	Moreno Valley				X			X	X	X	X		X	X		X	X		
Gonzalez, Lena*	Long Beach		X																
Hadjinian, Jack	Montebello, SGVCOG		X										X	X		X	X		
Hagman, Curt* (Chair)	San Bernardino County					X		X		X	X		X	X		X	X		
Hahn, Janice*	Los Angeles County		X							NM									
Harnik, Jan*	Palm Desert, RCTC				X			X	X	X				X			X		
Harrington, Dave	Aliso Viejo, OCCOG			X															
Herrera, Carol*	Diamond Bar		X					X	X		X		X	X		X			
Hofbauer, Steven*	County		X					X	X	X	X		X						
Huizar, Jose*	Los Angeles		X																
Hyatt, Jim*	Calimesa				X			X	X	X	X		X	X		X	X		
Judge, Mike*	Simi Valley, VCTC					X				NM	X		X	X		X	X		
Kelley, Trish	Mission Viejo, OCCOG			X										NM	X		X	X	
Krupa, Linda	Hemet, WRCOG				X				X	X	X			X			X		
Lane, Randon* (Vice Chair)	Murrieta				X			X	X	X	X		X	X		X	X		
Ledford, James C.	County		X																
Lorimore, Clint*	Eastvale				X			X	X	X	X		X	X		X			
Manos, Steve*	Lake Elsinore				X										NM		X	X	
Marquez, Ray*	Chino Hills					X		X		X	X			X		X	X		
McCallon, Larry	Highland				X								X	X		X	X		
McLean, Marsha*	Santa Clarita		X					X	X	X	X		X	X		X	X		
Medina, Dan*	Gardena		X					X	X	X	X		X	X		X	X		
Messina, Barbara*	Alhambra		X					X		X	X		X	X		X	X		
L. Dennis Michael	Rancho Cucamonga					X			X		X			X		X	X		
Minagar, Fred*	Laguna Niguel			X				X	X	X	X		X	X		X	X		
Moore, Carol	Laguna Woods, OCCOG			X				X	X	X	X		X	X		X	X		
Murphy, Richard	Los Alamitos/OCTA			X					X					X	X			X	
Murray, Kris*	Anaheim			X				X	X	X				X		X	X		
Navarro, Frank*	Colton				X			X	X	X	X		X	X		X	X		
Nelson, Shawn*	County of Orange			X						NM									
O'Connor, Pam*	Santa Monica		X					X			X			X					
Pedroza, Sam*	Claremont		X					X	X	X	X		X	X		X			
Pettis, Greg*	Cathedral City				X									X				X	
Puckett, Charles	Tustin																X	X	
Real Sebastian, Teresa	Monterey Park/SGVCOG		X					X		X	X		X	X		X			
Robinson, Dwight	Lake Forest, OCCOG			X															
Ruiz, Crystal	WRCOG/San Jacinto				X						NM		X	X		X	X		
Saleh, Ali*	City of Bell, GCCOG		X						X	X	X			X		X	X		
Sandoval, Damon	Morongo Band of Mission Indians																		
Silva, Jesus	Fullerton			X													NM	X	
Simonoff, Marty*	Brea			X				X	X	X	X		X	X		X	X		
Sinanyan, Zareh	Glendale		X																
Solache, José Luis*	Lynwood		X														X		
Stanton, Barb	Apple Valley				X				X	X									
Sternquist, Cynthia	Temple City		X					X	X	X	X			X		X	X		
Talamantes, Jess			X							X	X		X			X	X		
Tercero, Brent	Pico Rivera			X				X			X								
Viegas-Walker, Cheryl*	El Centro	X						X	X	X	X		X	X			X		
Wapner, Alan*	SBCTA/SBCOG				X			X	X	X	X		X	X		X	X		
Weintraub, Alicia	Calabasas/LVMCOG		X						X	X	X		X			X			
Wilson, Michael*	Indio, CVAG				X				X		X					X			
Totals		1	24	12	12	7	2												

* 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

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:



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

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
- 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

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

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

EXECUTIVE DIRECTOR'S APPROVAL: 

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>.

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

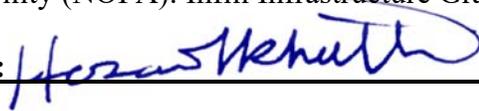
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DATE: November 2, 2017

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: 

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

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



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.

Attachment

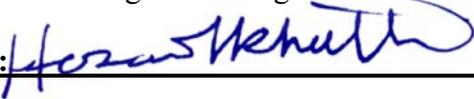
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DATE: November 2, 2017

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: 

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



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 20th 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.

REPORT

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 1ST THURSDAY OF EACH MONTH.

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

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

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

EXECUTIVE/ ADMINISTRATION COMMITTEE (EAC)	COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE (CEHD)	ENERGY AND ENVIRONMENT COMMITTEE (EEC)	TRANSPORTATION COMMITTEE (TC)	REGIONAL COUNCIL (RC)
Board Room 9AM – 10AM	Policy Room B 10AM – 12PM	Policy Room A 10AM – 12PM	Board Room 10AM – 12PM	Board Room 12:15PM – 2PM
January 4, 2018 (DARK)				
February 1, 2018				
March 1, 2018				
April 5, 2018				
May 3 - 4, 2018 SCAG 2018 REGIONAL CONFERENCE AND GENERAL ASSEMBLY RENAISSANCE RESORT AND SPA, 44400 INDIAN WELLS LANE, INDIAN WELLS, CA 92210				
June 7, 2018				
July 5, 2018				
August 2, 2018 (DARK)				
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				
[NOTE: SCAG 9TH ANNUAL ECONOMIC SUMMIT, IN LIEU OF THE REGULARLY SCHEDULED MEETINGS]				

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DATE: November 2, 2017
TO: Transportation Committee
FROM: Marco Anderson, Program Manager, anderson@scag.ca.gov, (213) 236-1879
SUBJECT: Mobility Innovations: Regional Research, Pilots & Demonstrations

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:

Transportation technology is one of the themes of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). "Mobility Innovations," as referred to in the 2016 RTP/SCS, have the potential to make existing transportation choices more widely available and easier to use throughout the region. However, we face challenges and modeling uncertainty regarding the adoption rate of a wide range of public and private sector innovations. This uncertainty may have an impact on SCAG's ability to facilitate the reduction of Greenhouse Gas (GHG) emissions and achieve reduction targets proposed by the California Air Resources Board (CARB). This presentation will cover three program areas, primarily with regard to connected automated vehicles (CAV), with which SCAG is engaged that foster research, pilots and demonstrations in the region. In addition to a presentation from SCAG staff, the item will include presentations from Steven Gota, Deputy Executive Officer, LA Metro, Highway Program, and Judy Kruger, Director of Industry Clusters for the Los Angeles Economic Development Corporation (LAEDC).

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:

Transportation technology is one of the themes of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016 RTP/SCS uses the term "Mobility Innovations," to refer to a broad range of near and long term transportation technologies, including electric vehicles, car sharing, ridesourcing (services such as Lyft and Uber) and connected automated vehicles (CAV). This report primarily deals with CAVs. Since Google announced in 2010 that it had already tested self-driving cars over 140,000 miles in California, stakeholders in the region have understood that these vehicles would be arriving on our roadways sooner than previously anticipated. It is vitally important that the public and private sectors work together in deploying CAVs in the region. From the public sector perspective the goal is to adopt policies that incentivize the benefits of CAVs, which may include improved safety, reduced congestion, and increased mobility, while avoiding negative aspects such as increased vehicle miles traveled (VMT), congestion, and GHG emissions. It is important for planning agencies such as SCAG and our partners to secure data that will allow us to understand how these technologies will change longstanding transportation behavior. A central private

REPORT

sector goal is to ensure that Southern California industries can play a role in developing, testing and piloting these new technologies. Many of the new entrants in the field are based in Silicon Valley and the Bay Area, so it is important that we work together to leverage existing assets and research institutions to attract innovation and industry to our region.

As of November 2017, there are three groups that have coalesced to provide leadership in these areas within the region.

1. In May 2017, SCAG entered into a multi-agency agreement with the Metropolitan Transportation Commission (MTC) in the Bay Area, the San Diego Association of Governments (SANDAG), and the Sacramento Area Council of Governments (SACOG) to establish the “**Future Mobility Research Program**” (FMRP). This collaborative research program allows the four largest metropolitan planning organizations in the state to combine resources and streamline consulting contracts in order to research the impacts of shared mobility, ridesourcing, and CAVs on regional modeling and respective RTP/SCSs.
2. The “**Coalition for Transportation Technology**” is a partnership of public sector agencies convened by Los Angeles County Metropolitan Transportation Authority (METRO), CA Department of Transportation (Caltrans) District 7 (covering LA and Ventura Counties), the County of Los Angeles Department of Public Works, the City of Los Angeles Department of Transportation (LADOT) and SCAG. The group meets monthly to coordinate efforts in order to seek new funding from federal and state CAV grants. In addition the group works to coordinate Intelligent Transportation System (ITS) strategies which will enable the “connected” part of CAV deployments.
3. Finally, the LAEDC led “**e4 Mobility Alliance**” has been active in providing a forum for private sector companies, economic development non-profits, industry advocates, and public sector agencies to meet and work together to advance the development of alternative fuel vehicle technologies. Over the past three years the group has expanded its facilitation work to include CAV technologies as well.

SCAG will continue to participate in these three groups by providing staff time, meeting space and technical resources. SCAG is working closely with our MPO partners to research various scenarios for technology deployment, and the policy implications of these different futures. Additionally, SCAG will provide support for and lead, when appropriate, applications for state and federal grants. Finally, SCAG is available as a resource for our member jurisdictions who wish to pursue pilot and demonstration efforts.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 17/18 Overall Work Program (18-150.4095.02: Mobility Innovations/Technology Study).

ATTACHMENT:

PowerPoint Presentation: Mobility Innovations: Regional Research, Pilots & Demonstrations



Mobility Innovations: Regional Research, Pilots & Demonstrations November 2, 2017

Transportation Committee

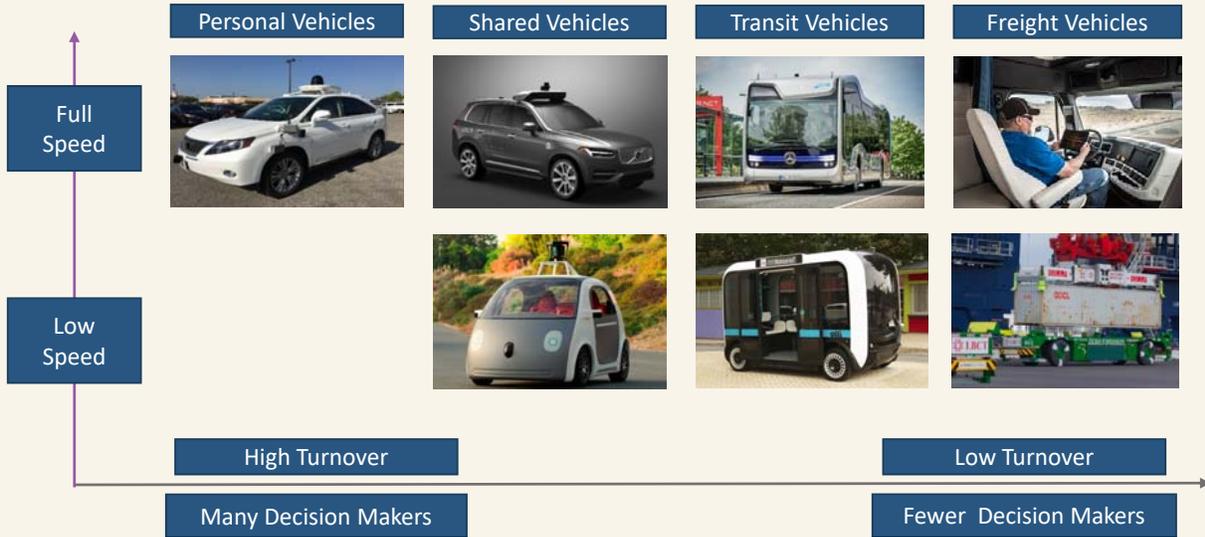
Marco Anderson, Program Manager, Sustainability

2016 RTP/SCS Emerging Trends & Opportunities Transportation Technologies

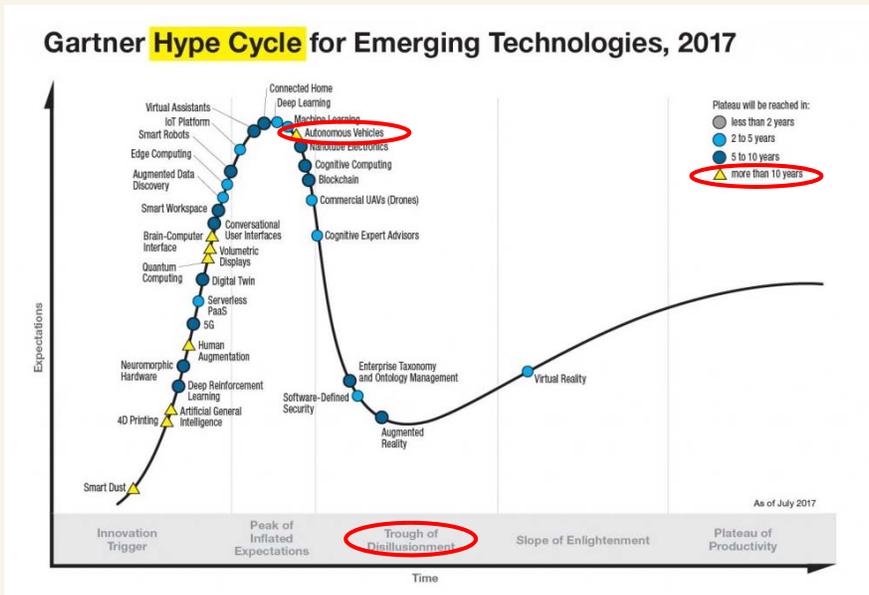


- Neighborhood Electric Vehicles (NEVs)
- Urban Mobility Platforms
- eBikes
- Car/Bike Sharing
- Travel Planning Apps
- Connected Vehicle Technologies
- Semi-automated drive modes
- Adaptive Cruise Control
- Lane centering
- Fully Autonomous Vehicles

Automated & Connected Vehicles Cases



Understanding Mobility Innovations

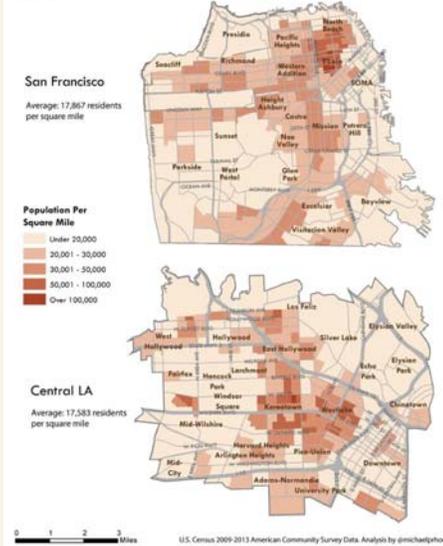


Understanding Mobility Innovations

- Many areas of SCAG region have the levels of density that support higher shared use and reduced car ownership



Population Density: San Francisco and LA's Densest 47 Square Miles DRAFT



Regional Low Speed Mobility Access



Regional Policy & Implementation Groups

- 4 MPO Future Mobility Research Program
- Coalition for Transportation Technology
- e4 Mobility Alliance & Advanced Transportation Center



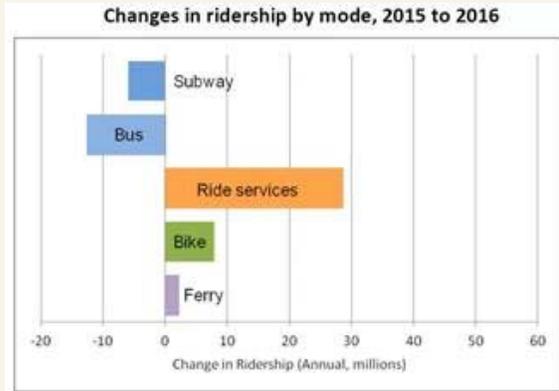
4 MPO Future Mobility Research Program

- Focused on Regional Transportation Planning & Policy
- Research directed to consultant bench established by Metropolitan Transportation Commission (MTC) in the Bay Area
- Research program includes policy guidance and transportation modeling efforts



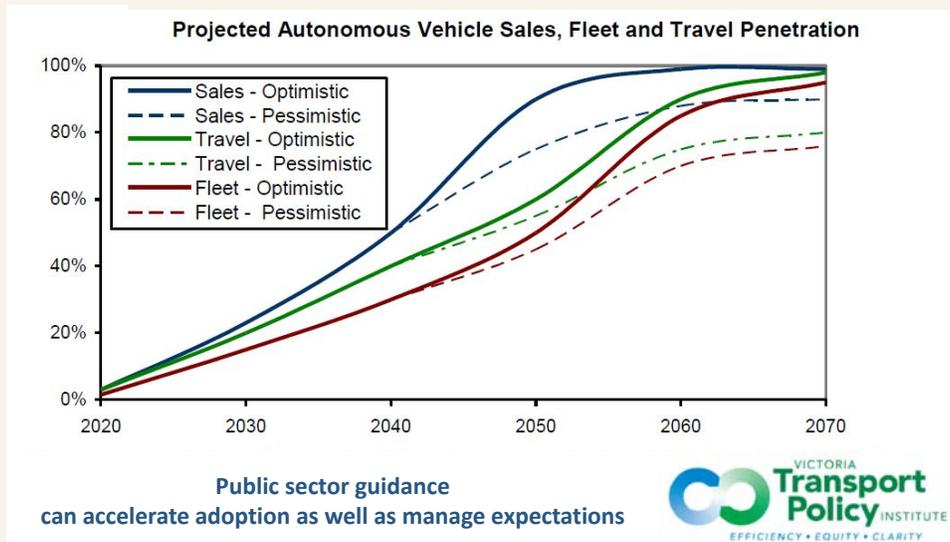
Potential Benefits & Challenges

- Planning agencies concerned about increasing congestion & vehicle miles traveled (VMT)



Mode	PMT:VMT	PMT/VMT
Drive (SOV)	1 : 1	100%
Bike/Walk	1 : 0	∞
Get a ride	1 : 2	50%
Ridesourcing	1 : 1.6	60.8%

Automated and Connected Vehicles Research



Automated and Connected Vehicles Research

PRELIMINARY VISSIM SIMULATION RESULTS – FREEWAY PERFORMANCE RELATIVE TO BASELINE WITH CONSERVATIVE AND AGGRESSIVE ACC SCENARIOS

Performance	Baseline	50% Conservative	50% Aggressive
Total Delay [hours]	100%	205%	54%
Average Delay per Vehicle [seconds]	100%	213%	56%
Total Travel Time [hours]	100%	112%	94%

PRELIMINARY VISSIM SIMULATION RESULTS – FREEWAY PERFORMANCE RELATIVE TO BASELINE WITH INTERMEDIATE ACC

Performance	Baseline	10% Intermediate	50% Intermediate	75% Intermediate
Total Delay [hours]	100%	100%	95%	69%
Average Delay per Vehicle [seconds]	100%	100%	100%	75%
Total Travel Time [hours]	100%	100%	99%	96%

SCAG/LAEDC AV Road Trip

Policy Guidance Workshop

Main Themes:

- Safety
- Implementation
- Vision
- Communication
- Funding
- Legislation



SCAG LAEDC AV Road Trip

- Communication
 - Regional Strategy
 - Common Stakeholders
- Coordination
 - Regional “Committee”
 - Database of Locations
 - Funding Sources
 - Regional AV Architecture
 - Incentives
- Common tools and resources
 - Master contracts or block negotiations
 - Address liability and risk
 - Implementation standards
 - Model permit for pilots
 - Model ordinance
 - Best practices and lessons learned toolkits
 - Objective technical evaluation service
 - Shared data

Coalition for Transportation Technology Briefing

SCAG Transportation Committee
November 2, 2017

Steven Gota
Deputy Executive Officer
Metro



History



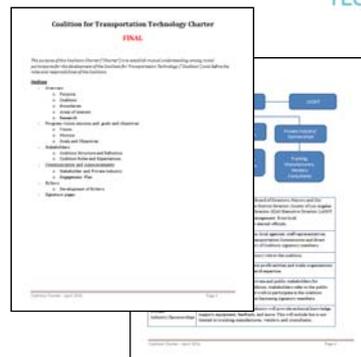
- Convened by Metro and City of LA - February 2015
- Regular Monthly Meetings - June 2015
- Formal Announcement – November 2015
- Charter Signed – May 2016



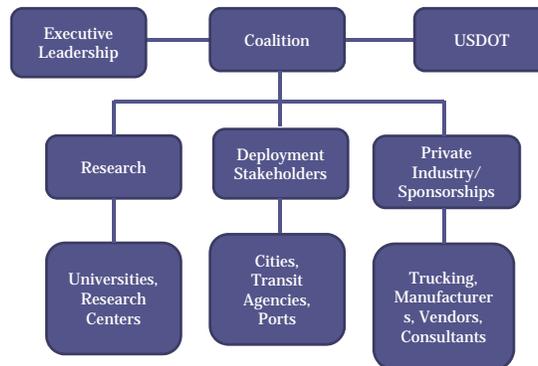
Coalition Charter



- Overview
- Vision, Mission, Goals, Objectives
- Stakeholders
- Communication
- Signatures



Coalition Structure



Coalition Roles and Expectations



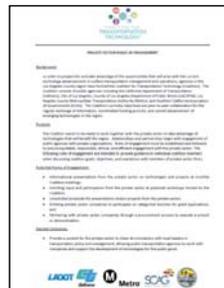
- Participate in regularly scheduled meetings
- Review and provide timely comment on materials
- Identify funding
- Provide support during pursuit of funding opportunities



Progress



- **Strategic Action Plan – December 2016**
- **Private Sector Rules of Engagement – May 2017**
- **Industry Request for Interest – June 2017**



Key Transportation Technology Interests



- **Connected/Automated Vehicle Pilots**
- **Transit Signal Priority**
- **Multi-Modal Integrated Corridor Management**
- **Multi-Jurisdictional System Incident Management**
- **Performance Measurement**
- **Shared Mobility**
- **Regional Operations Integration**
- **ITS Architecture**



Execution of Strategic Action Plan



- Funding and Procurement
- Project Deployment
- Planning and Policy
- Coordination and Communication

Action	Lead Stakeholder	Timeline				
		2017	2018	2019	2020	2021-2027
Funding and Procurement						
Pursue funding for project development	All					
Develop a grant application toolkit	SCAG					
Develop a "bench" of partners	SCAG/LA Metro					
Project/Technology Deployment						
CV/AV Pilot Project(s)	LA Metro to identify					
Transit CV with TSP Pilot(s)	City of LA/LA Metro					
I-210 Connected Corridors Pilot	Caltrans					
Multi-modal HCM Pilot	Caltrans					
Multi-jurisdictional System Integration for Incident Management Pilot	Caltrans					
Regional Performance Measurement Pilot	LA Metro/Caltrans/LA County					
Shared Mobility Pilot	City of LA/LA Metro					
Regional Operations Integration	Caltrans					
Technology Testing						
All						
Planning and Policy						
Update Regional ITS Architecture	LA Metro					
Planning and Research	SCAG					
Policy Establishment and Legislative Changes	All					
Develop CV Plan	LA Metro					
Develop Data Business Plan	LA Metro (HITS)					
Develop AV Business Plan	City of LA					
Coordination and Communication						
Ongoing Communications among Coalition Members	All					
Transportation Technology Liaison Regarding Greenhouse Gas Emissions/VMT Reduction	SCAG					
Expand Coalition Membership	All					
Define Private Sector Engagement Guidelines	All					
Coordinate with Quasi-public Organizations	All					
Establish a Formal Leadership Organization and Operating Policies	TBD					
Branding and Public Relations	All					



GOMENTUM STATION Site Visit September 21, 2017



Questions?

Steven Gota
Deputy Executive Officer
Metro
213-922-3043
gotas@metro.net



**LAEDC's e4Mobility Alliance: Focused on Strengthening the
Region's Advanced Transportation Industry Cluster.**

SCAG Transportation Committee

Judy Kruger, Director Strategic Initiatives Industry Cluster Development
November 2, 2017

AREAS OF FOCUS:



- Connected Car - Autonomous Vehicles
- Logistics and Goods Movement
- Fleet & Transit Vehicles
- Smart Grid & Charging Infrastructure
- Car Share
- Automotive Design
- Alternative Fuels
- Energy Storage
- Waste to Energy

KEY OBJECTIVES



1. Serve as the designated e4 Advanced Transportation Center of Southern California
2. Promote Southern California as a must-participate advanced transportation market
3. Leverage the intellectual property, research and workforce training at our universities, colleges and workforce investment boards
4. Ensure Southern California gets an increased share of local, state and federal funding for advanced transportation, including demonstrations and pilots
5. Remove obstacles and create incentives for the adoption and local production of advanced transportation technologies
6. Execute cluster development strategies on advanced transportation, including supporting infrastructure such as smart grid, energy storage, and waste to energy

GET INVOLVED



e4MOBILITY ALLIANCE
AN E-MOBILITY TASK FORCE INITIATIVE

economy
energy
efficiency
environment



- Cluster Development
- Grants & Contracting
- Webinar Series
- Speaker Bureau
- e4Mobility Alliance Meetings



Questions?

Marco Anderson
anderson@scag.ca.gov

For more information visit www.scag.ca.gov

DATE: November 2, 2017
TO: Transportation Committee (TC)
FROM: Philip Law, Transit/Rail Manager, 213-236-1841, law@scag.ca.gov
SUBJECT: Bus Rapid Transit and Changing Neighborhoods in Los Angeles

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Anne Brown, PhD Candidate with the University of California, Los Angeles (UCLA) Department of Urban Planning, will provide a presentation on the effects of Bus Rapid Transit (BRT) on neighborhoods in Los Angeles.

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:

As stated in the attached Policy Brief, Ms. Brown's study provides new evidence that BRT, similar to rail, may gentrify neighborhoods. Neighborhoods with lower median household incomes, lower median rents, and higher proportions of renter-occupied housing experienced elevated levels of gentrification compared to other neighborhoods. Ms. Brown identifies policy implications and suggests that policy makers should prioritize preserving affordable housing to protect incumbent residents from displacement through rising housing costs around accessible transit lines.

Further information is also available in "Rubber Tires for Residents: Bus Rapid Transit and Changing Neighborhoods in Los Angeles, California," in *Transportation Research Record: Journal of the Transportation Research Board*, at <http://trrjournalonline.trb.org/doi/abs/10.3141/2539-01>.

FISCAL IMPACT:

Funding for staff work on this issue is included in the FY17/18 OWP (140.SCG00121.01, Transit Planning).

ATTACHMENTS:

1. UC Center Sacramento Policy Brief, Vol. 1, Issue 3, August 11, 2016
2. PowerPoint Presentation: "Rubber Tires, Residents, and Gentrification in Los Angeles"

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Rubber Tires, Residents, and Gentrification in Los Angeles

Anne Brown, PhD Candidate, University of California, Los Angeles
Emerging Scholars Award for Excellence in Research and Public Policy

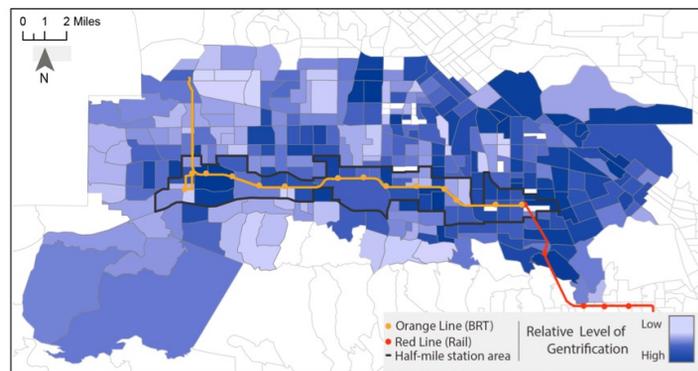
Examining the Los Angeles Orange Line, this study offers new evidence that bus rapid transit, like rail, may gentrify neighborhoods. Neighborhoods with lower median household incomes, lower median rents, and higher proportions of renter-occupied housing experienced elevated levels of gentrification compared to other neighborhoods. In light of this, policy makers should prioritize preserving affordable housing to protect incumbent residents from displacement through rising housing costs around accessible transit lines. Many thanks to Evelyn Blumenberg and the California Air Resources Board for advising early stages of this research project.

Bus Rapid Transit (BRT), mass transit that has been equated to rail-like service on rubber tires, operates across the globe and has proven an effective, efficient, and lower-cost option compared to rail transit. While new BRT lines are built each year in the United States, almost no research exists on its potential neighborhood-level effects. This study asks, do BRT investments change or gentrify neighborhoods? An improved understanding of whether and how BRT affects adjacent neighborhoods is important for policy makers, who may adopt proactive measures to protect incumbent households from potential displacement due to rising housing costs.

Key Findings:

- ◆ Between 2000 and 2013, median home value and rent skyrocketed nearly 44% and 36% respectively in tracts within a half-mile from Orange Line stations.
- ◆ Median household income rose around Orange Line stations but fell in neighborhoods two and five miles from stations.
- ◆ Economic preconditions rather than racial/ethnic makeup are better predictors of neighborhood change and gentrification.

Levels of gentrification around the Orange Line



Implications for Policy

The changes over time observed in Orange Line-adjacent neighborhoods demonstrate that BRT has the potential to gentrify surrounding neighborhoods. Multi-pronged housing strategies offer policies such as rent control, just-cause eviction controls, and cooperative housing to maintain affordable housing around transit. Cities may also leverage developer incentives or enable conditional use permits to increase or protect affordable housing. While previous studies find a strong correlation between transit-adjacent investment and level of government support, this study demonstrates both that neighborhood change is not ubiquitous, and that planners cannot assume that neighborhoods will remain static in the absence of government support or investment.

For more information contact Anne Brown at aebrown0316@g.ucla.edu

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Rubber Tires, Residents, and Gentrification in Los Angeles

November 2, 2017
SCAG Transportation Committee

Anne Brown
aebrown0316@ucla.edu
UCLA Luskin School of Public Affairs
Department of Urban Planning

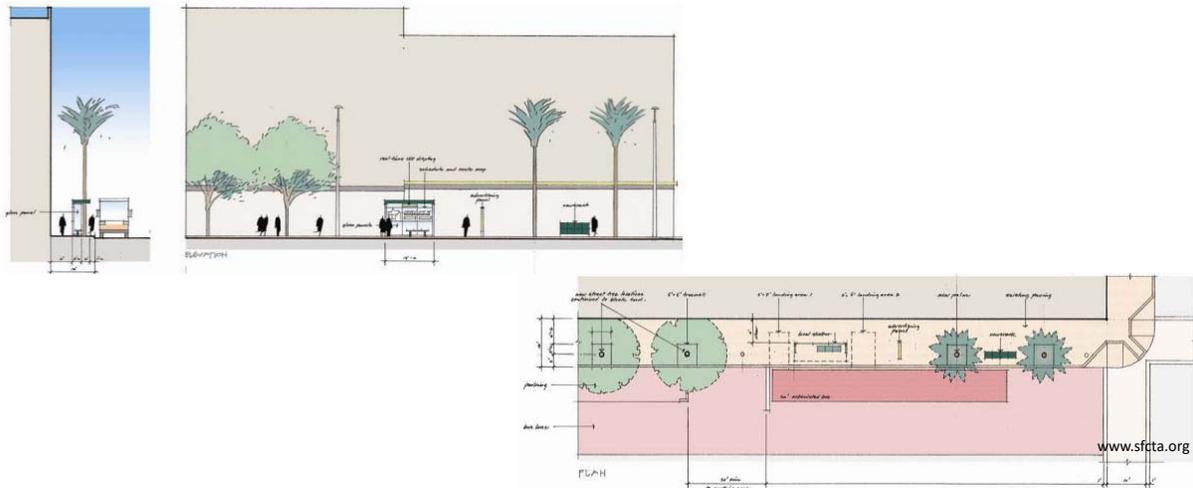


Overview

- Background
- Geography, Data & Methods
- Findings



Why Should Policy Makers Care?



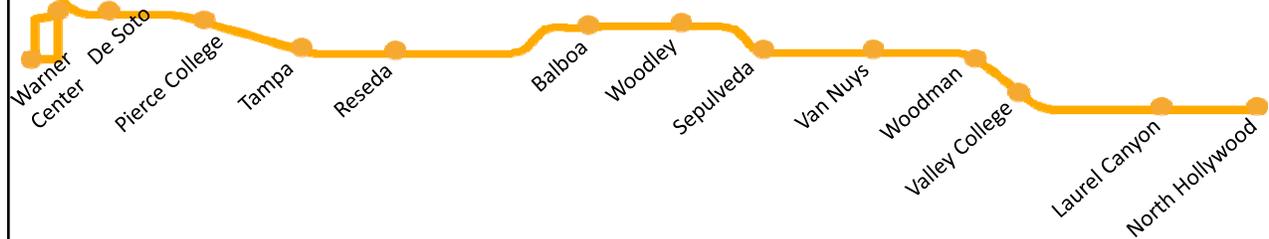
UCLA Luskin

This Study

- Does BRT gentrify surrounding neighborhoods?
 - Have neighborhoods more proximate to Orange Line stations changed more than non-adjacent neighborhoods?
 - What pre-existing neighborhood characteristics are associated with higher levels of change?

UCLA Luskin

Los Angeles' Orange Line



Photos L to R: LA Metro, The Transit Coalition, Daily News

UCLA Luskin

Defining Gentrification

- Gentrification
 - a process of neighborhood change that results in economic and demographic transitions in neighborhoods.

Chapple, 2009; Freeman, 2005



UCLA Luskin

Data

- 2000 US Census & 2013 American Community Survey
- Selection of variables from literature at census tract level



Demographic



Economic



Housing



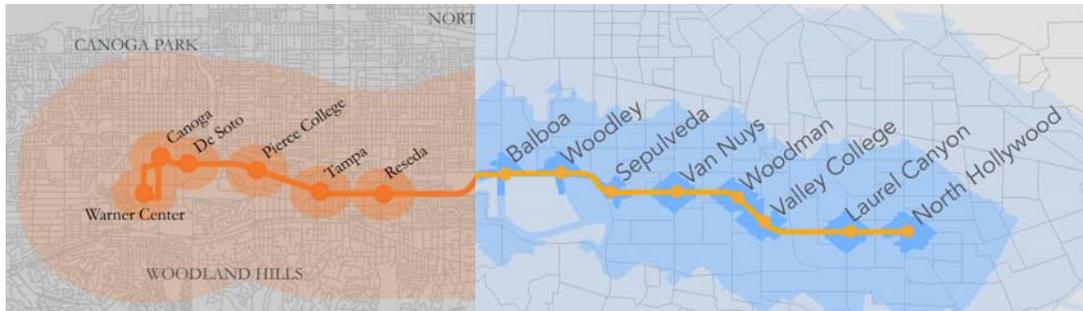
Transportation

Geography

- Comparisons across space
 - Study vs. control areas

Geography

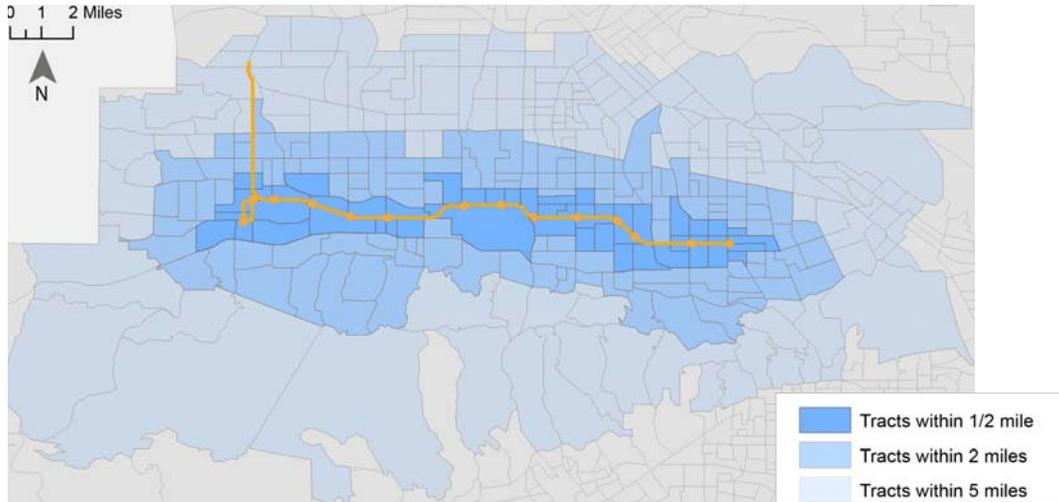
- Euclidean Buffers vs. GIS Network Analyst tool



Geography



Geography



UCLA Luskin

Methodology

- Assess change, 2000-2013
- Build Gentrification index

Index Variables, Change 2000-2013	Weight
Median Household Income	1.0
Median Home Value	1.0
Median Rent	1.0
% with Bachelor's Degree or Higher	1.0
% White	0.5

UCLA Luskin

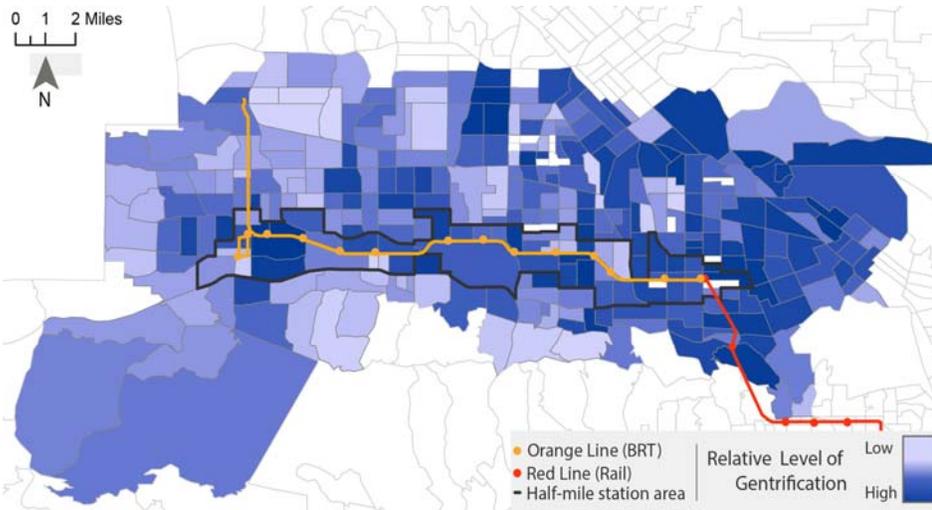
Methodology

- Assess change, 2000-2013
- Build Gentrification index
- Model
 - Dependent variable: level of composite neighborhood change

Independent Variables, Census 2000

Median Household Income
Median Home Value
Median Rent
% Renter-Occupied Housing
% White
% Black
% Hispanic
% with Bachelor's Degree or Higher

Findings



Findings

HOW DID NEIGHBORHOODS CHANGE?

- Station-adjacent neighborhoods changed more than control areas or LA county
- Racial/ethnic compositions not changing consistently

	Percent/Percentage Point Change, 2000-2013 ^{^^}			
	Half-Mile	Two-Mile	Five-Mile	LA County
<u>Socioeconomic</u>				
Total Population	6.2%	6.9%	5.7%	3.9%
% with Bachelor's Degree or Higher	13.2%	9.2%	8.2%	7.3%
<u>Income</u>				
Median Household Income	5.3%	-3.7%	-7.4%	-3.0%
% Households with 0 vehicles	-1.8%	-1.5%	-1.5%	-2.8%
% Households with 2+ vehicles	3.8%	4.7%	3.9%	4.7%
<u>Race/Ethnicity</u>				
White	2.5%	0.4%	1.9%	4.6%
Black	0.7%	-0.1%	-0.1%	-1.4%
Asian	2.2%	1.7%	1.8%	1.9%
Hispanic	1.1%	3.3%	4.1%	3.4%
<u>Housing</u>				
Total Occupied Housing Units	5.3%	2.4%	1.7%	3.1%
% Owner Occupied	-1.5%	-0.4%	-1.5%	-1.0%
% Renter Occupied	1.5%	0.4%	1.5%	1.0%
Median Home Value	43.8%	28.6%	19.6%	30.6%
Median Rent	31.6%	23.9%	23.1%	26.3%
<u>Commute</u>				
% Car - Drive Alone	7.7%	7.5%	7.3%	9.4%
% Car - Carpool	-2.8%	-2.8%	-2.2%	-2.9%
% Transit	2.2%	1.5%	1.4%	1.2%
Number of tracts	50	127	281	2,381

Findings

WHAT TYPES OF NEIGHBORHOODS CHANGED THE MOST?

Race/Ethnicity	
White	+
Black	-
Hispanic	+
% Bachelor's Degree or Higher	-
Median Household Income	-
% Housing Units – Renter Occupied	+
Median Rent	-
Median Home Value	

- Economic preconditions are better predictors of gentrification than are racial/ethnic minority communities absent confounding economic conditions

Policy Implications

- Housing
 - Preserve and create permanent supply of affordable housing
 - Multi-pronged housing policy
- Neighborhood change may occur even without government investment and intervention



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Thank you

Anne Brown
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UCLA Luskin School of Public Affairs
Department of Urban Planning



	2000 ⁺				2013 [‡]			
	Half-Mile	Two-Mile	Five-Mile	LA County	Half-Mile	Two-Mile	Five-Mile	LA County
<u>Socioeconomic</u>								
Total Population	190,191	486,744	1,079,011	9,519,338	202,007	520,437	1,140,970	9,893,786
% with Bachelor's Degree or Higher	21.9%	24.9%	24.8%	20.6%	35.1%	34.1%	33.0%	27.8%
Median Household Income	\$ 55,184	\$ 65,175	\$ 72,608	\$ 62,575	\$ 58,123	\$ 62,743	\$ 67,254	\$ 60,706
% Households with 0 vehicles	11.0%	9.1%	8.6%	12.6%	9.2%	7.6%	7.1%	9.7%
% Households with 2+ vehicles	43.8%	49.7%	54.7%	50.5%	47.6%	54.3%	58.6%	55.2%
<u>Race/Ethnicity</u>								
White	62.9%	64.5%	62.4%	48.7%	65.4%	64.9%	64.3%	53.3%
Black	5.6%	4.1%	3.7%	9.8%	6.3%	4.0%	3.6%	8.4%
Asian	6.0%	8.1%	9.4%	11.9%	8.2%	9.8%	11.1%	13.9%
Hispanic	36.3%	34.9%	37.0%	44.6%	37.5%	38.2%	41.0%	47.9%
<u>Housing</u>								
Total Occupied Housing Units	75,294	184,415	381,987	3,133,774	79,301	188,800	388,606	3,230,514
% Owner Occupied	36%	45%	52%	48%	34%	45%	51%	47%
% Renter Occupied	64%	55%	48%	52%	66%	55%	49%	53%
Median Home Value	\$ 303,699	\$ 360,246	\$ 372,959	\$ 317,341	\$ 436,633	\$ 463,223	\$ 446,243	\$ 414,584
Median Rent	\$ 1,038	\$ 1,153	\$ 1,229	\$ 1,077	\$ 1,366	\$ 1,428	\$ 1,513	\$ 1,361
<u>Commute[^]</u>								
% Car - Drive Alone	64%	66%	66%	63%	72%	73%	73%	72%
% Car - Carpool	12%	12%	13%	13%	9%	9%	11%	11%
% Transit	6%	5%	4%	6%	8%	6%	6%	7%
Number of tracts	50	127	281	2,381	50	127	281	2,381

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Gentrification Index			
	<u>Coeff.</u>	<u>St. Error</u>	<u>Sig.</u>
<u>Race/ethnicity</u>			
White	1.41	0.58	**
Black	-1.01	1.76	NS
Hispanic	0.02	0.37	NS
% Bachelor's Degree Higher	-0.66	0.39	*
Median Household Income (\$1000s)	-0.01	0.00	**
% Housing Units - Renter Occupied	0.85	0.24	***
Median Rent	-0.38	0.16	**
Median Home Value	0.00	0.00	NS
Constant	0.59	0.54	NS
R2	0.16		
Adjusted R2	0.14		
n	299		

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Sources

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DATE: November 2, 2017
TO: Transportation Committee
FROM: Alison Linder, Senior Regional Planner, 213-236-1934, linder@scag.ca.gov
SUBJECT: Update on Clean Freight Technologies

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Matt Miyasato, Deputy Executive Officer of the South Coast Air Quality Management District (SCAQMD), will provide an update on clean technologies for freight. He will discuss different technologies and where they are in their path towards commercialization and deployment. He will also discuss several SCAQMD programs in place to develop and deploy new technologies and strategies available to accelerate deployment.

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:

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) included an updated Environmental Action Plan for the goods movement system, building on regional progress to-date and expanding on the 2012 RTP/SCS, which included a Technology Advancement Plan to develop and deploy a fully zero-emission goods movement system. The plan included in the 2016 RTP/SCS included all stages of technology development and deployment: beginning from an initial definition of key operational parameters, moving through prototype development, initial demonstration and evaluation and eventually a staged roll-out. Both plans identified a need to work with partners and to obtain additional funding to develop, demonstrate, and incentivize the deployment of zero and near-zero emission technologies. SCAG works closely with regional partners to support grant applications for additional funding and to shape policies that support clean technologies for freight as a regional priority.

The SCAQMD has been a critical partner in these efforts. It has taken the lead on several demonstration programs, including partnerships with Volvo and Siemens to develop and demonstrate electric and battery electric trucks. They also administer incentive programs throughout the region. In this presentation, Mr. Miyasato will discuss ongoing programs at the SCAQMD to further these efforts, as well as provide an update on available technologies.

REPORT

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 17/18 Overall Work Program (130.00162.18 Goods Movement Planning).

ATTACHMENT:

PowerPoint Presentation: SCAQMD Zero and Near-Zero Emission Trucks

**SOUTH COAST
AQMD**
ZERO & NEAR-ZERO EMISSION
TRUCKS

Matt Miyasato, Ph.D.
Deputy Executive Officer
Science & Technology Advancement

South Coast Air Quality Management District

4 Counties of

- Los Angeles
- Orange
- San Bernardino
- Riverside

44%

State's population in South Coast

■ AQMD (44%) ■ CA (56%)

South Coast Air Quality Management District

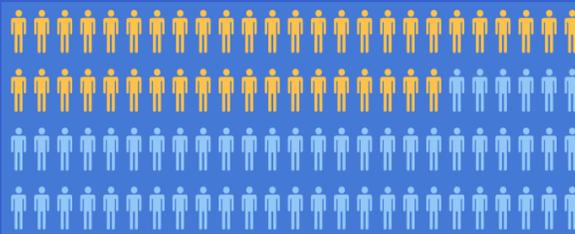
40%

Containerized goods to nation



44%

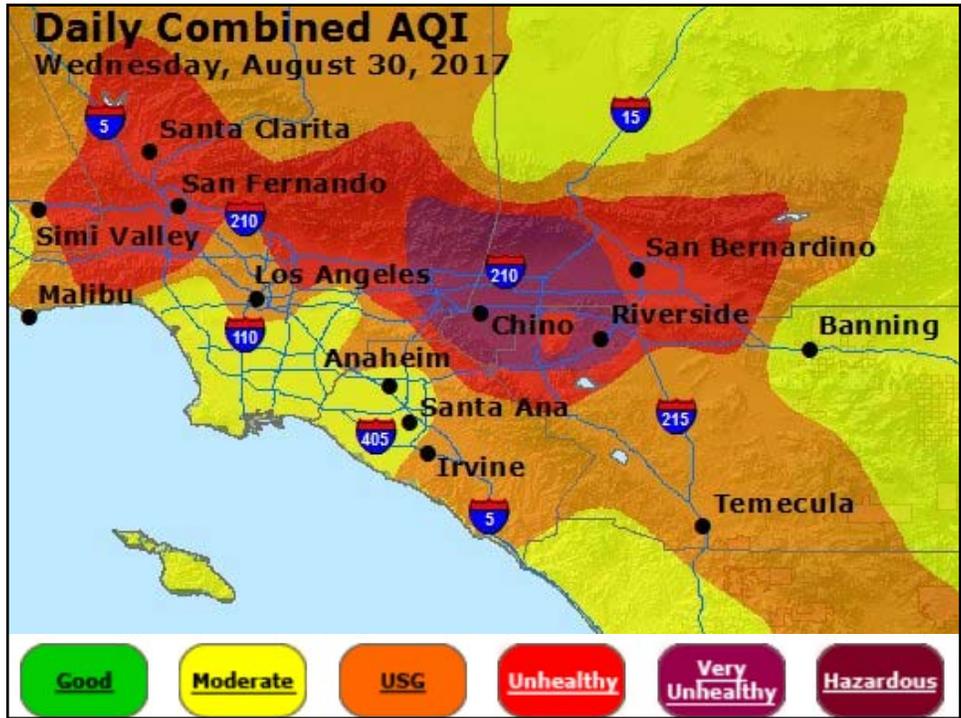
State's population in South Coast



■ AQMD (44%) ■ CA (56%)

SCAQMD Population





Los Angeles Times
L.A. Now
California: This just in

Thousands of lives could be saved in California by stricter air pollution limits, study finds

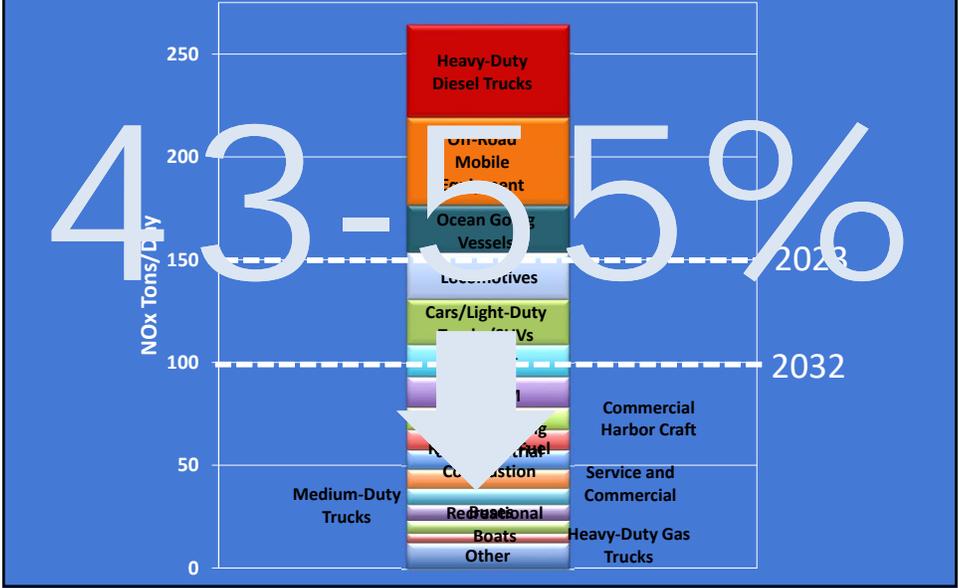
SoCal hit with worst smog in years as hot, stagnant weather brings surge in hospital visits

Smog descends on downtown Los Angeles during a November afternoon in 2015. (Los Angeles Times)

By **Tony Barboza**

AUGUST 11, 2016, 9:00 AM

Top NOx Sources 2023



Near-Zero Emission NG Engines

Ultra-Low Emission Heavy-Duty Natural Gas Engine Tests Better Than 99.8 Percent Clean



SOURCE: UNIVERSITY OF CALIFORNIA RIVERSIDE'S CE-CERT AUG 15, 2017

2016

2018

12L

90% Lower NOx

Southern California Gas Company

Clean Energy

This graphic compares two 12L engines. On the left is a red 2016 engine, and on the right is a blue 2018 engine. A yellow circular badge with a red ribbon border is placed between them, containing the text '90% Lower NOx'. To the right of the engines are the logos for Southern California Gas Company and Clean Energy.



Zero Emissions Cargo Transport 1 & 2

TransPower
US Hybrid
gti
BAE SYSTEMS
cte

Battery
 NG Rex
 Fuel Cell

DEPARTMENT OF ENERGY
 UNITED STATES OF AMERICA
 STATE OF CALIFORNIA
 ENERGY COMMISSION
 The Port of LONG BEACH
 THE PORT OF LOS ANGELES
 Southern California Gas Company
 DWP
NREL
NATIONAL RENAISSANCE ENERGY LABORATORY

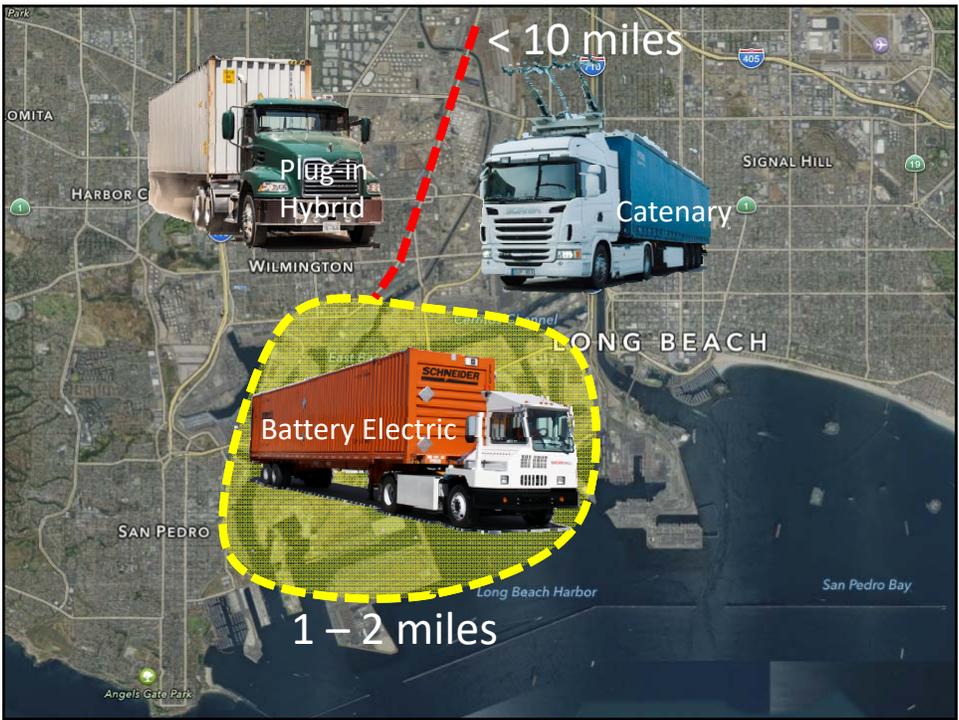
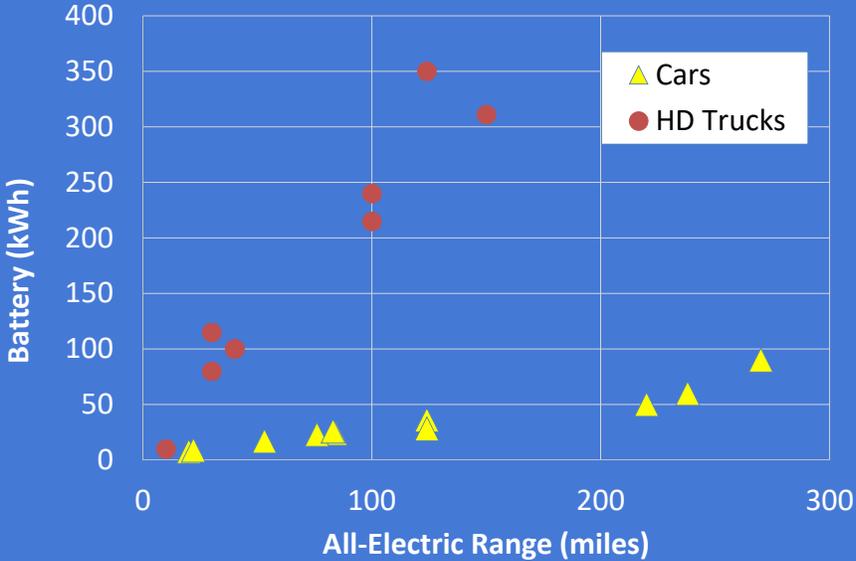
Zero Emissions Drayage Trucks

BYD
KENWORTH
Peterbilt
VOLVO TRUCKS

\$24 Million
 Battery
 NG Rex
 Diesel PHEV

AIR RESOURCES BOARD
 BAY AREA AIR QUALITY MANAGEMENT DISTRICT
 San Joaquin Valley AIR POLLUTION CONTROL DISTRICT
 SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT
 APCD
 AIR POLLUTION CONTROL DISTRICT COUNTY OF SAN DIEGO
 CALSTART
SDGE

Battery Capacity vs. Range





Zero & Near-Zero Demo Fleet

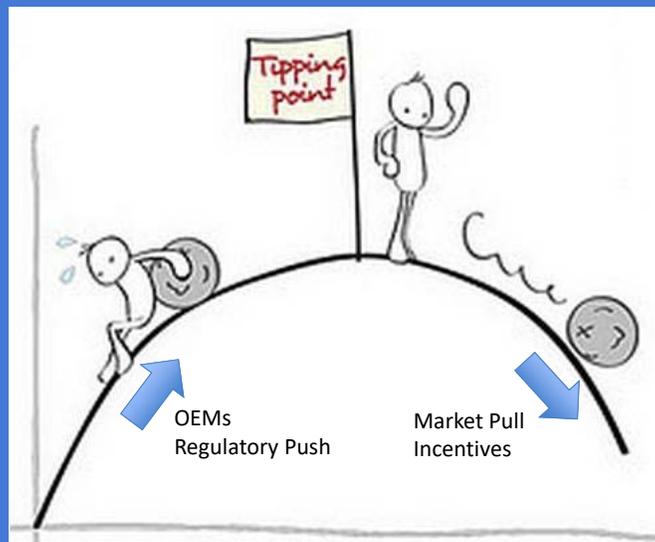


Zero & Near-Zero Fleet Needed per Year until 2023

x 15

How to get to Tipping Point?

Initiating Market for Zero and Near-Zero Trucks



Medium & Heavy-Duty Trucks

- * SCAQMD helped coordinate
- * Initiated regulatory generation heavy

Standard

Optional

Low NOx

Future Reg ?

Petition to EPA for Rulemaking to Adopt Ultra-Low NOx Exhaust Emission Standards for On-Road Heavy-Duty Trucks and Engines

Submitted by:

- South Coast Air Quality Management District
- Pima County Dept. of Environmental Quality (Arizona)
- Bay Area Air Quality Management District (California)
- Connecticut Dept. of Energy and Environmental Protection
- Delaware Dept. of Natural Resources and Environmental Control, Division of Air Quality
- Washoe Co. Health District, Air Quality Management (Nevada)
- New Hampshire Dept. of Environmental Services
- New York City Dept. of Environmental Protection (New York)
- Akron Regional Air Quality Management District (Ohio)
- Washington State Dept. of Ecology
- Puget Sound Clean Air Agency (Washington)

2014

Los Angeles Times

AUG. 21, 2017, 7:00 A.M.

California Senate leader eyes cap-and-trade funding for cleaner tractors, trucks and cars

 Chris Megerian



AB 134
\$250M to Air Districts
SCAQMD = \$108M

Exhibit 1-23 Average Daily Long-Haul Freight Truck Traffic on the National Highway System, 2007



Note: Long-haul trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, Version 3.1, 2010.

Exhibit 1-25 Average Daily Long-Haul Freight Truck Traffic on the National Highway System, 2040



Note: Long-haul trucks typically serve locations at least 50 miles apart, excluding trucks that are used in movements by multiple modes and mail.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, Version 3.1, 2010.

Takeaways

- Need NOx reductions from mobile sector
- In order to scale up, need OEM engagement
- Funding to accelerate commercialization *and* Incentives for fleet turnover in CA
- National markets needed
- CA issues will challenge rest of US

