



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
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REGULAR MEETING

ENERGY AND ENVIRONMENT COMMITTEE

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

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

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

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

EEC - Energy and Environment Committee *Members – October 2019*

1. **Sup. Linda Parks**
EEC Chair, Ventura County
2. **Hon. David Pollock**
EEC Vice Chair, Moorpark, RC District 46
3. **Hon. Ana Beltran**
Westmorland, ICTC
4. **Hon. Margaret Clark**
Rosemead, RC District 32
5. **Hon. Robert Copeland**
Signal Hill, GCCOG
6. **Hon. Maria Davila**
South Gate, GCCOG
7. **Hon. Ned Davis**
Westlake Village, LVMCOG
8. **Hon. Paula Devine**
Glendale, AVCJPA
9. **Hon. Jordan Ehrenkranz**
Canyon Lake, WRCOG
10. **Hon. Mike Gardner**
Riverside, WRCOG
11. **Hon. Sandra Genis**
Costa Mesa, OCCOG
12. **Hon. Shari Horne**
Laguna Woods, OCCOG
13. **Hon. Diana Mahmud**
South Pasadena, SGVCOG
14. **Hon. Judy Mitchell**
Rolling Hills Estates, RC District 40
15. **Hon. Toni Momberger**
Redlands, SBCTA

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

- 16. Hon. Cynthia Moran**
Chino Hills, SBCTA
- 17. Hon. Greg Morena**
Santa Monica, WSCCOG
- 18. Hon. Oscar Ortiz**
Indio, CVAG
- 19. Hon. Jim Osborne**
Lawndale, SBCCOG
- 20. Sup. Luis Plancarte**
Imperial County
- 21. Hon. Carmen Ramirez**
Oxnard, RC District 45
- 22. Hon. Greg Raths**
Mission Viejo, OCCOG
- 23. Hon. Deborah Robertson**
Rialto, RC District 8
- 24. Hon. Meghan Sahli-Wells**
Culver City, RC District 41
- 25. Hon. Rhonda Shader**
Placentia, Pres. Appt.(Member at Large)
- 26. Hon. Emma Sharif**
Compton, RC District 26
- 27. Hon. Sharon Springer**
Burbank, SFVCOG
- 28. Hon. John Valdivia**
San Bernardino, SBCTA
- 29. Hon. Edward Wilson**
Signal Hill, GCCOG
- 30. Hon. Bonnie Wright**
Hemet, WRCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy A Meeting Room
Los Angeles, California 90017
Thursday, October 3, 2019
10:00 AM

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

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

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

- 1. Minutes of the Meeting - September 5, 2019 Page 6
- 2. Authorization to Approve Notice of Exemption (NOE) for SCAG 2017 Disadvantaged Communities Active Transportation Page 12

Receive and File

- 3. Walktober and International Walk to School Month Page 21

INFORMATION ITEMS

- 4. Connect SoCal Natural & Farm Lands Conservation 15 mins. Page 23
(India Brookover, SCAG staff)
- 5. Connect SoCal Environmental Justice Report 30 mins. Page 44
(Anita Au; SCAG staff and Tom Vo, SCAG staff)
- 6. SB 1383 Short-Lived Climate Pollutants Regulations Update 40 mins. Page 65
(Nicole Macatrao, CalRecycle)
- 7. Connect SoCal: Public Health Strategies and Actions 15 mins. Page 67
(Hannah Brunelle, SCAG staff)

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8. Final Federal Safer, Affordable, Fuel-Efficient Vehicles Rule Part I 20 mins. Page 87
(Supplemental report to be distributed under separate cover)
(Rongsheng Luo, SCAG staff)

CHAIR'S REPORT

(The Honorable Linda Parks, Chair)

STAFF REPORT

(Grieg Asher, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

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

**ENERGY AND ENVIRONMENT COMMITTEE
MINUTES OF THE MEETING
THURSDAY, SEPTEMBER 5, 2019**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG’S OFFICE.

The Energy and Environment Committee (EEC) met at SCAG, 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017. A quorum was present.

Members Present

Sup. Linda Parks (Chair)	Ventura County
Hon. David Pollock, Moorpark (Vice Chair)	District 46
Hon. Ana Beltran, Westmoreland	ICTC
Hon. Margaret Clark, Rosemead	District 32
Hon. Robert Copeland, Signal Hill	GCCOG
Hon. Paula Devine, Glendale	AVCJPA
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Mike Gardner, Riverside	WRCOG
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Oscar Ortiz, Indio	CVAG
Hon. James Osborne, Lawndale	SBCCOG
Sup. Luis Plancarte, Imperial County	Imperial County
Hon. Carmen Ramirez, Oxnard	District 45
Hon. Deborah Robertson, Rialto	District 8
Hon. Meghan Sahli-Wells, Culver City	WCCOG
Hon. Emma Sharif, Compton	GCCOG
Hon. Sharon Springer, Burbank	SFVCOG

Members Not Present

Hon. Maria Davila, South Gate	GCCOG
Hon. Ned Davis, Westlake Village	LVMCOG

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Hon. Toni Momberger, Redlands	SBCTA
Hon. Greg Morena, Santa Monica	WSCCOG
Hon. Cynthia Moran, Chino Hills	SBCTA
Hon. Judy Nelson, Glendora	SGVCOG
Hon. Greg Raths, Mission Viejo	OCCOG
Hon. Rhonda Shader, Placentia	President's Appointment
Hon. John Valdivia, San Bernardino	SBCCOG
Hon. Edward H.J. Wilson, Signal Hill	GCCOG

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Linda Parks called the meeting to order at 10:00 a.m. and asked Vice Chair David Pollock to lead the Pledge of Allegiance.

Chair Parks expressed appreciation for Vice Chair Pollock who presided over the EEC meeting during her absence last month.

PUBLIC COMMENT PERIOD

Chair Parks opened the Public Comment period.

Leor Alpern, South Coast Air Quality Management District, invited the members to South Coast AQMD's Environmental Justice Conference, "Building Alliances and Progressive Solutions," scheduled for Thursday, September 12, from 9AM - 1PM, at The Center at Cathedral Plaza, 555 West Temple Street, Los Angeles, CA 90012. This event is co-sponsored by SCAG where there will be a plenary session regarding how community-specific strategies, such as AB 617, address air pollution issues in environmental justice communities. He also invited the members to the Annual Clean Air Awards, scheduled for Friday, October 4, at 11:30AM at The L.A. Grand Hotel, 333 South Figueroa Street, Los Angeles, CA 90071.

Chair Parks closed the Public Comment period.

REVIEW AND PRIORITIZE AGENDA ITEMS

Chair Parks announced that Agenda Item No. 7 relating to "Connect SoCal Goods Movement Environmental Strategy" will be taken first after Agenda Item No. 5, "Connect SoCal Electric Vehicle Strategy."

CONSENT CALENDAR

Chair Parks noted Item No. 2 of the agenda packet regarding September is California's Pedestrian

Safety Month, is dedicated to educating drivers and pedestrians about safe roadway habits and reducing the number of pedestrians killed and injured on California roadways. She stated staff is conducting activities throughout September to recognize and promote available resources for safety and during “Walktober,” for the month of October. She invited the members to stop by the Reception area as Go Human is showcasing a “pop-up” parklet from the Go Human Kit of Parts. SCAG staff will provide a demonstration of the Go Human resources, which are designed to help support your jurisdiction’s efforts to engage and educate about public spaces, climate change, environmental resiliency, and traffic safety in an interactive and fun way.

Approval Item

1. Minutes of the Meeting - August 1, 2019

Received and File

2. September is Pedestrian Safety Month
3. Connect SoCal Job Center Strategies
4. EAC Retreat Housing Discussion Follow-up

A MOTION was made (Sahli-Wells) to approve the Consent Calendar. Motion was SECONDED (Sharif) and passed by the following votes:

AYE/S: Clark, Copeland, Devine, Gardner, Horne, Mahmud, Plancarte, Parks, Pollock, Sahli-Wells, Sharif and Ortiz (12)

NOE/S: None (0)

ABSTAIN/S: Osborne (1)

INFORMATION ITEMS

5. Connect SoCal Electric Vehicle (EV) Strategy

Chair Parks introduced the item and asked Sarah Jepson, Acting Director of Planning, to provide background information.

Ms. Jepson provided an overview of Connect SoCal [referred to as the “Plan”] policy discussions, actions and timeline until the review and adoption of the final Plan in April 2, 2020. She noted the

broad range of goals and performance metrics that we are trying to achieve especially greenhouse gas (GHG) emission reduction targets as one of the big goals of the Plan to meet the requirements of SB 375 which also includes the integration of a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP). Ms. Jepson discussed the policy and technical challenges associated with a higher regional GHG emissions reduction target for 2035; and greater penalties if targets are not achieved. At this point in time, she asked Joe Cryer, SCAG staff, to provide information on the EV Strategy.

Mr. Cryer provided a presentation regarding SCAG's EV efforts, Plug-in Electric Vehicle (PEV) plan resources; Southern California's PEV readiness atlas; growth registrations; link between EVs and EV charging Stations, EV Strategies; Readiness Project List and CSP project areas. In closing, Mr. Cryer invited the members to attend the AltCar Expo and Conference scheduled for October 16, 2019 at the Riverside Convention Center and November 2, 2019 at the Santa Monica Community College.

On behalf of the EEC, Chair Parks thanked Sarah Jepson and Joe Cryer for their presentation.

7. Connect SoCal Goods Movement Environmental Strategy

Chair Parks introduced the item and asked Alison Linder, SCAG staff, to provide background information.

Ms. Linder reported on Connect SoCal's plan for Goods Movement environmental challenges, strategy and action plan. She noted the air quality requirements and related regulatory initiatives which are under development and SCAG's and partner agencies' roles and responsibilities including ongoing and potential study areas for SCAG. In closing, Ms. Linder discussed the Goods Movement Four-Step Technology Advancement Strategy.

On behalf of the EEC, Chair Parks thanked Alison Linder for her presentation.

6. Transportation Safety Element in Connect SoCal

Chair Parks introduced the item and asked Hina Chanchlani, SCAG staff, to provide background information.

Ms. Chanchlani provided an overview of SCAG's transportation safety goals, strategies and provided examples for improving safety for aging populations. She noted SCAG's action plans including safe systems approach regarding Vision Zero, Road to Zero (RTZ) and Towards Zero Deaths (TZD) strategies. In closing, Ms. Chanchlani provided an overview of Map 21 federal requirements and the goal of AB 2363's Zero Traffic Fatalities Taskforce.

On behalf of the EEC, Chair Parks thanked Hina Chanchlani for her presentation.

CHAIR'S REPORT

A report was not provided.

STAFF REPORT

A report was not provided.

FUTURE AGENDA ITEM/S

Councilmember Mike Gardner, Riverside, requested to add an item on the agenda regarding recycling. He stated that California's largest operator of recycling redemption center, Re-Planet, closed down due to increased business costs and falling prices of recycled materials.

Councilmember Diana Mahmud, So. Pasadena, similarly suggested exploring the feasibility of SCAG sponsoring legislation to conform to the practice of other states with successful recycling efforts that require retailers to take back various recyclable materials.

ANNOUNCEMENT/S

Chair Parks announced that October 2, 2019 is the Annual California Clean Air Day where people and organizations across the state take the clean air pledge to make a difference.

ADJOURNMENT

There being no further business, Chair Parks adjourned the Energy and Environment Committee meeting at 12:00 p.m.

The next regular meeting is scheduled for Thursday, October 3, 2019 at the SCAG Los Angeles, Office.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT

2019-20

MEMBERS	Date Appointed if after 5/1/19	Representing	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Total Mtgs Attended To Date
Beltran, Ana		Westmoreland, ICTC		0		0	1								1
Clark, Margaret		Rosemead, RC District 32		1		1	1								3
Copeland, Robert	Jun-19	Signal Hill, GCCOG		1		0	1								2
Davila, Maria		South Gate, GCCOG		0		0	0								0
Davis, Ned		Westlake Village, LVMCOG		1		1	0								2
Devine, Paula		Glendale, AVCJPA		1		0	1								2
Ehrenkranz, Jordan		Canyon Lake, WRCOG		1		0	1								2
Gardner, Mike		Riverside, WRCOG		1		1	1								3
Genis, Sandra		Costa Mesa, OCCOG		1		1	1								3
Horne, Shari		Laguna Woods, OCCOG		1		1	1								3
Mahmud, Diana		So. Pasadena, SGVCOG		1		0	1								2
Mitchell, Judy		Rolling Hills Estates, RC District 40		0		0	1								1
Momberger, Toni	Aug-19	Redlands, SBCTA				1	0								
Moran, Cynthia		Chino Hills, SBCTA	D	0	D	0	0								0
Morena, Greg	May-19	Santa Monica, WCCOG	A	0	A	1	0								1
Ortiz, Oscar		Indio, CVAG	R	1	R	1	1								3
Osborne, Jim		Lawndale, SBCCOG	K	1	K	0	1								2
Parks, Linda (CHAIR)		Ventura County		1		0	1								2
Plancarte, Luis		Imperial County		0		1	1								2
Pollock, David (Vice Chair)		Moorpark, VCOG		1		1	1								3
Ramirez, Carmen		Oxnard, RC District 45		1		1	1								3
Raths, Greg		Mission Viejo, OCCOG		0		0	0								0
Robertson, Deborah		Rialto, RC District 8		0		1	1								2
Sahli-Wells, Meghan		Culver City, RC District 41		0		1	1								2
Shader, Rhonda	Jun-19	Placentia, President's Appointment		0		0	0								0
Sharif, Emma		Compton, RC District 26		1		1	1								3
Springer, Sharon		Burbank, SFVCOG		1		1	1								3
Valdivia, John		San Bernardino, SBCCOG		0		1	0								1
Wilson, Edward H.J.		Signal Hill, GCCOG		1		0	0								1
Wright, Bonnie		Hemet, WRCOG		0		0	0								0

Attachment: EEC Attendance Sheet 2019 (Minutes of the Meeting - September 5, 2019)



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

To: Executive/Administration Committee (EAC)
Energy & Environment Committee (EEC)
Regional Council (RC)
From: Julia Lippe-Klein, Assistant Regional Planner, Active
Transportation & Special Programs, (213) 236-1856, Lippe-
Klein@scag.ca.gov
Subject: Authorization to Approve Notice of Exemption (NOE) for SCAG
2017 Disadvantaged Communities Active Transportation

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

SCAG Staff recommends the Regional Council adopt Resolution No. 19-615-2 to approve the filing of a California Environmental Quality Act (CEQA) Notice of Exemption (NOE) in Imperial County for the SCAG 2017 Disadvantaged Communities Planning Initiative, subject to the 30-day public inspection period.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG received approval to accept \$1,150,000 in California Active Transportation (ATP) funds to develop six (6) active transportation plan in disadvantaged communities ("Project"). In order to add a seventh city in the County of Imperial to the existing Project, SCAG assessed potential environmental impacts as required under CEQA and determined the Project is exempt from CEQA.

BACKGROUND: In coordination with cities across the region, SCAG is implementing a local active transportation planning initiative. Specifically, the Grant aims to develop:

- Active transportation plans in disadvantaged communities;
- A pilot methodology to deliver low-cost local plans across the region

Six disadvantaged communities were selected as part of the Planning Initiative. In order to leverage resources, a seventh city in the County of Imperial has been added. Due to an administrative processing error, the need for this categorical exemption is required in the County of Imperial to ensure the Project can move forward. Prior to Caltrans approving a grant amendment for an additional city in the County of Imperial, SCAG must conduct an assessment of potential

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environmental impacts of the Project pursuant to CEQA in order to determine the type of CEQA document to prepare or whether the Project is exempt. SCAG staff has reviewed the Project and has determined that it is exempt from CEQA under the exemptions discussed herein.

BASIS FOR EXEMPTIONS:

The key considerations for determining if a project is exempt from CEQA are outlined in Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Section 15002(k)(1), 15061, 15062, and 15300 to 15332. In general, CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. A project is exempt from CEQA if the project falls within one or more of the 33 classes. Once the lead agency determines that the project falls within any of the 33 classes, the project is exempt from CEQA, and the environmental review process does not need to proceed any farther. The lead agency may prepare and file a Notice of Exemption (NOE) pursuant to CEQA Guidelines Section 15062, the NOE serves as a public notice that the lead agency has determined that a project is exempt from CEQA. The NOE may be filed with the OPR and the county clerk of each county in which the project will be located after approval of the project. Submission of the NOE to the Office of Planning and Research (OPR) and the county clerks completes the review of exemption process for a lead agency under the provisions of CEQA. The filing and posting of an NOE will begin a 30- day public inspection period.

ENVIRONMENTAL ASSESSMENT:

SCAG staff has conducted an environmental assessment of the Project with the addition of a seventh in Imperial County pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332. CEQA Guidelines include a list of 33 classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. Based upon its assessment, SCAG staff has determined that the following exemptions apply to the Project:

- **CEQA Guidelines §15301(c) – Existing Facilities:** The Project would involve implementing six active transportation demonstration projects in Imperial, Los Angeles, and Ventura counties, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- **CEQA Guidelines § 15304 (e) - Minor Alterations to Land:** The Project may involve developing temporary demonstration projects within the project cities that would exist for a

limited duration on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;

- **CEQA Guidelines §15306- Information Collection:** The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection

- **CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes:** The Project would consist of temporary demonstration projects in the communities of Ojai, El Monte, Calexico, Long Beach, Pasadena, and Glendale, involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

SCHEDULE:

Upon approval by the Regional Council, SCAG will submit the NOE to be filed with OPR and Imperial County Clerk for a 30-day public inspection period, which will begin on or about October 4, 2019 and end on or about November 4, 2019. It is anticipated that the Project would be implemented beginning in November 2019 and completed by June 2020.

FISCAL IMPACT:

Work associated with this item is included in Fiscal Year 2020 Overall Work Program. The Project is fully funded, totaling \$1,350,000, with \$1,150,000 coming from California Active Transportation Program funds, \$200,000 in SCAG in-kind (non-federal) match to be used for management support.

ATTACHMENT(S):

1. Resolution No. 19-615-2 NOE for SCAG DAC Planning Initiative - Imperial County
2. NOE SCAG DAC Planning Initiative - Imperial County



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Los Angeles, CA 90017
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RESOLUTION NO. 19-615-2

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) TO RELEASE THE
NOTICE OF EXEMPTION (NOE) FOR THE SCAG
DISADVANTAGED COMMUNITIES ACTIVE TRANSPORTATION
PLANNING INITIATIVE**

REGIONAL COUNCIL OFFICERS

President
Bill Jahn, Big Bear Lake
First Vice President
Rex Richardson, Long Beach

Second Vice President
Clint Lorimore, Eastvale

Immediate Past President
**Alan D. Wapner, San Bernardino
County Transportation Authority**

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Linda Parks, Ventura County

Transportation
Cheryl Viegas-Walker, El Centro

WHEREAS, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. §5303 et seq.;

WHEREAS, SCAG adopted the 2016 Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS") which included five goals for active transportation: 1) Decrease Bicycle and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation Friendly Environment throughout the SCAG Region, 3) Increase Active Transportation Usage in the SCAG Region, and 4) Encourage the Development of Local Active Transportation Plans; and 5) Develop Safe Routes to School Policies, and

WHEREAS, on October 26, 2016 SCAG was awarded \$1,150,000 in grant funds from the California Active Transportation program to develop active transportation plans for six disadvantaged communities (Project); and

WHEREAS, the primary goals of the Project are to (1) develop active transportation plans for six disadvantaged communities (DACs) within the SCAG region; and (2) establish a cost effective model for developing plans in DACs that leverages Go Human resources and SCAG modeling tools.

WHEREAS, SCAG has added a seventh disadvantaged community to take part in the Project; and

WHEREAS, the Project is scheduled to be implemented in November 2019 and completed by June 2020; and

WHEREAS, SCAG is required conduct an assessment of potential environmental impacts of the Project pursuant to the California Environmental Quality Act (CEQA), prior to receiving allocation of the awarded Grant Funds; and

WHEREAS, due to an administrative processing error, the need for this categorical exemption is required in the County of Imperial; and

Attachment: Resolution No. 19-615-2 NOE for SCAG DAC Planning Initiative - Imperial County (Authorization to Approve Notice of Exemption

WHEREAS, the Project would consist of two distinct activities: (1) Implement temporary demonstration project in a disadvantaged community in Imperial County and (2) seek resident and stakeholder engagement through a community planning process.

WHEREAS, SCAG has conducted an environmental assessment of the Project and determined that the Project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15301(c)- Existing Facilities, Section 15304(h)- Minor Alterations to Land, Section 15306- Information Collection, and is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15262- Feasibility and Planning Studies; and the scope of the Project activities have been determined to not have a significant effect on the environment; and

WHEREAS, SCAG has prepared a Notice of Exemption (NOE) to be filed with the State of California Office of Planning and Research (OPR) and the Clerk for the County of Imperial County where the Project will be located for a 30-day public inspection period pursuant to CEQA Guidelines Section i 5062.

NOW THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments, that the foregoing recitals are true and correct and incorporated by this reference.

BE IT FURTHER RESOLVED THAT the SCAG Regional Council finds that based upon an environmental assessment of the Project pursuant to Sections 21080(b), 21083, and 21804 of the Public Resources Code and CEQA Guidelines Sections 15002(k)(1), 15061, 15062, and 15300 to 15332, SCAG has determined that the following CEQA exemptions apply to the Project:

1. The Project would involve developing active transportation plans for Calipatria within Imperial County, which could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c)- Existing Facilities;
2. The Project would involve developing temporary demonstration projects that would exist for a limited duration (less than three days) on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
3. The Project would include education, encouragement campaigns, outreach and media strategies involving no physical changes in the areas affected, as set forth in the exemption under CEQA Guidelines §15322 - Educational or Training Programs Involving No Physical Changes; and
4. The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes and

feasibility/planning study for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection.

NOW THEREFORE, BE IT FURTHER RESOLVED by the Regional Council, that:

1. The Notice of Exemption for the proposed Project has been completed in compliance with CEQA and will be filed with Office of Planning and Research and the Clerk for Imperial County for a 30-day public inspection period; and
2. The proposed Project does not have a significant effect on the environment, and thus additional environmental review by SCAG is not required for the Project and a Notice of Exemption fulfills the requirements of CEQA.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 3rd day of October, 2019.

William "Bill" Jahn
President, SCAG

Attested by:

Kome Ajise
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

Notice of Exemption

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: Southern California Association of Governments
900 Wilshire Blvd, Suite #1700
Los Angeles, CA 90017

Imperial County Clerk
940 Main Street, Suite 202
El Centro, CA 92243

Project Title: Southern California Association of Governments (SCAG) 2017 Disadvantaged Communities Planning Initiative

Project Location:
Imperial County

Description of Nature, Purpose, and Beneficiaries of Project: Project is intended to develop an active transportation plan in a disadvantaged community and “pilot” an innovative planning methodology to help deliver low-cost, local plans across the region by leveraging regional planning tools (health/active transportation models and active transportation database) and SCAG Go Human engagement resources.

Disadvantaged communities in the SCAG region often lack quality active transportation infrastructure and face safety challenges. Without plans, these communities are at a disadvantage when applying for funding to address these deficiencies. In the SCAG region, only 26% of cities have bicycle plans and 11% have pedestrian plans.

The plan will be developed using a combination of traditional and innovative stakeholder outreach to reach disadvantaged community members. Outreach will involve community meetings and direct engagement with existing forums such as faith-based organizations as well as a tactical urbanism demonstration project held in conjunction with a community event.

Name of Public Agency Approving Project:
Southern California Association of Governments

Name of Person or Agency Carrying Out Project:
Southern California Association of Governments

Exempt Status: (check one)

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a)); Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption: CEQA Guidelines § 15002 (k)(1) – General Concepts; CEQA Guidelines § 15061 – Review for Exemption; CEQA Guidelines § 15301 (c) and 15301 (f) – Existing Facilities; CEQA Guidelines § 15304 (e) and 15304 (e) – Minor Alterations to Land; CEQA Guidelines § 15311 (a) and 15311 (c) – Accessory Structures; CEQA Guidelines § 15322 – Educational or Training Programs Involving No Physical Changes
- Statutory Exemptions

Reasons why project is exempt:

SCAG has reviewed the proposed project pursuant to CEQA Guidelines § 15002 (k)(1) – General Concepts, and CEQA Guidelines § 15061 – Review for Exemption, and has determined that the proposed project is categorically exempt from CEQA because the scope of the project activities are included in the classes of projects which have been determined not to have a significant effect on the environment.

Therefore SCAG has determined that the proposed project is exempt from CEQA pursuant to following:

- The Project would involve implementing six active transportation demonstration projects in Imperial, Los Angeles, and Ventura counties, that could foster the minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities beyond that existing at the time of the lead agency's determination, as set forth in the exemption under CEQA Guidelines §15301(c) - Existing Facilities;
- The Project includes basic data collection, research, experimental management and resource evaluation activities which will not result in a serious or major disturbance to an environmental resource. The project is strictly for information gathering purposes for possible future action which the agency has not yet approved, adopted or funded, as set forth in the exemption under CEQA Guidelines §15306- Information Collection
- The Project may involve developing temporary demonstration projects within the project cities that would exist for a limited duration on existing rights of way, as set forth in the exemption under CEQA Guidelines § 15304 (e) - Minor Alterations to Land;
- Educational or Training Programs Involving No Physical Changes: The Project would consist of temporary demonstration projects in the communities of Ojai, El Monte, Calexico, Long Beach, Pasadena, and Glendale, involving no physical changes in the area affected, which would fall under the exemption set forth in CEQA Guidelines §15322 – Educational or Training Programs Involving No Physical Changes.

Project Approval Date: SCAG's Regional Council Approved the project on October 2, 2019
The California Transportation Commission awarded funding for this project on January 31, 2018.

CEQA Contact Person:	Phone Number:	Fax Number:	Email:
Roland Ok	(213) 236-1819	(213) 236-1963	ok@scag.ca.gov
Project Contact Person:	Phone Number:	Fax Number:	Email:
Julia Lippe-Klein	(213) 236-1856	(213) 236-1963	lippe-klein@scag.ca.gov

Date received for filing at OPR: _____ Signature of Applicant: _____

Ping Chang, Manager
Compliance and Performance Monitoring
Southern California Association of Governments

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

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

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

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

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

OUR CORE VALUES

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

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

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

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

FISCAL IMPACT:

None



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

To: Energy and Environment Committee (EEC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: India Brookover, Assistant Regional Planner, Sustainability,
(213) 236-1919, Brookover@scag.ca.gov

Subject: Connect SoCal Natural & Farm Lands Conservation

RECOMMENDED ACTION:

For Information Only – No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The draft 2020 Connect SoCal plan will include a regional approach to support conservation of natural and farm lands as part of the overall goal to reduce greenhouse gas (GHG) emissions. This report provides a summary of the regional conservation approach, an overview of the policy and regulatory framework, and recommended policies and next steps for implementation.

BACKGROUND:

The diverse natural resource and agricultural landscapes of Southern California are an invaluable asset to the millions of people that call the SCAG region home. In addition to their respective roles in biodiversity and food production, both natural and farm lands help reduce GHG emissions by storing carbon in the soil, plants and trees. However, as the SCAG region’s population and economy continue to grow, vital habitat and farm lands face development pressure. Regional growth on farm and natural lands distant from job centers and transit infrastructure can often result in increased GHG emissions and an attendant increase in per-capita vehicle miles travelled (VMT). Therefore, the conservation of natural and farm lands will be an integral aspect of Connect SoCal’s regional conservation approach.

Regional Conservation Approach

Connect SoCal’s regional conservation approach considers the economic and ecological benefits of preserving natural and farm lands, while also maximizing their potential for GHG reduction. New housing and employment growth through 2045 will be emphasized in areas that are well served by transit, neighborhoods that already feature very walkable infrastructure, or have a significant concentrations of jobs. To protect our region’s natural assets and reduce future risks from climate

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change, new growth through 2045 will also be reduced in farm land, natural lands, areas at risk for near-term sea level rise, high risk wildfire hazard areas, and flood hazard areas. This emphasis on concentrated, compact growth makes it easier for residents to travel shorter distances to reach their destinations, which reduces per-capita GHG emissions.

Natural areas and farmlands have the capacity to absorb and store atmospheric carbon dioxide, preventing additional contributions of GHG emissions. In addition, natural lands conservation is imperative to protect communities from major hazards caused or exacerbated by climate change, such as wildfires and flooding. Accordingly, the Connect SoCal Plan will expand upon the conservation policy recommendations from the 2012 and 2016 RTP/SCS with broad land use strategies that deemphasize growth on agricultural lands in unincorporated counties, and in areas vulnerable to sea level rise. To further prioritize natural habitat areas and avoid impacts to the environment, Connect SoCal will seek to deemphasize growth in wetlands, wildlife corridors, biodiverse areas, wildfire prone areas, and floodplains. This approach intends to focus regional growth in existing communities, and reflects various goals of the plan such as adapting to a changing climate and promoting conservation of agriculture and natural lands. Feedback from the stakeholder based Natural and Farm Land Conservation Working Group was used to establish growth and conservation high priorities based on issues such as climate change vulnerability, water quality impacts, and decline of native species.

Policy and Regulatory Framework

The framework for Connect SoCal's conservation approach is established by the California Global Warming Solutions Act of 2006 known as AB 32, as well as its associated legislation, SB 32 (2016). AB 32 and SB 32 establish targets for greenhouse gas reductions from all sources in California. California's 2017 Climate Change Scoping Plan released by the Air Resources Board outlines sector-specific approaches for reducing statewide greenhouse gas emissions to 40 percent below 1990 levels by 2030. The Scoping Plan includes natural and farm land conservation as a strategy for greenhouse gas mitigation, and specifically aims to reduce emissions by at least 15-20 million metric tons in 2030 through its conservation strategies. The Scoping Plan explicitly makes the connection between conservation, transportation and land use, stating that "Transportation and land use planning should minimize the footprint of the built environment, while supporting and investing in efforts to restore, conserve and strengthen natural and working lands." In January 2019, the State released the 2030 Natural and Working Lands Climate Change Implementation Plan, which outlines the conservation, restoration, and management activities needed to meet the sector goal by 2030. While they do not establish any specific requirements or mandates for compliance, both the Scoping Plan and the Natural and Working Lands Climate Change Implementation Plan acknowledge that success depends on participation by regional agencies such as SCAG, local governments and private land owners.

Moreover, as required by SB375 (2008), Connect SoCal will set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce GHG emissions from automobiles and light trucks. By considering the region's resource areas and farmland, Connect SoCal will acknowledge inherent constraints to expansive regional growth, and will emphasize options and strategies that conserve important farmland, resource areas and habitat corridors.

Connect SoCal's Goals

In addition to responding to the aforementioned policy and regulatory framework, Connect SoCal has established a goal to *promote conservation of natural and agricultural lands and restoration of critical habitats*. Preserving the region's natural resource areas will ensure that future generations will be able to enjoy Southern California's unique landscapes. Furthermore, conservation of natural and farm lands will support meeting Connect SoCal's goal to *reduce greenhouse gas emissions and improve air quality*. Protecting resource areas supports more compact development patterns, reducing the need to make long car trips and reducing VMT.

While agricultural lands do account for some GHG emissions, farmlands emit on average 58 times less greenhouse gasses than urbanized areas (Shaffer & Thomas, 2015), and rangeland may be 217 times lower (California Energy Commission, 2012). Additionally, natural and farm land conservation directly supports other Connect SoCal goals:

- *Encourage regional economic prosperity and global competitiveness.* Productive farm and range lands bring billions of dollars into Southern California's economy, creating jobs and providing food security.
- *Support healthy and equitable communities.* Air pollution is one of Southern California's greatest public health challenges. Adverse outcomes associated with air pollution such as asthma, cardiovascular disease and cancer disproportionately affect the region's most vulnerable groups: children, the elderly, people of color and low-income communities. Natural lands conservation and urban greening, especially in or near the most impacted communities, improve air quality as well as opportunities for physical recreation and other activities that contribute to a healthy lifestyle.
- *Adapt to a changing climate and support an integrated regional development pattern and transportation network.* Climate change's effects such as drought, rising temperatures and increasingly destructive wildfires are already evident in Southern California. Strategic conservation and restoration of natural and farm lands will heighten the region's resiliency to these impacts. Avoiding development in fire-prone areas, protecting watersheds, and restoring and enhancing connectivity in fragmented habitats are priorities when considering future regional development patterns.

Recommended Policies

For the 2016 RTP/SCS the Natural and Farm Lands Conservation Working Group worked with SCAG to develop policies that cover a variety of approaches to conserving natural and farm lands. SCAG will continue to take active steps in implementing the following policies through Connect SoCal:

- *Promote Best Practices* Support innovative land conservation tools that facilitate the exchange of information related to best practices amongst local governments, resource agencies, non-governmental agencies and other stakeholders in and outside of the SCAG region.
- *Facilitate Partnerships and Collaboration* Encourage, cultivate, and facilitate partnerships and collaboration on natural/farm lands policies and programs between public, educational and non-profit agencies throughout the SCAG region.
- *Encourage Regional Conservation Planning* Seek and expand engagement with resource and permitting agencies, County Transportation Commissions, Caltrans, California High Speed Rail Authority and other partners on regional advance mitigation and integrated regional conservation planning.
- *Expand Data Sharing* Continue to gather spatial and other data to better inform regional policies regarding natural/farm lands, such as the 2014 data gathering efforts to provide coarse and fine scale habitat assessment data for the SCAG region. Coordinate and improve the Intergovernmental Review Process to provide or obtain enhanced data regarding mitigation opportunities.
- *Support Innovative Land Use Policies* Recognize the region's growth potential and its inherent connection between the conservation of existing natural/farm lands and strategies to promote infill, such as transfer of development rights and land banking, which relieve pressure to expand the urban footprint. Additionally, continue efforts to work toward identifying priority conservation areas, including habitat and farm land areas, to permanently protect as part of future regional plans.
- *Improve Natural Corridor Connectivity* Encourage and facilitate research, programs and policies to identify, protect and restore natural habitat corridors, especially where corridors cross county boundaries. Additionally, continue support for preserving wildlife corridors and wildlife crossings to minimize the impact of transportation projects on wildlife species and habitat fragmentation.

-
- *Encourage Urban Greening/Green Infrastructure* Support planning and implementation efforts that improve the relationship between the urban built environment and the urban natural environment, such as urban forestry, urban greenways and trail systems, watershed management and expansion of green infrastructure systems.
 - *Connect to Public Health* Recognize and encourage policy development of the link between natural/farm lands conservation with opportunities to improve public health such as recreational access and active transportation investment.
 - *Include Climate Smart Conservation* Support the purposeful consideration of climate change in natural/farm lands management including linking actions to key climate impacts and vulnerabilities. Encourage and seek opportunities to quantify baseline greenhouse gas emissions and emissions reductions related to enhanced regional conservation efforts, especially modeling tools and Cap-and-Trade funding.
 - *Seek Funding Opportunities* Actively seek funding opportunities for SCAG, member jurisdictions and potential partners for programs that facilitate the conservation and restoration of natural/farm lands, including pilot program opportunities.

Next Steps

The following next steps are suggested for further development of a regional conservation strategy:

- *Continue to Engage Stakeholders* Continue hosting SCAG's Natural and Farmlands Conservation Working Group to provide input and guide conservation implementation activities. Expand and deepen relationships with experts in conservation policy and science to advance informed strategies.
- *Develop Regional Greenprint* SCAG is developing a Regional Greenprint, which is a strategic web-based conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. Specifically, the Regional Greenprint will serve as an online mapping platform illuminating the multiple benefits of natural and agricultural lands through data related to key topics such as habitat connectivity, biodiversity, clean water, agriculture, and greenhouse gas sequestration.
- *Encourage Advance Mitigation Programs* SCAG will continue to collaborate with regional stakeholders to promote the conservation of natural and agricultural lands and restoration of habitats. Connect SoCal will include a new Regional Advance Mitigation Program (RAMP) initiative that will establish and/or supplement regional conservation and mitigation banks and/or programs to address impacts for projects that support reduction of per-capita VMT.

The initiative will also support long-term management and stewardship of mitigated properties.

- *Align with Funding Opportunities and Pilot Programs* SCAG aims to help local agencies seek planning funds, such as Cap-and-Trade auction proceeds that could help prepare for local action on acquisition and restoration.
- *Provide Incentives for Jurisdictions to Work across County Lines* Important habitat corridors often do not align neatly with jurisdictional boundaries. SCAG will work with stakeholders to identify incentives and leverage sustainability resources that help protect habitat corridors, especially across county boundaries.

FISCAL IMPACT:

Work associated with this item is included in the FY 2019-20 Overall Work Program (OWP) budget under project number 290.4862.01, Regional Planning for Open Space Strategic Plan.

ATTACHMENT(S):

1. PowerPoint Presentation on Natural Farm Lands



SCAG Natural and Farm Lands Conservation Strategies

Connect SoCal Working Group

India Brookover
Sustainability Department
October 4 2019

www.scag.ca.gov



SCAG Region



Natural (Habitat) Lands



Farm Lands

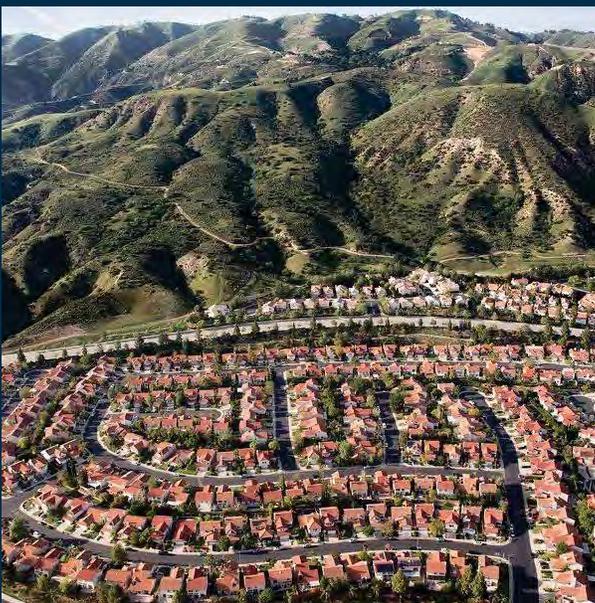
Challenge: Farmland Loss



- In the last 20 years, the SCAG region has lost over 300 sq. miles of agricultural lands
- More than the combined area of the cities of Riverside, Anaheim, Long Beach, Ventura, Ontario, and Irvine.

Source: California Department of Conservation Farmland Mapping and Monitoring Program

Challenge: Greenfield Development



Development on Wild-Urban Interface increases:

- Sprawl
- Traffic
- Air Pollution
- Habitat loss and fragmentation
- Risk of wildfire

Challenges: Habitat Fragmentation



Habitat fragmentation from freeways and other infrastructure has posed a major threat to Southern California's wildlife, preventing animals from migration necessary to find food and reproduce.

Policy and Regulatory Framework

- SB 375:
 - Consider “the best practically available scientific information regarding resource areas and farmland in the region.”
 - Consider “financial incentives for cities and counties that have resource areas or farmland,” and assistance for counties . . . that contribute towards the [GHG] reduction targets by implementing policies for growth to occur within their cities.”
- AB 32 Scoping Plan: “Transportation and land use planning should minimize the footprint of the built environment, while supporting and investing in efforts to restore, conserve and strengthen natural and working lands.”

Conservation Is Embedded in Connect SoCal's Goals

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

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Conservation Role in SCAG SCS

- Emissions Avoidance
- Incentivize Infill Development
- Carbon Sequestration

Co-benefits:

- **Climate Resilience**— avoiding development in fire-prone areas, protecting watersheds, and restoring and enhancing connectivity in fragmented habitats
- **Improve Public Health**— clean air and water, access to recreation
- **Protect Agricultural Economy**— \$X Billion per year

Conservation Strategy: Growth Constraint Areas

Absolute constraints

- Military lands
- Open Space (as designated by jurisdictions)
- Conserved land
- 2 ft. Sea Level Rise
- Unincorporated counties: Agricultural land rated by California Department of Conservation Farmland Mapping and Monitoring Program
 - Prime Farmland
 - Farmland of Statewide Importance
 - Unique Farmland
 - Farmland of Local Importance

Conservation Strategy: Growth Constraint Areas

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Conservation Strategy: Growth Constraint Areas

Variable Constraints

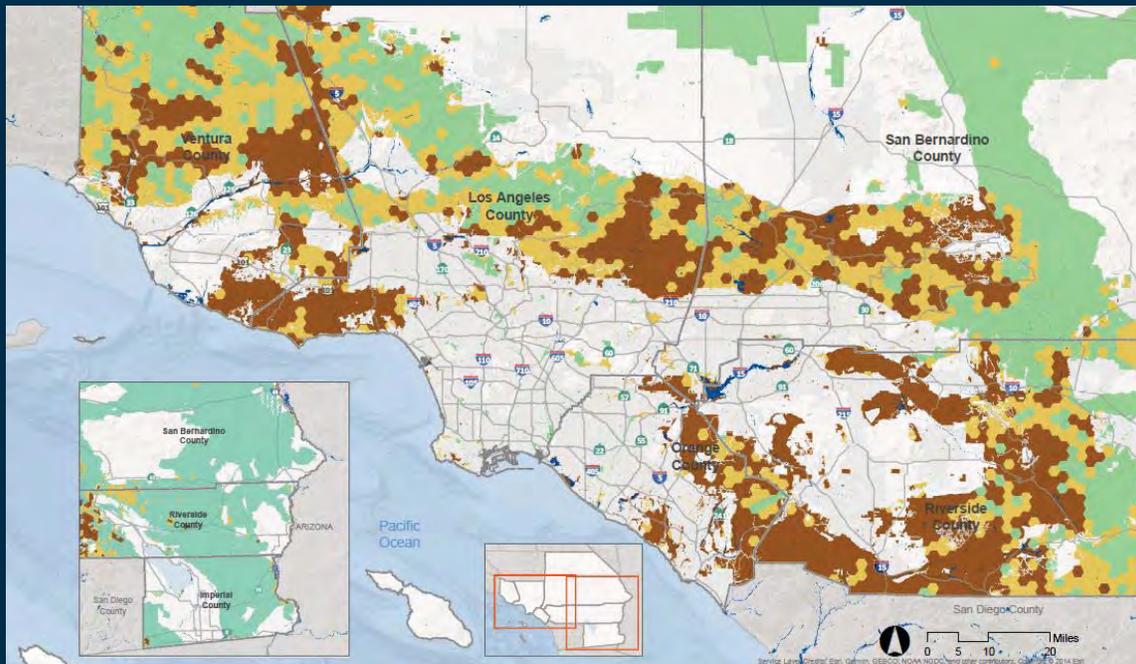
- Wildland Urban Interface
- Agriculture (Incorporated Areas)
- 500 year flood plains
- Cal Fire Very High Severity fire risk (state and local)
- Natural Lands Conservation Areas
 - Wetlands
 - Essential Habitat Connectivity Areas
 - Areas high in biodiversity

Conservation Strategy: Growth Constraint Areas

Variable Constraints

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- 500 year flood plains
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- **Natural Lands Conservation Areas**
 - **Wetlands**
 - **Essential Habitat Connectivity Areas**
 - **Areas high in biodiversity**

Conservation Strategy: Growth Constraint Areas



Source: California Department of Fish and Wildlife, South Coast Wildlands, US Geological Survey

Natural Lands Conservation Areas Data and Methodology



Focus Area	Dataset(s)	Year	Source
Wetlands	USA NLCD Land Cover	2011	US Geological Survey
Habitat Connectivity	South Coast Missing Linkages	2018	South Coast Wildlands
	California Essential Habitat Connectivity Project	2010	California Department of Fish and Wildlife
Habitat Quality	ACEIIv2 (Areas of Conservation Emphasis) dataset	2015	California Department of Fish and Wildlife

Attachment: PowerPoint Presentation on Natural Farm Lands (Connect SoCal Natural & Farm Lands Conservation)

Next Steps

- Continue to Engage Stakeholders
- Develop Regional Greenprint
- Encourage CTCs to Develop Advance Mitigation Programs
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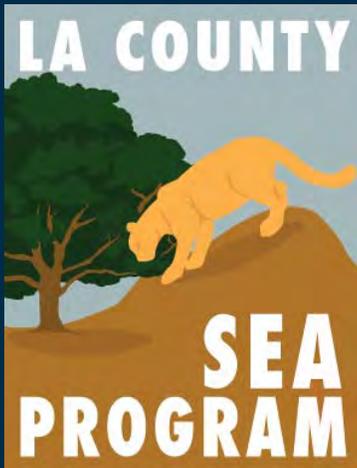
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- **Provide Incentives for Jurisdictions to Work Across County Lines**

Great Work is Already Being Done in Our Region!



LA County Significant Ecological Areas



Liberty Canyon Wildlife Crossing



OCTA Measure M2 Freeway Environmental Mitigation Program

Great Work is Already Being Done in Our Region!



San Bernardino County RCIS



Rancho Mission Viejo and Palm Springs Agrihoods



Ventura County Habitat Connectivity and Wildlife Corridor Ordinance

Attachment: PowerPoint Presentation on Natural Farm Lands (Connect SoCal Natural & Farm Lands Conservation)



Thank You

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

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

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

For Information Only – No Action Required

RECOMMENDED ACTION FOR TC, CEHD and RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

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

BACKGROUND:

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

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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

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

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

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

Table 1: Connect SoCal EJ Report Performance Indicators

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

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

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

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

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

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

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

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

FISCAL IMPACT:

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

ATTACHMENT(S):

1. PowerPoint Presentation on Connect SoCal Environmental Justice

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Environmental Justice Report

Update

Energy and Environment Committee

October 3, 2019

www.scag.ca.gov



Environmental Justice Program

Update

Anita Au

Compliance and Performance Monitoring

October 3, 2019

www.scag.ca.gov



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

EJ Regulatory Compliance



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

SCAG's EJ Program



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

EJ Toolbox Purpose



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

2016 EJ Toolbox



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

Connect SoCal EJ Toolbox Sections



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

Connect SoCal EJ Toolbox Sections



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

Healthy, Safe and Sanitary Housing



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

Healthy, Safe and Sanitary Housing



Example Recommended Practices and Approaches:

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

Active Living, Active Transportation and Physical Activity



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

Active Living, Active Transportation and Physical Activity



Example Recommended Practices and Approaches:

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

Climate Vulnerability and Resiliency



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

Climate Vulnerability and Resiliency



Example Recommended Practices and Approaches:

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

Air Quality and Air Pollution Exposure Impacts



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

Air Quality and Air Pollution Exposure Impacts



Example Recommended Practices and Approaches:

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

Environmental Justice Report

Technical Updates

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



Regional, Local, and Community Analysis



Regional Analysis

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

Localized Analysis

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

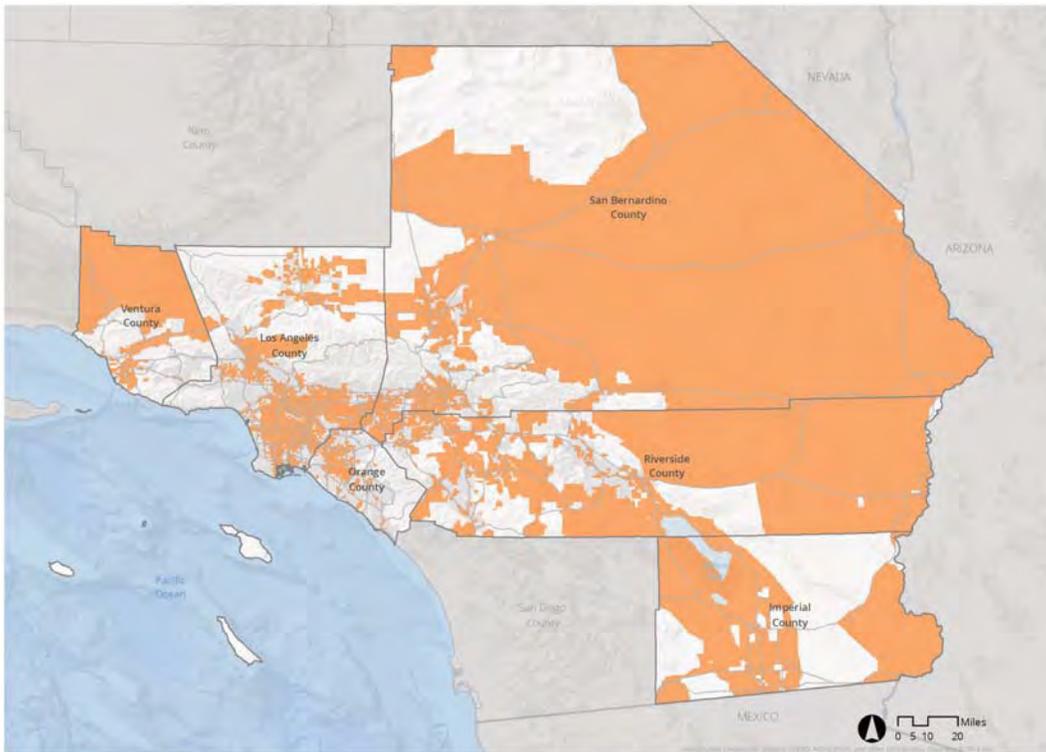
Community Analysis

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

Community-Based Analysis



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

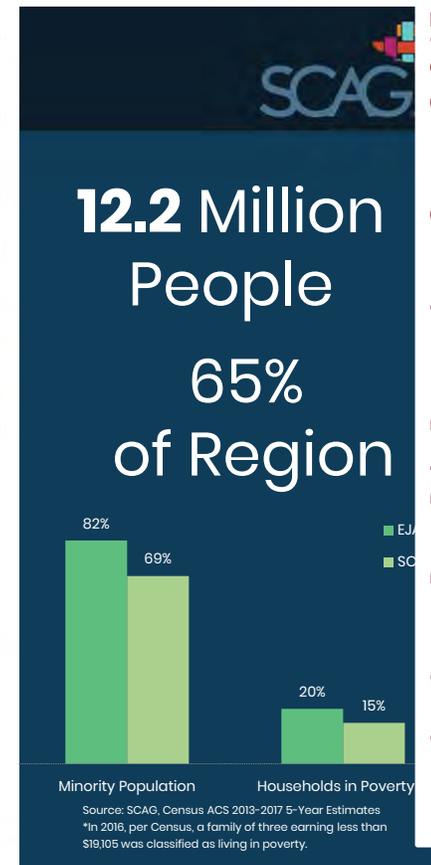


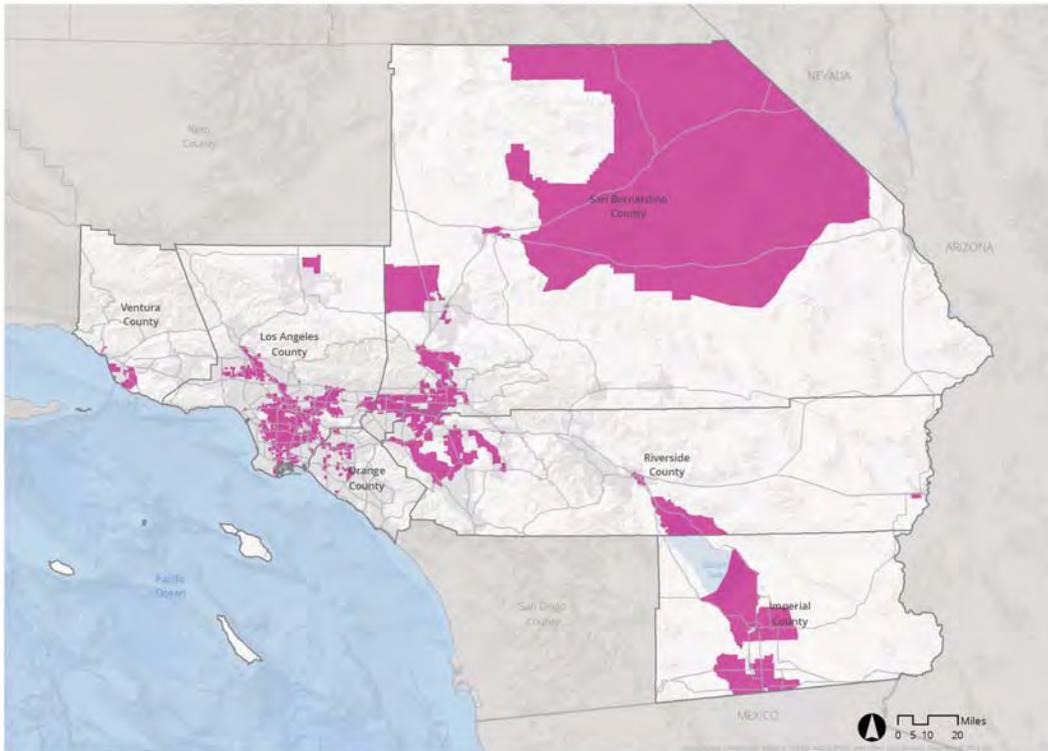
■ Environmental Justice Areas
 County Boundaries
 City Boundaries
 Freeway

Source: Census PUM5, SCAG, 2019

Map Title: EJ_areas

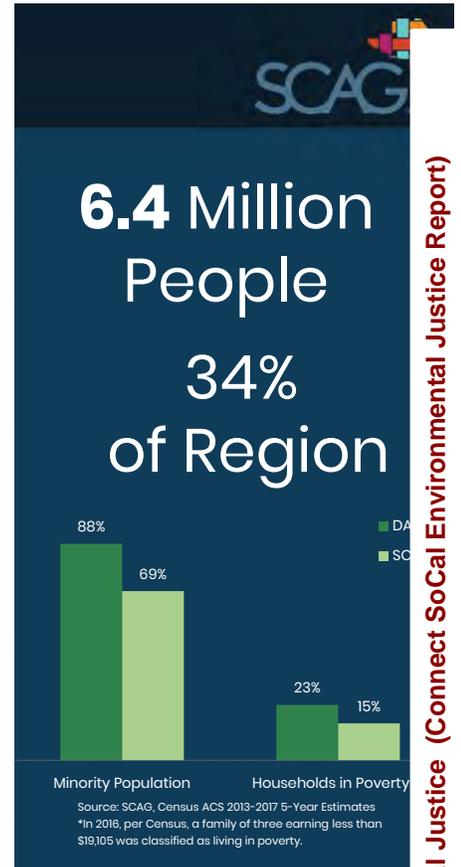
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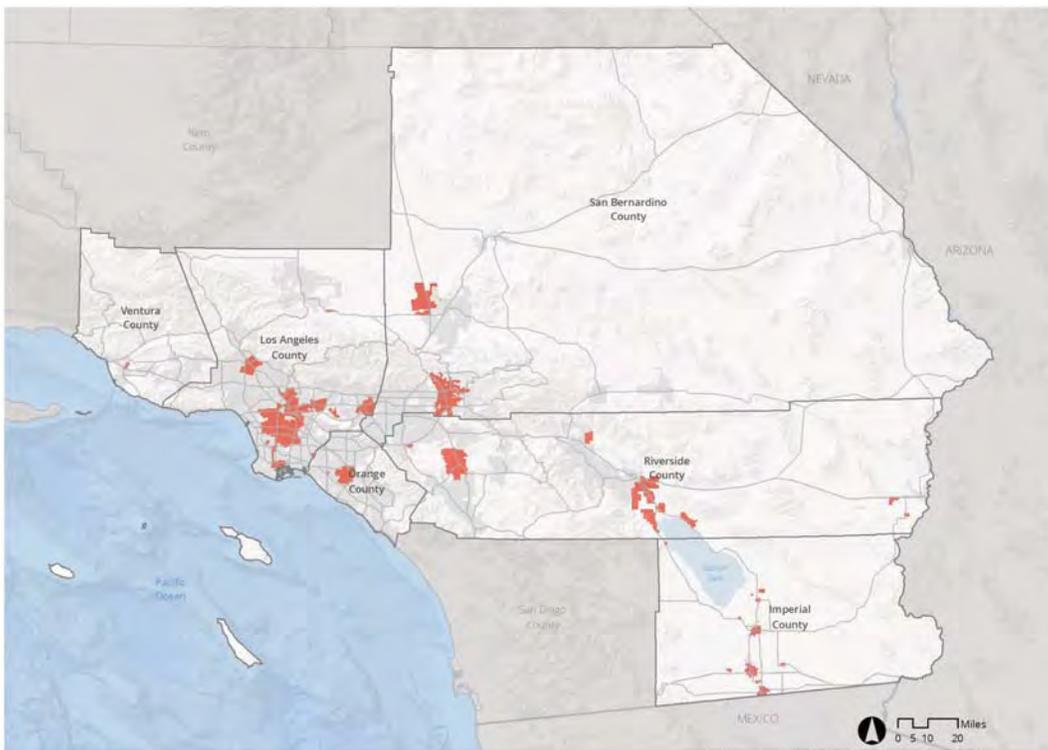


SB535 Disadvantaged Communities County Boundaries City Boundaries Freeway
 Source: OEHA, CalEPA, CalEnviroScreen Ver. 3.0, SCAG, 2019

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

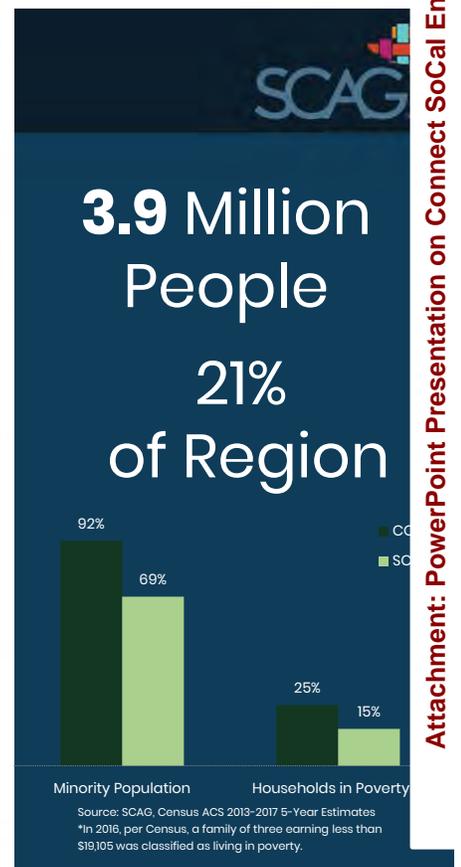


Attachment: PowerPoint Presentation on Connect SoCal Environmental Justice (Connect SoCal Environmental Justice Report)

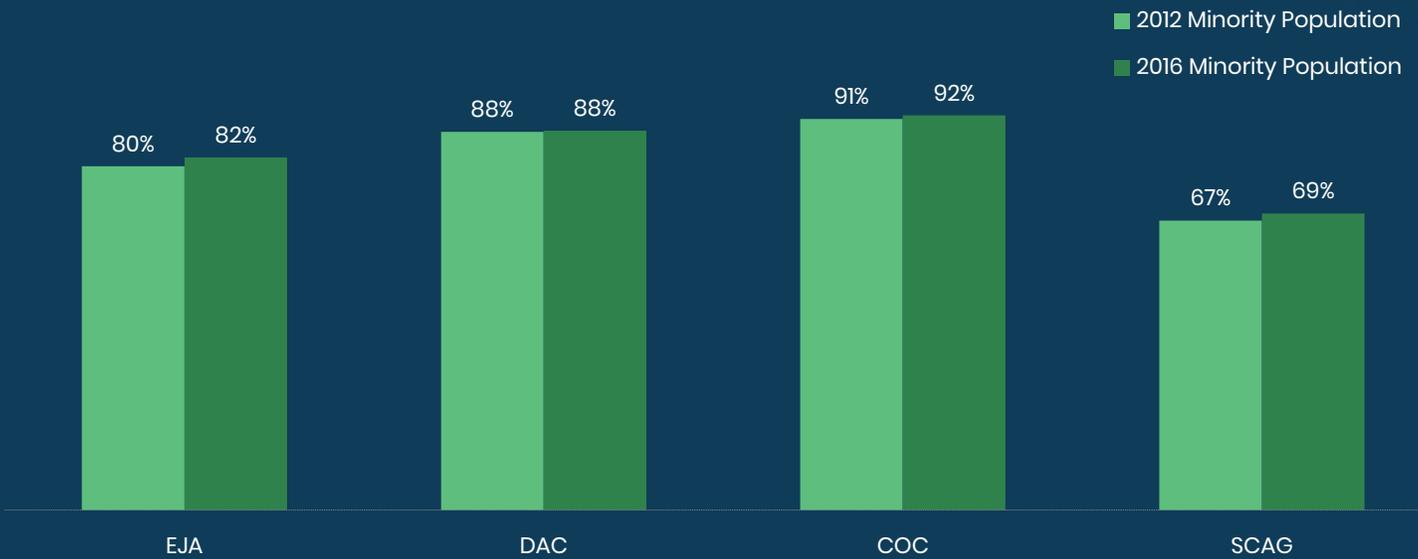


Communities of Concern County Boundaries City Boundaries Freeway
 Source: 2013-2017 ACS 5 Year Estimates, City of Los Angeles Community Planning Area, SCAG, 2019

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



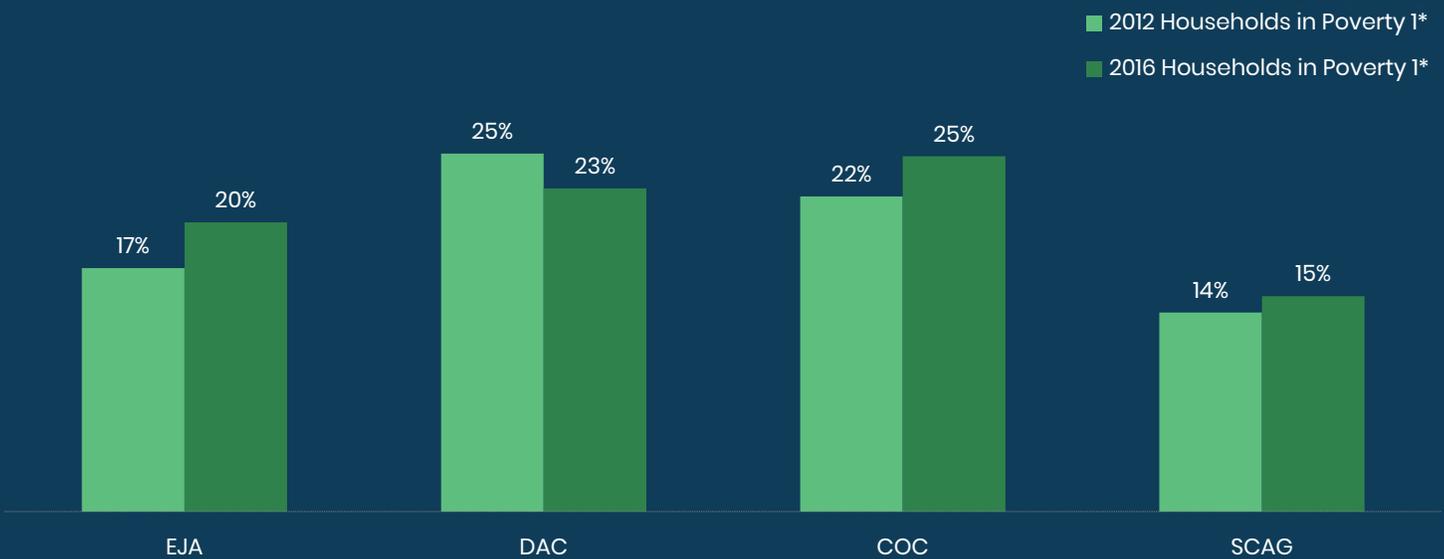
Minority Population in EJ-Related Boundaries



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

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

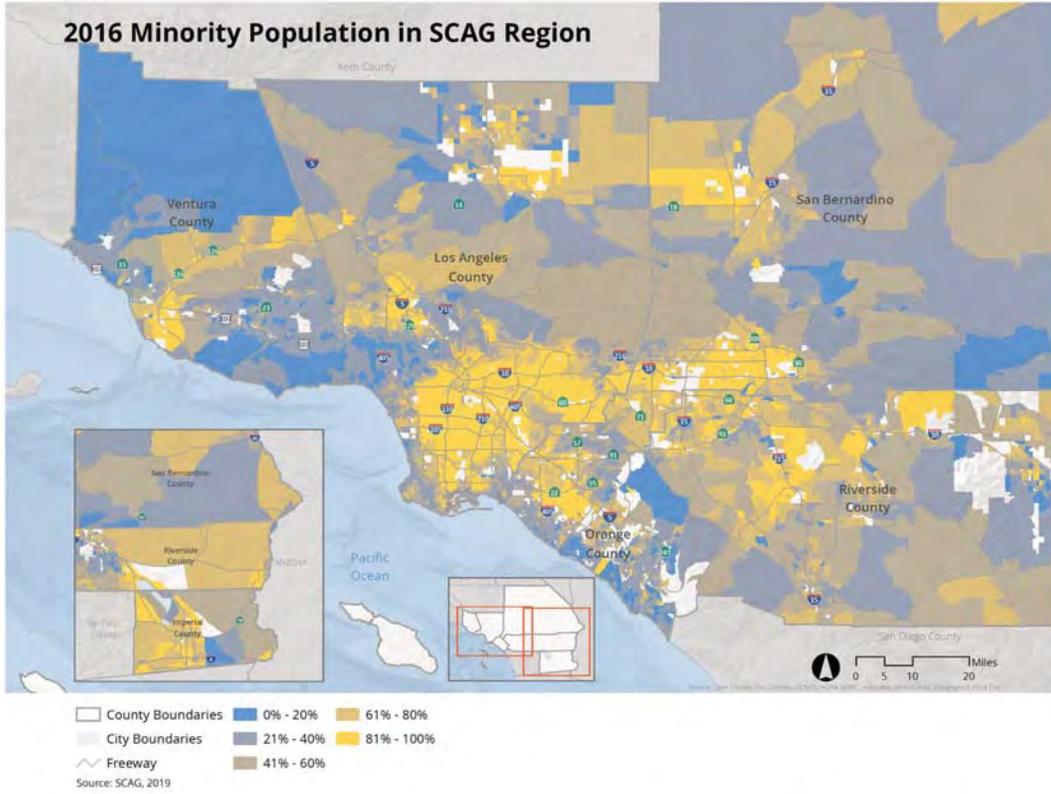
Households in Poverty in EJ-Related Boundaries



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

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

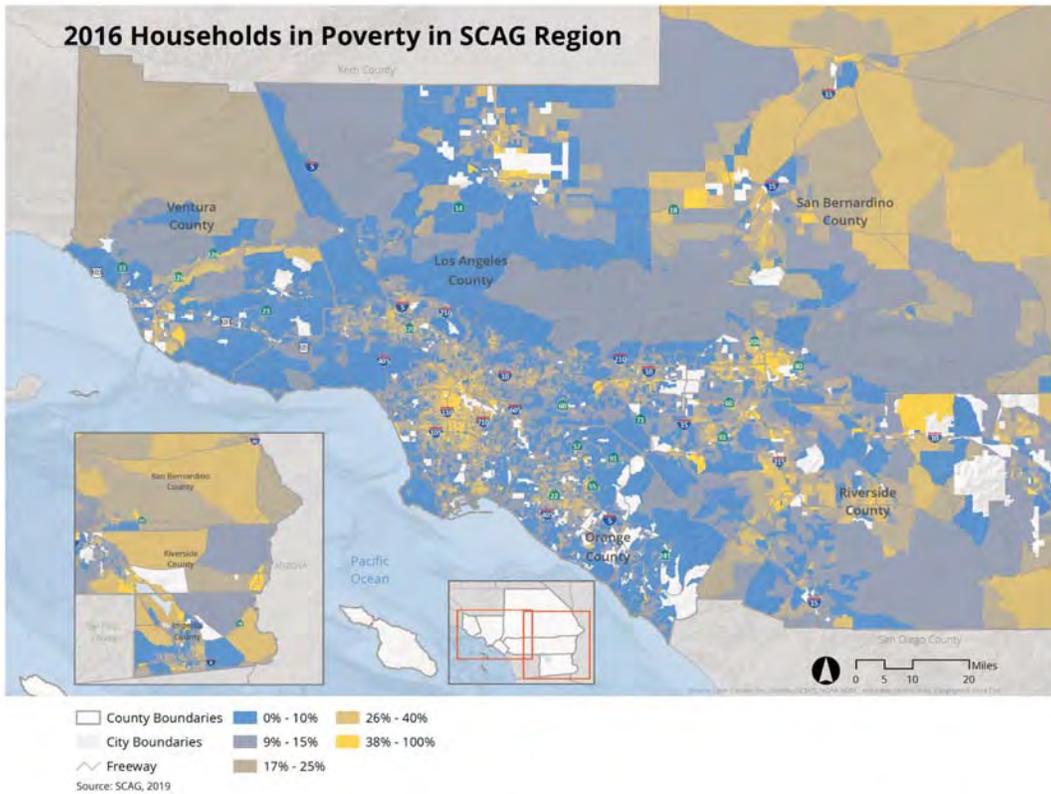
2016 Minority Population in SCAG Region



Map Title: Minority_Pop

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2016 Households in Poverty in SCAG Region



Map Title: HH_Poverty

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EJ Report Improvements



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

Performance Indicators

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

OS = Open Space
S = Safety
N = Noise



1. How Will This Impact Quality of Life?

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

2. How Will This Impact Health and Safety?

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

3. How Will This Impact The Commute?

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

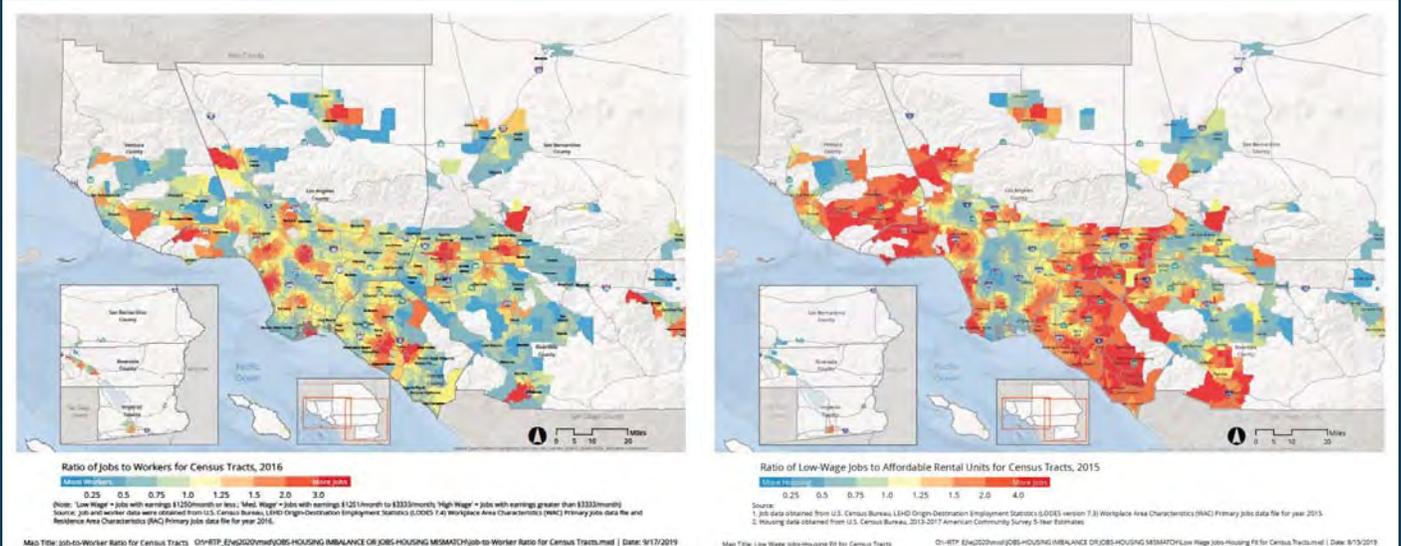
4. How Will This Impact Transportation Costs?

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

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



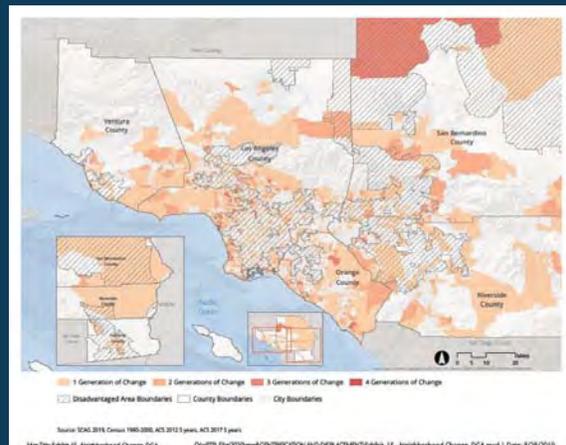
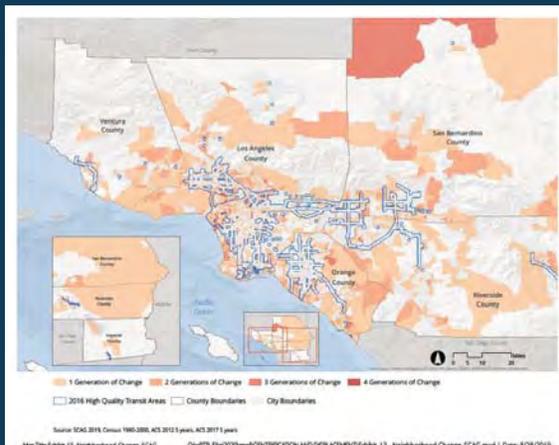
- Ratio between low-wage jobs and affordable rental units (jurisdiction and census tract scale)



Neighborhood Change and Displacement [LU] [H]*



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



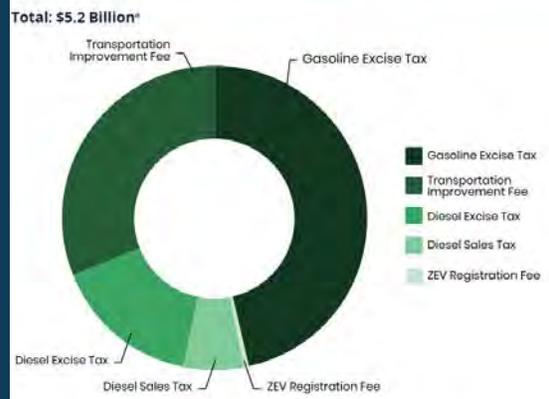
- Adding a description and qualitative analysis of Senate Bill 1 as comparing it to and user-based mileage fees
- Refer to the Transportation Finance Report for more details

TABLE 52 SB1 Tax Fee Rate Increases

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

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

FIGURE 59 SB1 Transportation Revenue Increases



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



Thank you!

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

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

To: Community
Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Grieg Asher, Program Manager I, Sustainability, (213) 236-1869, asher@scag.ca.gov
Subject: SB 1383 Short-Lived Climate Pollutants Regulations Update

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

For Information Only – No Action Required

RECOMMENDED ACTION FOR CED AND TC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

In September 2016, Governor Brown signed into law SB 1383 (Lara), establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants. The presentation today will focus on the background and context of SB 1383, a “big picture” look at the law’s requirements and objectives, local jurisdiction responsibilities, CalRecycle oversight responsibilities, key implementation dates and key local jurisdiction dates.

BACKGROUND:

In September 2016, Governor Brown signed into law SB 1383, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California's economy. Actions to reduce short-lived climate pollutants are essential to address the many impacts of climate change on human health, especially in California's most at-risk communities, and on the environment. As it pertains to CalRecycle, SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is

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recovered for human consumption by 2025.

Furthermore, SB 1383 builds upon California's commitments to reduce greenhouse gas emissions and air pollution statewide. Governor Brown identified reductions of short-lived climate pollutant emissions, including methane emissions, as one of five key climate change strategy pillars necessary to meet California's target to reduce GHG emissions 40 percent below 1990 levels by 2030 as established in SB 32 (Pavley). SB 1383 will further support California's efforts to achieve the statewide 75 percent recycling goal by 2020 established in AB 341 (Chesbro) and strengthen the implementation of mandatory commercial organics recycling established in AB 1826 (Chesbro).

The presentation today will focus on the background and context of SB 1383, a "big picture" look at the law's requirements and objectives, local jurisdiction responsibilities, CalRecycle oversight responsibilities, key implementation dates and key local jurisdiction dates.

FISCAL IMPACT:

No Fiscal Impact. This is not a SCAG funded project.



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

To: Energy and Environment Committee (EEC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Hannah Brunelle, Assistant Planner, Active Transportation &
Special Programs, (213) 236-1907, brunelle@scag.ca.gov

Subject: Connect SoCal: Public Health Strategies and Actions

RECOMMENDED ACTION:

Information item

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG's public health analysis promotes integration of health into land use and transportation planning to shift the region towards improving health outcomes by planning for healthier communities. As the Metropolitan Planning Organization (MPO) responsible for developing Connect SoCal, SCAG has an opportunity and obligation to highlight current health outcomes and trends and identify health outcomes that may be impacted by Connect SoCal. The following provides an overview of the public health analysis for Connect SoCal.

BACKGROUND:

Public health outcomes are affected by the policies and practices of many sectors of society, most of which are not under the direct control of public health professionals. The impact of the built environment on public health outcomes is recognized by health advocates, transportation providers, and planners alike. Transportation providers and planning agencies have historically engaged in improving air quality and safety, which have a direct impact on public health outcomes. In the past decade, the understanding of the relationship between transportation, land use and health outcomes has expanded to include a broader acceptance of the impacts these relationships have on community health outcomes, health disparities, and equity considerations to assess a widening gap between different communities.

In 2016, SCAG included for the first time in the RTP/SCS a Public Health Appendix that detailed base year health outcomes, providing a resource for the plan's impacts on public health outcomes across the region. SCAG also introduced key public health planning frameworks including the Social Determinants of Health (SDOH) and Health in All Policies (HiAP). These frameworks more clearly

OUR MISSION

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

OUR VISION

Southern California's Catalyst for a Brighter Future

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

defined the relationship between SCAG's regional planning activities and health outcomes and established a process for engaging public health experts. In response to stakeholder input, SCAG has developed a Health Equity Framework to further assess disparities in health outcomes and impacts in disadvantaged communities. For Connect SoCal, SCAG has expanded upon the public health strategies and included subsequent action steps and recommended guidelines for local jurisdictions and partners to improve health outcomes in their communities.

For SCAG, these strategies include:

- Strategy 1: Regional Collaboration and Engagement
 - Provide leadership for collaboration with regional partners to measure and improve public health and health equity outcomes by expanding the relationship between the social determinants of health, health outcomes and the connections to the built environment throughout the region.

- Strategy 2: Policy Support and Data Analysis
 - Support regional policies through SCAGs adopted "Health in All Policies" framework to facilitate equitable health outcomes for all residents of the SCAG region related to SCAGs core public health areas. SCAG will continue to provide data analysis focus on planning for healthy communities and improving wellbeing of individuals in the SCAG region.

- Strategy 3: Regional Resources and Support
 - Provide support to regional partners to assist local agencies on the integration of health and health equity considerations into multimodal transportation, economic development, job creation and land use planning processes that provide a focus on disadvantaged communities and environmental justice areas.

SCAG also encouraged action steps that local jurisdictions, agencies and partners can do to help advance the public health goals and strategies of Connect SoCal. To engage and guide local partners in improving public health outcomes, SCAG provides the following strategies as guidance:

- Strategy 1: Establish health and health equity as a shared value to increase organizational support and community capacity to improve health outcomes, especially for vulnerable populations such as low income and historically disadvantaged communities.

- Strategy 2: Develop strategic cross-sector partnerships with public health organizations, local and county health departments, health care services, such as hospitals and clinic

groups, and others to collaborate and engage with the public through community planning processes and shared resources.

- Strategy 3: Identify, assess, measure, evaluate and standardize public health data and health equity indicators to identify and understand existing public health conditions, trends and health inequities in your community and community-level outcomes.¹

The Public Health Technical Report to Connect SoCal presents an overview of public health outcomes in the SCAG region as they relate to the built environment and the plan's impacts. The transportation and land use strategies of Connect SoCal include several co-benefits for improving health outcomes and present opportunities to ensure investments result in equitable health outcomes that benefit all populations in the region. The implementation of Connect SoCal is expected to improve public health outcomes across the region, support the region's economy and improve the quality of life for the residents of Southern California. Building off of the 2016 RTP/SCS Public Health Appendix, SCAG developed seven focus to analyze public health outcomes and benefits from Connect SoCal. The health focus areas of Connect SoCal relate to the Social Determinants of Health, or the circumstances in which people are born, live, work, play and age.

Access to Essential Services

In order to improve public health, research has shown that people must have access to essential services such as schools, educational institutions, healthy food, jobs, parks and open space and primary care, all of which are necessary for healthy communities. Connect SoCal is expected to improve access to these services through enhanced transportation networks and influencing land use patterns. For residents of the SCAG region, other influences on health related to the built environment include the availability of and access to many essential services that cross sectors and require collaboration. In the region, many people do not have access to parks and healthy foods, and access is not equitable distributed across the region. Over 13 percent of census tracts in the region are designated as a food desert, and 30 percent of people in the region live further than a half mile from a park, open space, or beach at the base year of Connect SoCal. A census tract is defined as a food desert if it meets both low income and low access criteria. Low access to supermarkets in urban areas is defined as one mile from a supermarket, while in rural areas, low access is defined as ten miles from a supermarket. Low income households are households that fall below 200 percent of the federal poverty threshold.²

With the implementation of Connect SoCal, accessibility to jobs and other essential services is expected to improve through investments in enhanced transportation systems and expanding options for travel. The average commute time and distance is expected to decrease across modes of

¹ Communities in Action: Pathways to Health Equity. (2017). Community Tools to Promote Health Equity.

² Cooksey-Stowers, Kristen, Schwartz, Marlene and Brownell, Kelly. (2017). International Journal of Environmental Research and Public Health. Food Swamps Predict Obesity Better Than Food Deserts.

travel, while vehicle miles traveled (VMT) is also expected to decrease. Through investment in active transportation and expanding short trips strategies, there is an opportunity to increase mode share of active transportation for short trips in the region, providing opportunities for increasing physical activity.

Affordable Housing

The cost of housing is out of reach to many SCAG region residents. In 2016, for an individual earning minimum wage, the average cost of rent consumed more than 60 percent of their income. SCAG has expanded the analysis of affordable housing and health in response to stakeholder input after the release of the 2016 RTP/SCS. According to the United States Department of Housing and Urban Development, “housing is considered affordable if the people living there pay less than 30 percent of their income on rent or mortgage payments.”³ In the SCAG region, 31 percent of all households with homes that are owner-occupied are considered rent burdened, 43 percent of households with a mortgage, and 57 percent of renters. The majority of households with a high housing burden in the SCAG region are those that have a household income of less than \$35,000. Among these households, 63 percent pay more than 50 percent of their income to housing. To unburden the cost of housing for individuals earning minimum wage, the minimum wage would have to be doubled. Minimum wage is expected to rise in California to \$15.00 by 2023, presenting a step towards unburdening individuals earning minimum wage assuming increases in the cost of housing do not outpace this wage growth.

In addition, the rising cost of housing near job centers continues to be a burden for many households, often forcing households to move away from job centers and extend their commute time. An unforeseen factor that results from longer commute times is the negative impact on the commuter’s health. When commuting times are above average, time spent on health-related activities continues to decrease. This trend suggests that the farther a household moves from their workplace, the more time they will spend in the car, reducing the time a commuter can engage in health-related activities such as physical activity, cooking, time eating with family and sleeping. When isolating the effect of housing costs on commute times, a 10 percent increase in a metro’s median rent is associated with a 4.5 percent increase in individual commute times due to the lack of affordability for those to continue to live near their jobs. With the implementation of Connect SoCal, the concentration of jobs within proximity to affordable housing is expected to increase, providing better access to jobs for lower to middle-income families.

Air Quality

Air quality continues to be a major concern in the SCAG region, and has a direct impact on the health of SCAG region residents. This focus areas includes criteria air pollutants such as ozone and fine particulate matter (PM 2.5 and PM 2.5) and greenhouse gas emissions such as carbon dioxide, to

3 Housing and Health in Los Angeles County. (2015) Social Determinants of Health, Issue no.2. Los Angeles: Los Angeles County Department of Public Health.

assess public health impacts. From the 2016 RTP/SCS, there has been an increase in total asthma cases, from 12.1 percent to 13.8 percent of adults in the region at the base year. Asthma can be aggravated by pollution and other air contaminants. Rising rates of asthma are directly related to poor air quality and those who suffer from asthma are more acutely affected by poor air quality. With the implementation of Connect SoCal the amount of pollution-related health incidences in the region are expected to decrease and total costs associated with these incidences are also expected to decrease, while the rates of asthma are expected to decline across the region.

Climate Change

It is projected that over the next century, everyone within the SCAG region will feel the effects of one or more of the results of climate change, but the magnitude of the effects on health can be mitigated by the ability to adapt to these changes. This focus area examines impacts from climate change and discusses planning efforts to mitigate climate change impacts to create opportunities for regional resiliency through reductions in VMT per capita and greenhouse gas emissions. The SCAG region is at risk of a rising number of extreme heat days, intensified drought and wildfires, and sea level rise. On average, the SCAG region is projected to have an increase in 35 extreme heat days from 2040-2060. After 2085, these numbers are projected to more than double across the entire region. Droughts are expected to be longer and more severe, as the number of extreme heat days increase across the region. Projections estimate that by 2050 California will lose approximately 25 percent of the snowpack, which is a primary source of water for urban, agriculture, and the environment. By meeting the region's reduction targets for greenhouse gas emissions under SB 375, Connect SoCal will support the mitigation of climate change impacts on the region. Other than air quality improvements, these outcomes aim to address public health concerns, such as providing reliable drinking water and securing concentrated and adequate housing in areas that are less vulnerable to rising sea levels, wildfires or floods.

Economic Opportunity

Encouraging economic growth and expanding the economy of the region is a significant challenge as our region grows and shifts over the next 25 years. This focus area discusses economic impacts on quality of life to support economic activity and vitality by providing regional competitiveness and job creation through the construction of transportation projects and maintenance of the existing regional transportation systems. One important area SCAG is continuing to expand upon is the economic impact health care expenditures have on the region. The State of California as a whole spends vast resources on health care, with over a third of the state's budget going toward health care services. With the implementation of Connect SoCal, health care expenditures across the region would be reduced due to improvements in rates of chronic diseases through increased investments in active transportation, and gains in productivity through a healthier workforce.

Physical Activity

The majority of adults in the SCAG region are not meeting the recommended physical activity levels. Less than 50 percent of individuals in the SCAG region are regularly walking for transportation and/or exercise, with 38.1 percent of people in the region reporting they walk regularly. In the SCAG region, 20.4 percent of surveyed adults responded being active for at least 20 minutes a day, 7 days a week. In addition, 19.9 percent of people in the region responded not being active at all. Individuals are most likely to be active between 3 to 4 days per week, with 25.8 percent of individuals reporting they are active 3-4 days a week. Increasing mode share of biking and walking and promoting active transportation is one strategy to increase physical activity and reach the recommended levels. With investments in active transportation through the implementation of Connect SoCal, physical activity levels are expected to increase due to an expected rise in mode share of walking and biking in the region.

Transportation Safety

Traffic and neighborhood safety are major public health concerns for the region. They affect the way people move about their neighborhoods. The safer people feel in their neighborhood, the more likely they are to take advantage of their environment. This focus area discusses the rates of transportation-related collisions and regional efforts to promote transportation safety through increasing rates of transit, designing for walkable and bike-able neighborhoods, and improvements to the regional roadway network to encourage and support safe streets for all ages and abilities.

Bicycle and pedestrian fatalities are a significant public health challenge for the region. In 2012, pedestrian fatalities in the region averaged 329.8, and increased to an average of 420.4 in 2016. Similarly, bicycle fatalities averaged 56.4 per 100 Vehicle Miles Traveled (VMT) in 2012 and increased to an average of 67.4 100 VMT in 2016. An average of 1,918.2 non-motorized fatalities and serious injuries were reported for 2012 and increased to an average of 2,046.4 in 2016. Individuals living in disadvantaged communities are more vulnerable to injuries and fatalities, with 66 percent of the High Injury Network located in disadvantaged communities. The strategies outlined in Connect SoCal are expected to reduce fatalities, injuries and collisions and increase safety for walking and biking in the region to promote and expand active transportation.

Through the implementation of Connect SoCal, public health outcomes for the region are expected to improve across the region. SCAG is committed to implementing strategies to support improved public health and further integrate public health, where feasible, into agency decision making, grant programs and other areas related to regional land use and transportation planning. Through working with our local partners and jurisdictions, SCAG has the opportunity to enhance collaboration, data analysis and policy development through promoting best practices and encouraging implementation of Connect SoCal by providing tools, resources and support to engage local partners.

Connect SoCal presents many opportunities to enhance our regional transportation system, promote and encourage siting housing in compact, walkable neighborhoods, encourage use of active transportation, improve access to transit, and reduce criteria pollutants and greenhouse gas emissions. By working with local partners and jurisdictions, implementation of Connect SoCal will improve air quality, reduce health care expenditures and increase opportunities for active transportation to improve health outcomes in the region. Through coordinated land use and multimodal transportation strategies, Connect SoCal improves public health outcomes and fosters a greater quality of life for all.

FISCAL IMPACT:

Staff work associated with this program area is included in SCAGs Overall Work Program Project Number 050-0169A.08.

ATTACHMENT(S):

1. Connect SoCal Public Health Strategies and Actions
2. PowerPoint Presentation on PH Strategies

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PLAN IMPLEMENTATION

SCAG has established guiding principles and implementation strategies to support improved public health outcomes, facilitate information exchange and guide the integration of public health considerations into the implementation of Connect SoCal. SCAG recognizes that public health goals have not always aligned with regional planning discourse and practice, which has hindered implementation of public health goals in the past. To improve public health outcomes and engage non-traditional partners, SCAG will serve as a regional convening body to align public health goals with regional transportation and land use strategies.

In order to facilitate stakeholder engagement and continued collaboration with stakeholders, SCAG has adopted the following principles based on stakeholder input into the plan:

- SCAG shall provide robust public health data and information, as feasible, to provide information on the ways in which the strategies and investments of Connect SoCal provide opportunities to improve public health and health equity outcomes across the region to advance the goals of Connect SoCal.
- Recognizing that public health outcomes are influenced by multiple policy elements of Connect SoCal's land use and transportation strategies and investments, SCAG will utilize a "Health in All Policies" approach to engage a wide range of stakeholders, support and encourage inter-agency coordination and conduct analysis across relevant plan elements, as feasible.
- SCAG will continue to provide support and assistance to local jurisdictions interested in using the public health analysis, policy support and data from Connect SoCal to increase competitiveness for grants and promote information sharing.
- SCAG will continue to conduct additional research and analysis in the areas of health equity, climate change, affordable housing and other regional planning areas that affect public health outcomes to expand the connection between the built environment and public health in a changing region.

In the 2016 RTP/SCS, SCAG developed three key strategies that have been implemented since the Plan's adoption through stakeholder engagement, continued research and data analysis. For Connect SoCal, SCAG will continue to commit to these areas with the addition of key updates to reflect stakeholder input. SCAG is also providing recommended strategies for actions local agencies and jurisdictions can take to support public health and improved health outcomes in their communities. Below are SCAG's proposed approaches for integrating health into the different planning components. Stakeholders are encouraged to provide suggestions and technical input to improve upon these strategies as we move forward with implementation of Connect SoCal. SCAG has adopted the following strategies to support local jurisdictions efforts to implement and support health outcomes.

STRATEGY 1: REGIONAL COLLABORATION AND ENGAGEMENT

Provide leadership for collaboration with regional partners including county transportation commissions, the county and city departments of public health, sub-regional health partners, health industry leaders, local cities including planning, public works, and recreation staff, stakeholder groups, community-based organizations and others to measure and improve public health and health equity outcomes by increasing awareness of the relationship between the social determinants of health and the built environment throughout the region.

- **Action A:** Increase regional knowledge, information sharing and collaboration on the issue of public health, as related to the built environment and SCAG core planning functions, by defining the issues, conducting analysis and establishing policy frameworks to raise awareness among leaders, agency staff, businesses and the public. Educate policy makers on the health costs of planning decisions and advocate for transparency on the health impacts of transport and land use decisions. SCAG will, where feasible, produce policy white papers on key issues and emerging topics in public health as it relates to the built environment.
- **Action B:** Facilitate engagement and region-wide collaboration through SCAG Committees, health forums, and issue integration within other SCAG-led forums (Go Human campaign, active transportation, homelessness, affordable housing, sustainability, economy, etc.). SCAG will incorporate public health education into Go Human engagement modules to expand awareness between health and the built environment. SCAG will make efforts to highlight the public health costs of regional planning decisions.
- **Action C:** Provide enhanced opportunities for stakeholder involvement on public health issues, priorities and decision making by establishing an online forum for collaboration, feedback and continued engagement of public health topics.
- **Action D:** Expand stakeholder engagement and sustain partnerships with governmental agencies, local non-profit organizations, health care agencies, hospitals and medical providers, colleges and universities, private foundations, and other stakeholder groups to identify, coordinate and leverage existing and planned public health activities. Identify areas of cross-collaboration with regional partners to expand opportunities for public health analysis, engagement and coordination of regional efforts.

STRATEGY 2: POLICY SUPPORT AND DATA ANALYSIS

Support balanced regional policies through SCAGs adopted “Health in All Policies” approach to facilitate equitable health outcomes for all residents of the SCAG region related to SCAGs core public health focus areas: accessibility (to healthy food, parks and open space, and other services), air quality, affordable housing, health equity, climate resiliency, economic wellbeing, physical activity and safety. These areas provide a focus on enhancing community connection and improving wellbeing of individuals in the SCAG region.

- **Action A:** Integrate public health considerations as related to the built environment throughout SCAG’s decision making processes, funding programs and planning activities.

Include criteria, where feasible, on SCAG-funded grant opportunities for assessing baseline public health conditions and measuring public health outcomes throughout the project and encourage active transportation projects that address regional issues and involve multi-jurisdictional partners.

- **Action B:** Collaborate with regional partners such as universities and regional public health entities, to develop information on a broad spectrum of health issues through data collection, modeling enhancements, research and innovative data visualization.
- **Action C:** Promote and expand the Public Health Fellowship program to support regional public health data analysis, data sharing and education for students across the region.
- **Action D:** Provide enhanced online access to public health data, geospatial analysis, region-wide analysis and data tools used in Connect SoCal to serve as a resource for regional policy and decision making. SCAG will, where feasible, integrate public health analysis into regional modeling and forecasting and continually refine public health modeling processes.
- **Action E:** Collaborate with County Transportation Commissions to integrate public health related analyses and planning projects related to the built environment into SCAGs Overall Work Program (OWP) and support updates to the county Joint Work Programs.
- **Action F:** In collaboration with regional partners, identify policies and examples of existing conditions that may create barriers to improving public health outcomes and identify solutions.
- **Action G:** Support opportunities for cooperative multi-agency/multi-municipality data systems, data sharing and resource pooling. These may include the California Public Health Assessment Model (CPHAM), Integrated Transport and Health Impacts Model (ITHIM), and others.
- **Action H:** Promote, develop and where feasible, accelerate the adoption of policies that support public health considerations across the region in planning activities that relate to the built environment.

STRATEGY 3: REGIONAL RESOURCES AND SUPPORT

Provide support to regional partners to assist local agencies on integration of public health and health equity considerations into multimodal transportation, economic development, job creation and land use planning processes that focus on disadvantaged communities and environmental justice areas.

- **Action A:** Provide technical assistance to local agencies to support implementation of Connect SoCal, such as continued support through the Sustainable Communities Program (SCP) for transportation and providing support and assistance to local agencies seeking grant funding for projects that align with the public health strategies of Connect SoCal.

- **Action B:** Eliminate knowledge gaps by exploring opportunities to develop resources such as a healthy cities toolkit to contain fact sheets, documentation of best practices, policy and ordinance examples, white papers and website resources to support local jurisdictions and unincorporated areas to incorporate public health considerations into their planning processes.
- **Action C:** Explore opportunities for securing sustained resources to fund local and regional public health analysis as it relates to land use and transportation planning to support positive public health outcomes. SCAG shall consider implementing regional demonstration programs aimed at integrating public health considerations into planning efforts.
- **Action D:** Provide examples of sustainability and equity considerations in transportation and land use policy efforts from a public health perspective.

STRATEGIES FOR LOCAL JURISDICTIONS AND PARTNERS:

There are several action steps that local jurisdictions, agencies and partners can do to help advance the public health goals and strategies of Connect SoCal. To engage and guide local partners in improving public health outcomes, integrating health into local planning processes and encourage implementation of Connect SoCal, SCAG provides the following strategies as guidance¹:

STRATEGY 1

Establish health and health equity as a shared value in your agency or organization to increase organizational support and community capacity to improve health outcomes, especially for vulnerable populations such as low income and historically disadvantaged communities.

- **Action A:** Encourage cross departmental collaboration to build organizational capacity and adopt a Health in All Policies (HiAP) framework.²
- **Action B:** Promote integration of a health equity lens into existing transportation and land use planning by conducting Health Impact Assessments (HIAs) as a decision support tool to address public health impacts and health inequities associated with transportation and development projects in your community.
- **Action C:** Facilitate integration health into the General Plan process by including a Health Element or integrate health throughout all plan elements.³
- **Action D:** Define health equity for your community and utilize available tools to better understand and measure specific indicators associated with health equity and the built environment.

STRATEGY 2

¹ Prevention Institute. (n.d.). *Advancing Healthy, Equitable, and Active Land Use in Los Angeles*.

² Centers for Disease Control and Prevention. (2018). *A Practitioner's Guide for Advancing Health Equity: Community Strategies for Preventing Chronic Disease*.

³ Change Lab Solutions. (2012). *How to Create and Implement Healthy General Plans: A toolkit for building healthy, vibrant communities*.

Develop strategic cross-sector partnerships with public health organizations, local and county health departments, health care services, such as hospitals and clinic groups, and others to collaborate and engage with the public through community planning processes and shared resources.

- **Action A:** Engage and partner with local residents to learn from populations facing health inequities to ensure land use and transportation planning projects include and encourage opportunities for input from diverse voices.
- **Action B:** Develop partnerships and coalitions with local stakeholders and organizations working in the community to facilitate accessible opportunities for community input and better understand the community context.

STRATEGY 3

Identify, assess, measure, evaluate and standardize public health data and health equity indicators to identify and understand existing public health conditions, trends and health inequities in your community and community-level outcomes.⁴

- **Action A:** Identify key areas of concern within the community, collect data to develop baseline conditions and measure trends over time to evaluate improvements.
- **Action B:** Develop policy frameworks to define areas of focus, support data collection, and establish support for evidence-based connections between health outcomes and the built environment.
- **Action C:** Collaborate with stakeholders to refine communication strategies to share and promote the findings and outcomes of the analysis.

STRATEGY 4

Support implementation of transit oriented communities, mixed land uses, green streets strategies, and safe streets for all ages and abilities to maximize opportunities for active lifestyles, access to essential services and promote increased rates of transit and active transportation to improve air quality.

- **Action A:** Work with local transit agencies to improve access, including first/last mile connections, to high quality transportation options including first/last mile connections, especially for vulnerable users, such as low-income and disadvantaged communities.
- **Action B:** Support safe and walkable communities through implementation of infrastructure improvements, green streets and urban cooling strategies, and the siting of affordable housing within proximity to essential services and destinations such as grocery stores, parks, shopping, etc.
- **Action C:** Support the implementation of park improvement and development projects that will increase opportunities for physical activity.

Connect SoCal Public Health Strategies and Actions

⁴ Communities in Action: Pathways to Health Equity. (2017). Community Tools to Promote Health Equity.



Connect SoCal Public Health Strategies and Actions

Hannah Brunelle
Associate Regional Planner
Active Transportation and Special Programs

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Regional Public Health Issues

- Public health trends in the SCAG region have largely declined or remain unchanged in the past 15 years.
 - Rates of obesity have **increased over 10% since 2001**. In the past 4 years, obesity rates **increased 4.5% to 29.6%**
 - Rates of pre-diabetes **increased 4.4% in the past 4 years to over 13%**
 - A 2017 SCAG study estimated costs associated with chronic diseases cost the region **\$21.3 billion/year**

Connect SoCal Public Health Policy Frameworks

Social Determinants of Health:

- Circumstances in which people are born, live, work, play and age

Health in All Policies:

- Provide support to agencies adopting health policies as a focus in transportation and land use planning
- Define relationship between SCAGs regional planning activities and health, as it relates to the built environment

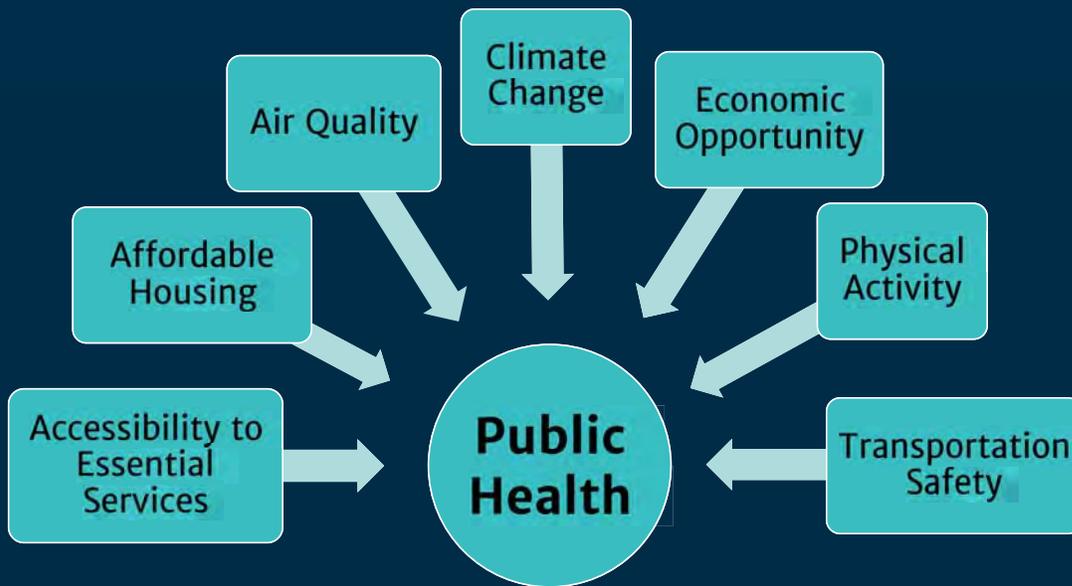
Health Equity:

- Health disparities
- Expanded Base Year SDOH analysis and regional definition

Public Health Policy Frameworks



Public Health Analysis Focus Areas



Draft Public Health Strategies and Actions

1. Regional Collaboration and Engagement

- Leadership for collaboration with regional and local partners.
- Increase knowledge around public health and enhance opportunities for continued engagement.

2. Policy Support and Data Analysis

- Advance policies that support health outcomes and SCAGs core planning functions.
- Expand regional public health analysis, data collection and sharing.

3. Regional Resources and Support

- Provide technical assistance to partners that support implementation of Connect SoCal.
- Develop white papers on key issues, and explore funding opportunities to support health analysis with regional partners.

Draft Public Health Strategies for Local Partners

Health and Health Equity as Shared Value

Strategic Cross-Sector Partnerships

Identify and Measure Public Health Indicators

Support Multimodal Transportation and Mixed Land Uses to Promote Physical Activity

Draft Public Health Strategies for Local Partners

1. Health and Health Equity Integration

- Promote integration of public health as decision support tool for projects and plans
- Develop policy frameworks to support issue integration.

2. Strategic Partnerships

- Expand partnerships with local health departments, health care services and local stakeholders
- Encourage cross departmental collaboration

3. Identify and Measure Public Health

- Develop baseline conditions to measure and evaluate impacts over time
- Support implementation of active transportation and climate adaptation to encourage healthy community development

Draft Public Health Strategies for Local Partners



Strategy 1:

- Establish health and health equity as a shared value to increase organizational support and community capacity to improve health outcomes, especially for vulnerable populations, including low income and historically disadvantaged communities.

Draft Public Health Strategies for Local Partners



Strategy 2:

- Develop strategic cross-sector partnerships with public health organizations, local health departments, health care services and others to collaborate and engage with the public through community planning processes and shared resources.

Draft Public Health Strategies for Local Partners



Strategy 3:

- Identify, assess, measure and evaluate public health data and health equity indicators to identify and understand existing public health conditions, trends and health inequities in your community and community-level outcomes.

Draft Public Health Strategies for Local Partners



Strategy 4:

- Support implementation of transit oriented communities, mixed land uses, green streets strategies and safe streets for all ages and abilities to maximize opportunities for active lifestyles, access to essential services and promote increased rates of transit and active transportation to improve air quality.



Thank You

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

To: Energy & Environment Committee (EEC)
Regional Council (RC)
From: Rongsheng Luo, Program Manager II, Planning Division, (213)
236-1994, LUO@scag.ca.gov
Subject: Final Federal Safer, Affordable, Fuel-Efficient Vehicles Rule
Part I (to be distributed under separate cover)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:
For Information Only – No Action Required.

RECOMMENDED ACTION FOR RC:
Receive and File

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

EXECUTIVE SUMMARY:
As Part I of the final Safer, Affordable, Fuel-Efficient Vehicles (SAFE) Rule, the U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) issued a widely anticipated and highly political and controversial final “One National Program Rule” (Rule) on September 19, 2019. The final Rule is designed to preempt state and local tailpipe greenhouse gas emissions standards, zero emission vehicle mandates, and fuel economy for automobiles and light duty trucks. The rule preempt California’s Advanced Clean Car Regulations and may potentially impact SCAG’s Connect SoCal under development, the upcoming 2021 Federal Transportation Improvement Program (FTIP), and transportation projects in the SCAG region.

A supplemental staff report under separate cover will include additional background information, a summary of the major actions in the final Rule, its transportation conformity implications, SCAG staff’s effort to date, and anticipated next steps.