

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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## MEETING OF THE

# ENERGY AND ENVIRONMENT COMMITTEE

### **PLEASE NOTE TIME**

***Thursday, February 2, 2012  
10:00 a.m. – 11:30 a.m.***

**SCAG Main Office  
818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Policy Committee Room A  
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 Deby Salcido at (213) 236-1993 or via email [salcido@scag.ca.gov](mailto:salcido@scag.ca.gov)

Agendas & Minutes for the Energy and Environment Committee are also available at: [www.scag.ca.gov/committees/eec.htm](http://www.scag.ca.gov/committees/eec.htm)

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**Energy and Environment Committee**  
*Membership – February 2012*

**Members**

**Representing**

<b>Chair*</b>	<b>1. Hon. Margaret Clark</b>	<b>Rosemead</b>	<b>District 32</b>
<b>Vice-Chair*</b>	<b>2. Hon. Cheryl Viegas-Walker</b>	<b>El Centro</b>	<b>District 1</b>
*	3. Hon. Lisa Bartlett	Dana Point	OCCOG
	4. Hon. Denis Bertone	San Dimas	SGVCOG
	5. Hon. Brian Brennan	San Buenaventura	VCOG
*	6. Hon. Mark Calac		Pechanga Band of Luiseño Indians
	7. Hon. Jordan Ehrenkranz	Canyon Hill	WRCOG
*	8. Hon. Mitchell Englander	Los Angeles	District 59
	9. Hon. Larry Forester	Signal Hill	Gateway Cities
*	10. Hon. David Gafin	Downey	District 25
*	11. Hon. Keith Hanks	Azusa	District 33
*	12. Hon. James Johnson	Long Beach	District 30
	13. Hon. Abbe Land	West Hollywood	WSCCOG
	14. Hon. Phil Luebben	Cypress	OCCOG
	15. Hon. Thomas Martin	Maywood	Gateway Cities
	16. Hon. Dan Medina	Gardena	SBCCOG
*	17. Hon. Judy Mitchell	Rolling Hills Estates	District 40
	18. Hon. Sam Pedroza	Claremont	SGVCOG
*	19. Hon. Lupe Ramos-Watson	Indio	CVAG
	20. Hon. Edward Scott	Rialto	SANBAG
*	21. Hon. Jack Terrazas		Imperial County
	22. Hon. Sam Toles	Cathedral City	CVAG
	23. Hon. Mark Waldman	La Palma	OCCOG
	24. Hon. Edward Wilson	Signal Hill	Gateway Cities
*	25. Hon. Dennis Zine	Los Angeles	District 50

\* Regional Council Member

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

FEBRUARY 2, 2012

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*The Energy & Environment Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.*

### CALL TO ORDER & PLEDGE OF ALLEGIANCE

*(Hon. Margaret Clark, 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 Council, 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 provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all public comments to twenty (20) minutes.

### NOMINATIONS FOR CHAIR AND VICE-CHAIR

### REVIEW AND PRIORITIZE AGENDA ITEMS

### CONSENT CALENDAR

Time    Page No.

#### Approval Item

- |  |            |         |   |
|--|------------|---------|---|
| 1. <u>Minutes of the January 5, 2012 Meeting</u> | Attachment | 5 mins. | 1 |
|--|------------|---------|---|

### INFORMATION ITEMS

- |   |            |          |   |
|---|------------|----------|---|
| 2. <u>Status Report on the Draft Program Environmental Impact Report (PEIR) for the 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (2012-2035 RTP/SCS)</u> | Attachment | 20 mins. | 6 |
| 3. <u>SCAG Clean Cities Coalition Update</u>  | Attachment | 15 mins. | 9 |

### CHAIR'S REPORT

### STAFF REPORT

*(Jacob Lieb, SCAG Staff)*

### FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

### ANNOUNCEMENTS

### ADJOURNMENT

*The next regular meeting of the Energy & Environment Committee will be held on Thursday, March 1, 2012 at the SCAG Los Angeles Office.*

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Energy and Environment Committee  
of the  
Southern California Association of Governments  
January 5, 2012

*Minutes*

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

The Energy and Environment Committee held its meeting at the SCAG office, in Los Angeles. The meeting was called to order by the Hon. Margaret Clark, Chair. There was a quorum.

**Members Present**

Hon. Lisa Bartlett, Dana Point	TCA
Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Brian Brennan, San Buenaventura	VCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Larry Forester, Signal Hill	GCCOG
Hon. David Gafin, Downey	District 25
Hon. James Johnson, Long Beach	District 30
Hon. Phil Luebben, Cypress	OCCOG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Dan Medina, Gardena	SBCCOG
Hon. Judy Mitchell, Rolling Hills Estates	SBCCOG
Hon. Sam Pedroza, Claremont	SGVCOG
Hon. Jack Terrazas	Imperial County
Hon. Cheryl Viegas Walker, El Centro	District 1
Hon. Mark Waldman, La Palma	OCCOG
Hon. Edward Wilson, Signal Hill	Gateway Cities
Hon. Dennis Zine, City of Los Angeles	District 50

**Members Not Present**

Hon. Mark Calac	Pechanga Band of Luiseno Indians
Hon. Keith Hanks, Azusa	District 33
Hon. Lupe Ramos Watson, Indio	CVAG
Hon. Ed Scott, Rialto	SANBAG
Hon. Sam Toles, Cathedral City	CVAG

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Margaret Clark, Chair, called the meeting to order at 10:02 a.m.

**PUBLIC COMMENT PERIOD**

**REVIEW AND PRIORITIZE AGENDA ITEMS**

## **CONSENT CALENDAR**

### **Approval Items**

#### 1. Minutes of November 16, 2011 Special Meeting

A motion was made (Pedroza) to approve the Consent Calendar with a correction to reflect Hon. Phil Luebben being present and minor grammatical errors were clarified. The motion was seconded (Forester) and unanimously approved.

### **INFORMATION ITEMS**

#### 2. Green Region Initiative

Grieg Asher, SCAG Staff, reported to the EEC that SCAG anticipates it will submit the “call-for-projects” small grant program and release the applications and explanation package next month. The goal of the program is to provide a member service for communities in the area of sustainability including climate action plans, energy plans, and other environmental resources and transportation issues. There is \$150,000 in the current budget to start this round of funding. Staff’s intent is to increase this amount over future years.

#### 3. 2012 Regional Transportation Plan (RTP) Goods Movement Environmental Strategy

Alison Linder, SCAG Staff, informed the EEC that over the past four years SCAG has been involved in a comprehensive regional planning strategy for goods movement, in partnership with a variety of stakeholders. As a result, SCAG developed an environmental strategy which is now in the 2012 RTP. SCAG would like to see a world-class goods movement system that improves the economic vitality of the region, helps the region attain clean air standards, and improves the quality of life.

The majority of the SCAG region is currently in non-attainment of Federal air quality standards and the deadline for Ozone attainment is 2023, with stricter deadlines to follow. Mobil sources, in particular on-road trucks, are one of the key contributors to NOx emissions in the region which is a precursor to Ozone. Previous solutions to reduce NOx have included engine replacements or retro fits. Staff research shows that by 2023 these solutions will no longer help achieve the dramatic reductions necessary to meet the attainment deadlines. Therefore, the RTP calls for advancement in technologies needed for the region within goal for a zero emissions goods movement system. SCAG does not anticipate that the system will necessarily be ready by 2023 yet believes is important that SCAG lay the foundation to have the system in place by 2035 if technology is available.

The goods movement environmental strategy is two-pronged, with a focus on near-term and long-term efforts. In the near-term the focus is obtaining the existing and available technologies as quickly as possible and, expanding their use. In the long-term we the focus on a more fundamental shift in technology and to take steps towards a phased implementation of a zero emissions goods movement system. This includes planning for infrastructure that can incorporate technologies as they evolve. The emphasis on near-term and long-term is to allow a simultaneous promotion of existing technologies while accelerating the development of even more advance technologies that are not yet ready for full commercialization.

SCAG has created a four-phase Action Plan to roll out the strategy:

- 1) Project scoping and evaluation of existing work
- 2) Evaluation, development and prototype demonstrations
- 3) Initial deployment and operation demonstration
- 4) Full scale demonstrations and commercial deployment

An important part of the strategy is a near-term focus on what is already currently available. Two types of trucks that are currently available are natural gas and hybrid-electric. Natural gas trucks are already in use at the ports and have comparable ranges to diesel trucks. However, one obstacle is the lack of range due to limited refueling infrastructure and small on-board storage on the trucks. Hybrid-electric trucks do contain an internal combustion engine as well as a battery that absorbs energy through a regenerative braking. The incremental cost of this truck is the largest barrier to its market penetration, but some of this has the potential to be offset through incentive programs. Hybrid-electric trucks are estimated to reduce between 8-62% of NOx and between 4-45% of PM 2.5. Trucks that are still under development include battery-electric, fuel cell, and plug-in hybrids. These trucks can reduce up to 100% of NOx and between 58-98% of PM 2.5.

Honorable Margaret Clark opened the public comment period.

Mr. Peter Greenwald, South Coast Air Quality Management District (SCAQMD), stated that SCAQMD wanted to express its support for the air quality approach to goods movement which is included in the Draft RTP. In particular, the SCAQMD wants to support the strategic plan objective of transitioning to broad use of zero and near zero emission technologies in the coming decade. Transition to such technologies will be necessary for the SCAG region to attain Federal air quality standards and maintain Federal transportation funding. The SCAQMD also supports the inclusion of steps to move toward this strategic goal, such as near term actions to conduct technology evaluations and demonstrations to support infrastructure decisions that would go into the next RTP.

Mr. Max Pike, California Environmental Associates, consultants on behalf of the American Association of Railroads (AAR), stated that AAR appreciated SCAG's interest in pursuing goods movement zero emission technology. He cautioned the Committee that some of this technology is not necessarily yet in existence. When it is in development, there are a number of steps that have to be taken before it can actually be deployed by the railroads. There are significant safety measures required on the Federal level as well as requirements in terms of tractive efforts. While a continued study is important the region needs to be realistic about what is achievable.

Hon. Margaret Clark closed the public comment period.

#### 4. Status Report on the Draft Program Environmental Impact Report (PEIR) for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Jacob Lieb, SCAG Staff, informed the EEC that SCAG posted and circulated the Draft PEIR on December 30, 2011. The complete Draft PEIR is now posted on SCAG's website and can be downloaded in multiple formats. Posting the Draft PEIR begins the formal public review period. Public comments for the Draft PEIR will close on February 14, 2012. SCAG is encouraging all of its stakeholders to comment on the Draft PEIR and Draft RTP with any pertinent issues they would like SCAG to consider prior to bringing the planning process to a close in early Spring.

**5. Draft 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Program Environmental Impact Report (PEIR) Process – Next Steps**

Douglas Williford, SCAG Staff, stated that SCAG would be focusing on a series of twelve workshops throughout the region, two in each county, as well as public hearings on the Draft RTP/SCS and PEIR. Dates and locations have been posted on SCAG's website. The workshops are intended to be specifically focused for the benefit of elected officials. SCAG is also directing its outreach to the public. The workshops take place within the public review time frame and will be concluded by the first week in February. The public review period ends February 14, so there is substantial time after the workshops conclude for people to hear, consider, and comment before the period closes. In the month of March SCAG will hold a joint policy committee to consider the Draft RTP/SCS and to make a formal recommendation to the Regional Council (RC) for the April RC meeting. At that time the RC will be asked to adopt the final RTP/SCS to certify the final PEIR.

**CHAIR'S REPORT** - None

**STAFF REPORT** – The nomination process for the sixth annual Compass Blueprint Recognition Awards Program, that is part of the General Assembly, is now open. Nomination packets are now available.

**FUTURE AGENDA ITEMS** - None

**ANNOUNCEMENTS** - None

**ADJOURNMENT**

Hon. Margaret Clark adjourned the meeting at 11:13 a.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, February 2, 2012 at the SCAG Los Angeles Office.

Action Minutes Approved by:

  
\_\_\_\_\_  
Jacob Lieb, Manager  
Environmental and Assessment  
Services

**Energy and Environment Committee Attendance Report**

2012

Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/12	Representing	X = County Represented					X = Attended Black Shading = Dark NM = New Member												Total Mtgs Attended		
			Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov		Dec	
Bartlett, Lisa*		OCCOG			X				X													1
Bertone, Denis		SGVCOG		X					X				G									1
Brennan, Brian		VCOG						X	X				E									1
Calac, Mark*		Pechanga				X							N									
Clark, Margaret*		Rosemead		X					X				E									1
Ehrenkranz, Jordan		WRCOG				X			X				R									1
Englander, Mitchell*		Los Angeles		X									A									
Forester, Larry		Gateway Cities		X					X				L									1
Gafin, David*		Downey		X					X													1
Hanks, Keith		Azusa		X									A									
Johnson James		Long Beach		X					X				S									1
Land, Abbe		Westside Cities		X									S									
Luebben, Phil		Cypress			X				X				E									1
Martin, Thomas		GCCOG		X					X				M									1
Medina, Dan		SBCCOG		X					X				B									1
Mitchell, Judy*		SBCCOG		X					X				L									1
Pedroza, Sam		SGVCOG		X					X				Y									1
Ramos Watson, Lupe		CVAG				X																
Scott, Edward		SANBAG						X														
Terrazas, Jack		Imperial County	X						X													1
Toles, Sam		CVAG				X																
Viegas Walker, Cheryl*		El Centro	X						X													1
Waldman, Mark		La Palma		X					X													1
Wilson, Edward		Signal Hill		X					X													1
Zine, Dennis*		Los Angeles		X					X													1
<b>TOTALS</b>			<b>2</b>	<b>15</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>														

**DATE:** February 2, 2012

**TO:** Energy and Environment Committee (EEC)

**FROM:** Jacob Lieb, Manager of Environmental and Assessment Services, 213-236-1931, [lieb@scag.ca.gov](mailto:lieb@scag.ca.gov); Diana S. Gould, Sr. Regional Planner, 213-236-1997; [gould@scag.ca.gov](mailto:gould@scag.ca.gov)

**SUBJECT:** Status Report on the Draft Program Environmental Impact Report (PEIR) for the 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (2012-2035 RTP/SCS)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*On December 30, 2011, at the direction of the Executive Director, SCAG released the Draft Program Environment Impact Report (PEIR) for the 2012-2035 RTP/SCS. At this meeting, staff will provide a verbal update to the EEC about the process for finalizing the PEIR and will also provide a “Questions and Answers Sheet” which addresses some questions on the PEIR.*

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

**BACKGROUND:**  
The 2012-2035 RTP/SCS PEIR was released for a 45-day public review period on December 30, 2012. Staff will provide a verbal update to the EEC regarding the process needed to finalize the PEIR. In addition, several questions have been raised regarding the contents of the PEIR. Thus, staff has prepared a “Questions and Answers Sheet” (attached) for the purpose of addressing these questions.

**FISCAL IMPACT:**  
The consultant work is budgeted in the FY10-11 OWP under 11-020.SCG00161.04 and in the FY11-12 OWP under 12-020.SCG00161.04.

**ATTACHMENT:**  
PEIR Questions and Answers Sheet



## SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

[www.scag.ca.gov/rtp2012](http://www.scag.ca.gov/rtp2012)

# Program Environmental Impact Report Questions & Answers

### 1. WHY PREPARE A PEIR?

In order to legally adopt a plan like the RTP/SCS in California, the lead agency (SCAG) must first prepare and certify an environmental impact report (EIR) pursuant to the California Environmental Quality Act (CEQA). In this case, SCAG prepared a Draft Program EIR (PEIR) to perform a region-wide programmatic assessment of the significant environmental effects of implementing the projects, programs and policies included in the 2012 RTP/SCS.

### 2. WHAT IS THE PURPOSE OF THE PEIR?

The purpose of any EIR is to provide information to the decision-makers and public about the potential environmental impacts of the proposed project. The PEIR also compares the plan to a set of reasonable alternatives. Finally, a PEIR lays out mitigation measures that reduce, to the extent feasible, the level of impact.

### 3. WHAT IS THE PURPOSE AND ROLE OF MITIGATION MEASURES IN THE SCAG PEIR?

CEQA requires that SCAG include all feasible mitigation measures in the PEIR to reduce the level of impact associated with the RTP/SCS.

### 4. WHAT DOES “CAN AND SHOULD” MEAN?

SCAG is identified as the responsible party for the programmatic/regional scale mitigation measures and these measures for SCAG are mandatory. As such, these mitigation measures are phrased as “SCAG shall . . .” This language commits SCAG to the mitigation activity.

Other project-level mitigation measures are identified for consideration by other parties, including agencies that deliver transportation projects and local governments that approve development projects. SCAG believes that the identified measures are feasible from a programmatic/regional perspective, and as such, these mitigation measures for other parties are phrased as “can and should” in accordance with Public Resources section 21081(a)(2) and CEQA Guidelines section 15091(a)(2). However, because SCAG has no authority to determine whether the measures are appropriate and feasible with respect to individual projects, these mitigation measures are laid out as a toolbox/menu of options for consideration at the discretion of the implementing agency, i.e., the implementing agency has the discretion to determine which measures are appropriate and feasible for the individual project. In other words, the “can and should” language is permissive and does not imply that these mitigation measures must be applied to any particular project.

## IMPORTANT DATES

### THRU FEBRUARY 14

#### Public Comment Period

SCAG staff will consider all comments received during the comment period.

### FEBRUARY 14

#### Conclusion of Public Comment Period

SCAG staff will respond in writing to all comments, and will propose any revisions to the draft PEIR.

### MARCH 26

#### Responses Posted

Responses to comments and revisions are anticipated to be posted and available to the public at least 10 days prior to April 5, 2012.

### APRIL 5

#### Certification of the PEIR

PEIR will be recommended for certification by SCAG’s Regional Council on the same day that the RTP/SCS is anticipated to be adopted.

## FOR MORE INFORMATION

If you have any questions or comments, please contact:

Jennifer Sarnecki  
at (213) 236-1829 or  
email [sarnecki@scag.ca.gov](mailto:sarnecki@scag.ca.gov)

## 5. DO MITIGATION MEASURES FOR LOCAL DEVELOPMENT CREATE A COMPLIANCE REQUIREMENT FOR LOCAL GOVERNMENTS? ARE THEY PRESCRIPTIVE?

No. The mitigation for development is laid out as a toolbox for consideration if appropriate and feasible for any given project.

## 6. DO THE MITIGATION MEASURES IN THE PEIR CREATE ANY ADDITIONAL EXPENSE FOR LOCAL AGENCIES OR FOR PROJECTS?

No. Individual projects subject to CEQA must prepare environmental analysis and, where needed, apply mitigation measures. While there is some cost associated with complying with CEQA in general, nothing in SCAG's PEIR will add to that cost.

## 7. DO THE MITIGATION MEASURES IMPOSE ADDITIONAL REQUIREMENTS FOR PROJECTS SEEKING CEQA STREAMLINING?

No. Projects seeking CEQA streamlining can use the mitigation measures in the PEIR as a non-exclusive menu from which to consider measures that might apply to the specific projects. CEQA streamlining projects must be consistent with the SCS and must otherwise comply with CEQA. The mitigation measures in the PEIR are not policies of the SCS.

## 8. WHY ARE THERE SO MANY MITIGATION MEASURES?

First, many of the mitigation measures in this draft PEIR were previously included in the PEIR for the 2008 RTP. Second, SB 375 which was enacted in 2009 requires that the RTP include an SCS to set forth strategies to meet the greenhouse gas emissions reduction target determined by the California Air Resources Board. Third, SCAG has canvassed comparable plans and new guidance documents (e.g., from the Attorney General's Office and the Bay Area AQMD) to identify some of the additional mitigation measures.

## 9. WHAT WILL HAPPEN IN THE PUBLIC COMMENT PERIOD?

SCAG staff will consider all comments received during the comment period (thru February 14). At the conclusion of the comment period, SCAG staff will respond in writing to all comments, and will propose any revisions to the draft PEIR. Responses to comments and revisions will be posted and available to the public at least 10 days prior (March 26, 2012) to the certification of the PEIR (April 5, 2012).

## 10. WHEN WILL THE PEIR BE CERTIFIED?

The PEIR will be recommended for certification by SCAG's Regional Council on the same day that the RTP/SCS is anticipated to be adopted, which is April 5, 2012.

## 11. CAN WE DELAY ACTION ON THE PEIR?

No. Any delay in certifying the PEIR would result in a delay in adopting the RTP/SCS. If the RTP/SCS is not adopted on time, it would very likely result in a lapse in the region's air quality conformity.

## 12. WHAT IF THE PEIR NEEDS TO BE RECIRCULATED?

Under CEQA, when significant new information (e.g., changes in the project or environmental setting) is added to an EIR prior to certification which deprives the public of the chance to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect, the lead agency is required to recirculate the EIR. Any recirculation would necessitate restarting the 45 day review period. The current schedule does not allow for this, however, staff is not aware of any issues or potential revisions that would necessitate recirculation.

## 13. WILL THERE BE REVISIONS TO THE DRAFT PEIR?

SCAG will very likely make revisions to the Draft PEIR that clarify certain issues, including how mitigation measures are intended to be utilized. These revisions will be reflected in the proposed final document available by March 26. At this time, we do not anticipate that revisions will warrant recirculation.

## 14. WHAT IS THE DIFFERENCE BETWEEN A PROGRAM EIR AND A PROJECT EIR?

A Program EIR is generally used for long range planning documents such as the RTP/SCS or a local general plan. A project EIR is generally used for construction projects such as new buildings or infrastructure. A Program EIR is more general and creates a framework for subsequent projects to work from (tier off) in their own project-level analysis.

**DATE:** February 2, 2012

**TO:** Energy and Environment Committee (EEC)

**FROM:** Matt Horton, Regional Affairs Officer, SCAG Clean Cities Coordinator,  
[horton@scag.ca.gov](mailto:horton@scag.ca.gov), (213) 236-1980  
Jennifer Sarnecki, Senior Regional Planner, SCAG Clean Cities Coordinator,  
[sarnecki@scag.ca.gov](mailto:sarnecki@scag.ca.gov), (213) 236-1829

**SUBJECT:** SCAG Clean Cities Coalition Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For Information Only – No Action Required.

**EXECUTIVE SUMMARY:**  
*The Clean Cities Program, established by the U.S. Department of Energy and administrated directly by SCAG since 2010, is designated to support locally-based and government partnership efforts to expand the use of vehicles operating on alternative fuels in the SCAG region. SCAG staff will provide an annual update to the Energy and Environment Committee in regard to the Coalition's recent efforts.*

**STRATEGIC PLAN:**  
This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

**BACKGROUND:**  
The Clean Cities Program was established by the U.S. Department of Energy (DOE) and designated to support locally based government/industry partnerships in the expanded use of vehicles operating on alternative fuels. The mission of the Clean Cities Program is to advance the nation's economic, environmental and energy security by supporting local decisions to adopt practices that contribute to the reductions of petroleum consumption. Clean Cities carries out this mission through a network of coalitions, which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction.

In 2010, the Regional Council directed SCAG staff to assume the lead administrative role of the Southern California Clean Cities Program. The SCAG (or Southern California) Clean Cities Coalition coordinates the activities of both private and public sector proponents of alternative fuel vehicles (AFVs) by providing a forum to discover commonalties, collaborate on public policy, investigate opportunities for joint projects, leverage scarce resources and cooperate on promoting the benefits of AFVs throughout the region.

# REPORT

## **2011 ANNUAL REPORT (Stakeholder Survey) UPDATE:**

As part of its reporting to the DOE, the SCAG (Southern California) Clean Cities Coalition conducts a survey of its stakeholders each year in order to gauge the use of alternative fuels in the region. The 2011 Annual Report reflects the first survey effort of the SCAG Clean Cities Coalitions since the coalition came under direct administration of SCAG as of March 2010. SCAG received nearly 30 responses from SCAG member cities, local jurisdictions, transit operators and private fleets. The regional survey accounted for 41,735, 350 of Gasoline Gallon Equivalents (GGE) displaced.

## **PROJECT UPDATE(S):**

In coordination with other regional stakeholders and Clean Cities Coalitions, the SCAG Clean Cities program is currently engaged in four projects (three of which are connected with the American Recovery and Reinvestment Act (ARRA) of 2008). In the coming months SCAG Clean Cities, in coordination with the South Coast Air Quality Management District (SCAQMD) and other Clean Cities partners, will engage in an outreach campaign featuring public service announcements, designed to extoll the benefits of natural gas conversion technology, highlighting implementation measures and success stories throughout the region. Recent project accomplishments include:

### **Drayage- Natural Gas Truck Replacement**

- The Project involves the replacement of old, heavy-duty diesel drayage trucks with new trucks powered by clean natural gas engines, corresponding with the deployment of approximately 180 natural gas trucks.

### **Liquefied Natural Gas (LNG) - Corridor Expansion**

- This project makes the final connection between the existing public access LNG fuel infrastructure in So. California and the LNG fuel stations being developed in Utah, providing a 700-mile LNG fueling corridor along one of the nation's most heavily traveled goods movement truck routes between So. California and Salt Lake City, Utah.

### **Southern California Electric Vehicle Infrastructure Readiness Initiative**

- The purpose of the proposed project is to develop a Regional Plug-in Electric Vehicle (PEV) Readiness Plan with complementary model subregional plans that advance strategies for the accelerated and streamlined deployment of PEV electric vehicle supply equipment (EVSE),
- Establish best practices for "EV-ready" building and public works guidelines, and help to streamline PEV EVSE permitting, installation, and inspection processes.
- This Plan would become part of a larger push to establish support for the growth in PEVs throughout California while promoting economic development within the green technology sector.

### **SANBAG/ Ryder Heavy Duty CNG Truck Replacement**

- \$19.2 million to deploy 262 natural gas trucks and construct two fueling stations – currently over 130 vehicles have been deployed, with both fueling stations in development.

## **DOE RE-DESIGNATION UPDATE & NEXT STEPS:**

In October 2011, the SCAG Clean Cities program was re-designated by the DOE for another three year cycle. The DOE found the SCAG Clean Cities program to be effective in its outreach and leadership efforts in the region, while continuing to exert a “significant impact on both petroleum displacement and air quality improvement in southern California in the coming years.” Throughout the next three years, the DOE recommends the SCAG Clean Cities program consider pursuing the following measures:

- Continue outreach to all jurisdictions represented by SCAG to document petroleum displacement from alternative fuel use, idle reduction and other Clean Cities portfolio elements, and to attract additional stakeholders to the coalition.
- Continue with efforts at the ports, and expand outreach efforts to include more private sector entities that may be interested in partnering with stakeholders on future projects.
- Continue working with the National Renewable Energy Lab (NREL) on various initiatives, including scheduling a webinar on Clean Cities tools for SCAG Board members, integrating those tools with the SCAG Clean Cities website, and developing additional video features for Clean Cities TV that focus on SCAG Clean Cities’ recent successes.
- Continue to cultivate the relationship with the L.A. County Metropolitan Transportation (MTA) Authority and spread the word about CNG buses to other coalitions and transit authorities across the country; and encourage Foothill Transit to become involved with the Clean Cities program and share some of their successes with stakeholders.
- Continue to work with the DOE contact for the National Clean Fleets Partnership Program to encourage member fleets to play a stronger role in the SCAG Clean Cities coalition.
- Continue to work closely with the other Clean Cities Coalitions in Southern California and the AQMD to develop a coordinated regional approach to meeting the national Clean Cities goals.
- Continue enhancing the Clean Cities section of the SCAG website.
- Continue to reach out to the Las Vegas Region Clean Cities Coalition (LVRCC), and their newly formed subsidiary, the Southern Nevada Fleet Association (SNFA), regarding ongoing and potential natural gas vehicle projects in the trucking and warehouse industries along the developing LNG corridor.

## **FISCAL IMPACT:**

Work associated with this item is included in the FY 11-12 Budget under the following grants:

- 267. SCG01241.03- Clean Cities Coalition Coordination
- 267. SCG01454.01 – SANBAG Natural Gas Truck Project
- 267. SCG01242.01 – UPS Ontario – Las Vegas LNG Corridor Expansion
- 267. SCG01243.01 – Heavy-Duty Natural Gas Drayage Truck Replacement Initiative

## **ATTACHMENTS:**

1. Clean Cities Coalition update February 2012- PowerPoint Presentation
2. DOE re-designation letter



## SCAG (Southern California) Clean Cities Coalition Update

Matt Horton  
SCAG, Regional Affairs Officer  
horton@scag.ca.gov  
February 2, 2012

## Coalition Organization & Governance

The SCAG (Southern California) Clean Cities Coalition includes parts of Los Angeles County, Orange, San Bernardino, Ventura and Imperial

The SCAG region is composed of over 18 million residents

The Coalition was originally formed (designated) in 1996

Coalition Structure:

- Clean Cities is SCAG program component (since 2010)
- The Coalitions reports to SCAG's Energy & Environment Policy Committee
- 200 + stakeholders
- Coalition funded through DOE program reimbursement and Three (3) ongoing ARRA projects grants.



### Coalition Statistics

**2009 Annual Survey**  
Total GGEs Displaced =  
15,399,471 GGEs or 67,391 tons

**2010 Annual Report**  
Total GGEs Displaced =  
41,735,350 GGEs or 84,389 tons



### Current Projects and Activities

**San Bernardino Associated Governments (SANBAG), Ryder Inc., CNG Truck replacement project**

- \$19.2 million to deploy 262 natural gas trucks and construct two fueling stations
- SCAG Clean Cities portion = \$130,000
- The terms of the agreement are July 2010 – December 2013.

### Current Projects and Activities

<p><b>Natural Gas truck Replacement</b></p> <p>Replacement of old, heavy-duty diesel drayage trucks with new trucks powered by clean natural gas engines, corresponding with the deployment of approximately 180 natural gas trucks.</p>	<p><b>LNG Corridor Expansion project</b></p> <p>Makes the final connection between the existing public access LNG fuel infrastructure in So. California and the LNG fuel stations being developed in Utah, providing a 700-mile LNG fueling corridor along one of the nation's most heavily traveled goods movement truck routes between So. California and Salt Lake City, Utah.</p>
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## Current Projects and Activities

### Southern California Electric Vehicle Readiness Initiative

- Develop a Regional PEV Readiness Plan with complementary model subregional plans that advance strategies for the accelerated and streamlined deployment of PEV electric vehicle supply equipment (EVSE),
- Establish best practices for “EV-ready” building and public works guidelines, and help streamline PEV EVSE permitting, installation, and inspection processes.
- Support for the growth in PEVs throughout California while promoting economic development within the green technology sector.
- Key Partners
  - Edison,
  - California Energy Commission
  - AQMD,
  - Regional Coalitions

## Goals for 2012 and Beyond

1. SCAG “Clean Corridors” and interactive web tool
2. “Did you Know” PSA/ strategic marketing campaign
3. Further integration of Clean Cities activities into overall SCAG regional outreach approach
4. Address DOE re-designation recommendations



Department of Energy  
Washington, DC 20585

November 28, 2011

Mr. Hasan Ikhata  
Executive Director  
Southern California Association of Governments  
818 W. 7<sup>th</sup> St., 12<sup>th</sup> Floor  
Los Angeles, CA 90017

Dear Mr. Ikhata,

The Department of Energy is pleased to congratulate you and your staff on a job well-done on the Southern California Clean Cities (SCAG) coalition's re-designation webinar held on October 20, 2011, and to inform you that we have re-designated the SCAG Clean Cities coalition as an official Clean Cities program for the next three years (effective date: 10-20-2011). As demonstrated in the webinar, the SCAG Clean Cities coalition is making great strides toward accomplishing the Clean Cities Program goals of reducing petroleum use in the transportation sector and improving our nation's energy, economic and environmental security.

Congratulations on SCAG Clean Cities' extensive community outreach, your partnerships with the Air Quality Management District and San Bernardino Associated Governments on Recovery Act and other projects, and your initiation of a working relationship with the Chamber of Commerce. While the size and complexity of the SCAG region pose formidable challenges, the SCAG Clean Cities coalition seems fully capable of successfully seizing opportunities to maximize petroleum displacement in the region.

In assessing the coalition's effectiveness, we conducted telephone interviews prior to the webinar with a number of SCAG Clean Cities stakeholders. On balance, they were pleased with the coalition, particularly its outreach efforts and leadership. Based on the stakeholder responses, and the information presented in the webinar, we believe that the SCAG Clean Cities coalition will continue to have a significant impact on both petroleum displacement and air quality improvement in southern California in the coming years.

To ensure the continuing success of the SCAG Clean Cities coalition, we present the following suggestions:

- Continue your outreach to all 190 jurisdictions represented by SCAG to document as much petroleum displacement from alternative fuel use, idle reduction and other Clean Cities portfolio elements as possible, and to attract additional stakeholders to the coalition.

- Several stakeholders mentioned the potential for large amounts of petroleum displacement from the trucking industry. In particular, they mentioned the goods movement sector, including container hauling trucks at ports and equipment used at warehouses, and private waste disposal firms. Continue with your efforts at the ports, and expand your outreach efforts to include more private sector entities that may be interested in partnering with some of your stakeholders on future projects.
- Contact Wendy Dafoe at the National Renewable Energy Lab (NREL) about scheduling a webinar on Clean Cities tools for SCAG Board members, and to discuss how to integrate those tools with the SCAG Clean Cities website. You may also want to work with NREL to develop additional video features for Clean Cities TV that focus on some of SCAG Clean Cities' recent successes.
- Continue to cultivate your relationship with the L.A. County Metropolitan Transportation Authority, and make sure it is one of your Clean Cities stakeholders. The MTA's natural gas project provides a tremendous opportunity to spread the word about CNG buses to other coalitions and transit authorities across the country. We will work with you to look for national opportunities to highlight MTA's success. Consider holding a future SCAG Clean Cities meeting at one of their bus garages where their CNG bus program can be showcased. Encourage Foothill Transit to become involved with the Clean Cities program, as well, and to share some of their successes with your other stakeholders.
- Work with Mark Smith, the DOE contact for the National Clean Fleets Partnership Program, to encourage member fleets to play an active role in the SCAG Clean Cities coalition.
- Work closely with the other Clean Cities coalition in southern California and the AQMD to develop a coordinated regional approach to meeting the national Clean Cities goals.
- Consider enhancing the Clean Cities section of the SCAG website, so that it is more akin to the Compass Blueprint section. The website is often the first contact potential stakeholders have with a coalition, and the more interesting and informative the website it, the more likely it is that there will be follow-up to the website visit.
- Reach out again to the Las Vegas Region Clean Cities Coalition (LVRCC), and their newly formed subsidiary, the Southern Nevada Fleet Association (SNFA), regarding ongoing and potential natural gas vehicle projects in the trucking and warehouse industries along the developing LNG corridor. The availability of funding from AQMD for projects involving vehicles registered in Nevada that accumulate at least 75% of their mileage in California should be a powerful incentive for cooperation between the two coalitions. Consider a conference call between SCAG Clean Cities, the AQMD and the LVRCC Board and/or a presentation at one of the SNFA's bi-monthly meetings, in order to develop a working relationship with them.

Again, congratulations on the good work you have done with the SCAG Clean Cities coalition to date, and we look forward to working closely with you in the future. Thank you for your commitment to the Clean Cities program.

Sincerely,



Dennis A. Smith  
National Clean Cities Director



Linda Bluestein  
National Clean Cities Co-Director

C: Sylvia Patsouras, Interim Director, SCAG, Strategy, Policy & Public Affairs  
Justine Block, Deputy Legal Counsel, SCAG, Legal Services  
Matt Horton, Coordinator, SCAG Clean Cities Coalition  
Jennifer Sarnecki, SCAG Clean Cities Coalition Co-Coordinator  
Brett Aristegui, DOE Regional Manager, West Region  
David Kirschner, DOE Regional Manager  
Ellen Bourbon, Senior Analyst, New West Technologies