



MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

Main Office

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Los Angeles, California
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Officers

President
Cheryl Viegas-Walker, El Centro
First Vice President
Michele Martinez, Santa Ana
Second Vice President
Margaret Finlay, Duarte
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Policy Committee Chairs

Community, Economic and
Human Development
Bill Jahn, Big Bear
Energy & Environment
Deborah Robertson, Rialto
Transportation
Alan Wapner, San Bernardino
Associated Governments

Thursday, September 3, 2015
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th 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 Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. Agendas & Minutes for the EEC are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

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Energy and Environment Committee *Members – September 2015*

Members

Representing

Chair*	1. Hon. Deborah Robertson	<i>Rialto</i>	District 8
Vice-Chair*	2. Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
	3. Hon. Denis Bertone	<i>San Dimas</i>	SGVCOG
	* 4. Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
	* 5. Hon. Margaret Clark	<i>Rosemead</i>	District 32
	6. Hon. Jordan Ehrenkranz	<i>Canyon Lake</i>	WRCOG
	* 7. Hon. Mitchell Englander	<i>Los Angeles</i>	District 59
	8. Hon. Larry Forester	<i>Signal Hill</i>	GCCOG
	9. Hon. Laura Friedman	<i>Glendale</i>	Arroyo Verdugo Cities
	10. Hon. Mike Gardner	<i>Riverside</i>	WRCOG
	11. Hon. Sandra Genis	<i>Costa Mesa</i>	OCCOG
	12. Hon. Ed Graham	<i>Chino Hills</i>	SANBAG
	13. Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
	* 14. Hon. Steve Hwangbo	<i>La Palma</i>	District 18
	15. Hon. Diana Mahmud	<i>South Pasadena</i>	SGVCOG
	16. Hon. Thomas Martin	<i>Maywood</i>	GCCOG
	* 17. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
	* 18. Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
	19. Hon. Jim Osborne	<i>Lawndale</i>	SBCCOG
	* 20. Hon. Linda Parks		Ventura County
	* 21. Hon. Greg Pettis	<i>Cathedral City</i>	District 2
	22. Hon. David Pollock	<i>Moorpark</i>	VCOG
	23. Hon. Meghan Sahli-Wells	<i>Culver City</i>	WCCOG
	24. Hon. Eric Schmidt	<i>Hesperia</i>	SANBAG
	25. Mr. Steve Schuyler	<i>Building Industry Association of Southern California (BIASC)</i>	Ex-Officio
	* 26. Hon. John Sibert	<i>Malibu</i>	District 44
	* 27. Hon. Jack Terrazas		Imperial County
	28. Hon. Diane Williams	<i>Rancho Cucamonga</i>	SANBAG
	29. Hon. Edward Wilson	<i>Signal Hill</i>	GCCOG
	30. Hon. Bonnie Wright	<i>Hemet</i>	WRCOG

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

SEPTEMBER 3, 2015

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. Deborah Robertson, 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 speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

Time **Page No.**

- | | | |
|---|-------------------|----------|
| 1. <u>Minutes of the July 2, 2015 Meeting</u> | Attachment | 1 |
|---|-------------------|----------|

CONSENT CALENDAR

Receive and File

- | | | |
|---|-------------------|-----------|
| 2. <u>2015 Regional Council and Policy Committees Meeting Schedule</u> | Attachment | 7 |
| 3. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u> | Attachment | 8 |
| 4. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Update</u> | Attachment | 16 |
| 5. <u>Southern California Active Transportation Safety and Encouragement Campaign Update</u> | Attachment | 23 |

INFORMATION ITEMS

- | | | | |
|---|-------------------|----------------|-----------|
| 6. <u>Water Conservation Regulations and Strategies Update</u>
<i>(Brian Ludicke, City of Lancaster)</i> | Attachment | 20 mins | 33 |
|---|-------------------|----------------|-----------|

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

SEPTEMBER 3, 2015

<u>INFORMATION ITEMS - continued</u>		<u>Time</u>	<u>Page No.</u>
7. <u>2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Updates and Highlights of the Environmental Justice Analysis</u> <i>(Ma’Ayn Johnson/Kimberly Clark, SCAG Staff)</i>	Attachment	50 mins.	35
8. <u>2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR)</u> <i>(Lijin Sun, SCAG Staff)</i>	Attachment	30 mins.	59

CHAIR’S REPORT

(Hon. Deborah Robertson, Chair)

STAFF REPORT

(Grieg Asher, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

The next regular meeting of the Energy and Environment Committee (EEC) will be held on Thursday, October 8, 2015 at the SCAG Los Angeles Office.

Energy and Environment Committee
of the
Southern California Association of Governments
July 2, 2015
Minutes

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 (EEC) held its meeting at the SCAG Los Angeles Office. The meeting was called to order by the Hon. Deborah Robertson, Chair. There was a quorum.

Members Present

Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Ross Chun, Aliso Viejo	TCA
Hon. Margaret Clark, Rosemead	District 32
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Laura Friedman, Glendale	Arroyo Verdugo Cities
Hon. Mike Gardner, Riverside	WRCOG
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Mike Munzing, Aliso Viejo	District 12
Hon. Jim Osborne, Lawndale	SBCCOG
Hon. Linda Parks	Ventura County
Hon. Greg Pettis, Cathedral City	District 2
Hon. David Pollock, Moorpark	VCOG
Hon. Carmen Ramirez, Oxnard (Vice-Chair)	District 45
Hon. Deborah Robertson, Rialto (Chair)	District 8
Mr. Steve Schuyler, Ex Officio	Building Industry Association
Hon. John Sibert, Malibu	District 44
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Edward Wilson, Signal Hill	Gateway Cities

Members Not Present

Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Steve Hwangbo, La Palma	District 18
Hon. Thomas Martin, Maywood	GCCOG
Hon. Geneva Mojado, Soboba Band of Luiseno Indians	Tribal COG
Hon. Lupe Ramos Watson, Indio	CVAG
Hon. Eric Schmidt, Hesperia	SANBAG
Hon. Meghan Sahli-Wells, Culver City	WCCOG
Hon. Jack Terrazas	Imperial County
Hon. Bonnie Wright, Hemet	WRCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Deborah Robertson, Rialto, called the meeting to order at 10:09 a.m. The Hon. Greg Pettis, Cathedral City, led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Public comment to follow Item No. 8

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEM

1. Minutes of the June 4, 2015 Meeting

A MOTION was made (Forester) to move the Minutes. The MOTION was SECONDED (Munzing) and APPROVED by the following votes:

AYES: Bertone, Chun, Clark, Forester, Friedman, Genis, Graham, Horne, Mahmud, Mitchell, Munzing, Osborne, Parks, Pettis, Pollock, Robertson, Sibert, Williams
NOES: None
ABSTAIN: Ramirez

CONSENT CALENDAR

Receive and File

2. 2015 Regional Council and Policy Committees Meeting Schedule
3. SCAG Clean Cities Coalition Update
4. SCAG Sustainability Planning Grants Program – Monthly Update
5. Quarterly Legislative Update
6. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing and Sustainable Communities (AHSC) Program Update

A MOTION was made (Pettis) to approve the Consent Calendar as amended to reflect in Agenda Item No. 2 that the EEC is not dark in August and will meet as part of a Joint Regional Council/Policy Committees meeting on August 6, 2015. The MOTION was SECONDED (Forester) and APPROVED by the following votes:

AYES: Bertone, Chun, Clark, Forester, Friedman, Genis, Graham, Horne, Mahmud, Mitchell, Munzing, Osborne, Parks, Pettis, Pollock, Ramirez, Robertson, Sibert, Williams

NOES: None
ABSTAIN: None

INFORMATION ITEMS

7. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Active Transportation

Alan Thompson, SCAG Staff, stated that SCAG is in the process of developing the 2016 RTP/SCS. As part of that process staff is currently studying strategies for increasing active transportation as a viable transportation option and for increasing the quality of life for Southern Californians. The options include expanding local and regional bikeway networks, developing a greenway network using riverbeds and other rights-of-way for bike and pedestrian paths separate from automobile traffic, first mile/last mile transit solutions to reduce the need for automobile usage, bicyclist/pedestrian friendly districts, safety education, and encouragement campaigns.

Mr. Thompson introduced Claire Robinson, Amigos De Los Rios, who briefed the committee on her organization's efforts to facilitate the planning and implementation of the Emerald Necklace Vision Regional Greenway Network. Ms. Robinson introduced some of the challenges and opportunities for advancing mobility, open space and enhanced watershed management goals through integrated planning in river and utility corridors.

8. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Natural/Farm Lands Update

Kristen Pawling, SCAG Staff, gave the EEC an update for the 2016 RTP/SCS related to natural/farm land conservation strategies. She highlighted the efforts of the SCAG Open Space Conservation Working Group (Working Group) and presented their best practices recommendations for the 2016 RTP/SCS. The Working Group met from November 2014 to June 2015 on a number of topics addressing natural/farm lands. Over the past several months, the Working Group documented its recommendations for refining and updating natural/farm land conservation strategies. The recommendations address best practice sharing, facilitate partnerships and collaboration, funding, innovative land use policies, natural corridor connectivity, public health, encourage urban greening/green infrastructure, and climate smart conservation. The Working Group also provided input on the scenario planning process including sea level rise and sensitive habitat conservation. The Working Group will reconvene in the fall of 2015 to provide feedback on the draft 2016 RTP/SCS and collaborate on potential approaches for implementing natural/farm land strategies.

Melanie Schlotterbeck, Friends of Harbors, Beaches and Parks (FHBP), stated that the FHBP is currently participating and collaborating with SCAG's Working Group on the 2016 RTP/SCS. The FHBP believes Cap and Trade funding can be received by the SCAG region specifically related to conservation strategies.

9. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR) Update and Preliminary Draft Outline

Lijin Sun, SCAG Staff, stated a report was being presented to provide a status update on the 'RGKT hqt'vj g'2016 RTP/SCS. The Notice of Preparation (NOP) of the 2016 RTP/SCS PEIR was released for a 30-day public review and comment period, in accordance with the California Environmental Quality Act (CEQA), which ended on April 7, 2015. The purpose of the NOP was to notify federal, state, regional, local government agencies, as well as any interested parties, that SCAG is preparing the PEIR for the 2016 RTP/SCS and is seeking comments with respect to the scope and content of the environmental information that will be analyzed in the draft EIR. When the comment period ended, SCAG received twenty-six (26) comments in response to the NOP. The comments ranged from topics such as air quality, mitigation measures, the plans goals, and scenario planning. Staff has also discussed a preliminary draft outline of the PEIR and a schedule of events in the next few months relating to preparation of the PEIR.

10. Recap of 26th Annual SCAG/USC Demographic Workshop – June 1, 2015

Simon Choi, SCAG Staff, stated that SCAG had a very successful joint Annual Demographic Workshop with USC on June 1, 2015. The main theme of this year's workshop was, "Big Changes Ahead in Post-Recession California." One hundred fifty (150) attendees from throughout California gathered together and discussed what changes California would be facing after the Great Recession. The first panel featured metropolitan population projections focusing on migration after the Great Recession. The second panel reviewed new trends in fertility in California. Policy implications of the trends among millennials and baby boomers on multifamily housing, and sustainable growth strategies were also discussed.

11. Lancaster Better Built Home Program and Home Water Recycling

Item No. 11 will be brought back to the September 3, 2015 meeting of the EEC.

CHAIR'S REPORT

Hon. Deborah Robinson requested staff to address the following:

- Provide color PowerPoint presentations in future agendas and in the drop box as well.
- Extend the courtesy to presenters outside of SCAG to be listed at the beginning of the agenda items to ensure that there is time for their presentation.

STAFF REPORT – None

FUTURE AGENDA ITEMS

Hon. Deborah Robertson: 1) Invite US EPA to discuss issues surrounding Superfund Sites, 2) best practices to conserve water for the state's current Stage 3 Water Alert

ANNOUNCEMENTS

SCAG will hold a California Gold: Bringing Cap and Trade Dollars to Southern California on Thursday, August 6, 2015, 1:00-3:30 pm, at the SCAG Los Angeles office.

ADJOURNMENT

Hon. Deborah Robertson adjourned the meeting at 11:55 a.m.

The next regular meeting of the Energy & Environment Committee (EEC) will be held on Thursday, September 3, 2015 at the SCAG Los Angeles office.



2015 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
f (213) 236-1825
www.scag.ca.gov

All Regular Meetings are scheduled on the 1st Thursday of each month; except for the month of October*	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

Officers

President
Cheryl Viegas-Walker, El Centro

First Vice President
Michele Martinez, Santa Ana

Second Vice President
Margaret Finlay, Duarte

Immediate Past President
Carl Morehouse, San Buenaventura

**Executive/Administration
Committee Chair**

Cheryl Viegas-Walker, El Centro

Policy Committee Chairs

Community, Economic and
Human Development
Bill Jahn, Big Bear

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

January 1, 2015 (DARK)

February 5, 2015

March 5, 2015

April 2, 2015

**May 7 – 8, 2015
(2015 SCAG Regional Conference & General Assembly)**

June 4, 2015

July 2, 2015

August 6, 2015 (DARK)

September 3, 2015

October 8, 2015*

(Note: League of California Cities Annual Conference, San Jose, CA, on Sept. 30 – Oct. 2)

November 5, 2015

December 3, 2015

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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DATE: September 2, 2015

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

FROM: Huasha Liu, Director of Land Use and Environmental Planning, liu@scag.ca.gov, 213-236-1838

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

SCAG is providing a monthly update (attached) regarding successful implementation of (75) Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. The remaining projects were funded in the fall of 2014. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, sixty-eight (68) grant projects have selected consultants, and sixty (60) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

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; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects comprised Phase III and are proceeding as additional funds have become available in FY 2014/2015. An additional fifteen (15) projects were funded in the summer of 2014. On August 7, 2014 the Regional Council approved adding two (2)

REPORT

Sustainability Planning Grant projects to the approved list for a new total of seventy-five (75) projects. On October 2, 2014 the Regional Council approved funding for the remaining projects on the list.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, sixty-eight (68) grant projects have selected consultants, and sixty (60) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

FISCAL IMPACT:

Funding is included in SCAG's FY 2014-15 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2014-15 OWP 065.SCG02663.02.

ATTACHMENT:

Summary Progress Chart

SCAG Sustainability Planning Grants

August 6, 2015

Regional Council Progress Update

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
Phase 1 (Available funds FY 13-14)							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - Public health; Active transportation; Livability; Open space	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures	x	x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability	x	x	x	x	x
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability	x	x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development	x	x	x	x	x
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation	x	x	x	x	x
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation	x	x	x	x	x
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation	x	x	x	x	x
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan	x	x	x	x	x
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction	x	x	x	x	x
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation	x	x	x	x	x
Phase 2 (Available funds)							
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project	x	x	x	x	x
19	Beaumont	Climate Action Plan - GHG reduction	x	x	x	x	x
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement	x	x	x	x	x
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space	x	x	x	x	x
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability	x	x	x	x	x
23	Anaheim	Bicycle Master Plan Update - Active transportation	x	x	x	x	x
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning	N/A				
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - Multi-modal; Livability; Multi-jurisdiction	x	x	x	x	x
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability	x	x	x	x	x
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill	x	x	x	x	x
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; good value	x	x	x	x	x
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction	x	x	x	x	x
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation	x	x	x	x	x
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach	x	x	x	x	x
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability	x	x	x	x	x
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection	x	x	x	x	x
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation	x	x	x	x	x
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection	x	x	x	x	x
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation	x	x	x	x	x
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
39	Palmdale	Avenue Q Feasibility Study - Mixed-use; Integrated planning	x	x	x	x	x
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - Open Space; Resource protection	x	x	x	x	x
41	Indio	General Plan Sustainability and Mobility Elements - Sustainability; Multi-modal, General Plan update	x	x	x	x	x
42	Glendale	Space 134 - Open space/Freeway cap; Multi-modal	x	x	x	x	x
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - Urban Infill; Mixed-use; Multi-modal	x	x	x	x	x
44	Moreno Valley	Nason Street Corridor Plan - Multi-modal; Economic development	x	x	x	x	x
Phase 3 (Pending additional funds)							
45	Park 101/City of Los Angeles	Park 101 District - Open space/Freeway cap; Multi-modal	x	x	x	x	
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability	x	x	x	x	x
47	San Dimas	Downtown Specific Plan - Mixed use; Infill	x	x	x	x	x
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining	x	x	x	x	x
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation	x	x	x	x	x
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	x	x	x	x	x
51	San Bernardino Associated Governments	Safe Routes to School Inventory - Active transportation; Public health	x	x	x	x	x
52	Burbank	Mixed-Use Development Standards - Mixed use; Urban infill	x	x	x	x	

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation	N/A				
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation	x	x	x	x	
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability	x	x	x	x	x
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation	x	x	x		
57	Lancaster	Complete Streets Master Plan - Complete Streets Plan	x	x	x	x	
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	x	x	x	x	x
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	N/A				
60	Seal Beach	Climate Action Plan - Climate Action Plan	x	x	x	x	x
61	La Mirada	Industrial Area Specific Plan - Land Use Design	N/A				
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	x	x	x	x	x
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal	x	x	x	x	
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation	N/A				
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	x	x	x	x	x
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x	x	x	x	x
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	x	x	x	x	
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	x	x	x	x	
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	x	x	x	x	x

Rank	Applicant	Project	Working /				
			Last Contact	Scope	RFP	Selection	Contract
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - Active Transportation	x	x	x	x	
71	Dana Point	General Plan Update - General Plan Update	x				
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill	x	x	x	x	x
73	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design	x	x	x	x	x
74	Bell	General Plan Update - General Plan Update	x	x	x	x	x
75	Fountain Valley	Euclid/I-405 Overlay Zone - Mixed use; Urban infill	x	x	x	x	x

DATE: September 3, 2015

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

FROM: Huasha Liu, Land Use & Environmental Planning Director, (213) 236-1838,
liu@scag.ca.gov

SUBJECT: Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing & Sustainable Communities (AHSC) Program Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

On June 30, 2015, the Strategic Growth Council (SGC) formally awarded over \$27 million from the Greenhouse Gas Reduction Fund (GGRF) to support construction of more than 800 affordable housing units and associated transportation infrastructure in the SCAG region as part of the statewide 2014-2015 Affordable Housing & Sustainable Communities (AHSC) Program. SCAG has decisively followed through on several aspects of the AHSC Action Plan, which was approved by the Regional Council soon after the SGC's decision, in order to strategically position the region's stakeholders to compete for 2015-16 AHSC funds.

On August 6, 2015, SCAG and its regional partners hosted the first of three (3) workshops entitled, "California Gold: Bringing Cap and Trade Dollars to Southern California." The workshop was attended by more than 180 participants. It featured two (2) distinguished panels that provided information and insight into the California Climate Investment grant programs relevant for local governments and other Southern California stakeholders (otherwise known as GGRF Programs). The workshop provided an overview of more than ten (10) Climate Investment grant programs, funded by GGRF, which will reach \$2.2 billion for Fiscal Year 2015-2016. In addition, the workshop outlined details on opportunities in the AHSC program.

Prior to the "California Gold" workshop, the SGC hosted a "Lessons Learned: Round One" Workshop on July 20, 2015 on the AHSC program in Los Angeles. Many stakeholders called for a more enhanced role for Metropolitan Planning Organizations. SCAG submitted comments both in person and in writing that addressed five (5) key topics to support a better process and outcomes for the SCAG region during the next round of funding. Specific recommendations for AHSC guidelines and application reforms are currently being refined by SCAG's Cap and Trade Assistance Team (CTAT) and through targeted consultant assistance to influence the SGC in a timely fashion.

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 2014-2015 statewide AHSC program, which provided funds for nine (9) important housing and transportation improvements in the SCAG region related to lowering vehicles miles traveled, has concluded (see Attachment 1). SGC initiated the process for the 2015-2016 (Round Two) program. In July 2015, SGC held public workshops in Sacramento and Los Angeles, to collect "lessons learned" from Round One. Second Vice President Margaret Finlay provided public comments on behalf of SCAG at the Los Angeles workshop. In addition, President Cheryl Viegas-Walker submitted SCAG's expanded comments during the public comment period which ended July 31 (see Attachment 2). Comments addressed five key topics: equity, integrating transportation and housing, jurisdictional cap, rural communities, and capital leverage. At the Lessons Learned Workshop, the SGC provided a rough timeline for next steps. During the month of August, SGC staff continued to develop changes to the Guidelines. This fall, SGC plans to release Draft Revised Guidelines and hold three or four Regional Workshops on the Draft Revised Guidelines. In the winter, SGC plans to release the Revised Guidelines and hold a Council meeting to vote on approval of the Guidelines.

At its July 2015 meeting, the RC approved the Affordable Housing & Sustainable Communities Action Plan. The Action Plan outlines specific goals and strategies such as collaboration, technical assistance, and outreach to bolster the performance of the SCAG region in the competitive AHSC grant program for Round Two and future rounds. Specifically, the Action Plan called for outside expertise to help develop recommended changes to the AHSC Guidelines. A consultant has been procured and has commenced work in collaboration with SCAG's CTAT to develop concrete and pragmatic recommendations by engaging stakeholders across the region. In the second phase, SCAG will secure a second consultant team to work with potential AHSC applicants as they apply for AHSC funding in Round Two.

The Action Plan proposes hosting regional workshops and ongoing dialogue to support the region's applications. The first workshop of several workshops, entitled "California Gold: Bringing Cap and Trade Dollars to Southern California," was hosted by SCAG and its regional partners on August 6, 2015. The agenda for the first workshop was developed with the guidance of a regional Advisory Committee. Over 180 people attended this regional forum, aimed at helping stakeholders better understand funding opportunities from the state's GGRF, as well as strategizing ways to collaborate on upcoming opportunities. The first panel, consisting of representatives from state agencies, discussed the components of the proposed \$2 billion FY 2015-2016 expenditure plan, which includes funding for various programs related to transportation, energy efficiency and natural resources. A second panel focused on lessons learned from the first year of the AHSC grant program. Presentations from the workshop are available at SCAG's Greenhouse Gas Reduction Fund webpage (<http://www.scag.ca.gov/programs/Pages/Programs/GreenhouseGasReductionFund.aspx>). Future dates for California Gold workshop #2 and workshop #3 will be announced and coordinated with the schedule of the SGC's guideline revision process. The regional Advisory Committee will remain active and steer the development of those two workshops.

REPORT

FISCAL IMPACT:

Work associated with this item is included in the current FY2015/16 Overall Work Program (16-065.03654: Greenhouse Gas Reduction Fund Support)

ATTACHMENTS:

1. Affordable Housing Sustainable Communities (AHSC) Program Summary of 2014-15 Grant Awards in SCAG Region
2. SCAG Lessons Learned Workshop Comments

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July 31, 2015

Mr. Ken Alex
 Chair, Strategic Growth Council
 State of California
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 Sacramento, California 95814

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Community, Economic and
 Human Development
 Bill Jahn, Big Bear

 Energy & Environment
 Deborah Robertson, Rialto

 Transportation
 Alan Wapner, San Bernardino
 Associated Governments

Dear Strategic Growth Council Chair Alex:

Thank you for the opportunity to provide written comments during the “Lessons Learned: Round One” Affordable Housing and Sustainable Communities (AHSC) Workshop period. These comments summarize and expand upon comments provided by the Hon. Margaret Finlay, Second Vice President for the Southern California Association of Governments (SCAG) at the workshop held in Los Angeles on July 20. We will share five key topics as the framework for our suggestions for an improved AHSC program: equity, integrating transportation, jurisdictional cap, rural communities, and capital leveraging. We plan to provide further detailed comments with solutions-oriented suggestions as the process continues.

Equity: The SCAG region is home to two-thirds of the State’s Disadvantaged Communities. We have always supported an approach to using Cap and Trade funds in a way that will help address the poverty and environmental justice issues here in the SCAG region. One in four children grows up in poverty in the SCAG region and we are committed to ameliorating that unacceptable situation. SCAG encourages additional program modifications to ensure resources are distributed in a more equitable fashion to support quality transportation and housing projects benefitting concentrations of Disadvantaged Communities. Moreover, this is in line with the implementation of SB 375 whereby the Regional Targets Advisory Committee recognized that when setting per-capita GHG reduction targets, the unique nature of each MPO and the funding mechanism should also take an equity based approach.

Integrating Transportation: We share the Council’s goal to reduce vehicles miles traveled by *integrating* transportation projects with housing projects. It is a central piece of SCAG’s regional Sustainable Communities Strategy (SCS). Affordable housing is inseparable from transportation when it comes to implementing our SCS. This first round, the AHSC program did not fully live up to the goal of encouraging integrated transportation and housing projects. Maximizing VMT reductions will require a better defined role for transportation as part of project packages. As it stands, the AHSC program is primarily geared towards housing, evidenced by the diminished share of funding that went to transit and/or active transportation – only \$32 million (27%). We encourage SGC to make a greater effort to deepen VMT reductions by ensuring transportation projects are an essential component of housing projects.

Jurisdictional Cap: As we heard during the last SGC Board meeting and during the workshops, there is a general consensus on the need for a reasoned approach that achieves the goals of maximizing GHG reductions and addressing the severe need for affordable housing in our largest cities. In Southern California, we have two local governments with populations over one million, more populous than any other local governments in the State. Imposing the same limit on these very large cities as the rest of the State appears to run counter with achieving these goals and we therefore, encourage SGC to reconsider the current rigid jurisdictional cap.

Rural Communities: At the same time, SCAG region has many small jurisdictions and rural communities that will have difficulty competing against the big or medium sized cities in terms of GHG reductions. Out of 191 cities, 131 cities have less than 80,000 population. We encourage the Council to creatively consider structuring the guidelines and GHG methodology to create incentive for these communities to participate in reducing VMT. We must avoid a “haves” and “have nots” dichotomy of cities who have the resources to implement the principles in our sustainable communities strategy and those that do not.

Capital Leverage: In the first round, SGC prioritized capital leverage as essentially a threshold requirement in the AHSC program. In SCAG’s case, leveraging mostly put more of our urban areas ahead of other parts of the region. The SCAG region averaged 300% leverage on eligible projects while the average from all eligible projects was 650%. Transformative projects with high greenhouse gas reduction potential in communities most in need may not be those with ready access to capital, which cause these projects to not score as well as communities with highly leveraged projects. We encourage the Council to creatively consider other options for defining leverage with other types of community investments, such as nearby transportation investments, instead of strictly capital leveraging.

Finally, SCAG would like to suggest that the AHSC application process include a letter of intent from potential applicants in advance of a formal application process. On behalf of the SCAG Regional Council and staff, we appreciate your continued collaboration and consideration of these suggestions as SGC works towards an improved second round of the AHSC program.

Sincerely,



Cheryl Viegas-Walker
President, SCAG
Councilmember, City of El Centro

AFFORDABLE HOUSING SUSTAINABLE COMMUNITIES (AHSC) PROGRAM: SUMMARY OF FY 2014-15 GRANT AWARDS IN SCAG REGION

<p><u>127TH STREET APARTMENTS</u> City of Los Angeles 536 w. 127TH St. PROJECT SPONSOR: Meta Housing Corporation TOTAL AWARD: \$1,500,000</p>	<p>The 127th Street Apartments is a Leadership in Energy & Environmental Design (LEED)-Gold rated affordable housing development consisting of the new construction of 85 units for residents with special needs earning between 25% to 35% of area median income. The project also includes construction of 85 secure covered bike stalls and installation of new pedestrian infrastructure. The affordable housing development is in close proximity to a wide variety of amenities including transit, retail, and vital services.</p>
<p><u>ANCHOR PLACE</u> City of Long Beach Near River Ave. and W. 20th St. PROJECT SPONSOR: Century Housing Corp. TOTAL AWARD: \$2,441,616</p>	<p>Anchor Place features 120 affordable, permanent supportive apartment homes, including 75 units for veterans and 18 units for the homeless and mentally ill. The affordable development will contain community rooms, supportive service space, counseling offices, property management space, and exercise rooms. AHSC will fund off-site improvements including upgrades to an existing bus stop and creation of a new bus stop/transit hub on River Avenue with complete streets improvements to improve access for all users including pedestrians and bicyclists. An existing social hall will be converted into a transit depot providing transit operators with a layover facility and a place for transit users to buy passes.</p>
<p><u>CRENSHAW VILLAS</u> City of Los Angeles 2645 Crenshaw Blvd. PROJECT SPONSOR: American Communities, LLC TOTAL AWARD: \$2,200,000</p>	<p>This development will consist of the new construction of a five story, mixed-use affordable housing building at 2645 Crenshaw Boulevard. This development consists of 50 residential dwelling units and 4,999 square feet of neighborhood-serving commercial/office uses. The 50 units consist of 49 affordable senior units for low-income households and one manager's unit. The project will also provide secured bicycle parking.</p>
<p><u>DEPOT AT SANTIAGO</u> City of Santa Ana 957 E Santa Ana Blvd. PROJECT SPONSOR: C&C Development, LLC TOTAL AWARD: \$3,925,000</p>	<p>The Depot at Santiago consists of a 70-unit development that will be affordable to families earning between 30%-60% of area median income. Located directly across the street from the Santa Ana Regional Transit Center (SARTC), the location provides opportunity to develop high quality, affordable housing directly adjacent to public transportation. This project will add crossing treatments at proximate intersections to increase the visibility of pedestrians at the intersection, decrease the crossing distance for pedestrians, and notify motorists of the presence of pedestrians crossing. The City will also install curb extensions, high-visibility crosswalks, rectangular rapid flashing beacons, and signage.</p>
<p><u>EL SEGUNDO FAMILY APARTMENTS</u> City of Los Angeles 535 W El Segundo Blvd. PROJECT SPONSOR: Meta Housing Corporation TOTAL AWARD: \$1,900,000</p>	<p>El Segundo Family Apartments consists of the 75 new affordable rental units for working families and people with special needs earning between 15%-50% of Area Median Income. In addition to the construction of the affordable housing, this project also includes construction of 75 secure covered bike stalls and water-conserving landscaping. The affordable housing development is in close proximity to a wide variety of amenities including transit, retail, and vital services. The Figueroa Street and 127th Street bus stop, less than 1/2 mile away, is used to travel to the various job centers across Los Angeles.</p>

AFFORDABLE HOUSING SUSTAINABLE COMMUNITIES (AHSC) PROGRAM: SUMMARY OF FY 2014-15 GRANT AWARDS IN SCAG REGION

<p><u>MACARTHUR PARK APARTMENTS PHASE B</u> City of Los Angeles 678 South Alvarado Street PROJECT SPONSOR: McCormack Baron Salazar TOTAL AWARD: \$5,000,000</p>	<p>MacArthur Park Apartments Phase B is an 82-unit mixed use affordable housing development with approximately 7,000 square feet of retail. In addition to the affordable housing development, the project includes improved access to the Westlake/MacArthur Park Station serving the Metro Red and Purple lines.</p>
<p><u>MARCH VETERANS VILLAGE</u> Riverside County March Air Reserve Base PROJECT SPONSOR: Coachella Val. Housing Coal. TOTAL AWARD: \$6,109,114</p>	<p>The Coachella Valley Housing Coalition, in partnership with the U.S. Veterans Initiative, will develop March Veterans Village, a 138 unit multi-family, 100% affordable, apartment community on the old March Air Force Base to house veterans. The 160 units are distributed between two four story buildings and one three story building on approximately 4 acres. U.S. VETS has served veterans on the March Air Force Base since 2003, and currently serves 119 veterans a day with much needed case management, transitional housing, and permanent housing. U.S. VETS and CVHC are expanding the existing facility to accommodate more permanent housing units, and the development of an additional 50 transitional housing beds. This is the first phase of a multi-phase project. Upon completion of all phases of the project, more than 400 veterans will be served at this facility.</p>
<p><u>MOSAIC GARDENS AT WESTLAKE</u> City of Los Angeles 1416 Beverly Blvd. PROJECT SPONSOR: LINC Housing TOTAL AWARD: \$1,900,000</p>	<p>Mosaic Gardens at Westlake is an infill site which will be repositioned as a vibrant 125-unit housing community. The development includes the acquisition of six contiguous parcels, totaling 1.19 acres. The new development replaces a site currently blighted with dilapidated structures and vacant land covered with broken cars, trash and grossly unmaintained overgrowth. This development is an intergenerational community which will serve families and seniors. More than half, or 63, of units will be reserved for homeless individuals or families, with 32 of those units reserved for chronically homeless individuals or families.</p>
<p><u>SYLMAR COURT APARTMENTS</u> City of Los Angeles 12415 San Fernando Rd. PROJECT SPONSOR: Meta Housing Corporation TOTAL AWARD: \$2,500,000</p>	<p>This infill development is a Leadership in Energy & Environmental Design (LEED)-Gold rated affordable housing development less than a ½ mile away from the MetroLink Sylmar station and consists of 101 affordable units for families earning between 25% to 60% of area median income, along with a neighborhood retail store. Twenty-five of the units will be reserved for residents with special needs. Additionally, the development will improve pedestrian amenities around the site and better connect to a nearby bike path. The development's location, in close proximity to transit, jobs, retail, and services, is beneficial for working families. The Sylmar Metrolink station is a major commuter hub. In addition to commuter rail, the station is heavily used for bus service with a Commuter Express bus line, seven local bus lines, and two Rapid Bus lines.</p>

DATE: September 3, 2015

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

FROM: Huasha Liu; Director, Land Use and Environmental Planning; 213-236-1838;
liu@scag.ca.gov

SUBJECT: Southern California Active Transportation Safety and Encouragement Campaign Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
On August 20, 2014, SCAG was awarded a grant from the statewide competitive portion of 2014 Active Transportation Program to initiate the Southern California Active Transportation Safety and Encouragement Campaign (Campaign). This report and presentation provide an update on the advertising and community events components of the campaign, including examples from the advertising campaign, which will be launched at the end of September. A presentation will be provided at the Regional Council meeting.

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 C (Provide practical solutions for moving new ideas forward).

BACKGROUND:
In coordination with regional partners, SCAG successfully applied to the statewide 2014 Active Transportation Program (ATP) call for projects for \$2,333,000 in Caltrans grant funding to coordinate the Southern California Active Transportation Safety and Encouragement Campaign (Campaign). The primary goals of the Campaign are to reduce collisions involving pedestrians and cyclists, while increasing the levels of walking and biking in Southern California. To achieve these goals, the SCAG and its partners are implementing a regional advertising campaign focused on promoting roadway safety, as well as, supporting the implementation of Open Streets & Temporary Events and active transportation trainings focused on encouraging more walking and biking.

SCAG staff has assembled a Campaign Steering Committee, comprised of members of each of the county health departments and county transportation commissions in the region to provide oversight and



direction for the Campaign. Over the last several months, the Steering Committee has been working with SCAG staff and consultants to better define and understand the needs of the target audience through research and focus groups; develop campaign messages for people walking, biking and driving; establish a campaign brand to serve as an umbrella for safety and encouragement activities, prepare a traditional and social media strategy, and conduct a Call for Proposals to identify local agencies interested in partnering with SCAG on the open streets events and demonstration projects. In addition, SCAG staff and consultants have hosted Active Transportation Working Group meetings to gain input and generate interest in the various components of the Campaign. The staff presentation (attached) provides an overview of the campaign development process and includes examples from the “Signs of Life” advertisements and “Go Human” branding that will be utilized by the Campaign. More details and next steps related to the Advertising Campaign and Open Streets & Temporary Events are outlined below.

Advertising Campaign

The “Signs of Life” advertising campaign will run from September 28 through the end of November, 2015 which is the time of year with the highest rate of collisions due to reduced daylight hours. It will also provide safety messages during October which is when “Walk to School” takes place. It is expected to achieve over 130 million impressions. The Campaign targets drivers, bicyclists and pedestrians with a “point of engagement” strategy, to reach them when they are on the move. For example, drivers will be reached through bus tails and radio advertisements and pedestrians will be reached through messaging inside busses and bus stops. The print and radio advertisements will be produced in English and Spanish; the broader public relations effort will include messaging to target Chinese, Korean and Vietnamese. To support further dissemination of advertising materials and messages, a press kit is being developed for any local or regional agency that is interested in including the Campaign advertisements on their websites or disseminating information through other channels. Please contact Rye Baerg (baerg@scag.ca.gov), 213-236-1866, for more information.

Open Streets & Temporary Events

The Open Streets & Temporary Events portion of the Campaign will involve partnering with local jurisdictions to host events that inspire more people to walk and bike through education, encouragement and a “sneakers-on” experience. For one day or up to one month during May (Bike Month) 2016, SCAG will support local communities in transforming streets through temporary improvements (or pop-ups), street “festivals” and other fun activities that increase awareness of active transportation and complete street concepts. SCAG hosted a call for projects that closed on June 30 to identify local agencies interested in partnering on these community event. Seventeen (17) applications were received from across the region. SCAG currently has resources through the Campaign to fund six (6) events in six (6) cities, however, due to the number and quality of applications received, the Campaign Steering Committee is exploring opportunities to raise additional funds and phase the event roll-out in order to support all of the proposal sponsors in implementing an event. SCAG staff will return to the Board with a phased schedule and funding plan later this fall. For more information regarding the events and demonstration phase of the campaign, please contact Stephen Patchan (patchan@scag.ca.gov), 213-236-1923.



REPORT

FISCAL IMPACT:

SCAG will receive \$2,333,700 in Caltrans funds that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign. Approval to receive this funding was passed on August 7, 2014 by Board Resolution 14-561-2.

ATTACHMENT:

PowerPoint Presentation: “Campaign Update”

Southern California Safety and Encouragement Campaign

Project Update

September 3, 2015



Background

- 2014 General Assembly Motion to conduct a public safety campaign
- Successfully submitted a grant in Cycle 1 of the Active Transportation Program
- Scope of Work:

Phase 1

Campaign Planning

Advertising Campaign

Phase 2

Open Streets & Temp
Events

Phase 3

Bicycle Safety
Trainings

Toolkits/Trainings

Campaign Goals

- Reduce collisions, create safer streets
- Increase rates of active transportation
- Reduce greenhouse gases
- Improve public health
- Support ATP and other active transportation investments
- Change the reputation of the region

Campaign Coordination & Engagement

- Steering Committee
 - 6 county transportation commissions
 - 6 county health departments
 - Local cities w/ similar efforts underway (Los Angeles, Santa Ana, Glendale)
- Active Transportation Working Group
- 4 Focus Groups (English, Spanish)

Campaign Brand

- Provide umbrella for safety and encouragement components of Campaign
- Serve as “explanation point” on all messaging
- Cut through clutter, be different, memorable
- Nonspecific is OK, compels people to learn more
- Resonate in Southern California (Focus-group tested)



Go Human is a program that encourages us to use human-powered transportation and change how we think about others on the road.

Go Human asks all road users to be considerate, follow the rules of the road, and find ways to get out of their cars to experience their community and everything in it on a human scale. To walk, bike, get outside, meet neighbors, live healthier lives, be safe, and be kind. Go Human reminds us that people on the road are not just objects blocking us from where we are going: They are human beings, just like us.

Advertising Campaign

Target Audience*

Primary: Adult Drivers
ages 25-54
Secondary: Pedestrians &
Bicyclists
English & Spanish

Message*

Key Actions:

- Slow Down
- Ride with Traffic
- Be cautious (particularly at intersections)

Strategy

Focus on "hotspots" in each county
"Point of Engagement" strategy

- Radio
- Bus Ads, Billboards
- Social Media

Be provocative, not frightening
"Humanize" fellow roadway users; promote compassion, courtesy

*Informed by analysis of crash data in "hot-spots."

It's not just a sign.
Watch for people walking.

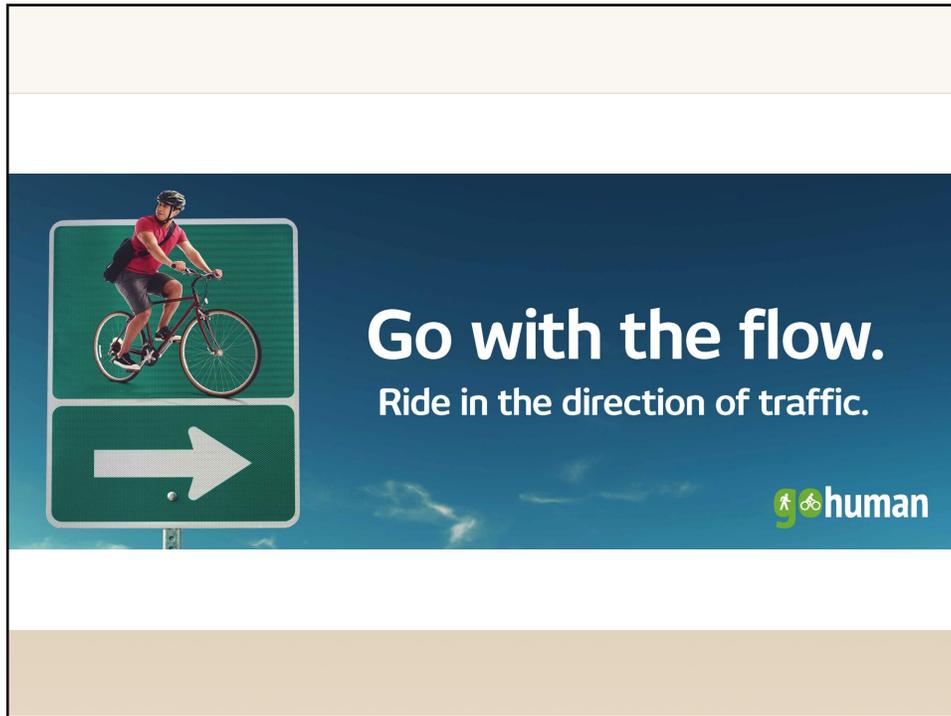


 human

It's not just a sign.
Give people room to ride.



 human



Open Streets & Temporary Events

- City/County partners solicited through Call for Proposals
- 17 applications received
- Pursuing grants/partnerships to expand capacity
- Next Steps
 - Phasing & Funding Plan (Oct/Nov)
 - Event Roll-Out: Starting May 2016



Toolkits and Trainings

- Audiences:
 - Elected Officials
 - Businesses
 - Transportation and Public Health Professionals
 - Community Groups/Residents
- 10 Trainings
- 20 Bicycle Safety Classes

More Information:

Advertising Campaign
Rye Baerg, baerg@scag.ca.gov

Open Streets & Temporary Events
Stephen Patchan, patchan@scag.ca.gov



DATE: September 3, 2015

TO: Energy and Environment Committee (EEC)

FROM: Sarah Jepson, Manager of Active Transportation & Special Programs, (213) 236-1955, jepson@scag.ca.gov

SUBJECT: Water Conservation Regulations and Strategies: City of Lancaster's Better Built Home Program and Nexus eWater's Home Water Recycling Program

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

As the Southern California region continues to experience its worst drought in recorded history, the state has adopted and implemented new regulations to mitigate the drought's impact. Many local jurisdictions across the region have developed water conservation strategies to meet statewide regulations and local sustainability goals. SCAG aims to serve to facilitate information exchange among local agencies to advance the region's goals for greater sustainability. Brian Ludicke, Director of Planning for the City of Lancaster will present information to the committee about Lancaster's Better Built Home Program. Additionally, Bob Hitchner of Nexus eWater will present information on the Home Water Recycling program

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 2: Develop external communications and media strategy to promote partnerships, build consensus, and foster inclusiveness in the decision making process.

BACKGROUND:

According to the California Department of Water Resources, the State is currently in its fourth year of severe drought. On April 1, 2015, Governor Brown issued an Executive Order for a mandatory statewide conservation effort to reduce potable urban water use by 25 percent. This Order called on Californians to save water, increase enforcement to prevent wasteful water use, streamline the government's drought response, and invest in new technologies to make California more drought-resilient. As the designated authority for implementing the water reductions, the State Water Resources Control Board adopted emergency regulation standards and set-up a new system that places urban water suppliers in one of nine tiers which are assigned a conservation standard ranging between 4 and 36 percent. Cities in the SCAG Region are required to reduce anywhere from 8 to the maximum 36 percent of potable urban water use based on their water use from 2013 and 2014. To learn which tier your community is assigned, visit http://www.swrcb.ca.gov/waterrights/water_issues/programs/drought/docs/emergency_regulations/draft_usage_tiers.pdf.

California Department of Housing and Community Development Regulations

In May, the State Water Resources Control Board (SWRCB) adopted a regulation requiring an immediate 25 percent statewide reduction in overall potable urban water use beginning in June. Acting on the SWRCB regulation, on June 1, 2015, the California Department of Housing and Community Development (HCD) adopted new building standards through an emergency adoption process for conserving water for newly constructed residential buildings. Regulations include implementing water-efficient landscaping and the use of captured rainwater, recycled water, or grey water in landscape areas. The regulations apply to all residential building permits approved on or after June 1, 2015. The regulations are contained in the California Green Building Standards Code. More information about the state's drought response and how to conserve water can be found at www.drought.ca.gov and www.SaveOurWater.com

City of Lancaster Recycled Water Direct Reuse Program

The City of Lancaster has taken an active role in protecting its water resources through its Better Built Home Program and enacting Lancaster's Recycled Water Direct Reuse Program. The program will provide access to approximately 370 acre feet of recycled non-potable water per year (120 million gallons per year/ 330,000each day) for the first three years. All recycled water meets the State of California's Title 22 standards, which mandate that water be treated to specific levels depending on the intended use. Recycled water is one of the tools developers can use to implement HCD's more restrictive requirements for water conservation in new development.

Brian Ludicke, Director of Planning for the City of Lancaster, will present to the committee information about Lancaster's Better Built Home Program. Additionally, Bob Hitchner of Nexus eWater will present information on how the new Home Water Recycling program, its potential impact on home water use, and how it's treated in several recent emergency regulations .

SCAG staff will continue to monitor the drought, track the state's water conservation efforts, and promote sharing of best practices across the region. The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy will include discussion of alternative land-use and transportation scenarios on water consumption to explore ways in which the built environment in combination with new technologies and other strategies can improve water reliability and stability in the Southern California region.

FISCAL IMPACT:

None

ATTACHMENT:

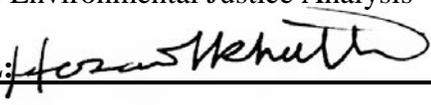
[PowerPoint Presentation will be distributed at the meeting]

DATE: September 3, 2015

TO: Energy & Environment (EEC) Policy Committee

FROM: Ma'Ayn Johnson, Housing & Land Use Planner, (213) 236-1975, johnson@scag.ca.gov
Kimberly Clark, Regional Planner Specialist, (213) 236-1844, clark@scag.ca.gov

SUBJECT: 2016 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS) - Updates and Highlights of the Environmental Justice Analysis

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis and outreach as part of the 2016 RTP/SCS development process. To maximize outreach and opportunities for stakeholder input, SCAG has conducted five (5) public workshops and also a number of focus groups and interviews. To determine if there are disproportionately high and adverse impacts to environmental justice groups and communities, SCAG will conduct a regional analysis, and will also evaluate specific areas of concern to address the impacts of the 2016 RTP/SCS for selected performance areas. Building on the analysis of the 2012 RTP/SCS, SCAG will also continue to examine the impacts of the proposed Plan for areas that are known to have specific environmental vulnerabilities. Similar to the 2012 RTP/SCS, the 2016 RTP/SCS will also include a mitigation toolbox to address potential impacts.

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:

Environmental Justice Outreach

As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis as part of the 2016 RTP/SCS development process. The purpose of an environmental justice analysis to identify the benefits and burdens of proposed projects on minority and low income populations. A key component of SCAG's environmental justice analysis is public outreach and participation, which serves to not only distribute information to interested parties, but to receive public input and engage stakeholders in the environmental justice and overall RTP/SCS process.

So far, SCAG has held five (5) public workshops on environmental justice for the 2016 RTP/SCS. The first was held on November 20, 2014 from 2:00 to 4:00 p.m. at the SCAG main office in downtown Los Angeles with videoconferencing available at SCAG satellite offices. The workshop was attended by over sixty (60) participants. SCAG staff presented an overview of its environmental justice analysis

REPORT

responsibilities in the RTP/SCS process and a technical review of the results of the 2012-2035 RTP/SCS environmental justice analysis. A public input session followed the SCAG staff presentation and participants provided input on a wide range of issues relating to environmental justice, including SCAG's involvement at the local level, compliance and implementation processes, the purpose of the workshop, affordable housing, particle concentrations near airports, and public participation. Subsequent to the workshop, SCAG staff reviewed the public input received and how to integrate some of the feedback to the environmental justice process and analysis for the 2016 RTP/SCS.

SCAG held two additional environmental justice workshops in April 2015. The first was held on April 15 at Fairmount Park in the City of Riverside and the second held on April 23 at the SCAG main office in Los Angeles, with videoconferencing again available at SCAG satellite offices for the latter meeting. To increase opportunities for public participation, both meetings were held in the evening hours from 5:30 to 7:30. Over seventy (70) participants attended these two workshops. Based on the feedback from the November 20th workshop, SCAG staff reformatted the April workshops to focus on participant engagement and input. SCAG staff provided a brief presentation on environmental justice analysis requirements after which the workshop transitioned into four (4) small groups. Each of the four (4) groups had a topic of focus: (1) Parks and Open Space; (2) Air quality; (3) Transit, Access and Land Use, and; (4) Gentrification, and had a SCAG staff facilitator leading the small group. The facilitator asked its small breakout group questions regarding the topic to engage the participants and to prepare them for the main question assigned to that topic. SCAG staff has posted input received from the workshop breakout sessions on its environmental justice webpage at www.scag.ca.gov/environmentaljustice.

SCAG staff held two additional workshops in August 2015 to provide stakeholders an update on the environmental justice process and methodology analysis. The first was held on August 18th at the SCAG main office in Los Angeles, with videoconference available at SCAG satellite offices, while the second was held on August 31st at the City of Ontario public library. Both workshops were held in the evening hours from 5:30 to 7:30. SCAG staff will update the EEC Policy Committee at its September 3rd meeting on workshop participation and input received.

In addition to workshops to increase stakeholder participation, SCAG staff has also conducted focus groups and individual interviews. A third party consultant was selected to conduct the focus groups and interviews to accommodate participant candidacy. Participants were selected based on workshop participation, submitted comments, and geography. Eight focus groups were held over three days in July 2015 in various topic areas, such as public health, housing, and transportation. To facilitate stakeholder schedules, one session was held in the evening hours and two sessions were held at the SCAG Riverside office. A total of twenty-three stakeholders from various organizations participated in the focus groups, and several participated in multiple sessions. Participants were provided materials prior to their sessions so that they could be prepared to comment on specific methodology topics. Stakeholders who could not attend a focus group were invited to participate in an individual phone interview with similar questions asked at the focus groups. Comments received from the focus groups and interviews were forwarded to SCAG staff to review as part of the environmental justice analysis.

Environmental Justice Analysis

In measuring the outcomes of the plan, SCAG will conduct a regional analysis on plan topics to identify any potential disproportionately high and adverse impacts from the 2016 Plan on various environmental justice groups. Adverse effects are defined by the Federal Transit Administration (FTA) in the 2012 Environmental Justice Policy Guidance for Federal Transit Administration Recipients as:

“the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community’s economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or non-profit organizations; increased traffic congestion, isolation, exclusion or separation of individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of benefits of [Department of Transportation] programs, policies, or activities”.

Adverse effects are disproportionate when they are (1) “predominately borne by minority population and/or low income population”, or (2) “will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority and/or non-low-income population” (Federal Register Volume 77, Issue 137).

In order to determine if there are disproportionately high and adverse impacts to environmental justice communities, SCAG will conduct a regional analysis, and will also evaluate specific areas of concern to address the impacts of the 2016 RTP/SCS for a selection of performance areas. This is a practice that was developed by the Metropolitan Transportation Commission (MTC) in the Bay Area, which was requested by our regional stakeholders and has been tailored to suit our region.

Specific areas of concern include:

- Environmental Justice Areas - 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. The inclusion of this geography helps to fulfill SCAG’s Title VI requirements, along with other state and federal environmental justice guidelines
- SB 535 Disadvantaged Areas – Census tracts that have been identified by Cal/EPA as Disadvantaged Communities based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution
- Communities of Concern – 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.

REPORT

Impacts will be judged for these geographies by comparing the outcomes of the Plan Scenario for the RTP/SCS against the Baseline Scenario for a selection of performance areas, which will be determined based on the availability of data. For example, if the average concentration of particulate matter (PM) or carbon monoxide (CO) is higher in Communities of Concern as a result of the Plan (Plan vs. Baseline), this could be an indicator that disproportionately high and adverse impacts are present and must be reduced, mitigated, or avoided.

Building on the analysis of the 2012 RTP/SCS, SCAG will also continue to examine the impacts of the proposed Plan for areas that are known to have specific vulnerabilities.

These include:

- Areas within 500 feet of highways and commercial/commuter rail roads
- Areas within a ½ mile buffer of existing rail transit stops (gentrification/displacement)
- Neighborhoods that fall within potential future emissions hotspots (based the RTP/SCS's modeled on-road emissions outcomes for PM and CO)

Potential impacts will be determined if the plan results in negative circumstances for these areas (Plan vs. Baseline), and if they have a greater concentration of environmental justice groups than is seen in the greater region.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 16-080.SCG00153.04: Regional Assessment).

ATTACHMENTS:

1. April 2015 Environmental Justice Workshops Overview and Input Received
2. PowerPoint Presentation: "Environmental Justice"

SCAG April 2015 Environmental Justice Workshops Overview and Input Received

Overview

SCAG held two public workshops on environmental justice on Wednesday, April 15, 2015 and Thursday, April 23, 2015. The purpose of the workshops was to provide information and receive input on environmental justice as part of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) process and development. The April 15 workshop was held at Fairmount Park in the City of Riverside and the April 23 workshop was held at the downtown Los Angeles SCAG office with video-conferencing made available from SCAG's satellite offices and remote locations in Imperial County, Orange County, Riverside County, San Bernardino County, Ventura County, Palmdale and Torrance. Both workshops were held in the evening from 5:30 – 7:30 p.m. to accommodate the schedules of a wider number of participants. A combined total of almost 80 participants attended the two workshops.

Input/Comments Received

In order to maximize input opportunities, the agenda included two breakout sessions focused on four topics: (1) Air quality; (2) Parks and Open Space; (3) Transit, access and land use; and (4) Gentrification. Attendees were asked to choose a topic and provide input to a SCAG staff facilitator who transcribed input received on their respective topic onto a flipchart. To increase participation, the facilitator asked participants general questions related to the selected topic and then segued into the topic itself. After the first breakout session, participants were encouraged to select another topic and provide further input.

A wide range of comments were received. Below are some highlights from breakout session input, divided by topic. The full set of input received during the breakout session, transcribed verbatim, is attached to this summary report.

Air Quality

- 1) Serious health problems associated with air pollution include trouble breathing, asthma, and increased possibility of having a stroke.
- 2) Special attention should be placed on schools and low income families that are exposed to high levels of air pollution and emissions.
- 3) Public health is key in developing adequate mitigation measures for air quality issues.

Gentrification

- 1) Major concerns from gentrification include increased cost of housing and rent.
- 2) Gentrification not only causes displacement of existing residents, but also local businesses.
- 3) A strategy to tackle/address gentrification is by providing more subsidized and affordable housing, and educating the public about the benefits of affordable housing.
- 4) Others feel that SCAG should not do anything to address the effects of gentrification and let the market dictate what happens to these communities.

Parks and Open Space

- 1) Safety issues should be considered as a factor that influences access to parks.
- 2) There are many great open spaces in different areas, but access can prove challenging for lower income persons. However, there are smaller parks they can access.
- 3) Open space is not necessarily readily accessible to the community.

Transit, Access, and Land Use

- 1) Job density should be increased near transit stations.
- 2) Low-income communities have a large share of traffic-related fatalities involving pedestrians and bicycles.
- 3) School bus access should be a factor considered in the environmental justice analysis.
- 4) There should be increased connectivity for transfers across all transit operators.
- 5) There should be a better relationship between the locations of jobs and where people live, particularly for those with long distances to travel.
- 6) Farmworkers should be a category to consider for environmental justice analysis.

Concerns also varied by geography. For example, participants at the Imperial County videoconference location indicated that Ports of Entry were a concern, while those participating from the Inland Empire areas shared concerns regarding access to transit, parks, and food. Many participants at the Los Angeles location provided input on gentrification relating to infill development and rent control.

SCAG staff also distributed surveys to solicit input on additional environmental justice factors that SCAG staff will consider in its RTP/SCS analysis. SCAG staff encouraged participants to submit the survey during or after the workshop, with comments due by May 22, 2015.

Next Steps

SCAG staff has reviewed input received from the breakout sessions along with the five environmental justice factor surveys received, and will continue to develop the 2016-2040 RTP/SCS in consideration of these comments. SCAG plans to hold two additional workshops in summer 2015 and winter 2016 to provide stakeholders updates on the environmental justice process and analysis and solicit further input. SCAG staff also intends to inform SCAG's Regional Council and Policy Committees regarding the key aspects of the environmental justice analysis for the 2016 RTP/SCS in the fall of 2015.



2016 2040 RTPSCS

ENVIRONMENTAL JUSTICE

Energy and Environment Committee

A Presentation by the Southern California Association of Governments

Overview



- Outreach updates
- Methodology/analysis updates
- Next Steps



Background on Environmental Justice

Fundamental Principles



- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

- U.S. Department of Transportation, An Overview of Transportation and Environmental Justice



Background on Environmental Justice

Guiding Documents:



- Title VI of the Civil Rights Act of 1964
- Executive Order 12898 (1994)
- US Department of Transportation Order (1997)
 - Federal Highway Administration Order (1998)
 - Memorandum: Implementing Title VI Requirements in Metropolitan and Statewide Planning (1999)
 - FTA Circular Title VI Guidelines (2007, 2011, 2012)
 - FTA Circular 4703.1 on Environmental Justice (2012)
 - SCAG's Environmental Justice Compliance Procedures (2000)
 - SCAG's Public Participation Plan (2014)



Background on Environmental Justice

SCAG's Environmental Justice Policy



- When disproportionately high and adverse impacts on minority or low-income populations are identified, SCAG takes steps to consider alternative approaches or propose mitigation measures for the SCAG region

- Continues to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG's regional plans

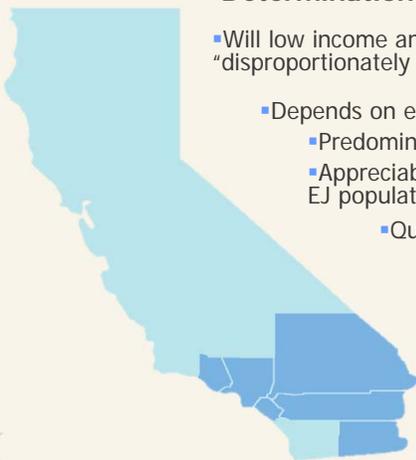
- If disproportionate impacts are found, SCAG will analyze the impacts and identify potential solutions to incorporate into the long-range transportation plan.



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Background on Environmental Justice

Determination of Disproportionate Impacts:



- Will low income and racial/ethnic minority groups bear "disproportionately high and adverse effects" from a project?

- Depends on effects being:

- Predominately borne by an EJ population group

- Appreciably more severe than suffered by the non-EJ population

- Questions to Consider:

- Will the adverse effects on EJ populations exceed those borne by non-EJ populations?

- Will cumulative or indirect effects adversely affect an EJ population?

- Will mitigation and enhancement measures be taken for EJ and non-EJ populations?

- Are there off-setting benefits to EJ populations as compared to non-EJ populations?



Sources: National Transit Institute, Federal Transit Administration

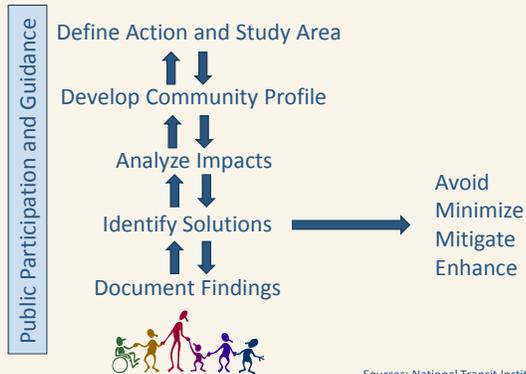
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Background on Environmental Justice

Federal Guidance for Metropolitan Planning Organizations (MPOs)

- Analysis is Plan Specific - MPOs must conduct an evaluation of system-level environmental justice impacts from a collection of projects in long-range plans
- Environmental justice should also be considered when long-range plans are moved into the short-range Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP)

Assessment Process



Sources: National Transit Institute, Federal Transit Administration

Outreach Efforts to Date



Identifying EJ Population Groups

Minority:

- A person who is African American, Hispanic or Latino, Asian American, American Indian, Alaskan Native, Native Hawaiian and Other Pacific Islander

Low-Income:

- A person whose median income is at or below the Department of Health and Human Services (HHS) poverty guidelines

Other Groups:

- Non-English speakers, Households without vehicles, Population without a high school degree or equivalent, Disabled individuals, Seniors, ages 65 and over, Young children, ages 4 and under



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Regional, Local, and Community Analysis

Regional Analysis:

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

Localized Analysis:

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

Community Analysis:

- Appropriate for tabulating impacts of the RTP/SCS in selected places according to a "Communities of Concern" approach



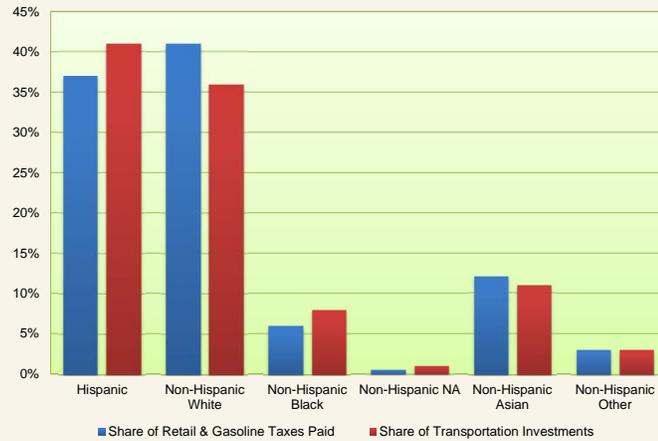
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Regional Analysis Example - Benefits and Burdens

Share of Retail & Gasoline Taxes Paid & RTP Investments by Ethnicity (2012 RTP/SCS)



VS



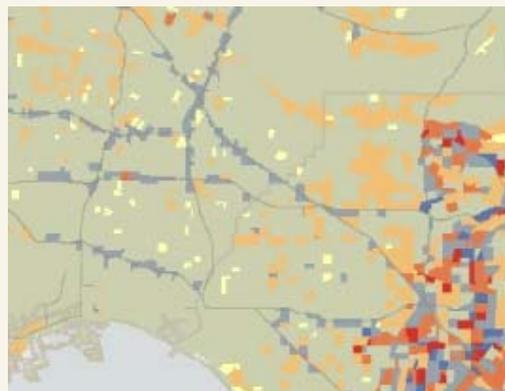
■ Share of investments outpace retail & gasoline taxes paid by Hispanic and Non-Hispanic Black populations



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Localized Analysis Example

- Minority and low-income population is **concentrated** if the percentage of minority and low-income population of the affected area is **“meaningfully greater”** than the percentage of minority and low-income population in the general population



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Neighborhoods in Close Proximity to Highways/Railways

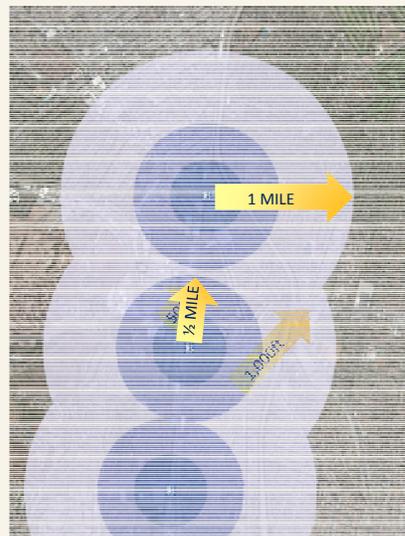
- Guidance and recommendations from various organizations
- 500 ft
- 1,000 ft
- Analysis for the upcoming plan will build on the 2012 RTP/SCS



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Gentrification/Displacement Analysis

- Population changes in areas close to rail transit stations
- ¼ Mile
- ½ Mile
- 1 Mile
- Analysis for the upcoming plan will build on the 2012 RTP/SCS



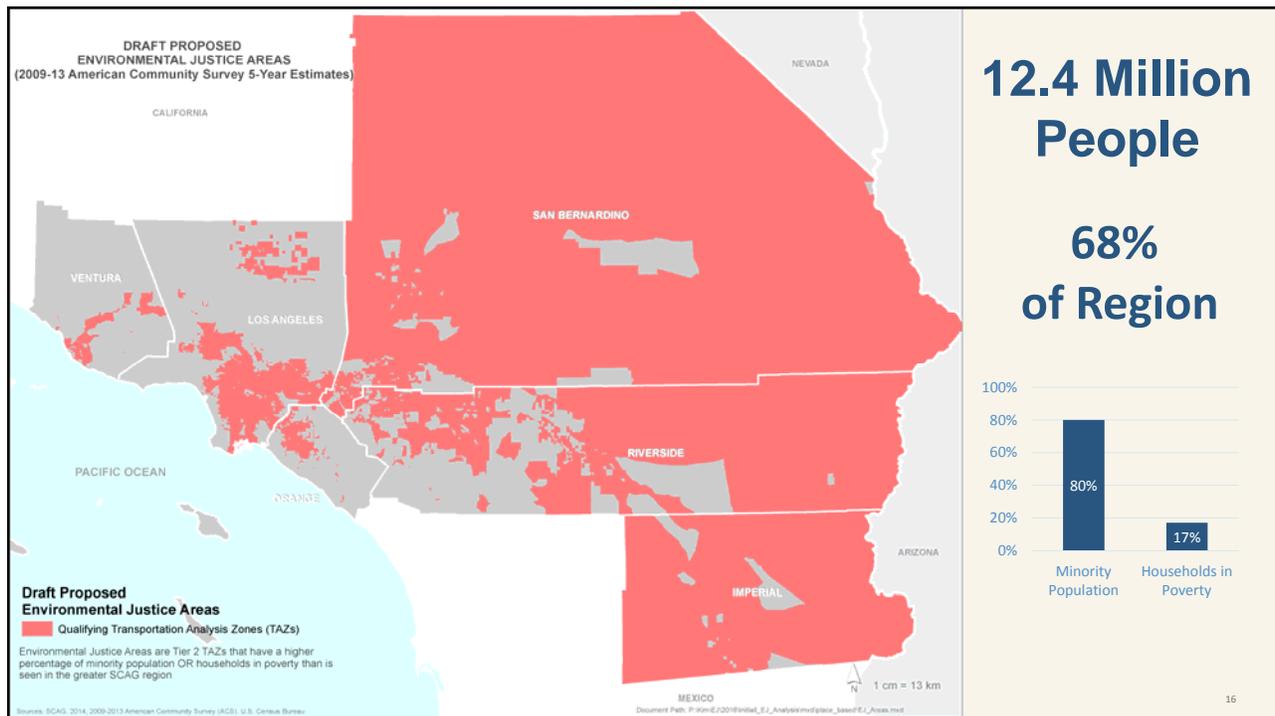
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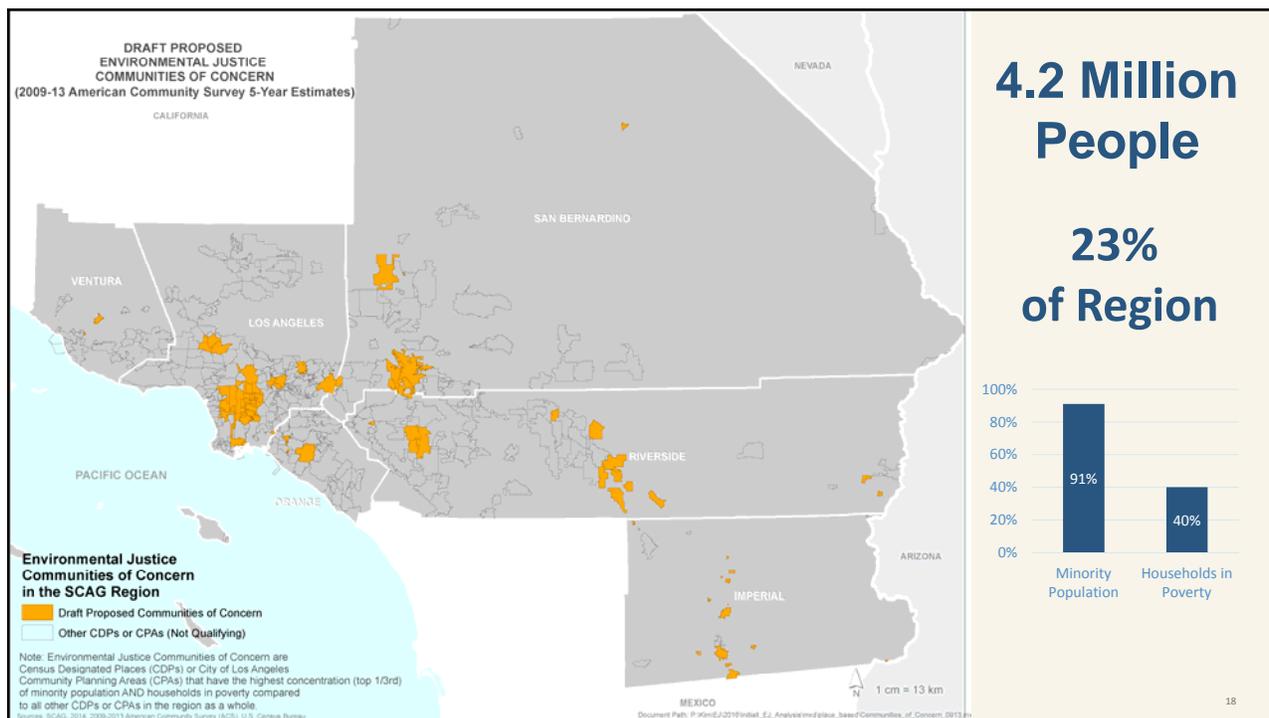
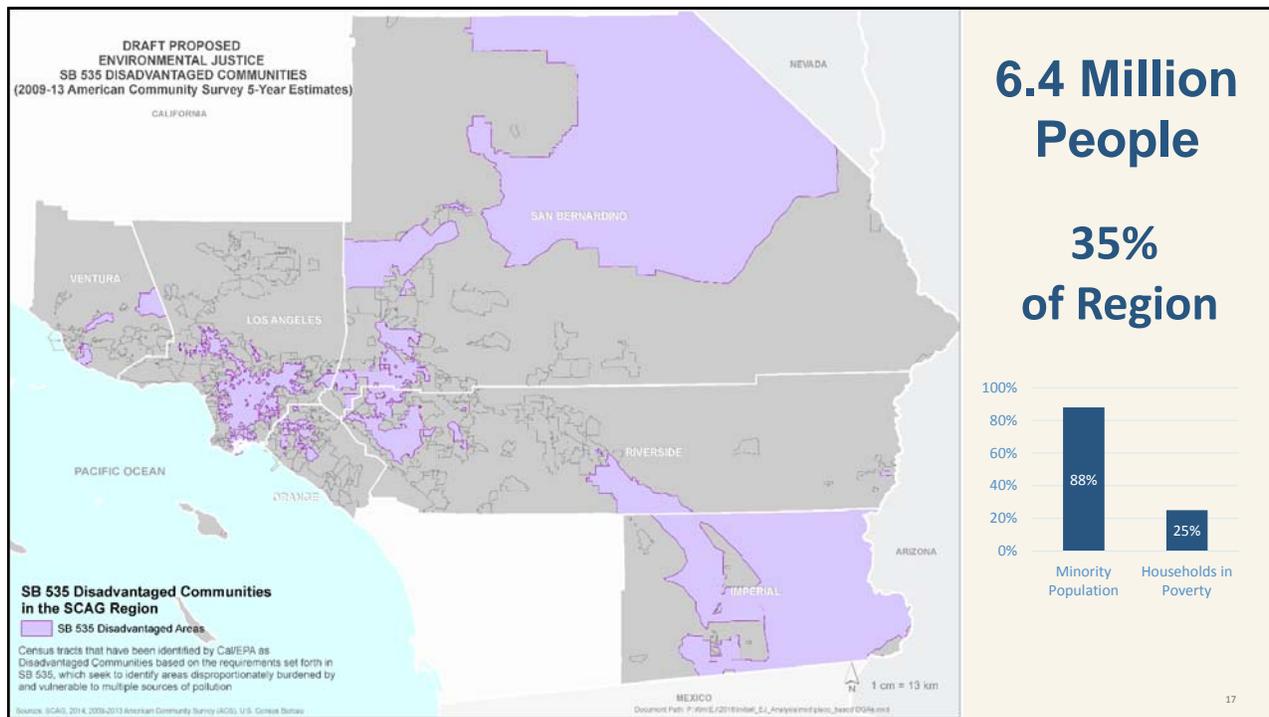
Community Analysis

- **Environmental Justice Areas - 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. The inclusion of this geography helps to fulfill SCAG's Title VI requirements, along with other state and federal environmental justice guidelines
- **SB 535 Disadvantaged Areas** – **Census tracts** that have been identified by **Cal/EPA as Disadvantaged Communities** based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution
- **Communities of Concern** – **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**



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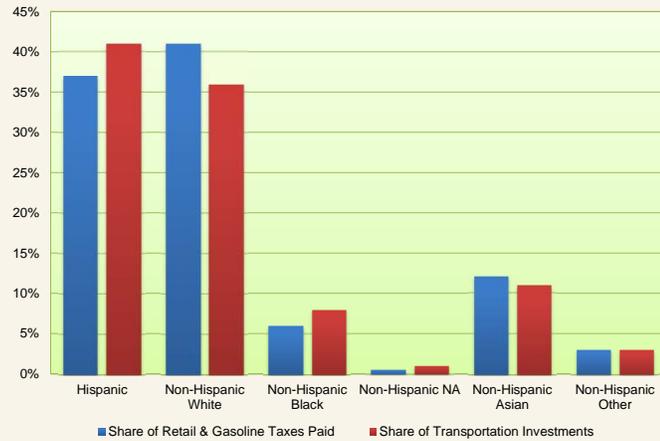
Performance Indicators

- Benefits and Burdens Analysis
 - RTP revenue sources in terms of tax burdens
 - Share of transportation system usage
 - RTP/SCS investments
- Distribution of travel time savings and travel distance reductions
- Jobs-housing imbalance or jobs-housing mismatch
- Accessibility to employment and services
- Accessibility to parks and natural lands
- Gentrification and displacement
- Air quality impacts along freeways
- Emissions impacts
- Aviation noise impacts
- Roadway noise impacts
- Active transportation hazards (NEW in 2016)
- Public Health Impacts (NEW in 2016)
- Rail-related impacts
- Climate Vulnerability (NEW in 2016)



Performance Indicators - Benefits and Burdens

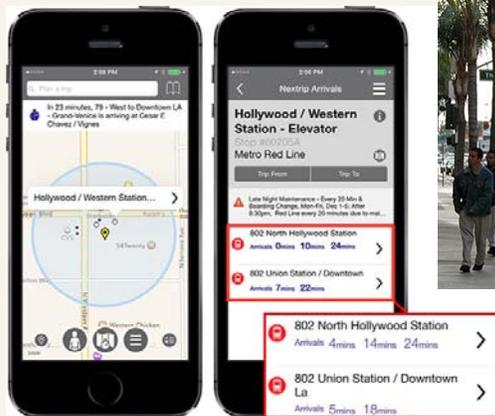
Share of Retail & Gasoline Taxes Paid & RTP Investments by Ethnicity (2012 RTP/SCS)



- Examines who will pay for the RTP/SCS and who will benefit from the Plan



Performance Indicators – Travel Time Savings



- Examines the potential savings in travel time that results from the 2016 RTP/SCS based on each group's usage of the transportation system



Sources: la.streetsblog.org, OCTA

Performance Indicators – Job Housing Balance



Sources: Metro, OCBC, Metrolink

- Looks at the travel behavior of commuters and their relative incomes
- The 2012 RTP/SCS specifically examined the median incomes of inter-county commuters

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Performance Indicators – Accessibility to Employment and Services



Sources: Metro, OCBC

- Looks at the accessibility to employment, shopping destinations, and hospitals within a 45 minute travel area by car and transit (rail and bus)

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Performance Indicators – Accessibility to Parks and Natural Lands



- Looks at the accessibility to local and regional parks within a 45 minute travel area by car and transit (rail and bus)



Sources: ClimateResolve.org, National Park Service, OCTA

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Performance Indicators – Gentrification and Displacement



- Examines historical trends in high quality transit areas and neighborhoods in close proximity to rail transit stations



Sources: la.streetsblog.org, cp-dr.com

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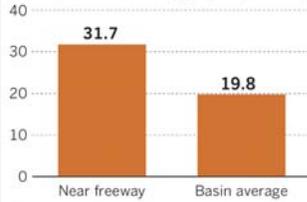
Performance Indicators – Air Quality Impacts Along Highways



Pollution high near freeways

Nitrogen dioxide levels

(January-March 2014 average, in parts per billion)



Sources: South Coast Air Quality Mgmt. District, ESRI



Doug Stevens / @latimesgraphics

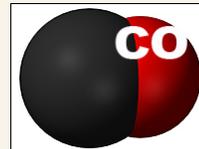
- Examines air quality impacts of the RTP/SCS for areas in close proximity to highways



Sources: latimes.com

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Performance Indicators – Emissions Impacts



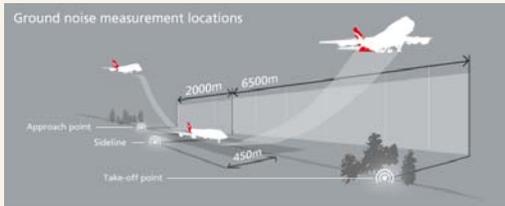
- Examines air quality impacts for particulate matter and carbon monoxide of the RTP/SCS at the regional level and for SCAG's environmental justice areas



Sources: ARB, sparetheair.org, Medscape.com

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Performance Indicators – Aviation Noise Impacts



- Examines population in areas incurring aviation noise at or above 65 dB Community Noise Equivalent Level (CNEL), a measure of noise that takes into account both the number and the timing of flights, as well as the mix of aircraft types



Sources: Qantas, jetBlue, SCAG

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Performance Indicators – Roadway Noise Impacts



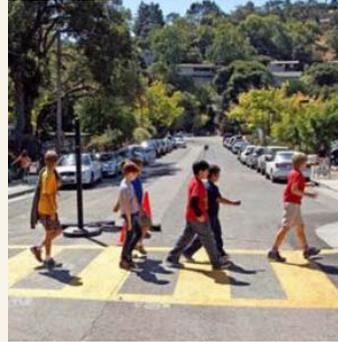
- Examines population in areas incurring noise along roadways at or above 65 dB Community Noise Equivalent Level (CNEL), which accounts for traffic volume, speed, and vehicle types including heavy duty trucks



Sources: RCTC, FHWA, SCAG

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Performance Indicators – Active Transportation Hazards



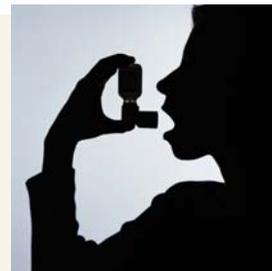
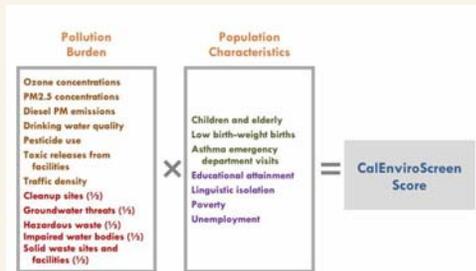
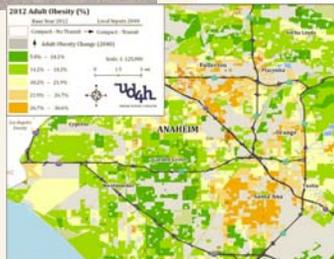
- Examines population in areas that experience the highest levels of bicycle and pedestrian collisions in recent periods



Sources: SCAG

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Performance Indicators – Public Health Impacts



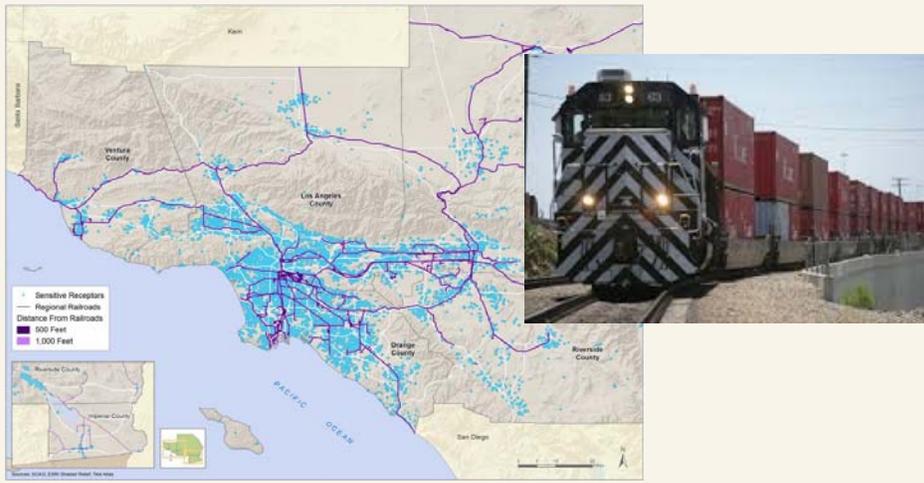
- Examines existing public health conditions throughout the region based on Cal/EPA's CalEnviroScreen data, along with potential impacts of the Plan for future years



Sources: Cal/EPA, California Office of the Attorney General, SCAG

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Performance Indicators – Rail Related Impacts



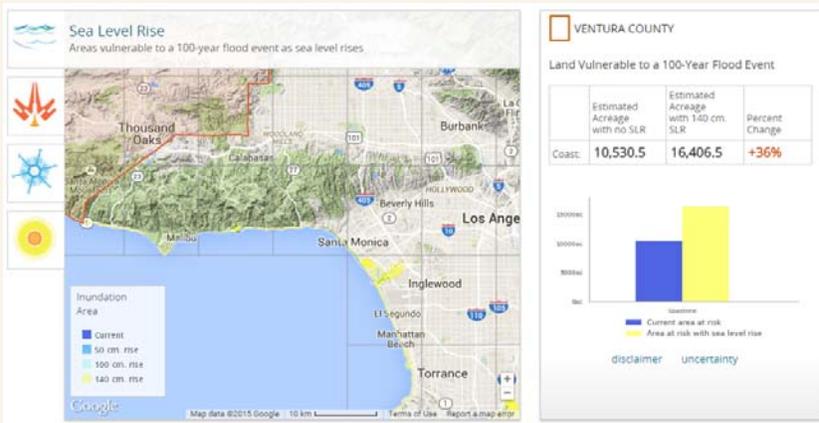
- Examines population living in close proximity to freight and commuter rail lines



Sources: Port of Long Beach, SCAG

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Performance Indicators – Climate Vulnerability



- Examines conditions in environmental justice communities related to potential climate vulnerability (e.g. sea level rise, wildfire risk)



Sources: Cal-adapt.org

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SCAG 2016-2040 RTP/SCS Timeline



Thank you!

Learn more by visiting www.scag.ca.gov
Contact us at: EnvironmentalJustice@scag.ca.gov.



DATE: September 3, 2015
TO: Energy and Environment Committee (EEC)
FROM: Lijin Sun, Senior Regional Planner, (213) 236-1882, sunl@scag.ca.gov
SUBJECT: 2016-2040 Regional Transportation Plan /Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR) Status and Progress

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
As a follow-up item to the August 6, 2015 Joint Regional Council (RC) and Policy Committees meeting, staff will provide a status update, including an update on SCAG’s outreach to stakeholders in the month of July and an update on the schedule of milestones during the next few months relating to the EEC’s review of the Draft PEIR. Staff previously updated the EEC on the progress of the PEIR for the 2016 RTP/SCS, including a preliminary draft outline of the PEIR at the July 2, 2015 EEC meeting, and intends to continue to keep EEC members informed of the PEIR development process and schedule.

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 collaboration and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
The Regional Transportation Plan (RTP) includes a Sustainable Communities Strategy (SCS) component within the long-range regional transportation plan that provides a vision for regional transportation investments and land use over a 20-year period. In accordance with applicable federal and state laws, SCAG updates the RTP/SCS every four (4) years to reflect changes to the transportation network, the most recent planning assumptions, land use patterns, economic trends, population, household, and employment growth forecasts.

The California Environmental Quality Act (“CEQA”, Pub. Res. Code § 21000 et seq.) and its implementing regulations (“CEQA Guidelines”, codified at 14 C.C.R. § 15000 et seq.) require SCAG as the Lead Agency to prepare an Environmental Impact Report (“EIR”) for any discretionary government action, including programs and plans that may cause significant environmental effects. The 2016 RTP/SCS necessitates preparation of a Program EIR (“PEIR”), which is a “first-tier” CEQA document designed to consider “broad policy alternatives and program-wide mitigation measures” (CEQA Guidelines §15168). As such, SCAG is preparing a PEIR for the 2016 RTP/SCS in accordance with provisions of CEQA and other applicable federal and state environmental laws and regulations.

The PEIR for the 2016 RTP/SCS will serve as a programmatic document that conducts a region-wide assessment of potential significant environmental effects of the 2016 RTP/SCS. The PEIR provides an opportunity to inform decision-makers and the public about these effects. The PEIR must evaluate region-wide, potential significant environmental effects, including direct and indirect effects, growth-inducing impacts, and cumulative impacts of the 2016 RTP/SCS at a programmatic level. The PEIR must also evaluate proposed feasible mitigation measures capable of avoiding or reducing the significant effects of the proposed 2016 RTP/SCS, and consider alternatives to the proposed 2016 RTP/SCS, including the no-project alternative and alternatives capable of achieving most of the basic objectives of the RTP/SCS and that may be capable of avoiding or reducing the significant effects of the proposed 2016 RTP/SCS.

UPDATE ON THE 2016 RTP/SCS PEIR OUTREACH:

At the August 6, 2015 Joint RC and Policy Committees meeting, staff reported the SCAG PEIR team (comprising SCAG staff and consultants) had held outreach meetings with stakeholders on the topics of the 2016 RTP/SCS PEIR in the month of July, including the PEIR presentation to the Technical Working Group (TWG) at its July 16, 2015 meeting. The purpose of these meetings was to solicit input on the 2016 RTP/SCS PEIR proposed approaches. The PEIR team appreciated input received from the stakeholders and the TWG. Overall, the input received was generally in support of the proposed approaches to the 2016 RTP/SCS PEIR that SCAG PEIR team presented during the outreach meetings.

HIGHLIGHTS OF THE PRELIMINARY APPROACHES TO THE PEIR:

At the July 2, 2015 EEC meeting and the August 6, 2015 Joint RC and Policy Committees meeting, the PEIR team presented a summary of preliminary contents and approaches to the PEIR for the 2016 RTP/SCS, including proposed refinements to the 2012 RTP/SCS PEIR. The following discussion is built upon the presentations and discussions on the PEIR at these two meetings and offer highlights of the preliminary approaches to addressing five environmental topics in the PEIR: (1) Air Quality and Health; (2) Greenhouse Gas Emissions and Climate Change; (3) Environmental Justice; (4) Mitigation Measures; and (5) Alternatives.

Air Quality and Health

The PEIR will include a Health Risk Assessment (HRA) in the Air Quality impact analysis. The HRA will evaluate potential cancer risk impacts associated with diesel emissions from transportation corridors. The HRA will use the latest emissions model (EMFAC 2014) developed by California Air Resources Board, follow the 2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments by the Office of Environmental Health Hazard Assessment (OEHHA), and double the number of transportation corridors from eight (8) in the 2012 RTP/SCS PEIR to sixteen (16).

The PEIR will include consideration of health information. The PEIR will summarize best available data acknowledging the correlation between increases in air emissions and adverse health impacts. The PEIR will also acknowledge applicable California legislation and initiatives on public health. Finally, the PEIR will approach environmental analysis through a public health lens, where appropriate and applicable.

Greenhouse Gas Emissions and Climate Change

The PEIR will include an analysis of Greenhouse Gas Emissions and Climate Change. The analysis will include a discussion and a consistency analysis of the proposed 2016 RTP/SCS with the greenhouse gas emissions reduction goals as set forth in the Executive Order S-3-05 (80 percent reduction below 1990

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levels by 2050), Executive Order B-16-12 (80 percent less than 1990 levels for 2050 from the transportation sector), and Executive Order B-30-15 (40 percent reduction below 1990 levels by 2030). Other important considerations will be discussed including climate adaptation, the First Update to the Climate Change Scoping Plan, pending legislation related to the greenhouse gas emissions, and the California Cap and Trade Program.

Environmental Justice

Environmental Justice is not an issue area required for analysis under CEQA, and, therefore, the PEIR will not specifically analyze Environmental Justice. However, a robust Environmental Justice analysis will be included in the 2016 RTP/SCS. The PEIR will integrate data and information from the 2016 RTP/SCS Environmental Justice analysis in the PEIR's environmental analysis, where applicable.

Alternatives Analysis Approach

The PEIR will consider a range of reasonable alternatives to the 2016 RTP/SCS. A range of reasonable alternatives include those alternatives that would feasibly attain most of the basic objectives of the 2016 RTP/SCS but would avoid or substantially lessen any of the significant environmental effects of the 2016 RTP/SCS. The PEIR will briefly describe the rationale for selecting the alternatives to be discussed. The range of alternatives required in the PEIR is limited to only those alternatives necessary to permit a reasoned choice. Finally, the PEIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

The PEIR team is currently in the process of identifying impacts of the 2016 RTP/SCS and has preliminarily identified three alternatives to the 2016 RTP/SCS. The three preliminary PEIR alternatives, each consisting of a transportation network element and a land use/growth forecast element, are substantively aligned with the Plan (2016 RTP/SCS) scenarios. They are: (1) No Project Alternative (based on 2016 RTP/SCS Plan scenario 1); (2) 2012 RTP/SCS Updated with Local Input Alternative (based on 2016 RTP/SCS Plan scenario 2); and (3) Intensified Land Use Alternative (based on similar transportation network of 2016 RTP/SCS Plan scenario 3 and land use/growth forecast of 2016 RTP/SCS Plan scenario 4). Because the development of alternatives in a PEIR is focused on avoiding or reducing potentially significant impacts of the 2016 RTP/SCS, the final alternatives are normally developed as impacts of the proposed 2016 RTP/SCS are identified.

Performance-Based Mitigation Approach

Also noted above, the PEIR, among others, is designed to consider “[...] program-wide mitigation measures.” Staff has identified a performance-based mitigation approach for the 2016 RTP/SCS PEIR so as to be more in line with the current legal and regulatory landscape. The performance-based mitigation approach will include three components: 1) SCAG mitigation measures; 2) a “catch-all” mitigation measure for each of the CEQA resource categories, stating that lead agencies “can and should” (rather than “shall”) comply with the generally applicable performance standards for the CEQA resource category under analysis; and 3) project-level mitigation measures which may be potentially utilized by implementing agencies to meet the specified performance standards. The performance-based mitigation approach fulfills SCAG's responsibilities as a lead agency pursuant to the provisions of CEQA; recognizes the limits of SCAG's authority; distinguishes between SCAG commitments and project-level lead agency responsibilities; optimizes flexibility for project implementation; and facilitates CEQA streamlining and tiering where appropriate on a project-by-project basis determined by each implementing agency.

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SCHEDULE:

Key dates for the development and completion of the PEIR for the 2016 RTP/SCS are listed below:

Milestones	Dates (Expected)
Authorize by the RC the release of the Draft PEIR for the 2016 RTP/SCS for a minimum 45-day public review and comment	November/December 2015
Two (2) workshops during the minimum 45-day public review and comment period of the Draft PEIR	December 2015/January 2016
Stakeholders outreach during preparation of the proposed Final PEIR for the 2016 RTP/SCS	January 2016
Presentation of the Final PEIR for the 2016 RTP/SCS to the SCAG Regional Council for consideration for certification	April 2016

SCAG staff will provide periodic progress reports to the EEC as development of the 2016 RTP/SCS PEIR progresses. Key dates for the EEC review of the 2016 RTP/SCS PEIR are listed below:

Milestones	Dates (Expected)
Review by EEC on the highlights of preliminary approaches to the Draft PEIR for the 2016 RTP/SCS*	September 3, 2015
Review by EEC/Policy Committees of preliminary findings of the environmental analysis and mitigation recommendations for the Draft PEIR for the 2016 RTP/SCS	October/November 2015
Recommendation by EEC/Policy Committees to the SCAG Regional Council to authorize the release of the Draft PEIR for the 2016 RTP/SCS for minimum 45-day public review and comment	November/December 2015
Review by EEC/Policy Committees of the summary of comments/proposed responses to comments in the proposed Final PEIR for the 2016 RTP/SCS	February/March 2016
Recommendation by EEC/Policy Committees to the SCAG Regional Council to consider the certification of proposed Final PEIR for the 2016 RTP/SCS	April 2016

*SCAG PEIR team is continuing with the evaluation of appropriate approaches to the environmental analysis, mitigation measures, and alternative analysis for the 2016 RTP/SCS PEIR. Staff plans to continue to work with stakeholders and other interested parties on topics of the PEIR for the 2016 RTP/SCS and intends to provide additional information at the October/November 2015 (EEC or Joint RC and Policy Committees) meetings.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 14/15 Overall Work Program (15-020.SCG00161.04: Regulatory Compliance) and in the Fiscal Year 15/16 Overall Work Program (16-020.SCG00161.04: Regulatory Compliance).

ATTACHMENT:

PowerPoint Presentation: “Program Environmental Impact Report”





2016 2040 RTP/SCS

PROGRAM ENVIRONMENTAL IMPACT REPORT

Energy and Environment Committee Meeting

A Presentation by the Southern California Association of Governments
September 3, 2015

SCAG 2016 RTP/SCS PEIR

Purpose and Organization

Purpose and Organization

- Team Introduction and Schedule
- Legal Background and Regulatory Framework
- PEIR Alternatives Analysis
- Highlights of the Approaches to Environmental Analysis
- Performance-Based Mitigation Measures
- Discussion

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SCAG 2016 RTP/SCS PEIR

Team Introduction and Schedule

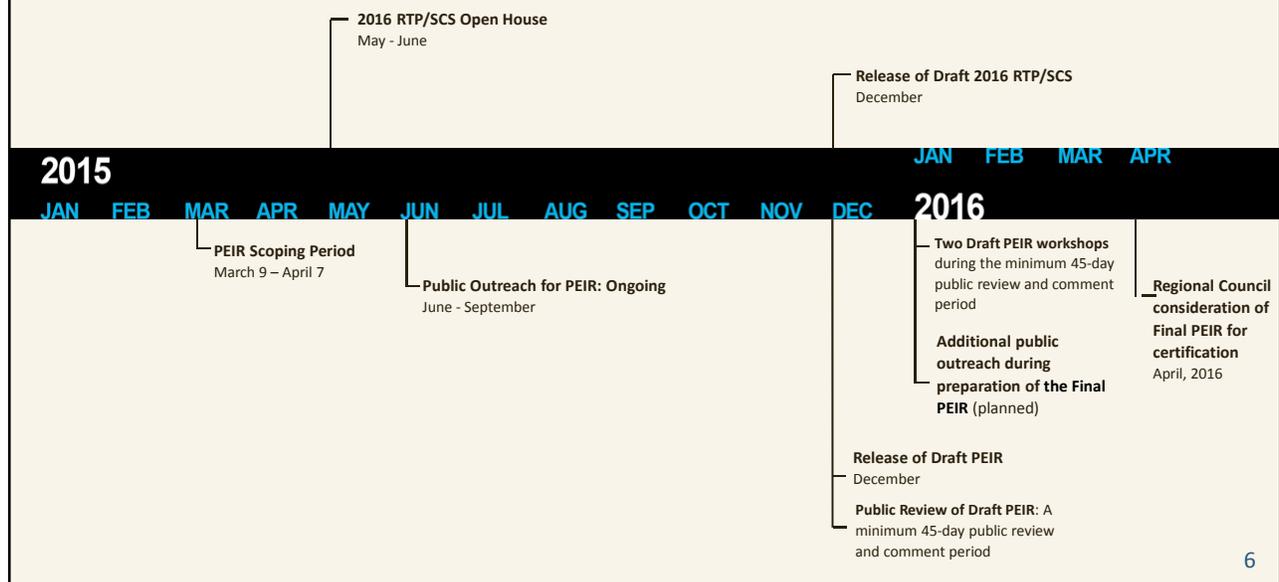
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Introduction: SCAG PEIR Project Team

- Huasha Liu, SCAG Director, Land Use & Environmental Planning
- Ping Chang, SCAG Acting Manager
- Lijin Sun, SCAG Project Manager
- Joann Africa, SCAG Chief Counsel/Director of Legal Services
- Justine Block, SCAG Deputy Legal Counsel
- Pat Chen, PC Law Group, Special Counsel
- Marie Campbell, Sapphos Environmental, Inc. Strategic Environmental Compliance
- Lucy Lin, Sapphos Environmental, Inc. Director of Environmental Services
- Eric Charlton, Sapphos Environmental, Inc. PEIR PM
- Victoria Hsu, Sapphos Environmental, Inc. PEIR APM
- Jim Dill, Kleinfelder Associates

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2016 RTP/SCS and PEIR Schedule



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SCAG 2016 RTP/SCS PEIR

Legal Background and Regulatory Framework

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Legislative Background: GHG Impacts Under CEQA

- Executive Order S-03-05
- California Global Warming Solutions Act of 2006 (AB 32)
- Sustainable Communities and Climate Protection Act of 2008 (SB 375)
- Executive Order B-16-12
 - Sets a 2050 target of GHG emissions reduction from the transportation sector equaling 80% less than 1990 levels
- First Update to the Climate Change Scoping Plan (May 2014)
 - State is on track to meet 2020 GHG emissions reduction targets set by AB 32
 - Includes recommendations for establishing a mid-term emissions limit that aligns with the State's long-term goal of a statewide emissions limit 80% below 1990 levels by 2050

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Legislative Background: GHG Impacts Under CEQA (continued)

- Executive Order B-30-15
 - Reiterates the 2050 GHG emissions reduction target (under S-03-05) of 80% below 1990 levels
 - Sets a **new interim GHG level target** of 40% below 1990 levels by 2030
- Potential for SB 32 to become law during development of the 2016 RTP/SCS and PEIR. If SB 32 becomes law as currently drafted, it would:
 - Codify the 2050 target in Executive Order S-3-05 (80% below 1990 levels by 2050) and codify the 2030 in the recent Executive Order B-30-15 (40% below 1990 levels by 2030)
 - Provide discretion to CARB to set new interim GHG emissions level target to be achieved by 2040
- CARB has announced plans to update the Scoping Plan to provide a framework to achieve the 2030 GHG target

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Other Legislation and Regulatory Guidance to be Considered during Preparation of the Draft PEIR

- AB 52: Native American resources and tribal consultation
- SB 226: CEQA streamlining for infill projects
- SB 350 (pending in the Assembly), if passed in its current state, it would:
 - Reduce petroleum use in cars and trucks by up to 50% by January 1, 2030
 - Increase from 33% (set in existing California Renewables Portfolio Standard (RPS) Program) to 50% for the procurement of electricity from renewable sources by December 31, 2030
 - Double the efficiency of existing buildings by January 1, 2030
- SB 743: CEQA streamlining in transit priority areas (TPAs)
- OEHHA's Final Guidance on Health Risk Assessment (HRA) (March 2015)
- Executive Order B-29-15: a statewide 25% reduction in potable urban water usage through February 28, 2016

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CEQA Litigation Related to Air Quality / GHG Impacts

- *Cleveland National Forest Foundation et al. v. San Diego Association of Governments (SANDAG)* (pending before the California Supreme Court)
 - Unsettled legal effect of the Executive Orders under CEQA
 - Deferral of mitigation measures
- *Sierra Club v. County of Fresno* (pending before the California Supreme Court)
 - Correlation of air emissions with adverse health impacts

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SCAG 2016 RTP/SCS PEIR

PEIR Alternatives Analysis

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2016 RTP/SCS PEIR Alternatives Analysis

- Consider alternatives to the 2016 RTP/SCS that would attain most of the basic objectives and assess their ability to avoid or substantially lessen the significant impacts
- PEIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative
- Comparative analysis of impacts for the alternatives and the proposed 2016 RTP/SCS
- Evaluate the no-project alternative (no 2016 RTP/SCS) as required by CEQA
- Identify an environmentally superior action alternative that avoids or minimizes significant environmental impacts of the 2016 RTP/SCS
- PEIR should briefly describe the rationale for selecting the alternatives carried forward for comparative level of impacts
- Use the rule of reason to guide the range of alternatives necessary to permit a reasoned choice

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2016 RTP/SCS PEIR Alternatives Analysis

- Alternatives to the proposed 2016 RTP/SCS are substantively aligned with the proposed Plan (2016 RTP/SCS) scenarios
- They include:
 - No Project Alternative (based on Scenario 1)
 - 2012 RTP/SCS Alternative Updated with Local Input Alternative (based on Scenario 2)
 - Intensified Land Use Alternative (based on similar transportation network of Scenario 3/Policy A and land use pattern of Scenario 4/Policy B)
- Alternatives are evaluated to assess ability to avoid or reduce the significant impacts of the proposed 2016 RTP/SCS

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SCAG 2016 RTP/SCS PEIR

Highlights of the Approaches to Environmental Analysis

- Air Quality and Health
- Greenhouse Gas Emissions

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Highlights of the Approaches to Environmental Analysis: Air Quality and Health

Health Risk Assessment (HRA)

- Evaluates potential cancer risk impacts associated with diesel emissions from transportation corridors
- “Cancer Risk” related to diesel emissions will be calculated using the most recent health risk models and air quality emission model made available by the regulatory oversight agencies.
 - Double the number of transportation segments from 8 to 16
 - Use the latest ARB-developed emissions model (EMFAC 2014) in anticipation of USEPA approval by the end of 2015*
 - Follow OEHHA’s revised Guidance Manual and the updated cancer risk calculation tool, including greater sensitivity in children and infants
 - Characterize population (age and income) data for areas within 500 feet of transportation corridors with diesel emissions

*Source: CARB. EMFAC Web Database. <http://www.arb.ca.gov/emfac/>

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Highlights of the Approaches to Environmental Analysis: Air Quality and Health

- HRA will (continued):
 - Include consideration of health information
 - Summarize best available data acknowledging the correlation between increases in adverse health impacts
 - Acknowledge applicable California legislation and initiatives
 - Consider *Research Results on Land Use, Transportation, and Community*
 - Greater health benefits can be achieved by increasing the amount of physical activity guidelines.
 - Residents in walkable neighborhoods are more likely to meet physical activity guidelines
 - Public transit users are more likely to meet Surgeon General recommendations for physical activity
- PEIR will integrate or reference data/information from the Plan's Environmental Justice analysis into the PEIR as appropriate

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Highlights of the Approaches to Environmental Analysis: Greenhouse Gas Emissions

- Include the discussion and consistency analysis of the 2016 RTP/SCS with the 2030 GHG emissions reduction target as established in Executive Order B-30-15, and the 2050 GHG emissions reduction target as established in Executive Orders S-3-05, B-16-12, and B-30-15
 - “On track to meet or exceed” GHG emissions reduction targets as established in AB 32
 - The 2030 target “will make it possible to reach” the 2050 target as set forth in the 2005 Executive Order S-3-05 (80% below 1990 levels by 2050)
- Include consideration of climate adaptation
- Include a discussion of the First Update to the Climate Change Scoping Plan
- Include consideration of the SB 32, in the event that SB 32 becomes law
 - Discussion of the potential interim 2040 target, in addition to the 2030 and 2050 GHG emissions limits
- Include a discussion on California Cap and Trade Program

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SCAG 2016 RTP/SCS PEIR

Performance-Based Mitigation Measures

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Performance-Based Mitigation Measures: Rationale

- Recent CEQA litigation warrants evaluation of the mitigation approach for the 2016 RTP/SCS PEIR
- Program EIRs must identify mitigation for significant impacts
- Formulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards (rather than prescriptive measures) which would mitigate the significant effect of the 2016 RTP/SCS and which may be accomplished in more than one specified way
- SCAG has considered a wide range of mitigation approaches
- Primary goal is to satisfy SCAG's responsibilities as the lead agency under CEQA within the confines of its limited authority. The PEIR will strive to maintain flexibility at the project level while retaining legal defensibility

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Performance-Based Mitigation Measures

- Recognizes the limits of SCAG’s authority
- Each potential impact area would include SCAG mitigation measures
- Each potential significant impact would include a “catch-all” mitigation measure, stating that local agencies “can and should” comply with the generally applicable performance standards for the resource area.
- Mitigation measures with applicable performance standards that may be utilized by implementing agencies
- Optimizes flexibility for mitigation/permit approach at project-level implementation
- Facilitates CEQA streamlining and tiering
- Performance-based measures used successfully in SANDAG (Implementing Agency) 2011 Draft PEIR
- Used selectively in SACOG (Non-implementing Agency) 2012 document
- Normally used at Program-Level

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Performance-Based Mitigation Measures

Sample Language:

SCAG Mitigation Measures (Air Quality)

During the 2016 to 2040 Planning Horizon, SCAG shall pursue activities to reduce the impact associated with health risk within 500 feet of freeways and high-traffic volume roadways as follows:

(a) Participate in ongoing statewide deliberations on health risks near freeways and high-traffic-volume roadways. This involvement includes supporting the statewide process by providing available data and information such as the current and projected locations of sensitive receptors relative to transportation infrastructure.

(b) Continuing work with air agencies including ARB, SCAQMD, and all air districts in the SCAG region to support their work in monitoring the progress on reducing exposure to emissions of PM₁₀ and PM_{2.5} for sensitive receptors, including schools and residents within 500 feet of high-traffic-volume roadways.

(c) Work with stakeholders to identify planning and development practices that are effective in reducing health impacts to sensitive receptors.

(d) Share information on all of the above efforts with stakeholders, member cities, counties, and the public.

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Performance-Based Mitigation Measures

Sample Language:

Project-Level Mitigation Measures (Air Quality)

Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed RTP/SCS projects or regionally significant projects would be located. Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project has the potential, to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by the California ARB and air district(s), or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible. Such measures may include:

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Performance-Based Mitigation Measures

Sample Language:

Project-Level Mitigation Measures (Air Quality) - Continued

Construction

ARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, have generally identified project-level feasible measures to reduce construction emissions:

- (a) Minimize land disturbance.
- (b) Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.
- (c) Suspend grading and earth moving when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes.
- (d) Cover trucks when hauling dirt.
- (e) Stabilize the surface of dirt piles if not removed immediately.
- (f) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- (g) Minimize unnecessary vehicular and machinery activities.
- (h) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- (i) Re-vegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- (j) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.

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SCAG 2016 RTP/SCS PEIR

DISCUSSION

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Thank you!

Learn more by visiting www.scag.ca.gov. Contact Ms. Lijin Sun at: 2016PEIR@scag.ca.gov



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