

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

**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](http://www.scag.ca.gov)

**Officers**

President  
Greg Pettis, Cathedral City

First Vice President  
Carl Morehouse, San Buenaventura

Second Vice President  
Cheryl Viegas-Walker, El Centro

Immediate Past President  
Glen Becerra, Simi Valley

**Executive/Administration  
Committee Chair**

Greg Pettis, Cathedral City

**Policy Committee Chairs**

Community, Economic and  
Human Development  
Margaret Finlay, Duarte

Energy & Environment  
James Johnson, Long Beach

Transportation  
Keith Millhouse, Ventura County  
Transportation Commission

## MEETING OF THE

# ENERGY AND ENVIRONMENT COMMITTEE

***Thursday, September 12, 2013  
10:00 a.m. – 12:00 p.m.***

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email [harris-neal@scag.ca.gov](mailto:harris-neal@scag.ca.gov)

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

This Page Intentionally Left Blank

## Energy and Environment Committee

### *Members – September 2013*

<u>Members</u>	<u>Representing</u>	
<b>Chair*</b> 1. <b>Hon. James A. Johnson</b>	<i>Long Beach</i>	<b>District 30</b>
<b>Vice-Chair*</b> 2. <b>Hon. Lisa Bartlett</b>	<i>Dana Point</i>	TCA
3. Hon. Denis Bertone	<i>San Dimas</i>	SGVCOG
4. Hon. Brian Brennan	<i>Ventura</i>	VCOG
* 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>	Gateway Cities
9. Hon. Sandra Genis	<i>Costa Mesa</i>	OCCOG
* 10. Hon. Ed Graham	<i>Chino Hills</i>	District 10
11. Hon. Steven Hernandez	<i>Coachella</i>	CVAG
12. Hon. Linda Krupa	<i>Hemet</i>	WRCOG
13. Hon. Thomas Martin	<i>Maywood</i>	Gateway Cities
* 14. Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
* 15. Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
16. Hon. Sam Pedroza	<i>Claremont</i>	SGVCOG
17. Hon. David Pollock	<i>Moorpark</i>	VCOG
18. Hon. Jeffrey Prang	<i>West Hollywood</i>	WSCCOG
* 19. Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
* 20. Hon. Lupe Ramos Watson	<i>Indio</i>	District 66
* 21. Hon. Deborah Robertson	<i>Rialto</i>	District 8
22. Hon. Stephen Sammarco	<i>Redondo Beach</i>	SBCCOG
23. Hon. Edward Scott	<i>Rialto</i>	SANBAG
* 24. Hon. Jack Terrazas		Imperial County
* 25. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
26. Hon. Diane Williams	<i>Rancho Cucamonga</i>	SANBAG
27. Hon. Edward Wilson	<i>Signal Hill</i>	Gateway Cities

\* Regional Council Member

This Page Intentionally Left Blank

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

### SEPTEMBER 12, 2013

---

*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. James A. Johnson, 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**

	<b><u>Time</u></b>	<b><u>Page No.</u></b>
<b><u>CONSENT CALENDAR</u></b>		
<b><u>Approval Item</u></b>		
1. <u>Minutes of the August 1, 2013 Meeting</u>	Attachment	1
<b><u>INFORMATION ITEMS</u></b>		
2. <u>Southern California Edison's "Charged Up: Key Learnings About Electric Vehicles, Customers and Grid Reliability"</u> <i>(Ed Kjaer, Director of Transportation Electrification, Southern California Edison - SCE)</i>	Attachment 15 mins.	7
3. <u>Potential Sites for Renewable Energy Development on Contaminated Lands within the SCAG Region</u> <i>(Ping Chang, SCAG Staff)</i>	Attachment 15 mins.	16
4. <u>State Performance Measure Comment Letter to the U.S. Department of Transportation (DOT)</u> <i>(Ping Chang, SCAG Staff)</i>	Attachment 5 mins.	26
5. <u>Dynamic Augmented Living Environment (DALE) Solar Decathlon Project Event</u> <i>(Craig Reem, Director of Public Affairs and Communications, City of Irvine)</i>	Attachment 20 mins.	36
6. <u>Litigation Update</u> <i>(Joann Africa, Chief Counsel)</i>	Attachment 10 mins.	56

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

### SEPTEMBER 12, 2013

---

#### INFORMATION ITEMS - *continued*

Time    Page No.

- |    |  |            |          |    |
|----|--|------------|----------|----|
| 7. | <u>Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)</u><br><i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment | 15 mins. | 60 |
| 8. | <u>SCAG Map Book Local Input Status Update</u><br><i>(Jung Seo, SCAG Staff)</i>  | Attachment | 10 mins. | 72 |

#### CHAIR'S REPORT

*(Hon. James A. Johnson, Chair)*

#### STAFF REPORT

*(Jonathan Nadler, SCAG Staff)*

#### FUTURE AGENDA ITEMS

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

#### ANNOUNCEMENTS

#### ADJOURNMENT

*The next Energy & Environment Committee (EEC) meeting will be held on Thursday, October 3, 2013 at the SCAG Los Angeles Office.*

---

Energy and Environment Committee  
of the  
Southern California Association of Governments  
August 1, 2013

*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. James Johnson, Chair. There was a quorum.

**Members Present**

Hon. Lisa Bartlett, Dana Point	TCA
Hon. Margaret Clark, Rosemead	District 32
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. James Johnson, Long Beach	District 30
Hon. Linda Krupa, Hemet	WRCOG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Mike Munzing, Aliso Viejo	District 12
Hon. David Pollock, Moorpark	VCOG
Hon. Carmen Ramirez, Oxnard	District 45
Hon. Deborah Robertson, Rialto	District 8
Hon. Jack Terrazas	Imperial County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Edward Wilson, Signal Hill	Gateway Cities
Hon. Frank Zerunyan, Rolling Hills Estates	SBCCOG

**Members Not Present**

Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Brian Brennan, San Buenaventura	VCOG
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Steve Hernandez, Coachella	CVAG
Hon. Sam Pedroza, Claremont	SGVCOG
Hon. Jeffery Prang, West Hollywood	WSCCOG
Hon. James Ramos, San Bernardino County	SANBAG
Hon. Lupe Ramos Watson, Indio	District 66
Hon. Ed Scott, Rialto	SANBAG

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. James Johnson, Chair, called the meeting to order at 10:14 a.m.

**PUBLIC COMMENT PERIOD** – None

**REVIEW AND PRIORITIZE AGENDA ITEMS**

1. Bay Delta Conservation Plan (BDCP)

Hon. James Johnson announced that at the Regional Council meeting later today there will be a speaker representing Governor Brown's office to talk about the State water project. He also announced that the order of agenda items will be rearranged to accommodate speakers who are making presentations at multiple committees.

**CONSENT CALENDAR**

**Approval Item**

2. Minutes of the June 6, 2013 Meeting

A MOTION was made (Forester) to approve the Consent Calendar. The MOTION was SECONDED (Bartlett) and unanimously APPROVED.

**ACTION ITEMS**

3. Request for Ex-Officio Member Appointment

Hasan Ikhata, SCAG Executive Director, informed the committee that SCAG received a request to appoint Steve Schuyler, Business Industry Association (BIA), as an Ex-Officio Member of the EEC.

Hon. James Johnson suggested that the recommendation to the Regional Council (RC) include that Mr. Schuyler be appointed to the EEC on a one (1) year term with the option to renew the term.

Hon. Carmen Ramirez, Oxnard, inquired if SCAG had a policy or qualification requirements for the committee to review. Joann Africa, SCAG Chief Counsel, responded that under SCAG Bylaws, the SCAG President can appoint ex-officio (non-voting) members to the policy committees representing the business sector, labor, community groups and other public interest groups upon the recommendation of the respective policy committee and approval by the RC. Ms. Africa also noted there were no qualification guidelines and ex-officio members are not compensated or issued stipends.

A MOTION was made (Forester) to recommend that the Regional Council approve the appointment of Steve Schuyler, BIA, as an Ex-Officio Member of the EEC for a one (1) year term with the option for the SCAG President to renew the appointment. The motion was SECONDED (Munzing) and unanimously APPROVED.

**INFORMATION ITEMS**

10. Sustainability Program Call for Proposals Update

Hasan Ikhata, SCAG Executive Director, stated that SCAG's Sustainability Program provides funding for the region's cities to do planning that is consistent with the Regional Transportation Plan/Sustainability Community Strategies (RTP/SCS). This year, SCAG received seventy-six (76) applications. Seventy-three (73) cities were qualified and three (3) were not member cities. The seventy-three (73) applications, worth ten million dollars, are ranked by a committee of SCAG staff along with Terry Roberts from the California Air Resources Board (ARB). SCAG is committed to fund the seventy-three (73) cities that qualified. SCAG has \$2 million dollars out of the \$10.04 million that is needed for the funding. SCAG will start the process with the \$2 million and allocate additional funding as it becomes available. SCAG has solicited the ARB and other state agencies to make funding available.

#### 5. Youth Participation in Transportation & Environmental Sustainability Planning

Robert J. Leo, Faculty, Environmental Communications, California State University of San Bernardino (CSUSB) – Palm Desert Campus, provided a report on a project testing the concept of middle school and high school student participation in real-world transportation and environmental sustainability planning. The program includes assisting development of a Transportation and Environmental Sustainability component of a city's General Plan. The primary objectives of the project are: 1) to give students a view of how decisions are made in the municipality as they relate to the environment; and 2) to assist in the general planning process of the City, highlighting sustainability.

A number of committee members commented on the positive aspects of the program, and will follow-up with Professor Leo for information on how his program may be a model for other jurisdictions.

#### 7. Subregional Plug-in Electric Vehicle Deployment Plans and Atlases

Marco Anderson, SCAG staff, stated that on June 30, 2013, SCAG and the University of California Los Angeles (UCLA) Luskin Center research team submitted the final drafts of the South Bay Cities and Western Riverside County Plug-in Electric Vehicle (PEV) Deployment Plans and Atlases.

Alex Turik, Luskin Center, provided an example of Municipal PEV Planning Maps for the City of Torrance that included PEV registrations, morning peak destinations, multi-unit residential registrations, and retail location mid-day destinations.

Policy committee members raised questions regarding SCAG's efforts in relation to statewide PEV planning, the availability of electricity as PEV become more abundant, and the status of planning for other technologies (e.g. hydrogen fuel cells).

#### 4. Sidewalks and the Urban Forest: Maximizing Investments for Quality of Life

Jeremy Klop, AICP, Principal and Senior Market Leader, Fehr & Peers Associates, briefed the committee on best practices for local jurisdictions to maintain sidewalks in neighborhoods that have heavily tree-lined streets. Many neighborhoods in the SCAG region built in the 20<sup>th</sup> century have sidewalks that do not meet current Americans with Disability Act standards that have trees with roots that make sidewalks impassible.

Various strategies exist that may assist cities in maintaining/upgrading sidewalks without necessarily removing trees. The benefits of an urban forest include air pollution reductions, shade and heat protection, storm water storage, and carbon offsets. In addition, an urban forest provides qualitative benefits to residents by helping establish neighborhood character, which also may increase property values.

Various strategies exist that allow cities to maintain and upgrade sidewalks without necessarily removing trees and allowing the neighborhood character to remain. These included rubber sidewalks (Santa Monica), plastic sidewalks (Rutherford, New Jersey), and elevated sidewalks (Burbank). Permeable sidewalks/gutters and replacing dead tree stock with less destructive tree types was also discussed. Other examples of strategies employed by cities included Long Beach which designates \$3 million from its general fund annually to repair sidewalks, and Pasadena which charges sellers of homes to repair broken sidewalks. It was discussed that there is not a single solution or “best practice” to the tensions between sidewalk repair and urban forestry, especially since cities and homeowners throughout the region have different responsibility for repair and liability based on each cities policies and ordinances (from complete liability to either the city *or* the homeowner to joint liability).

Hon. James Johnson recommended a motion be made to forward Item 4 to the Transportation Committee (TC) as an information item. A MOTION was made (Forester) to forward Item 4 to the TC as an information item. The motion was SECONDED (Munzing) and unanimously APPROVED.

6. 2013 Update to the AB 32 Scoping Plan

Jonathan Nadler, SCAG staff, stated the State had embarked on its required five-year update of the original AB 32 Scoping Plan and noted that SB 375 greenhouse gas targets for SCAG’s RTP/SCS are associated with AB 32. On June 26, 2013, the Air Resources Board (ARB), South Coast Air Quality Management District (AQMD), and SCAG hosted a regional public workshop to discuss the 2013 update to the AB 32 Scoping Plan. This was the first of several such regional workshops to be held around the state as the update to the Scoping Plan is being developed. The update will review progress to date, efforts for the next five years, and consideration of the post-2020 greenhouse gas reduction goals established by state Executive Orders. Comments on the workshops are due to ARB by August 5, 2013. The draft Scoping Plan update is anticipated to be released later this month for public review and comment, and the ARB Board is tentatively scheduled to consider the item in November 2013.

8. Federal Agencies Climate Change Adaptation Plans – Receive and file

9. Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2011 – Receive and file

**CHAIR’S REPORT**

Hon. James Johnson informed the EEC that he prepared a draft list of topics for future agenda items and briefed the committee on some of the topics. The list was distributed to the committee members for their review.

## **STAFF REPORT**

Jonathan Nadler, SCAG Staff, informed the committee that the U.S. Environmental Protection Agency (EPA) released a proposed rule to modernize the Clean Water Act Process. The proposed rule would require permittees and regulators to use existing, available information technology to electronically report information and data related to the National Pollution Discharge Elimination System (NPDES) permit program in lieu of filing written reports. The rule does not propose any changes to requirements of what is reported and does not increase the amount of information required. Most facilities subject to the reporting requirements will be required to start submitting data electronically one year following the effective date of the final rule. To promote transparency and accountability, EPA intends to make the electronic data available to the public. The proposed rule will be available for review and public comment through October 28, 2013.

## **FUTURE AGENDA ITEMS**

- Chair's list of potential items for future agendas (Requested by Hon. James Johnson)
- How the PEV Deployment Plans fit into statewide plans (Requested by Hon. Judy Mitchell)
- Electric supply for PEVs (Requested by Hon. Mike Munzing)
- Update on hydrogen fuel cell vehicles (Requested by Hon. Ed Graham)

## **ANNOUNCEMENTS** - None

## **ADJOURNMENT**

Hon. James Johnson adjourned the meeting at 12:01 p.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, September 12, 2013 at the SCAG Los Angeles Office.

Action Minutes Approved by:



Jonathan Nadler, Manager  
Compliance & Performance Monitoring

## Energy and Environment Committee Attendance Report

2013

Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/13	Representing	X = County Represented						X = Attended Black Shading = Dark												Total Mtgs Attended				
			Imperial	Los Angeles	Orange	Riverside	San Bernar dino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					
Bartlett, Lisa		OCCOG			X					X	X	X	X		X									6	
Bertone, Denis		SGVCOG		X						X	X	X	X	G	X										5
Brennan, Brian		VCOG							X					E											
Clark, Margaret		Rosemead		X						X	X	X	X	N	X		X								6
Ehrenkranz, Jordan		WRCOG					X			X	X			E	X										3
Englander, Mitchell		Los Angeles		X								X		R											1
Forester, Larry		Gateway Cities		X						X	X	X	X	A	X		X								6
Genis, Sandra	June	OCCOG			X									L			X								
Graham, Ed		Chino Hills						X		X	X	X	X		X		X								6
Hernandez, Steven	Feb.	CVAG						X			X	X	X	A											3
Johnson James		Long Beach		X							X	X	X	S			X								4
Krupa, Linda	Feb.	Hemet					X				X			S			X								2
Martin, Thomas		GCCOG		X						X	X	X	X	E	X		X								6
Mitchell, Judy		SBCCOG		X								X	X	M	X		X								4
Munzing, Mike	April	District 12			X							X	X	B	X		X								4
Pedroza, Sam		SGVCOG		X						X	X	X	X	L	X										5
Pollock, David		VCOG						X		X	X	X	X	Y	X		X								6
Prang, Jeffery		W. Hollywood		X																					
Ramirez, Carmen	April	Oxnard						X							X		X								2
Ramos Watson, Lupe		CVAG					X				X				X										2
Robertson, Deborah	August	District 8						X									X								1
Scott, Edward		SANBAG						X																	
Terrazas, Jack		Imperial County	X							X	X	X	X		X		X								6
Viegas Walker, Cheryl		El Centro	X							X	X	X	X		X		X								6
Williams, Diane		SANBAG						X		X	X	X	X		X		X								6
Wilson, Edward		Signal Hill		X						X		X	X		X		X								5
Zerunyan, Frank	April	SBCCOG						X									X								1
<b>TOTALS</b>			<b>2</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>3</b>																	

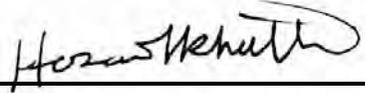
# REPORT

**DATE:** September 12, 2013

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

**FROM:** Marco Anderson, Senior Planner, [anderson@scag.ca.gov](mailto:anderson@scag.ca.gov), (213)236-1879

**SUBJECT** Southern California Edison's "Charged Up: Key Learnings About Electric Vehicles, Customers and Grid Reliability"

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*Southern California Edison (SCE) customers own or lease more than 12,000 plug-in electric vehicles (PEVs). This number represents about 10 percent of national PEV sales. SCE estimates that by 2020, there will be about 350,000 PEVs in its service territory. SCE representatives will present the results of a white paper that can help utilities, the auto industry and others as PEV adoption continues to grow.*

**STRATEGIC PLAN:**  
This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

**BACKGROUND:**  
Southern California Edison (SCE) is a national leader in evaluating, demonstrating and facilitating the safe, reliable and efficient connection of transportation to the electrical grid. SCE has been an active partner along with Southern California Air Quality Management District (SCAQMD) in the Department of Energy, and California Energy Commission funded PEV planning program. The committee has received period updates of the SCAG Plug-in Electric Vehicle (PEV) Readiness Plan.

In 2009, as PEVs began populating showrooms of major automakers, SCE wanted to make sure that their service territory would be ready for the new plug-in market. SCE management assembled a cross-functional team of dedicated resources to support SCE's PEV readiness efforts. Lessons learned to date focus on several aspects of PEV readiness, including managing PEV load grid impacts and assessing PEV owners' driving behaviors, streamlining infrastructure installation processes within the SCE service territory, assessing effective means for customer communication and more.

Specifically, some of the lessons outlined in the SCE white paper include:

- Current driving patterns and PEV features seem to minimize the impact of PEV charging
- The "End Charge" time programming feature staggers start time and this minimizes grid impacts and supports system reliability
- Geo-targeted search engine marketing has proven cost-effective in addressing PEV interest
- A sample of early adopters have indicated that "range anxiety" has been eliminated after driving their new Battery-Electric Vehicle (BEV)

# REPORT

---

- Fewer than 5 percent of building owners or condominium associations are even considering installing the necessary infrastructure
- Virtually all of the 180 cities in SCE's service territory are committed to helping their residents plug-in by streamlining permitting processes and building infrastructure.

**FISCAL IMPACT:**

None

**ATTACHMENT:**

Southern California Edison Whitepaper “Charged Up: Key Learnings about Electric Vehicles, Customers and Grid Reliability”

# CHARGED UP



8/6/2013

Southern California Edison's Key Learnings  
about Electric Vehicles, Customers and  
Grid Reliability



# Charged Up

*Southern California Edison's key learnings about electric vehicles, customers and grid reliability*

Southern California Edison (SCE) is a national leader in evaluating, demonstrating and facilitating the safe, reliable and efficient connection of transportation to the electric grid. In the past, we've had the nation's largest private fleet of more than 300 plug-in electric vehicles (PEVs) that traveled more than 1 million miles. In 2009, as PEVs began populating showrooms of major automakers, we wanted to make sure that we – and our 5 million customers – were ready for the new plug-in market (SCE estimates that by 2020, there will be about 350,000 PEVs in our service territory). To achieve this, we assembled a cross-functional team of dedicated resources to support SCE's PEV readiness efforts.

Today, our customers own or lease more than 12,000 plug-in vehicles. That represents about 10 percent of national PEV sales. We are fortunate to serve in a state with so many early PEV adopters; this is why most PEV manufacturers consider California a "launch" market. Here is some of what we have learned, which we hope can help utilities, the auto industry and others as PEV adoption continues to grow.

## EXECUTIVE SUMMARY

In this white paper, we share the challenges we are addressing and the solutions we are implementing, with the goal of helping utilities, the auto industry and other industry stakeholders.

Our lessons learned to date focus on several aspects of PEV readiness, including managing PEV load grid impacts and assessing PEV owners' driving behaviors, streamlining infrastructure installation processes within our service territory, assessing effective means for customer communication and more. Specifically, the lessons outlined in this report include:

- **Our Approach to Managing PEV Grid Impact Is Meeting Our Customer Needs:** Current driving patterns combined with PEV features also seem to minimize the impact of PEV charging.
- **Using the "End Charge" Time Programing Feature Is Good for Our PEV Customers and Their Neighbors:** If start times are staggered and cars are charging at different times during the evening, this minimizes grid impacts and supports system reliability.
- **What Our Customers Want to Know Most About PEVs:** Geo-targeted search engine marketing has proven cost-effective in reaching customers interested in a new PEV.
- **Initial Findings Show Early Adopters of Battery-Electric Vehicle (BEV) Technology Demonstrate Consistent and Predictable Behavior:** A sample of early adopters have indicated that any "range anxiety" had been eliminated after driving their new BEV over time.
- **Multi-Unit Residents May Face Complex Challenges:** Fewer than 5 percent of building owners or condominium associations are even considering installing the necessary infrastructure.
- **SCE and the Cities We Serve Are Charged Up and Ready to Go:** Virtually all of the 180 cities in SCE's service territory are committed to helping their residents plug in by streamlining permitting processes and building infrastructure.

Within SCE's culture of continuous improvement, we believe these lessons learned will enhance our ability to become an even better resource for the integration of PEVs into the transportation system.

## 1. Our Approach to Managing PEV Grid Impact Is Meeting Our Customer Needs

When SCE first started its [PEV readiness](#) efforts in 2009, we quantified the anticipated impact of PEVs on the electric grid before consumers began buying and leasing them. Because “early adopters” tend to cluster in the same neighborhoods and because PEVs

“Current driving patterns combined with PEV features also seem to minimize the impact of PEV charging.”

can draw as much as another household’s electricity load, we developed an operational strategy to upgrade distribution circuits. Over time, circuits need to be resized based on standards that match the changing needs of customers. Just as we now size our transformers to serve plasma TVs, we integrated the expected load from PEVs into standards applicable to our “grid modernization” efforts. Since 2010, of all the nearly 400 upgrades we made to (or identified for) circuits that serve PEV customers, only 1 percent of that work was required due to additional power demands from PEVs. The rest of the work was required under our regular infrastructure upgrade and maintenance schedule.

Upgrading all of SCE’s several thousand circuits would have been cost-ineffective and practically impossible. Rather, we decided to upgrade circuits as needed, wherever we were notified of an actual PEV charging location. And if we have to replace a transformer as part of routine maintenance (such as the transformer being near the end of its lifespan), we will replace it with a transformer that meets our new sizing standards, including the potential PEV load.

This approach is consistent with the PEV market’s trends. About 65 percent of SCE customers who own PEVs drive a plug-in hybrid (PHEV), which runs on electricity and gasoline, and about 35 percent drive a battery electric vehicle (BEV), powered solely by electricity. Current data shows that about 50 percent of PHEV drivers charge at Level 1 (120 volts), so we’re seeing a much lower impact on our grid distribution circuits than if more customers charged at the higher Level 2 (240 volts). While we upgrade transformers every day as part of our routine infrastructure maintenance, less than 1 percent of these upgrades is directly attributable to PEVs (in all other cases, the grid needed reinforcement regardless of the PEV charging addition).

Current driving patterns combined with PEV features also seem to minimize the impact of PEV charging. Studies show that about 70 percent of PEV owners commute 40 miles or less daily. Most BEVs can travel at least 60-80 miles of all-electric range on a full charge and PHEVs will generally run 20-40 miles all-electric range on a full charge before going into hybrid mode. As a result, many PEV owners can fuel at night at home and fully recharge their battery during off-peak hours at Level 1. That means low impact on the grid, low installation costs and the lowest electricity costs if customers are on a time-of-use rate. This is why we urge our customers who drive PEVs to charge up every night at home.

There’s one caveat: we are starting to see an increasing market share of BEVs and these come with on-board chargers with higher capabilities (from 3.3 kilowatts to 6.6 kilowatts or even higher). This could create new implications for grid reliability, which SCE is monitoring. SCE encourages its PEV customers to contact the utility for their charging needs, so we can ensure that local distribution circuits meet the additional energy demands of growing numbers of BEVs.

## 2. Using the “End Charge” Time Programming Feature Is Good for Our PEV Customers and Their Neighbors

Many PEVs have settings that can determine a “start charge” time or “end charge” time. It’s better for grid reliability and neighborhood circuits when drivers program their charging to be complete by a specific time.

“Staggered start times at night minimize grid impacts and support system reliability.”

Setting an end time creates a more random start time pattern because batteries have different “states of discharge” and charge at different levels, thus requiring various amounts of electricity. When customers set an “end charge” time for charging to be complete, they randomize the start time of their charging, which prevents a large number of vehicles from coming online at the same time – avoiding power-load spikes that potentially could affect the local distribution system.

For example, it takes three to seven hours to charge a PHEV at Level 1, depending on the vehicle energy storage capacity and battery state of charge. At a Level 2 charge, that same car could be charged in one to three hours. So staggered start times at night minimize grid impacts and support system reliability as cars charge at different times. It helps offset local peaks that can occur when many customers return home at a similar time at the end of a work day and immediately plug in.

## 3. What Our Customers Want to Know Most about PEVs

From the beginning of our PEV readiness efforts, we have developed education materials and a [website](#) to inform our customers as part of the PEV buying cycle. This is critical to ensuring a positive customer experience because customers will have to make several informed decisions with significant cost implications, including metering arrangements, rates, charging equipment and installation. In fact, the California Public Utilities Commission validated our early market approach to education, requiring all investor-owned utilities in the state to fund education efforts accordingly.

“Geo-targeted search engine marketing has proven cost-effective in reaching customers interested in a new PEV.”

Geo-targeted search engine marketing has proven cost-effective in reaching customers interested in a new PEV. A customer who lives in SCE’s service area and types a PEV model in a search engine is likely to see a message from SCE come up with a link to our PEV content.

Since the beginning of the year, we have averaged more than 15,000 unique monthly page views. This tells us that our customers are interested in our PEV content. When SCE customers visit our PEV website, about 46 percent make their first stop with the [Plug-In Car Rate Assistant Tool](#), which helps estimate PEV charging costs. This simple tool asks customers to input the current price of gasoline and their gas-fueled car’s miles per gallon rate, among other basic information, and provides a recommended SCE [PEV rate](#) and projected annual savings on electric bills. Customers also click to find out more about [public charging station locations](#) from our link to the U.S. Department of Energy’s map, [watch videos](#) on PEVs and read background materials on [environmental benefits](#) and [home electric infrastructure requirements](#).

After customers have gathered the needed information, if they have purchased or are about to purchase a PEV, we recommend that they contact the call center to notify us about their new vehicle and confirm the rate most suited to their charging needs.

Looking ahead, we see more customers also engaging with SCE on social media platforms such as [Twitter](#) and [Facebook](#). This will let our customers continue to learn from SCE experts, as well as from other future and current PEV drivers, because we've discovered that those considering PEVs greatly value input from those who already own or lease PEVs.

One important limitation to our education efforts is our obligation to remain neutral when providing PEV information. As much as our customers want us to recommend vehicles, charging equipment or even a contractor to help with the installation, we are not authorized to provide this advice.

#### 4. Initial Findings Show Early Adopters of BEV Technology Demonstrate Consistent and Predictable Behavior

An SCE study of 92 Nissan LEAF owners shows:

- Average daily miles driven: 35.
- Driven more during the weekdays.
- On average charged only once a day, at home and overnight.
- The type of trips taken in the LEAF weekly did not differ from those taken in other household vehicles (except long road trips).

"Any possible 'range anxiety' they experienced before buying one has been eliminated."

Overall, these drivers are very satisfied with the overall BEV experience and indicate that any possible "range anxiety" they experienced before buying one has been eliminated over time, even when they are away from their home-charging infrastructure. Overnight home charging can usually support daily driving patterns and behavior.

Most away-from-home charging takes place at work and at Level 2. At this point, only a few have access to that and use it mostly because it's free (although this dynamic is expected to change in the future). Most participants have access to free Level 2 charging (other than work), but less than 40 percent took advantage of it during the study. Furthermore, they report they rarely use free Level 2. At-home-charging start times also corresponded to the participants' time-of-use rate plan. This showed us that the rate plans are encouraging off-peak charging behavior as designed.

#### 5. Multi-Unit Residents May Face Complex Challenges

We know that about half of SCE's residential customers live in multi-dwelling units, such as condos and apartments. Our research also shows that despite high interest among condo/townhome owners and renters in purchasing a PEV within five years, fewer than 5

"Fewer than 5 percent of building owners or condominium associations are even considering installing the necessary infrastructure."

percent of building owners or condominium associations are even considering installing the necessary infrastructure. We understand that the main obstacles are related to the complexity and widely varying costs of PEV installations for this segment. This also underscores the need for regional approaches and solutions.

The complexities relate to the many concerns of all stakeholders, including local cities/government agencies involved in permitting. Issues include:

- Dedicated charging stations in assigned parking spaces vs. community stations that benefit all residents.
- Decisions on who carries the costs of charging equipment, installation and ongoing maintenance, which may include costly electric panel and circuit upgrades.
- Inaccessibility to electricity in parking spaces.
- Costs and payments for charging when the charging station is not connected to an individual customer meter.

Despite these hurdles and the challenges associated with addressing them, there are multiple rebates and incentives to improve the situation (see links available on our [website](#)). In particular, to encourage charging stations at multi-family dwellings, sites can earn points under the [U.S. Green Building Council's Leadership in Energy and Environmental Design](#) (LEED) building certification program for installing charging stations or providing preferential parking for PEVs.

Also, the [Governor's 2013 ZEV \(Zero-Emission Vehicle\) Action Plan](#) and the [California PEV Collaborative \(of which SCE is a member\)](#) are focusing more on bringing together key players to address this issue, particularly in new multi-family developments. The PEV Collaborative's recommended solutions include, but are not limited to: relying on Level 1 charging, installing Level 2 charging equipment to supply multiple parking spaces and installing charging equipment closest to electric supply services to minimize costs.

## 6. SCE and the Cities We Serve Are Charged up and Ready to Go

Customers had inconsistent experiences before we started our PEV Readiness programs. When BMW launched its MINI E pilot in 2008, excitement turned to frustration for some. Our internal backlogs and lack of coordination with cities, counties, and external agencies meant that people sometimes

had to wait several weeks to switch over to an SCE PEV rate, arrange for any necessary home infrastructure upgrades and receive the required permits and inspections.

"Virtually all of the 180 cities in SCE's service territory are committed to helping their residents plug in by streamlining permitting processes and building infrastructure."

In 2010 and 2011, we re-engineered our processes and began collaborating closely with the cities in our service territory, sharing best PEV practices and supporting their improvement efforts. Today, the entire process of switching rates, upgrading infrastructure, permitting and inspection averages four to five days.

We're proud to say that virtually all of the 180 cities in SCE's service territory are committed to helping their residents plug in by streamlining permitting processes and building infrastructure. [Cities' work to become PEV ready](#) also helps meet their "green" objectives, while supporting SCE's long-term goal of providing a positive experience for our customers who adopt these vehicles into their lifestyles. SCE has identified 50 cities or counties as having a "verified plan" to implement best PEV practices, such as streamlining the process for

infrastructure installations, with single-day city permits and inspections for homes, plus inspections for businesses within 24 hours.

SCE has also recognized the “Champion Cities” of Beverly Hills, Lancaster, Rancho Cucamonga, Rolling Hills Estates, Santa Barbara, Santa Monica and Seal Beach. These municipalities went above and beyond their verified plan by actually implementing PEV readiness best practices and meeting the Champion Cities program’s evidence requirements, including:

1. Implementing process streamlining for EVSE infrastructure installation
2. Implementing public education and outreach programs
3. Actively participating in regional PEV readiness initiatives
4. Implementing PEV infrastructure
5. Amending building codes for PEV charging

These “Champion Cities” are leading the way and have demonstrated to others that it is possible to implement sound and effective PEV readiness practices, even as many communities face difficult financial times.

## CONCLUSION

Like the rest of the PEV industry, SCE will keep working to provide safe, reliable and cost-effective charging. We are committed to continuing improvements to help our customers make the best possible decisions to meet their PEV charging needs.

This document highlights some recommended PEV practices in the areas of grid management, home fueling infrastructure and customer interface. We encourage other utilities, the auto industry and other industry stakeholders to continue close collaboration and share their own lessons learned as drivers increasingly transition to PEVs and a new way to fuel.

# # #

**CONTACT:** To learn more about our work in PEV readiness, visit [www.sce.com/ev](http://www.sce.com/ev).

If you have specific questions about this white paper, please contact:

[Ed Kjaer](#), (626) 302-1324 (auto industry, utilities)

[Vanessa McGrady](#), 323-244-3300 (media)

1-800-4EV-INFO (customers)

This Page Intentionally Left Blank

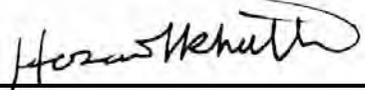
# REPORT

**DATE:** September 12, 2013

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

**FROM:** Ping Chang, Program Manager; [chang@scag.ca.gov](mailto:chang@scag.ca.gov); (213)236-1839

**SUBJECT** Potential Sites for Renewable Energy Development on Contaminated Lands within the SCAG Region

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*The U.S. Environmental Protection Agency (EPA) recently updated its RE-Powering Mapping and Screening Tool, which could provide preliminary screening results for renewable energy potential at 66,000, up from 24,000, contaminated lands, landfills, and mine sites across the country. Staff's initial analysis finds that 89% of those potential sites for renewable energy development in the region are located within the Environmental Justice areas identified through the CalEnvironScreen tool of Cal/EPA. The renewable energy potential of those contaminated sites further highlights the potential opportunities and benefits of investment in the Environmental Justice Areas. This may also provide communities further opportunity to compete for future grants from Cap-and-Trade auction proceeds.*

**STRATEGIC PLAN:**  
This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

**BACKGROUND:**  
The RE-Powering America's Land Initiative, started by U.S. EPA in 2008, encourages development of renewable energy on potentially contaminated land, landfills and mine sites when it is aligned with the community's vision for the site. The U.S. EPA recently updated its RE-Powering Mapping and Screening Tool, which will now provide preliminary screening results for renewable energy potential at 66,000, up from 24,000, contaminated lands, landfills, and mine sites across the country.

In President Obama's Climate Action Plan, the administration set a goal to double renewable electricity generation by 2020. By identifying the renewable energy potential of contaminated sites across the country, these screening results could facilitate meeting national renewable energy goals in order to address climate change. Furthermore, by encouraging the development of renewable energy on contaminated land and mine sites that have been cleaned up and revitalized, it provides a more sustainable alternative to developing renewable energy on previously undeveloped land. RE-Powering Initiative developed screening criteria for solar, wind, biomass, and geothermal potential at various levels of development. EPA also administers competitive grants, cooperative agreements, and other assistance agreement vehicles through its programs to support the cleanup of contaminated land and mine sites. For further information, please see <http://www.epa.gov/oswer/grants-funding.htm>.

# REPORT

The updated screening provides insight into the significant potential for renewable energy generation on contaminated lands and landfills nationwide. For solar energy alone, EPA identified over 10,000 contaminated sites with the potential to install a 300-kilowatt solar array or greater. Based on mapped acreage, these sites could cumulatively host solar energy systems that capture greater than 30 times more solar energy than all renewable energy systems operating in the United States today.

The RE-Powering Initiative supports the transformation of liabilities into assets for surrounding communities. Since RE-Powering’s inception, more than 70 renewable energy projects have been installed on contaminated lands or landfills. These early projects represent just over 200 Megawatts (MW) of installed capacity, which could power approximately 30,000 homes, and provide a foundation for future development as demonstrations of the latest technologies in both renewable energy and remediation design.

### **SCAG Region Analysis/Impacts**

Within the SCAG region, there are 3,662 potential sites for renewable energy development representing 38% of the state total (9,706). Table 1, below, shows the distribution among the six counties in the region with over half of the sites located in Los Angeles County. It is important to note that 89% of the potential sites for renewable energy development in the SCAG region are located within the Environmental Justice Areas identified through Cal/EPA’s CalEnvironScreen tool. By cleaning up contaminated sites and promoting renewable energy, the RE-Powering approach offers viable reuse options for some sites that may have limited redevelopment opportunities and provide communities with the associated economic (e.g., increase in jobs and tax base) and environmental benefits. In addition, such redevelopment provides access and benefits from existing infrastructure. It should be noted that for a potential site, further detailed analysis is warranted for a community to determine if it would like to pursue the option of renewable energy development. Factors of considerations may include, among others, conditions of the surrounding local environment as well as the community vision. Nevertheless, the renewable energy potential of those contaminated sites further highlights the potential opportunities and benefits of investment in the Environmental Justice Areas. Staff will continue monitoring this issue area and report back to the EEC about new information as needed, especially as these sites are addressed in future Cap-and-Trade auction proceed guidelines.

**Table 1: Potential Sites for Renewable Energy Development in the SCAG Region**

<b>County</b>	<b>Potential Sites for Renewable Energy Development</b>	<b>Sites Located Within CalEnvironScreen Environmental Justice Areas</b>	<b>Percent</b>
Imperial	138	124	90%
Los Angeles	2,100	1,941	92%
Orange	528	465	88%
Riverside	323	288	89%
San Bernardino	383	270	70%
Ventura	190	167	88%
<b>TOTAL</b>	<b>3,662</b>	<b>3,255</b>	<b>89%</b>

# REPORT

---

More information on the RE-Powering America's Land Initiative: <http://www.epa.gov/renewableenergyland>

More information on the RE-Powering

Mapper: [http://www.epa.gov/renewableenergyland/rd\\_mapping\\_tool.htm](http://www.epa.gov/renewableenergyland/rd_mapping_tool.htm)

**FISCAL IMPACT:** Staff activities related to the environmental justice issues are included in the FY 2013/14 Overall Work Program under 080.SCG153.04.

**ATTACHMENT:**

Regional and County Maps on U.S. EPA Renewable Energy Potential Sites located within the CalEnviroScreen Environmental Justice Areas

# CalEnviroScreen Results with Renewable Energy Potential Sites

## SCAG Region

Using the CalEnviroScreen scores for all the census ZIP codes across the State, the 10% of the ZIP codes with the highest scores were identified.

The RE-Powering Screening Dataset spreadsheet contains detailed site information on over 60,000 contaminated lands, landfills, and mine sites with screening results for renewable energy potential. For more detailed information, please check (<http://www.epa.gov/renewableenergyland/>)

- Top 10% of ZIP Codes
- Renewable Energy Potential Sites

Sources: Federal and State EPA, SCAG

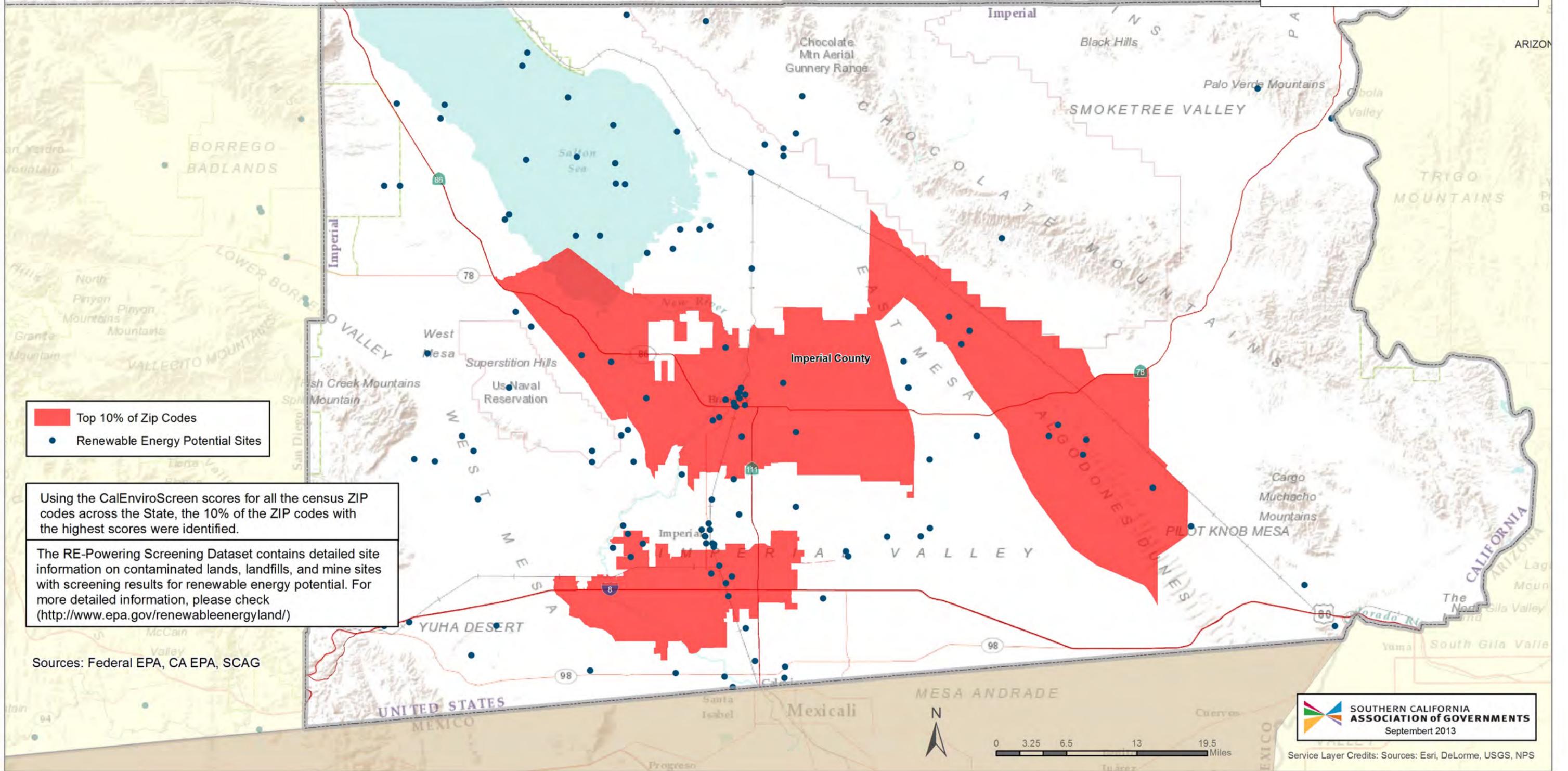
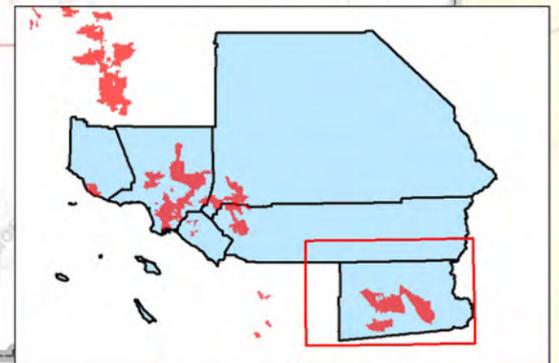
 SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
August 2013

Sources: Esri, DeLorme, USGS, NPS

P:\eg\WEPA\_RE\mxd\ER\_Scag.mxd 8/12/2013

# CalEnviroScreen Results with Renewable Energy Potential Sites

## County of Imperial



- Top 10% of Zip Codes
- Renewable Energy Potential Sites

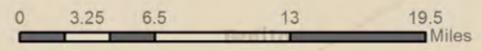
Using the CalEnviroScreen scores for all the census ZIP codes across the State, the 10% of the ZIP codes with the highest scores were identified.

The RE-Powering Screening Dataset contains detailed site information on contaminated lands, landfills, and mine sites with screening results for renewable energy potential. For more detailed information, please check (<http://www.epa.gov/renewableenergyland/>)

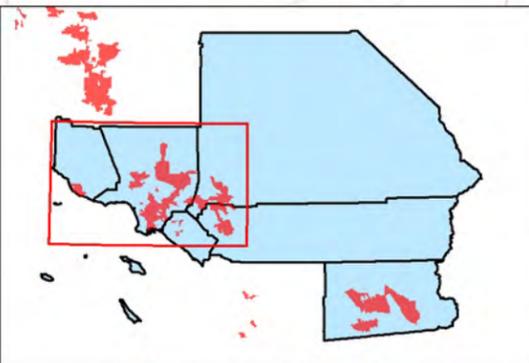
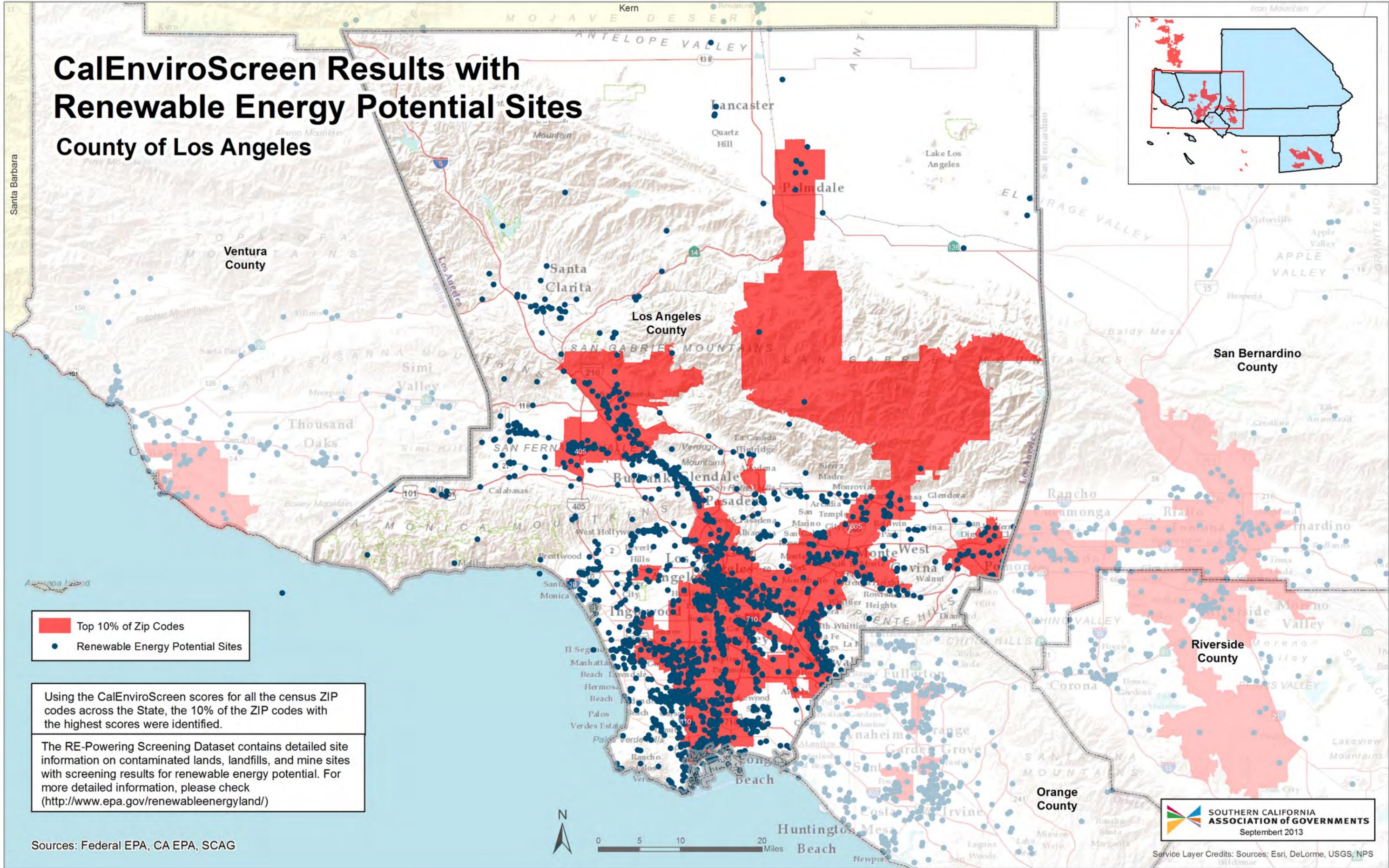
Sources: Federal EPA, CA EPA, SCAG



Service Layer Credits: Sources: Esri, DeLorme, USGS, NPS



# CalEnviroScreen Results with Renewable Energy Potential Sites County of Los Angeles

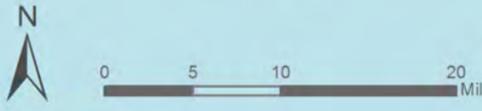


- Top 10% of Zip Codes
- Renewable Energy Potential Sites

Using the CalEnviroScreen scores for all the census ZIP codes across the State, the 10% of the ZIP codes with the highest scores were identified.

The RE-Powering Screening Dataset contains detailed site information on contaminated lands, landfills, and mine sites with screening results for renewable energy potential. For more detailed information, please check (<http://www.epa.gov/renewableenergyland/>)

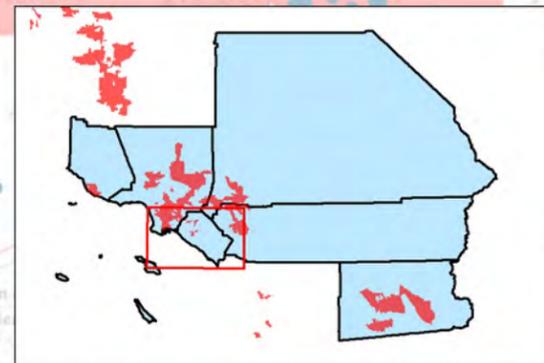
Sources: Federal EPA, CA EPA, SCAG



Service Layer Credits: Sources: Esri, DeLorme, USGS, NPS

# CalEnviroScreen Results with Renewable Energy Potential Sites

## County of Orange



- Top 10% of Zip Codes
- Renewable Energy Potential Sites

Using the CalEnviroScreen scores for all the census ZIP codes across the State, the 10% of the ZIP codes with the highest scores were identified.

The RE-Powering Screening Dataset contains detailed site information on contaminated lands, landfills, and mine sites with screening results for renewable energy potential. For more detailed information, please check (<http://www.epa.gov/renewableenergyland/>)

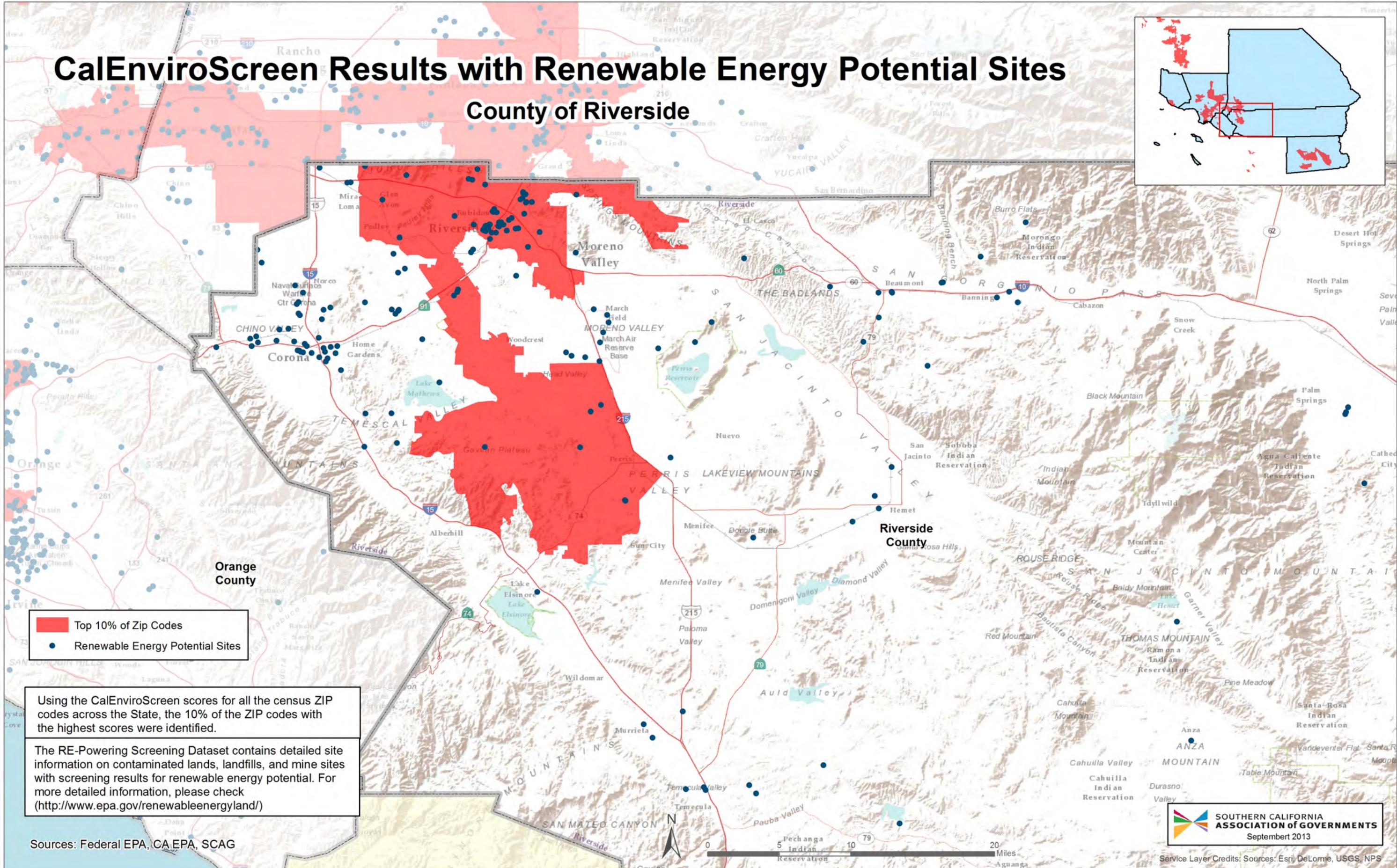
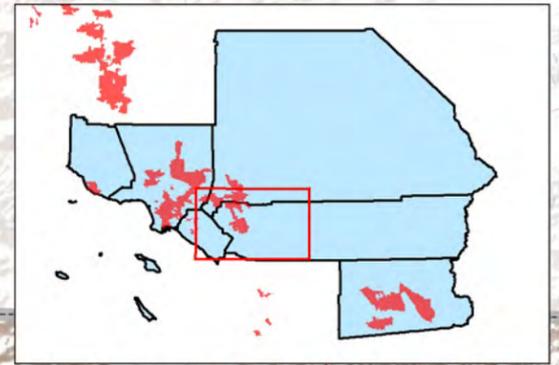
Sources: Federal EPA, CA EPA, SCAG



Service Layer Credits: Sources: Esri, DeLorme, USGS, NPS

# CalEnviroScreen Results with Renewable Energy Potential Sites

## County of Riverside



- Top 10% of Zip Codes
- Renewable Energy Potential Sites

Using the CalEnviroScreen scores for all the census ZIP codes across the State, the 10% of the ZIP codes with the highest scores were identified.

The RE-Powering Screening Dataset contains detailed site information on contaminated lands, landfills, and mine sites with screening results for renewable energy potential. For more detailed information, please check (<http://www.epa.gov/renewableenergyland/>)

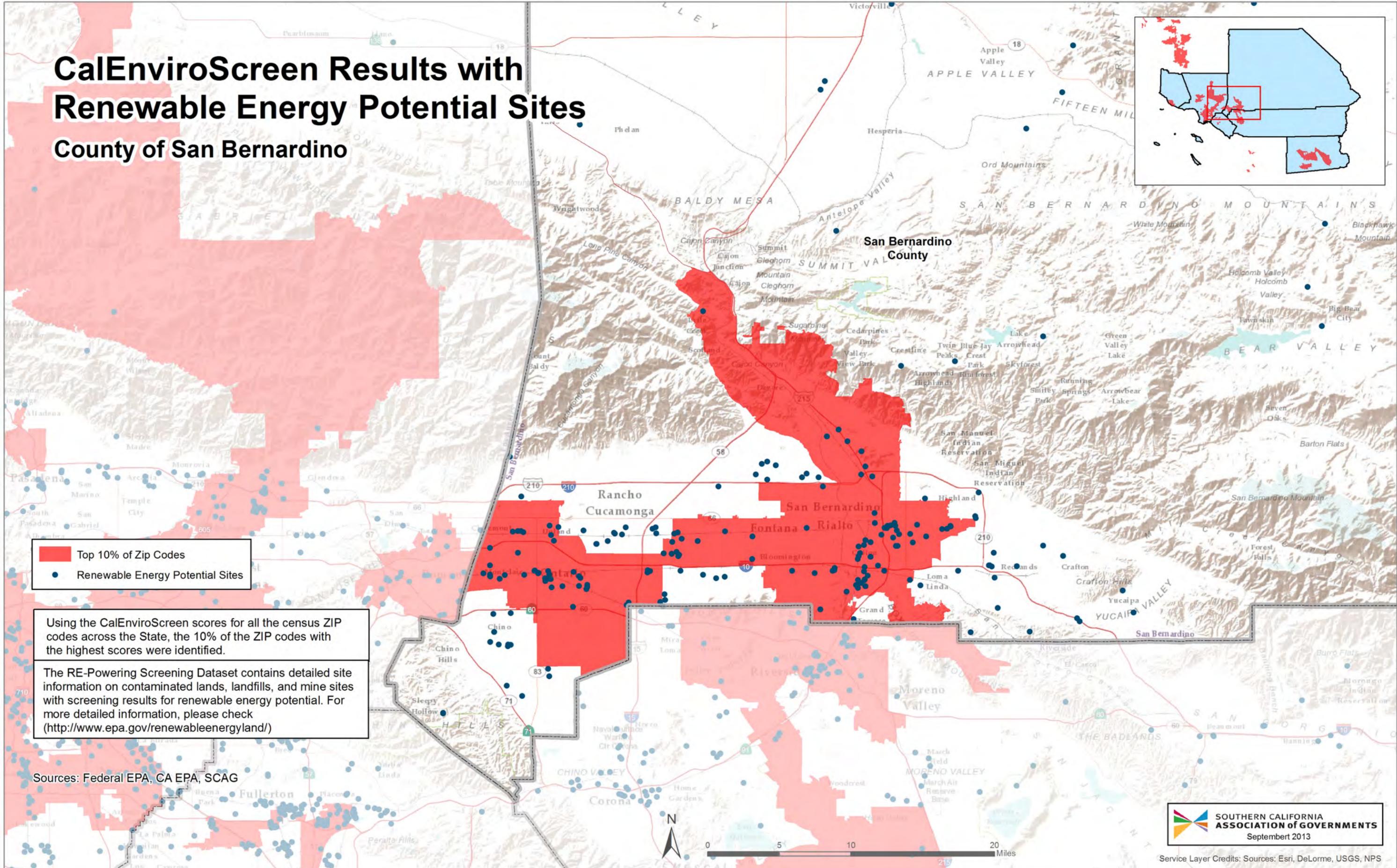
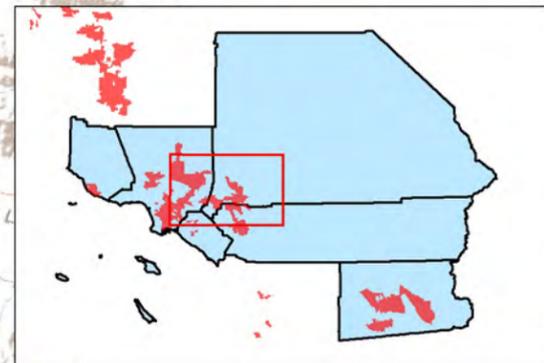
Sources: Federal EPA, CA EPA, SCAG



Service Layer Credits: Sources: Esri, DeLorme, USGS, NPS

# CalEnviroScreen Results with Renewable Energy Potential Sites

## County of San Bernardino



- Top 10% of Zip Codes
- Renewable Energy Potential Sites

Using the CalEnviroScreen scores for all the census ZIP codes across the State, the 10% of the ZIP codes with the highest scores were identified.

The RE-Powering Screening Dataset contains detailed site information on contaminated lands, landfills, and mine sites with screening results for renewable energy potential. For more detailed information, please check (<http://www.epa.gov/renewableenergyland/>)

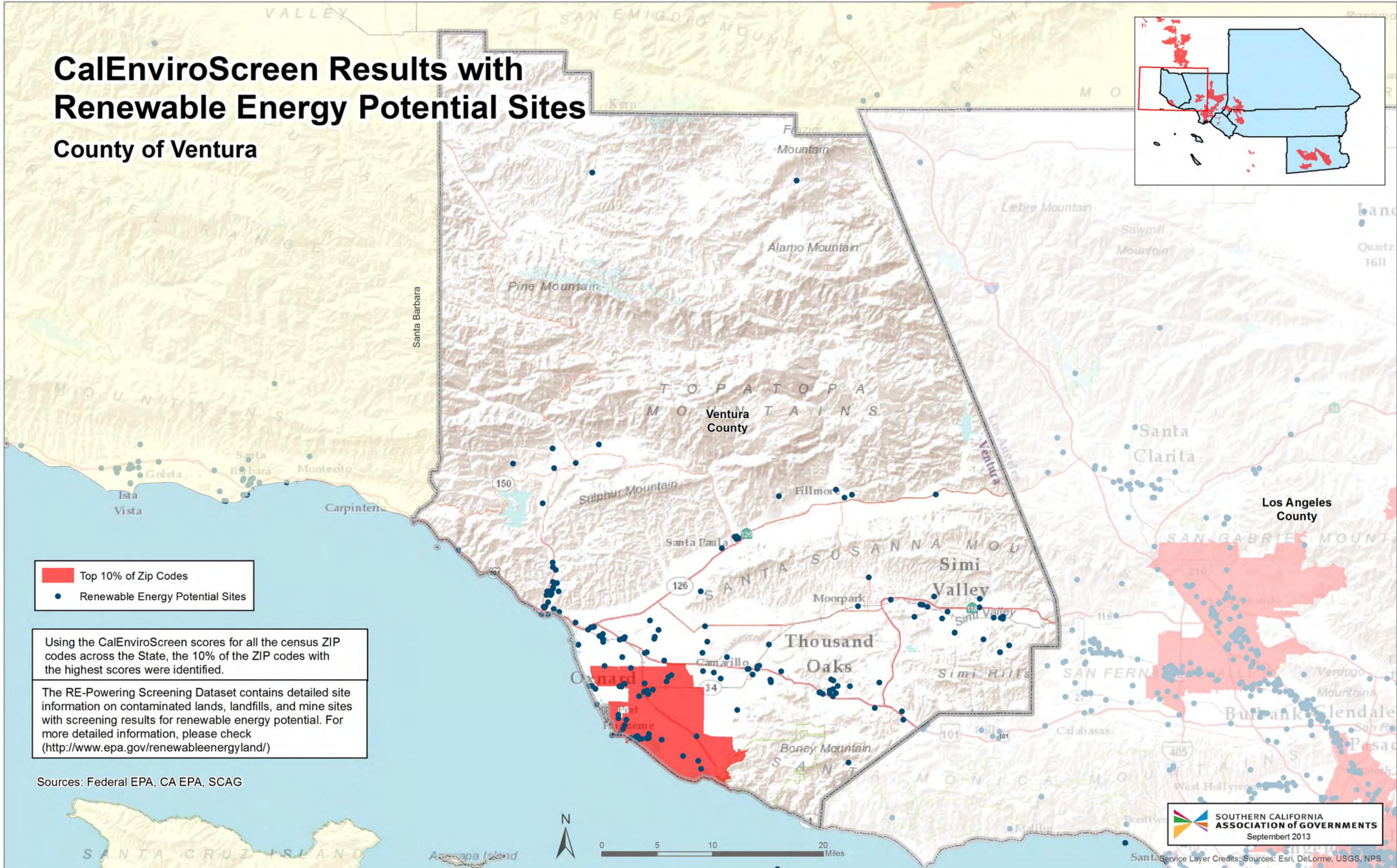
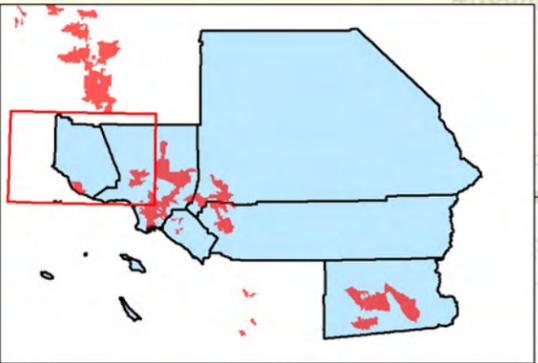
Sources: Federal EPA, CA EPA, SCAG



Service Layer Credits: Sources: Esri, DeLorme, USGS, NPS

# CalEnviroScreen Results with Renewable Energy Potential Sites

## County of Ventura

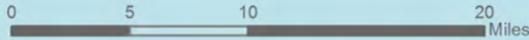


- Top 10% of Zip Codes
- Renewable Energy Potential Sites

Using the CalEnviroScreen scores for all the census ZIP codes across the State, the 10% of the ZIP codes with the highest scores were identified.

The RE-Powering Screening Dataset contains detailed site information on contaminated lands, landfills, and mine sites with screening results for renewable energy potential. For more detailed information, please check (<http://www.epa.gov/renewableenergyland/>)

Sources: Federal EPA, CA EPA, SCAG



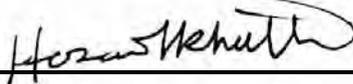
Service Layer Credits: Sources: Esri, DeLorme, USGS, NPS

**DATE:** September 12, 2013

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

**FROM:** Ping Chang, Program Manager  
[chang@scag.ca.gov](mailto:chang@scag.ca.gov); (213) 236-1839

**SUBJECT** State Performance Measure Comment Letter to the U.S. Department of Transportation (DOT)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

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

**EXECUTIVE SUMMARY:**

*In anticipation of the U.S. Department of Transportation (DOT) rule-making on Moving Ahead for Progress in the 21st Century (MAP-21) performance measures, a group of California State agencies recently provided a joint comment letter (attached) to the DOT. The letter proposes five (5) performance measures for the categories of traffic congestion and performance of the National Highway System. The proposed measures are either already part of the 2012-2035 RTP/SCS performance measures or generally consistent with the RTP/SCS framework. Staff will continue to participate in and monitor national and statewide MAP-21 related activities and report back to the Policy Committees as needed.*

**STRATEGIC PLAN:**

This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

**BACKGROUND:**

MAP-21, federal transportation reauthorization legislation, for FY13 and FY14 was enacted in July 2012. MAP-21 requires the DOT to initiate rulemaking to establish performance measures by April 2014 (with adoption anticipated in April 2015) in the areas listed below:

- Traffic congestion
- Performance of the National Highway System (NHS)
- Pavement conditions on the Interstate System and on remainder of the NHS; and bridge conditions on the NHS
- Fatalities and injuries on public roads; and transit safety
- Transit state of good repair
- On-road mobile source emissions
- Freight movement on the Interstate System

In addition, MAP-21 requires states to set performance targets within one (1) year of the DOT final rule on performance measures. MPOs are also required to set performance targets in relation to the performance measures within 180 days of states or providers of public transportation setting performance targets.

## **SUMMARY OF STATE AGENCIES' COMMENTS**

The state agencies' comment letter focuses on two (2) performance measures requirements of MAP-21: Traffic Congestion and Performance of the National Highway System. Specifically, the state agencies proposed the following performance measures:

### *Measures for Traffic Congestion*

- Average peak period travel time
- Annual vehicle hours of delay
- Annual person hours of delay

### *Measures for NHS Performance*

- Travel time reliability
- Person throughput per lane mile

For each of the five (5) performance measures proposed, the comment letter specifically identified the data needs particularly for non-urban freeways as well as the arterial portion of the NHS and requested federal assistance to address the data gap.

The proposed measures are either already part of the 2012-2035 RTP/SCS performance measures or generally consistent with the RTP/SCS framework. Staff will continue to participate in and monitor national and statewide MAP-21 related activities and report back to the Policy Committees as needed.

**FISCAL IMPACT:** Staff activities related to the MAP-21 Performance Measures are included in FY 2013-14 Overall Work Program (OWP) under 080.SCG153.04.

## **ATTACHMENT:**

State Agencies Comment Letter on MAP-21 Performance Measures dated, August 1, 2013



August 1, 2013

The Honorable Anthony Foxx  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Foxx:

California applauds the transition to performance-based decision making through implementation of the Moving Ahead for Progress for the 21<sup>st</sup> Century (MAP-21) national goals. Establishing national goals is an important first step toward improved system management and decision-making. To provide thoughtful recommendations to you, California assembled a multi-agency workgroup through the state's Strategic Growth Council, which considered a broad range of goals for our transportation system.

In partnership with the federal government, California is transforming the state's transportation system to meet the mobility, safety, and greenhouse gas reduction goals of the coming decades. Recent and future Regional Transportation Plans incorporate land use decisions and multimodal transportation investments to reduce greenhouse gas emissions to 1990 levels by 2020 and to achieve a further eighty-percent reduction by 2050. The state is embarking on a rail modernization program that includes high-speed rail and will increase the share of trips accomplished by mass transportation both regionally and inter-regionally. The state transportation goals also include targets for public health, infill development, and active transportation. The adoption of federal performance measurements and targets are fully consistent with these efforts.

Performance based decision making, and the use of performance measures, are key tools to be used in making high-performing, cost-effective investments in the right places and at the right times. We embrace this philosophy as part of an overall asset management approach as required by MAP-21. Investment made in our transportation system over the past 50 years has resulted in extremely high

The Honorable Anthony Foxx  
August 1, 2013  
Page 2

annual costs of preservation, maintenance, and reconstruction. Performance measures for congestion and system performance highlight the importance of keeping our existing infrastructure in good working order, assisting us in choosing the best strategies to make our existing transportation network operate as efficiently as possible, while assessing where to invest the precious few resources we have to prepare for a growing population and increased goods movement in a safe, reliable, and cost effective manner.

As we develop our asset management plans, performance measures, and targets, we benefit in California from investments made in systems to collect data and provide information necessary to monitor the performance of the National Highway System (NHS) in urban areas. Performance monitoring of the recently expanded NHS will provide a more comprehensive picture of roadway performance and corridor throughput once we have data for the entire system. California also benefits from enhanced land use, transportation, and economic models used by our large Metropolitan Planning Organizations (MPOs) to evaluate the potential impact of a number of transportation, sustainability, and economic measures, and for use where data are limited. We have also partnered with other state departments and our MPOs to conduct a more comprehensive household travel survey for California than ever before to provide data necessary for modeling efforts.

We offer the following suggestions for the United States Department of Transportation's (U.S. DOT) rule-making development for the MAP-21 Status III performance measures of Traffic Congestion, Performance of the Interstate System, and Performance of the non-Interstate NHS (note that we will call the latter two measures "NHS performance" for the purposes of this letter). Suggestions regarding Status I and Status II performance measure areas under MAP-21 (e.g., Safety) have been or will be provided under separate cover.

While we understand that measures and obtainable targets will be considered for adoption in the near-term for the two areas of traffic congestion and NHS performance, California's longer-term, more comprehensive goals and multimodal transportation systems should be kept in mind. We want to identify performance measures that, as improvements in data collection, analysis, and

understanding are made, better capture the transportation benefits provided by improved land use, infill, and active transportation. Goals that require additional or improved monitoring or additional information from surveys will require heightened investment and focus in specific areas where gaps in data and/or information exist. We encourage consideration of additional federal investment to assist in the more comprehensive monitoring of performance.

## **MEASURES FOR TRAFFIC CONGESTION**

**Average Peak Period Travel Time.** Given that agencies throughout California are working to reduce the amount of time people spend accessing the people, jobs, goods, and services they need, evaluating average travel time enables us to understand if we are being successful at improving this access. In analyzing the amount of time people spend traveling, we evaluate both the distance and the speed at which they are traveling. Considering this measure along with other measures like delay provides a more complete picture of how our transportation system is meeting the needs of our population.

Ideally, we will one day be able to measure travel times for all origins and destinations and for all modes. For now, we can begin measuring the average peak period travel time per commuter with vehicle speed and volume data. California can currently calculate travel times for urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need travel time data for all other roads on the NHS besides urban freeways.

**Annual Vehicle Hours of Delay and Annual Person Hours of Delay.** Delay (vehicle- or person-hours) for a transit or roadway segment is the extra time spent traveling beyond what one would experience at a given threshold speed. Total delay in a corridor or an urban area is calculated as the sum of individual segment delays for each vehicle or person, and the delays experienced on each day are summed to determine the annual delay.

In California, we propose using 35 miles per hour as the threshold speed for measuring congestion on freeways. We propose this speed not because it is our goal for highway speeds, but because it is a

fair measure of the most severe congestion. Speeds less than 35 miles per hour represent significant lost capacity and have corresponding costs in terms of greenhouse gas emissions and economic productivity loss. We must conduct additional data collection and analysis to establish an appropriate methodology for calculating delay on signalized arterials on the NHS. Given that many states need to establish practices for calculating delay on arterials, we encourage FHWA to support additional research in this area with the hope of establishing a single, national standard for calculating arterial delay.

With its detector data, California can currently calculate delay on urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need speed/travel time data for all other roads on the NHS besides urban freeways.

## **MEASURES FOR NHS PERFORMANCE**

**Travel Time Reliability.** Travel time reliability is concerned with the consistency or dependability of travel times from day to day, most often measured during weekday peak periods. Reliability is a useful measure in that it can inform transportation agencies about their success in managing congestion, including system management, incident management, and demand management strategies. It also reflects an important aspect of the traveler's experience. Reliability is a way of expressing how predictable travel times are such that travelers can correctly allocate the appropriate amount of time for their trip. It can be frustrating to travelers to have unexpected delays, resulting in them being late for work or appointments—events with potentially negative consequences. Shippers and freight carriers have repeatedly named reliability as the single most important issue with regard to moving goods in California. Just-in-time delivery is heavily dependent on reliable travel times.

California can currently calculate travel time reliability for urban freeway corridors that are part of the NHS. To expand this capability to the full NHS, we will need travel time data for all other roads on the NHS besides urban freeways.

**Person Throughput per Lane Mile.** Transportation system throughput is the number of people that pass through a location, a segment, or a corridor by all modes over a specified time. To the extent possible, an efficient system uses the maximum amount of available capacity. Thus, total person throughput measures how efficiently the available transportation resource has been used and indicates when efficiency improvements may be necessary. To calculate this measure for the full NHS, California can use traffic volume data from its urban freeway detectors and from the Highway Performance Monitoring System (HPMS), but we anticipate needing additional volume information in non-urban areas and on Strategic Highway Network routes, intermodal connectors, and principal arterials. Passenger count data from transit services and walking and bicycling data are necessary for a complete picture of person throughput.

#### **MEASURES TO CONSIDER IN DATA ANALYSIS**

Evaluating the relationship that these recommended measures have to other measures reflecting travel demand is useful in understanding true success in managing congestion and system performance. A valuable indicator of travel demand is **vehicles miles traveled per capita**. A vehicle mile traveled is defined as one vehicle traveling the distance of one mile. Total vehicle miles traveled, thus, is the total mileage traveled by all vehicles in a defined area. In order to evaluate system usage in relationship to travel demand, taking the extra step of calculating vehicle miles traveled per capita provides a picture of the trend in statewide transportation service consumption relative to population growth.

Recognizing that population change and economic indicators such as the unemployment rate, gross state product, personal income levels, and gasoline prices, among others, are factors to consider in analyzing transportation network performance, selected performance measures should not be applied in such a way as to penalize a state or region for the impact on travel demand associated with economic or population growth.

## **DATA FOR MEASURING TRAFFIC CONGESTION AND NHS PERFORMANCE**

As we have discussed appropriate performance measures for evaluating traffic congestion and NHS performance, an important consideration has been the availability and quality of data. Currently, Caltrans collects a relatively large amount of vehicle traffic volume and speed data from vehicle detectors deployed on Interstates and other freeways that are part of the NHS in urban areas of the state. These data enable us to calculate a variety of performance measures for this subset of the NHS. The quickness and ease of calculating different measures varies based on the sophistication of the tools we have built into our Performance Measurement System (PeMS) for each particular measure.

In order to calculate performance measures related to congestion and performance for the entire NHS, one solution is to use third-party speed and/or travel time information. We understand that U.S. DOT may assist states in procuring speed and/or travel time data for the entire NHS, and this would help expedite reporting on many NHS facilities where we currently have no data. However, the data procurement is only a first step towards performance measure reporting. Currently, Caltrans does not use third-party speed data for performance analysis and we will face challenges in terms of data storage, processing, and analysis as we familiarize ourselves with the new data. We hope to integrate any new data sets with existing data systems to fully leverage investments we have already made. We also caution that there is still much to learn about third-party data and we anticipate needing to pay close attention to the quality of speed information on lower-volume segments of the NHS. Insufficient traffic volume data on these same segments may also be an issue.

Additionally, as we strive to build sustainable communities, we must obtain more vehicle occupancy data, transit data, and particularly walking and bicycling data to measure our success in encouraging multimodalism and implementing strategies like Complete Streets. More frequent (at least every two years) community or household travel surveys are necessary to fill in data gaps in each MAP-21 reporting cycle. To develop a robust national performance measurement program, Federal assistance in collecting these additional data will be required.

The Honorable Anthony Foxx  
August 1, 2013  
Page 7

## **OTHER CONSIDERATIONS**

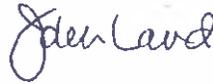
We appreciate the opportunity to comment on the performance measure areas of MAP-21 before the Notice of Proposed Rulemaking (NPRM). Because this performance-based approach is new and will require many states to reallocate resources to organize staff and create systems and procedures to do the necessary reporting, we hope that we will also have the opportunity to make substantive comments after the NPRM is released.

The Honorable Anthony Foxx  
August 1, 2013  
Page 8

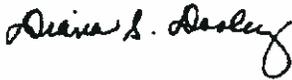
Sincerely,



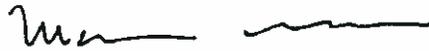
Brian Kelly  
Secretary  
California State Transportation Agency



John Laird  
Secretary  
California Natural Resources Agency



Diana Dooley  
Secretary  
California Health & Human Services Agency



Matt Rodriguez  
Secretary  
California Environmental Protection Agency



Ken Alex  
Director  
Governor's Office of Planning & Research

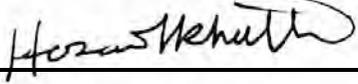
# REPORT

**DATE:** September 12, 2013

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

**FROM:** Christopher Tzeng, Associate Planner, [tzeng@scag.ca.gov](mailto:tzeng@scag.ca.gov), (213)236-1913

**SUBJECT** Dynamic Augmented Living Environment (DALE) Solar Decathlon Project Event

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

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

**EXECUTIVE SUMMARY:**  
*Craig Reem, Director of Public Affairs and Communications at the City of Irvine, will be presenting on the U.S. Department of Energy Solar Decathlon 2013, which will be held at the Orange County Great Park in Irvine from October 3-13, 2013. This award-winning program challenges collegiate teams to design, build, and operate solar-powered houses that are cost-effective, energy-efficient, and attractive.*

**STRATEGIC PLAN:**  
 This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

**BACKGROUND:**  
 The U.S. Department of Energy Solar Decathlon is an award-winning program that challenges collegiate teams to design, build, and operate solar-powered houses that are cost-effective, energy-efficient, and attractive. The winner of the competition is the team that best blends affordability, consumer appeal, and design excellence with optimal energy production and maximum efficiency. The solar homes will be open to visitors for eight days over two weekends. The Solar Decathlon gives visitors the opportunity to tour the houses, gather ideas to use in their own homes, and learn how energy-saving features can help them save money today.

One of the houses on display, the Dynamic Augmented Living Environment (DALE) is a net-zero solar powered house, designed, built, and deployed by the students of the Southern California Institute of Architecture (SCI-Arc) and the California Institute of Technology (Cal-tech).

**FISCAL IMPACT:**  
 None

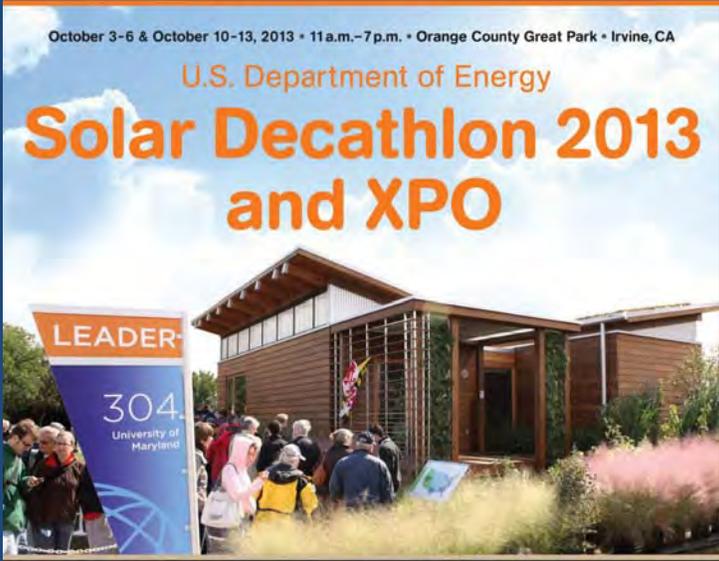
**ATTACHMENT:**  
 U.S. Department of Energy Solar Decathlon 2013 and XPO

Sponsor Exhibit Speak Volunteer Promote

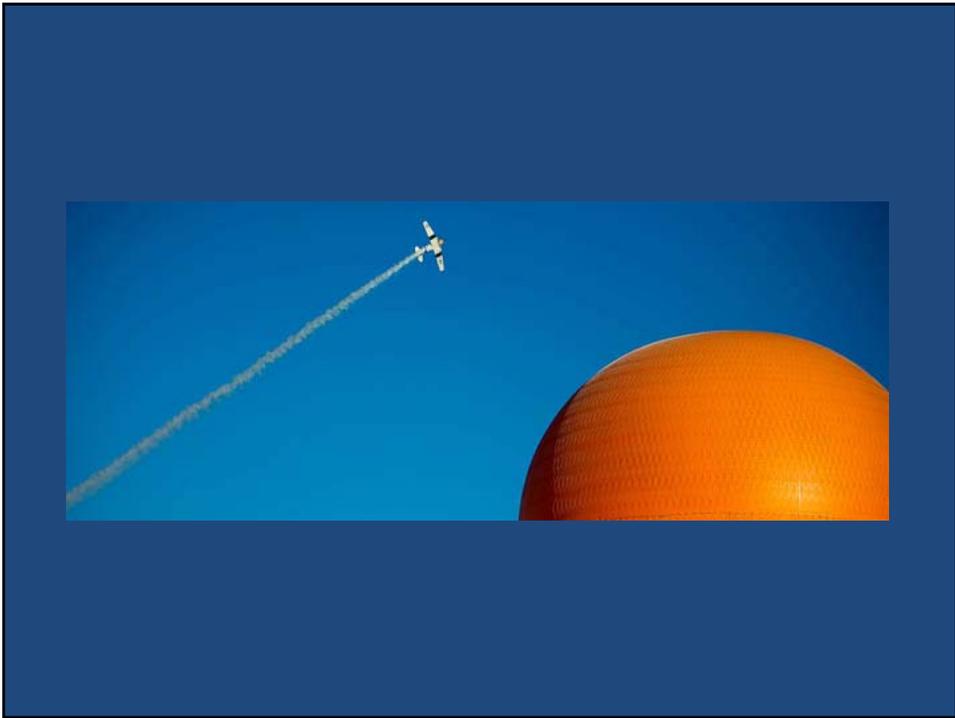
October 3-6 & October 10-13, 2013 • 11 a.m.-7 p.m. • Orange County Great Park • Irvine, CA

U.S. Department of Energy

# Solar Decathlon 2013 and XPO



- Tour 20 solar houses
- Experience the XPO's technology & children's village
- Meet 800 collegiate students
- Free public event



**Solar Decathlon 2002**



**Solar Decathlon 2009**







### BEST AND BRIGHTEST: 20 TEAMS OF SOLAR DECATHLON 2013

			Team Alberta 	
		Team Austria 		
		Team Capitol DC 		
		Team Ontario 		
		Team Texas 		

## Sponsors



## Sponsors



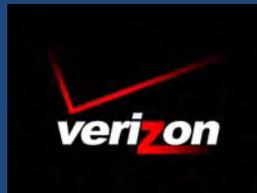
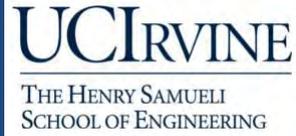
## Sponsors



## Sponsors



## Sponsors



## Programmatic Partners

- American Institute of Architects
- American Society of Landscape Architects
- Build It Green
- Building Industry Association
- City of Irvine
- Discovery Science Center
- Irvine Public Schools Foundation
- NAIOP Commercial Real Estate Development Association
- National Association of Home Builders
- Solar Energy Industry Association
- The Energy Coalition
- Vital Link of Orange County
- University of California, Cooperative Extension Master Gardeners
- Urban Land Institute
- U.S. Green Building Council

## **Theme Days**

### **Municipal Day**

Friday, October 4

### **Home and Business Consumer Day**

Sunday, October 6

### **School Day**

Thursday, October 10

### **Green Jobs Fair**

**&**

### **School Day**

Friday, October 11



The XPO is a clean, renewable and efficient energy exposition, featuring visionary and innovative companies, products and educational opportunities, centered around the U.S. Department of Energy Solar Decathlon 2013.

Through fun, interactive exhibits and activities, the XPO will educate visitors about the broad spectrum of energy efficiency in home design, transportation, consumer products, food production, and education and demonstrate actionable ways to implement energy efficiency today and in the future. Visitors will leave the XPO with tools and resources to live differently.

The XPO will maximize Irvine and Orange County as high-tech, bio-tech, clean-tech and green-tech centers by bringing together visionaries, innovators and the public, with a consumer driven focus, to inspire real action in support of energy and resource efficiency.



Arizona State University and The University of New Mexico's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Southern California Institute of Architecture and California Institute of Technology's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



University of Nevada Las Vegas' Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Stanford University's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Stevens Institute of Technology, New Jersey. Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Team Ontario, Canada: Queen's University, Carleton University, and Algonquin College's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Norwich University, Vermont. Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Team Capitol DC: The Catholic University of America, George Washington University, and American University's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Czech Republic: Czech Technical University's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Team Alberta, Canada: University of Calgary's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Middlebury College, Vermont. Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Team Texas: The University of Texas at El Paso and El Paso Community College's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



The University of North Carolina at Charlotte's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



University of Southern California's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Tidewater Virginia: Hampton University and Old Dominion University's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Team Austria: Vienna University of Technology's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



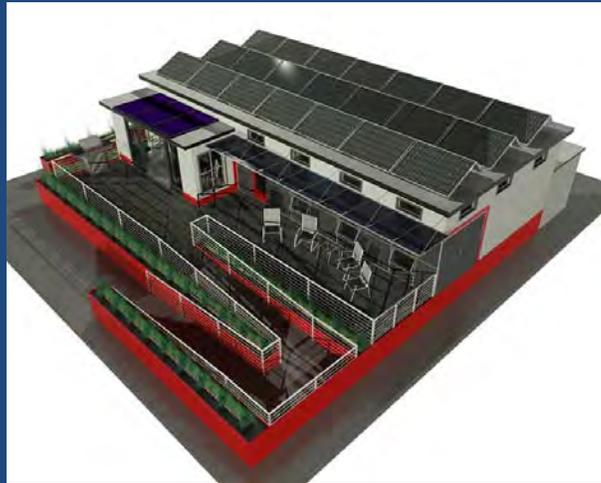
Kentucky/Indiana: University of Louisville, Ball State University and University of Kentucky's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Santa Clara University's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



West Virginia University's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)



Missouri University of Science and Technology's Solar Decathlon 2013 House Rendering. (Credit: U.S. Department of Energy Solar Decathlon)

Sponsor Exhibit Speak Volunteer Promote

October 3-6 & October 10-13, 2013 • 11 a.m.-7 p.m. • Orange County Great Park • Irvine, CA

U.S. Department of Energy

# Solar Decathlon 2013 and XPO



• Tour 20 solar houses • Experience the XPO's technology & children's village  
• Meet 800 collegiate students • Free public event

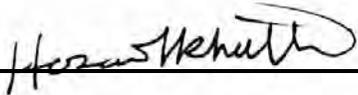
A promotional poster for the Solar Decathlon 2013 and XPO. The poster features a photograph of a modern house with a solar panel array on the roof. A sign in the foreground reads "LEADER 304 University of Maryland". The poster includes the event dates, location, and a list of activities.

**DATE:** September 12, 2013

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

**FROM:** Joann Africa, Chief Counsel; (213)236-1928, [africa@scag.ca.gov](mailto:africa@scag.ca.gov)

**SUBJECT:** Litigation Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

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

**EXECUTIVE SUMMARY:**  
*Recently, there have been a number of litigation matters that are of interest to SCAG officials. Staff presents this Litigation Update to apprise the Regional Council; Executive/Administration Committee; and the Policy Committees of the current developments.*

**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 AND SUMMARY:**

**1) Metro Expo Line Phase 2 project to move forward**  
On August 5, 2013, the State Supreme Court issued a favorable decision for the Los Angeles County Metropolitan Transportation Authority (Metro) and the Exposition Construction Authority (Expo Authority), with respect to the CEQA lawsuit involving the Exposition Corridor Transit Project, also known as "Expo Phase 2" (*Neighbors for Smart Rail v. Exposition Metro Line Construction Authority*, No. S202828, August 5, 2013). The project, which seeks to extend the existing light-rail transit line from Culver City to Santa Monica, has been in litigation since 2010 when a neighborhood group challenged the project's EIR. SCAG's Regional Council previously authorized joining other public agencies in the filing of an Amicus Brief in support of the Expo Authority.

Affirming both the trial court and appellate court decisions, the California Supreme Court ruled on two important matters of law: (1) that an agency does have the discretion under CEQA law to analyze a project's significant impacts based upon a future conditions baseline if an existing conditions analysis would be misleading or without informative value; and (2) that mitigation measures that depended upon the cooperation of other public agencies were adequate under CEQA. While the high court did state that the Expo Authority *should have* analyzed the

project's effect on existing traffic congestion and air quality conditions, the Court found no prejudice on the part of the Expo Authority for solely analyzing the project's traffic and air quality impacts based upon future (i.e., year 2030) conditions. With respect to the mitigation measures in the project's EIR, which required that Los Angeles County Metro (as the operator of the transit line) work with local jurisdictions to address possible spillover parking problems, the court found the mitigation measures to be sufficient under CEQA stating that while the Expo Authority and Metro cannot guarantee local governments will cooperate to implement permit parking programs or other parking restrictions, the administrative record supported the conclusions that, these municipalities "can and should" do so in accordance with CEQA regulations.

This decision by the State Supreme Court is significant in that not only does it mean that the Expo Phase 2 project can now move forward, but also that lead agencies (such as county transportation commissions) can for CEQA purposes utilize a future conditions baseline in evaluating transportation projects if justified as well as utilize mitigation measures which reasonably defers action to other agencies. The Supreme Court's decision regarding mitigation measures is particularly relevant to SCAG given that since SCAG is not an implementing agency and lacks land use authority, the agency follows a mitigation approach in its EIR for SCAG's RTP/SCS which depends on the cooperation of other local agencies. This Supreme Court decision validates this approach. Additionally, while SCAG used existing conditions as the baseline in the 2012 RTP/SCS, SCAG may have some flexibility in the future.

## 2) "Plan Bay Area" (MTC/ABAG) and EIR for the Plan are challenged in three lawsuits

Last month, three separate lawsuits, primarily based upon CEQA, were filed against the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) regarding the adoption of its "Plan Bay Area" (Plan) which serves as the region's RTP/SCS and the certification of the EIR for the Plan, completed this past July. First, on August 6, 2013, a citizen coalition known as the "Bay Area Citizens" filed a lawsuit (*Bay Area Citizens v. ABAG and MTC*, No. RG - 1369063). Bay Area Citizens is represented by the Pacific Legal Foundation, a non-profit legal organization that litigates on matters related to property rights and limited government. CEQA requires that the EIR consider and discuss alternatives to the Plan (alternatives analysis). The Petitioners primarily alleging that the EIR alternatives analysis did not comply with CEQA since: (1) it did not include an alternative proposed by the Bay Area Citizens organization; and (2) the "No Project" alternative did not address the greenhouse gas emissions reductions (GHG) to be achieved by ARB-approved measures to improve vehicle emissions standards and fuel efficiency.

On August 16, 2013, a second lawsuit was filed by the Building Industry Association Bay Area (BIA) against ABAG and MTC (*Building Industry Association Bay Area v. ABAG and MTC*, No. RG - 13692098). The Petitioner challenges the adoption by ABAG and MTC of the Plan, including the sustainable communities strategy (SCS) component of the Plan, and the certification of the EIR for the Plan under CEQA. Petitioner additionally challenges ABAG's adoption of its Regional Housing Needs Assessment (RHNA). They allege violations of SB 375, which requires that the SCS set forth a regional land use and transportation plan that, if feasible, will attain the GHG target established by ARB for the region. The Plan includes strategies to achieve the GHG reduction targets by encouraging growth in "priority development areas"

(PDA). Under the Plan, PDAs are locally-designated areas within existing communities that have been identified and approved by local cities or counties for future growth. These areas are typically accessible to transit, jobs, shopping and other services. About 170 locally-designated PDAs were identified under the Plan to absorb about 80% of new housing units and over 65% of new jobs in the Bay Area.

The BIA mainly asserts in their lawsuit that: 1) the SCS is infeasible, in violation of SB 375 requirements, primarily due to alleged unrealistic development patterns focusing housing and jobs growth in PDAs; 2) under CEQA, the project description is inadequate as it relates to “integral components” of the Plan, and the alternatives analysis is inadequate including the “No Project” alternative due to inaccurate assumptions and misleading information (and other claims under CEQA); and 3) the RHNA failed to ensure that each city and county provide for an equitable share of the housing need of persons at all income levels, in violation of state requirements.

Finally, on August 19, 2013, a third lawsuit was filed against ABAG and MTC by Communities for a Better Environment (CBE) and the Sierra Club (*CBE and The Sierra Club v MTC and ABAG, No. RG - 13692189*). CBE and Sierra Club are represented by Earthjustice, a non-profit public interest law firm. Similar to the other two lawsuits, Petitioners challenge the EIR for the Plan as well as the Plan itself. Petitioners primarily allege that the EIR failed to adequately consider and analyze goods movement information, as well as health-related and socio-economic impacts of goods movement; improperly deferred formulation of goods movement mitigation measures until a later time; deferred goods movement analysis as part of an improper “piecemeal” approach; and other claims under CEQA. They further allege that the EIR failed to properly evaluate the Plan’s effects on GHG emissions in the transportation and land use sectors. Finally, Petitioners asserted that the Plan did not include all the required elements for regional transportation plans under state law.

Interestingly, to support its argument that the EIR failed to adequately address good movement matters, the *CBE* petition remarked on SCAG’s 2012 RTP/SCS, stating that in contrast to the Plan Bay Area, SCAG’s plan “includes a detailed description of goods movement in the project description, a detailed analysis of goods movement throughout the region, and proposes a variety of mitigation measures to address the environmental and health effects of goods movement.”

All three lawsuits were filed in Alameda County Superior Court, and the cases are expected to be consolidated and overseen by one judge. While still in the early stages of litigation, it appears that ABAG and MTC have good grounds for defense. As the cases progress, we will apprise the Regional Council of new developments and include any amicus effort that SCAG may wish to participate in to support ABAG and MTC. In addition, the CEQA requirements applicable to the programmatic EIR on the Plan Bay Area are the same requirements to which SCAG adheres to in developing the PEIR for SCAG’s RTP/SCS updates. As such, we will be watching these cases very closely to analyze any implications to the approach for SCAG’s 2016 RTP/SCS update and PEIR.

### 3) **Appeal continues regarding SANDAG RTP/SCS EIR**

The San Diego Association of Governments (SANDAG) is in the early stages of its appeal relating to the CEQA challenge of its EIR for its RTP/SCS which was adopted in 2011 (*Cleveland National Forest Foundation et al. v. SANDAG et al.*, 4<sup>th</sup> Appellate Court District, Case No. D063288). SANDAG is appealing the trial court's decision that; (1) its EIR's analysis on greenhouse gas (GHG) impacts was deficient because it did not include a comparison of projected regional GHG emissions through the year 2050 against statewide reduction targets established in a 2005 Executive Order issued by then-governor Arnold Schwarzenegger (Executive Order 03-05); and (2) that its EIR failed to adequately address mitigation measures for GHG emissions because it relied on the voluntary action of local governments and other public agencies. Like it did at the trial court level, SCAG will be joining other transportation agencies in filing an amicus brief in support of SANDAG in its appeal later this year. Interestingly, the decision by the State Supreme Court with respect to the mitigation measures for the Expo Phase II project is very timely and can be used by SANDAG to bolster its argument that its mitigation measures which required action by local agencies is permissible under CEQA.

### 4) **Partial Ruling in California High Speed Rail- Proposition 1A case**

On August 16, 2013, a Sacramento Superior Court judge issued a ruling in the first phase of a lawsuit filed by Kings County (*John Tos, Aaron Fukuda, County of Kings v. California High-Speed Rail Authority, et al.*; Case No. 34-2011-00113919-CU-MC-GDS). The judge ruled that the funding plan approved by the California High Speed Rail Authority (Authority) did not comply with Proposition 1A requirements. However, the ruling stated that the Court would not invalidate the legislative appropriation made through SB 1029 (July 2012 Budget Act). As part of the second phase of this litigation, a hearing will be scheduled on remedy issues.

In response to issues raised in this litigation, the Authority prepared a revised 2012 Business Plan which addressed problems identified by the court. On the day of this ruling, Dan Richard, Chairman of the Authority stated, "Today's ruling is that the legislative appropriation for high-speed rail... remains valid, and our work on the project continues."

#### **ATTACHMENT:**

None

**DATE:** September 12, 2013

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

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

**SUBJECT:** Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

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

**EXECUTIVE SUMMARY:**  
*As past practice, SCAG staff will engage in a bottom-up local input process for the 2016-2040 RTP/SCS. At the August 1, 2013 meeting, the Regional Council approved a preferred protocol for communicating, approving, and submitting input from local jurisdictions. Subsequently, SCAG staff will distribute a letter to local jurisdictions in the SCAG region that will initiate the Bottom-Up Local Input Process for the upcoming RTP/SCS*

**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:**  
At the February 7, 2013 CEHD Committee meeting, staff were directed to establish a formal protocol for communications between SCAG and local jurisdictions regarding the local input and review process of the growth forecast and land use datasets for the 2016-2040 RTP/SCS. At the meeting on August 1, 2013, the Regional Council approved such protocol as detailed below:

1. A jurisdiction's City Manager, County Administrator, Subregional Executive Director (in the case where a subregional organization is submitting the input on behalf of its member jurisdictions), or their respective designee will provide approval on growth forecast and land use data. While not required as a method of submittal of information, SCAG jurisdictions may voluntarily choose to utilize the optional SCAG Data Verification and Approval Form. If another transmittal method of information is utilized, it should include the signature of the official designee; and

# REPORT

2. Local jurisdictions may also choose to adopt, while optional, a resolution designating a position representing the jurisdiction’s input on the growth forecast and land use data for the 2016-2040 RTP/SCS. Other options for the designation may include formal action by the jurisdiction, the transmittal of a letter to SCAG, or meeting minutes.

Having received Regional Council approval of the local input communications/approval protocol, SCAG staff is moving forward with the transmission to the city managers, county chief administrators, planning directors, city clerks and county clerks (for forwarding to all city/county elected officials), and the subregional executive directors, a comprehensive letter outlining the 2016-2040 RTP/SCS development process.

This letter, included as an Attachment, seeks to accomplish the following:

1. Provide an overview of the contents and work plan for the development of 2016-2040 RTP/SCS;
2. Establish communication channels between SCAG and the 197 jurisdictions within the region; provide a main SCAG contact person for directing inquiries regarding the RTP/SCS development process; and request jurisdictions to follow the established protocol for submitting confirmation of data to SCAG;
3. Provide a list of the maps, data, growth forecast, and land use information that SCAG will transmit to local jurisdictions for review, comments, and subsequent verification or approval;
4. Provide a general schedule, milestones, and deadlines for the review of key socioeconomic datasets required for the development of the 2016-2040 RTP/SCS and PEIR.

As with the 2012-2035 RTP/SCS, SCAG will seek verification of the existing land use, general plan land use, and zoning information; and approval of jurisdictional level population, households, and employment forecasts for the years 2020, 2035, and 2040. Jurisdictions may also elect to submit sub-jurisdictional input (e.g., input at the census tract or transportation analysis zone level). However, sub-jurisdictional level input will only be treated as advisory, including input from those jurisdictions within a subregion that has accepted delegation through formal notification to SCAG by February 2014. For the 2016-2040 RTP/SCS development process, SCAG, working closely with jurisdictions and a Working Group comprised of regional stakeholders and technical practitioners, will also roll-out the Scenario Planning Model (SPM). The SPM will allow local jurisdictions to envision and estimate the potential benefits from future land use and policy choices.

## **FISCAL IMPACT:**

Activities related to the 2016 RTP/SCS development are included in the SCAG budget under 13-010.SCG0170.01, 13-020.SCG1635.01, 13-055.SCG0133.025, and 13-070.SCG0130.10.

## **ATTACHMENT:**

Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

# DRAFT

Mr. Xx Yy  
City Manager  
City of Aliso Viejo  
12 Journey, Suite 100  
Aliso Viejo, CA 92656-5335

SUBJECT: Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Dear Ms. Xx Yy:

A critical component to the success of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) will be the participation and cooperation of all 197 local government partners within the Southern California Association of Governments (SCAG). To this end, we will ensure that all local governments are fully informed of the planning process and have clear and adequate opportunities to provide input.

A first step in the local input process, and the purpose of this letter, is to outline protocols for communication, information sharing, and verification/approval between SCAG and local jurisdictions. These protocols were approved by SCAG's Regional Council on August 1, 2013.

The options below provide flexibility for local jurisdictions in providing input to SCAG on the land use information and growth forecast for population, housing, and employment and will ensure that the information provided is "official input":

- A jurisdiction's City Manager, County Administrator, Subregional Executive Director (in the case where a subregional organization is submitting the input on behalf of its member jurisdictions), or their respective designee will provide approval on growth forecast and land use data. While not required as a method of submittal of information, SCAG jurisdictions may voluntarily choose to utilize the optional Data Verification and Approval Form (Attachment A). If another transmittal method of information is utilized, it should include the signature of the official designee; and
- Local jurisdictions may also choose to adopt, while optional, a resolution designating a position representing the jurisdiction's input on the growth forecast and land use data for the 2016-2040 RTP/SCS. A sample of the optional resolution is provided (Attachment B). Other options for the designation may include formal action by the jurisdiction, the transmittal of a letter to SCAG, or meeting minutes.

The draft 2016-2040 RTP/SCS schedule, further detail on the process, and SCAG Scenario Planning Model (SPM) Description are included as Attachments C, D and E. Of particular note is Attachment D that specifies deadlines for submitting local information to SCAG.

# DRAFT

Four key stages of the Local Input process are summarized below:

- Stage 1 - Preliminary Land Use Data Collection and Review (March 2013 - September 13th, 2013)  
*Note that SCAG staff have worked to collect and integrate local land use information into our regional database. To provide input on these draft datasets, please review your jurisdiction's individual Map Book available at [ftp://scag-data:\\$cag424@data.scag.ca.gov/Data\\_Map\\_Book](ftp://scag-data:$cag424@data.scag.ca.gov/Data_Map_Book);*
- Stage 2 - Review of Base Year 2012 Socioeconomic Data and Future Years' (2020, 2035, and 2040) Growth Forecast (October 2013 - May 2014);
- Stage 3 - Open Space Conservation Database (May 2014 – September 2014);
- Stage 4 - Land Use Scenario Exercises (May 2014 –September 2014).

To ensure a single point of contact, all future communications on this topic will be sent to each jurisdiction's Planning Manager/Director with a CC to the city manager and/or county chief administrator in the SCAG region. A copy of this initial letter will also be sent to each planning director, city or county clerk, and the executive director and subregional coordinator of each respective subregional organization. For your jurisdiction, the main point of contact will be \_\_Jane Doe, \_\_Planning Manager \_\_email\_\_phone. If you would like to designate another point of contact, please send the contact information to Frank Wen.

Frank Wen, Manager of Research and Analysis, will be the primary SCAG contact for this process. Frank can be reached at [wen@scag.ca.gov](mailto:wen@scag.ca.gov) or 213-236-1854. We welcome any questions, and are committed to working with you to facilitate this process so that it is seamless and effective.

SCAG greatly appreciates your efforts and collaboration in developing the 2016-2040 RTP/SCS.

Sincerely,

Hasan Ikhata

Executive Director

Email CC: City Council Members/Board of Supervisors via City/County Clerk

City Manager

COG Executive Director

Subregional Coordinator

Attachments:

- A. Data Verification and Approval Form
- B. Sample Resolution
- C. Draft Preliminary Schedule for the Development of the 2016-2040 RTP/SCS
- D. Further Detail on the 2016-2040 RTP/SCS and Local Input Process
- E. SCAG Scenario Planning Model (SPM) Description

# DRAFT

## Attachment A

### Data Verification and Approval Form Local Input and Review Process 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

Date: \_\_\_\_\_

**This Represents Communication:** From the Jurisdiction of \_\_\_\_\_ to SCAG

**A - Contact & Background Information**

Jurisdiction Contact Person: \_\_\_\_\_  
 Position: \_\_\_\_\_  
 Email: \_\_\_\_\_  
 Phone: \_\_\_\_\_

**Background Information:**

My Jurisdiction has enacted a resolution giving me the authority to verify and/or approve SCAG's data

I am my Jurisdiction's City Manager, County Chief Operating Officer, or Subregional Executive Director or their designee

None of the Above ( I acknowledge that any verification and/or approval of SCAG's data will be considered official input from my Jurisdiction)

Background Information, if any, based upon Previous Communication: \_\_\_\_\_

**B - Action Items**

**We are seeking to (please check the appropriate boxes):**

Submit to SCAG:

Verification of Accuracy of SCAG's Land Use Data

Official Approval of SCAG's Demographic Data

Other (Please Specify): \_\_\_\_\_

**C - Data Type**

**With Relation to SCAG's**

**Land Use Data:**

General Plan Land Use

Zoning

Existing Land Use (2012)

Endangered Species and Plants

Flood Areas

Natural Community & Habitat Conservation

Open Space and Parks

Farmland

Major Stops & High Quality Transit Corridors

City Boundary & Sphere of Influence

Census Tract Boundaries

Transportation Analysis Zone (TAZ) Boundaries

Other (Please Specify): \_\_\_\_\_

**Demographic Data:**

Population

Households

Employment

Year:

2012

2020

2035

2040

Geographic Level:

Jurisdictional Level

Other Geographic Level (Please Specify): \_\_\_\_\_

**D - Description of Action Items**

**Comments (if applicable):**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Verification of SCAG's Land Use Data (if applicable):**

We have reviewed SCAG's Land Use Data and verify its accuracy

We cannot verify the accuracy of the data at this time and would like to suggest the revisions described above

Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative) \_\_\_\_\_

**Official Approval of SCAG's Jurisdictional Level Demographic Data (if applicable):**

We have reviewed SCAG's Jurisdictional Level Demographic Data and can provide official approval

We cannot provide official approval at this time, and would like to suggest the jurisdictional-level figures listed below

	2012	2020	2035	2040
Population				
Households				
Employment				

Signature (to be executed by City Manager, County Chief Administrator or Authorized Representative) \_\_\_\_\_

When complete, please return this form to Frank Wen, Manager of Research & Analysis at SCAG, at wen@scag.ca.gov

# DRAFT

## Attachment B

### Sample Resolution

RESOLUTION NO. \_\_\_\_

**A RESOLUTION OF THE (NAME OF LOCAL JURISDICTION OR  
SUBREGIONAL ORGANIZATION) DESIGNATING (TITLE OF  
STAFF POSITION)  
TO SUBMIT LOCAL GROWTH FORECASTS TO THE  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

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

**WHEREAS**, as the MPO, SCAG is engaged in the Local Input process for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and

**WHEREAS**, local jurisdictions or subregional organization within the SCAG region are requested to review, comment and verify the maps, data, growth forecast information and land use information transmitted by SCAG by September 30, 2014; and

**WHEREAS**, (Name of Local Jurisdiction or Subregional Organization) has reviewed the maps, data, growth forecast information and land use information transmitted by SCAG, and is prepared to submit its input to SCAG.

**NOW, THEREFORE, BE IT RESOLVED** by the (Name of Governing Body) of the (Name of Local Jurisdiction or Subregional Organization) that it hereby designates (Name of designated staff position) or its designee to approve and submit to SCAG the 2016-2040 RTP/SCS local land use and growth forecasts of jurisdictional level population, household and employment for 2012, 2020, 2035, and 2040. [If resolution is from a Subregional Organization, please list the name(s) of the jurisdiction(s) to which the Subregional Organization is submitting the local input information.]

**APPROVED AND ADOPTED** by or before September 30, 2014.

---

Authorized Representative  
of Local Jurisdiction or  
Subregional Organization

# Attachment C

## SCAG's DRAFT Preliminary Schedule for Development of the 2016-2040 RTP/SCS as of August 2013

This schedule provides a preliminary summary of development and phasing for the 2016-2040 RTP/SCS. Both the technical framework and timeline for collaboration with regional stakeholders are presented in detail. It is important to note that as development of the 2016-2040 RTP/SCS solidifies, changes may be made to account for input from our governing bodies and our partner agencies.

2012 Basic Approach/Framework and Program Set up	2013 Establishing Technical Bases and Data Collection	2014 Focus on Major Policy Directions	2015 Establishing the Plan and Engaging the Public	2016 Finalizing the 2016-2040 RTP/SCS
<p><b>SEPTEMBER 2012-MARCH 2013</b> New SCAG Subcommittees to begin policy development around their respective emphasis areas and identify regional priorities</p> <p><b>JULY-DECEMBER 2012</b></p> <ul style="list-style-type: none"> <li>Determine the basics: What will be the base year/horizon year? How will this match up with available data from national and state-wide resources?</li> <li>Development of Draft Framework and Approach/Methodology: How will we get there?</li> <li>Data/GIS, Model/Tool Development: What will be the tools used to quantify outcomes?</li> <li>Identify uncertainties: What factors are outside our control? (e.g. ARB GHG Target revisions, planning for jurisdictions that require 4 year housing element cycle?)</li> </ul> <p><b>JANUARY-MARCH 2013</b> Discuss the framework and methodology for development of the 2016-2040 RTP/SCS</p> <p><b>JANUARY-MAY 2013</b> Collect and review general plan, existing land use, zoning and SB 375 planning considerations</p> <p><b>MARCH-MAY 2013</b> Findings from the Subcommittees will be presented at SCAG's Regional Council, Policy Committees, and General Assembly</p> <p><b>APRIL-JUNE 2013</b> Communicate with jurisdictions and stakeholders about the implementation of SCAG's work plan for the 2016-2040 RTP/SCS</p> <p><b>JULY-SEPTEMBER 2013</b> Revise/update regional, county level growth forecast of population, household, and employment</p> <p><b>OCTOBER 2013</b> Roll out growth forecast (base year 2012 and all projection years), and review process</p> <p><b>DECEMBER 2013</b> Complete preliminary calibrations to SCAG's technical models</p> <p><b>Public Outreach and Input from Local Jurisdictions</b></p> <p><b>SCS Development for Delegated Subregions</b></p> <p><b>Staff Actions in Relation to Policy/Plan Development</b></p> <p><b>Regional Council Policy Committees/Subcommittees Milestones</b></p> <p><b>Coordination with State and Federal Agencies</b></p>	<p><b>JANUARY 2013-SEPTEMBER 2014</b> First phase of local input process. Work with local jurisdictions to collect and review data, GIS and forecast for the development of 2016-2040 RTP/SCS</p> <p><b>JANUARY-SEPTEMBER 2014</b> Obtain input from cities and counties for SCAG's Growth Forecast and develop list of local scenario planning options, through one-on-one meetings and subregional workshops, as applicable</p> <p><b>FEBRUARY 2014</b> Subregions sign letter of intent to accept SCS delegation and submit this document to SCAG</p> <p><b>APRIL-MAY 2014</b> SCAG submits its regional GHG reduction methodology and GHG Reduction Targets to ARB (pending further discussion)</p> <p><b>MAY 2014</b> SCAG's General Assembly &amp; Regional Council</p> <p><b>SEPTEMBER 2014</b> Deadlines for input from local jurisdictions on SCAG's Growth Forecast, and for County Transportation Commissions (CTCs) to provide preliminary input on all planned projects to SCAG for the RTP/SCS</p> <p><b>OCTOBER-DECEMBER 2014</b> Seek policy input/direction from Policy Committees and Regional Council on: the Scope of the Program Environmental Impact Report and RTP/SCS Strategies</p> <p><b>DECEMBER 2014</b> Growth Forecast, Land Use Patterns, and Preliminary Financial Assumptions for the RTP/SCS to be completed</p>	<p><b>JANUARY-MARCH 2015</b> Development of alternatives for achieving SCAG's regional GHG reduction targets, as set by ARB, and conformity emission budgets set in applicable State Implementation Plans</p> <p><b>MARCH 2015</b> Delegated Subregions complete their Sustainable Communities Strategies and submit their plans to SCAG</p> <p><b>MARCH 2015</b> Final input on planned projects from the CTCs for the Draft 2016-2040 RTP/SCS</p> <p><b>APRIL-JUNE 2015</b> Conduct county-specific Draft 2016-2040 RTP/SCS Planning Workshops to fulfill SB 375 outreach requirements (16 workshops minimum, including extensive outreach for public participation)</p> <p><b>MAY 2015</b> SCAG's General Assembly &amp; Regional Council</p> <p><b>SEPTEMBER 2015</b> Joint Policy Committees recommend Regional Council to release the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> <p><b>OCTOBER 2015</b> RC approves the release of the Draft PEIR and Draft 2016-2040 RTP/SCS for public review and comment</p> <p><b>OCTOBER 2015</b> Conduct extensive outreach to cities, counties, stakeholders, and the public on the Draft 2016-2040 RTP/SCS and PEIR to fulfill State &amp; Federal requirements. Start of public input on the Draft RTP/SCS document</p> <p><b>OCTOBER 2015-MARCH 2016</b> Conduct workshops with Elected Officials and other appropriate outreach to fulfill State &amp; Federal outreach requirements</p>	<p><b>FEBRUARY 2016</b> Conclude and finalize Economic &amp; Job Creation Analysis Component of the 2016-2040 RTP/SCS</p> <p><b>MARCH 2016</b> Joint Policy Committees recommend approval to Regional Council of proposed Final PEIR, conformity determination, and 2016-2040 RTP/SCS</p> <p><b>APRIL 2016</b> Regional Council certifies Final PEIR and approves conformity determination and 2016-2040 RTP/SCS</p> <p><b>JUNE 2016</b> ARB evaluates SCAG's adopted 2016-2040 RTP/SCS and determines if the strategy will achieve the GHG reduction targets established by its Board</p> <p><b>JUNE 2016</b> FHWA/FTA evaluates SCAG's conformity determination</p>	<p>3472 2013.08.20</p>

# DRAFT

## Attachment D:

### Further detail on the 2016-2040 RTP/SCS and Local Input Process

#### Overview

SCAG plans to replicate most of the 2012-2035 RTP/SCS plan process a positive one. However, please note that additional planning considerations may need to be incorporated into the development of 2016-2040 RTP/SCS, including issues flowing from the state, national and regional levels.

Planning activities, with complementary goals through all levels of government, include:

- The California Air Resources Board (ARB) Scoping Plan, Vision Framework and State of California's efforts to accelerate the introduction of zero emission vehicles (ZEV), as spelled out in the Governor's Executive Order B-16-2012; (<http://www.gov.ca.gov/news.php?id=17472>), and the associated Zero Emission Vehicle Action Plan ([http://opr.ca.gov/docs/Governor's\\_Office\\_ZEV\\_Action\\_Plan\\_\(02-13\).pdf](http://opr.ca.gov/docs/Governor's_Office_ZEV_Action_Plan_(02-13).pdf)).
- Air Quality Management Plans for the 2008 Ozone National Ambient Air Quality Standards. Pursuant to the federal Clean Air Act, state implementation plans for each 2008 8-hour ozone nonattainment area must be submitted to US EPA by July 2016. The SCAG region contains seven such nonattainment areas: Coachella Valley, Imperial County, Morongo Area of Indian Country, Pechanga Area of Indian Country, South Coast Air Basin, Ventura County, and Western Mojave Desert Air Basin;
- The Air Resources Board's potential consideration of revised Greenhouse Gas (GHG) emission reduction targets applicable to the SCS. SB 375 gives ARB the authority to review and update regional greenhouse gas reduction targets every 4 years. The next ARB review of regional targets will occur in 2014. Under SB 375, ARB has authority to establish regional targets for 2020 and 2035 only. Based on AB 32 and state Executive Orders, California's planning efforts need to look beyond 2020 towards 2050 climate goals. SCAG's 2016-2040 RTP/SCS will have a planning horizon of 2040, and each subsequent RTP update will further extend the planning horizon. ARB would expect, at a minimum that the 2016-2040 RTP/SCS will maintain the 2035 level of greenhouse gas reductions through 2040 and beyond;
- The state transportation plan and freight plan;
- New requirements for RTPs included in the federal transportation reauthorization (MAP 21) Of note, MAP 21 includes substantial new processes for developing performance measures.

Also note that State law requires a coordinated Regional Housing Needs Assessment (RHNA) and Housing Element update cycle every eight years, or with *every other* RTP/SCS update. Given that the 5<sup>th</sup> cycle RHNA process was completed in conjunction with the 2012-2035 RTP/SCS, there will be **no** RHNA/Housing Element update with the 2016-2040 plan.

# DRAFT

SCAG and our partners have been hard at work fulfilling the promise of the 2012-2035 RTP/SCS by focusing on implementation actions, including:

- Forming six subcommittees to closely examine issues of interest from the 2012-2035 plan, who ultimately recommended next steps that were approved by the Regional Council in May 2013;
- Launching a new comprehensive Sustainability Program, building on our on-going successful Compass Blueprint program to provide planning resources for member local agencies;
- Forming a standing Sustainability Working Group comprised of the six County Transportation Commissions in the SCAG region;
- Developing a formal joint work program between SCAG and the Los Angeles County Metropolitan Transportation Authority, while also exploring similar partnerships with other county transportation commissions;
- Developing legislative priorities that implement key components of the 2012-2035 plan, including innovative transportation finance, Cap and Trade implementation, and California Environmental Quality Act (CEQA) modernization;
- Seeking funding opportunities to accelerate SCS implementation for cities and counties within the region.

## Local Input Process

Based on the 2016-2040 RTP/SCS Preliminary Draft Schedule and Milestones, the local input and review process will commence in October 2013 and conclude in September 2014. At the conclusion of the 2016-2040 RTP/SCS development cycle in spring 2016, SCAG will seek Regional Council adoption of jurisdictional level population, households and employment for the years 2020, 2035 and 2040, which is the same as the adoption policy for the 2012-2035 RTP/SCS cycle.

SCAG staff will develop the following socioeconomic and land use datasets through a bottom-up local input and review process as required by the 2016-2040 RTP/SCS and Programmatic Environmental Impact Report (PEIR):

- Geographic datasets that establish existing conditions, including information on local general plan land use, zoning, existing (2012) land use, jurisdictional boundary, sphere of influence, farmland, flood areas, endangered species, transit priority areas, open space conservation plans, etc. (March 2013 – September 13<sup>th</sup>, 2013);
- Base year (2012) population, employment, household figures for all city and transportation analysis zones (TAZ);
- Growth forecasts of population, employment, and households for the 2016-2040 RTP/SCS at the jurisdictional and TAZ level for 2020, 2035, and 2040 will be sent out for review and input by local jurisdictions.
- Scenario planning exercises with SPM, involving alternative land use scenarios at the sub-jurisdiction level, as well as subregional and regional level scenario planning exercises, which may include additional funding assumptions, Transportation Demand Management (TDM), Transportation System Management (TSM), active transportation measures, technology, and other related strategies. These will be the foundation to form the policy forecasts that will be derived from this local input process, if applicable; and
- Development of PEIR alternatives.

# DRAFT

The datasets and land use scenarios, will be developed in four stages:

## **Stage 1 – Preliminary Land Use Data Collection and Review (March 2013 – September 13<sup>th</sup>, 2013)**

**SCAG staff have compiled land use information from local jurisdictions and submitted these datasets back to jurisdictions for review and comment through the Map Book review effort**

Starting in March 2013, SCAG staff collected general plan land use and zoning information from jurisdictions' online resources. If these were not available online, SCAG contacted the local jurisdiction and requested the general plan land use and zoning information. This data was integrated into SCAG's land use database and was published, along with other geographic data such as existing land use, open space, farmland, and other resource data, into an individual *draft* Map Book for each city and county in the region. Note that this information was sent to each jurisdiction's planning director and city manager for their review on August 9<sup>th</sup>, 2013 and input is requested by September 13<sup>th</sup>, 2013. To review your jurisdiction's map book from SCAG, please access the following link: [ftp://scag-data:\\$cag424@data.scag.ca.gov/Data\\_Map\\_Book](ftp://scag-data:$cag424@data.scag.ca.gov/Data_Map_Book). SCAG is requesting input on these datasets in order to ensure the accuracy of this land use information, which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. Workshops and/or one-on-one meetings with local jurisdictions were provided on an as-requested basis, and these were conducted in August and September of 2013 to collect revisions, answer questions, and provide assistance as needed. SCAG is anticipating receiving verification of accuracy, comments, and corrections on each jurisdiction's general plan land use, zoning information, and existing land use at the parcel level.

## **Stage 2 – Review of Base Year 2012 Socioeconomic Data and Future Years' Growth Forecast (October 2013- May 2014)**

Staff will send a package to each jurisdiction with existing 2012 base year socioeconomic data and preliminary growth projections for the years 2020, 2035, and 2040. This information will be provided at the jurisdictional level and by Transportation Analysis Zones (TAZ). An overview of the sample information package including base year figures and projected growth will be presented to SCAG's policy committees and the Technical Working Group (TWG). Also, this material will also be presented at subregional workshops throughout the region in October and November of 2013. Staff will also follow up with one-on-one meetings, upon request, to collect data changes, answer questions, and provide individual assistance. SCAG's Regional Council will approve population, households and employment forecasts for the years 2020, 2035, and 2040 at the jurisdictional level in conjunction with the adoption of the 2016-2040 RTP/SCS which is anticipated in April 2016. This is the same practice that was established for the 2012-2035 RTP/SCS cycle. Jurisdictions may submit sub-jurisdictional level input at their option. However, sub-jurisdictional information will only be included as advisory in SCAG's adopted RTP/SCS. The deadline for providing input on this portion of the local input process will be May 2014.

## **Stage 3 - Open Space Conservation Database (May 2014 – September 2014)**

SCAG is starting a new open space database program for this planning cycle that will coordinate existing local, state, and federal open space conservation efforts as well as facilitate the

# DRAFT

development of comprehensive, voluntary approaches that address conservation gaps, missing wildlife habitat linkages, and create opportunities for habitat enhancement and mitigation. SCAG staff is requesting information on existing and future open space conservation and habitat restoration plans, programs, and policies for your jurisdiction. Where available, we are requesting information be provided in GIS shapefile format. The deadline for providing input on this portion of the local input process will be September 2014.

## **Stage 4 – Detailed Land Use Scenario Exercises (May 2014 –September 2014)**

SCAG will assist local jurisdictions, if desired, to examine land use scenarios by place types (density, intensity, and uses). An important part of the RTP/SCS development process is establishing a framework for CEQA streamlining under SB 375. For example, this can involve delineating uses, densities, and intensities such that subsequent development projects can be found consistent with the SCS. SCAG invites local jurisdictions to provide input to the RTP/SCS growth and land use assumptions (scenario plan) for this purpose, if desired, with the clear understanding that land use information should be developed in a voluntary, bottom up process, based on interest and participation at the option of each jurisdiction. The deadline for providing input on this portion of the local input process will be September 2014.

Further, to facilitate Stages 3 and 4; to enhance the quality and consistency of data review and exchange between SCAG and jurisdictions; and to provide jurisdictions with a tool to perform scenario exercises, SCAG is developing a UrbanFootprint Scenario Planning Model (SPM). SPM will be available by May 2014; it will provide a common platform allowing easy access to SCAG's datasets allowing local jurisdictions to provide input on open space information electronically. While it is voluntary, we strongly encourage that jurisdictions utilize the SPM for data review and to provide input. Attachment E contains a description of SCAG's SPM.

Frank Wen will be the primary SCAG contact for this process. Please direct any questions or comments to Frank at [wen@scag.ca.gov](mailto:wen@scag.ca.gov) or 213-236-1854.

# DRAFT

## Attachment E SCAG Scenario Planning Model (SPM) Description

The SCAG Scenario Planning Model (SPM) is a tool that facilitates the development of future scenarios for land use, transportation infrastructure, socio-economic growth distribution, and urban form. The SPM has the ability to assess a wide range of analysis outcomes related to, for example, mobility, air quality, public health, fiscal impacts, and resource consumption. In addition to its analytical capacity, the model provides a platform for SCAG and local jurisdictions to store and exchange data, and to collaborate on regional and local plan development. SCAG SPM is built from the Urban Footprint platform, a software developed by Calthorpe Associates. Each of the major MPOs in California is developing different facets of Urban Footprint/SPM for their future planning needs.

For the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) development, SCAG SPM will serve two key purposes. One is to facilitate the scenario planning exercise at the regional scale, which will ultimately yield a proposed Draft 2016-2040 RTP/SCS. The other key purpose is to be used as a conduit for local jurisdictions to provide input to SCAG on socioeconomic growth, land use patterns, integrated transportation infrastructure, and other local planning and policy options. Subregions and jurisdictions may also use SPM to develop subregional and local plans.

SPM provides local planners advanced analytical capabilities and will serve as a common platform for communications between SCAG and local jurisdictions in the process of local input and public outreach. SCAG SPM will offer local jurisdictions the following key functionalities:

- Providing easy access to high quality geospatial data resources;
- Allowing local users to easily review, revise, or create data and plans;
- Increasing the technical capability of local users to analyze the fiscal, environmental, transportation, and public health impacts of respective plans and policies;
- Based on the outputs of each scenario, local planners may make policy recommendation to their decision-making body

The first version of SCAG SPM is scheduled to be available by fall, to coincide with the rollout of the local input process for the development of 2016-2040 RTP/SCS.

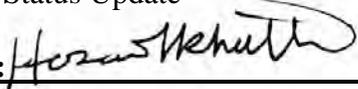
Additional information on SPM and UrbanFootprint is available on SCAG web site at <http://www.scag.ca.gov/modeling/scenarioplanning.htm>.

**DATE:** September 12, 2013

**TO:** Community Economic and Human Development (CEHD)  
Energy & Environment (EEC)

**FROM:** Jung Seo, Senior Regional Planner, 213-236-1861, [seo@scag.ca.gov](mailto:seo@scag.ca.gov)

**SUBJECT:** SCAG Map Book Local Input Status Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

---

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

**EXECUTIVE SUMMARY:**  
*Staff will provide a status report on land use input received from local jurisdictions and updates completed to SCAG's database for development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).*

**STRATEGIC PLAN:**  
This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

**BACKGROUND:**  
SCAG has worked with local jurisdictions to update its land use database as the first stage of bottom-up local input process for the 2016-2040 RTP/SCS. Beginning in March 2013, staff communicated with 197 local jurisdictions and coordinated with each subregional organization to request the most recent land use information to ensure accuracy of the land use information which will then be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. This stage of land use data collection and review is also introduced and highlighted in the September 12, 2013 CEHD agenda report, Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

With the collaborative support of local jurisdictions and subregional organizations, SCAG staff received general plan land use input from 125 local jurisdictions and completed land use updates for 110 cities as of August 15, 2013 (see Attachment). Staff will continue to reach out to local jurisdictions to collect the updated land use input and to confirm SCAG staff's preliminary land use updates. Staff will provide local planners with GIS training and other GIS services necessary to maintain the local jurisdictions' GIS land use database.

**FISCAL IMPACT:**  
Work associated with this item is included in the current FY 2013/14 Overall Work Program under 045.SCG00694.01 GIS Development and Applications and 045.SCG00694.03 Professional GIS Services Program Support.

**ATTACHMENT:**  
Current Status on Land Use Input and Updates of Local Jurisdictions

**General Plan Land Use Input & Update Progress Summary**

*(As of 8/15/13)*

County	Subregion	Cities in Subregion	Not Provided Data	Provided Data	Provided Data (%)	Updated by SCAG*	Updated by SCAG* (%)
Imperial	ICTC	8	4	4	50%	4	50%
Los Angeles	ARROYO VERDUGO	3	0	3	100%	3	100%
Los Angeles	CITY OF LOS ANGELES	3	1	2	67%	1	33%
Los Angeles	GCCOG	26	13	13	50%	13	50%
Los Angeles	LAS VIRGENES MALIBU COG	5	2	3	60%	3	60%
Los Angeles	NORTH LOS ANGELES COUNTY	3	0	3	100%	3	100%
Los Angeles	SBCCOG	15	4	11	73%	11	73%
Los Angeles	SGVCOG	30	17	13	43%	9	30%
Los Angeles	WCCOG	4	0	4	100%	4	100%
Orange	OCCOG	35	11	24	69%	19	54%
Riverside	CVAG	10	3	7	70%	5	50%
Riverside	WRCOG	19	10	9	47%	8	42%
San Bernardino	SANBAG	25	5	20	80%	20	80%
Ventura	VCOG	11	2	9	82%	7	64%
<b>Totals</b>		<b>197</b>	<b>72</b>	<b>125</b>	<b>63%</b>	<b>110</b>	<b>56%</b>

*(Please note that the cities in the San Fernando Valley Council of Governments (SFVCOG) are not included to avoid double counting of city numbers.)*

*\* Indicates the number of local jurisdictions which SCAG staff has updated SCAG general plan land use data for the jurisdiction based on input received as of August 15, 2013.*

General Plan Land Use Input Update Progress (As of 8/15/13)

County	Subregion	City	Status
Imperial	ICTC	Brawley city	Updated
Imperial	ICTC	Calexico city	Contacted
Imperial	ICTC	Calipatria city	Contacted
Imperial	ICTC	El Centro city	Contacted
Imperial	ICTC	Holtville city	Updated
Imperial	ICTC	Imperial city	Updated
Imperial	ICTC	Unincorporated - Imperial County	Updated
Imperial	ICTC	Westmorland city	Contacted
Los Angeles	ARROYO VERDUGO	Burbank city	Updated
Los Angeles	ARROYO VERDUGO	Glendale city	Updated
Los Angeles	ARROYO VERDUGO	La Canada Flintridge city	Updated
Los Angeles	CITY OF LOS ANGELES	Los Angeles city	Updated
Los Angeles	CITY OF LOS ANGELES	San Fernando city	Waiting for Data
Los Angeles	CITY OF LOS ANGELES	Unincorporated - LA County	Updating
Los Angeles	GCCOG	Artesia city	Waiting for Data
Los Angeles	GCCOG	Avalon city	Updated
Los Angeles	GCCOG	Bell city	Contacted
Los Angeles	GCCOG	Bell Gardens city	Updated
Los Angeles	GCCOG	Bellflower city	Contacted
Los Angeles	GCCOG	Cerritos city	Updated
Los Angeles	GCCOG	Commerce city	Contacted
Los Angeles	GCCOG	Compton city	Updated
Los Angeles	GCCOG	Cudahy city	Contacted
Los Angeles	GCCOG	Downey city	Updated
Los Angeles	GCCOG	Hawaiian Gardens city	Updated
Los Angeles	GCCOG	Huntington Park city	Contacted
Los Angeles	GCCOG	La Habra Heights city	Contacted
Los Angeles	GCCOG	La Mirada city	Contacted
Los Angeles	GCCOG	Lakewood city	Updated
Los Angeles	GCCOG	Long Beach city	Updated
Los Angeles	GCCOG	Lynwood city	Contacted
Los Angeles	GCCOG	Maywood city	Updated
Los Angeles	GCCOG	Norwalk city	Waiting for Data
Los Angeles	GCCOG	Paramount city	Updated
Los Angeles	GCCOG	Pico Rivera city	Updated
Los Angeles	GCCOG	Santa Fe Springs city	Updated
Los Angeles	GCCOG	Signal Hill city	Waiting for Data
Los Angeles	GCCOG	South Gate city	Waiting for Data
Los Angeles	GCCOG	Vernon city	Contacted
Los Angeles	GCCOG	Whittier city	Updated
Los Angeles	LAS VIRGENES MALIBU COG	Agoura Hills city	Updated
Los Angeles	LAS VIRGENES MALIBU COG	Calabasas city	Updated
Los Angeles	LAS VIRGENES MALIBU COG	Hidden Hills city	Contacted
Los Angeles	LAS VIRGENES MALIBU COG	Malibu city	Updated
Los Angeles	LAS VIRGENES MALIBU COG	Westlake Village city	Contacted
Los Angeles	NORTH LOS ANGELES COUNTY	Lancaster city	Updated
Los Angeles	NORTH LOS ANGELES COUNTY	Palmdale city	Updated
Los Angeles	NORTH LOS ANGELES COUNTY	Santa Clarita city	Updated
Los Angeles	SBCCOG	Carson city	Updated
Los Angeles	SBCCOG	El Segundo city	Updated
Los Angeles	SBCCOG	Gardena city	Waiting for Data
Los Angeles	SBCCOG	Hawthorne city	Contacted
Los Angeles	SBCCOG	Hermosa Beach city	Updated
Los Angeles	SBCCOG	Inglewood city	Updated

General Plan Land Use Input Update Progress (As of 8/15/13)

County	Subregion	City	Status
Los Angeles	SBCCOG	Lawndale city	Waiting for Data
Los Angeles	SBCCOG	Lomita city	Updated
Los Angeles	SBCCOG	Manhattan Beach city	Updated
Los Angeles	SBCCOG	Palos Verdes Estates city	Updated
Los Angeles	SBCCOG	Rancho Palos Verdes city	Updated
Los Angeles	SBCCOG	Redondo Beach city	Updated
Los Angeles	SBCCOG	Rolling Hills city	Waiting for Data
Los Angeles	SBCCOG	Rolling Hills Estates city	Updated
Los Angeles	SBCCOG	Torrance city	Updated
Los Angeles	SGVCOG	Alhambra city	Contacted
Los Angeles	SGVCOG	Arcadia city	Contacted
Los Angeles	SGVCOG	Azusa city	Updated
Los Angeles	SGVCOG	Baldwin Park city	Updated
Los Angeles	SGVCOG	Bradbury city	Updating
Los Angeles	SGVCOG	Claremont city	Updated
Los Angeles	SGVCOG	Covina city	Updating
Los Angeles	SGVCOG	Diamond Bar city	Contacted
Los Angeles	SGVCOG	Duarte city	Updated
Los Angeles	SGVCOG	El Monte city	Updated
Los Angeles	SGVCOG	Glendora city	Updated
Los Angeles	SGVCOG	Industry city	Contacted
Los Angeles	SGVCOG	Irwindale city	Contacted
Los Angeles	SGVCOG	La Puente city	Contacted
Los Angeles	SGVCOG	La Verne city	Contacted
Los Angeles	SGVCOG	Monrovia city	Waiting for Data
Los Angeles	SGVCOG	Montebello city	Waiting for Data
Los Angeles	SGVCOG	Monterey Park city	Waiting for Data
Los Angeles	SGVCOG	Pasadena city	Updated
Los Angeles	SGVCOG	Pomona city	Contacted
Los Angeles	SGVCOG	Rosemead city	Updated
Los Angeles	SGVCOG	San Dimas city	Updating
Los Angeles	SGVCOG	San Gabriel city	Waiting for Data
Los Angeles	SGVCOG	San Marino city	Waiting for Data
Los Angeles	SGVCOG	Sierra Madre city	Waiting for Data
Los Angeles	SGVCOG	South El Monte city	Updating
Los Angeles	SGVCOG	South Pasadena city	Updated
Los Angeles	SGVCOG	Temple City city	Waiting for Data
Los Angeles	SGVCOG	Walnut city	Waiting for Data
Los Angeles	SGVCOG	West Covina city	Contacted
Los Angeles	WCCOG	Beverly Hills city	Updated
Los Angeles	WCCOG	Culver City city	Updated
Los Angeles	WCCOG	Santa Monica city	Updated
Los Angeles	WCCOG	West Hollywood city	Updated
Orange	OCCOG	Aliso Viejo	Updated
Orange	OCCOG	Anaheim city	Updated
Orange	OCCOG	Brea	Updated
Orange	OCCOG	Buena Park	Updating
Orange	OCCOG	Costa Mesa city	Updated
Orange	OCCOG	Cypress	Waiting for Data
Orange	OCCOG	Dana Point	Waiting for Data
Orange	OCCOG	Fountain Valley	Contacted
Orange	OCCOG	Fullerton	Updated
Orange	OCCOG	Garden Grove	Updated
Orange	OCCOG	Huntington Beach city	Updated

General Plan Land Use Input Update Progress (As of 8/15/13)

County	Subregion	City	Status
Orange	OCCOG	Irvine City	Updated
Orange	OCCOG	La Habra City	Updated
Orange	OCCOG	La Palma city	Updating
Orange	OCCOG	Laguna Beach city	Updating
Orange	OCCOG	Laguna Hills city	Updating
Orange	OCCOG	Laguna Niguel city	Updated
Orange	OCCOG	Laguna Woods city	Updating
Orange	OCCOG	Lake Forest city	Contacted
Orange	OCCOG	Los Alamitos city	Updated
Orange	OCCOG	Mission Viejo city	Updated
Orange	OCCOG	Newport Beach city	Updated
Orange	OCCOG	Orange city	Updated
Orange	OCCOG	Placentia city	Contacted
Orange	OCCOG	Rancho Santa Margarita city	Updated
Orange	OCCOG	San Clemente city	Contacted
Orange	OCCOG	San Juan Capistrano city	Updated
Orange	OCCOG	Santa Ana city	Updated
Orange	OCCOG	Seal Beach city	Updated
Orange	OCCOG	Stanton city	Waiting for Data
Orange	OCCOG	Tustin city	Updated
Orange	OCCOG	Unincorporated - Orange County	Waiting for Data
Orange	OCCOG	Villa Park city	Contacted
Orange	OCCOG	Westminster city	Contacted
Orange	OCCOG	Yorba Linda city	Contacted
Riverside	CVAG	Blythe	Contacted
Riverside	CVAG	Cathedral City	Updated
Riverside	CVAG	Coachella	Updated
Riverside	CVAG	Desert Hot Springs	Contacted
Riverside	CVAG	Indian Wells city	Updated
Riverside	CVAG	Indio city	Updating
Riverside	CVAG	La Quinta	Updating
Riverside	CVAG	Palm Desert	Updated
Riverside	CVAG	Palm Springs city	Updated
Riverside	CVAG	Rancho Mirage city	Contacted
Riverside	WRCOG	Banning	Updated
Riverside	WRCOG	Beaumont	Waiting for Data
Riverside	WRCOG	Calimesa	Contacted
Riverside	WRCOG	Canyon Lake	Waiting for Data
Riverside	WRCOG	Corona city	Waiting for Data
Riverside	WRCOG	Eastvale	Waiting for Data
Riverside	WRCOG	Hemet	Updating
Riverside	WRCOG	Jurupa Valley	Waiting for Data
Riverside	WRCOG	Lake Elsinore	Updated
Riverside	WRCOG	Menifee	Updated
Riverside	WRCOG	Moreno Valley	Updated
Riverside	WRCOG	Murrieta	Updated
Riverside	WRCOG	Norco	Waiting for Data
Riverside	WRCOG	Perris	Waiting for Data
Riverside	WRCOG	Riverside	Updated
Riverside	WRCOG	San Jacinto	Updated
Riverside	WRCOG	Temecula	Waiting for Data
Riverside	WRCOG	Unincorporated - Riverside County	Updated
Riverside	WRCOG	Wildomar	Waiting for Data
San Bernardino	SANBAG	Adelanto city	Updated

General Plan Land Use Input Update Progress (As of 8/15/13)

County	Subregion	City	Status
San Bernardino	SANBAG	Apple Valley town	Updated
San Bernardino	SANBAG	Barstow city	Updated
San Bernardino	SANBAG	Big Bear Lake city	Updated
San Bernardino	SANBAG	Chino city	Updated
San Bernardino	SANBAG	Chino Hills city	Updated
San Bernardino	SANBAG	Colton	Waiting for Data
San Bernardino	SANBAG	Fontana city	Updated
San Bernardino	SANBAG	Grand Terrace city	Updated
San Bernardino	SANBAG	Hesperia city	Updated
San Bernardino	SANBAG	Highland city	Updated
San Bernardino	SANBAG	Loma Linda city	Updated
San Bernardino	SANBAG	Montclair city	Updated
San Bernardino	SANBAG	Needles city	Updated
San Bernardino	SANBAG	Ontario city	Updated
San Bernardino	SANBAG	Rancho Cucamonga city	Updated
San Bernardino	SANBAG	Redlands city	Waiting for Data
San Bernardino	SANBAG	Rialto city	Waiting for Data
San Bernardino	SANBAG	San Bernardino city	Updated
San Bernardino	SANBAG	Twentynine Palms city	Updated
San Bernardino	SANBAG	Unincorporated - San Bernardino County	Updated
San Bernardino	SANBAG	Upland city	Waiting for Data
San Bernardino	SANBAG	Victorville city	Updated
San Bernardino	SANBAG	Yucaipa city	Updated
San Bernardino	SANBAG	Yucca Valley town	Waiting for Data
Ventura	VCOG	Camarillo city	Updated
Ventura	VCOG	Fillmore city	Waiting for Data
Ventura	VCOG	Moorpark city	Waiting for Data
Ventura	VCOG	Ojai city	Updated
Ventura	VCOG	Oxnard city	Updating
Ventura	VCOG	Port Hueneme city	Updating
Ventura	VCOG	San Buenaventura (Ventura) city	Updated
Ventura	VCOG	Santa Paula city	Updated
Ventura	VCOG	Simi Valley city	Updated
Ventura	VCOG	Thousand Oaks city	Updated
Ventura	VCOG	Unincorporated - Ventura County	Updated