



## MEETING OF THE

# ENERGY AND ENVIRONMENT COMMITTEE

### Main Office

818 West 7th Street  
12th Floor  
Los Angeles, California  
90017-3435  
  
t (213) 236-1800  
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### Officers

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First Vice President  
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Second Vice President  
Margaret Finlay, Duarte  
  
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### Executive/Administration Committee Chair

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### Policy Committee Chairs

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

***Thursday, October 8, 2015***  
***10:00 a.m. – 12:00 p.m.***

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

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

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) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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## Energy and Environment Committee Members – October 2015

### Members

### Representing

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

\* Regional Council Member

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# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

### OCTOBER 8, 2015

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

#### **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

*(Hon. Deborah Robertson, Chair)*

**PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

#### **REVIEW AND PRIORITIZE AGENDA ITEMS**

#### **CONSENT CALENDAR**

<b><u>Approval Item</u></b>		<b><u>Page No.</u></b>
1. <u>Minutes of the September 3, 2015 Meeting</u>	<b>Attachment</b>	<b>1</b>
<b><u>Receive and File</u></b>		
2. <u>2015 Regional Council and Policy Committees Meeting Schedule</u>	<b>Attachment</b>	<b>6</b>
3. <u>2016 Regional Council and Policy Committees Meeting Schedule</u>	<b>Attachment</b>	<b>7</b>
4. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u>	<b>Attachment</b>	<b>8</b>
5. <u>Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing &amp; Sustainable Communities (AHSC) Program Update: Draft Guidelines</u>	<b>Attachment</b>	<b>16</b>
6. <u>Preliminary Discussion Draft of Proposed Updates to the California Environmental Quality Act (CEQA) Guidelines</u>	<b>Attachment</b>	<b>18</b>
7. <u>SB 743–related CEQA Guidelines Update</u>	<b>Attachment</b>	<b>39</b>
8. <u>Update on Air Quality Management Plans (AQMPs)</u>	<b>Attachment</b>	<b>42</b>
9. <u>2015 Active Transportation Program Update</u>	<b>Attachment</b>	<b>47</b>
10. <u>Recap of Progress made on the Development of the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and Anticipated Next Steps</u>	<b>Attachment</b>	<b>52</b>

# ENERGY & ENVIRONMENT COMMITTEE

## AGENDA

### OCTOBER 8, 2015

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#### ACTION ITEMS

- |   | <u>Time</u>         | <u>Page No.</u> |
|---|---------------------|-----------------|
| 11. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR): Mitigation Measures Guiding Principles and Performance-Based Approach</u><br><i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment 30 mins. | 66              |

**Recommended Action:** Support for purposes of preparing the Draft PEIR for the 2016 RTP/SCS, the Guiding Principles and performance-based approach for the development of mitigation measures.

- |   |                     |    |
|---|---------------------|----|
| 12. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Public Health Guiding Principles and Framework</u><br><i>(Rye Baerg, SCAG Staff)</i> | Attachment 10 mins. | 82 |
|---|---------------------|----|

**Recommended Action:** Support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and framework for the development and presentation of public health analysis in the plan.

#### PRESENTATION ITEM

- |   |                     |    |
|---|---------------------|----|
| 13. <u>Single-Family Affordable Solar Homes (SASH) Program</u><br><i>(Bambi Tran, Regional Director, GRID Alternatives)</i> | Attachment 30 mins. | 96 |
|---|---------------------|----|

#### CHAIR'S REPORT

*(Hon. Deborah Robertson, Chair)*

#### STAFF REPORT

*(Grieg Asher, SCAG Staff)*

#### FUTURE AGENDA ITEMS

#### ANNOUNCEMENTS

#### ADJOURNMENT

*The next regular meeting of the Energy and Environment Committee (EEC) will be held on Thursday, November 5, 2015 at the SCAG Los Angeles Office.*



Energy and Environment Committee  
of the  
Southern California Association of Governments  
September 3, 2015

*Minutes*

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

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

**Members Present**

Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Ross Chun, Aliso Viejo	TCA
Hon. Margaret Clark, Rosemead	District 32
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Mike Gardner, Riverside	WRCOG
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Steve Hwangbo, La Palma	District 18
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Mike Munzing, Aliso Viejo	District 12
Hon. Greg Pettis, Cathedral City	District 2
Hon. Deborah Robertson, Rialto ( <b>Chair</b> )	District 8
Mr. Steve Schuyler, Ex Officio	Building Industry Association
Hon. Meghan Sahli-Wells, Culver City	WCCOG
Hon. John Sibert, Malibu	District 44
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Edward Wilson, Signal Hill	Gateway Cities
Hon. Bonnie Wright, Hemet	WRCOG

**Members Not Present**

Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Laura Friedman, Glendale	Arroyo Verdugo Cities
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Jim Osborne, Lawndale	SBCCOG
Hon. Linda Parks	Ventura County
Hon. David Pollock, Moorpark	VCOG
Hon. Carmen Ramirez, Oxnard ( <b>Vice-Chair</b> )	District 45
Hon. Eric Schmidt, Hesperia	SANBAG
Hon. Jack Terrazas	Imperial County

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Deborah Robertson, Rialto, called the meeting to order at 10:07 a.m. The Hon. Ross Chun, Aliso Viejo, led the Committee in the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD** – No comments

**REVIEW AND PRIORITIZE AGENDA ITEMS**

**ACTION ITEM**

1. Minutes of the July 2, 2015 Meeting

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

- AYES: Bertone, Chun, Clark, Forester, Gardner, Graham, Horne, Mahmud, Robertson, Sibert, Williams, Wilson, Wright
- NOES: None
- ABSTAIN: None

**CONSENT CALENDAR**

**Receive and File**

- 2. 2015 Regional Council and Policy Committees Meeting Schedule
- 3. SCAG Sustainability Planning Grants Program – Monthly Update
- 4. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing and Sustainable Communities (AHSC) Program Update
- 5. Southern California Active Transportation Safety and Encouragement Campaign Update

**INFORMATION ITEMS**

6. Water Conservation Regulations and Strategies Update

Stephen Patchan, SCAG Staff, reported that as the Southern California region continues to experience its worst drought in recorded history, the state has adopted and implemented new regulations to mitigate the drought’s impact. Many local jurisdictions across the region have developed water conservation strategies to meet statewide regulations and local sustainability goals because of the severity.

The City of Lancaster has taken an active role in protecting its water resources through its Better Built Home Program and enacting a Recycled Water Direct Reuse Program. The program will provide access to approximately 370 acres of recycled, non-potable water per year for the first three years. All recycled water is required to meet the State of California’s Title 22 standards,

which mandate that water be treated to specific levels depending on the intended use. Recycled water is one of the tools developers can use to implement California Department of Housing and Community Development's more restrictive requirements for water conservation in new development.

Mr. Patchen introduced Brian Ludicke, City of Lancaster, who presented information on Lancaster's Better Built Home Program and Bob Hitchner and Heather McPherson of Nexus eWater, who presented information on Lancaster's Recycled Water Direct Reuse Program and its potential impact on home water use, and how it is addressed in several recent emergency regulations.

The EEC committee members discussed questions related to the presentation.

7. 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Updates and Highlights of the Environmental Justice Analysis

Ma'Ayn Johnson, SCAG Staff, gave the EEC an update for the 2016 RTP/SCS Environmental Justice Outreach program that SCAG is currently conducting. Ms. Johnson stated that to date, SCAG has had five (5) outreach workshops. In addition to workshops to increase stakeholder participation, SCAG staff has also conducted eight (8) focus groups concerning different Environmental Justice topics. Additionally, SCAG has had one-on-one individual interviews for stakeholders who could not participate in the focus groups. The last two workshops specifically asked participants for their input on mitigation measures, or solutions and strategies to offset potential impacts.

Kimberly Clark, SCAG, briefed the committee on the technical analysis methodology that SCAG is developing with input received from stakeholders. In measuring the outcomes of the plan, SCAG will conduct a regional analysis on plan topics to identify any potential disproportionately high and adverse impacts from the 2016 RTP/SCS on minority and low income populations and other identified environmental justice communities.

In order to determine if there are disproportionately high and adverse impacts to environmental justice communities, SCAG will conduct a regional analysis, and will also evaluate specific areas of concern to address the impacts of the 2016 RTP/SCS for a selection of performance areas. Adverse effects are disproportionate when they are (1) "predominately borne by majority population and/or low income population," or (2) "will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority and/or non-low-income population."

In December 2015 SCAG plans to release the Draft RTP/SCS for public review. Staff plans to address public comments in winter 2015-16 and request that the Regional Council adopt the 2016 RTP/SCS in April 2016.

8. 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR)

Item 8 was postponed until the October 8, 2015 EEC meeting.

Related to the PEIR schedule, Hon. Diane Williams, Rancho Cucamonga, stated that SCAG should extend the public review and comment period for the Draft PEIR from 45 to 60 days, to allow an adequate amount of time to review the document.

### **CHAIR'S REPORT**

Hon. Deborah Robinson requested that for future meetings, staff consider allowing adequate time for a question and answer period after each action or information item presentation.

### **STAFF REPORT** – None

### **FUTURE AGENDA ITEMS**

Hon. Deborah Robertson

- Invite the United States Environmental Protection Agency to discuss issues surrounding Superfund sites

Hon. Sandra Genis

- Legislative update report on the Extraordinary Session, particularly as it relates to SB 743 or any other California Environmental Quality Act (CEQA) legislation

Hon. Sahli-Wells

- Community choice aggregation in terms of energy delivery

### **ANNOUNCEMENTS** - None

### **ADJOURNMENT**

Hon. Deborah Robertson adjourned the meeting at 12:06 p.m.

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

## Energy and Environment Committee Attendance Report

2015

Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/15	Representing	X = County Represented						X = Attended Black Shading = Dark												Total Mtgs Attended		
			Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec			
Bertone, Denis		SGVCOG		X					J	J	X		G	X	X	J	X						4
Chun, Ross		TCA							O	O		X	E		X	O	X						3
Clark, Margaret		Rosemead		X					I	I	X		N	X	X	I	X						4
Ehrenkranz, Jordan		WRCOG				X			N	N	X		E	X		N							2
Englander, Mitchell		Los Angeles		X					T	T			R			T							
Forester, Larry		Gateway Cities		X							X	X	A	X	X		X						5
Friedman, Laura		AVCOG		X					M	M	X	X	L	X	X	P							4
Gardner, Mike	Jun-15	WRCOG				X			E	E				X	X	O	X						3
Genis, Sandra		OCCOG			X				E	E	X	X		X	X	L	X						5
Graham, Ed	Feb. 15	SANBAG		X					T	T	X	X	A	X	X	I	X						5
Horne, Shari	Apr-15	OCCOG			X				I	I		X	S	X	X	C	X						4
Hwangbo, Steve	Jan. 15	La Palma			X				N	N	X		S			Y	X						2
Mahmud, Diana		SGVCOG		X					G	G	X		E	X	X		X						4
Martin, Thomas		GCCOG		X							X		M	X	X	M	X						4
Mitchell, Judy		SBCCOG		X								X	B	X	X	E							3
Munzing, Mike		District 12			X						X	X	L	X	X	E	X						5
Osborne, Jim	Jun. 15	SBCCOG											Y	X	X	T							2
Parks, Linda	Feb.15	Ventura						X			X				X	I							2
Pettis, Greg	Jun. 15	Cathedral City				X								X	X	N	X						3
Pollock, David		VCOG						X			X	X			X	G							3
Ramirez, Carmen		Oxnard						X			X	X			X	S							3
Robertson, Deborah		District 8		X							X	X		X	X		X						5
Sahli-Wells, Meghan		WCCOG		X							X			X			X						3
Schmidt, Eric		SANBAG		X								X											1
Schuyler, Steve		BIASC			X						X	X			X		X						4
Sibert, John		District 44	X								X				X		X						3
Terrazas, Jack		Imperial County	X								X	X											2
Williams, Diane		SANBAG		X							X	X		X	X		X						5
Wilson, Edward		Signal Hill				X					X	X		X	X		X						5
Wright, Bonnie	Jan. 2015	WRCOG						X			X						X						2
<b>TOTALS</b>			<b>2</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>3</b>															

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## 2015 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

**Main Office**

818 West 7th Street  
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<b>All Regular Meetings are scheduled on the 1<sup>st</sup> Thursday of each month; except for the month of October*</b>	
Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

**Officers**

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Deborah Robertson, Rialto

Transportation  
Alan Wapner, San Bernardino  
Associated Governments

**January 1, 2015 (DARK)**

February 5, 2015

March 5, 2015

April 2, 2015

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

June 4, 2015

July 2, 2015

August 6, 2015 (DARK)

September 3, 2015

October 8, 2015\*

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

November 5, 2015

December 3, 2015

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

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SOUTHERN CALIFORNIA  
ASSOCIATION OF  
GOVERNMENTS

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## 2016 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

<b>All Regular Meetings are scheduled on the 1<sup>st</sup> Thursday of each month; except for the month of October which is on the 5<sup>th</sup> Thursday of September* (Approved by the Regional Council 9-3-15)</b>	
<b>Executive/Administration Committee (EAC)</b>	<b>9:00 AM – 10:00 AM</b>
<b>Community, Economic and Human Development Committee (CEHD)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Energy and Environment Committee (EEC)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Transportation Committee (TC)</b>	<b>10:00 AM – 12:00 PM</b>
<b>Regional Council (RC)</b>	<b>12:15 PM – 2:00 PM</b>

**January 7, 2016**  
**(SCAG 6<sup>th</sup> Annual Economic Summit --- in lieu of the regularly scheduled Regional Council and Policy Committee Meetings)**

February 4, 2016

March 3, 2016

April 7, 2016

**May 5 – 6, 2016**  
**(2016 SCAG Regional Conference and General Assembly, La Quinta)**

June 2, 2016

July 7, 2016

**August 4, 2016 (DARK)**

September 1, 2016

September 29, 2016\*

**(Note: League of California Cities Annual Conference, Long Beach, CA, Oct. 5 - 7)**

November 3, 2016

December 1, 2016

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

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**DATE:** October 8, 2015

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

**FROM:** Huasha Liu, Director of Land Use and Environmental Planning, [liu@scag.ca.gov](mailto:liu@scag.ca.gov), 213-236-1838

**SUBJECT:** SCAG Sustainability Planning Grants Program – Monthly Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

Receive and File.

**EXECUTIVE SUMMARY:**

*SCAG is providing a monthly update (attached) regarding successful implementation of (75) Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. The remaining projects were funded in the fall of 2014. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, sixty-nine (69) grant projects have selected consultants, and sixty-three (63) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

**BACKGROUND:**

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

# REPORT

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

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, sixty-nine (69) grant projects have selected consultants, and sixty-three (63) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

**FISCAL IMPACT:**

Funding is included in SCAG's FY 2015-16 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2015-16 OWP 065.SCG02663.02.

**ATTACHMENT:**

Summary Progress Chart

# SCAG Sustainability Planning Grants

*September 14, 2015* Regional Council Progress Update

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

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

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

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

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

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

**DATE:** October 8, 2015

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

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

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

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
Receive and File.

**EXECUTIVE SUMMARY:**

*In June 2015, the Strategic Growth Council (SGC) formally awarded over \$27 million from the Greenhouse Gas Reduction Fund (GGRF) to support construction of more than 800 affordable housing units and associated transportation infrastructure in the SCAG region as part of the statewide 2014-2015 Affordable Housing & Sustainable Communities (AHSC) Program.*

*In September, the Strategic Growth Council (SGC) released Draft Revised Guidelines for the Fiscal Year 2015-2016 AHSC grant program. These Draft Revised Guidelines will be used for public discussion during SGC's public workshops, including a workshop on October 21<sup>st</sup> at the SCAG Downtown LA office. SGC is currently accepting public comment until October 30<sup>th</sup>.*

**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:**

Last fiscal year was the first year of the statewide AHSC program, which resulted in funding for nine (9) housing and transportation improvements in the SCAG region related to lowering vehicles miles traveled. The SGC initiated the process for the 2015-2016 (Round Two) program and has released the Draft Revised Program Guidelines for public comment. Some key changes in the Draft Revised Program Guidelines include the removal of the jurisdictional cap, the creation of a new "Rural Innovation Project Areas" category, an increase in the maximum per project award size to \$20 million from \$15 million, modified greenhouse gas reduction scoring, and an increase in points for collaborative projects. The Draft revised Program Guidelines explicitly do not discuss any changes to the role of Metropolitan Planning Organizations, geographic distribution of funds, or technical assistance. The

# REPORT

total funds available for the program is expected to be up to \$400 million and will be formally announced in the anticipated January 2016 Notice of Funding Availability. In October, SGC is seeking public comment at workshops across the state. The Los Angeles workshop will be held on October 21<sup>st</sup> at the SCAG Downtown Los Angeles office. Please visit <http://sgc.ca.gov/> for SGC workshop information. In the winter, SGC plans to release the Revised Guidelines and hold a Council meeting to vote on approval of the Guidelines.

In November, SCAG and our regional partners plan to host a regional workshop focused on providing technical assistance to potential AHSC applicants. SCAG's AHSC Action Plan proposed hosting regional workshops and ongoing dialogue to support the region's applications. The first California Gold workshop, entitled "California Gold: Bringing Cap and Trade Dollars to Southern California," was successfully hosted by SCAG and its regional partners on August 6, 2015. Presentations from the workshop are available at SCAG's Greenhouse Gas Reduction Fund webpage (<http://www.scag.ca.gov/programs/Pages/Programs/GreenhouseGasReductionFund.aspx>). Future dates for California Gold workshop will be announced and coordinated with the schedule of the SGC's guideline revision process.

The AHSC Action Plan outlines specific goals and strategies such as collaboration, technical assistance, and outreach to bolster the performance of the SCAG region in the competitive AHSC grant program for Round Two and future rounds. Specifically, the Action Plan called for outside expertise to help develop recommended changes to the AHSC Guidelines. A consultant has been procured and has commenced work in collaboration with SCAG's Cap-and-Trade Action Team (CTAT) to develop concrete and pragmatic recommendations by engaging stakeholders across the region. For the second phase, SCAG is procuring a second consultant team to work with potential AHSC applicants as they apply for AHSC funding in Round Two.

## **FISCAL IMPACT:**

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

## **ATTACHMENT:**

None

**DATE:** October 8, 2015

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

**FROM:** Lijin Sun, Senior Regional Planner, (213) 236-1882, [sunl@scag.ca.gov](mailto:sunl@scag.ca.gov)

**SUBJECT:** Preliminary Discussion Draft of Proposed Updates to the California Environmental Quality Act (CEQA) Guidelines

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**  
Received and File.

**EXECUTIVE SUMMARY:**

*On August 11, 2015, the Governor's Office of Planning and Research (OPR) released a preliminary discussion draft of comprehensive revisions to the CEQA Guidelines for public review and input (Discussion Draft). The Discussion Draft proposes to amend the CEQA Guidelines to provide efficiency, substantive, and technical improvements to the environmental review process. The OPR has indicated that it expects the Discussion Draft will change for the better through public input which must be submitted before October 12, 2015. As set forth in the Executive Summary of the Discussion Draft, the OPR may seek additional public input if substantial changes are made. Once the Discussion Draft has advanced to the point that most issues have been aired, the OPR will submit a draft to the Natural Resources Agency to commence a formal rulemaking process. The Discussion Draft includes proposed revisions to 25 areas of CEQA Guidelines that may be relevant to project- or site-specific environmental reviews that will be conducted by implementing agencies, as well as to the environmental review for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) when SCAG is a lead agency for the RTP/SCS pursuant to the provisions of the CEQA. SCAG staff will continue monitoring the updates to the Discussion Draft and apprise the EEC of any new developments as this process proceeds. (Note: There is another Receive and File item on Senate Bill 743-related CEQA Guidelines Update which is not included in the Discussion Draft addressed herein).*

**STRATEGIC PLAN:**

This item supports Strategic Plan Goal 2. Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

**BACKGROUND:**

The CEQA Guidelines (14 C.C.R. § 15000 *et seq.*) are administrative regulations governing implementation of the CEQA statute (Pub. Res. Code § 21000 *et seq.*). The CEQA Guidelines reflect the requirements set forth in the Public Resources Code, as well as court decisions interpreting the statute and practical planning considerations. Among other things, the CEQA Guidelines explain how to determine whether an activity is subject to environmental review, what steps are involved in the



environmental review process, and the required content of environmental documents. The CEQA Guidelines apply to public agencies throughout the state when the exercise of judgment or deliberation in determining whether a project will be approved, or if a permit will be issued is required.

The last comprehensive updates to the CEQA Guidelines occurred in late 1990s. In 2011, the OPR began to informally collect ideas on possible improvements to the CEQA Guidelines. In 2013, the OPR solicited public input on possible topics to be addressed in the CEQA Guidelines updates, specifically any suggestions on efficiency, substantive, and technical improvements. This Discussion Draft reflects input the OPR has received since 2011, in addition to recent case law and statutory changes, and it is intended to make the environmental review process easier and quicker to implement, while continue to protect natural and fiscal resources consistent with the state environmental policies.

## **SUMMARY OF THE PRELIMINARY DISCUSSION DRAFT**

The Discussion Draft proposes revisions to 25 areas of the CEQA Guidelines in three categories: 1) “Efficiency Improvements” (seven areas); 2) “Substantive Improvements” (two areas); and 3) “Technical Improvements” (16 areas). One of the major efficiency improvements proposed is related to updating, reorganizing, consolidating, and streamlining the CEQA Guidelines Appendix G: Environmental Checklist that most lead agencies use to conduct the environmental review under the CEQA. Substantive improvements proposed by the OPR are for analyzing energy and water impacts, while the technical improvements intend to harmonize the Guidelines with recent case law and legislative acts by clarifying a number of CEQA issues, including but not limited to baseline, deferral of mitigation details, and the duty of lead agencies relating to response to comments.

While the Discussion Draft proposes a comprehensive set of changes to the CEQA Guidelines, it does not include changes related to transportation analysis regarding vehicle miles traveled, which is being revised separately as required by Senate Bill 743 (Steinberg, 2013). The Discussion Draft also does not include changes related to the analysis of greenhouse gas emissions or a clarification of whether CEQA requires an agency to analyze the impacts of the environment on a project, since cases are pending before the California Supreme Court on these issues.

## **SCHEDULE**

The Discussion Draft is available for review on OPR’s website, at [http://opr.ca.gov/s\\_ceqaguidelines.php](http://opr.ca.gov/s_ceqaguidelines.php). The OPR is accepting comments on the Discussion Draft through October 12, 2015, by 5 p.m. Comments may be submitted electronically or delivered by mail or hand. Notices of any workshop on the Discussion Draft will also be posted on the OPR’s website. Once the comment period closes, the OPR will review all written input. If substantial changes are made, the OPR may seek additional public input on the Discussion Draft before a formal rulemaking process commences. At the time of the preparation of this report, the OPR has not posted notices of any workshops on its website. Staff will continue monitoring OPR’s website and apprise the EEC of any workshops in the SCAG region as well as new developments on the Discussion Draft.



**FISCAL IMPACT:**

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

**ATTACHMENTS:**

1. Possible Topics to be Addressed in the 2014 CEQA Guidelines Update (December 30, 2013)
2. Executive Summary of the Preliminary Discussion Draft of Amendments to the CEQA Guidelines (August 11, 2015)

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EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX  
DIRECTOR

## Possible Topics to be Addressed in the 2014 CEQA Guidelines Update

*December 30, 2013*

### I. Introduction

During the summer of 2013, the Governor's Office of Planning and Research (OPR) and the Natural Resources Agency distributed a [Solicitation for Input](#) on possible changes to the CEQA Guidelines. Over forty organizations, public agencies, and individuals submitted [written suggestions](#) for changes. Several [broad themes](#) emerged.

This document identifies the specific suggestions that appear consistent with the California Environmental Quality Act (Pub. Resources Code §§ 21000 et seq.) and case law, as well as the goals described in the Solicitation for Input. Note, some suggestions were modified to be consistent with legal authority or to fit within the structure of the Guidelines. Please also note that because OPR and the Natural Resources Agency continue to engage in outreach with various stakeholders, additional topics and changes may be considered beyond those listed in this document.

### II. Input Requested

OPR and the Natural Resources Agency seek your input on this preliminary list of topics. In particular, we seek the following:

1. Are these topics appropriate for the CEQA Guidelines Update?
2. Are there any important topics that we missed and that should be addressed?
3. If you have not already provided specific suggested language, do you have any that we should consider?

Input may be submitted electronically to [CEQA.Guidelines@ceres.ca.gov](mailto:CEQA.Guidelines@ceres.ca.gov). While electronic submission is preferred, suggestions may also be mailed or hand delivered to:

Christopher Calfee, Senior Counsel  
Governor's Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814

Please submit all suggestions before **February 14, 2014 at 5:00pm.**

### **III. Specific Suggested Changes**

The following briefly describes the topics that OPR intends to address in this comprehensive update.

#### **Section 15051 (Criteria for Identifying the Lead Agency)**

Clarify when the determination of lead agency may be made by agreement. Specifically, provide that the agency that acts first shall “normally” be the lead agency, which leaves open the possibility of designating another by agreement.

#### **Section 15060.5 (Pre-application Consultation)**

Recast this section to address consultation more generally. Add provisions to address specific consultation requirements, and include suggestions on tribal consultation. Address consultation with regional air districts.

#### **Section 15061 (Preliminary Review)**

In subdivision (b)(3), replace the phrase “general rule” with “common sense exemption” to be consistent with the terminology used by the Supreme Court in *Muzzy Ranch v. Solano County ALUC* (2007) 41 Cal. 4<sup>th</sup> 372.

#### **Section 15063 (Initial Study)**

Clarify that initial studies may be prepared by contract to the lead agency, consistent with Section 15084. Also clarify in subdivision (g) that the lead agency may share an administrative draft of the initial study with the applicant in order to ensure accuracy in the project description and mitigation measures.

#### **Section 15064 (Determining the Significance of the Environmental Effects Caused by a Project)**

Add a definition of regulatory standard, and explain when a standard may be used appropriately in determining the significance of an impact under CEQA.

Add loss of open space as an example of potential cumulative impacts in subdivision (h)(1).

Add explanation of baseline in this section, since 15125 technically addresses the contents of an environmental impact report.

### **Section 15064.4 (Determining the Significance of Impacts From Greenhouse Gas Emissions)**

Clarify that analysis of greenhouse gas emissions is required, and the role of the Scoping Plan in determining the significance of greenhouse gas emissions.

Further clarify that “business as usual” (or hypothetical baseline) analysis is not appropriate. Also clarify that, particularly for long range plans, lack of complete precision in projections of emissions will not make the use of models inadequate for information disclosure purposes.

### **Section 15065 (Mandatory Findings of Significance)**

Add roadway widening and the provision of excess parking as examples of projects that may achieve short-term environmental goals (congestion relief) to the disadvantage of long-term environmental goals (reducing greenhouse gas emissions).

### **Section 15082 (Notice of Preparation)**

Clarify that NOPs must be posted at the County Clerk’s office.

### **Section 15083 (Early Public Consultation)**

Clarify that the lead agency may share an administrative draft of the EIR, or portions thereof, with the applicant in order to ensure accuracy in the project description and mitigation measures.

### **Section 15087 (Public Review of Draft EIR)**

Revise section 15087 to require that all documents “incorporated by reference” into the environmental impact report be made available for public inspection, but not necessarily every document cited in the EIR.

Clarify that copies provided to the public and to libraries may be electronic copies.

### **Section 15088 (Evaluation of and Response to Comments)**

Clarify that proposed responses to public agency comments may be provided electronically.

Clarify that responses may correspond to the level of detail contained in the comment, and specifically that responses to general comments may be general. Provide further that comments that do not explain the basis for the comments or the relevance of evidence submitted with the comment do not require a response. *Citizens for Responsible Equitable Environmental Development v. City of San Diego*

*(2011) 196 Cal. App. 4th 515; Gilroy Citizens for Responsible Planning v. City of Gilroy, 140 Cal. App. 4th 911.*

### **Section 15091 (Findings)**

Clarify requirements regarding the need for findings on alternatives, as well as the difference between feasibility for the purpose of analysis in the environmental impact report versus actual feasibility for the purpose of making findings.

### **Section 15107 (Completion of a Negative Declaration)**

Provide that a lead agency may request an extension of time (under the Permit Streamlining Act) to be consistent with Section 15108.

### **Section 15124 (Project Description)**

In the description of the project's technical, economic, and environmental characteristics, allow the lead agency to discuss the project's benefits.

### **Section 15125 (Environmental Setting)**

Provide guidance on appropriateness of use of alternative baselines, including changes resulting from climate change, future baselines to address large-scale infrastructure, historic use, and unpermitted uses.

Provide that the description of the environmental setting may include a description of the community within which the project is proposed in order to better analyze the specific impacts to that community.

Clarify the analysis of consistency with adopted plans, both local and regional.

### **Section 15126.4 (Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects)**

Provide guidance on when an agency may appropriately defer mitigation details.

Discuss mitigation banking.

Mention vectors as an example of potential impacts that result from mitigation measures.

Provide additional guidance on mitigation of energy impacts.

## **Section 15126.6 (Consideration and Discussion of Alternatives to the Proposed Project)**

Provide guidance on the feasibility of alternatives.

## **Section 15152 (Tiering)**

Clarify that tiering is only one streamlining mechanism, and this section does not govern the other types of streamlining.

## **Section 15155 (City or County Consultation with Water Agencies)**

Provide further guidance on the adequacy of water supply analysis under CEQA. Also account for increasing variability in water supply.

## **Section 15168 (Program EIR)**

Provide further guidance on determining whether a later project is “within the scope” of a program EIR.

## **Section 15182 (Projects Pursuant to a Specific Plan)**

Add description of new specific plan exemption in Section 21155.4.

## **Section 15222 (Preparation of Joint Documents)**

Clarify that CEQA lead agencies may enter into a memorandum of understanding to facilitate joint review with a federal lead agency.

## **Section 15269 (Emergency Projects)**

Clarify that emergency exemption does not preclude projects responding to emergencies that require some long-term planning, consistent with the *CalBeach Advocates v. City of Solana Beach* (2002) 103 Cal. App. 4th 529 decision.

## **Section 15301 (Existing Facilities)**

Revise to incorporate holding in *Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal. 4th 310, regarding the level of historic use, so that the exemption

cannot be used to expand the use of a facility beyond its historic use (rather than use at the time of the lead agency's determination).

Clarify that this exemption includes alterations for bike lanes, pedestrian crossings, street trees, and implementation of other complete streets features.

### **Section 15357 (Discretionary Project)**

Augment the definition of a "discretionary project" to provide further guidance about whether a project is ministerial or discretionary.

### **Section 15370 (Mitigation)**

Clarify that preservation in perpetuity can be appropriate mitigation.

### **Section 15378 (Project)**

Revise the definition of "project" to more clearly address pre-approval agreements.

## **Appendix G: Environmental Study Checklist**

Several suggestions recommended changes to the Appendix G sample environmental checklist. Some of the topics that may be addressed include the following:

- Add a question about conversion of open space generally, and then give examples (agriculture, forestry, habitat connectivity, etc.) of possible impacts.
- Add a question about the cumulative loss of agricultural land.
- Add fire hazard questions (SB 1241).
- Move the question about geologic features and paleontological features from the cultural resources section to the geology section.
- Remove question (c) in land use planning because it is already covered in the section on biological resources.
- Add a question about providing excess parking.
- Revise the section on utilities to be clearer and remove redundancy, and add questions related to energy infrastructure.
- Revise the questions regarding biological resources and mandatory findings of significance to be consistent with Section 15065.

## **Appendix J (Examples of Tiering)**

Revise to provide better guidance on use of different and new streamlining tools.

## **New Appendix (Mitigation Monitoring and Reporting Program)**

Provide a sample Mitigation Monitoring and Reporting Program.

## **New Appendix (Supplemental Review Checklist)**

Provide a checklist to guide supplemental review, including guidance on fair argument

## **New Appendix (Transportation Analysis)**

Provide guidance on a non-LOS analysis of transportation impacts. Also address local conditions, safety, mode conflicts.

## **IV. Issue That Will Not Be Addressed at This Time**

Many commenters suggested providing further clarification of Section 15126.2, and the required analysis of a project's relationship with its environment. The California Supreme Court recently accepted review of *California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2013) 218 Cal. App. 4th 1171. Review in that case is limited to the following question: "Under what circumstances, if any, does the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) require an analysis of how existing environmental conditions will impact future residents or users (receptors) of a proposed project?" The Office of Planning and Research will not suggest any changes to this section until after the Supreme Court rules on this issue.

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Proposed  
Updates  
to the  
CEQA  
Guidelines

August 11

2015

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*Section 21083 of the Public Resources Code requires regular updates to the Guidelines Implementing the California Environmental Quality Act. This is a preliminary discussion draft of potential updates.*

Preliminary  
Discussion  
Draft

August 11, 2015

LETTER FROM THE DIRECTOR

The Governor's Office of Planning and Research is pleased to provide this discussion draft of changes to the CEQA Guidelines. In recent years, updates have responded to specific statutory directives to address new topics. In 2013, OPR and the Natural Resources Agency broadly solicited suggestions from stakeholders regarding what updates, if any, should be made to the CEQA Guidelines. This package reflects input received from stakeholders. The concepts in this package have been discussed in various forums, including professional conferences hosted by the Association of Environmental Planners, the California Chapter of the American Planning Association and the California State Bar. Today, we ask for your input on this draft.

This is, first and foremost, a *discussion* draft. We seek input from all parts of California and all aspects of our economy, population, and environment. Please let us know what you think. Send comments to: [CEQA.Guidelines@resources.ca.gov](mailto:CEQA.Guidelines@resources.ca.gov) by October 12, 2015.

We look forward to hearing from you.



Ken Alex  
Director

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# Executive Summary

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## *Preliminary Discussion Draft of Amendments to the CEQA Guidelines*

### **Background**

The last comprehensive update to the CEQA Guidelines occurred in the late 1990s. Since 2011, the Governor’s Office of Planning and Research (OPR) has informally collected ideas on possible improvements to the CEQA Guidelines. In 2013, OPR distributed a formal [Solicitation for Input](#) on possible improvements. Specifically, OPR asked for suggestions on efficiency improvements, substantive improvements, and technical improvements. Stakeholders offered many [ideas](#). After considering this input, OPR developed a [possible list of topics](#) to address in the update, and again sought and received substantial [public input](#). This document contains initial thoughts on possible amendments to the CEQA Guidelines. It reflects not only input that the OPR received during public comment on the Solicitation for Input and possible list of topics, but also input received during informal stakeholder meetings, conferences, and other venues.

### **What is in this Package?**

The preliminary discussion draft contains changes or additions involving nearly thirty different sections of the Guidelines addressing nearly every step of the environmental review process. It is a **balanced** package that is intended to make the process easier and quicker to implement, and better protect natural and fiscal resources consistent with other state environmental policies.

### **Efficiency Improvements**

The discussion draft proposes several changes intended to result in a smoother, more predictable process for agencies, project applicants and the public.

First, the package promotes use of existing **regulatory standards** in the CEQA process. Using standards as “thresholds of significance” creates a predictable starting point for the analysis, and allows agencies to rely on the expertise of the regulatory body, without foreclosing consideration of possible project-specific effects.

Second, the package proposes to update, consolidate and streamline the **environmental checklist** that most agencies use to conduct their environmental review. Redundant questions in the existing checklist would be eliminated, some questions would be updated to address contemporary topics, and some topics would be reorganized to make better use of existing data, particularly related to open space. The checklist has also been updated with new questions related to tribal cultural resources, transportation and wildfire, pursuant to Assembly Bill 52 (Gatto, 2014), Senate Bill 743 (Steinberg, 2013), and Senate Bill 1241 (Kehoe, 2012), respectively.

Third, the package includes several changes to make existing programmatic environmental review easier to use for later projects. Specifically, it clarifies the rules on **tiering**, and provides additional guidance on when a later project may be considered **within the scope** of a program EIR.

Fourth, the package enhances several **exemptions**. For example, consistent with Senate Bill 743 (Steinberg, 2013), it expands an existing exemption for projects implementing a specific plan to include not just residential, but also commercial and mixed-use projects near transit. It also clarifies the rules on the exemption for changes to existing facilities so that vacant buildings can more easily be redeveloped. Changes to that same exemption would also promote pedestrian, bicycle and streetscape improvements within an existing right of way.

Finally, the package includes a new section to assist agencies in complying with CEQA in response to a court's **remand**, and help the public and project proponents understand the effect of the remand on project implementation.

## Substantive Improvements

The package also contains substantive improvements related to environmental protection.

First, the package would provide guidance regarding **energy** impacts analysis. Specifically, it would require an EIR to include an analysis of a project's energy impacts that addresses not just building design, but also transportation, equipment use, location, and other relevant factors.

Second, the package proposes guidance on the analysis of **water supply** impacts. The guidance is built on the holding in the California Supreme Court decision in *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal. 4th 412. It requires analysis of a proposed project's possible sources of water supply over the life of the project and the environmental impacts of supplying that water to the project. The analysis must consider any uncertainties in supply, as well as potential alternatives.

## Technical Improvements

The package also includes many technical changes to conform to recent cases and statutory changes. For example, one of the changes clarifies when it may be appropriate to use projected future conditions as the **environmental baseline**. Another change addresses when agencies may defer specific details of **mitigation measures** until after project approval. The package also proposes a set of changes related to the duty of lead agencies to provide detailed **responses to comments** on a project. The changes would clarify that a general response may be appropriate when a comment submits voluminous data and information without explaining its relevance to the project. Other changes address a range of topics such as **selecting the lead agency**, **posting notices** with county clerks, clarifying the definition of "**discretionary**," and others.

## What is Not in the Package?

This package does not contain several elements that have been discussed among stakeholders.

First, changes related to transportation analysis, required by SB 743, were released for public review in August 2014. OPR is still revising that proposal in response to stakeholder comments. The revised proposal will be released separately.

Second, OPR had originally included changes related to the analysis of greenhouse gas emissions among the topics that it might cover in a comprehensive update. Similarly, stakeholders suggested that the CEQA Guidelines should clarify whether CEQA requires analysis of impacts of the environment on a project. The California Supreme Court, however, is now considering those issues in several cases. OPR does not propose to address those topics while they are under consideration at the Supreme Court.

## How Can I Provide Input?

This is a preliminary discussion draft, which we expect to change for the better through public input. We hope that you will share your thoughts and expertise in this effort.

## When and Where to Submit Comments

Input may be submitted electronically to [CEQA.Guidelines@resources.ca.gov](mailto:CEQA.Guidelines@resources.ca.gov). While electronic submission is preferred, suggestions may also be mailed or hand delivered to:

Christopher Calfee, Senior Counsel  
Governor's Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814

Please submit all suggestions before **October 12, 2015 at 5:00 p.m.** Once the comment period closes, OPR will review all written input and revise the proposal as appropriate. If substantial changes are made, OPR may seek additional public input. Once the draft has advanced to the point that most issues have been aired, it will submit the draft to the Natural Resources Agency, which will then commence a formal rulemaking process. Once the Natural Resources Agency adopts the changes, they undergo review by the Office of Administrative Law.

## Tips for Providing Effective Input

OPR would like to encourage robust engagement in this update process. We expect that participants will bring a variety of perspectives. While opposing views may be strongly held, discourse can and should proceed in a civil and professional manner. To maximize the value of your input, please consider the following:

- In your comment(s), please clearly identify the specific issues on which you are commenting. If you are commenting on a particular word, phrase, or sentence, please provide the page number and paragraph citation.
- Explain why you agree or disagree with OPR's proposed changes. Where you disagree with a particular portion of the proposal, please suggest alternative language.

- Describe any assumptions and support assertions with legal authority and factual information, including any technical information and/or data. Where possible, provide specific examples to illustrate your concerns.
- When possible, consider trade-offs and potentially opposing views.
- Focus comments on the issues that are covered within the scope of the proposed changes. Avoid addressing rules or policies other than those contained in this proposal.
- Consider quality over quantity. One well-supported comment may be more influential than one hundred form letters.
- Please submit any comments within the timeframe provided.

## Tips for Reviewing This Document

This document is lengthy, in part because it includes both existing and proposed changes to the CEQA Guidelines. The following pages contain an index of proposed changes grouped into categories. Each amendment listed in the index is hyperlinked to the full discussion of that amendment. You can jump directly to that discussion by pressing the “Ctrl” and clicking on the link. Each discussion contains background, detailed explanation of the proposed changes, and the text of the proposed amendments in underline/~~strikeout~~ format.

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**DATE:** October 8, 2015

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

**FROM:** Mike Gainor, Senior Regional Planner; [gainor@scag.ca.gov](mailto:gainor@scag.ca.gov); (213) 236-1822

**SUBJECT:** SB 743-related CEQA Guidelines Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Receive & File Only - No Action Required.

**EXECUTIVE SUMMARY:**

*Senate Bill (SB) 743 (Steinberg), was signed into law by Governor Jerry Brown on September 27, 2013. This law provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. The law establishes CEQA exemptions for certain projects located in Transit Priority Areas that are consistent with an adopted Specific Plan. SB 743 also eliminates the requirement to evaluate aesthetic and parking impacts in those areas. Additionally, the law directs the Governor's Office of Planning and Research (OPR) to develop an alternative metric to evaluate transportation-related impacts under CEQA. In August, 2014, OPR developed a Preliminary Discussion Draft of recommendations for updating the CEQA Guidelines, designating the 'Vehicle Miles Traveled' (VMT) alternative to replace LOS analysis. SCAG staff has maintained close contact with OPR throughout this entire process to ensure the revised guidelines will be complementary to the sustainability goals of the SCAG region. (Note: There is also another Receive and File item on CEQA Guidelines Update which does not include CEQA Guidelines Update for SB 743 addressed herein).*

**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:**

Senate Bill (SB) 743 (Steinberg), was signed into law by Governor Jerry Brown on September 27, 2013, and provides opportunities for California Environmental Quality Act (CEQA) streamlining to facilitate transit-oriented development (TOD). This report provides an overview of SB 743 and the efforts by OPR staff to update the CEQA guidelines to include the VMT-based transportation impact metric.

**SB 743 Overview**

SB 743 seeks to encourage development of mixed-use, transit-oriented infill projects by: 1) Establishing new CEQA exemptions for transit-oriented developments located in Transit Priority Areas that are consistent with an adopted Specific Plan; 2) Eliminating the requirement to evaluate aesthetic and parking impacts in those targeted development areas; and 3) Directing the Governor's Office of Planning and Research (OPR) to develop an alternative metric to evaluate transportation-related impacts under CEQA.

# REPORT

This report focuses primarily on the third mechanism, since implementation of the alternative methodology is an on-going process.

Prior to SB 743, CEQA transportation impacts were assessed through ‘Level of Service’ (LOS) analysis, which focused exclusively on motor vehicle delay. Because of its focus on mitigation of motor vehicle delay, LOS tends to encourage roadway capacity expansion, often at the expense of active transportation investment. For this same reason, LOS analysis penalizes projects located in central areas that already have significant traffic flow, precisely the types of places where TOD and other mixed-use infill development occurs. For this reason, SB 743 directed OPR to develop an alternative to LOS that will promote, rather than penalize, TOD projects.

In close consultation with SCAG and other stakeholders, OPR developed a Preliminary Discussion Draft of recommendations for updating the CEQA Guidelines, ultimately designating the ‘Vehicle Miles Traveled’ (VMT) as the alternative metric to replace LOS analysis. Currently, OPR staff is preparing a Technical Advisory memorandum to provide advice and recommendations for implementing the VMT-based metric. SCAG staff has maintained close contact with OPR throughout this entire process to ensure the revised guidelines will be fully supportive of, and complementary to, the sustainability goals of the SCAG region.

The initial implementation focus of the proposed modifications to the CEQA Guidelines being developed in response to SB 743 includes areas with excellent transit access, designated as ‘Transit Priority Areas’ (TPAs). TPA refers to an area that is located within one-half mile of an existing or planned major transit stop. A ‘major transit stop’ refers to a site containing an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. To qualify as a TPA, a planned major transit stop needs to be scheduled for completion within the planning horizon included in the adopted Federal Transportation Improvement Program (FTIP) or Regional Transportation Plan (RTP). A ‘TPA’ is a subset of the High Quality Transit Areas (HQTA) described in the 2012 RTP/SCS (which will be updated through the 2016 RTP/SCS), excluding the one-half mile buffer area along the high quality transit corridors (which are corridors with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours).

While infill development, including TOD, provides extensive regional benefits, including improved regional congestion, better air quality, and reduced greenhouse gas (GHG) emissions, these type of projects may also exacerbate already congested local roadways, since they are typically located in areas that have existing heavy traffic flow. CEQA analysis previously relied exclusively on the automobile-centric ‘Level of Service’ (LOS) methodology to analyze transportation impacts. However, SB 743 provides a rationale for the development of a new metric to evaluate CEQA transportation impacts, as the previous LOS practice focused only on motor vehicle delay, which often penalized infill and active transportation projects. SB 743 established that the new transportation impact analysis methodology should appropriately balance the needs of congestion management with statewide goals related to transit-oriented mixed-use infill development, promotion of public health through active transportation, and reduction of GHG emissions. These principles complement the goals and policies of the SCAG 2012 RTP/SCS and the 2016 RTP/SCS currently under development.

While SB 743 did not include the substantive specifics of the new CEQA transportation impact analysis methodology, it directed the Governor's Office of Planning and Research (OPR) to develop guidance for establishing an alternative metric for evaluating the transportation impact of projects located within TPAs to replace LOS analysis. The criteria provided by SB 743 for selecting an alternative methodology was that it must serve to promote reduction of GHG emissions; stimulate development of multimodal transportation networks; and encourage a diversity of land uses. OPR was also provided the option to extend application of the alternative metric for evaluating CEQA transportation impacts to locations outside of TPAs.

## **OPR Efforts to Update CEQA Guidelines**

### **December 2013: 'Preliminary Evaluation of Alternative Methods of Transportation Analysis' Released**

OPR circulated its 'Preliminary Evaluation of Alternative Methods of Transportation Analysis' which contained its initial recommendations for revisions to the CEQA Guidelines, including presentation of five alternative metrics to the LOS methodology for transportation impact analysis. The five alternatives included, 'Vehicle Miles Traveled', 'Automobile Trips Generated', 'Multimodal Level of Service', 'Fuel Use' and 'Motor Vehicle Hours Traveled'. The potential benefits and short-comings of each of the alternatives were evaluated for consistency with the stated objectives of SB 743: reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. OPR then conducted an extensive outreach effort to local and regional agencies, including SCAG, to generate comments and receive feedback on the alternatives.

### **August 2014: 'Preliminary Discussion Draft for CEQA Guidelines' Released**

OPR released its 'Preliminary Discussion Draft for CEQA Guidelines' which featured the 'Vehicle Miles Traveled' (VMT) option as the preferred alternative to replace LOS for CEQA transportation impact analysis. The Preliminary Discussion Draft presented the proposed changes to the CEQA Guidelines, an explanatory narrative of the changes, and a draft outline for how the revisions will be presented in the Guidelines and its appendices.

### **July 2015: 'Technical Advisory on Evaluating Vehicle Miles Traveled in CEQA' (under preparation)**

Following an extended period of outreach to receive input from local and regional stakeholders on its Preliminary Discussion Draft, OPR has begun development of a 'Technical Advisory on Evaluating Vehicle Miles Traveled in CEQA'. The Technical Advisory will be intended to provide advice to lead agencies (including local jurisdictions) for using the new VMT-based methodology for various types of developments. The Draft Technical Advisory may be released for public review by the end of 2015.

**FISCAL IMPACT:** Staff activities related to the implementation of SB 743 are included in the FY 2015-16 Overall Work Program under 020.00161.04.

## **ATTACHMENT:**

None.

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**DATE:** October 8, 2015  
**TO:** Energy and Environment Committee (EEC)  
**FROM:** Rongsheng Luo, Program Manager, (213) 236-1994, luo@scag.ca.gov  
**SUBJECT:** Update on Air Quality Management Plans (AQMPs)

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

Receive & File.

**EXECUTIVE SUMMARY:**

*Pursuant to federal and state law, Air Quality Management Plans (AQMPs) are being or will be developed by various air districts in the SCAG region. Staff will provide a status update on 2016 South Coast AQMP, 2015 Ventura County Triennial Assessment and Plan Update, and Reclassification of Imperial County Ozone Nonattainment Area.*

**STRATEGIC PLAN:**

This item supports the Strategic Plan Goal 1. Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

**2016 South Coast AQMP**

At the June 4, 2015 EEC meeting, Dr. Philip Fine, Deputy Executive Officer of the South Coast Air Quality Management District (SCAQMD), presented an update on the development of the 2016 South Coast AQMP for EEC's information. The following status update highlights the major 2016 AQMP development activities since the last update:

2016 AQMP Control Strategy Symposium:

On June 10 and 11, 2015, the SCAQMD hosted a Control Strategy Symposium at its Diamond Bar headquarters as an open forum to discuss new emission reduction strategies via expert panels in all emission source areas including:

- ✓ Passenger Vehicles, Light-Duty Trucks, Motorcycles and Buses
- ✓ On-Road Heavy-Duty Vehicles
- ✓ National/International Transportation Sources including Locomotives; Marine Vessels (Ocean-Going Vessels and Harbor Craft); and Aircraft, Ground Support Equipment
- ✓ Off-Road Equipment including Goods Movement Related Sources (Cargo Handling Equipment, TRUs, Commercial/Industrial Equipment); and Construction and Mining Equipment
- ✓ Stationary Source Controls for Ozone (NO<sub>x</sub>, VOC) including VOC Controls; NO<sub>x</sub> Reductions; Funding and Incentives; and Future Studies, Information Needs
- ✓ Stationary Source Controls for PM<sub>2.5</sub> (SO<sub>x</sub>, direct PM, Ammonia) including PM Controls; Ammonia Controls; SO<sub>x</sub> Controls; Funding and Incentives; and Future Studies, Information Needs

- ✓ Indirect Sources
- ✓ Other Planning Efforts/Special Topics

Panels of experts presented information on specific technologies and control concepts, and deliberated on questions from the panel moderators and audience. Dr. Frank Wen, SCAG Department Manager of Research and Analysis, was a member of the Expert Panel on “Other Planning Efforts/Special Topics.” Dr. Wen presented a well-received framework of the Regional Transportation/Land Use Strategy and Control Measures for the 2016 AQMP based on SCAG’s upcoming 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The control strategies discussed at the Symposium are being analyzed and will be considered for potential inclusion in the 2016 AQMP. For additional information, visit the Symposium web page at <http://www.aqmd.gov/home/about/groups-committees/aqmp-advisory-group/CSS>.

### 2016 AQMP Advisory Group Meetings:

Two additional AQMP Advisory Group meetings were held in July and August 2015, respectively, to discuss the following topics related to the development of the 2016 AQMP.

- ✓ SCAQMD’s request to U.S. Environmental Protection Agency (EPA) to reclassify the South Coast Air Basin from a Moderate to a Serious nonattainment area for the 2006 24-hr PM<sub>2.5</sub> national standard
- ✓ Recent legal rulings and pending cases regarding air plan related activities
- ✓ Status of the emission inventory, growth factors, and modeling efforts
- ✓ Update on the recent release of draft white papers and feedback from the working groups, as well as the white paper process
- ✓ Update on the implementation of the items in the SCAQMD consultant’s review of AQMP Socioeconomic Assessment
- ✓ Control measure concepts compiled thus far that will be considered for the 2016 AQMP

For additional information, visit the 2016 AQMP Advisory Group web page at <http://www.aqmd.gov/home/about/groups-committees/aqmp-advisory-group>.

### 2016 AQMP White Papers:

As reported previously, a series of ten White Papers on key topics are being developed by the SCAQMD. These white papers are intended to provide for better integration of major planning issues regarding air quality, climate, energy, transportation, and business needs. Each White Paper has a specific Working Group that generally meets monthly until the White Paper is completed.

The following eight Draft Final White Papers have been prepared with input from their respective working groups and interested members of the public, and were released at the September 4, 2015 SCAQMD Governing Board meeting for final public review:

- ✓ Blueprint for Clean Air
- ✓ PM Controls
- ✓ VOC Controls
- ✓ Passenger Transportation
- ✓ Goods Movement
- ✓ Off-Road Equipment

# REPORT

- ✓ Residential and Commercial Energy
- ✓ A Business Case for Clean Air Strategies

Any comments or questions can be directed to SCAQMD staff Michael Krause at [mkrause@aqmd.gov](mailto:mkrause@aqmd.gov). The SCAQMD Governing Board will receive public comments at the October 2, 2015 Board Meeting.

For additional information, visit the 2016 AQMP White Papers web page at <http://www.aqmd.gov/home/about/groups-committees/aqmp-advisory-group/2016-aqmp-white-papers>.

## 2016 AQMP Fact Sheet:

On August 28, 2015, SCAQMD released a 2016 AQMP Fact Sheet about the development, purpose, and scope of the AQMP. The following are highlights of the Fact Sheet:

- ✓ 50% and 65% of additional NO<sub>x</sub> reductions will be needed to attain 1997 (80 parts per billion/ppb) and 2008 (75 ppb) 8-hour ozone standards by 2023 and 2031 respectively based on AQMD's new preliminary analysis, lower than the previous 65% and 75% respectively
- ✓ A top plan objective is to eliminate reliance on "black box" to the maximum extent possible by providing specific measures that define the pathway to attainment
- ✓ A new element of 2016 AQMP is a new State Implementation Plan (SIP) to address 1997 24-hour PM<sub>2.5</sub> national standards due to a requested bump-up reclassification from "Moderate" to "Serious"
- ✓ Draft 2016 AQMP, Draft EIR, and Socioeconomic Report are scheduled to be released in Winter 2015

To download the Fact Sheet, visit <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/factsheet-2016-aqmp.pdf?sfvrsn=2>.

As reported to the EEC previously, SCAG is required to prepare its portion of the 2016 AQMP, the Appendix IV-C Regional Transportation Strategy and Control Measures, based on the upcoming 2016 RTP/SCS. The Draft Appendix IV-C is expected to be transmitted to the SCAQMD concurrently with the public release of the Draft 2016 RTP/SCS. The 2016 AQMP will include an important component relative to future federal transportation conformity requirements, the motor vehicle emissions budgets, which set an upper limit that on-road transportation activities are permitted to emit. The ozone and PM<sub>2.5</sub> emission budgets, once adopted in the respective final SIPs, will become the functioning ozone and PM<sub>2.5</sub> emission budgets for transportation conformity for future RTP/Federal Improvement Program (FTIP) and RTP/FTIP amendments post the effective date of the new emissions budgets.

## **2015 Ventura County Triennial Assessment and Plan Update**

The California Clean Air Act (CCAA) was enacted by the California Legislature to attain and maintain the state clean air standards by the earliest practicable date. The CCAA required local air pollution control agencies in areas violating the state ozone, carbon monoxide, sulfur dioxide, or nitrogen dioxide air quality standards to adopt plans to attain those standards.

On September 2, 2015, the Ventura County Air Pollution Control District (VCAPCD) released the Draft 2015 Ventura County Triennial Assessment and Plan Update (Triennial Assessment) for public review and comment. Pursuant to the CCAA and California Health and Safety Code, the VCAPCD is required to prepare the Triennial Assessment to assess Ventura County's progress toward attaining the California



clean air standards; to report the amount of emission reductions achieved over the most recent triennial assessment period from 2012 through 2014; to correct any deficiencies in meeting progress goals; and to incorporate new data and projections into the VCAPCD's state clean air plans.

The Draft 2015 Ventura County Triennial Assessment and Plan Update shows that Ventura County is making significant progress towards meeting the state ozone standards. Furthermore, the Triennial Assessment has not identified any deficiencies with respect to meeting progress goals towards the state one-hour ozone standard. The "every feasible measure" analysis conducted for the Triennial Assessment identified two existing District rules with potential for enhancement (Rule 71.2 Storage of Reactive Organic Compound Liquids and Rule 74.25 Restaurant Cooking Operations). It also identified one possible new control measure that would help Ventura County continue its progress towards attaining the state ozone standards (NOx Reductions from Miscellaneous Sources). Ventura County is currently in attainment of the other state standards for carbon monoxide, sulfur dioxide, and nitrogen dioxide.

The Ventura County Air Pollution Control Board will hold a public hearing to consider adoption of the Triennial Assessment at its November 10, 2015 meeting. The public is invited to attend this hearing and be heard on this matter. Written comments should be submitted to the VCAPCD by 5:00 p.m. on October 2, 2015. To download the Draft 2015 Triennial Assessment, click <http://www.vcapcd.org/pubs/Planning/Draft-2015-Ventura-County-Triennial-Assessment-2.pdf>.

The 2015 Ventura County Triennial Assessment and Plan Update relies on SCAG's previous RTP/SCS travel activity projections for its emissions inventory. The Triennial Assessment does not have any impact on the current conformity status of SCAG's 2012-2035 RTP/SCS and 2015 FTIP, and will not result in any new requirements for the adoption of the upcoming 2016-2040 RTP/SCS and 2017 FTIP. In addition, the Triennial Assessment is not a SIP and thus does not contain any new conformity emissions budgets.

## **Reclassification of Imperial County Ozone Nonattainment Area**

On August 27, 2015, U.S. EPA published in the Federal Register a proposed rule regarding the 36 Marginal nonattainment areas under the 2008 8-hour ozone standard (75 ppb) in the country. As part of the proposed rule, Imperial County is proposed to be reclassified from the current "Marginal" to "Moderate" nonattainment area under the 2008 8-hour ozone standard.

Imperial County was initially designated by the U.S. EPA as a Marginal nonattainment area, the most benign nonattainment level, under the 2008 8-hour Ozone national standard. No SIP is required for a Marginal nonattainment area but Imperial County was required to attain the ozone standard by July 20, 2015.

Imperial County was proposed to be reclassified from "Marginal" to "Moderate" (the next worse level) ozone nonattainment area because Imperial County (1) failed to attain the 2008 8-hour ozone standard by the statutory attainment deadline of July 20, 2015, and (2) is not eligible for a 1-year attainment date extension. Under "Moderate" classification, Imperial County would be required to attain the 2008 8-hour ozone standard as expeditiously as practical but no later than July 20, 2018. If the reclassification is finalized as proposed, the ICAPCD would be required to develop and submit to EPA a revised ozone SIP by January 1, 2017.

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The proposed reclassification has no impact on the current conformity status of SCAG's 2012-2035 RTP/SCS and 2015 FTIP and will not result in any new requirements for the adoption of the upcoming 2016-2040 RTP/SCS and 2017 FTIP. However, the new ozone SIP will contain new ozone emissions budgets for Imperial County and the new ozone emissions budgets, once approved by EPA, will apply to future RTP/SCSs, FTIPs, and amendments of such plans and programs, two years after the effective date of the new budgets.

Comments on the proposed rule must be received by EPA by September 28, 2015. In addition, if requested, EPA would hold a public hearing. For the Federal Register Notice and how to comment, click <http://www.gpo.gov/fdsys/pkg/FR-2015-08-27/pdf/2015-21196.pdf>.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY15-16 Overall Work Program (16-025. SCG00164.01: Air Quality Planning and Conformity).

**ATTACHMENT:**

None

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**DATE:** October 8, 2015

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

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

**SUBJECT:** 2015 Active Transportation Program Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**  
 Receive and File

**EXECUTIVE SUMMARY:**

*The California Transportation Commission (CTC) announced staff recommendations for the 2015 Active Transportation Program's (ATP) Statewide and Small Urban and Rural portions on September 15, 2015. These recommendations will be considered for adoption by the CTC on October 21, 2015. Proposed projects not selected through the statewide competition will be eligible for funding through the regional MPO portion of the ATP, which is administered in the SCAG region by SCAG in collaboration with the County Transportation Commissions. SCAG staff recommendations for the MPO portion will be considered for approval by the Regional Council and CTC in January 2016.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners.

**BACKGROUND:**

The Active Transportation Program (ATP) was created by [Senate Bill 99 \(Chapter 359, Statutes of 2013\)](#) and [Assembly Bill 101 \(Chapter 354, Statutes of 2013\)](#) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs into a single program to:

- Increase the proportion of biking and walking trips
- Increase safety for non-motorized users
- Increase mobility for non-motorized users

- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding
- Ensure disadvantaged communities fully share in program benefits (25% of program)
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Program funding is segregated into three components and is distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to small urban and rural regions with populations of 200,000 or less (and which are not included within a large MPO, like SCAG) for the small urban and rural area competitive program, and 40% to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 for the large urbanized area competitive program.

The 2015 Active Transportation Program (ATP) will provide approximately \$360 million during Fiscal Years: FY 16-17; FY 17-18; and FY 18-19. In addition to the funding awarded for the Statewide and Small Urban and Rural portions, the SCAG region will receive \$76.296 million as part of the MPO portion.

## 2015 ATP Schedule

The ATP program includes two selection opportunities. The Statewide and Small Urban and Rural portions are combined into the Statewide portion, and the recommendations from MPOs are combined to create the MPO portion. The Statewide portion, which is completed first, selects the highest scoring projects statewide. CTC staff recommendations for the Statewide portion were released on September 15, 2015 (see attached for CTC staff recommendations for Statewide portion). The CTC will adopt the Statewide portion on Oct 21, 2015. Projects submitted by eligible applicants in the SCAG region that are not selected as part of the Statewide portion are eligible for the MPO portion.

The SCAG regional MPO portion is administered by SCAG and the six regional County Transportation Commissions. In April 2015, the Regional Council adopted regional guidelines that will be used to prioritize and rank projects recommended for funding through the MPO portion. Similar to previous funding cycles, the selection process involves seeking approval of the projects recommended for funding from all of the county transportation commissions, prior to SCAG's adoption and submission of the MPO portion to the CTC. SCAG staff recommendation for the MPO portion will be completed by mid-October and reviewed by SCAG's policy committees and the county transportation commissions this fall. The Regional Council will be asked to approve the final project funding recommendations in January 2016. These recommendations will be submitted to the CTC for final approval during their January 2016 meeting. The ATP program adoption schedule has changed slightly since the Statewide ATP Guidelines were issued last May. To accommodate the regional process and review by all of the county transportation commission boards, SCAG requested and received an amendment to the Highway Streets and Highways Code to delay adoption of the MPO portion of the ATP in the SCAG region from the original date of December 9, 2015 to January 20, 2016. This delay does not have any substantive

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impacts on the program and will not delay funding allocation. The 2015 ATP Statewide and MPO Project Selection Schedule is attached to this report (see Attachment 2).

**FISCAL IMPACT:** None. All staff costs associated with the administration of the ATP are included in the FY 15/16 Overall Work Program under 050.00169.06.

**ATTACHMENTS:**

1. 2015 Statewide and Small Urban and Rural Staff Recommendations
2. 2015 ATP Statewide and MPO Project Selection Schedule

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## 2015 ATP

## Statewide Funding Staff Recommendations

	Co	Applicant	Project Title	Total Project Cost	Total Project Request
1	LA	Los Angeles County	Los Nietos SRTS- Phase I	1,847	1,601
2	LA	Los Angeles County	Willowbrook/Rosa Parks	3,662	2,909
3	LA	Los Angeles	Pedestrian and Bicycle	1,883	1,506
4	LA	Los Angeles County	Rosemead Boulevard Complete	1,250	1,000
5	LA	City of Culver City	Washington-culver Pedestrian and	2,622	2,772
6	LA	Los Angeles County	West Carson Community	531	425
7	LA	Los Angeles Unified	LAUSD Middle School Bicycle	1,360	1,360
8	LA	Los Angeles County	Hawthorne/Lennox Green Line	3,070	2,406
9	LA	Los Angeles County	Vincent Community Bikeways	4,399	3,519
10	LA	Long Beach	Delta Avenue Bicycle Boulevard	1,335	1,075
11	LA	Pico Rivera	Regional Bikeway Project	4,917	3,932
12	LA	Santa Monica	Michigan Ace Greenway:	1,234	987
13	LA	Whittier	Whittier Greenway Trail East	5,332	4,516
14	LA	Lancaster	10th Street West Road Diet and	1,568	785
15	LA	Los Angeles County	Aviation /LAX Green Line	2,578	1,941
16	LA	Los Angeles	Orange Line-Sherman Way	1,441	1,153
17	LA	Lancaster	Pedestrian Gap Closure	7,824	6,259
18	LA	Arcadia	Bicycle and Facility Improvements	1,457	1,020
19	LA	Los Angeles County	Union Station Master Plan:	12,340	12,340
20	LA	Los Angeles	Boyle Heights Pedestrian	5,000	5,000
21	LA	Los Angeles	Rosemead SRTS Project	842	702
22	LA	South Gate	Long Beach Boulevard Pedestrian	2,586	2,250
23	LA	Santa Monica	Expo Station 4th Street Linkages	2,016	1,613
24	O	Santa Ana	Santa Ana and Fifth Protected	5,424	5,424
25	O	Santa Ana	Endinger Protected Bike Lanes	2,366	2,366
26	O	Santa Ana	Civic Center Bike Boulevard	3,879	3,729
27	RI	Riverside County	SRTS, East Riverside	628	500
28	RI	Riverside Co Transp.	3rd Place Sidewalk and Roadway	871	721
29	SB	Hesperia	Willow Street Shared Use Paseo	1,885	1,200
30	SB	Highland	Regional Connector Project	4,545	3,636
31	SB	Rialto	Etiwanda Corridor Improvements	850	629
32	SB	Big Bear Lake	Big Bear Blvd. Pedestrian and	1,899	1,519
33	SB	San Bernardino	Sidewalk Gap Closure SRTS	2,153	2,153
34	SB	Town of Yucca	Yucca Valley Elementary School	1,026	1,026
<b>Total</b>				<b>96,620</b>	<b>83,974</b>

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**Active Transportation Program Cycle 2  
Project Selection Process Timeline**

- September 15, 2015 California Transportation Commission (CTC) Staff Recommendation for **Statewide and Rural/Small Urban Component**
- October 8, 2015 SCAG Regional Council, Policy Committees: Schedule Update
- October 16, 2015 October CEOs Meeting- SCAG Staff to Present Preliminary **MPO Component** Project List
- *October 22, 2015* *CTC Meeting: **Statewide and Rural/Small Urban Component** Approval (Action)*
- October/November 2015 County Transportation Commissions **MPO Component** Project List Approvals
- *January, 2016* *SCAG EAC: **MPO Component** Project List Recommendations Consideration/Approval (Action)*
- January, 2016 SCAG **MPO Component** Project List Submitted to CTC
- *January 20, 2016* *CTC adopts MPO Component for SCAG region (Action)*

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**DATE:** October 8, 2015

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

**FROM:** Hasan Ikhata, Executive Director, 213-236-1944, [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov)

**SUBJECT:** Recap of Progress made on the Development of the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and Anticipated Next Steps

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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

**EXECUTIVE SUMMARY:**  
*Over the last several months, SCAG staff has been engaged in informing the Regional Council and Policy Committees about the various key issues, analyses, and policy considerations for the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and its associated Program Environmental Impact Report (PEIR). During this time, SCAG has also met with the subregional organizations within SCAG, the county transportation commissions, the Technical Working Group and other key stakeholders to apprise them of the development of the 2016 RTP/SCS. The purpose of these meetings was to ensure that the Regional Council and Policy Committees had the opportunity to learn, understand, review and provide input to staff regarding the 2016 RTP/SCS. This staff report recaps the information shared at these meetings and tracks the progress made thus far in developing the Plan. This report also provides the next steps that will lead to the Regional Council's anticipated release of the Draft 2016 RTP/SCS for formal public review and comment on December 3, 2015.*

**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:**  
 Since early 2015, SCAG's Regional Council and Policy Committees have been taking part in numerous discussions on key issues, analyses, and policy considerations for development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). This report serves as a summary of RTP/SCS-related topics discussed at each Regional Council, Policy Committee, and Joint meetings held this year. The purpose of this report is to review the plan development process and clearly set forth objectives over the next several months, including preparing Regional Council members for the anticipated release of the Draft 2016 RTP/SCS for formal public review and comment on December 3, 2015, as well as the anticipated adoption of the plan.

## February 5, 2015 – Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: Framework for Development of the 2016 RTP/SCS and Progress Report on the 2012-2035 RTP/SCS

SCAG's Executive Director, Hasan Ikhata, provided a presentation and general overview of the framework for development of 2016 RTP/SCS. The presentation included a summary of the components of the 2012 RTP/SCS, a progress report on the implementation of the 2012 plan, a discussion of emerging policy issues over the past several years, challenges and opportunities, and general assumptions for the 2016 RTP/SCS. In addition, the presentation included a schedule for the development of the 2016 RTP/SCS and a summary of the respective roles of the Regional Council and Policy Committees.

## March 5, 2015 – Joint Meeting of the Regional Council and Policy Committees

- Agenda Item: Potential Policy Committee Meetings and Agenda Items Related to the Development of the 2016 RTP/SCS for the Next Eight (8) Months

SCAG staff provided a schedule of upcoming potential Policy Committee meetings and corresponding items for discussion related to the development of the 2016 RTP/SCS.

## **Energy & Environment Committee Meeting**

- Agenda Item: Release of the Notice of Preparation of a Program Environmental Impact Report for the 2016 RTP/SCS

SCAG staff requested the release of a Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS in accordance with provisions of the California Environmental Quality Act (CEQA). As the lead agency under CEQA, SCAG is responsible for preparing a PEIR for the 2016 RTP/SCS. The PEIR will serve as a first-tier, programmatic document that provides a region-wide assessment of potential significant environmental effects of the 2016 RTP/SCS.

**ACTION taken: The EEC authorized the release of the NOP for a 30-day public review and comment period beginning March 9, 2015, to obtain input into the scope and content of the environmental information that will be evaluated in the 2016 RTP/SCS PEIR.** Upon completion of the public review and comment period, SCAG staff noted that it will report back to the EEC regarding comments received.

- Agenda Item: 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS) Public Health Integration

Following the adoption of the 2012 RTP/SCS, the Regional Council established several committees, including a Public Health Subcommittee, to assist in implementing the Plan. Based on the recommendations from the subcommittee, SCAG staff developed a Public Health Work Program which included integrating public health considerations into the 2016 RTP/SCS. At the March EEC

meeting, staff presented SCAG's preliminary approach for addressing public health in the 2016 RTP/SCS. The preliminary strategy included strategies for engagement, developing a public health appendix and including a "Health in All Policies" approach to incorporate health throughout plan components where appropriate.

## **April 2, 2015 - Joint Meeting of the Regional Council and Policy Committees**

- Agenda Item: Southern California's Transportation System Preservation and Operations

This meeting included a discussion on improving the efficiency on the region's roadways and the preservation of transportation infrastructure, a top priority included in the 2012 RTP/SCS and a critical issue at the state and national level. According to SCAG's research, maintaining local streets and roads in the SCAG region over the next 20 plus years will require \$55 billion to ensure proper maintenance and, according to the California Transportation Commission, the State Highway Operation and Protection Plan (SHOPP) has an \$87 billion need over ten (10) years. Poor road quality from lack of investment in maintaining the region's infrastructure has resulted in the SCAG region having the highest vehicle operating costs in the country. Crumbling infrastructure poses a serious threat not just to mobility and safety, but also to the economic well-being of our region. Furthermore, deferring maintenance ends up costing substantially more in the long run, exacerbating the problem even more. Roadway expansion has also become limited as an option to address the region's mobility and accessibility challenges due to limited funding, environmental constraints and/or political challenges. This workshop provided the Regional Council and Policy Committee members with an opportunity to hear from experts and thought leaders on this important topic in preparation of the development of the 2016 RTP/SCS. Experts and thought leaders included:

- Susan Bransen, Deputy Executive Director of the California Transportation Commission (CTC), provided an overview on state highway system needs, deferred maintenance, and associated risks in light of the latest draft SHOPP Plan.
- Tarek Hatata, SCAG consultant, provided an update on the infrastructure condition of the region's local roads based on the most recent data collection efforts commissioned by SCAG.
- Ali Zaghari, Caltrans District 7 Deputy Director of Operations, provided an overview of the role of operations and discussed some of the state's current initiatives.
- Alexander Bayen, Director of the Institute of Transportation Studies at U.C. Berkeley, gave a presentation on operational improvement strategies, with a focus on the I-210 Corridor.
- Harry Voccola, Vice President of Nokia HERE, provided a private sector perspective on the role of technology in improving operations

## **June 4, 2015 – Joint Meeting of the Regional Council and Policy Committees**

- Agenda Item: 2016 RTP/SCS – Environmental Justice Workshops Update

SCAG staff provided a brief update on environmental justice outreach. As a government agency that receives federal funding, SCAG is required to conduct an environmental justice analysis as part of the 2016 RTP/SCS development process. SCAG conducted three (3) workshops, one in November

2014 and two in April 2015, to provide information on the environmental justice process and seek input from stakeholders and the public. Over 130 individuals participated in the workshops. SCAG offered additional opportunities for input on the environmental justice analysis over subsequent months and provided participants with updates on the process.

## Transportation Committee Meeting

- Agenda Item: 2016 RTP/SCS – Goods Movement Update

SCAG staff provided a brief overview of goods movement strategies that were included in the 2012 RTP/SCS and discussed on-going planning activities that would become the basis for the 2016 RTP/SCS Goods Movement element. Emphasis areas included:

- Documenting supply chain flows of key commodities moving through the SCAG region;
- Refining regional truck bottleneck analysis, including first / last mile connectors;
- Assessing roadway safety and pavement conditions of key truck routes (highways and arterials);
- Analyzing how urban delivery systems (including warehouses, distribution centers, and manufacturing activities) function to support the economy; and
- Expanding research, development, and demonstration of near-zero and zero-emission technologies.

- Agenda Item: 2016 RTP/SCS – Active Transportation Update

SCAG staff briefed TC on the progress on the Active Transportation element of the 2016 RTP/SCS. The presentation included information on existing conditions, needs and strategies, with a focus on the proposed greenway network. Staff explained that they had examined existing conditions and needs, and were studying strategies for increasing active transportation as a viable transportation option and for increasing the quality of life for Southern Californians. These options included:

- Expanding local and regional bikeway networks;
- Developing a regional greenway network using riverbeds and other rights-of-way for bike and pedestrian paths separate from automobile traffic, increasing opportunities for active lifestyles and to increase transportation options;
- Developing first mile/last mile to transit solutions to increase transit usage and to reduce the need for automobile usage;
- Developing bicyclist/pedestrian friendly districts that increase the quality of life of local residents; and
- Safety Educational and Encouragement Campaigns.

- Agenda Item: 2016 RTP/SCS – Overall Regional Aviation Demand

SCAG staff briefed TC on goals for the 2016 RTP/SCS Aviation element, which will be used to develop the Aviation and Aviation Ground Access elements for the 2016 RTP/SCS. Staff explained that the overall vision of the Aviation element is to recognize that the aviation industry is a business, not a public utility, with airlines and passengers choosing the airports they serve and use. In addition, every flight and every passenger that departs from a SCAG region airport is considered good for the

region, and is a sign of regional prosperity. Based on this vision, staff proposed five (5) goals for the Aviation element:

- Developing an Aviation element for the 2016 RTP/SCS that enjoys consensus and addresses all of the requirements and meets the region's needs;
- Utilizing a forecast methodology that is technically sound, transparent and inclusive;
- Highlighting the overall regional demand as the most important element of the aviation forecast, while still developing airport specific forecast numbers;
- Educating policy makers on the basic fundamentals of airline economics and passenger behavior; and
- Quantifying and highlighting the economic benefit of the SCAG region airports.

In addition, SCAG staff developed an overall regional aviation demand forecast of 136.2 million annual passengers in the year 2040. This forecast translates to a 1.6% annual growth rate between 2015 and 2040. Compared to previous RTP/SCS cycles, this forecast is more conservative, but consistent with the overall trends in the industry.

- Agenda Item: 2016 RTP/SCS – Passenger Rail Update

SCAG staff provided a review of the Passenger Rail element included in the 2012 RTP/SCS and progress in implementing it. Staff then provided passenger rail strategies for the 2016 RTP/SCS, which build upon the previous plan and incorporate planning and project development efforts that have taken place since the Plan's adoption, including the LOSSAN Strategic Implementation Plan and Metrolink's Strategic Assessment. These strategies included:

- Incorporating regional planning efforts that were initiated/completed since 2012;
- CA HSR Southern California MOU Projects;
- Metrolink Strategic Assessment;
- LOSSAN Strategic Implementation Plan;
- Advancing rail infrastructure projects such as grade separations, double-tracking and sidings to improve safety, capacity and speed;
- Implementing Metrolink and Pacific Surfliner express trips;
- Implementing Los Angeles to San Diego commuter rail service;
- Improving connectivity;
- Rail/airport connectivity;
- Bus rapid transit connecting to rail network;
- Integrated ticketing and fare media; fare cooperative agreements such as Rail2Rail and with local transit operators;
- Supporting greater transit-oriented development and first mile/last mile strategies at rail stations;
- Supporting local efforts to advance rail service in unserved markets;
- Los Angeles to Coachella Valley Service Development Plan;
- High-Desert Corridor Environmental Impact Statement/Report;
- Advancing rail service in underserved markets; and
- Advocating for increased and dedicated funding streams for rail capital projects and operations.

## **June 18, 2015 - Joint Meeting of the Regional Council and Policy Committees' Meeting**

- Agenda Item: 2016 RTP/SCS – Goals, Guiding Policies and Performance Measures, and Preliminary Scenario Results Discussion (Land Use/Urban Form, Shared Mobility and Technology)

SCAG's Executive Director, Hasan Ikhata, provided an overview of the 2012 RTP/SCS, its goals, guiding policies and performance measures, and how it met requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) passed by Congress on June 29, 2012 and signed into law by President Obama on July 6, 2012. To build upon what was achieved in the 2012 RTP/SCS, he provided additional staff-recommended guiding policies and performance measures to be included in the 2016 RTP/SCS.

- Agenda Item: 2016 RTP/SCS – Scenario Results Focusing on Land Use and Urban Form

Joe DiStefano, Principal at Calthorpe Analytics, provided an overview of the key findings from the regional growth scenario analysis work associated with the 2016 RTP/SCS and potential benefits and impacts of key transportation and land use policies. His explanation of scenario alternatives included comparisons of potential land use patterns, housing, land consumption, estimates of household driving, fuel consumption, active transportation and health impacts, building energy and water use, local infrastructure costs and greenhouse gas emissions.

- Agenda Item: 2016 RTP/SCS – Road Charge and the Future of Transportation

Jim Madaffer, Commissioner of the California Transportation Commission, discussed shared mobility and implications of future technology on mobility and sustainability, how an efficient transportation system is critical to California's economy and quality of life, the State's infrastructure status, revenue solutions, a summary of proposed funding legislation. He also presented on the policy and principle of road charging, the role and composition of the Road Charge Technical Advisory Committee and the future of transportation.

## **July 2, 2015 - Energy & Environment Committee Meeting**

- Agenda Item: 2016 RTP/SCS – Active Transportation Update

SCAG staff briefed EEC on the progress of the Active Transportation element of the 2016 RTP/SCS and provided the same presentation on Active Transportation that was given to TC on June 4, 2015 (see above).

- Agenda Item: 2016 RTP/SCS – Natural/Farm Lands Update

SCAG staff briefed EEC on the progress of the Natural/Farm Lands element of the 2016 RTP/SCS. Staff explained that the 2012 RTP/SCS had outlined a regional need to develop a habitat conservation planning policy. In response to that need, SCAG initiated data gathering efforts and commissioned an initial conservation framework. Additionally, SCAG convened an Open Space Conservation Working Group to share best practices. Over the past several months, the working group documented its

recommendations for refining and updating natural/farm land conservation strategies in the 2016 RTP/SCS. These recommendations addressed best practice sharing, funding, land use policies, natural corridor connectivity, climate smart conservation, and others. These recommendations were a result of thoughtful collaboration that considers the diversity of the SCAG region while moving towards an enhanced regional natural/farm lands conservation strategy. The working group also provided input on the scenario planning process for the 2016 RTP/SCS, including sea level rise and sensitive habitat conservation. Further staff noted that developing a regional conservation strategy with a collaborative approach may help to position the region for cap-and-trade funds.

- Agenda Item: 2016 RTP/SCS – Program Environmental Impact Report Update and Preliminary Draft Outline

SCAG staff explained that they were preparing a Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS to ensure that environmental compliance procedures under the California Environmental Quality Act and other applicable federal and state environmental laws and regulations are adequately addressed and fulfilled. The PEIR must evaluate region-wide, potential environmental effects, including direct and indirect effects, growth-inducing impacts, and cumulative impacts of the 2016 RTP/SCS at a programmatic level. The PEIR must also evaluate alternatives to the 2016 RTP/SCS and propose feasible mitigation measures. SCAG staff provided a status update on the Notice of Preparation (NOP) of a PEIR for the 2016 RTP/SCS, which SCAG released for a 30-day public review and comment period on March 9, 2015. Staff also provided the EEC with a preliminary draft outline of the PEIR and a schedule relating to the preparation of the PEIR over the next few months.

## **Transportation Committee Meeting**

- Agenda Item: 2016 RTP/SCS – Highways and Arterials Update

SCAG staff provided an overview of the highways and arterials strategies included in the adopted 2012 RTP/SCS and described current planning for the 2016 RTP/SCS. Investments in the previous plan included \$56.7 billion for operations and maintenance of roadways and bridges, \$4.5 billion for Transportation Demand Management to reduce vehicular demand and congestion and \$7.6 billion for Transportation Systems Management to increase productivity of the existing transportation system, such as traffic signal synchronization and advanced ramp metering. HOV/HOT lane projects recently started or completed included I-405 Sepulveda Pass improvements, the I-110 and I-10 HOT lanes adopted as permanent facilities and the I-605 to I-405/SR-22 HOV connector. Current challenges described included closing critical highway network gaps and addressing congestion chokepoints. Additionally, the aging highway infrastructure will face accelerated preservation costs if deferred maintenance persists. Proposed guiding principles for the 2016 RTP/SCS included protecting and preserving the current network and adding capacity only to close gaps in the system and improve access where needed.

## **July 23, 2015 - Special Transportation Committee Meeting**

- Agenda Item: 2016 RTP/SCS – Regional Aviation Forecasts Update

As a follow up to the June 4, 2015 Transportation Committee meeting on the regional aviation forecast, SCAG staff presented an updated aviation demand forecast of 136.2 million annual passengers in 2040. Developed with the assistance of a consultant team, the forecast was developed based on industry

accepted data, tools and methodology. In addition to the forecast, staff presented four (4) possible scenario options for distributing passenger demand to the regional airports (Unconstrained, Physical/Policy, New Hub and Fast Growth Regionalization). Staff proposed an option to adopt a range for each of the regional airports based on the four scenario options. After significant discussion, the committee recommended that staff seek additional input from several of the region's airports on their forecast distribution.

## **August 6, 2015 - Special Transportation Committee Meeting**

- **Agenda Item: 2016 RTP/SCS – Regional Aviation Forecasts Update**

Based on feedback from regional stakeholders and committee members at the July 23rd Special Transportation Committee meeting, staff was directed to collaborate with three (3) specific airports on their aviation demand forecasts: Palmdale Airport, San Bernardino International Airport and John Wayne Airport. Staff reported they had successfully reached consensus with these airports and provided to the committee updated 2040 aviation demand forecasts for the twelve (12) airports in the region. Projection ranges were also eliminated at John Wayne Airport, March Inland Port, Palm Springs, Southern California Logistics Airport and Oxnard Airport. Staff then reviewed the four (4) possible scenario options (Unconstrained, Physical/Policy, New Hub and Fast Growth Regionalization) that would provide direction to staff in preparing the Aviation Element for the 2016 RTP/SCS.

**ACTIONS taken: (1) Approved the use of a regional passenger demand distribution estimated at 136.2 million annual passengers in 2040; and (2) Approved the hybrid approach of ranges and fixed numbers for each of the twelve regional commercial airports.**

- **Agenda Item: 2016 RTP/SCS – Highways and Arterials Guiding Principles and Framework Update**

On July 2, 2015, staff provided an overview of highways and arterials strategies that were included in the 2012-2035 RTP/SCS, in addition to on-going activities that will serve as the basis for the 2016 RTP/SCS Highways and Arterials section. In response to comments received from the July 2 Transportation Committee meeting, staff developed and provided a set of revised guiding principles and framework for Highways and Arterials for incorporation into the 2016 RTP/SCS.

## **Joint Meeting of the Regional Council and Policy Committees**

- **Agenda Item: 2016 RTP/SCS Summary of Feedback from Public Outreach Open Houses**

SCAG staff provided a summary report on input received from the general public and key stakeholders at 23 RTP/SCS Open Houses held between May 26 and July 23, 2015. The traveling open house made stops in each county in the SCAG region and provided an overview of some of the key topics that will be discussed in the plan, including – transportation, air quality, land use development, open space, poverty/jobs, and the region's vital goods movement industry. Open house materials, handouts and kiosk surveys were also provided online at <http://scagrtpscs.net>. An initial review of the survey results showed considerable public support for system preservation, increased transit alternatives, safer walking and biking options and open space preservation.

- Agenda Item: 2016-2040 RTP/SCS – Program Environmental Impact Report Status and Progress

SCAG staff provided an overview of the contents and key approaches to the Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS. Staff gave a progress report on PEIR development and outreach activities, as well as an updated schedule of milestones relating to the preparation and recommended approval to release the Draft PEIR by the Regional Council.

## **August 20, 2015 - Joint Meeting of the Regional Council and Policy Committees**

- Agenda Item: 2016 RTP/SCS Transportation Finance

Staff provided a brief overview of the SCAG region's core revenue forecast and transportation system investment needs through 2040, highlighting the importance of finding new ways of paying for transportation. In accordance with federal fiscal constraint requirements, SCAG must develop a financial plan as part of the 2016 RTP/SCS. The financial plan must identify how much money is reasonably expected to be available to build, operate, and maintain the region's surface transportation system over the next 25 years. SCAG's latest forecast of existing core transportation revenues totals \$356 billion through 2040, while the region's transportation system expenditure needs are projected to total \$554 billion; a difference of \$198 billion. Total costs include capital costs for transit, state highways, and arterials, as well as operations and maintenance costs and debt service payments.

This funding gap is similar to the amount identified in the 2012 RTP/SCS, and staff introduced new revenue sources such as short-term adjustments to state and federal gas excise tax rates and the long-term replacement of gas taxes with mileage-based user-fees to fill the gap and establish a more sustainable funding future. A panel of experts in academia and practitioners provided additional context and information:

- Dr. Brian Taylor, Professor of Urban Planning at UCLA and Director of the Lewis Center for Regional Policy Studies, presented on the economics of transportation funding.
- Will Kempton, Executive Director of the California Transportation Commission, presented on California's Road Charge Pilot Program established under SB 1077.
- Jim Earp, California Transportation Commissioner, discussed focus group research on transportation funding.
- Mathew Dorfman, Managing Partner and President of D'Artagnan Consulting, presented on international and domestic case studies related to road charges and transportation funding.
- Dr. Genevieve Giuliano, Professor at USC's School of Public Policy and Director of METRANS, gave a brief commentary on the true costs and impacts of transportation.

## **September 3, 2015 - Community, Economic & Human Development Committee Meeting**

- Agenda Item: 2016 RTP/SCS - Results of Local Review on SCAG's Policy Growth Forecast

SCAG staff provided an update on the growth forecast. As part of the regional planning process for the 2016 RTP/SCS, SCAG developed the Policy Growth Forecast, which is a locally-informed growth scenario that maximizes the efficiency of transportation investments and other sustainability factors.

Starting in late June and during the month of July 2015, SCAG sought input from local jurisdictions on the distribution of growth under this scenario at the neighborhood, or traffic analysis zone (TAZ) level. The review by jurisdictions of this data is a supplement to the initial round of feedback provided during SCAG's Bottom-Up Local Input Process, which was conducted in 2013 and 2014. The Policy Growth Forecast builds on input received during that period, as jurisdictional level totals on population, household, and employment growth are carried over from the Local Input Process. Staff provided a summary of the local review period, with a total of 80 jurisdictions providing input (41% of the cities and counties in the region). Staff planned to work with local partners to incorporate all of the technical feedback provided by jurisdictions, specifically information on planned development projects and entitlements.

## **Energy & Environment Committee Meeting**

- Agenda Item: 2016 RTP/SCS - Updates and Highlights of the Environmental Justice Analysis

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

- Agenda Item: 2016 RTP/SCS – Program Environmental Impact Report (PEIR) Status and Progress

As a follow-up item to the staff presentation on August 6, 2015, at the Joint Regional Council and Policy Committees' meeting, SCAG staff provided an update on the PEIR development, including a summary of outreach to stakeholders in the month of July and a revised schedule of milestones relating to the EEC's review of the Draft PEIR.

## **Transportation Committee Meeting**

- Agenda Item: 2016 RTP/SCS – Proposed Financial Strategies

As a follow-up to the discussions on August 20, 2015, at the Joint Regional Council and Policy Committees' meeting, SCAG staff provided an overview on transportation revenues and expenditures projected through 2040, as well as an explanation of federal fiscal constraint requirements allowing for the inclusion of reasonably available revenues. Staff sought reaffirmation of the guiding principles adopted as a part of the 2012 RTP/SCS financial plan. Further, staff sought approval of near-term transitional strategies and long-term initiatives for the Draft 2016 RTP/SCS. Staff will continue to track the development of pending legislative initiatives that may impact current assumptions for the financial plan and refine strategies accordingly.

**ACTION taken: Support the inclusion of the proposed guiding principles and reasonably available revenue strategies in the Draft 2016 RTP/SCS** but limiting reference to any specific legislation and confirming idea that revenue raised for transportation would be used exclusively for transportation purposes.

- Agenda Item: 2016 RTP/SCS – Proposed Transit and Passenger Rail Element

SCAG staff provided a brief summary of the adopted 2012 RTP/SCS transit and passenger rail projects and strategies. Collectively, these investments total \$246 billion, almost half of the total plan cost. In developing the transit and passenger rail elements of the Draft 2016 RTP/SCS, staff proposed to build upon the adopted 2012 RTP/SCS transit and passenger rail strategies and to incorporate recent regional planning and project development efforts, including the latest available project information received from the county transportation commissions and transit operators. Aside from these updates, there have been no substantive changes to the projects and strategies included in the adopted and financially constrained 2012 RTP/SCS.

**ACTION taken: Support the inclusion of the proposed transit and passenger rail strategies in the Draft 2016 RTP/SCS.**

- Agenda Item: 2016 RTP/SCS – Proposed Highways and Arterials Guiding Principles and Framework

On July 2, 2015, staff provided a brief overview of Highways and Arterials strategies that were included in the 2012 RTP/SCS, in addition to on-going activities that will serve as the basis for the 2016 RTP/SCS Highways and Arterials element. In response to comments received from the Transportation Committee, staff presented a set of revised guiding principles and framework for Highways and Arterials for incorporation into the 2016 RTP/SCS. These included:

- Protecting and preserving what we have first, supporting ‘Fix it First’ principle, including the consideration of life cycle costs beyond construction;
- Supporting new funding for system preservation;
- Focusing on achieving maximum productivity through strategic investments in system management and demand management;
- Focusing on adding capacity primarily (but not exclusively) to: Close gaps in the system and improve access where needed;
- Supporting policies and system improvements that will encourage seamless operation of our roadway network from user perspective; and
- Any new roadway capacity project must be developed with consideration and incorporation of congestion management strategies, including demand management measures, operational improvements, transit, and ITS, where feasible.

**ACTION taken: Support the proposed guiding principles and framework for inclusion in the Highways and Arterials component in the Draft 2016 RTP/SCS**

## **October 8, 2015 - Community, Economic & Human Development Committee Meeting**

- Agenda Item: Support for inclusion in the Draft 2016 RTP/SCS the Proposed Guiding Principles and Framework of for the Policy Growth Forecast

As part of the Draft 2016 RTP/SCS development, staff used local-input-based jurisdictional growth totals as a foundation to develop a draft Policy Growth Forecast (PGF) for the region. The draft PGF is developed to meet statutory targets, and to maximize economic, environmental and social benefits throughout the region. The draft PGF applies strategies described below to envision population, household and employment growth in opportunity areas that are well served by transit where are appropriate for mixed-use and/or higher density housing in the future. In preparation for the release of the Draft 2016 RTP/SCS for public review and comments in early December, this item summarizes the development process of the PGF and seeks support by the CEHD Committee of its guiding principles and framework for incorporation into the 2016 RTP/SCS.

### **Transportation Committee Meeting**

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Regional Express Lane Strategy

A network of Regional Express Lanes was adopted as part of the 2012 RTP/SCS. Building on the success of the HOT Lane Pilot projects on I-10 and I-110 in Los Angeles County, and other initiatives in Riverside and San Bernardino Counties on I-10 and I-15, an update to the Regional Express Lanes will be incorporated into the Draft 2-16 RTP/SCS.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Goods Movement Strategies

The approach that SCAG staff is taking is to build upon the 2012-2035 RTP/SCS, incorporate findings through research and planning initiatives that commenced since the adoption of the 2012-2035 RTP/SCS, and incorporate recent regional planning and project development efforts, including the latest available project information received from our partner agencies. Aside from these updates, staff notes that there have been no substantive changes to the projects and strategies included in the adopted, financially constrained 2012-2035 RTP/SCS.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Active Transportation Plan Investment Framework

The proposed active transportation investment framework builds upon the 2012 Plan, which allocated \$6.7 billion toward improving safety, increasing active transportation usage and friendliness and implementing local active transportation plans. In the 2016 RTP/SCS, the recommendation is to double the funding available for active transportation to \$12.9 billion, including \$8.1 billion in capital projects and capturing \$4.8 billion by taking a “complete streets” approach and integrating pedestrian and bicycle improvements into operations and maintenance projects. The proposed strategies in the investment framework continue progress being made on key priorities established in the 2012 RTP/SCS, and also advance new approaches to support alignment of active transportation projects with local land-use planning and the multi-modal transportation network that will unfold over the next several decades.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Air Cargo Forecast

In 2014, airports in the SCAG region handled over 2.4 million metric tons of air cargo. Historically, the vast majority of air cargo has been handled by just two airports: Los Angeles International Airport (LAX) and LA/Ontario International Airport (ONT). By 2040, the total air cargo volume at airports in the SCAG region is forecast to increase to 3.78 million metric tons. At its August 6, 2015, meeting, the TC approved the 2040 air passenger demand forecasts for the 12 airports in the region anticipated to have commercial passenger service by 2040. One of the next steps identified in the staff report for that action was the development of accompanying air cargo forecasts. Air cargo forecasts are developed after air passenger forecasts because approximately one quarter of the air cargo at SCAG region airports is carried in the bellies of passenger airplanes. Therefore, to a certain extent, the distribution of air cargo is limited by the anticipated distribution of air passenger traffic.

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Regional Aviation Ground Access Strategies

At its August 6, 2015 meeting, the TC reaffirmed its commitment to regionalization of air travel across the region's airports that currently have or are anticipated to have commercial passenger service by 2040. Some of the airports in the region already experience ground access congestion, and other airports are expected to see large increases in their passenger demand. At these airports in particular, it is important to develop strategies for ground access improvements that can accommodate the anticipated growth in passenger demand. The Airport Ground Access component of the 2016 RTP/SCS includes two components: 1) development of "trip tables" for the SCAG's regional travel demand model, and 2) development of strategies for improving ground access to the region's airports.

## **Energy & Environment Committee meeting**

- Agenda Item: 2016 RTP/SCS – Support for inclusion in the Draft 2016 RTP/SCS the Proposed Public Health Guiding Principles and Framework

During the 2012 RTP/SCS process, SCAG received numerous comments from public health stakeholders and direction from the Regional Council to address public health more broadly in its planning process. Since the adoption of the 2012 RTP/SCS, SCAG has taken several steps to integrate public health into its planning processes. One of the Public Health Subcommittee's primary recommendations was to "provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016 RTP/SCS, and support public health stakeholder participation." This item will summarize the guiding principles and the organizing framework for presenting public health-related analysis in the 2016 RTP/SCS. Staff will also present a Draft Public Health Work Program that is being developed for the Plan appendix. The strategies and actions outline steps SCAG can take following plan adoption to continue to support the integration of public health into regional and local transportation and land use planning efforts.

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## NEXT STEPS

In the remaining months, staff will continue to prepare the Regional Council for the anticipated release of the Draft 2016 RTP/SCS and the Draft PEIR for public review and comment at the December 3<sup>rd</sup>, meeting. Additional committee discussions may be necessary in October or November to prepare for this release date.

### **November 5, 2015 – Joint Meeting of the Regional Council and Policy Committees**

- Potential Agenda Item: Major Components of the Proposed Draft 2016 RTP/SCS.

This agenda item is intended to provide the Regional Council and Policy Committees with an inclusive overview of the major components of the Draft 2016 RTP/SCS. Staff intends to present the results from SCAG's modeling analysis, including the co-benefits of the Plan. While the Draft 2016 RTP/SCS document itself will not be presented at this meeting, comprehensive information shall be provided to allow the Regional Council and Policy Committees to provide SCAG staff with additional input to finalize the Draft Plan and to facilitate a recommendation to release the Draft Plan in December.

### **December 3, 2015**

- Release the Draft 2016 RTP/SCS for a 55-Day Public Review and Comment Period
- Release the Draft PEIR for the 2016 RTP/SCS for a 55-Day Public Review and Comment Period

Immediately following the release of the Draft 2016 RTP/SCS and the Draft PEIR, SCAG will host a series of elected official workshops in each county to brief local jurisdictions on the key elements and benefits of the Draft 2016 RTP/SCS. Additionally, one public hearing will be held in each county to receive comments from the public on the draft Plan and PEIR. Individuals may also mail comments directly to SCAG's Los Angeles office or submit comments on the 2016 RTP/SCS website (<http://scagrtpscs.net>). The release of the Draft 2016 RTP/SCS and its PEIR will be properly noticed. Comments will be recorded and staff will provide responses as part of the process.

### **March 3, 2016**

- Staff presents summary report of comments received on the Draft 2016 RTP/SCS and PEIR
- Committees make recommendation to the Regional Council to adopt the Final 2016 RTP/SCS
- Committees make recommendation to the Regional Council to adopt the Final PEIR to the 2016 RTP/SCS

### **April 7, 2016**

- Regional Council adopts the Final 2016 RTP/SCS
- Regional Council adopts the PEIR to the 2016 RTP/SCS

**DATE:** October 8, 2015

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

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

**SUBJECT:** 2016-2040 Regional Transportation Plan /Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR): Mitigation Measures Guiding Principles and Performance-Based Approach

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Support for purposes of preparing the Draft PEIR for the 2016 RTP/SCS, the Guiding Principles and performance-based approach for the development of mitigation measures.

**EXECUTIVE SUMMARY:**

*At the August 6, 2015 Joint Meeting of the Regional Council and Policy Committees (Joint Meeting), staff provided an overview of the contents and key approaches for developing the Draft PEIR for the 2016 RTP/SCS, including a performance-based approach to developing mitigation measures for the 2016 RTP/SCS PEIR. Staff also provided EEC an update on the matter as part of a staff report included in its September 3, 2015 meeting agenda packet. Consisting of three components (SCAG mitigation measures, a “catch-all” mitigation measure, and project-level mitigation measures), the performance-based approach maintains flexibilities at project-level while fulfills SCAG’s responsibilities as a lead agency pursuant to the provisions of the CEQA and in light of recent CEQA case law. Additionally, the performance-based approach recognizes SCAG’s limited authority and distinguishes SCAG commitments and project-level lead agency responsibilities while facilitates CEQA streamlining and tiering at the project-level, where appropriate. As such, staff seeks support from the EEC to move forward with this performance-based approach as it differs from the mitigation approach used in the Final PEIR for the 2012 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 collaboration and cooperative environment to produce forward thinking regional plans.

**BACKGROUND:**

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

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

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

For the 2016 RTP/SCS PEIR, an enhanced approach is needed for the mitigation measures component, due to recent CEQA litigation which reiterates that program-level documents are required to include mitigation measures and that deferral of the formulation of mitigation measures to a later date should not occur unless performance standards are identified. Such recent litigation as well as the CEQA Guidelines provide for the use of performance-based rather than prescriptive mitigation measures, thus allowing flexibility in the consideration and adoption of second-tier subsequent projects.

## **GUIDING PRINCIPLES AND PERFORMANCE-BASED APPROACH TO THE DEVELOPMENT OF THE MITIGATION MEASURES COMPONENT OF THE 2016 RTP/SCS PEIR:**

The PEIR, among others, is designed to consider “[...] program-wide mitigation measures.” At the previous EEC and Joint Meetings, the PEIR team (consisting of SCAG staff and consultants) presented the proposed key approaches for developing the Draft PEIR for the 2012 RTP/SCS which included a performance-based approach to developing the mitigation measures component of the 2016 RTP/SCS PEIR, along with the following principles that guide the development of the mitigation measures component of the PEIR for the 2016 RTP/SCS:

- PEIRs must identify mitigation for significant impacts.
- It must recognize SCAG’s limited authority.
- It must fulfill SCAG’s responsibilities as a lead agency under CEQA in light of recent legal and regulatory landscape.
- It must maintain flexibility for lead agency at project-level implementation.

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- It must not defer mitigation measures until some future time. However, measures may specify performance standards (rather than prescriptive measures) which would mitigate the significant impacts and which may be accomplished in more than one specified way.
- It should distinguish SCAG commitments and project-level lead agency responsibilities.
- It should allow efficient and effective implementation of RTP/SCS projects and facilitate CEQA streamlining and tiering, where appropriate.

The performance-based mitigation approach will include three components: 1) SCAG mitigation measures; 2) a “catch-all” mitigation measure for each of the CEQA resource categories, stating that lead agencies “can and should” (rather than “shall”) comply with the generally applicable performance standards that are linked to existing statutes, regulations, and adopted general plans for the CEQA resource category that the PEIR analyzes; and 3) project-level mitigation measures which may be potentially utilized by implementing agencies to meet the specified performance standards. Staff seeks support from the EEC to move forward with this performance-based mitigation approach as it differs from the mitigation approach used in the Final PEIR for the 2012 RTP/SCS. The performance-based mitigation approach fulfills SCAG’s responsibilities as a lead agency pursuant to the provisions of CEQA; recognizes the limits of SCAG’s authority; distinguishes between SCAG commitments and project-level lead agency responsibilities; optimizes flexibility for project implementation; and facilitates CEQA streamlining and tiering where appropriate on a project-by-project basis determined by each implementing agency.

## UPDATED SCHEDULE:

Key dates for the development and completion of the PEIR for the 2016 RTP/SCS are listed below. Based upon the input from EEC members made at the September 3<sup>rd</sup> meeting, staff has revised the schedule so that the Draft PEIR will have a 55-day public review and comment period (instead of the minimum 45-day comment period under CEQA). This 55-day public review and comment period will take place concurrently with the 55-day public review and comment period for the Draft 2016 RTP/SCS.

<b>Milestones</b>	<b>Dates (Expected)</b>
Review by EEC on the status of the Notice of Preparation (NOP) for the Draft PEIR for the 2016 RTP/SCS and preliminary draft outline of the Draft PEIR document	July 2, 2015
Review of the RC and Policy Committees on the contents and key approaches to the Draft PEIR for the 2016 RTP/SCS	August 6, 2015
Review by EEC on the highlights of key approaches to the Draft PEIR for the 2016 RTP/SCS	September 3, 2015
Support by EEC to proceed with the proposed guiding principles and performance-based approach to the development of the mitigation measures component of the 2016 RTP/SCS PEIR	October 8, 2015
Recommendation by EEC to the SCAG RC to authorize the release of the Draft PEIR for the 2016 RTP/SCS for a 55-day public review and comment period that is planned to take place concurrently with the 55-day public review and comment for the Draft 2016 RTP/SCS	December 3, 2015
Two (2) workshops during the 55-day public review and comment period of	January 2016



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the Draft PEIR	
Stakeholders outreach during preparation of the proposed Final PEIR for the 2016 RTP/SCS	February/March 2016
Review by EEC/Policy Committees of the summary of comments/proposed responses to comments in the proposed Final PEIR for the 2016 RTP/SCS	March 2016
Presentation of the proposed Final PEIR for the 2016 RTP/SCS and recommendation by EEC/Policy Committees to the SCAG RC for consideration the certification of proposed Final PEIR for the 2016 RTP/SCS	April 2016

\*The SCAG PEIR team is continuing with the environmental analysis for the 2016 RTP/SCS PEIR. The PEIR teams plans to continue to work with stakeholders and other interested parties on topics of the PEIR for the 2016 RTP/SCS.

**FISCAL IMPACT:**

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

**ATTACHMENT:**

PowerPoint Presentation: “Program Environmental Impact Report”





# 2016 2040 RTPSCS

## PROGRAM ENVIRONMENTAL IMPACT REPORT

Energy and Environment Committee Meeting

A Presentation by the Southern California Association of Governments  
October 8, 2015

## SCAG 2016 RTP/SCS PEIR

### Purpose and Organization

## **Purpose and Organization**

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

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## **SCAG 2016 RTP/SCS PEIR**

### **Team Introduction and Schedule**

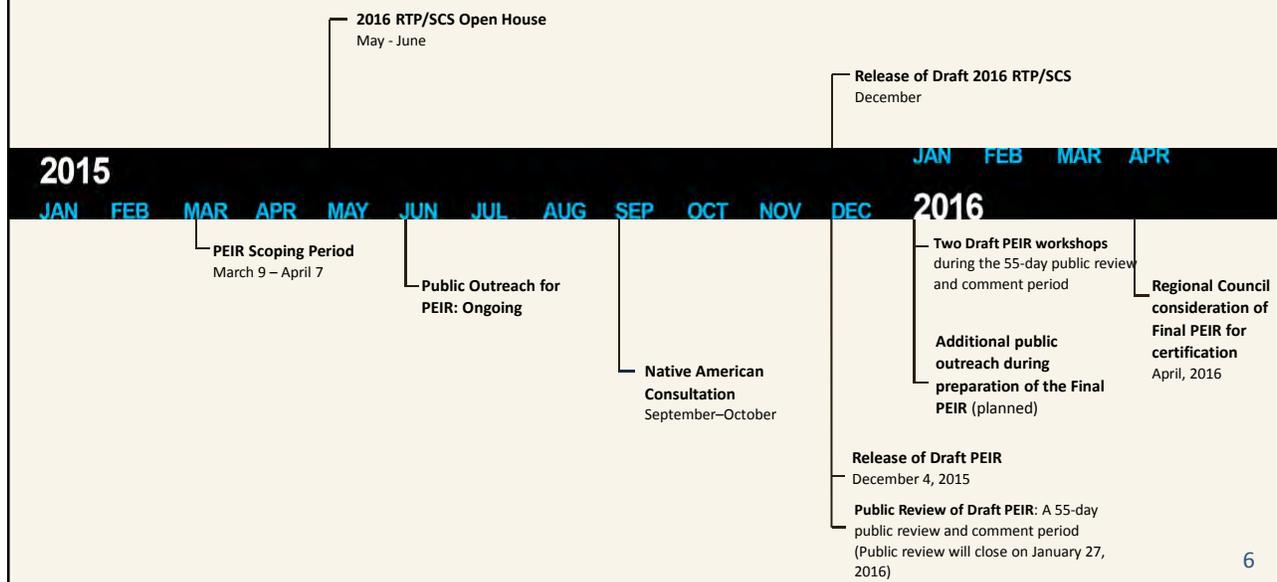
4

## Introduction: SCAG PEIR Project Team

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

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## 2016 RTP/SCS and PEIR Schedule



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## SCAG 2016 RTP/SCS PEIR

### Legal Background and Regulatory Framework

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### Executive Orders and Legislation Considered in the 2012 RTP/SCS PEIR:

- Executive Order S-03-05
- California Global Warming Solutions Act of 2006 (AB 32)
- Sustainable Communities and Climate Protection Act of 2008 (SB 375)
- Executive Order B-16-12
  - Sets a 2050 target of GHG emissions reduction from the transportation sector equaling 80% less than 1990 levels

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## Executive Orders and Legislative Background:

### ***New Executive Order, Requirements and Guidance to be Considered in 2016 PEIR Air Quality/GHG Analysis:***

- Executive Order B-30-15
  - Reiterates the 2050 GHG emissions reduction target (under S-03-05) of 80% below 1990 levels
  - Sets a ***new interim GHG level target*** of 40% below 1990 levels by 2030
- SB 350, *Clean Energy and Pollution Reduction Act of 2015* (Passed, as amended, in Senate, September 11, 2015)
  - Increase California Renewable Portfolio Standards from 33% to 50% for the procurement of electricity from eligible renewable energy sources by December 31, 2030
  - Double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation by January 1, 2030
- OEHHA's *Final Guidance on Health Risk Assessment* (March 2015)

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## Executive Orders and Legislative Background Continued:

### ***Other New Considerations for the 2016 PEIR:***

- SB 226: *CEQA streamlining for infill projects*
  - Project addressed in SCS are eligible, consistent with requirements of Section 15183.3, Appendix M, and Appendix N of State CEQA Guidelines
- SB 743: *CEQA streamlining in transit priority areas* (TPAs)
  - New exemption for select projects that are consistent with adopted Specific Plan
  - Changes the way transportation impacts are analyzed
- AB 52: *Native American resources and tribal consultation*
  - Consideration of tribal cultural resources
  - 16 Federally recognized tribes in the SCAG Region
- Executive Order B-29-15, *State of Emergency due to Severe Drought:*
  - a statewide 25% reduction in potable urban water usage through February 28, 2016

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## Legislative Background: Air Quality/GHG Analysis

### ***Pending Legislation related to the 2016 RTP/SCS PEIR***

- SB 32 passed in the Senate and initially failed in the Assembly, but it received sufficient votes for reconsideration on September 9, 2015 and was referred to the Natural Resources Committee on September 10, 2015. As a two-year bill, it could be considered again next year, and potentially become law during development of the final 2016 RTP/SCS and PEIR
- In its current form, SB 32 as amended on September 10, 2015, would:
  - Codify the 2030 target reflected in the recent Executive Order B-30-15 (40% below 1990 levels by 2030)

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## Regulatory Background: Air Quality/ GHG Analysis

### ***ARB Adopted First Update to Climate Change Scoping Plan***

- First Update to the Climate Change Scoping Plan (May 2014)
  - State is on track to meet 2020 GHG emissions reduction targets set by AB 32
  - Includes recommendations for establishing a mid-term emissions limit that aligns with the State's long-term goal of a statewide emissions limit 80% below 1990 levels by 2050
  - Update defines ARB's climate change priorities for 2014-2018 and sets the groundwork to reach California's long-term climate goals set forth in Executive Orders S-3-05 and B-16-2012

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## **CEQA Litigation: Air Quality / GHG Analysis**

### ***Highlights of CEQA Cases Since Adoption of 2012 RTP/SCS and associated PEIR***

- *Cleveland National Forest Foundation et al. v. San Diego Association of Governments (SANDAG)* (pending before the California Supreme Court)
  - Unsettled legal effect of the Executive Orders under CEQA
  - Deferral of mitigation measures is not allowed
- *Sierra Club v. County of Fresno* (pending before the California Supreme Court)
  - Correlation of air emissions with adverse health impacts should be disclosed

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## **SCAG 2016 RTP/SCS PEIR**

### **PEIR Alternatives Analysis**

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## 2016 RTP/SCS PEIR Alternative Analysis

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

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## 2016 RTP/SCS PEIR Alternative Analysis

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

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## SCAG 2016 RTP/SCS PEIR

### Mitigation Measures Guiding Principles and Performance-Based Approach

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#### Performance-Based Approach to Mitigation Measures: Guiding Principles

- Identifies mitigation for significant impacts as required for Program EIRs
- Recognizes recent CEQA litigation and current regulatory landscape
- Recognizes the limits of SCAG's authority
- Fulfills SCAG's responsibilities as the lead agency under CEQA within the confines of its limited authority
- Optimizes flexibility for mitigation/permit approach at project-level implementation
- Recognizes that formulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards (rather than prescriptive measures) which would mitigate the significant effect of the 2016 RTP/SCS and which may be accomplished in more than one specified way
- Distinguishes SCAG commitments and project-level lead agency responsibilities
- Facilitates CEQA streamlining and tiering

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## Performance-Based Approach to Mitigation Measures

- Each potential impact area would include **SCAG mitigation measures**
- Each potential significant impact would include a **“catch-all”** mitigation measure, stating that local agencies **“can and should”** comply with the generally applicable **performance standards** for the resource area.
- **Mitigation measures** with applicable performance standards that may be utilized by implementing agencies
- Performance-based measures used successfully in SANDAG (Implementing Agency) 2011 Draft PEIR
- Used selectively in SACOG (Non-implementing Agency) 2012 document
- Normally used at Program-Level

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## Performance-Based Approach to Mitigation Measures

### ***Sample Language:***

#### **SCAG Mitigation Measures (Air Quality)**

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

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

**(b)** Continue to work with air agencies including ARB, SCAQMD, and all air districts in the SCAG region to support their work in monitoring the progress on reducing exposure to emissions of PM<sub>10</sub> and PM<sub>2.5</sub> for sensitive receptors, including schools and residents within 500 feet of high-traffic-volume roadways.

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

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

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## Performance-Based Approach to Mitigation Measures

### *Sample Language:*

#### **Project-Level Mitigation Measures (Air Quality)**

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

CARB and local air districts have identified a wide variety of mitigation measures suitable for consideration:

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## Performance-Based Approach to Mitigation Measures

### *Sample Language:*

#### **Project-Level Mitigation Measures (Air Quality) - Continued**

##### Construction

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

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

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## SCAG 2016 RTP/SCS PEIR

### EEC Recommended Action:

- Approve the Guiding Principles and performance-based approach for the development of mitigation measures of the PEIR for the 2016 RTP/SCS

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Thank you!

Learn more by visiting [www.scag.ca.gov](http://www.scag.ca.gov). Contact Ms. Lijin Sun at: [2016PEIR@scag.ca.gov](mailto:2016PEIR@scag.ca.gov)



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**DATE:** October 8, 2015

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

**FROM:** Rye Baerg, Associate Regional Planner, 213-236-1866, baerg@scag.ca.gov

**SUBJECT:** 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy  
(2016 RTP/SCS) – Proposed Public Health Guiding Principles and Framework

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION FOR EEC:**

Support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and framework for the development and presentation of public health analysis in the plan.

**RECOMMENDED ACTION FOR CEHD and TC:**

Receive and File

**EXECUTIVE SUMMARY:**

*This report and attached presentation discuss guiding principles and the organizing framework for presenting public health-related analysis in the 2016 RTP/SCS. Staff will also present Draft Public Health Work Program that is being developed for the plan appendix. The work program outline steps SCAG can take following plan adoption to continue to support the integration of public health into regional and local transportation and land use planning efforts. The items presented support the Public Health Subcommittee recommendation to “provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation.”*

**STRATEGIC PLAN:**

This item supports SCAG’s Strategic Plan, Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies), Objective c (Provide practical solutions for moving new ideas forward).

**BACKGROUND:**

During the 2012 RTP/SCS process, SCAG received numerous comments from public health stakeholders and direction from the Regional Council to address public health more broadly in its planning process. Since the adoption of the 2012 RTP/SCS, SCAG has taken several steps to integrate public health into its planning processes. These include the convening of the Public Health Subcommittee, the development of public health policy recommendations, and development of a public health work program. One of the Public Health Subcommittee’s primary recommendations was to “provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation.”

On June 18, 2015, staff provided a presentation during the Joint Policy meeting on the overarching vision, goals, policies and performance objectives for the 2016 RTP/SCS. The proposed goals for the 2016 RTP/SCS are the same as the 2012 RTP/SCS and include “protecting the environment and health of our residents...” , as well as, ensuring travel safety, improving economic competitiveness, maximizing accessibility and other factors that contribute to public health. Staff also presented the proposed performance measures for the plan. The performance measures provide a means to quantify the extent to which the plan advances established goals, including those related to public health. Three performance outcomes are required to be included in the plan per federal and/or state requirements. These include air quality conformity, greenhouse gas emissions and environmental justice. The remaining outcomes are intended to provide stakeholders and decision-makers with more complete information of the impacts of the plan, as it relates to the plan goals. For the public health analysis, staff will group and report on the proposed performance measures as they relate to public health focus areas (outlined in 5 (a) below). The Guiding Principles below are proposed for the development and presentation of public health analysis.

## Public Health Analysis Guiding Principles:

- 1) To reflect and provide information on the ways in which the investments and strategies of the 2016 RTP/SCS provide an opportunity to improve public health outcomes across the region and advance plan goals, SCAG shall provide robust public health data and information, as feasible.
- 2) Recognizing that public health outcomes are influenced by multiple policy elements of the plan (transportation and land-use), SCAG will utilize a “Health in All Policies” approach, which will include engaging a wide range of stakeholders, supporting interagency coordination and conducting analysis across relevant plan elements as appropriate.
- 3) SCAG will provide support and assistance as requested, to local jurisdictions interested in using public health analysis, policy support and data from the 2016 RTP/SCS to increase competitiveness for local grants and promote information sharing.
- 4) In response to stakeholder interest, SCAG will consolidate the relevant areas of the plan that relate to public health in the Public Health Appendix. The Public Health Appendix will organize and summarize analysis completed in the plan using a public health “lens.” The following framework will be used to present public health analysis in the appendix:
  - a) Analysis of the public health impacts will be targeted to focus areas where there is literature to support the relationship between public health and the built environment. The proposed focus areas include: 1) Access, 2) Air Quality, 3) Climate Resiliency, 4) Economic Wellbeing, 5) Physical Activity and 6) Transportation Safety.
  - b) Within each focus area, SCAG will compile the plan performance metrics that relate to each focus area. The reporting of the metrics will not be weighted or presented in a manner that would prioritize one focus area over another. Ex: Air Quality vs. Physical Activity vs. Economic Well-being.
  - c) The metrics will be reported at a regional-level to allow for comparison between the baseline and the plan.

# REPORT

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The approach reflected in the Guiding Principles is based on and responds to feedback SCAG received on the Public Health Analysis Framework, which was released in April 2015 and presented to the Public Health Working Group, Technical Working Group and EEC.

In addition to reporting on the public health impacts of the plan, the Public Health Appendix will include a work program that outlines steps SCAG can take following plan adoption to continue to provide support for the integration of public health into regional and local transportation and land use planning efforts, as requested. The Draft Public Health Work Program is organized into three main priority areas: 1) Leadership and Collaboration, 2) Policy and Analysis, and 3) Regional Support. Staff is presenting the Draft Public Health Work Program in order to receive feedback as part of the development of the Public Health Appendix for the 2016 RTP/SCS.

## **FISCAL IMPACT:**

No fiscal impact. Staff work required for the 2016 RTP/SCS development is already included in this year's budget.

## **ATTACHMENTS:**

1. PowerPoint Presentation: "2016 RTP/SCS Public Health Framework"
2. Draft Public Health Work Program for 2016 RTP/SCS
3. Draft Public Health Focus Areas and Relevant Performance Measures

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# 2016 RTP/SCS Public Health Framework

October 8, 2015

Rye Baerg  
Active Transportation & Special  
Programs



## Framework Development

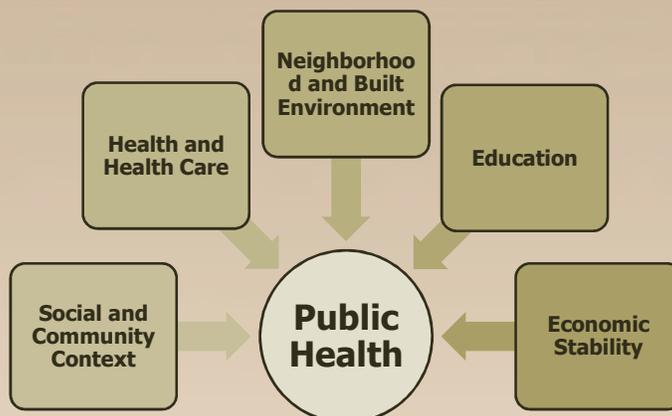
### Guiding Documents

- Public Health Subcommittee Recommendations (2012-2013)
- Public Health Work Program (November 2014)
- Public Health Analysis Framework (April 2015)

### Outreach

- Public Health Working Group
- Technical Working Group
- Policy Committees
- Stakeholder Meetings
- RTP/SCS Outreach

## Social Determinants of Health



**Social Determinants of Health** – Includes the circumstances in which people are born, grow up, live, work, play, and age. Economic opportunities, government policies, and the built environment all play a role in shaping these circumstances and influencing public health outcomes.

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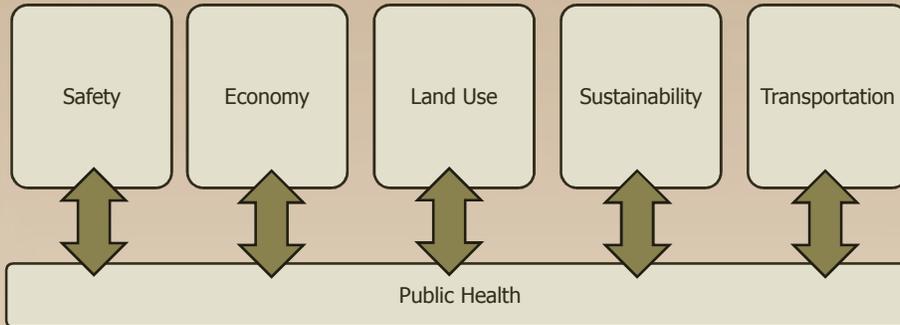
## Surgeon General Call to Action

- One out of every two U.S. adults is living with a chronic disease, such as heart disease, cancer, or diabetes.
- Increasing people's physical activity levels will significantly reduce their risk of chronic diseases and related risk factors.
- *Step It Up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities* recognizes the importance of physical activity for people of all ages and abilities. It calls on Americans to be more physically active through walking and calls on the nation to better support walking and walkability. Improving walkability means that communities are created or enhanced to make it safe and easy to walk and that pedestrian activity is encouraged for all people.



4

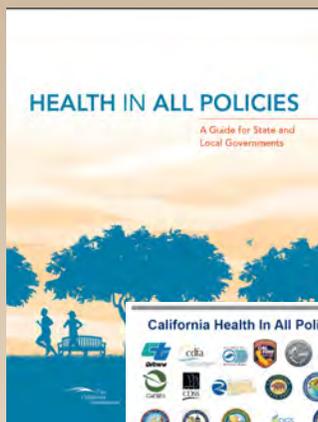
# Health in All Policies



**Health in All Policies** – HiAP is a collaborative strategy that aims to improve public health outcomes by including health considerations in the planning process across sectors and policy areas. HiAP addresses the social determinants of health by encouraging transportation practitioners to work with nontraditional partners who have expertise related to public health outcomes, such as city and county public health departments.

5

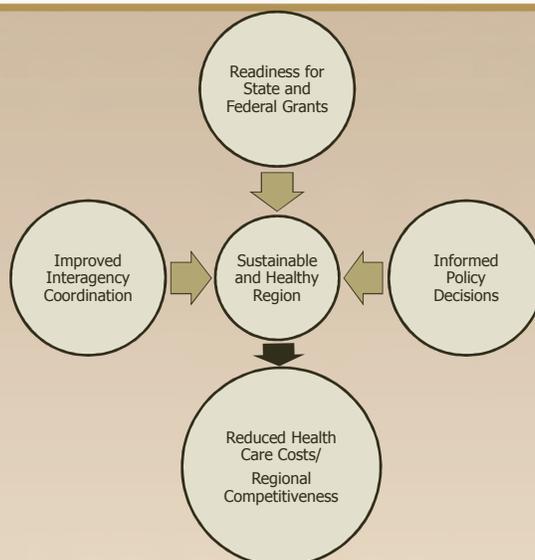
# Health in All Policies



- Affordable Housing and Sustainable Communities
  - The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects (...) including the following:
    - supporting or improving public health...
- Active Transportation Program
  - Describe the health status of the targeted users of the project/program/plan.
  - Describe how you expect your project/proposal/plan to enhance public health.

6

## Benefits to the Region



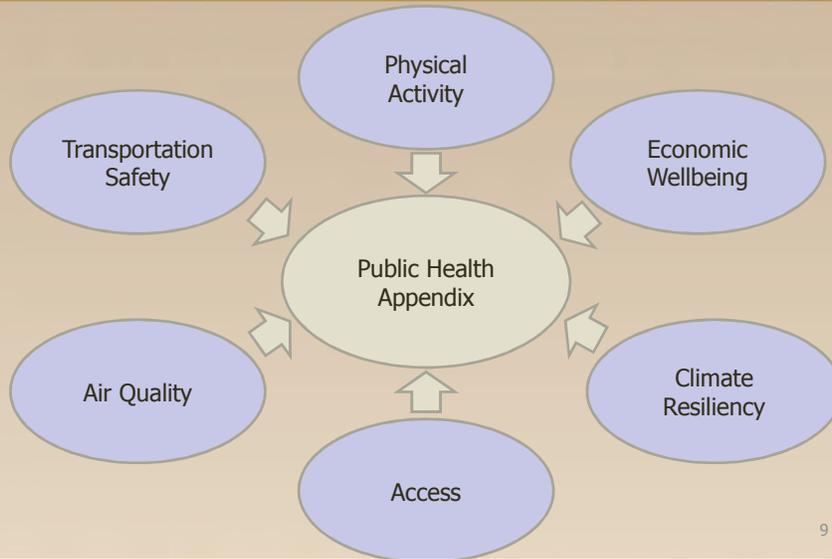
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## Guiding Principles

1. Robust public health data for information sharing
2. Comprehensive/collaborative approach-- "Health in All Policies"
3. Provide support to local jurisdictions
4. Provide a "one-stop shop"
  - a) Six focus areas
  - b) Compile existing relevant performance measures
  - c) Baseline to plan analysis

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## 2016 RTP/SCS Health Appendix Focus Areas



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## 2016 RTP/SCS Goals

Focus Areas and Plan Goals						
RTP Goals	Access to Essential Destinations	Air Quality	Climate Resiliency	Economic Wellbeing	Physical Activity	Transportation Safety
Align the plan investments and policies with improving regional economic development and competitiveness.	✓	✓		✓	✓	
Maximize mobility and accessibility for all people and goods in the region.	✓			✓	✓	✓
Ensure travel safety and reliability for all people and goods in the region.	✓					✓
Preserve and ensure a sustainable regional transportation system.		✓	✓	✓	✓	✓
Maximize the productivity of our transportation system.	✓			✓		
Protect the environment and health of our residents by improving air quality and encouraging active transportation.		✓	✓		✓	✓
Actively encourage and create incentives for energy efficiency, where possible.		✓	✓	✓		
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	✓	✓	✓		✓	
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.						✓



## 2016 RTP/SCS Public Work Program

Strategies	Actions					
Leadership and Collaboration	Increase regional engagement and collaboration	Facilitate information exchange	Develop and sustain partnerships	Support Policy Adoption		
Policy and Analysis	Integrate public health in SCAG's activities	Develop information on a broad spectrum of health issues	Integrate public health into Joint Work Programs	Support local agency policy initiatives	Policy identification with regional partners	Data sharing and resource pooling
Regional Support	Provide technical assistance to local agencies		Develop informational resources		Seek funding to support demonstration programs	

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## Draft Public Health Work Program for the 2016 RTP/SCS

### Work Program

Strategy 1 - Leadership and Collaboration: Provide leadership in collaboration with regional partners (the county transportation commissions, the county and city departments of public health, subregional partners, health industry leaders, local cities, and other local stakeholder groups) to measure and improve public health and health equity outcomes by increasing awareness of the relationship between the social determinants of health and the built environment throughout the region.

- Action A: Increase regional engagement and collaboration on the issue of public health, as related to the built environment and SCAG core planning functions, by defining the issue and raising awareness among policy leaders, agency staff, businesses, and the public.
- Action B: Facilitate information exchange and region-wide collaboration through SCAG Committees, health forums, and issue integration within other SCAG-led forums (active transportation, poverty, economy, etc.).
- Action C: Develop and sustain partnerships with governmental agencies, local non-profit organizations, colleges and universities, private foundations, and other stakeholder groups to identify, coordinate and leverage existing and planned public health activities.
- Action D: Promote, develop and where feasible accelerate the adoption of policies that support public health considerations across the region in day to day planning activities that relate to the built environment.

Strategy 2 - Policy and Analysis: Develop and support balanced regional policies using a Health in All Policies approach to facilitate positive, equitable health outcomes for all residents of the SCAG region related to accessibility, air quality, climate resiliency, economic wellbeing, physical activity, and transportation safety.

- Action A: Integrate public health considerations as related to the built environment throughout SCAG's decision making processes and planning activities.
- Action B: Collaborate with regional partners to develop information on a broad spectrum of health issues through data/statistics collection, modeling enhancements, and research.
- Action C: Collaborate with interested County Transportation Commissions to integrate public health related analyses and planning projects related to the built environment into the Joint Work Programs.
- Action D: Support local and regional agencies in the application of health, equity and sustainability consideration in transportation and land use policy efforts.
- Action E: In collaboration with regional partners, identify policies and examples of existing conditions that may create barriers to improving public health outcomes and identify solutions.
- Action F: Support opportunities for cooperative multiagency/multi-municipality data systems, data sharing and resource pooling.

**Strategy 3 - Regional Support:** Provide support, if requested, to regional and local initiatives, agencies, and partners, including the sharing of data, statistics, benchmarks, analysis tools and best practices, to help local agencies integrate public health and health equity considerations into the multimodal transportation, economic development, job creation and land use planning processes.

Action A: Provide technical assistance to local agencies to support implementation of the 2016 RTP/SCS, such as continued support through the Sustainability Program Grants for transportation, land-use, and sustainability planning efforts that support improved health outcomes or providing support and assistance to local agencies seeking grant funding for projects that align with the public health goals of the RTP/SCS.

Action B: Eliminate knowledge gaps by developing resources such as fact sheets, documentation of best practices, policy templates, Toolbox Tuesday trainings, and website resources to support local jurisdictions interested in incorporating public health considerations into their planning processes.

Action C: Seek funding to support local regional, countywide and local planning efforts and consider implementing regional demonstration programs aimed at integrating elective public health considerations into planning efforts.

**Definitions:**

**Health in All Policies** – HiAP is a collaborative and voluntary strategy that aims to improve public health outcomes by including health considerations in the planning process across sectors and policy areas. HiAP addresses the social determinants of health by encouraging transportation practitioners to work with nontraditional partners who have expertise related to public health outcomes, such as city and county public health departments.

**Social Determinants of Health** – Includes the circumstances in which people are born, grow up, live, work, play, and age. Economic opportunities, government policies, and the built environment all play a role in shaping these circumstances and influencing public health outcomes.

RELVANT PERFORMANCE MEASURES			PUBLIC HEALTH FOCUS AREAS						ANALYSIS	
Outcome	Performance Measure	Data Source	Accessibility	Air Quality	Climate Resiliency	Economic Wellbeing	Physical Activity	Transportation Safety	Outcome Required	Supports Plan Goals
Economic Well Being	Additional jobs supported by improving competitiveness	Regional Economic Model REMI				X				Improvement (increase) over No Project Baseline
Economic Well Being	Additional jobs supported by transportation investments	Regional Economic Model REMI				X				Improvement (increase) over No Project Baseline
Economic Well Being	Net contribution to Gross Regional Product	Regional Economic Model REMI				X				Improvement (increase) over No Project Baseline
Investment Effectiveness	Benefit/Cost Ratio	California Benefit Cost				X				Greater than 1.0
Environmental Quality	Criteria pollutant and greenhouse gas emissions	Travel Demand Model/ARB EMFAC Model		X	X				Meet Transportation Conformity requirements and SB 375 per capita GHG reduction targets	
Location Efficiency	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data	X	X	X	X	X			Improvement (increase) over No Project Baseline
Location Efficiency	Average distance for work or non-work trips	Travel Demand Model	X							Improvement (decrease) over No Project Baseline
Location Efficiency	Percent of trips less than 3 miles	Travel Demand Model	X		X	X	X			Improvement (increase) over No Project Baseline
Location Efficiency	Work Trip Length Duration	Travel Demand Model	X							Improvement (decrease) over No Project Baseline
Location Efficiency	Vehicle Miles Traveled (VMT) per captia	Travel Demand Model		X	X					Improvement (decrease) over No Project Baseline
Location Efficiency	Mode share of transit	Travel Demand Model		X	X					Improvement (increase) over No Project Baseline
Location Efficiency	Land Consumption	Scenario Planning Model			X					Improvement (decrease) over No Project Baseline
Mobility and Accessibility	Person delay per capita	Travel Demand Model	X			X				Improvement (decrease in SOV share) over No Project Baseline
Mobility and Accessibility	Person delay by facility type (mixed flow, HOV, arterials)	Travel Demand Model	X							Improvement (decrease in SOV share) over No Project Baseline

RELVANT PERFORMANCE MEASURES			PUBLIC HEALTH FOCUS AREAS						ANALYSIS	
Outcome	Performance Measure	Data Source	Accessibility	Air Quality	Climate Resiliency	Economic Wellbeing	Physical Activity	Transportation Safety	Outcome Required	Supports Plan Goals
<b>Mobility and Accessibility</b>	Travel time distribution for transit, SOV, HOV for work and non- work trips	Travel Demand Model	X							Improvement (decrease in SOV share) over No Project Baseline
<b>Safety and Health</b>	Mode share of walking and bicycling	Travel Demand Model	X	X	X		X			Improvement (increase) over No Project Baseline
<b>Safety and Health</b>	Air pollution-related health measures	Scenario Planning Model		X		X				Improvement (decrease) over No Project Baseline
<b>Safety and Health</b>	Criteria pollutants emissions	Travel Demand Model/ ARB EMFAC Model		X					Meet Transportation Conformity requirements	
<b>Safety and Health</b>	Physical activity-related health measures	Scenario Planning Model				X	X			Improvement (decrease) over No Project Baseline
<b>Safety and Health</b>	Collison/accident rates by severity by mode	CHP Accident Data Base, Travel Demand Model Mode Split Outputs						X		Improvement (decrease) over No Project Baseline
<b>System Sustainability</b>	Cost per captia to preserve multi-modal system to current and state of good repairs	Estimated using SHOPP				X				Improvement (decrease) over No Project Baseline
<b>Environmental Justice</b>									Meet federal Environmental Justice requirements. No unaddressed disproportionately high and adverse effects for low income or minority communities	

**DATE:** October 8, 2015

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

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

**SUBJECT:** Single-Family Affordable Solar Homes (SASH) Program

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

For Information Only – No Action Required

**EXECUTIVE SUMMARY:**

*The California Solar Initiative (CSI) has a Single-family Affordable Solar Homes (SASH) Program that provides solar incentives on qualifying affordable single-family housing. GRID Alternatives, the statewide program manager of SASH, will provide a presentation on the program, resources available to Southern California home-owners, and impacts on local communities. Bambi Tran, Regional Director, GRID Alternatives, will provide an overview of the SASH program and highlight opportunities for collaboration with local governments.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies/ Objective 2: Develop external communications and media strategy to promote partnerships, build consensus, and foster inclusiveness in the decision making process

**BACKGROUND:**

The SASH program was developed to:

- Decrease electricity usage by solar installation and reduce energy bills without increasing monthly expenses
- Provide full and partial incentives for solar systems for low-income participants
- Offer the power of solar and energy efficiency to homeowners
- Decrease the expense of solar ownership with a higher incentive than the General CSI Program
- Develop energy solutions that are environmentally and economically sustainable

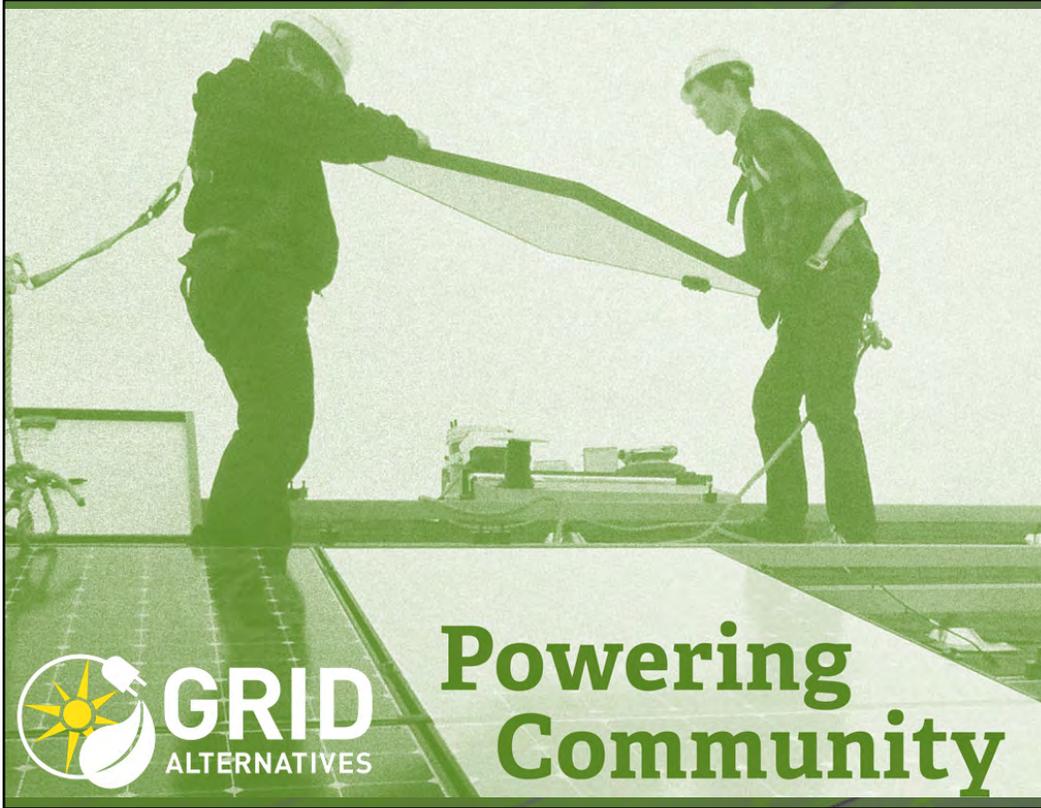
To meet these goals, the SASH program offers fully or highly subsidized solar systems to qualified low-income homeowners. GRID Alternatives administers the program in Southern California, through an approach that provides access to clean, renewable solar energy to low-income families and hands-on job training to help workers enter the solar industry.

**FISCAL IMPACT:**

None

**ATTACHMENT:**

PowerPoint Presentation: "GRID Alternatives: Powering Community"



## Presentation to



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

## Energy & Environment Committee

Bambi Tran, Inland Empire Regional Director  
GRID Alternatives



## The Stories of the Mayuga Family & Hal






## Our Vision




GRID Alternatives believes that the transition to clean, renewable energy needs to include **everyone**



## GRID Alternatives

- **Who?**  
Community-based nonprofit solar contractor
- **What?**  
That installs solar electric systems exclusively for homeowners who qualify as low-income
- **How?**  
With the help of volunteers and job trainees!






## Solar Affordable Housing Program – Triple Bottom Line

**Low-Income Homeowners:**

- Access; Environmental Justice
- Making housing affordable w/ significant savings
- Turnkey solar installation
  - Education: Energy efficiency, solar, maintenance
  - Referral to LIEE and CARE programs
  - Warranty: 10 yr labor; 10-25 yr equipment manufacturer
- Financing





## Solar Affordable Housing Program – Triple Bottom Line

**Job Seekers:**

- Hands-on experience in fast-growing solar industry
- Facilitate placement
- Promote an inclusive industry

*GRID connects an industry that needs good people with communities that need good jobs*





## Solar Affordable Housing Program – Triple Bottom Line

**Environment & Community:**

- Clean, local, renewable energy
- Greenhouse gas reductions; regulatory compliance
- Build communities and boost local economies



## Solar Affordable Housing Program – Client Qualifications

1. Own and live in home
2. Income qualified: 80% (AMI) limits
3. Solar appropriate roof
4. Qualify for available low-income program rebates/financing:
  - SASH in SCE, PG&E, SDG&E for low-income households (must be Deed Restricted/ Affordable Housing, EZ, TEA, or QCT)
  - Cap & Trade for low-income households in designated Disadvantaged Communities
  - 3<sup>rd</sup> party ownership
  - Others

Household Size	Maximum Household Income
1	\$37,550
2	\$42,900
3	\$48,250
4	\$53,600
5	\$57,900
6	\$62,200
7	\$66,500
8	\$70,800

(2015 San Bernardino County & Riverside County Income Guidelines)

## Solar Affordable Housing Program – Client Income Limits

Household Size	Maximum Household Income
1	\$47,850
2	\$54,650
3	\$61,500
4	\$68,300
5	\$73,800
6	\$79,250
7	\$84,700
8	\$90,200

Household Size	Maximum Household Income
1	\$53,950
2	\$61,650
3	\$69,350
4	\$77,050
5	\$83,250
6	\$89,400
7	\$95,550
8	\$101,750

Household Size	Maximum Household Income
1	\$50,750
2	\$58,000
3	\$65,250
4	\$72,500
5	\$78,300
6	\$84,100
7	\$89,900
8	\$95,700

Household Size	Maximum Household Income
1	\$32,450
2	\$37,050
3	\$41,700
4	\$46,300
5	\$50,050
6	\$53,750
7	\$57,450
8	\$61,150

(2015 Los Angeles County Income Guidelines)

(2015 Orange County Income Guidelines)

(2015 Ventura County Income Guidelines)

(2015 Imperial County Income Guidelines)

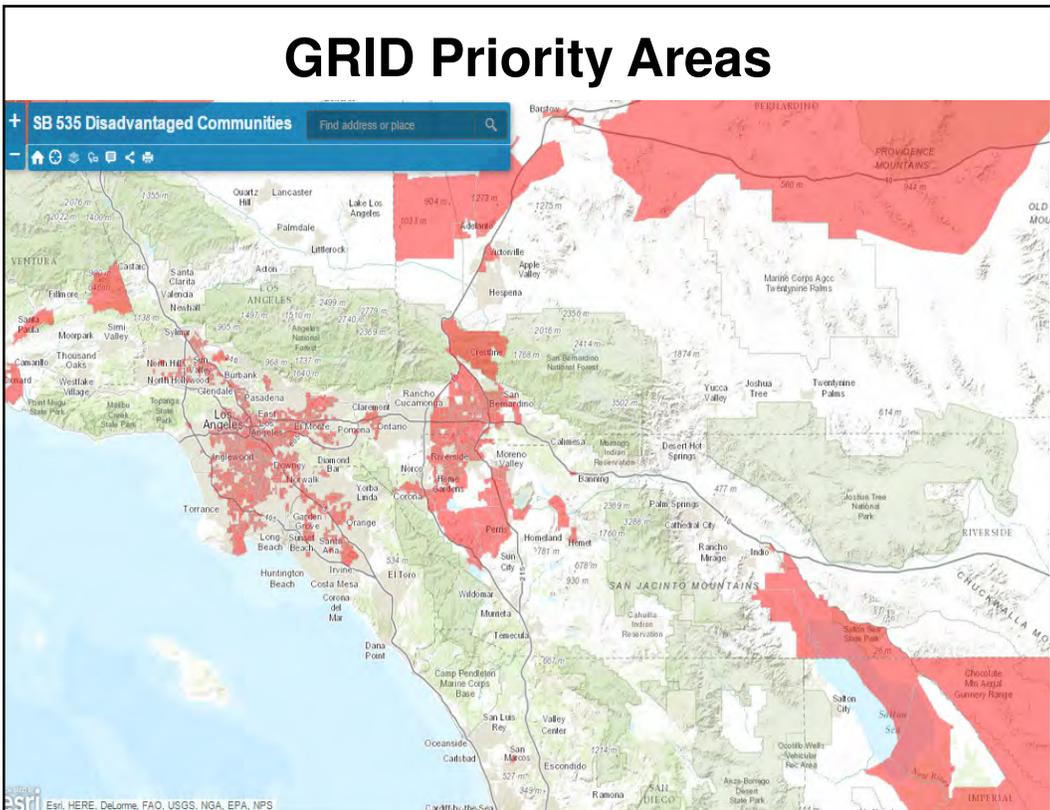
### 2015 California SASH Program Income Limits



## Solar Affordable Housing Program – How We Are Different

- We are a **CHARITABLE COMMUNITY ORGANIZATION**
- We do **NOT** look at credit scores
- We do **NOT** require high electricity bills
- We do **NOT** require equity in the house







## GRID IE 2015 Initiatives

- Serving Disadvantaged Communities (DAC)
- Solar Futures
- Troops to Solar
- Women in Solar \*
- RISE: Realizing and Inclusive Solar Economy \*



\* GRID National Initiatives



## GRID Impacts in SoCal Communities

1,815 Homeowners solarized  
 6,230 kW Clean, renewable energy installed  
 \$60 M Lifetime savings  
 122,000 Lifetime GHG offset  
 \$2.9 M Equivalent trees planted  
 23,200 Equivalent cars off the road for 1 year  
**\$33 M GRID investment in SoCal communities**



## Local Partners (Representative Listing)





## Public Benefits









**PEOPLE . PLANET . EMPLOYMENT**



## Partnering with GRID

### Local Partners Can Help:

1. Make introductions
2. Participate in events & celebrate!
3. Council Resolution
4. Outreach / Marketing
5. Cost-sharing (e.g., reduced / waived permit fees; expedited permits)



## Thank You & Questions?

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