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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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REGULAR MEETING

ENERGY AND ENVIRONMENT COMMITTEE

Thursday, April 4, 2019
10:30 AM - 12PM

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

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

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Energy and Environment Committee
Members – April 2019

1. **Sup. Linda Parks**
    EEC Chair, Ventura County

2. **Sup. Luis Plancarte**
    EEC Vice Chair, Imperial County

3. **Hon. Ana Beltran**
    Westmorland, ICTC

4. **Hon. Margaret Clark**
    Rosemead, RC District 32

5. **Hon. Maria Davila**
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6. **Hon. Ned Davis**
    Westlake Village, LVMCOG

7. **Hon. Paula Devine**
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8. **Hon. Jordan Ehrenkranz**
    Canyon Lake, WRCOG

9. **Hon. Larry Forester**
    Signal Hill, GCCOG

10. **Hon. Mike Gardner**
    Riverside, WRCOG

11. **Hon. Sandra Genis**
    Costa Mesa, OCCOG

12. **Hon. Shari Horne**
    Laguna Woods, OCCOG

13. **Hon. Paul Leon**
    Ontario, Pres. Appointment

14. **Hon. Diana Mahmud**
    South Pasadena, SGVCOG

15. **Hon. Judy Mitchell**
    Rolling Hills Estates, RC District 40

16. **Hon. Cynthia Moran**
    Chino Hills, SBCTA

17. **Hon. Judy Nelson**
Glendora, SGVCOG

18. **Hon. Oscar Ortiz**
Indio, CVAG

19. **Hon. Jim Osborne**
Lawndale, SBCCOG

20. **Hon. David Pollock**
Moorpark, RC District 46

21. **Hon. Carmen Ramirez**
Oxnard, RC District 45

22. **Hon. Greg Raths**
Mission Viejo, OCCOG

23. **Hon. Deborah Robertson**
Rialto, RC District 8

24. **Hon. Meghan Sahli-Wells**
Culver City, RC District 41

25. **Hon. Emma Sharif**
Compton, RC District 26

26. **Hon. Sharon Springer**
Burbank, SFVCOG

27. **Hon. John Valdivia**
San Bernardino, SBCTA

28. **Hon. Edward Wilson**
Signal Hill, GCCOG

29. **Hon. Bonnie Wright**
Hemet, WRCOG

ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy A Meeting Room
Los Angeles, California 90017
Thursday, April 4, 2019
10:30 AM

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

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

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

REVIEW AND PRIORITIZE AGENDA ITEMS

RECOMMENDED ACTION FOR EEC:
Recommend that Regional Council adopt 2016 RTP/SCS and 2019 FTIP transportation conformity re-determination for 2015 8-hour ozone standards and direct staff to submit it to Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

RECOMMENDED ACTION FOR RC:
Adopt 2016 RTP/SCS and 2019 FTIP transportation conformity re-determination for 2015 8-hour ozone standards and direct staff to submit it to Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

CONSENT CALENDAR

ENERGY AND ENVIRONMENT COMMITTEE AGENDA

CHAIR'S REPORT
(The Honorable Linda Parks, Chair)

STAFF REPORT
(Grieg Asher, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
April 4, 2019

		INTERIM EXECUTIVE DIRECTOR'S APPROVAL
To:	Energy & Environment Committee (EEC) Regional Council (RC)	
From:	Rongsheng Luo, Program Manager II, Compliance & Performance Monitoring, (213) 236-1994, LUO@scag.ca.gov	
Subject:	Transportation Conformity Re-determination for 2016 Regional Transportation Plan/Sustainable Communities Strategy and 2019 Federal Transportation Improvement Program for 2015 8-hour Ozone National Ambient Air Quality Standards	

RECOMMENDED ACTION FOR EEC:
Recommend that Regional Council adopt 2016 RTP/SCS and 2019 FTIP transportation conformity re-determination for 2015 8-hour ozone standards and direct staff to submit it to Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

RECOMMENDED ACTION FOR RC:
Adopt 2016 RTP/SCS and 2019 FTIP transportation conformity re-determination for 2015 8-hour ozone standards and direct staff to submit it to Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

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

EXECUTIVE SUMMARY:
The U.S. Environmental Protection Agency (EPA) has published a final rule designating new nonattainment areas within the SCAG region for the new 2015 8-hour ozone National Ambient Air Quality Standards (NAAQS), effective August 3, 2018. As required by the EPA's Transportation Conformity Regulations, transportation conformity needs to be re-determined for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and the 2019 Federal Transportation Improvement Program (FTIP) for the new 8-hour ozone standards by August 3, 2019. SCAG staff has performed the required transportation conformity analysis and the analysis demonstrates that the 2016 RTP/SCS and 2019 FTIP meet all transportation conformity requirements, subject to conclusion of 15-day public review.

BACKGROUND:
The U.S. EPA promulgated the new 8-hour ozone NAAQS on October 26, 2015. Effective on December 28, 2015, the EPA action tightened both the primary and secondary standard for the 8-hour ozone to 0.070 parts per million. Subsequently, EPA published a final rule in the Federal Register establishing initial air quality designations for certain areas in the United States including California for the 2015 8-hour ozone standard.

In the SCAG region, seven areas including two areas of Indian Country were designated as new ozone nonattainment areas, effective August 3, 2018. By law, transportation conformity needs to be re-determined for the 2016 RTP/SCS and the 2019 FTIP for the new ozone standards by August 3, 2019.

Under the U.S. Department of Transportation Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Regulations, a conformity determination consists of five tests: consistency with the adopted RTP/SCS, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Staff has completed the attached final draft conformity analysis demonstrating that the 2016 RTP/SCS and 2019 FTIP meet all conformity requirements. The conformity re-determination was presented to and discussed by the Transportation Conformity Working Group, which includes representatives from federal, state, and regional air quality and transportation planning agencies, on March 26, 2019. In addition, the draft conformity analysis was released for a 15-day public review commencing March 13, 2019 and concluding March 28, 2019. All comments received will be documented, responded to, and addressed in the Final Transportation Conformity Re-determination Report. Because this staff report needs to be finalized before the close of the public comment period, a summary of the comments received, SCAG's response, and any resultant significant revisions to the Final Draft Report will be reported to the Energy and Environment Committee for their consideration at their April 4, 2019 meeting.

FISCAL IMPACT:
Work associated with this item is included in the current FY18-19 Overall Work Program (025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):
1. Final Draft RTP FTIP Conformity Re-determination Report March 2019

**2016-2040 Regional Transportation Plan/Sustainable Communities Strategy and
2019 Federal Transportation Improvement Program
Transportation Conformity Re-determination for
2015 8-Hour Ozone National Ambient Air Quality Standards**

Draft Report

I.   Introduction

Transportation conformity is required under the federal Clean Air Act (CAA) to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standard (NAAQS). Transportation conformity applies to nonattainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter ($PM_{2.5}$ and PM_{10}), carbon monoxide (CO), and nitrogen dioxide (NO_2).

The U.S. Environmental Protection Agency (EPA) promulgated the new 8-hour ozone NAAQS on October 26, 2015 [Federal Register (FR), Vol. 80, No. 206]. Effective on December 28, 2015, the EPA action tightened both the primary and secondary standard for the 8-hour ozone to 0.070 parts per million (ppm).

Subsequently, EPA published a final rule in the Federal Register on June 4, 2018 establishing initial air quality designations for certain areas in the United States including California for the 2015 8-hour ozone standards (FR, Vol. 83, No. 107).

In the SCAG region, seven areas were designated as nonattainment areas (see Map 1 on the next page) for the new 8-hour ozone standards with different classifications and different attainment years including:

- Imperial County – Classification Marginal; Attainment year 2021
- West Mojave Desert Air Basin – Classification Severe-15; Attainment year 2033
- South Coast Air Basin – Classification Extreme; Attainment year 2038
- Coachella Valley – Classification Severe-15; Attainment year 2033
- Ventura County – Classification Serious; Attainment year 2027
- Morongo Areas of Indian Country (Morongo Band of Mission Indians) – Classification Serious; Attainment year 2027
- Pechanga Areas of Indian Country (Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation) – Classification Marginal; Attainment year 2021

These new area designations became effective August 3, 2018. As a result, transportation conformity needs to be re-determined for the 2016-2040 Regional Transportation Plan/Sustainable

Communities Strategy (2016 RTP/SCS) and the 2019 Federal Transportation Improvement Program (FTIP) for the new 8-hour ozone standards by August 3, 2019.

Map 1. 2015 8-hour Ozone Nonattainment Areas in the SCAG Region
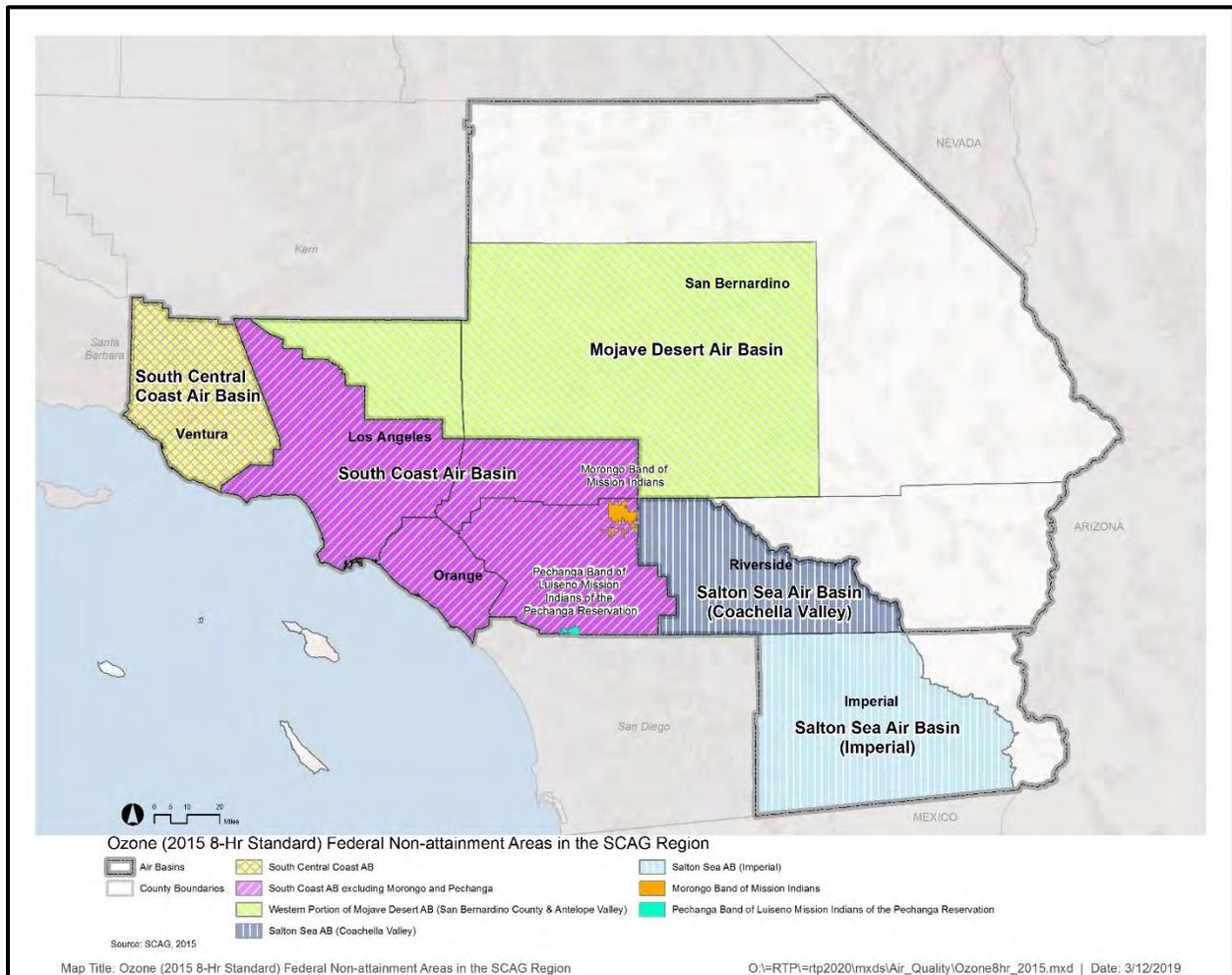
Under the U.S. Department of Transportation (DOT) Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Regulations, an RTP/FTIP transportation conformity determination consists of five tests: consistency with the adopted RTP; regional emissions analysis; timely implementation of transportation control measures (TCMs); financial constraint; and interagency consultation and public involvement.

The draft ozone transportation conformity re-determination reaffirms all applicable conformity findings for the 2016 RTP/SCS and the 2019 FTIP and addresses additional emissions analyses and interagency consultation and public involvement required for the new 8-hour ozone standards.

Transportation Conformity Status of the Currently Conforming RTP/SCS and FTIP

The effective date of the final transportation conformity determination for the 2016 RTP/SCS, covering all air basins in the SCAG region, is June 1, 2016. The conformity determination is

currently effective for four years. The transportation conformity determinations for the subsequent Amendments No.1 through 3 to the 2016 RTP/SCS, the 2019 FTIP which implements 2016 RTP/SCS, and the 2019 FTIP Amendment #19-01 all have received federal approval. Therefore, the positive transportation conformity determinations for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended) will remain effective until June 1, 2020.

The new 8-hour ozone transportation conformity re-determination does not affect the existing conformity schedule for the RTP/SCS or FTIP. However, the new federal conformity regulation for ozone requires SCAG to make a positive transportation conformity re-determination and receive approval from the U.S. DOT by August 3, 2019.

Process for Ozone Conformity Re-determination on the 2016-2040 RTP/SCS and the 2019 FTIP

1. Conduct interagency consultation through SCAG's Transportation Conformity Working Group (TCWG) which includes representatives from the respective federal, state, and regional air quality and transportation planning agencies.

2. Perform required additional regional ozone emissions analysis. Since there are existing ozone emission budgets for all the ozone nonattainment areas, a budget test has been performed for all the areas.

3. Reaffirm the existing applicable conformity findings for the 2016 RTP/SCS and the 2019 FTIP.

4. Release the draft conformity analysis report for the new ozone standards for a public review and public comment period.

5. SCAG Energy and Environment Committee approves the transportation conformity re-determination and recommends adoption by SCAG Regional Council.

6. SCAG Regional Council adopts the transportation conformity re-determination.

7. Submit the adopted SCAG's transportation conformity re-determination to the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) for approval.

8. Approval by the federal agencies by August 3, 2019.

Reaffirming Approved Transportation Conformity Findings for CO, Ozone, PM$_{2.5}$, and PM$_{10}$

The ozone conformity re-determination includes a reaffirmation of the approved transportation conformity findings for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended). This reaffirmation includes consistency with the 2016 RTP/SCS as previously amended, regional emissions analyses, financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.

II.   Ozone Emissions Analysis

Tables 1-5 below present the results of the budget tests for each of the seven nonattainment areas for the new 2015 8-hour ozone standards. Note that the values of total emissions from the 2016 RTP/SCS and 2019 FTIP in the tables below utilize the rounding convention used by the California Air Resources Board to set the budgets (e.g., any fraction rounded up to the nearest ton) and are the basis of the conformity findings for these areas.

In anticipation of possible approval of new ozone budgets currently under U.S. EPA review, Tables 1a-5a present the results of the pending new budget tests for each of the seven nonattainment areas for the new 2015 8-hour ozone standards. Tables 1a-5a are included for information only and would supersede any corresponding Tables 1-5 after any of the new ozone budgets have been approved by the U.S. EPA prior to FHWA/FTA approval of the transportation conformity re-determination.

Table 1[1]: Salton Sea Air Basin - Coachella Valley Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2026	2031	2040
ROG	Budget	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	3	3	3
Budget – Emission		4	4	4
NO$_X$	Budget	26	26	26
	2016 RTP/SCS & 2019 FTIP Emission	5	4	5
Budget – Emission		21	22	21

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[1] The emissions budgets are established in the *Coachella Valley 2008 8-Hour Ozone Early Progress Plan*, effective May 22, 2008.

Table 1a[2]: Salton Sea Air Basin - Coachella Valley Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

	Pollutant	2020	2023	2026	2032	2040
ROG	Budget	3.7	3.3	3.0	3.0	3.0
	2016 RTP/SCS & 2019 FTIP Emission	3.7	3.3	3.0	2.7	2.3
Budget – Emission		0.0	0.0	0.0	0.3	0.7
NO$_X$	Budget	8.4	4.6	4.2	4.2	4.2
	2016 RTP/SCS & 2019 FTIP Emission	8.4	4.6	4.2	3.9	4.1
Budget – Emission		0.0	0.0	0.0	0.3	0.1

Table 2[3]: Salton Sea Air Basin - Imperial County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

	Pollutant	2020	2030	2040
ROG	Budget	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	3	3	2
Budget – Emission		4	4	5
NO$_X$	Budget	17	17	17
	2016 RTP/SCS & 2019 FTIP Emission	6	4	4
Budget – Emission		11	13	13

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[2] The emissions budgets are established in the *2018 Updates to the California SIP*, pending U.S. EPA approval.
[3] The emissions budgets are established in the *Imperial County 2008 8-Hour Ozone Early Progress Plan*, effective
May 20, 2008.

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Table 2a[4]: Salton Sea Air Basin - Imperial County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
ROG	Budget	4	4	4
	2016 RTP/SCS & 2019 FTIP Emission	3	3	2
Budget – Emission		1	1	2
NO$_X$	Budget	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	6	4	4
Budget – Emission		1	3	3

Table 3[5]: South Central Coast Air Basin - Ventura County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2030	2040
ROG	Budget	13	13	13	13
	2016 RTP/SCS & 2019 FTIP Emission	5	3	3	2
Budget – 2017 FTIP		8	10	10	11
NOx	Budget	19	19	19	19
	2016 RTP/SCS & 2019 FTIP Emission	6	4	3	3
Budget – 2017 FTIP		13	15	16	16

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[4] The emissions budgets are established in the *Imperial County 2017 SIP for the 2008 8-Hour Ozone Standard*, pending U.S. EPA approval.
[5] The emissions budgets are established in the *Ventura County 2008 8-Hour Ozone Early Progress Plan*, effective May 20, 2008.

Table 3a[6]: South Central Coast Air Basin - Ventura County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

	Pollutant	2020	2026	2030	2040
ROG	Budget	5	5	5	5
	2016 RTP/SCS & 2019 FTIP Emission	5	3	3	2
Budget – 2017 FTIP		0	2	2	3
NOx	Budget	7	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	6	4	3	3
Budget – 2017 FTIP		1	3	4	4

Table 4[7]: South Coast Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

	Pollutant	Nonattainment Area	2020	2023	2026	2031	2037	2040
ROG	Budget	SCAB	108	99	99	99	99	99
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	0.4	0.3	0.3	0.2	0.2	0.2
		Pechanga	0.1	0.1	0.1	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	79.3	67.3	58.8	49.1	39.7	37.1
		Sum	79.8	67.7	59.2	49.3	39.9	37.3
		SCAB	80	68	60	50	40	38
Budget – Emission			28	31	39	49	59	61
NOx	Budget	SCAB	185	140	140	140	140	140
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	1.8	1.1	1.0	0.7	0.6	0.6
		Pechanga	0.7	0.5	0.4	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	137.7	86.6	74.8	64.0	58.9	59.1
		Sum	140.2	88.2	76.2	65.0	59.7	59.9
		SCAB	141	89	77	65	60	60
Budget – Emission			44	51	63	75	80	80

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[6] The emissions budgets are established in the *2016 Ventura County AQMP*, pending U.S. EPA Approval.
[7] The emissions budgets are established in the *South Coast 2011 1997 8-Hour Ozone SIP Revision*, effective April 30, 2012.

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Table 4a[8]: South Coast Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2020	2023	2026	2029	2031	2037	2040
ROG	Budget	SCAB	80	68	60	54	50	50	50
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	0.4	0.3	0.3	0.2	0.2	0.2	0.2
		Pechanga	0.1	0.1	0.1	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	79.3	67.3	58.8	53.1	49.1	39.7	37.1
		Sum	79.8	67.7	59.2	53.3	49.3	39.9	37.3
		SCAB	80	68	60	54	50	40	38
	Budget – Emission		0	0	0	0	0	10	12
NOx	Budget	SCAB	141	89	77	69	66	66	66
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	1.8	1.1	1.0	0.8	0.7	0.6	0.6
		Pechanga	0.7	0.5	0.4	0.3	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	137.7	86.6	74.8	67.6	64.0	58.9	59.1
		Sum	140.2	88.2	76.2	68.7	65.0	59.7	59.9
		SCAB	141	89	77	69	65	60	60
	Budget – Emission		0	0	0	0	1	6	6

Table 5[9]: West Mojave Desert Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2026	2032	2040
ROG	Budget	22	22	22
	2016 RTP/SCS & 2019 FTIP Emission	6	6	5
Budget – Emission		16	16	17
NOx	Budget	77	77	77
	2016 RTP/SCS & 2019 FTIP Emission	10	9	11
Budget – Emission		67	68	66

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[8] The emissions budgets are established in the *2018 Updates to the California SIP*, pending U.S. EPA approval.
[9] The emissions budgets are established in the *2008 8-Hour Ozone Early Progress Plan*, effective May 20, 2008.

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Table 5a[10]: West Mojave Desert Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2023	2026	2032	2040
ROG	Budget	7.9	6.8	6.2	6.2	6.2
	2016 RTP/SCS & 2019 FTIP Emission	7.9	6.8	6.0	5.1	4.4
Budget – Emission		0.0	0.0	0.2	1.1	1.8
NOx	Budget	17.6	11.0	11.0	11.0	11.0
	2016 RTP/SCS & 2019 FTIP Emission	17.5	10.9	9.7	9.0	10.2
Budget – Emission		0.1	0.1	1.3	2.0	0.8

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[10] The emissions budgets are established in the *2018 Updates to the California SIP*, pending U.S. EPA approval.

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III. Transportation Conformity Re-Determination

SCAG has determined the following transportation conformity findings for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended) under the required federal tests for the new ozone standards:

Regional Emissions Tests

- **Finding:** The regional emissions for the ozone precursors from the 2016 RTP/SCS and the 2019 FTIP meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Coachella Valley portion of the Salton Sea Air Basin, the Imperial County, the Morongo, the Pechanga, the South Coast Air Basin excluding Morongo and Pechanga, the West Mojave Desert Air Basin, and the Ventura County for the 2015 8-hour ozone NAAQS.

Reaffirmation of the 2016 RTP/SCS and 2019 FTIP Transportation Conformity Tests

- **Finding:** SCAG reaffirms all the applicable conformity findings for both the 2016 RTP/SCS (http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_TransportationConformityAnalysis.pdf) and the 2019 FTIP (http://ftip.scag.ca.gov/Documents/F2019-TA_Sec01.pdf).
- This reaffirmation covers the findings of all applicable pollutants, including consistency with the adopted 2016 RTP/SCS as previously amended, regional emissions analyses, financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.

Inter-agency Consultation and Public Involvement Test

- **Finding:** In addition to reaffirming the public involvement and interagency consultation test for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended), the 8-hour ozone transportation conformity re-determination will undergo an appropriate process for interagency consultation and public participation. This process will include TCWG consultation on March 26, 2019. This draft conformity re-determination report will undergo a 15-day public review period from March 13 to 28, 2019. After the public review period closes, all comments received will be addressed as appropriate and incorporated into the final conformity re-determination report. Finally, the final transportation conformity re-determination report will be considered for approval by SCAG's Energy and Environment Committee and Regional Council on April 4, 2019.

Southern California Association of Governments
900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017

ENERGY AND ENVIRONMENT COMMITTEE
MINUTES OF THE MEETING
THURSDAY, MARCH 7, 2019

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

Members Present

1.	Sup. Linda Parks (Chair)	Ventura County
2.	Sup. Luis Plancarte, Imperial County (Vice Chair)	Imperial County
3.	Hon. Margaret Clark, Rosemead	District 32
4.	Hon. Ned Davis, Westlake Village	LVMCOG
5.	Hon. Paula Devine, Glendale	AVCJPA
6.	Hon. Sandra Genis, Costa Mesa	OCCOG
7.	Hon. Shari Horne, Laguna Woods	OCCOG
8.	Hon. Diana Mahmud, South Pasadena	SGVCOG
9.	Hon. Judy Mitchell, Rolling Hills Estates	District 40
10.	Hon. Cynthia Moran, Chino Hills	SBCTA
11.	Hon. Oscar Ortiz, Indio	CVAG
12.	Hon. David Pollock, Moorpark	VCOG
13.	Hon. Carmen Ramirez, Oxnard	District 45
14.	Hon. Greg Raths, Mission Viejo	OCCOG
15.	Hon. Meghan Sahli-Wells, Culver City	WCCOG
16.	Hon. Emma Sharif, Compton	GCCOG
17.	Hon. Sharon Springer, Burbank	SFVCOG
18.	Hon. Edward H.J. Wilson	GCCOG

Members Not Present

19.	Hon. Ana Beltran, Westmoreland	ICTC
20.	Hon. Maria Davila, South Gate	GCCOG
21.	Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
22.	Hon. Larry Forester, Signal Hill	GCCOG
23.	Hon. Mike Gardner, Riverside	WRCOG
24.	Hon. Paul S. Leon, Ontario	President's Appointment
25.	Hon. Judy Nelson, Glendora	SGVCOG
26.	Hon. Jim Osborne, Lawndale	SBCCOG
27.	Hon. Deborah Robertson, Rialto	District 8
28.	Hon. John Valdivia	SBCCOG
29.	Hon. Bonnie Wright, Hemet	WRCOG

The Energy and Environment Committee (EEC) held its meeting at 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017. A quorum was present.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

The Honorable Linda Parks, Chair, called the meeting to order at 10:38AM, and invited Honorable Supervisor Luis Plancarte, Imperial County/Vice Chair, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Chair Parks opened the public comment period. There being no public comment requests, Chair Parks moved forward with the prepared agenda.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Item

1. Minutes of the Meeting, February 7, 2019

Receive and File

2. Report on SCAG's Bottom-Up Local Input and Envisioning Process for Connect SoCal and RHNA
3. SCAG Sustainable Communities Program

A MOTION was made (Mahmud) to approve the Consent Calendar, with a correction noted on the February 7, 2019 minutes reflecting the Honorable Greg Raths, Mission Viejo/OCCOG as present. Motion was SECONDED (Horne) and passed by the following votes:

AYE/S: Parks, Plancarte, Clark, Davis, Devine, Genis, Horne, Mahmud, Moran, Ortiz, Pollock, Ramirez, Raths, Sahli-Wells, Sharif, Springer (16)

NOE/S: None (0).

ABSTAIN: None (0).

Chair Parks introduced and welcomed new EEC member, the Honorable Oscar Ortiz, Indio, CVAG.

INFORMATION ITEMS

4. Emerging Regional Issues: Where Will We Grow?

Chair Parks introduced the item and welcomed Jason Greenspan, SCAG Manager of Sustainability to provide an update on the research and collaboration efforts that have taken place over the past 15 months within SCAG's jurisdictions. Mr. Greenspan shared the next step for staff will be to forecast regional development patterns based on what staff has heard. There are areas with existing or planned transportation infrastructure in established urban and suburban centers that can absorb future growth. There are also opportunities for growth in more remote locations, areas that may increase the regions per capita greenhouse gas emissions (GHG), and also be vulnerable to climate stressors like wildfire, extreme heat and flooding. The challenge for the Sustainability Community Strategy (SCS), will be to provide as many mobility choices as possible, while preserving the region's resources and improving air quality.

Mr. Greenspan invited Ms. Kate Meis, Executive Director, Local Government Commission (LGC) to continue the discussion initiated during the Joint Policy Committee Meeting. Chair Parks referenced that LGC holds many conferences throughout the year that have many great speakers and valuable information. Members were encouraged to attend if available.

Ms. Meis' presentation centered on opportunities and challenges for developing more resource-efficient communities, in the areas of energy, housing and transportation needs. Another issue discussed was parking requirements related to housing and transportation growth. She cited that the amount of land in Los Angeles and surrounding communities dedicated to automobile transit is greater than housing, parks and other areas combined. Members were directed to Assembly Bill 744 (Chau) for additional information to adjust parking requirements in their communities. Assembly Bill 744 allows developers to make a case that they do not need the level of parking allocated for a specific development, if a parking feasibility study is unavailable providing an opposite opinion.

It was referenced that many of the maps used to illustrate today's messages were obtained through the Center for Neighborhood Technologies. Members were encouraged to visit the site for additional information.

In closing, Ms. Meis commented, we can plan for areas that will meet multiple needs addressing emerging trends that are attractive and relevant to the community. Ms. Meis addressed questions and comments from the members.

On behalf of the EEC members, Chair Parks thanked Ms. Meis for her presentation.

5. ARB SB 150 Report on SB 375 Implementation Progress

This item was carried over from the February 7, 2019 committee meeting. Chair Parks introduced the item and welcomed Ping Chang, SCAG Manager of Compliance and Performance Monitoring who reported on the progress of Senate Bill (SB) 375 implementation. He presented a historic illustration of SB 375 commencing in 2008 and culminating in the November 2018 release of California Air Resources Board (ARB) first progress report.

Mr. Chang continued his presentation with a summary of his review of the ARB Senate Bill (SB) 150 Report. This report addresses two key questions:

   A. How are we doing with the implementation of Senate Bill 375?
   B. How should we move forward in different ways?

In response to questions, Mr. Chang informed the committee that while SB 375 requires a metropolitan planning organization to develop a Sustainable Community Strategy (SCS), it is a guidance document only, not a mandate. Whether SCAG achieves the SCS goals will depend on many factors. The overarching goal of SB 375 is to align transportation system investments and housing to reduce the necessity of light duty vehicle travel. SCAG is addressing these issues in its Connect SoCal/SCS initiatives.

6. ARB Draft Guidelines on SCS Evaluation

This item was carried over from the February 7, 2019 committee meeting. Chair Parks introduced the item and welcomed Ping Chang, SCAG Manager of Compliance and Performance Monitoring who reported on the ARB Draft Guidelines on SCS Evaluation.

The ARB Draft Guidelines provide guidance for how the MPOs will prepare their next Sustainable Communities Strategies. This ARB report is still in draft form and is likely to be adopted by the ARB board in April 2019.

Staff summarized the difference of how ARB would evaluate the SCS compared to the past. In the past ARB's determination of the compliance of the SCS focused very narrowly as to whether the region would achieve the required GHG emission reduction target. This will no longer be the case; the main difference is that ARB will use a broader strategy-based framework.

Going forward the SCS should demonstrate a realistic basis, such that the SCS strategies would have a track record relating to implementation. Further, SCAG cannot propose a very aggressive strategy, without identifying the specific actions needed. The challenge to the SCAG Region is that SCAG does not have land use and transportation system implementation authority. This is an opportunity for SCAG to work closely with local jurisdictions and transportation agencies regarding SCS implementation.

7. Sustainable Communities Strategy Framework Update

Chair Parks introduced the item and welcomed Sarah Dominguez, SCAG Senior Regional Planner. Sarah provided a brief executive summary from her report and noted there was no action required of the committee at this time. Due to limited time, and the importance of this report, Chair Parks requested this item be continued to the next meeting.

CHAIR'S REPORT

A report was not provided.

STAFF REPORT

Grieg Asher, SCAG Program Manager, noted that the elections for Policy Committee Officers (Chairs and Vice Chairs) will take place at the April meeting.

FUTURE AGENDA ITEM/S

Honorable Edward Wilson, Signal Hill/GCCOG requested the EEC Committee direct staff to review SCAG policies as it applies to SCAG employees receiving a car allowance and how to potentially apply the use of alternative fuels vehicles as an incentive.

Chair Linda Parks commented that in considering changes to SCAG policies, one of the things to push for is not using plastic water bottles in SCAG's offices, and water containers may alternatively be utilized.

The Committee directed staff to explore how to move these items forward.

ANNOUNCEMENT/S

None.

ADJOURNMENT

There being no further business, Chair Parks adjourned the Energy and Environment committee meeting at 12:01PM. The next regular meeting is scheduled for Thursday, April 4, 2019 from 10:30AM – 12:00PM

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

Respectfully Submitted by:
Vicki Hahn, CMC
Deputy Clerk of the Board

ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT

2019

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

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
April 4, 2019

To:	Community Economic & Human Development Committee (CEHD) Energy & Environment Committee (EEC) Transportation Committee (TC) Community, Economic and Human Development Committee (CEHD)	**INTERIM EXECUTIVE DIRECTOR'S APPROVAL**
From:	MaAyn Johnson, Senior Regional Planner, Compliance & Performance Monitoring, (213) 236-1975, johnson@scag.ca.gov	
Subject:	RHNA Methodology Survey Packet	

RECOMMENDED ACTION FOR CEHD:
For Information Only – No Action Required

RECOMMENDED ACTION FOR EEC and TC:
Receive and file.

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

EXECUTIVE SUMMARY:
As part of the development of the proposed RHNA methodology, on March 19, 2019 SCAG distributed a survey packet to local jurisdictions with three surveys: (1) Local planning factor survey; (2) affirmatively furthering fair housing (AFFH) survey; and (3) replacement need survey. State law requires that SCAG survey its jurisdictions on local planning factors prior to the development of its proposed RHNA methodology along with information on fair housing analyses to affirmatively further fair housing. The due date for jurisdictions to return the survey packet to SCAG is April 30, 2019.

BACKGROUND:
Government Code Section 65584.04(b) requires that SCAG survey its jurisdictions on local planning factors no more than six months prior to the development of its proposed RHNA methodology. Formerly known as "AB 2158 factors" due to the eponymous 2004 State legislation, these factors cover a range of planning opportunities and constraints that will allow the development of a methodology and are listed in Government Code Section 65584.04(e). SCAG is required to review each of these factors in its proposed RHNA methodology. The RHNA Subcommittee reviewed the survey packet at its February 4 and March 4, 2019 meetings and approved survey distribution at its March 4, 2019 meeting.

Subsequent to receiving their draft RHNA allocation, jurisdictions may file an appeal to their own draft allocation or the allocation of another jurisdiction within the region. Per Government Code Section 65584.05(b)(1), an appeal may be filed based on the claim that SCAG did not adequately consider the information submitted under the proposed methodology planning factor survey. For an appeal to be based on the planning factors listed in subsection (e) of Government Code 65584.04, a jurisdiction is required to have submitted a local planning factor survey with input on the corresponding local planning factors.

There are fourteen (14) specific planning factors listed in Government Code Section 65584.04(e) that are required to be included in the proposed methodology survey. The full language of each factor is listed in the appendix for the attached draft survey and generally described as follows:

(1)   Existing and projected jobs and housing relationship, particularly the number of low-wage jobs and number of housing units affordable to low wage workers;

(2)   Lack of capacity for sewer or water service due to laws, regulations or actions made outside of the jurisdiction's control;

(3)   Availability of land suitable for urban development or for conversion to residential use – cannot be limited by existing zoning ordinances and local land use restrictions of a locality;

(4)   Lands protected from development under Federal or State programs or locally approved ballot measures, including to protect open space, farmland, and environmental habitats and resources;

(5)   County policies to preserve prime agricultural land subject to local approved ballot measure;

(6)   Distribution of household growth assumed for regional transportation planning and opportunities to maximize use of public transportation;

(7)   Agreements between a county and cities to direct growth to incorporated areas of the county;

(8)   Loss of low income units through mortgage prepayments, contract expirations or termination of use restrictions;

(9)   Percentage of existing households that pay more than 30% and more than 50% of their income in rent;

(10)   The rate of overcrowding;

(11)   The housing needs of farmworkers;

(12)   Housing needs generated by the presence of a university campus within the jurisdiction;

(13)   Loss of units during a declared state of emergency that have yet to be rebuilt or replaced at the time of the survey; and

(14)   The region's greenhouse gas emission targets provided by the California Air Resources Board.

SCAG may also elect to adopt other factors to include in the survey provided that the additional factors either (1) further one of the objectives of State housing law or (2) does not undermine the objectives, is applied equally to all household income levels, and that it is necessary to address significant health and safety conditions. No additional factors were added to the survey by the

RHNA Subcommittee. However, jurisdictions that would like to provide responses outside of the fourteen (14) factors may add them in the "Other Factors" field.

While jurisdictions can provide input on local planning conditions as part of the survey, there are several criteria that _**cannot**_ be used to determine or reduce a jurisdiction's RHNA allocation, per Government Code Section 65584.05 (g):

(1) Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by the jurisdiction
(2) Underproduction of housing units as measured by the last RHNA cycle allocation
(3) Stable population numbers as measured by the last RHNA cycle allocation

Between October 2017 and October 2018, SCAG included these factors as part of the local input survey and surveyed a binary yes/no as to whether these factors impacted jurisdictions. For convenience, survey answers received by SCAG are pre-populated for each jurisdiction that submitted them. However, jurisdictions are encouraged to review these answers and provide any additional edits, as needed. Moreover, several factors added by recent legislation, including jobs-housing balance/fit, households that overpay in rent, rate of overcrowding, loss of units from a state of emergency, and regional greenhouse gas emission targets, have been added since the conclusion of the local input process.

Because a number of local planning factors are not confined solely within a jurisdiction's boundaries, SCAG will distribute the survey to subregions to seek input on how these factors may impact multiple jurisdictions or subregions. The subregional survey on local planning factors uses the same template as the jurisdictional survey.

While SCAG will review all survey submissions, the intent of the survey is not to reduce the RHNA need for jurisdictions but rather to review housing data and trends and to develop an accurate RHNA methodology. Once the proposed methodology is adopted, it will be applied to the regional housing need determination as provided by the California Department of Housing and Community Development (HCD) to determine each jurisdiction's draft RHNA allocation. Jurisdictions may refer to the local planning factors as a basis for an appeal to a draft RHNA allocation if they decide to file an appeal.

Affirmatively Furthering Fair Housing (AFFH)
In addition to local planning factors, the survey must now also review and compile fair housing issues, strategies, and actions of jurisdictions in respect to affirmatively furthering fair housing. Per Assembly 1771 (Bloom), SCAG is required to survey this information, as available, that are included in "an Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing completed by any city or county or the department….and in housing elements" within the SCAG region.

AB 1771, codified under Government Code Section 65584(d)(5), added "affirmatively furthering fair housing" as a fifth objective to the four original RHNA objectives along with a general definition of

AFFH, which closely mirrors the definition outlined by the U.S Department of Housing and Urban Development (HUD):

> *(e) For purposes of this section, "affirmatively furthering fair housing" means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.*

Jurisdictions are required by HUD to conduct an Assessment of Fair Housing as an assessment tool as part of their requirement to receive certain HUD grants. However, in early 2018 HUD suspended this obligation for most jurisdictions until after 2020 due to the need for additional time and technical assistance to adjust to recent requirement updates. Because of this and the indication that not all jurisdictions are HUD grant recipients with familiarity with these requirements, it is expected that survey submission for affirmatively furthering fair housing will be limited. However, jurisdictions may also use information in their housing element to answer the AFFH survey.

After collecting survey responses, SCAG is required to report the results of the survey online and describe common themes and effective strategies employed by jurisdictions, including "common themes and trends related to avoiding the displacement of lower-income households." The report must also identify significant barriers to address affirmatively furthering fair housing at the regional level and may recommend strategies or actions to overcome those barriers. The survey and the report may also be used for *Connect SoCal* (2020 Regional Transportation Plan/Sustainable Communities Strategy). Due to the new RHNA requirements of stronger integration with social equity issues, SCAG staff is planning to update the Environmental Justice Working Group (EJWG) after the survey distribution and again after the survey results have been collected.

Replacement Need Survey
In addition to local planning factors and AFFH, SCAG plans to also survey jurisdictions on replacement need. Demolition data, which are units that are destroyed due to complete rebuilding or natural disasters and reported by each jurisdiction to the State, is one of the data points used during the regional determination process with HCD. In prior RHNA cycles, units that were replaced after demolition were "credited" at the regional determination level and in the local RHNA allocation. While there is no guarantee that the consultation process with HCD, which will begin in Spring 2019 and must conclude by August 2019, will include units that have been replaced, SCAG is surveying its jurisdictions on replaced units in the event that this data can be considered during that process.

Timeline

All information submitted in the surveys will be reviewed by the RHNA Subcommittee during the development of the proposed RHNA methodology. SCAG staff distributed the survey to all planning directors on March 19, 2019. **Surveys will be due to SCAG by April 30, 2019.** SCAG staff will update the RHNA Subcommittee, Community, Economic & Human Development (CEHD) Committee, Technical Working Group (TWG), and the EJWG on the survey results, as needed.

Attached to this staff report is a sample survey packet (cover letter, RHNA timeline, planning factor survey, AFFH survey, and replacement need survey) that was distributed. Survey packets for all SCAG jurisdictions can be downloaded by county using the following links. For optimal accessibility, it is recommended to use Microsoft Internet Explorer.

Imperial County: https://scag-my.sharepoint.com/:f:/g/personal/johnson_scag_ca_gov/Ete7wE0405tEhDMEpyGPCTIBLed2tv3T8JrrB9tM63ZdEw?e=gi2jea

Los Angeles County: https://scag-my.sharepoint.com/:f:/g/personal/johnson_scag_ca_gov/EghT-OSgAoJOhdJyp_r2TqYBHM2Eo8JHSJwL66pkTqOmJQ?e=Dv5PvN

Orange County: https://scag-my.sharepoint.com/:f:/g/personal/johnson_scag_ca_gov/ElH8CAGNBelMlZupjqbxpe0B3rvivrUXJ1g5wPG9F6aU3g?e=Fx91kE

Riverside County: https://scag-my.sharepoint.com/:f:/g/personal/johnson_scag_ca_gov/Eg9AWthpXwJDkrdYNTgQ1RABICPrb4qIKdIchUipmujJiw?e=9EAJdl

San Bernardino County: https://scag-my.sharepoint.com/:f:/g/personal/johnson_scag_ca_gov/EhSFPneqQVFIqm6zwy-nMJEBN8-yCeRoCPsJXyEuO-kDnw?e=hxhZvl

Ventura County: https://scag-my.sharepoint.com/:f:/g/personal/johnson_scag_ca_gov/EjhvAK1XyUVMuWwSP_PqZckB5X8PSafbylutoSd6yZct2g?e=YQArxG

FISCAL IMPACT:
Work associated with this item is included in the current FY 18-19 General Fund Budget (800.0160.03: RHNA).

ATTACHMENT(S):
1. Letter Brawley
2. RHNA2020_Timeline
3. Local Planning Factor Survey_Brawley
4. AFFH Survey
5. Housing Demolition Data Survey

SCAG

INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

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March 19, 2019

Gordon Gaste
Development Services Director
City of Brawley
383 W. Main St.
Brawley, CA 92227-2491

Subject: Regional Housing Needs Assessment (RHNA) Methodology Survey Packet

Dear Planning Director,

As you may be aware, SCAG is in the process of developing the 6th cycle RHNA allocation, which will cover your housing element's planning period October 2021 through October 2029. The planned adoption date for the 6th RHNA Allocation Plan is October 2020. In the meantime, SCAG is beginning to develop a proposed RHNA methodology, which will be used to determine each jurisdiction's draft RHNA allocation. As part of the methodology, SCAG is surveying its local jurisdictions on local opportunities and constraints that might affect the methodology.

Attached to this letter are three surveys we are requesting that your jurisdiction take time to review and answer: (1) Planning factor survey; (2) Affirmatively Furthering Fair Housing (AFFH) survey and; (3) Replacement need survey. SCAG will use the information collected through these surveys as part of the development of the proposed RHNA methodology.

State housing law requires that SCAG survey all of its jurisdictions on local planning factors, as listed in Government Code Section 65584.04 (e), as part of the development of the proposed methodology. These questions were asked in a binary yes/no format as part of the local input process that concluded in October 2019. For your convenience, the attached survey has pre-populated your jurisdiction's response. If you have answered the local input survey, we request that you provide more detail about the planning factors in the attached survey.

New for the 6th RHNA cycle, SCAG must also review and compile fair housing issues, strategies, and actions of jurisdictions with respect to AFFH. This information can be collected from available Assessment of Fair Housing analyses or your local jurisdiction's housing element or General Plan. For the third survey, the replacement need survey is not a requirement of RHNA, but will provide SCAG information on housing units that have been replaced on sites of demolition throughout the region.

Please submit your surveys to SCAG no later than Tuesday, April 30 to housing@scag.ca.gov. If you have any questions about the survey or the RHNA process, please contact Ma'Ayn Johnson, Housing & Land Use Planner, at johnson@scag.ca.gov. We look forward to your involvement in developing a successful 6th cycle RHNA.

Respectfully,

KOME AJISE
Director of Planning
SCAG

6TH CYCLE RHNA *(subject to change)*

2018

12/2018–08/2019
Regional Determination Process

2019

JAN

FEB

MAR — Planning Factor/AFFH Survey Release

02/2019–09/2019
RHNA Methodology Development

APR — Planning Factor/AFFH Survey Due Date: 04/30/2019

MAY

JUN — Notification to Subregional Delegation

JUL

AUG — Last Day for HCD to provide Regional Determination
Public Hearings on Proposed RHNA Methodology

SEP — Hearing on Subregional Delegation Determination (if neede

OCT

NOV

10/2019–12/2019
Proposed RHNA Methodolgy HCD Review

DEC

2020

JAN — Adoption of Final RHNA Methodolgy

FEB — Distribution of Draft RHNA

02/2020–07/2020
Draft RHNA Appeals Process

MAR

APR

MAY

JUN

JUL — RHNA Appeals Hearings

AUG — Proposed Final RHNA Allocation

SEP

OCT — Adoption of Final RHNA Allocation

NOV

DEC

2021 — 10/2021: Housing Elements Due

The 6th RHNA cycle covers the housing element planning period of October 2021 through October 2029. Major milestones for jurisdictions include the development of the RHNA methodology, distribution of the draft RHNA allocation, the appeals process, and the adoption of the final RHNA allocation. Housing elements for the 6th cycle RHNA are due to HCD in October 2021.

Public Participation: Stakeholders and members of the public are welcome to attend all public hearings and meetings, including the RHNA Subcommittee, and provide comments throughout the RHNA process. Meetings of the RHNA Subcommittee are held on the first Monday of each month unless otherwise noted. Comments and questions regarding RHNA can also be emailed to **housing@scag.ca.gov**.

Attachment: RHNA2020_Timeline (RHNA Methodology Survey Packet)

Regional Housing Needs Assessment (RHNA) Local Planning Factor Survey

The RHNA process requires that SCAG survey its jurisdictions on local planning factors (formerly known as "AB 2158 factors") prior to the development of a proposed RHNA methodology, per Government Code 65584.04 (b). Information collected from this survey will be included as part of the proposed RHNA methodology.

Between October 2017 and October 2018, SCAG included these factors as part of the local input survey and surveyed a binary yes/no as to whether these factors impacted jurisdictions. If your jurisdiction answered this part of the survey, your reply has been pre-populated in the table. Please review each factor and provide any information that may be relevant to the RHNA methodology. You may attach additional information to the survey. Please keep in mind that recent housing-related legislation has updated some of the factors listed, which were not included in the prior survey.

Per Government Code Section 65584.04 (g), there are several criteria that **cannot** be used to determine or reduce a jurisdiction's RHNA allocation:
   (1) Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by the jurisdiction
   (2) Underproduction of housing units as measured by the last RHNA cycle allocation
   (3) Stable population numbers as measured by the last RHNA cycle allocation

The planning factors in the table below are abbreviated. For the full language used, please refer to Government Code Section 65584.04 (e) or the attached reference list.

Please review and submit the survey by 5 p.m. April 30, 2019 to housing@scag.ca.gov.

Jurisdiction	
County	

Planning Factor	Impact on Jurisdiction
Existing and projected jobs and housing relationship, particularly low-wage jobs and affordable housing	
Lack of capacity for sewer or water service due to decisions made outside of the jurisdiction's control	
Availability of land suitable for urban development	

Lands protected from development under Federal or State programs	
County policies to preserve agricultural land	
Distribution of household growth assumed for regional transportation planning and opportunities to maximize use of public transportation	
Agreements between a county and cities to direct growth to incorporated areas of the county	

Loss of low income units through contract expirations	
[NEW] Percentage of households that pay more than 30% and more than 50% of their income on rent	
[NEW] Rate of overcrowding	
Farmworker housing needs	

Housing needs generated by the presence of a university campus within the jurisdiction	
[NEW] Loss of units during a declared state of emergency that have yet to rebuilt at the time of this survey	
[NEW] The region's greenhouse gas emission targets provided by the California Air Resources Board	
Other factors	

<u>Affirmatively Furthering Fair Housing (AFFH) Survey</u>

Jurisdiction	
County	
Survey Respondent Name	
Survey Respondent Title	

SCAG is surveying cities and counties on information related to affirmatively further fair housing* as part of its development of the Regional Housing Needs Assessment (RHNA) proposed methodology. Information related to AFFH may be obtained from local analysis for housing choice, housing elements, and other sources. Using your jurisdiction's Analysis of Impediments to Fair Housing Choice, Assessment of Fair Housing, and/or local housing element, please answer the questions below about local issues, strategies and actions regarding AFFH and submit your answers no later than April 30, 2019 to housing@scag.ca.gov.

Data Sources

1a. Does your jurisdiction have an Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing due to U.S. Department of Housing and Urban Development (HUD) requirements?

Yes	
No	

2. When did you jurisdiction last update the General Plan?

Year	

3a. Does your General Plan have an environmental justice/social equity chapter or integrate environmental justice/social equity, per SB 1000?

Yes	
No	
In process	

3b. If you answered yes or in process to question 3a, how does your General Plan integrate or plan to integrate environmental justice?

A) An environmental justice chapter	
B) Throughout the General Plan in each chapter	
C) Both	

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* Per Government Code 65584(e), affirmatively furthering fair housing is defined as "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws."

Fair Housing Issues

4. Describe demographic trends and patterns in your jurisdiction over the past ten years. Do any groups experience disproportionate housing needs?

5. To what extent do the following factors impact your jurisdiction by contributing to segregated housing patterns or racially or ethnically-concentrated areas of poverty?

Land use and zoning laws, such as minimum lot sizes, limits on multi-unit properties, height limits, or minimum parking requirements	
Occupancy restrictions	
Residential real estate steerings	
Patterns of community opposition	
Economic pressures, such as increased rents or land and development costs	
Major private investments	
Municipal or State services and amenities	
Foreclosure patterns	
Other	

6. To what extent do the following acts as determinants for fair housing and compliance issues in your jurisdiction?

Unresolved violations of fair housing or civil rights laws	
Patterns of community opposition	
Support or opposition from public officials	
Discrimination in the housing market	
Lack of fair housing education	
Lack of resources for fair housing agencies and organizations	

Fair Housing Strategies and Actions

7. What are your public outreach strategies to reach disadvantaged communities?

Partnership with advocacy/non-profit organizations	
Partnership with schools	
Partnership with health institutions	
Variety of venues to hold community meetings	
Door-to-door interaction	
Increased mobile phone app engagement	
Other	

8. What steps has your jurisdiction undertaken to overcome historical patterns of segregation or remove barriers to equal housing opportunity?

9. What steps has your jurisdiction undertaken to avoid, minimize, or mitigate the displacement of low income households?

Housing Unit Demolition Data Survey Form
Please complete and return the survey by April 30, 2019 to housing@scag.ca.gov.

City: Brawley
County: Imperial

Report Year	Demolished Housing Units Lost									Newly Constructed or Permitted Housing Units (on site of demolition)									Not Developed Nor Permitted for Housing Uses A...			
	Single Unit Structure				Multi-unit Structure			Total units lost	Affordable units out of total units	Single Unit Structure				Multi-unit Structure			Total units gained	Affordable units out of total units	Not Developed		Land Use Chang...	
	Dettached	Attached	Mobile Homes	Total	2,3, or 4-plex	5 or more	Total			Dettached	Attached	Mobile Homes	Total	2, 3, or 4-plex	5 or more	Total			Parcels	Units	Parcels	Uni...
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
2009	-4	0	0	-4	0	0	0	-4					0			0	0					
2010	-12	0	0	-12	-2	0	-2	-14					0			0	0					
2011	-4	0	0	-4	0	0	0	-4					0			0	0					
2012	-11	0	0	-11	-2	0	-2	-13					0			0	0					
2013	-3	-3	0	-6	0	0	0	-6					0			0	0					
2014	-14	0	0	-14	0	0	0	-14					0			0	0					
2015	-9	0	0	-9	0	0	0	-9					0			0	0					
2016	-6	0	0	-6	0	0	0	-6					0			0	0					
2017	-8	0	0	-8	0	0	0	-8					0			0	0					
2018	-9	0	-45	-54	-1	0	-1	-55					0			0	0					

Directions

Column A-I	Confirm that the number of demolished units for each category is correct.
Column J	Enter the number of affordable housing units that were among the demolished housing units.
Column K-R	Enter the number of newly constructed or permitted housing units on the site of demolition.
Column S	Enter the number of affordable housing units among the newly constructed or permitted housing units on the site of demolition.
Column T-U	For sites that remained vacant after the demolition where zoning is designated for housing uses, enter the number of parcles and potential housing unit capacity on these sites
Column V-W	For sites that have been converted to non-housing units after the demolition or sites that have remained vacant after the demolition where zoning is designated for non-housing uses, enter the number of parcels and the potential loss of housing unit capacity from the changes.

Attachment: Housing Demolition Data Survey (RHNA Methodology Survey Packet)

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
April 4, 2019

**INTERIM
EXECUTIVE DIRECTOR'S
APPROVAL**

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

From: Lindsey Hansen, Community Engagement Specialist, Active
Transportation & Special Programs, (213) 236-1921,
hansen@scag.ca.gov

Subject: May is National Bike Month

RECOMMENDED ACTION:
Receive and File

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

EXECUTIVE SUMMARY:
May is National Bike Month, when organizations throughout the country celebrate the benefits of biking, encourage people to bike more and bring attention to the need for improved safety for people biking. SCAG will kick-off National Bike Month at its Safety Leadership Symposium on Wednesday, May 1, and will provide support and resources to local agencies planning campaigns or events throughout the month of May.

BACKGROUND:
May is recognized every year as National Bike Month. During May, organizations throughout the country plan activities and campaigns to celebrate the benefits of biking, encourage people to bike more and bring attention to the need for improved safety to support people as they bike. Historically, SCAG has celebrated National Bike Month through its *Go Human* program, supporting local jurisdictions at events or by providing co-branded materials.

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

This year, SCAG's *Go Human* program will celebrate National Bike Month by continuing to provide support to local jurisdictions as they plan celebrations, educational events or campaigns.

Additionally, SCAG will kick-off National Bike Month at its Safety Leadership Symposium on Wednesday, May 1. Elected officials are invited to join us to explore regional traffic safety issues at

a special pre-conference, Safety Leadership Symposium on Wednesday, May 1, from 11 a.m. – 5 p.m. Expert panelists will highlight policy and implementation tools available to local governments to improve safety.

Traffic safety is a serious issue in Southern California, and people who bike or walk are particularly vulnerable. Pedestrians and bicyclists only make up about 12% of all daily trips, but account for about 27% of traffic fatalities in the SCAG region. Many of these injuries and deaths can be prevented through local education or enforcement strategies, or by designing safer streets.

Registration for the Safety Leadership Symposium is free for elected officials in the SCAG region. If you are interested in attending the symposium, want to request *Go Human* materials or other support for National Bike Month, or if you have questions, please contact Lindsey Hansen, Community Engagement Specialist, at hansen@scag.ca.gov or (213) 236-1921.

Funding for the Safety Leadership Symposium and other *Go Human* activities is provided in part by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

FISCAL IMPACT:
Staff time and resources to support *Go Human* activities are provided by an Office of Traffic Safety grant and programmed in project 225-3564.13 of the Overall Work Program (OWP).

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
April 4, 2019

To:	Executive/Administration Committee (EAC) Community Economic & Human Development Committee (CEHD) Energy & Environment Committee (EEC) Transportation Committee (TC) Regional Council (RC)	**INTERIM EXECUTIVE DIRECTOR'S APPROVAL**
From:	Rye Baerg, Senior Regional Planner, Active Transportation & Special Programs, (213) 236-1866, baerg@scag.ca.gov	
Subject:	2019 SCAG Regional Active Transportation Program	

RECOMMENDED ACTION FOR EAC AND TC:
Recommend that the Regional Council adopt Resolution No. 19-610-1 directing SCAG to implement the 2019 SCAG Regional Active Transportation Program and Updated Regional Guidelines.

RECOMMENDED ACTION FOR RC:
Adopt Resolution No. 19-610-1 directing SCAG to implement the 2019 SCAG Regional Active Transportation Program and Updated Regional Guidelines

RECOMMENDED ACTION FOR EEC AND CEHD:
Receive and File

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:
Staff is seeking approval of the 2019 SCAG Regional Active Transportation Program (Regional Program) project list and updated Regional Guidelines. The Regional Program consists of 26 projects totaling $92.6 million that support walking and bicycling. Staff recommends approval of the Regional Program and updated Regional Guidelines. Upon approval staff will submit the Regional Program to the California Transportation Commission (CTC) for adoption at their June 26, 2019 meeting.

BACKGROUND:
On May 16, 2018, the California Transportation Commission adopted the 2019 Active Transportation Program (ATP) Statewide Guidelines and announced the 2019 ATP call for projects. The 2019 ATP funding estimate includes approximately $445 million and will cover fiscal years 2019/2020 through 2022/23. Project applications were received for the statewide call for projects

on July 31, 2018 and the CTC made their initial announcement of statewide recommendations on December 31,, 2018.

Approximately sixty percent (60%) of the total funding awards have been recommended by the CTC through the Statewide Program and Small Urban/Rural Program components and were adopted on January 30, 2019. The remaining forty percent (40%) of the total funding awards will be recommended by regional MPOs. SCAG's share of the MPO component, referred to as the Regional Program, is approximately $92.6 million, roughly fifty percent (50%) of the MPO component.

PROJECT SELECTION PROCESS:
In July 9, 2018, SCAG's Executive Administration Committee approved the Regional ATP Guidelines. Similar to previous cycles, the Regional Program Guidelines established a selection process for two categories of projects: (1) Implementation Projects and (2) Planning & Capacity Building Projects.

- Implementation Projects: No less than 95% of the funding ($87.9 million) has been recommended to proposals in this category. The selection process for Implementation Projects is the same as in previous cycles and is predominately managed by the county transportation commissions. Eligible applicants must apply for these funds by submitting an application through the statewide ATP call for projects. Base scores are established through the statewide ATP review process. The Regional Guidelines allow county transportation commissions to prioritize projects by adding up to twenty (20) points, on a 120 point scale, to supplement the state-provided base scores. As in previous cycles, the Board of each county transportation commission was required to approve the methodology for assigning the additional points, as well as, to approve the final project scores. Total funding available in each county is based on population-based funding targets.

- Planning & Capacity Building Projects: No more than five percent (5%) of the funding ($4.6 million) has been recommended to proposals in this category. As in previous cycles, the project selection process relied on the statewide ATP application, scoring and ranking process. In addition, SCAG provided the option for project sponsors to apply through the Sustainable Communities Program (SCP). Each county transportation commission took an active role in scoring and ranking the projects submitted in their respective county through the SCP. Due to the tremendous need and with the influx of Senate Bill 1 Formula Funding, the Regional Council approved, in March as part of the SCP, an additional $2.3 million for active transportation projects to supplement the ATP funding. The SCAG funded projects are not reflected in the program list, but were used in the calculations of geographic equity.

The recommended Regional Program of 23 projects has been assembled by combining recommendations from the Implementation and the Planning & Capability Building categories. Surplus funding from counties that were not able to utilize their entire share and a small portion of unutilized SCP ATP funds was provided to the highest scoring, unfunded project.
The recommended program has been approved by the CEOs of the six county transportation commissions and meets the statewide requirements for geographic equity as can be seen in the

table below. The recommended program allocates 93% of available funds to disadvantaged communities (DACs) exceeding the statewide minimum requirement of 25%.

ATP Funding by County ($1,000s)					
	Implementation	SCP*	Total ATP	Percentage of Funding	Percentage of Population
Imperial	$642	$321	$963	1%	1%
Los Angeles	$47,731	$2,197	$49,928	54%	54%
Orange	$14,770	$545	$15,315	17%	17%
Riverside	$10,937	$585	$11,522	12%	12%
San Bernardino	$9,920	$500	$10,420	11%	11%
Ventura	$3,973	$451	$4,424	5%	5%
Total	$87,973	$4,599	$92,572	100%	100%
*This column represents projects selected through the SCP that are funded with ATP funding. SCAG is funding additional projects through the SCP using SB1 funding and other resources.					

AMENDED REGIONAL GUIDELINES:
Staff is also requesting approval of the updated Regional Guidelines to address four minor changes. The updated Regional Guidelines have been approved by the CEOs of the six county transportation commissions, per CTC requirements.   The updates include:

- **Funding Estimate:** SCAG is updating the funding estimate included in the Regional Guidelines to reflect the updated amount that was released by the CTC on December 31, 2018.

- **Sustainable Communities Program:** The previous version of the Regional Guidelines referenced the Sustainable Planning Grants program which has been renamed the Sustainable Communities Program. The title of the program has been updated throughout the document.

- **Implementation Project Category:** Requirements in this category were modified to allow the Ventura County Transportation Commission to fund a planning project with their countywide allocation for Implementation projects.

- **Contingency Lists:** Language was updated to clarify two sections with conflicting recommendations about which scores to use for contingency projects.

NEXT STEPS:
Following Regional Council approval, the Regional Program and Regional Guidelines will be submitted to the CTC for adoption no later than their June 26, 2019 meeting.

FISCAL IMPACT:

The project sponsors identified in the SCAG 2019 ATP Regional Programming Recommendations will be required to secure allocation from the CTC. SCAG will serve as the project sponsor and receive $2,599,000 in ATP funds to administer a series of demonstration projects and Go Human activities that were submitted through the SCP. Once allocated, the SCAG administered ATP funds will be programmed in the FY20 OWP in task 225-3564.14.

ATTACHMENT(S):
1. Resolution 19-610-1 2019 SCAG Regional Active Transportation Program
2. 2019 SCAG Regional Guidelines_FINAL-AMENDED_4-4-19
3. 2019 SCAG Regional Active Transportation Program and Contingency List

RESOLUTION NO. 19-610-1

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING
THE RECOMMENDED PROJECT LIST FOR THE 2019 SCAG REGIONAL ACTIVE
TRANSPORTATION PROGRAM**

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

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, the SCAG adopted Regional Program Guidelines in with input from the six Southern California county transportation commissions on July 5, 2018 to govern award of projects funded through the SCAG Regional Program;

WHEREAS, the SCAG is amending the Regional Program Guidelines with input from the six Southern California county transportation commissions to maximize planning funding and address minor inconsistencies in the guidelines;

WHEREAS, the Active Transportation Program Guidelines (Resolution G-18-19) require metropolitan planning organizations to submit their Regional Program of projects and contingency list to the Commission by April 30, 2019;

WHEREAS, SCAG in collaboration with the six Southern California county transportation commissions has implemented a project selection process that meets the requirements of the Active Transportation Program Guidelines (Resolution G-18-19) and Regional Program Guidelines, and has reached consensus on the 2019 SCAG Regional Active Transportation Program and Contingency List.

NOW, THEREFORE, BE IT RESOLVED that the Regional Council of the Southern California Association of Governments does hereby adopt the 2019 SCAG Regional Active Transportation Program and Updated Regional Program Guidelines.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council directs staff to submit the amended Regional Program Guidelines and the Regional Program Project and Contingency List for the 2019 SCAG Regional Active Transportation Program to the California Transportation Commission.

2. The Regional Council defers approval of any further minor revision and administrative amendments to the 2019 SCAG Regional Active Transportation Program to SCAG's Executive Director.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its April 4, 2019 meeting.

_____
Alan D. Wapner
President, SCAG
San Bernardino County Transportation Authority

Attested by:

_____
Darin Chidsey
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

2019 Active Transportation Program Regional Guidelines

Final Draft

July 2018

Southern California Association of Governments

Imperial County Transportation Commission

Los Angeles County Metropolitan Authority

Orange County Transportation Authority

Riverside County Transportation Commission

San Bernardino County Transportation Authority

Ventura County Transportation Commission

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

209 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES

Contents

Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2019 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2019 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2019 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified for future rounds of funding in order to remain consistent with the 2019 ATP Statewide Guidelines (Statewide Guidelines), and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

Background

- The goals of the ATP are to:
    - Increase the proportion of trips accomplished by biking and walking;
    - Increase the safety and mobility of non-motorized users;
    - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375;
    - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding;
    - Ensure that disadvantaged communities (DAC) fully share in the benefits of the program; and
    - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The DRAFT 2019 Statewide Guidelines, to be adopted by the California Transportation Commission (CTC) on May 16, 2018, describe the policy, standards, criteria and procedures for the development, adoption and management of the ATP Statewide Program.
- Per the DRAFT 2019 Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, a MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- 25% of the regional funds must benefit DAC.

- The Statewide Guidelines allow for a large MPO to make up to 2% of its 2019 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish four eligible project types:
  - Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are posted on the CTC website: http://www.catc.ca.gov/programs/ATP.htm. *A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
  - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a DAC.
  - Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for ATP funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.
  - Infrastructure projects with non-infrastructure components.
- Per Statewide Guidelines, and based on SB 99, the following requirements apply specifically to SCAG:
  - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives;
  - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
  - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee. The ATP Subcommittee is a subcommittee of the SCAG Sustainability Committee. The ATP Subcommittee is comprised of SCAG staff and representatives from each of the six (6) county transportation commissions. The Subcommittee drafts the Regional Program Guidelines, the Regional Program and administers tasks associated with project delivery. The County Transportation Commissions approve the Regional Program as it pertains to each respective county. SCAG's Regional Council approves the Regional Program Guidelines and Regional Program. The California Transportation Commission approves the Regional Program Guidelines and Regional Program.

Fund Estimates for 2019 Regional ATP

The 2019 ATP total funding estimate is $437.5m. Per the 2019 ATP Statewide Guidelines, the MPO share is 40% of the total budget and the SCAG share is 50% of the MPO amount.

 The SCAG region's share of the 2019 ATP is approximately $87.5M, which includes funding in Fiscal Years 2019/20, 2020/21, 2021/22, and 2022/23 to be programmed as follows:

Year (Fiscal)	Funds ($1000s)
FY 19/20	20,310
FY 20/21	20,310
FY 21/22	25,976
FY 22/23	25,976
Total	**92,572**

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2019 Statewide Guidelines to the Regional Program. These requirements include an option for SCAG to provide a Regional Definition of Disadvantaged Communities. As part the 2016 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), SCAG established "environmental justice areas" and "communities of concern" as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. SCAG has submitted these regional definitions of disadvantaged communities to the Commission for approval to complement existing definitions established through SB 535 and the ATP.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs have the option to use different criteria for determining which projects benefit disadvantaged communities. This additional criteria includes Environmental Justice Areas and Communities of Concern. This criteria can be used in addition to the existing SB 535 criteria.

- Environmental Justice Areas: Environmental Justice Areas are reflected in Transportation Analysis Zones that show a higher share of minority population or households in poverty than is seen in the great region as a whole.
- Communities of Concern: Communities of Concern are Census Designated Places or city of Los Angeles Community Planning Ares that fall in the upper third for their concentration of minority population households in poverty. This designation is significant in severity due to the degree of poverty.

Project Selection Process

SCAG intends to award funding to projects in two program categories. These categories include: Implementation projects, and Planning & Capacity Building projects.

Implementation Projects Category

Implementation projects include infrastructure, non-Infrastructure, infrastructure projects with non-infrastructure components, and plans as defined by the Statewide Guidelines and included in the Background (above).   No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2019 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets.

Implementation Projects Category: Funding Targets

County	Pop %	Funding Amount
Imperial	1%	$841
Los Angeles	54%	$47,503
Orange	17%	$14,770
Riverside	12%	$10,937
San Bernardino	11%	$9,920
Ventura	5%	$3,973
Total	**100%**	**$87,943**

In this category, and consistent with previous ATP cycles, SCAG will select Implementation projects utilizing the CTC statewide applications, scoring and ranking process and decline its option to issue a supplemental call for proposals for these projects. Therefore, an evaluation committee will not be required at the county or regional level within the SCAG region to separately score Implementation projects. SCAG will only fund Implementation projects submitted through the statewide application process.

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county and SCAG.
- The county transportation commissions shall review the Implementation project applications and determine which projects are "consistent with plans adopted by local and regional governments within the county" per the requirements of SB 99. When projects are determined to be consistent, the county shall authorize up to twenty (20) points to consistent projects.

- If a county transportation commission assigns additional points (up to 20, as noted above) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.
- The Board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the preliminary ranking of regional projects by December 31, 2018.
- SCAG shall establish a preliminary regional Implementation projects list based on the county's submissions that programs no less than 95% of the total regional funds and rely on population-based funding targets to achieve geographic equity.
- The county may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the contingency list shall be included in the program reflecting the project score as detailed in the Fund Balance and Contingency List section below.

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of non-infrastructure projects and plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% ($4.4M) of the total regional funds be allocated in this category with a maximum of 2% ($1.7 M) being dedicated to Planning projects.

As in previous cycles, the pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP Call for Projects using the state's planning application, as well as, planning and non-infrastructure projects submitted through the supplemental call for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainable Communities Program (SCP) program and aims to better align planning and capacity building resources with regional planning priorities and opportunities. The SCP call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP, as well as other regional funds programmed by SCAG.

Planning Applications Submitted Through the Statewide Call for Projects

- SCAG is required to consider funding proposals that are submitted, but unsuccessful in securing funds, through the statewide call for proposals.
- Within the Planning & Capacity Building projects category, SCAG will consider funding all unsuccessful planning and non-infrastructure applications submitted at the statewide level.
- The planning and non-infrastructure applications will not be re-scored by SCAG. The initial score provided by the CTC shall be used in ranking the project against projects submitted through the supplemental call for projects.
- Planning project awards will be capped at $250,000. If the funding request exceeds $250,000, the project applicant will be required to provide matching funds to fully fund the project.
- Non-infrastructure projects awards will be capped at $500k. If the funding request exceeds the $500k cap, the project applicant will be required to provide matching funds to fully fund the project or the project balance could be awarded through the Implementation Projects Category.

Alternatively, the county transportation commission may fully fund the project as part of the Implementation Projects Category, if the project merits award through the process outlined above.

Supplemental (Sustainable Communities Program) Call for Projects

- SCAG will develop SCP Guidelines, consistent with the parameters established by the Regional Guidelines, as described below.
- The SCP Guidelines will include the same match requirement and definition of DAC as used by the CTC in the statewide planning selection process.
- All Planning projects funded by ATP shall satisfy the CTC's requirements for the use of planning funds, including DAC requirements.
- To increase the reach and impact of the Regional Program, SCAG will cap funding requests to $500,000 for all non-infrastructure applications and $250,000 for planning funds.
- The Scoring Criteria and associated points available for all project and application types will be as follows:
    - Mobility Benefit—Potential to increase walking/biking (0-35 points)
    - Safety Benefit—Potential to reduce the number and risk of pedestrian and bicycle fatalities and injury (0-25 points)
    - Public Health (0-10 points)
    - Disadvantaged Communities (0-10 points)
    - Public Participation (0-10 points)
    - Cost Effectiveness (0-5 points)
    - Leverage (0-5 points)
- In consultation with the counties and a multi-disciplinary working group, SCAG will develop applications for planning and non-infrastructure project types. Each application will be closely aligned with and aim to focus resources on the implementation of regional active transportation programs and strategies.

To establish a preliminary Planning & Capacity Building project list, applications from the supplemental call for projects and statewide call for projects will be ranked by county and prioritized by score. Funds will then be recommended to projects in consideration of the following principles:

- The total funding recommended in this category will not exceed 5% of the total Regional Program. Planning projects funding shall not exceed 2% of the total Regional Program.
- Geographic equity, informed by population-based funding targets, shall be pursued and assessed programmatically across all funding sources programmed through the Active Transportation component of the SCP.

Recommended Regional Program

SCAG shall create a draft Regional Program that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program to ensure it meets the DAC requirements by allocating at least 25% to projects benefiting DAC (as defined by the Statewide Guidelines).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- The lowest scoring project in the region may be replaced with the highest scoring DAC within the same County. If the county has no other eligible DAC projects, the lowest scoring project shall be replaced with the highest scoring DAC project(s) from the region.
- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the DAC requirements for the Regional Program are met.

For ease of administration, SCAG may, with the project sponsor's permission, consolidate one or more of the projects on the Planning & Capacity project list into a Regional Planning & Capacity Building project to be administered by SCAG on behalf of the sponsoring agencies. If sponsoring agencies choose to be part of the consolidated project, a five percent (5%) fee for service will be included as a task in the project. In order to provide the data contained in the Caltrans applications, SCAG will transfer the relative data fields to Caltrans for incorporation into ATP data set.

The final recommended Regional Program will be reviewed by the county transportation commission staff, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to the Chief Executive Officers (CEO) of the county transportation commissions and Boards, SCAG's Regional Council and CTC for approval.

With consensus from the County Transportation Commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2019 ATP are State Fiscal Years 2019/20 to 2022/23. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:
- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding in fiscal years 2019/20 and 2020/21 will be state funding only. Funding in fiscal years 2021/22 and 2022/23 will include both state and federal funding.

- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.
- State funds will be programmed to address the following regional objectives, listed in order of priority:
  - Satisfy match requirements for federally funded projects. Projects that provide some but not all of the 11.47% match may need assistance in satisfying the match. State funding is eligible to bridge the gap in any match funding deficit. State funding shall not exceed 11.47% of total project funding;
  - Reduce administrative burden for Planning and Non-infrastructure projects and projects requesting less than $1M; and
  - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

- County transportation commissions will be responsible for recommending partial awards for Implementation projects.
- SCAG and the county transportation commissions will only consider partial awards if the project sponsor meets one of the following requirements:
  - The applicant provides funds through additional sources to fully fund the project;
  - The applicant demonstrates the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan (RTP).
  - The applicant downsizes the project scope in a manner such that the "new" project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission's request. The request shall include:
    - An explanation of the proposed scope change;
    - The reason for the proposed scope change;
    - The impact which the proposed scope change would have on the overall cost of the project;
    - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
    - An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
    - An explanation of the methodology used to develop the aforementioned estimates.

  o   For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the RTP.

  ▪   Uncommitted funds may only be from ATP or the Local Partnership Program (formulaic or competitive). The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments for that phase must be secured prior to July 1 of the fiscal year in which the project is programmed or the project will be removed from the program.

- If funding is made available (i.e. due to an ineligible project determination), the available funding will be prioritized for a threshold project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus shall be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

Fund Balance & Contingency List

Any funds that are not assigned by SCAG to projects in the Regional Program will be returned to the state and incorporated into the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional Program to the CTC will identify projects that program 100% of the region's share of ATP funds. If a balance exists after each county has exhausted to the greatest extent possible its funding target and SCAG has exhausted to the greatest extent possible the Planning & Capacity Building funds, SCAG in consultation with the counties, will recommend the fund balance be awarded to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.

- If the final project on a county's list exceeds the county's ATP funding target, the county may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient and infeasible, the county may recommend fully or partially funding to the subsequent highest scoring projects on the county's list.

- The recommended Regional Program will include a contingency list of Implementation and Planning and Capacity Building projects that will be in place until the next cycle of ATP funding. Implementation projects will be ranked in priority order based on the county transportation commission's evaluation scoring. Planning & Capacity Building projects will be ranked in priority order based on the project's statewide evaluation score. Projects may be included in both rankings depending on project type. SCAG intends to fund projects on the contingency list should there be any project failures or savings in the Regional Program. When a

contingency project is advanced for funding due to project failure from the Implementation list of projects, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county from the Implementation list. When a contingency project is advanced for funding due to project failure from the Planning and Capacity Building list of projects, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county from the Planning and Capacity Building list. In recommending replacement projects, SCAG and the county transportation commission may consider both project ranking and project readiness. If contingency projects are not amended into the program, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.

- SCAG and/or the county transportation commissions are encouraged to pursue one or more of the following project management strategies:
  - o Review the initial work schedule to determine timeline feasibility and propose revisions where necessary.

Program Amendments

The Regional Guidelines allow SCAG to amend the Regional Program to remove and advance projects. An annual report will be provided to the Regional Council on program amendments. Amendments to the Regional Program may occur under the following conditions and in the following manner:

- If project design, right-of-way or construction are programmed before the implementing agency completes the environmental process, and following completion of the environmental process updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.

- If the project is a Planning & Capacity Building Project and funds have not been allocated by May 1st of the year the funds are programmed, or the project sponsor has requested that the project be removed from the Regional Program, then SCAG may recommend deletion of the project and fund a project on the contingency list, considering project ranking, readiness and the county from which the deleted project originated.

- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the counties to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.

- In order to ensure the timely use of all program funds, the CTC will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first-served basis. SCAG will recommend approval of an advancement request if the project is:

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> o A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or
>
> o An Implementation project, and the county transportation commission recommends advancement of the project.

FTIP Amendments

All projects funded by the 2019 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming all Implementation projects into the FTIP.
  - o Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
  - o Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93 (See www.dot.ca.gov/hq/transprog/federal/fedfiles/ res_publications/grouped_pjt_listings.pdf)
- SCAG shall be responsible for programming Planning and Non-Infrastructure projects into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2019 ATP projects, regardless of programming year, in the 2019 FTIP amendment cycle.

Allocation

The Regional Guidelines require allocation requests for a project in the Regional Program to include a recommendation from SCAG. SCAG shall defer this responsibility to the county transportation commissions for all Implementation projects and provide a concurrence letter to the county which notes that the project allocation request is consistent with the project as programmed in the FTIP or is being processed into the FTIP through an amendment or modification that is underway.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the CTC's website, http://www.catc.ca.gov/programs/atp/.

Project Delivery

Per the Statewide Guidelines, ATP allocations must be requested in the fiscal year of project programming and are valid for award for six (6) months from the date of allocation, unless the CTC approves an extension. The Commission may extend the deadline only once for each allocation phase and only if it finds that unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The CTC and Caltrans require that the extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months.

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If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Refer to the ATP Statewide Guidelines for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include a recommendation by SCAG. Extension requests will be approved by SCAG under the following conditions:

- If the project is an Implementation project, the county transportation commission has recommended that the project be extended.
- If the project is a Planning project, SCAG staff has reviewed the project status and determined that:
  - The project sponsor has made a good faith effort to meet programming deadlines and that there is a high likelihood that a project extension will result in project allocation; and/or
  - The justification for the extension indicates a reason that was unforeseen by the project sponsor and beyond the control of the project sponsor.

Caltrans will track the delivery of ATP projects and submit to the CTC a semiannual report showing the delivery of each project phase. SCAG will analyze these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope change to SCAG and the responsible County Transportation Commission for review and approval. The request for scope change shall include:

- An explanation of the proposed scope change;
- The reason for the proposed scope change. If the request incorporates a change that alters original designs, the project sponsor shall provide the steps taken to retain the initial design and the extenuating circumstances that necessitate the design change. Extenuating circumstances are defined as those which make the project undeliverable due to costs and/or safety issues;
- The impact the proposed scope change would have on the overall cost of the project;
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
- An explanation of the methodology used to develop the aforementioned estimates.

Project Reporting

As a condition of the project allocation, the CTC will require the implementing agency to submit semi-annual reports (unless the agency is subject to the Baseline Agreement requirement outlined in the 2019

ATP Statewide Guidelines) on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project selected in the SCAG Regional Program must also submit copies of its semi-annual reports and s final delivery report to the county and SCAG. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. Project reporting forms can be found at http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapgforms.htm.

Schedule

Action	Date
CTC adopts ATP Guidelines	May 16, 2018
Call for projects	May 16, 2018
RC Approves ATP Regional Program Guidelines	July 5, 2018
Project applications to Caltrans (postmark date)	July 31, 2018
Commission approves or rejects MPO Guidelines	August 15, 2018
County 20 point score submitted to SCAG	December 31, 2018
Staff recommendation for statewide and small urban and rural portions of the program	December 31, 2018
Commission adopts statewide and small urban and rural portions of the program	January 2019
Counties submit recommended project lists to SCAG	February 1, 2019
Project PPRs Due to SCAG	February 1, 2019
SCAG Draft Regional Program	February 15, 2018
Deadline for MPO DRAFT project programming recommendations to the Commission	February 15, 2019
CEOs Approval	March 15, 2019
RC Adopts SCAG Regional Program Approval	April 4, 2019
Deadline for MPO FINAL project programming recommendations to the Commission	April 30, 2019
Commission adopts MPO selected projects	June 2019

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score	Final Regional Score	State Funding
SCAG	11-Imperial County-2	Imperial	Heffernan Avenue from 14th Street to 10th Street	$727	$642	87	44	511		8	79	44	511		Infrastructure - S	X	X	71	91	$642
SCAG	7-Huntington Park-1	Los Angeles	Huntington Park Bicycle and Pedestrian Safety and Connectivity Project	$4,650	$4,117	58		288	3,771	58	288		3,771		Infrastructure - M	X		89	99	$4,117
SCAG	7-LA Bureau of Street Services (Engineering Division)-8	Los Angeles	Broadway-Manchester Active Transportation Equity Project	$46,600	$24,821	4,000		1,200	19,621	4,000	1,200		19,621		Infrastructure - L	X	X	89	99	$0
SCAG	7-Los Angeles Department of Public Works (Bureau of Engineering)-7	Los Angeles	LA River Greenway, West San Fernando Valley Gap Closure	$51,822	$18,793	900		17,893			400	500	17,893		Infrastructure - L	X		89	99	$18,793
SCAG	12-Costa Mesa-1	Orange	Merrimac Way Multipurpose Street, Sidewalk and Bicycle Facility Project	$1,300	$1,105	1,105							1,105		Infrastructure - S	X	X	87	107	$1,105
SCAG	12-Santa Ana-10	Orange	McFadden Avenue Protected Bike Lane and Bicycle Boulevard Project	$6,999	$6,999	1,124	5,875			102	1,022		5,875		Infrastructure - M	X		81	101	$0
SCAG	12-Santa Ana-14	Orange	Standard Avenue Protected Bike Lane and Protected Intersection Project	$6,666	$6,666	1,222	5,444			122	1,100		5,444		Infrastructure - M	X		80.5	99.5	$0
SCAG	8-City of Palm Desert-1	Riverside	San Pablo Avenue Improvements from Fred Waring to Magnesia Falls	$4,503	$3,222	3,222							3,222		Infrastructure - M	X	X	86	106	$3,222
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-2	Riverside	Riverside County SRTS, Corona	$580	$325		325						325		Non-Infrastructure	X	X	86	86	$325
SCAG	8-Riverside County Transportation Department-2	Riverside	El Toro Road-Dexter Avenue SRTS Sidewalk Project	$2,311	$2,311	$50	$410		1,851	50	330	80	1,763	88	Infrastructure + NI - M	X	X	77	87	$2,311
SCAG	8-Lake Elsinore-3	Riverside	Murrieta Creek Multi-Use Trail - Palomar Trail to Lake Trail	$5,079	$5,079	$365	$350	460	3,904	365	350	460	3,904		Infrastructure - M			76	86	$5,079
SCAG	8-Fontana-2	San Bernardino	Fontana SRTS Gap Closure	$1,477	$1,477	223	1,254			12	124	87	1,254		Infrastructure - S	X	X	88	108	$1,477
SCAG	8-Rialto-3	San Bernardino	Terra Vista Drive Neighborhood SRTS Infrastructure Implementation	$663	$663	20	60	583		20	60		583		Infrastructure - S	X	X	87	107	$663
SCAG	8-Twentynine Palms-1	San Bernardino	Twentynine Palms SRTS Infrastructure Implementation Grant	$1,467	$1,467	153	51	1,263		153	51		1,263		Infrastructure - S	X	X	87	107	$0
SCAG	8-Rialto-1	San Bernardino	Safe Routes for Active Play, Work, and Live Rialto!	$549	$549	549								549	Non-Infrastructure	X	X	86	106	$549
SCAG	8-Ontario-1	San Bernardino	Pedestrian Improvements around Haynes, Vista Grande and Oaks Schools	$6,998	$5,764	841	4,923					841	4,767	156	Infrastructure + NI - M	X	X	84	104	$5,764
SCAG	7-Ventura-1	Ventura	Active Transportation Mobility Plan	$950	$950	950								950	Plan	X	X	68	88	$950
SCAG	7-Oxnard-2	Ventura	Oxnard Boulevard Bikeway Gap Closure	$860	$860	98	762				98		762		Infrastructure - S	X	X	63	83	$860
SCAG	7-Ventura County-1	Ventura	Potrero Road Bike Lane Improvements – Phase 2	$1,515	$1,265	1,265							1,265		Infrastructure - S			68	78	$1,265
SCAG	7-Thousand Oaks-1	Ventura	Los Feliz Sidewalk Phase 2	$1,495	$898		898						898		Infrastructure - S	X	X	56	76	$898
SCAG	7-LA County Department of Public Works-3	Los Angeles	East LA Active Transportation Education and Encouragement Program	$747	$500	$500								$500	Non-Infrastructure	X		84	89	$500
SCAG	12-Orange County Transportation Authority-2	Orange	Safe Travels Education Program (STEP) Campaign	$500	$500	$500								$500	Non-Infrastructure	X	X	74	94	$500
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-3	Riverside	Riverside County SRTS Program, Desert Hot Springs	$610	$500		$500							$500	Non-Infrastructure	X	X	87	87	$500
SCAG	8-San Bernardino Association of Government-2	San Bernardino	San Bernardino County SRTS Program	$1,053	$500	$500								$500	Non-Infrastructure	X	X	83	103	$500
SCAG	SCAG	Various	SCAG 2019 Local Demonstration Initiative	$2,599	$2,599	$2,599								$2,599	Non-Infrastructure	X		N/A	N/A	$2,599
				$152,720	$92,572	$20,331	$20,896	$22,198	$29,147	$4,890	$5,102	$2,012	$73,901	$6,667						$52,619

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
NI: Non-Infrastructure
PA&ED: Environmental Phase
Plan: Active Transportation Plan
PS&E: Plans, Specifications & Estimate Phase

RW: Right-of-Way Phase
SRTS: Safe Routes to School
S: Small
M: Medium
L: Large

Attachment: 2019 SCAG Regional Active Transportation Program and Contingency List (2019 SCAG

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score	MPO Score
			Imperial County																
SCAG	11-City of Calipatria-1	Imperial	City of Calipatria Non-Motorized Community Safety Project	$4,563	$4,517	300	5	4,212			300	5	4,183	29	Infrastructure + NI - M	x	x	75	85
SCAG	11-Imperial County-1	Imperial	West Side of Heber Avenue from 10th Street to Fawcett	$1,045	$923	105	40	778		13	92	40	778		Infrastructure - S	x	x	53	63
SCAG	11-Calexico-1	Imperial	Calexico New River Parkway Project	$2,589	$2,489	360	2,129				40	320	2,129		Infrastructure - M	x		40	50
SCAG	11-Imperial County-4	Imperial	Orchard Road Bike Lane from I-8 to Holtville City Limits	$1,944	$1,719	131		1,588		8	123		1,588		Infrastructure - M	x		37	47
			Los Angeles County																
SCAG	7-LA Bureau of Street Services-3	Los Angeles	Rock The Boulevard: Transforming Eagle Rock with Walkable Bikeable Streets	$16,352	$13,080	1,600		200	11,280	1,600	200		11,280		Infrastructure - L	x		88	98
SCAG	7-LA Department of Transportation-12	Los Angeles	Berendo Middle and Neighborhood Elementary Schools Safety Improvements Project	$21,000	$16,800	1,224	1,623	856	13,097	1,224	1,623	856	13,097		Infrastructure - L	x	x	88	98
SCAG	7-Long Beach-3	Los Angeles	Pine Avenue Bicycle Boulevard	$3,493	$3,143	106	75		2,962	106	75		2,962		Infrastructure - M	x		88	98
SCAG	7-LA Department of Transportation-16	Los Angeles	Lockwood Avenue Elementary School Neighborhood Safety Improvements Project	$6,500	$5,200	660	220	271	4,049	660	220	271	4,049		Infrastructure - M	x	x	87	97
SCAG	7-Los Angeles-2	Los Angeles	Blue Line FLM ATP: 103rd/WATTS, Willowbrook/Rosa Parks Station	$31,259	$25,007	2,550	1,373	3,036	18,048	2,550	1,373	3,036	18,048		Infrastructure - L	x		87	97
SCAG	7-LA County Department of Public Works-9	Los Angeles	Blue Line First/Last Mile Improvements: Firestone and Florence Stations	$6,121	$4,866	605		259	4,002	605	259		4,002		Infrastructure - M	x		87	97
SCAG	7-Paramount-1	Los Angeles	West Santa Ana Branch Bikeway Phase 3	$4,800	$4,300	496			3,804		496		3,804		Infrastructure - M	x		86	96
SCAG	7-LA Department of Transportation-19	Los Angeles	Vision Zero/SRTS Safety Education & Active Transportation Encouragement Program	$3,881	$3,770	3,770								3,770	Non-Infrastructure	x	x	85	95
SCAG	7-LA County Department of Public Works-8	Los Angeles	Slauson, Willowbrook/Rosa Parks, Del Amo Blue Line Station Area Improvements	$11,778	$9,361	963	413	1,419	6,566	963	413	1,419	6,566		Infrastructure - L	x		85	95
SCAG	7-Culver City-1	Los Angeles	Downtown to Expo Class 4 Bikeway	$10,242	$8,152		8,152						8,152		Infrastructure - L	x		87	94
SCAG	7-Long Beach-1	Los Angeles	11th Street Bicycle Boulevard	$5,575	$4,997	160	62		4,775	160	62		4,775		Infrastructure - M	x		83	93
SCAG	7-LA Department of Transportation-15	Los Angeles	Grant Elementary School Neighborhood Safety Improvements Project	$3,250	$2,600	338	113	74	2,075	338	113	74	2,075		Infrastructure - M	x	x	80	90
SCAG	7-Long Beach-6	Los Angeles	Blue Line First/Last Mile ATP: Anaheim and Wardlow Stations	$12,511	$12,511	440	1,760		10,311	440	1,760		10,311		Infrastructure - L	x		80	90
SCAG	7-LA County Metropolitan Transportation Authority-2	Los Angeles	Metro Orange Line Elevated Bikeway Project at Van Nuys/ Sepulveda	$20,074	$5,000	5,000							5,000		Infrastructure - L	x		79	89
SCAG	7-LA County Department of Public Works-5	Los Angeles	San Gabriel River Bicycle Trail at Whittier Boulevard Tunnel	$4,000	$4,000	200	525		3,275	200	525		3,275		Infrastructure - M	x		83	88
SCAG	7-South Gate-1	Los Angeles	South Gate Regional Bikeway Connectivity Project	$6,940	$5,552				5,552				5,552		Infrastructure - M	x		78	88
SCAG	7-LA County Department of Public Works-1	Los Angeles	San Gabriel Valley Four Corners Bike Path Gap Closures	$18,830	$15,030		15,030						15,030		Infrastructure - L	x		82	87
SCAG	7-Avalon-1	Los Angeles	Tremont Five Corners School Safety Roundabouts (aka Comprehensive Pedestrian Project)	$4,043	$1,731	1,731							1,731		Infrastructure - M	x	x	86	86
SCAG	7-South El Monte-1	Los Angeles	South El Monte SRTS Pedestrian Safety Project	$1,268	$1,268	135	1,133			15	120		1,133		Infrastructure - S	x	x	81	86
SCAG	7-Carson-1	Los Angeles	City of Carson Active Transportation Project	$1,089	$995	995							925	70	Infrastructure + NI - S	x		76	86
SCAG	7-LA County Department of Public Works-12	Los Angeles	Lake Los Angeles Pedestrian Plan Implementation (Phase 1)	$6,800	$5,406		1,234	4,172			584	650	4,172		Infrastructure - M	x		82	85
SCAG	7-Pico Rivera-1	Los Angeles	Rivera Elementary & Rivera Middle Schools SRTS Bicycle/Pedestrian Access Improvements	$2,675	$2,383				2,383				2,383		Infrastructure - M	x	x	80	85
SCAG	7-LA County Department of Public Works-2	Los Angeles	Whittier Narrows Rio Hondo Bike Path Connectivity Improvements	$2,234	$2,234	115		330	1,789	115	280	50	1,789		Infrastructure - M	x		80	85
SCAG	7-Los Angeles-5	Los Angeles	Expo Bike Path Northvale Gap Closure	$34,752	$29,231	17,987		11,244				17,987	11,244		Infrastructure - L	x		77	84
SCAG	7-Burbank-1	Los Angeles	Los Angeles River Bridge	$2,222	$1,833	102	246		1,485	102	151	95	1,485		Infrastructure - M	x		74	84
SCAG	7-LA Department of Transportation-9	Los Angeles	Los Angeles Safe Routes to Parks	$1,500	$1,500	1,500								1,500	Plan	x		82	82
SCAG	7-La Puente-1	Los Angeles	Valley Boulevard Pedestrian Improvements	$3,721	$2,234		2,234						2,234		Infrastructure - M	x		79	82
SCAG	7-Pomona-1	Los Angeles	San Jose Creek Bike Path	$9,409	$9,409	718	718		7,973	718	718	7,973			Infrastructure - L	x		78	81
SCAG	7-LA Department of Public Works (Bureau of Engineering)-4	Los Angeles	Envision Eastern: El Sereno Pedestrian Safety Project	$16,388	$12,652	1,176	634	440	10,402	1,176	634	440	10,402		Infrastructure - L	x			80
SCAG	7-LA County Department of Public Works-11	Los Angeles	Eaton Wash Bike Path - Huntington Drive to Longden Avenue	$3,569	$3,549	500		401	2,648	500	50	351	2,648		Infrastructure - M	x		77	79
SCAG	7-LA County Department of Public Works-13	Los Angeles	San Gabriel River Bike Path Extension, Azusa	$1,499	$1,499	100		189	1,210	100	154	35	1,210		Infrastructure - S	x		76	78
SCAG	7-Palmdale-1	Los Angeles	Palmdale Avenue S Safe Crossings to School Project	$956	$841	88	753				44	44	753		Infrastructure - S	x	x	73	78
SCAG	7-Commerce-1	Los Angeles	City of Commerce Veterans Park Neighborhood Sidewalk Walkability Connectivity Project	$3,621	$1,619	149		1,470			149		1,470		Infrastructure - M	x		73	78
SCAG	7-LA Bureau of Street Services (Engineering Division)-2	Los Angeles	Watts Central Avenue Streetscape, Phase 2	$3,369	$3,369	63		533	2,773	63	533		2,773		Infrastructure - M	x		68	78
SCAG	7-Monrovia-1	Los Angeles	Monrovia Active Community Link	$13,125	$12,125			12,125					12,125		Infrastructure - L	x		66	76
SCAG	7-Los Angeles-1	Los Angeles	Blue Line First/Last Mile: Washington, Vernon, & Slauson Station Areas	$32,176	$25,741	2,635	1,419	3,036	18,651	2,635	1,419	3,036	18,651		Infrastructure - L	x		66	76
SCAG	7-LA County Department of Public Works-4	Los Angeles	Acton SRTS Project	$1,080	$783	84	31	140	528	84	31	140	528		Infrastructure - S		x	75	75
SCAG	7-Long Beach-4	Los Angeles	Walnut Avenue Bicycle Boulevard	$4,515	$4,063	162	195		3,706	162	195		3,706		Infrastructure - M	x		70	75
SCAG	7-LA County Department of Public Works-10	Los Angeles	Dominguez Channel Greenway Extension	$4,013	$3,390	338	177	2,875			338	177	2,875		Infrastructure - M	x		65	75
SCAG	7-LA County Department of Public Health-2	Los Angeles	East Los Angeles Safe Routes for Seniors	$445	$399	399								399	Non-Infrastructure	x		65	75
SCAG	7-La Canada Flintridge-1	Los Angeles	Foothill Boulevard Link Bikeway and Pedestrian Greenbelt Project	$3,807	$1,006	1,006							1,006		Infrastructure - M			74	74
SCAG	7-LA Department of Transportation-17	Los Angeles	SRTS Plans: Next 50 School Campuses with Most Need	$2,350	$2,350	2,350								2,350	Plan	x	x	72	72
SCAG	7-Commerce-2	Los Angeles	City of Commerce Rosewood Neighborhood Active Transportation Connectivity Project	$2,323	$1,700	1,700							1,700		Infrastructure - M	x	x	62	72

Program	Project ID	County	Project Description	Total	ATP Req									NI	Type	A	B	Score 1	Score 2
SCAG	7-LA Bureau of Street Services (Engineering Division)-18	Los Angeles	Valley Glen Community Pedestrian Improvements to Orange Line Project	$2,363	$1,823			1,823					1,823		Infrastructure - M	X	X	68	71
SCAG	7-Maywood-1	Los Angeles	Slauson Avenue Pedestrian Safety Project	$2,440	$2,148			2,098	50				2,098	50	Infrastructure + NI - M	X		60	70
SCAG	7-Lomita-2	Los Angeles	Intersection Improvement at Walnut Street, 253rd Street and Ebony Lane	$745	$654	29	57	568		29	57		568		Infrastructure - S	X	X	58	68
SCAG	7-Lomita-1	Los Angeles	Lomita Corridor Pedestrian Safety Improvement Program (LCPSIP)	$998	$998	18	73	907		18	73		907		Infrastructure - S	X	X	64	67
SCAG	7-El Monte-1	Los Angeles	Active Streets El Monte	$6,809	$6,809	120	900	5,789		120	550		5,789	350	Infrastructure + NI - M	X		56	66
SCAG	7-Santa Clarita-1	Los Angeles	Newhall Metrolink Station Pedestrian and Bicycle Access Improvements	$499	$456			456					456		Infrastructure - S	X		56	66
SCAG	7-Long Beach-5	Los Angeles	San Gabriel River Bike Trail Bridge Rehabilitation	$3,840	$3,456	100	191		3,165	100	191	50	3,115		Infrastructure - M	X		63.5	65
SCAG	7-LA County Department of Public Works-7	Los Angeles	Westmont/West Athens Community Pedestrian Plan Implementation (Phase 1)	$6,682	$5,312	568	378	4,366		568	378		4,366		Infrastructure - M	X		60	65
SCAG	7-LA County Department of Public Works-6	Los Angeles	Vincent & Citrus Communities SRTS	$6,900	$5,773	502	678		4,593	502	385	293	4,593		Infrastructure - M	X	X	61	64
SCAG	7-San Fernando-1	Los Angeles	San Fernando Pedestrian Mobility Project	$1,488	$1,488	200	1,288			30	170		1,288		Infrastructure - S	X		53	63
SCAG	7-Lynwood-1	Los Angeles	Mid City Pedestrian and Bicycle Safety	$6,950	$6,250	400		5,850		100	300		5,850		Infrastructure - M	X		53	63
SCAG	7-Pasadena-1	Los Angeles	Mobility & Safety Enhancements for Pedestrians & Vehicles at Various Locations	$3,895	$3,895	259	3,636				259		3,636		Infrastructure - M			61.5	61.5
SCAG	7-Downey-1	Los Angeles	South Downey Active Transportation Enhancements	$998	$998	140	858				38		858	102	Infrastructure + NI - S	X	X	58	61
SCAG	7-Rosemead-1	Los Angeles	Installation of Rectangular Rapid Flashing Beacons by Emerson Elementary School	$340	$340	340				5	30		305		Infrastructure - S	X	X	51	61
SCAG	7-Artesia-1	Los Angeles	Pioneer Boulevard Pedestrian and Bicycle Improvements	$2,003	$1,701	1,701							1,701		Infrastructure - M	X		51	61
SCAG	7-West Covina-1	Los Angeles	West Covina SRTS Project	$920	$920	205	715			35	120	50	715		Infrastructure - S	X	X	53	58
SCAG	7-Rosemead-2	Los Angeles	HAWK system installation at Rosemead High School	$390	$390	390				5	30		355		Infrastructure - S	X	X	48	58
SCAG	7-South Pasadena-1	Los Angeles	City of South Pasadena Citywide Active Transportation Plan	$250	$230	230								230	Plan	X	X	55	55
SCAG	7-Lancaster-1	Los Angeles	Trail Expansion at Prime Desert Woodland Preserve	$3,245	$2,817	120	226	2,471		120	226		2,471		Infrastructure - M	X	X	52	55
SCAG	7-Diamond Bar-1	Los Angeles	Golden Springs Drive Mobility Improvements Project	$4,269	$1,908	9		121	1,778	9	121		1,778		Infrastructure - M	X		49	51
SCAG	7-Palmdale-2	Los Angeles	Palmdale Avenue R-8 Safe Crossings to School Project	$5,555	$4,888	858		4,030		176	220	462	4,030		Infrastructure - M	X	X	48	51
SCAG	7-Manhattan Beach-1	Los Angeles	Rowell Avenue SRTS Connectivity Improvement Project	$1,216	$1,216	100	150	966		100	100	50	966		Infrastructure - S		X	40	43
SCAG	7-Downey-2	Los Angeles	Downey Citywide Bicycle Master Plan Implementation (BMP) - Phase 1	$2,866	$573	573					51		522		Infrastructure - M	X		29	39
SCAG	7-Cerritos-1	Los Angeles	Improvements to Various Cerritos Arterial Pedestrian Crossings Serving Local Schools	$1,887	$1,887	1,887				25	150		1,712		Infrastructure - M		X	7	10
Orange County																			
SCAG	12-Santa Ana-6	Orange	Muir Fundamental SRTS	$8,788	$8,788	1,411	7,377			128	1,283		7,377		Infrastructure - L	X	X	86	101
SCAG	12-Santa Ana-7	Orange	Jefferson Elementary SRTS	$4,444	$4,444	714	3,730			65	649		3,730		Infrastructure - M	X	X	85	85
SCAG	12-La Habra-1	Orange	Cities of La Habra and Brea, County Bikeway Loop Connection	$40,180	$28,642	4,378	24,264				251	4,127	24,264		Infrastructure - L	X	X	75	95
SCAG	12-Orange County-4	Orange	OC Loop Coyote Creek Bikeway (Segment O)	$5,580	$3,824		3,824						3,824		Infrastructure - M	X		74	94
SCAG	12-Santa Ana-2	Orange	Carr Intermediate and Godinez High SRTS	$1,849	$1,849	297	1,552			27	270		1,552		Infrastructure - M	X	X	82	102
SCAG	12-Santa Ana-5	Orange	Monroe Elementary and Edison Elementary SRTS	$6,475	$6,475	1,040	5,435			95	945		5,435		Infrastructure - M	X	X	82	102
SCAG	12-Anaheim-1	Orange	Nohl Ranch Open Space Trail	$5,173	$4,356	675		3,681			289	386	3,651	30	Infrastructure + NI - M		X	78	98
SCAG	12-Santa Ana-15	Orange	Central Santa Ana Complete Streets Project	$36,923	$36,923	5,920	31,003			538	5,382		31,003		Infrastructure - L	X		74	91
SCAG	12-Santa Ana-13	Orange	St. Andrews Place Bicycle Boulevard Project	$2,072	$2,072	333	1,739			30	303		1,739		Infrastructure - M	X		83	100
SCAG	12-Santa Ana-3	Orange	Santa Ana High School, Heninger Elementary and ALA SRTS	$6,887	$6,887	1,106	5,781			101	1,005		5,781		Infrastructure - M	X	X	80	100
SCAG	12-Westminster-1	Orange	Westminster Citywide SRTS Master Plan	$232	$232	232								232	Plan	X	X	72	92
SCAG	12-Costa Mesa-3	Orange	Adams Avenue Multipurpose Trail	$3,323	$2,998	2,998							2,998		Infrastructure - M	X	X	70	82
SCAG	12-Santa Ana-9	Orange	Bishop Street Bicycle Boulevard Project	$4,824	$4,824	774	4,050			70	704		4,050		Infrastructure - M	X		80	100
SCAG	12-Santa Ana-11	Orange	Orange Avenue Bike Lane and Bicycle Boulevard Project	$5,774	$5,774	927	4,847			84	843		4,847		Infrastructure - M	X		79	99
SCAG	12-Caltrans-12	Orange	SR 22 & Brookhurst Street Active Transportation Improvements	$1,500	$1,500	80	220	1,200		80	185	35	1,200		Infrastructure - S	X	X	87	107
SCAG	12-Orange County-1	Orange	Metrolink Undercrossing, San Juan Creek Channel Biking and Riding Trail	$1,726	$1,500	1,500							1,500		Infrastructure - M	X		65	82
SCAG	12-Santa Ana-17	Orange	Ross Street Complete Streets	$2,925	$2,925	505	2,420			42	463		2,420		Infrastructure - M	X		76	85
SCAG	12-Santa Ana-8	Orange	5th Street Protected Bike Lane Project	$4,814	$4,814	773	4,041			70	703		4,041		Infrastructure - M	X		66	85
SCAG	12-Fullerton-1	Orange	Bridging the Gap: Bicycle and Pedestrian Facility Enhancements at SR-57	$11,217	$11,217	203		926	10,088	203	892	34	10,088		Infrastructure - L	X		64	73
SCAG	12-Orange County Transportation Authority-1	Orange	PE ROW Active Transportation Link	$32,257	$2,580	2,580				2,580					Infrastructure - L	X		59	78
SCAG	12-Placentia-1	Orange	Old Town Placentia Multi-Modal Infrastructure Project	$5,505	$4,204	115	305	3,784		115	305		3,784		Infrastructure - M	X		60	69
SCAG	12-Orange County-2	Orange	Santa Ana Gardens Channel Bike Trail Extension Project	$3,455	$2,764	379	2,385				379		2,385		Infrastructure - M	X	X	64	73
SCAG	12-Santa Ana-12	Orange	Raitt Street Protected and Buffered Bike Lane Project	$5,013	$5,013	805	4,208			73	732		4,208		Infrastructure - M	X		57	69
SCAG	12-Laguna Hills-2	Orange	La Paz Class 1 Bike & Walking/Hiking Trails Project	$9,926	$9,901	272	655	8,974		272	655		8,974		Infrastructure - L	X	X	53	65
SCAG	12-Orange-1	Orange	Santiago Creek Multipurpose Trail Extension	$9,698	$9,698	250	2,520		6,928	250	750	1,770	6,928		Infrastructure - L	X		47.5	59.5
SCAG	12-Santa Ana-18	Orange	Memory Lane Bikeway	$3,523	$3,523	608	2,915			51	557		2,915		Infrastructure - M	X		55	67
SCAG	12-Costa Mesa-2	Orange	Adams Avenue and Pinecreek Drive Intersection Project	$950	$950	125	825			25	100		825		Infrastructure - S	X	X	42	54
SCAG	12-Irvine-1	Orange	JOST I-5 Bicycle-Pedestrian Bridge	$14,065	$10,938			10,938					10,938		Infrastructure - L	X		42	61
SCAG	12-Stanton-1	Orange	Stanton Rails to Trails Project	$2,555	$2,555	2,555					230	64	2,261		Infrastructure - M	X		42	51
SCAG	12-Seal Beach-1	Orange	Westminster Avenue Pedestrian/Bicycle Gap Closure and Oasis Station	$2,500	$2,250	40	180	2,030		40	180		2,030		Infrastructure - M	X		37	57
SCAG	12-Orange County-3	Orange	La Pata Class 1 Bikeway	$1,308	$1,308	1,308					230		1,078		Infrastructure - S			35	55
SCAG	12-Laguna Hills-1	Orange	La Paz Road Southerly Sidewalk Widening SRTS	$1,006	$909	111	798					111	798		Infrastructure - S	X	X	15	35
Riverside County																			
SCAG	8-Desert Hot Springs-2	Riverside	Desert Hot Springs CV Link Extension Project	$23,904	$22,284			22,284					22,284		Infrastructure - L	X		84	98

2019 Active Transportation Program Implementation Project Contingency List - SCAG Regional Program ($1,000s)

Lead	Project ID	County	Project Name	Total	Request	C1	C2	C3	C4	C5	C6	C7	C8	NI	Type	DAC	X	Score	Final
SCAG	8-Coachella Valley AOG-1	Riverside	Coachella Valley Arts and Music Line	$31,629	$24,989			24,989					24,989		Infrastructure - L	x	x	78	92
SCAG	8-Lake Elsinore-4	Riverside	Machado Street Sidewalk and Bike Lane Safety Improvements	$1,441	$1,441	210	120	1,111		10	200	120	1,111		Infrastructure - S	x		75	86
SCAG	8-Jurupa Valley-1	Riverside	Jurupa Valley Mira Loma Area SRTS Sidewalk Gap Closure	$2,583	$2,324	324		2,000		1	323		2,000		Infrastructure - M	x	x	75	85
SCAG	8-City of Hemet-1	Riverside	Enrich, Grow and Move Hemet: Caltrans Active Transportation Grant	$6,937	$5,514	653		4,861		222	431		4,861		Infrastructure - M	x		75	85
SCAG	8-Perris-1	Riverside	Operation CAPE - Cyclist and Pedestrian Education Program	$594	$559	559								559	Non-Infrastructure	x		84.5	84.5
SCAG	8-Jurupa Valley-2	Riverside	Jurupa Valley Granite Hill Area SRTS Sidewalk Gap Closure	$3,577	$3,211	411			2,800	1	410		2,800		Infrastructure - M	x	x	74	84
SCAG	8-Indio-1	Riverside	Clinton & Miles SRTS Corridor Improvement Project	$5,837	$5,837	175	525	5,137		175	525		5,137		Infrastructure - M	x	x	72	82
SCAG	8-Riverside County Transportation Department-4	Riverside	Theda Street SRTS Sidewalk Project	$1,726	$1,726	30	495		1,201	30	210	285	1,111	90	Infrastructure + NI - M	x	x	70	80
SCAG	8-Wildomar-1	Riverside	Bundy Canyon Active Transportation Corridor	$5,072	$4,007	4,007							4,007		Infrastructure - M			59	79
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-1	Riverside	Riverside County SRTS Program, Moreno Valley	$640	$640			640						640	Non-Infrastructure	x	x	76	76
SCAG	8-Riverside-2	Riverside	City of Riverside HAWK and Traffic Signals	$1,461	$1,242	1,242							1,242		Infrastructure - S	x		53	73
SCAG	8-Riverside County Transportation Department-6	Riverside	Dillon Road Bike Lane Improvement Project	$3,387	$3,387	100	430		2,857	100	350	80	2,832	25	Infrastructure + NI - M	x	x	57.5	67.5
SCAG	8-Riverside County Transportation Department-5	Riverside	Lakeview Avenue SRTS Sidewalk Project	$1,498	$1,498	25	250		1,223	25	200	50	1,148	75	Infrastructure + NI - S	x	x	56	66
SCAG	8-Riverside County Transportation Department-3	Riverside	El Nido Avenue SRTS Sidewalk Project	$1,641	$1,641	30	322		1,289	30	250	72	1,289		Infrastructure - M	x	x	55	65
SCAG	8-Riverside County Transportation Department-1	Riverside	Hemet Area SRTS Sidewalk Project	$1,907	$1,907	25	565		1,317	25	225	340	1,157	160	Infrastructure + NI - M	x	x	53	63
SCAG	8-Riverside-1	Riverside	Ramona Neighborhood and Magnolia Center Neighborhood Pedestrian Improvements	$2,392	$1,894			1,894					1,894		Infrastructure - M	x		48	62
SCAG	8-Lake Elsinore-2	Riverside	East Lakeshore Drive Safety Improvements between Main and Diamond Drive	$3,979	$3,979	85	270	415	3,209	85	270	415	3,209		Infrastructure - M	x		50	60
SCAG	8-Palm Springs-1	Riverside	Safe Sidewalk Gap Closures at Community Hot Spots	$3,178	$2,861	2,861								2,861		Infrastructure - M	x		34	54
SCAG	8-Lake Elsinore-1	Riverside	Lakeshore Drive Sidewalk and Bike Lane Safety Improvements	$6,479	$6,479	160	350	445	5,524	160	350	445	5,524		Infrastructure - M	x		43	53
SCAG	8-Murrieta-1	Riverside	Whitewood Road and Alta Murrieta Drive Sidewalk Program	$955	$850	110	740			20	90		740		Infrastructure - S		x	17	27
SCAG	8-Beaumont-18	Riverside	Rehabilitation of Cherry Avenue Channel Walkway	$785	$785	100	685			10	90		685		Infrastructure - S		x	-1	9
San Bernardino County																			
SCAG	8-Highland-1	San Bernardino	Highland/San Bernardino Bi-City Bikeway/Walkway Connectors	$11,044	$7,740	123	893		6,724	123	613	280	6,724		Infrastructure - L	x	x	84	84
SCAG	8-Adelanto-3	San Bernardino	Adelanto Active Transportation Plan	$198	$198										Plan	x		83	83
SCAG	8-Redlands-1	San Bernardino	Orange Blossom Trail IV	$1,850	$1,850	85	127	650	988	85	127	650	988		Infrastructure - M	x		81	81
SCAG	8-Rialto-2	San Bernardino	Pepper Avenue SRTS Infrastructure Implementation Grant	$6,192	$5,775	601	201		4,973	601	201		4,973		Infrastructure - M	x	x	80.5	80.5
SCAG	8-Fontana-1	San Bernardino	San Sevaine Class 1 Multi-Use Trail	$27,420	$27,420	2,250	3,670	21,500		2,250	2,500	1,170	21,500		Infrastructure + NI - L	x		79	79
SCAG	8-Chino Hills-1	San Bernardino	Los Serranos SRTS Project	$2,292	$1,823	66	1,742	15			66		1,742	15	Infrastructure + NI - M	x		74	74
SCAG	8-San Bernardino County-1	San Bernardino	Muscoy Area SRTS Pedestrian Improvements	$2,000	$1,800	99	468		1,233	99	171	297	1,233		Infrastructure - M	x	x	73	73
SCAG	8-San Bernardino-1	San Bernardino	Marshall Elementary SRTS Project, San Bernardino	$2,100	$1,890	45	1,845			45	270		1,575		Infrastructure - M	x	x	73	73
SCAG	8-Victorville-1	San Bernardino	Safe Routes Through Victorville (SRTV) Bike Network	$2,987	$2,967	114	228		2,625	114	228		2,625		Infrastructure - M	x		69	69
SCAG	8-Apple Valley-1	San Bernardino	Apple Valley SRTS	$1,488	$1,488	1,488							1,488		Infrastructure - S	x	x	69	69
SCAG	8-Grand Terrace-1	San Bernardino	West Barton Road and Mt. Vernon Avenue Active Transportation Improvements	$2,380	$2,380	200	2,180			100	100		2,180		Infrastructure - M	x		61	61
SCAG	8-Rancho Cucamonga-1	San Bernardino	6th Street/Rochester Avenue Cycle Track, Rancho Cucamonga	$6,963	$5,501	468	5,033			43	425		4,889	144	Infrastructure + NI - M	x		59	59
SCAG	8-Grand Terrace-2	San Bernardino	Gage Canal Multi-Use Trail	$2,910	$2,910	250	2,660			150	100		2,660		Infrastructure - M	x		57	57
SCAG	8-Rancho Cucamonga-2	San Bernardino	Healthy RC SRTS Infrastructure Improvement Plan	$350	$335	335								335	Plan	x	x	54	54
Ventura County																			
SCAG	7-Ventura County Public Works Agency-5	Ventura	Pedestrian Improvements and Traffic Calming for SR2S-Phase 1	$6,950	$6,254		250	1,069	4,935	224	845		4,935	250	Infrastructure + NI - M	x	x	81	91
SCAG	7-Thousand Oaks-2	Ventura	Gainsborough Road sidewalk, bikelanes and curb ramp project	$647	$588		588						588		Infrastructure - S		x	50	70
SCAG	7-Ventura County-4	Ventura	Ventura Avenue Pedestrian and Bike Lane Improvements	$870	$870	180	690				180		690		Infrastructure - S			59	69
SCAG	7-Oxnard-1	Ventura	Hemlock Street & Driskill Street SRTS, Oxnard	$1,551	$1,551	275	1,276				275		1,276		Infrastructure - M	x	x	58	68
SCAG	7-Ventura County-3	Ventura	Rose Avenue Bike Lane Improvements	$743	$743	110	633				110		633		Infrastructure - S	x		55	65
SCAG	7-Ventura County-2	Ventura	Rice Road Bike Lane Improvements	$1,294	$1,063	1,063								1,063		Infrastructure - S			44	54
SCAG	7-Camarillo-1	Ventura	Springville Multi-Use Path Improvements, Camarillo	$6,290	$5,970	306	1,790	3,874		306	375	1,415	3,874		Infrastructure - M	x	x	32	52

CON: Construction Phase	RW: Right-of-Way Phase
DAC: Benefit to Disadvantaged Communities	SRTS: Safe Routes to School
NI: Non-Infrastructure	S: Small
PA&ED: Environmental Phase	M: Medium
Plan: Active Transportation Plan	L: Large
PS&E: Plans, Specifications & Estimate Phase	

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
SCAG	7-LA Department of Transportation-19	Los Angeles	Vision Zero/SRTS Safety Education & Active Transportation Encouragement Program	$3,881	$3,770	3,770								3,770	Non-Infrastructure	X	X	85
SCAG	7-LA Department of Transportation-9	Los Angeles	Los Angeles Safe Routes to Parks	$1,500	$1,500	1,500								1,500	Plan	X		82
SCAG	7-LA County Department of Public Health-2	Los Angeles	East Los Angeles Safe Routes for Seniors	$445	$399	399								399	Non-Infrastructure	X		65
SCAG	7-LA Department of Transportation-17	Los Angeles	SRTS Plans: Next 50 School Campuses with Most Need	$2,350	$2,350	2,350								2,350	Plan	X	X	72
SCAG	7-South Pasadena-1	Los Angeles	City of South Pasadena Citywide Active Transportation Plan	$250	$230	230								230	Plan	X	X	55
SCAG	12-Westminster-1	Orange	Westminster Citywide SRTS Master Plan	$232	$232	232								232	Plan	X	X	72
SCAG	8-Perris-1	Riverside	Operation CAPE - Cyclist and Pedestrian Education Program	$594	$559	559								559	Non-Infrastructure	X		84.5
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-1	Riverside	Riverside County SRTS Program, Moreno Valley	$640	$640		640							640	Non-Infrastructure	X	X	76
SCAG	8-Rancho Cucamonga-2	San Bernardino	Healthy RC SRTS Infrastructure Improvement Plan	$350	$335	335								335	Plan	X	X	54

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
NI: Non-Infrastructure
PA&ED: Environmental Phase
Plan: Active Transportation Plan
PS&E: Plans, Specifications & Estimate Phase

RW: Right-of-Way Phase
SRTS: Safe Routes to School
S: Small
M: Medium
L: Large

Attachment: 2019 SCAG Regional Active Transportation Program and Contingency List (2019 SCAG

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
April 4, 2019

To:	Energy and Environment Committee (EEC)	**INTERIM EXECUTIVE DIRECTOR'S APPROVAL**
From:	Jason Greenspan, Manager of Sustainability, Sustainability, 213-236-1859, greenspan@scag.ca.gov	
Subject:	Connect SoCal: How Will We Connect?	

RECOMMENDED ACTION:
For Information Only – No Action Required.

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 4: Provide innovative information and value-added services to enhance member agencies' planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

As staff develops the content and framework for Connect SoCal, identifying ambitious and achievable strategies to connect communities via our regional transportation network that support the reduction of greenhouse gas (GHG) emissions will become increasingly important. SCAG staff will summarize our agency's efforts to promote clean vehicle technologies and a SoCal Edison representative will introduce their Electric Vehicle (EV) Ready Communities Program.

BACKGROUND:
Adopting clean vehicle technologies such as battery-electric and fuel cell electric vehicles is integral to achieving Connect SoCal's draft goal to reduce greenhouse gas emissions and improve air quality. Last September, the SCAG 2050 GHG Pathways project reported the importance of electric vehicles to the region. The findings from the project indicated that the transportation sector must rapidly introduce and incorporate vehicle electrification if the region is to achieve a 40% reduction in GHG below 1990 levels by 2030 per SB 32, and an 80% GHG reduction by 2050. SCAG is responsible for developing a Sustainable Communities Strategy (SCS) that reduces per-capita GHG emissions from automobiles and light-duty trucks by 19% below 1990 levels over the next 15 years. For that to occur, it is imperative to identify additional charging opportunities for plug-in electric vehicles (PEVs), especially at multi-unit dwellings and workplaces.

The Sustainability Department at SCAG administers several programs that promote clean vehicle technologies. These include the Clean Cities Coalition, the EV program in the Sustainable Communities Program (SCP), and the Plug-In Electric Vehicle (PEV) Atlas. The Clean Cities Coalition is a cooperative program with the Department of Energy aimed at providing government agencies, fleets, and other stakeholders with resources to promote clean vehicle technologies and an energy efficient mobility system. The EV program within the SCP is a suite of projects approved by the Board in March to create EV readiness plans for 18 cities and a Council of Government. The PEV

Atlas is a report and online mapping tool designed to help jurisdictions understand existing conditions and needs of EV charging in their communities. SCAG staff will provide a presentation to highlight these programs.

SoCal Edison's efforts include a variety of projects under their EV Ready Communities program. In their recent white paper, _EV-Ready Communities: Paving the way for Electric Vehicles_, SoCal Edison highlights six action steps for local governments to support electric vehicle charging in their communities. The action steps are:

1. Prioritize EV adoption and development of charging infrastructure in land use planning and policies.
2. Use zoning, building codes, parking and signage policy and a streamlined permitting process to encourage EV adoption and accessibility.
3. Make use of well-attended, frequently used and municipally-owned property — such as parking lots, street parking, city buildings and offices, civic centers, libraries and schools — for publicly available EV parking and charging.
4. Electrify city or regional fleets by replacing gasoline-powered vehicles with EVs.
5. Mobilize existing communication channels to engage and educate local residents and businesses.
6. Leverage existing grant opportunities and other funding sources for EV readiness planning efforts.

A SoCal Edison representative will present more information about these action steps, and the white paper attached to this report includes background information and practical steps local governments can take to support EV charging.

Collaborative efforts as outlined above can support regional connectivity and expedite reaching our near- and long-term GHG reduction goals. SCAG's EV program can be informed by action steps outlined in the white paper as projects with participating jurisdictions proceed. Moreover, expanding community and workplace options for fueling EVs can help the region be more flexible, nimble and connected in anticipation of disruptive transportation technologies.

FISCAL IMPACT:
Not Applicable.

ATTACHMENT(S):
1. SCE Local Goverment EV Readiness
2. EV Ready Communities
3. SCAG - EV Programs

EV-Ready Communities

EV Readiness: A Competitive Edge

Customers are demanding more choices and cleaner energy options

EV drivers will make decisions about **where to live, work, and play** based in part on the **availability of charging infrastructure**.

Purpose

Help local governments prepare for increased adoption of electric vehicle technology by their residents, businesses, and visitors in their jurisdictions.

Recommendations

1. Prioritize EV adoption and development of charging infrastructure in **land use planning and policies**

2. Use **zoning, building codes**, parking, and signage policy and a streamlined **permitting process** to encourage EV adoption and accessibility

3. Make use of well-attended, frequently used and municipally-owned property for **publicly available charging**

Recommendations

4. .**Electrify city or regional fleets** by replacing gasoline-powered vehicles with EVs

5. Mobilize existing communication channels to **engage and educate** local residents and businesses

6. Leverage existing **grant opportunities** and other funding sources for EV readiness planning efforts

Programs & Incentives

Charge Ready Pilot & Program
- Incentives for installing charging stations for light duty vehicles at "away from home" locations

Charge Ready Home Installation Rebate & Clean Fuel Rewards Program
- Rebate for costs for installing fast charger at home
- $1,000 rebate for owned or leased, new or used EVs

Charge Ready Transport
- Incentives for installing charging equipment for medium and heavy duty commercial EVs

EV Rates
- Special EV charging rates for residential and commercial

Transportation Electrification Advisory Services

Fleet Analysis Services

- Rate Intro and Rate Analyses

- LCFS Credit Estimation

- GHG Calculations

- Fleet Analysis

How to reach SCE for support

Let's Work Together

EV-READY COMMUNITIES
Paving the way for electric vehicles

OVERVIEW: *The purpose of this paper is to serve as a tool to help local governments prepare for increased adoption of electric vehicle (EV) technology by their residents, businesses and visitors to their jurisdictions. This paper is also meant to advance the ongoing partnership between local governments and Southern California Edison.*

With more than 500,000 plug-in electric vehicles (PEVs) and plug-in hybrid electric vehicles (PHEVs) on California's roads,[1] and millions more to come, many local officials understand that getting their communities EV-ready is not only a sustainability best practice but also an economic development opportunity.

California is leading the EV adoption trend within the United States, with approximately half of all EVs on the road in the U.S. registered here.[2] As residents and businesses across the state purchase EVs in ever-greater numbers, electric infrastructure will need to support EV charging for EV drivers wherever they choose to live, work and play.

They'll be traveling through cities and counties other than their own — contributing to reduced greenhouse gas (GHG) emissions, improved air quality and reduced noise pollution. They'll be fueling their vehicles with domestically produced clean energy. They'll also seek places to park and charge their EVs as they work, shop and visit attractions.

By tapping into the economic, environmental, public health and quality-of-life benefits of zero-emission vehicles, local governments that are making their cities and counties EV-ready are meeting the needs of their residents, and can gain a competitive edge in attracting new (and retaining existing) residents and businesses.

Action and leadership at the local level is crucial to making transportation electrification a statewide reality. Recognizing very real resource constraints affecting many local governments in California, there is a spectrum of low-cost, high-value actions they can take to accelerate EV readiness and adoption inside and outside of their boundaries.
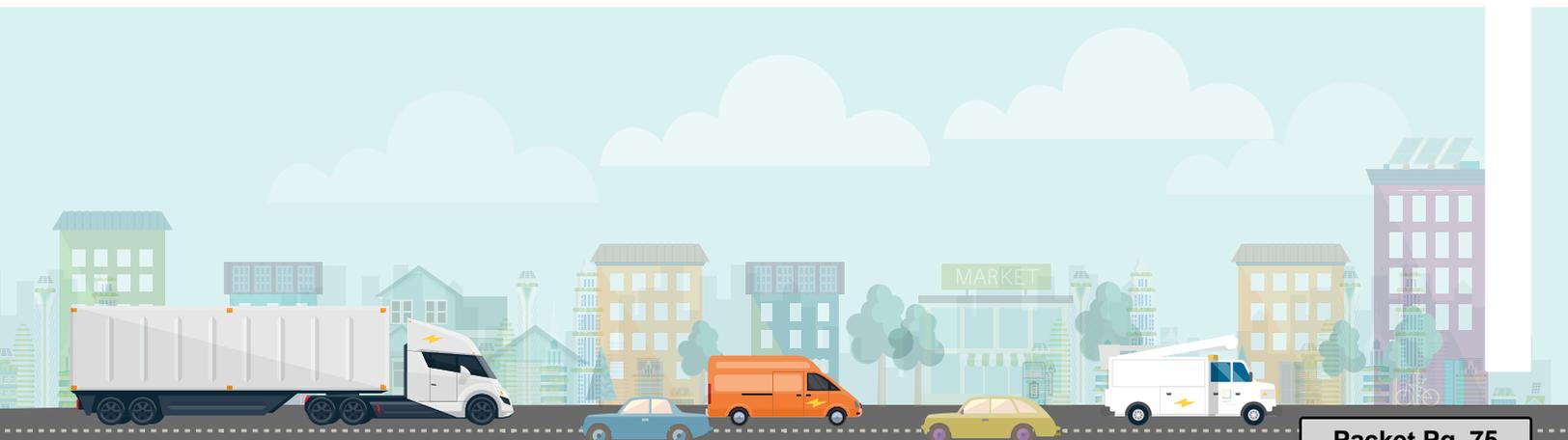
CALIFORNIA'S EV LANDSCAPE

Bloomberg New Energy Finance's latest forecast shows sales of EVs increasing from a record 1.1 million worldwide in 2017 to 11 million in 2025 and then surging to 30 million in 2030. Specific to California, in 2013, EVs made up 2.4 percent of all new car sales statewide; in 2017, that number jumped to 4.9 percent and to 7.0 percent as of August 2018.[3]

Electrification of California's transportation sector across all vehicle segments is essential to fighting climate change and air pollution. The transportation sector accounts for 41 percent of the state's GHG emissions and more than 80 percent of its air pollution.[4]

In January 2018, shortly after SCE called for 7 million electric vehicles in California by 2030 (see sidebar, below), Gov. Jerry Brown issued an executive order with a target of 5 million zero-emission vehicles in California by that same year.[5] In June 2018, the California Public Utilities Commission approved nearly $768 million in electric utility programs over the next five years to expand a network of EV charging stations and increase EV adoption,[6] supporting the governor's vision.

Local governments can be leaders in this statewide effort precisely because of their local expertise — their unique knowledge of the vital transportation routes and arteries within their boundaries and surrounding regions, and of how to best plan for infrastructure in alignment with local land use patterns.

They play a key role in managing the siting and deployment of charging infrastructure needed to support growing EV adoption. Multiple studies have shown the strong correlation between the availability of public charging infrastructure and EV adoption.

SCE's Clean Power and Electrification Pathway

Electrification of cars, buses, trucks and industrial vehicles is one of the central aspects of Southern California Edison's *Clean Power and Electrification Pathway*, a blueprint for how California can realistically achieve its ambitious goals for reducing emissions and air pollution while preserving reliability and affordability for customers.

Published in November 2017, the Pathway is an integrated approach to reducing GHG emissions and air pollution by taking action in three major California economic sectors: electricity, transportation and buildings. It also represents a more cost-effective and feasible path among those being considered for addressing the state's clean energy and environmental goals.

Gov. Brown's executive order of January 2018 echoed a central plank of SCE's Pathway, which calls for 7 million electrified passenger vehicles and light-duty trucks by 2030. The Pathway also calls for electrifying more than 200,000 medium- and heavy-duty vehicles within the same timeframe.

While the targets differ slightly, the vision remains the same; a cleaner and healthier environment driven by widespread electric transportation.

EV SALES IN CALIFORNIA

% OF ALL CAR SALES STATEWIDE

2.4% — 2013
4.9% — 2017
7.0% — (Aug.) 2018
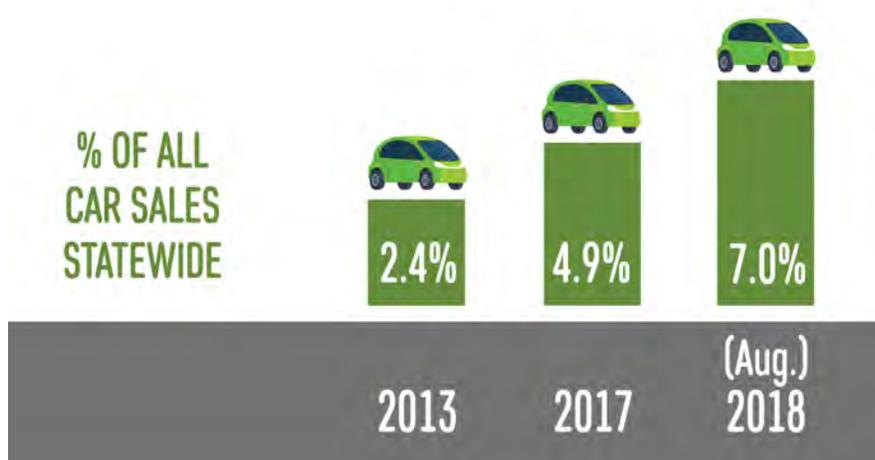
TAKE ACTION

Preparing for mass EV adoption will take contributions from both the private and public sector and collaboration across the region. The recommendations that follow can position local governments and their residents for success in this arena.

ACTION STEPS FOR LOCAL GOVERNMENTS

#1 Prioritize EV adoption and development of charging infrastructure in land use planning and policies.

#2 Use zoning, building codes, parking and signage policy and a streamlined permitting process to encourage EV adoption and accessibility.

#3 Make use of well-attended, frequently used and municipally-owned property — parking lots, street parking, city buildings and offices, civic centers, libraries, schools — for publicly available EV parking and charging.

#4 Electrify city or regional fleets by replacing gasoline-powered vehicles with EVs.

#5 Mobilize existing communication channels to engage and educate local residents and businesses.

#6 Leverage existing grant opportunities and other funding sources for EV readiness planning efforts.

Attachment: EV Ready Communities (Connect SoCal: How Will We Connect?)

#1: Prioritize EV adoption and development of charging infrastructure in land use planning and policies.

Incorporating an EV readiness strategy into your jurisdiction's general plan, or local mobility, sustainability and climate action plans, is a foundational step, setting the stage for everything that follows. The city of Santa Monica's Electric Vehicle Action Plan[7] is frequently cited as a model.

Parking-oriented land use analysis is vital to this process; understanding the distribution of parking spaces across land uses helps planners identify potential charging sites within their jurisdiction, and where the high-value charging opportunities may be located. It also enables them to anticipate the most popular daytime or nighttime hours for charging at these locations.

This will help utilities track changes in the electrical load over space and time to continue providing reliable service.[8]

Sub-regional planning organizations such as regional transportation planning agencies (RTPAs) and councils of government (COGs) can be valuable assets in these processes, especially in cases where no dedicated staff is available at the local level, by extending EV planning across groups of neighboring cities.[9]

One example is the collaboration between the San Bernardino Council of Governments and the San Bernardino County Transit Association, in jointly hiring a consultant to develop a county-wide Zero Emission Vehicle Readiness and Implementation Plan. The plan is being funded by a grant from the California Energy Commission (CEC).[10]

TOP STATES BY EV SALES
Jan. 2011 - Aug. 2018

State	EV Sales
California	441,679
New York	38,480
Washington	35,517
Florida	34,410
Georgia	31,200
Texas	28,796
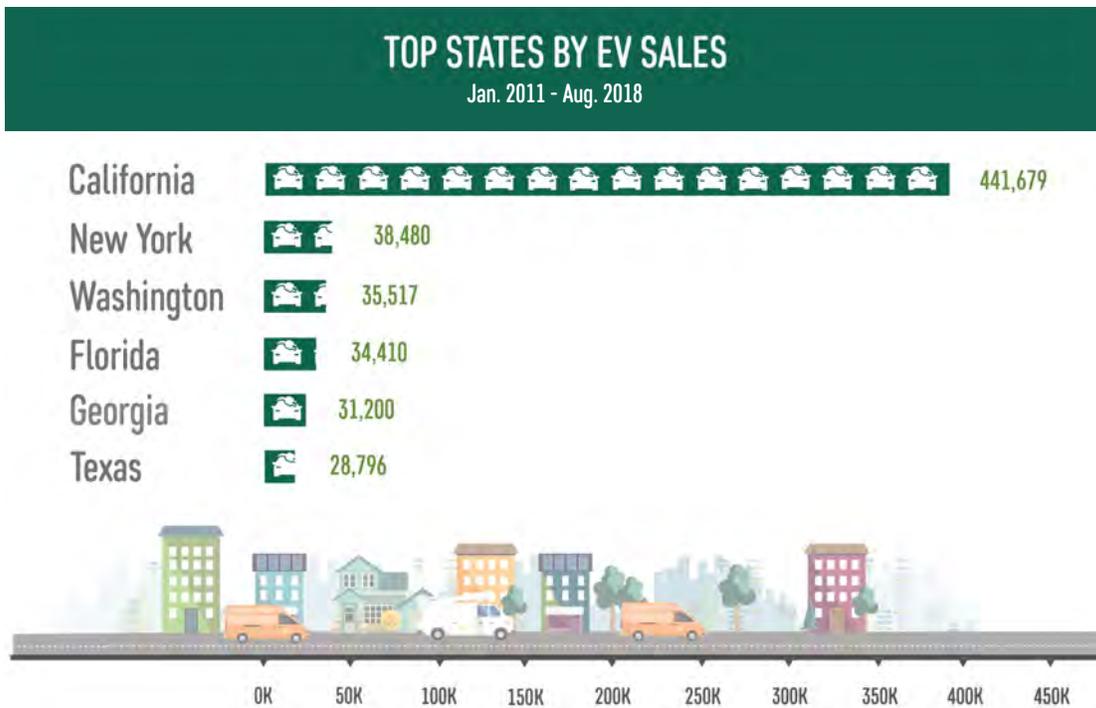
Source: Auto Alliance's Advanced Technology Vehicle Sales Dashboard (ATV Market Sales, CA only, BEV and PHEV only); accessed December 2018

The city of Lynwood was the first to take part in SCE's Charge Ready program, having six EV charge ports installed for the city's new EV fleet. Photo: Jean Anderson

#2: Use zoning, building codes, parking and signage policy and streamlined permitting process to encourage EV adoption and accessibility.

Zoning is one of the most powerful tools that local governments can use to encourage certain types of development, and perhaps the most achievable among low-cost, high-value options for promoting EV readiness.

The goal of zoning for EVs should be to ensure that charging is an allowed land use (such as an accessory or a principal use) in as many types of zoning classifications as possible, including multifamily housing, commercial facilities and mixed-use development. Planners can also consider reducing parking requirements in exchange for installation of EV charging stations, or allowing EV charging spaces to count toward minimum parking requirements.[11]

Building codes can encourage EV adoption, as recognized in the latest version of the Title 24 CalGreen Code. Cities also have the option of going above and beyond these requirements. By adopting more forward-looking building codes that require EV-ready wiring in new construction, jurisdictions can help meet future demand for charging, and reduce or eliminate the costs associated with future retrofitting.

EV-readiness building codes can also be used to ensure access to charging for multifamily building residents and people with disabilities. Requiring developers to run conduit, and to plan for and provide space for future electrical panels and/or transformers, is a relatively inexpensive way to ensure low-cost upgrades as the number of EVs grows.

The city of Lancaster has added requirements for electric vehicle charging stations into its building codes for new multifamily residential developments.

For example, for projects of 10 units or less, 20 percent of the total required parking spaces must be outfitted to allow for the future installation of charging stations; for projects of 10 units or more, the requirement applies to 10 percent of total required parking spaces. In both cases, charging stations must be provided in parking spaces for people with disabilities, in accordance with state requirements.[12]

Permitting can be a challenging process for property owners seeking to install EV charging infrastructure. State law requires that local governments take steps to expedite the permitting process.[13] One way cities can expedite the process is by publishing a flyer that details their EV-specific design standards, especially local standards that may conflict with, or augment, state or national code requirements. This will help customers streamline the design and permitting process. Planning requirements could be relaxed to allow for electrical equipment placement in parking areas visible from public rights-of-way.

Some cities have designated a single point of contact to help permit applicants seeking to install EV chargers to navigate the process from end to end. This point of contact is knowledgeable on each step of the permitting process and can function as an ombudsman for the applicant. This helps both staff responsible for permit review as well as the applicant since this point of contact has a line of sight to the entire process. This person need not necessarily be a dedicated full-time employee. By expediting the permitting process, cities can remove a significant barrier to adoption for charging infrastructure.
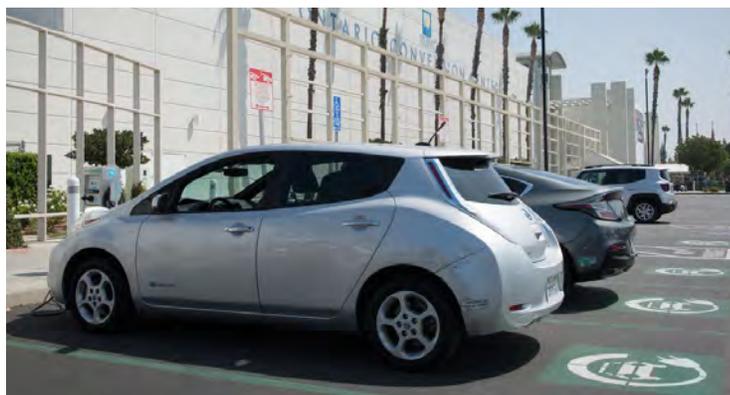
Through the Charge Ready program, the city of Ontario installed more than 45 EV chargers throughout the city, including at the Ontario Convention Center (pictured). Photo: Paul Griffo

Also, local jurisdictions can use parking and signage policies to prompt timely turnover at charging stations, make stations more visible and easy to locate, and increase accessibility for drivers with disabilities.[14]

#3: Make use of well-attended, frequently used and municipally-owned property (parking lots, street parking, city buildings and offices, civic centers, libraries, and schools) for publicly available EV parking and charging.

This tactic is popular among local governments in SCE's service area. For example, the city of Lynwood was the first site in SCE's Charge Ready program, which helps public and private organizations within the utility's service area install electric vehicle charging stations. SCE installed six EV charging stations at Lynwood's city complex to accommodate a new EV fleet, and another eight stations in its civic center public parking lot for public use.[15]

Through the Charge Ready program, the city of Ontario installed more than 45 new EV chargers at seven key locations throughout the city, including the Ontario Convention Center, City Hall and the police station.[16]

Public transit parking lots can provide a convenient location for EV charging stations, allowing drivers to charge their vehicles while using public transportation for commuting or other travel. The city of Thousand Oaks partnered with the Ventura County Air Pollution Control District to fund and install the first DC Fast Charger in Ventura County at the Thousand Oaks Transportation Center. The center is a local transit hub for the Ventura-L.A. County region.[17]

Localities should also explore partnerships with businesses and organizations in high-density neighborhoods that are home to long-dwell parking locations, such as churches, gyms, shopping centers and movie theaters; both the public and private spaces are prime opportunities for making off-hours and overnight charging available to nearby residents.

To date, SCE's Charge Ready program, with its customers and partners, has installed more than 1,000 EV charging ports at more than 60 different sites, including workplaces, public parking lots, hospitals, destination centers and apartment and condominium complexes. Half of the charging stations are in communities that are most heavily impacted by the combined effects of economic, environmental and public health burdens (defined as "disadvantaged communities" by the state).

UPS aims to "lead the charge on electrification of medium-duty vehicles over the next five years," according to its 2017 Corporate Sustainability Progress Report. Photo: UPS

#4: Electrify city or regional fleets by replacing gasoline-powered vehicles with EVs.

For local governments that operate their own vehicle fleets, electrifying public and private fleets can help get residents and businesses interested in also making the shift. Fleet conversions can be included as medium- to long-term policy priorities as they will take time and resources.

Procurement decisions today, however, will impact California for generations to come, and it is therefore important that cities and municipalities plan for the shift to electric accordingly, and in partnership with electric utilities. This is critical to planning for infrastructure projects that can accommodate your long-term fleet plans.

Medium- and heavy-duty vehicles are the largest mobile sources of air pollution. Electrifying these classes of fleet vehicles is one method for making greater gains in air pollution reduction. Achieving the 2030 electrification goals for medium- and

heavy-duty vehicles as described in SCE's *Clean Power and Electrification Pathway* could reduce NOx emissions by a cumulative 6.7 tons per day.[18]

To manage upfront costs, some jurisdictions and transit agencies take phased approaches to fleet conversions, starting with passenger vehicles and working their way up to medium-duty vehicles like public works trucks. Cities are also looking at hybrid options like utility trucks with battery-powered onboard systems and equipment. In addition, some cities are pooling their purchasing power in order to negotiate better pricing with vehicle manufacturers.[19]

One example is the Climate Mayors Electric Vehicle Purchasing Collaborative, comprised of 17 U.S. cities (including Los Angeles, Long Beach, Santa Monica, San Diego and Chula Vista) and two counties.

Cities can look to the private sector for cues; private companies like UPS are creating a blueprint for fleet conversion, signing contracts with vendors such as Tesla, Workhorse and Thor Trucks as they aim to "lead the charge on electrification of medium-duty vehicles over the next five years." [20]

EV manufacturer Build Your Dreams (BYD) is successfully demonstrating electric forklifts, garbage trucks and big rigs to public agencies in California, with plans to introduce additional electric fleet vehicles in the near future, like electric street sweepers.

As fleet purchases are a recurring item in a city or county's budget, EV options could be considered a minor-to-moderate incremental cost. In assessing cost-effectiveness, EVs routinely offer lower lifetime operating costs than their diesel counterparts, based on lower fuel and maintenance expenses.

Foothill Transit established the first fast-charge electric bus line in the U.S. in 2014 and plans to complete fleet electrification by 2030. Photo: Foothill Transit

One of California's most successful examples of green bus fleets is Foothill Transit, serving an area that stretches from downtown Los Angeles to the San Gabriel and Pomona valleys to southwest San Bernardino County. In 2014, Foothill Transit established the first fast-charge electric bus line in the United States. To date, 10 percent of its fleet is electrified, and the agency plans for complete fleet electrification by 2030.[21]

Local governments across the nation are turning to electric buses to confront air quality issues and reduce fleet operating costs. Options such as battery leasing, joint procurement and bus sharing are emerging to make upfront costs for electric buses more manageable.[22]

#5: Mobilize existing communication channels to engage and educate local residents and businesses.

Local jurisdictions can provide information to their constituents on vehicle types, potential cost savings from EV driving, electrical service and the charging equipment installation process, using such simple tools as a website and/or handouts from utilities or the Building Department.

They can also host workshops for general or targeted audiences such as drivers, homeowner associations (HOAs), property owners/managers and renters for residential charging; or for employees, employers, fleet managers or retailers for non-residential charging. The workshops can address all of the major EV readiness elements such as permitting and inspection, zoning and parking and building codes.

Actively engaging large employers or property owners in the decision-making process or providing information specific to their needs can facilitate the installation of charging stations and use of EVs at their site as the market matures.

Plug In Santa Barbara is a useful example of local consumer outreach in Santa Barbara County. Supported by a group of cities, businesses and utilities, Plug In Santa Barbara is a one-stop resource for local plug-in electric car buyers, with information on all the new models, home charging, charging rates, government incentives, permitting requirements and the benefits of connecting solar electric systems into charging facilities.[23]

#6: Leverage existing grant opportunities and other funding sources for EV readiness planning.

Agencies like the U.S. Department of Energy and the California Energy Commission have made funding available for local and regional EV readiness planning efforts.

Charging stations in South El Monte. To date, SCE's Charge Ready program, with its customers and partners, has installed more than 1,000 EV charging ports at more than 60 different sites. Photo: Maria Hedrick.

Tracking and applying for these grant opportunities can help local government entities proactively plan for the deployment of charging infrastructure.

In May 2018, the CEC awarded nine cities and organizations nearly $1.8 million through its Alternative and Renewable Fuel and Vehicle Technology Program. This program develops strategic plans outlining an approach to expand electric vehicle charging access.

In Southern California, the award recipients included the city of Long Beach Harbor Department, the County of Los Angeles, and the Ventura County Regional Energy Alliance. These three local efforts will focus on developing a blueprint for building out the region's EV charging infrastructure, and will be better positioned for funding of shovel-ready demonstration programs and pilots.[24]

Here's an added benefit of incorporating an EV readiness strategy into local planning; the results of due diligence will often come in handy when applying for transportation grants. Instead of starting from scratch, the content of an EV readiness strategy will be valuable in completing those grant applications in a timely manner, with a reduced impact on staff resources.

WORKING TOGETHER

Local governments know their communities better than any other stakeholder group. It is important for jurisdictions to share their insights with state-level policymakers to help ensure that statewide policies and programs meet the needs of diverse communities. Those who share this vision of a healthier, clean energy future should unite their voices to share support for these policies and principles:

Fund vehicle charging infrastructure pilots and deployments: California will need more than 250,000 away-from-home charging ports by 2025 to sufficiently support EV growth to reach 5-7 million EVs on the road by 2030.[25] Funding is needed to enable utilities and charging companies to rapidly deploy more infrastructure and chargers, including adequate charging infrastructure for medium and heavy-duty trucks.

• *Use your voice to support public and private investment,* including utility programs, to build and expand vehicle charging and fueling infrastructure for workplaces, public spaces and residences, including multi-unit dwellings, especially in disadvantaged communities.

Support the extension of rebates and incentives: Federal, state and local rebates and tax credits should be extended to make EVs accessible to people of all income levels. For example, the state offers a rebate of up to $2,500 to new EV purchasers with low and moderate incomes;[26] however, these rebates often have waiting lists because they use an inconsistent annual funding source. SCE's Clean Fuel Rewards program offers $1,000 rebates on new and used EVs purchased or leased after Jan. 1, 2019 ($450 for new and used EVs purchased or leased before then); the rebates are funded by California's Low Carbon Fuel Standard program.[27]

• *Support durable, predictable incentives* for the state rebate and federal tax credit that lower EV purchase prices and encourage buyers to choose EVs at the end of their gasoline-powered vehicles' 11-year life cycles. Healthier incentives are also needed to encourage businesses to switch to electricity as a fuel for buses and intermodal trucks with 18-year average life spans.

Keep electricity affordable: Customer adoption of electrified solutions depends on electricity remaining an affordable alternative to fossil fuels. The cost of supplying clean energy should be allocated fairly across all customer groups. Policies that ensure this fairness will help to keep electricity affordable.

• *Support California's GHG cap-and-trade program:* This market-based program helps ensure that electricity remains affordable and competitive with fossil fuels during the transition to the clean energy future.

• *Ensure that the cleanest available technologies benefit all communities,* including low-income and other disadvantaged communities, which are among the most impacted by pollution.[28]

Encourage collaboration among stakeholders: Widespread electrification of transportation will rely on sustainable policies and collaboration between vehicle manufacturers, charging companies, policymakers and electric utilities on issues such as charging standards and consumer awareness.[29]

• *Support these and even broader collaboration efforts* among utilities, state and local regulators and legislators, renewable energy providers, public health advocates, community, environmental, and ratepayer advocacy groups, business organizations, consumers and more.

> **SCE can assist with reviewing potential sites for EV charging, conducting an initial fleet analysis, or help with EV options, benefits and funding opportunities.**
>
> **Please call your SCE Account Manager or 1-800-990-7788. Find more information at sce.com/TE.**

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Connect SoCal
How Will We Connect?

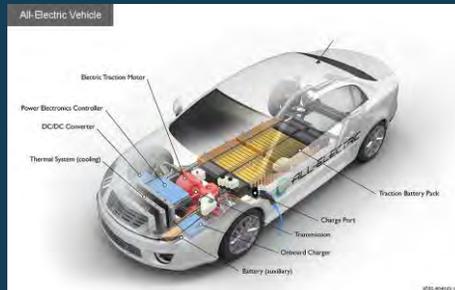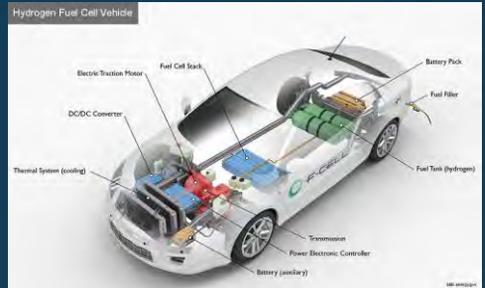Joseph Cryer
Sustainability
April 4, 2019

www.scag.ca.gov

Introduction to SCAG's EV Efforts

Presentation Components:
- Electric Vehicles Background
- SCAG Clean Cities Coalition
- Plug-In Electric Vehicle Atlas
- Electric Vehicle Component of the Sustainable Communities Strategy
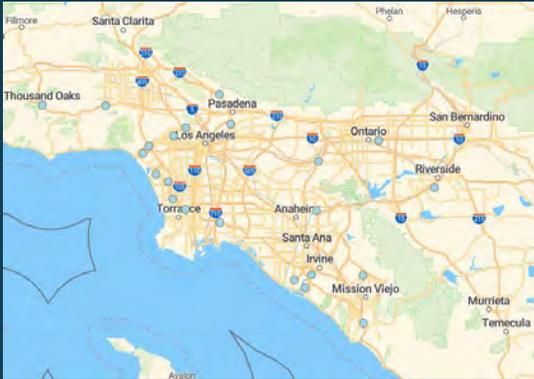- Introduction to EV-Ready Communities

Introduction to SCAG's EV Efforts

Hydrogen Fueling Stations

Electric Vehicle Charging Stations
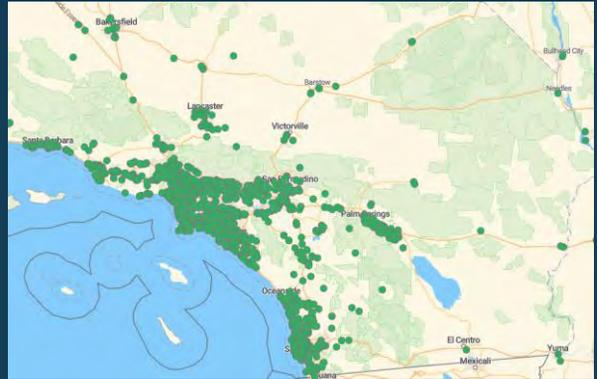
Clean Cities Coalition – Background

SCAG's Clean Cities Coalition advances the nation's economic, environmental, and energy security by supporting local actions to utilize clean transportation technology.

SCAG
cleancities
COALITION

Attachment: SCAG - EV Programs (Connect SoCal: How Will We Connect?)

Clean Cities Coalition – Main Activities

- Technical support
- Clean vehicle technology research
- Track clean vehicle technology
- Promote electric vehicle charging

Clean Cities Coalition – Summary of Available Electric Vehicles Funding and Incentives

Name of Program	Coverage	Type	Amount	Eligibility	Agency
Clean Vehicle Rebate Project (CVRP)	Purchase or lease an eligible vehicle	Rebate	Up to $7,000 (for low-income residents)	Individual, Business, Nonprofit or Government entity	CSE
Clean Vehicle Assistance Program	Purchase eligible vehicle	Grants and Loans at 8% or lower interest rate	$2,500- $5,000	Low-income residents	CCI
Replace Your Ride Program	Purchase eligible vehicle or get a voucher for car-sharing, vanpooling, or a public transit pass.	Rebate/ Voucher	up to $9,500	Vehicle owners	SCAQMD
Plug-In Electric Vehicle (PEV) Rebate	Purchase or lease an eligible vehicle	Rebate	Up to $750	PWP residential customers	PWP
Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)	Purchase or lease an eligible vehicle (medium and heavy duty)	Voucher	$2,000 - $300,000	Fleets	CARB
Lower-Emission School Bus Program	School Bus Retrofit and Replacement	Grant	$15,000-20,000 per bus	Fleets	CARB
Public Fleet Pilot Project (PFPP)	Purchase or lease an eligible vehicle (light duty)	Rebate	Up to $7,000	Fleets	CSE
Federal Tax Credits for All-Electric and Plug-in Hybrid Vehicles	Purchase eligible vehicle	Tax credit	$2,500-$7,500	Vehicle Owners	Federal

Clean Cities Coalition – Sustainability Awards

Applicant	Project
Antelope Valley Transit Agency (AVTA)	Bus Electrification Project
City of Colton	Electric Vehicle Charging Infrastructure Expansion and Customer Incentive Program
City of Long Beach	Fleet Services Bureau – Alternative Fuels
City of Los Angeles	San Fernando Yard Compressed Natural Gas Fueling Facility
City of Ojai	Replacement of Gas Powered Landscaping Equipment with Battery Powered Equipment
City of Santa Monica	Electric Vehicle Action Plan
City of Torrance	One Mile, One Charger: City of Torrance Publicly Accessible Electric Vehicle Infrastructure
Phoenix Motorcars	Zero-Emission Medium Duty Vehicle Deployments and Charging Station/Infrastructure Upgrades and Installations across Southern California
SoCal Edison	Charge Ready – Transportation Electrification
SunLine Transit Agency	Hydrogen Electrolyzer

Clean Cities Coalition – Sustainability Awards

AVTA rolls out zero-emission buses for healthier communities

Long Beach's solar-charged EVs

SoCal Edison's Earth Day EV Event

Attachment: SCAG - EV Programs (Connect SoCal: How Will We Connect?)

Clean Cities Coalition – Sustainability Awards
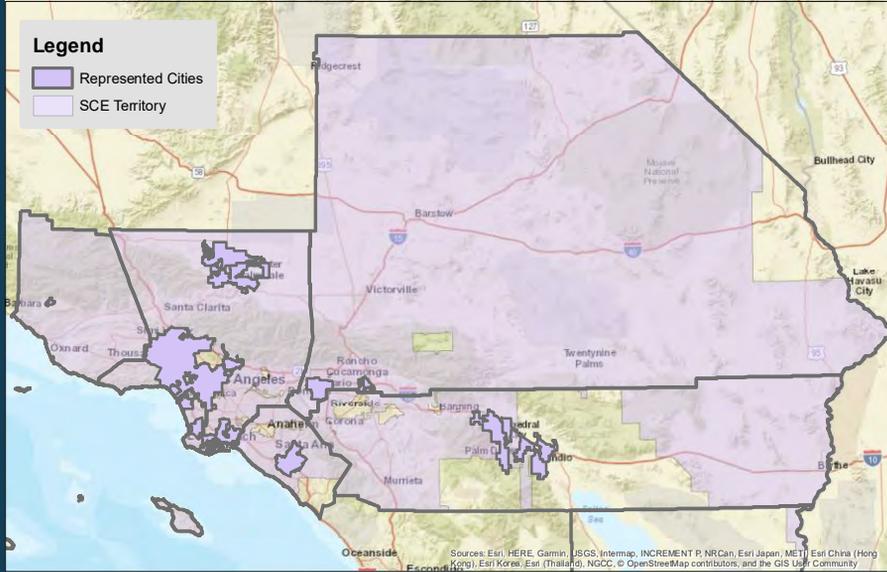
Plug-in Electric Vehicle (PEV) Plan Resources

SCAG Funded Products and Resources:
www.scag.ca.gov/programs/Pages/RegionalElectric.aspx
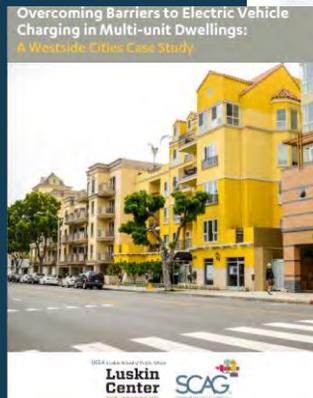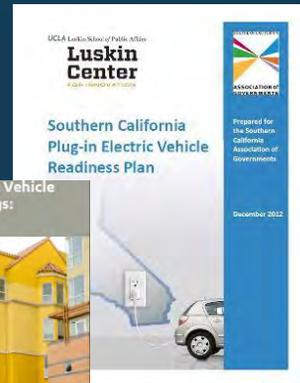
Southern California Plug-in Electric Vehicle Readiness Atlas

Which neighborhoods have the greatest number of registered PEVs?

Where is the greatest demand for workplace charging?

Where is the greatest need for retail/ commercial charging?

Where is there a lack of nearby charging?
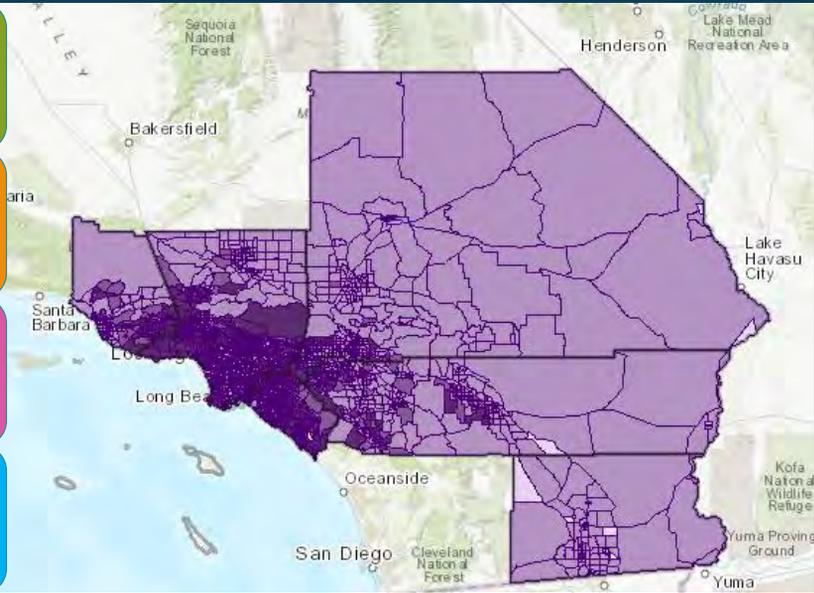
Growth in Plug-in EV registrations

CITY OF LOS ANGELES
Projected PEV Growth

Luskin Center

Pred. Cumul. PEVs in City of Los Angeles
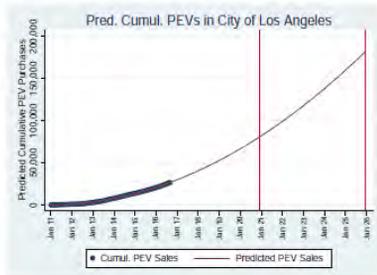
Year	Cumulative Predicted Sales
2016	29,071
2017	39,582
2018	51,701
2019	65,427
2020	80,760
2021	97,701
2022	116,250
2023	136,406
2024	158,170
2025	181,541

Attachment: SCAG - EV Programs (Connect SoCal: How Will We Connect?)

Packet Pg. 92

PEV Registrations by COGs

CITY OF LOS ANGELES
PEV Registrations

Luskin Center
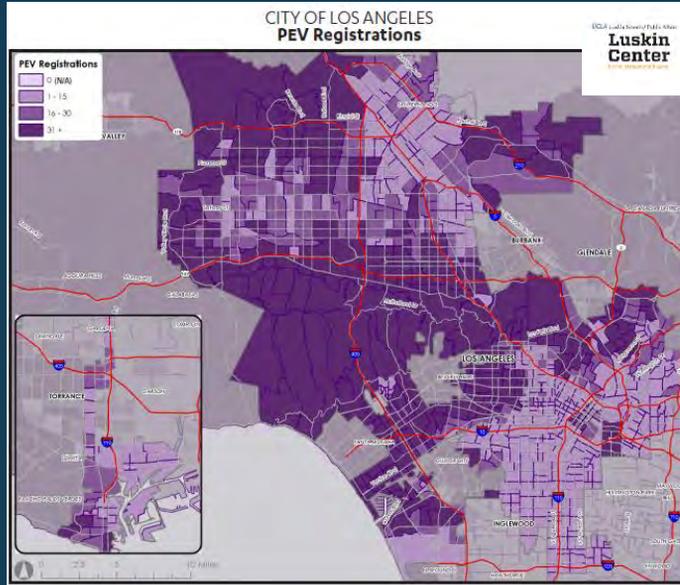
PEV Morning Peak Destinations, and Workplace Focus Areas

CITY OF LOS ANGELES
PEV Peak Morning Destinations and Workplaces

Luskin Center
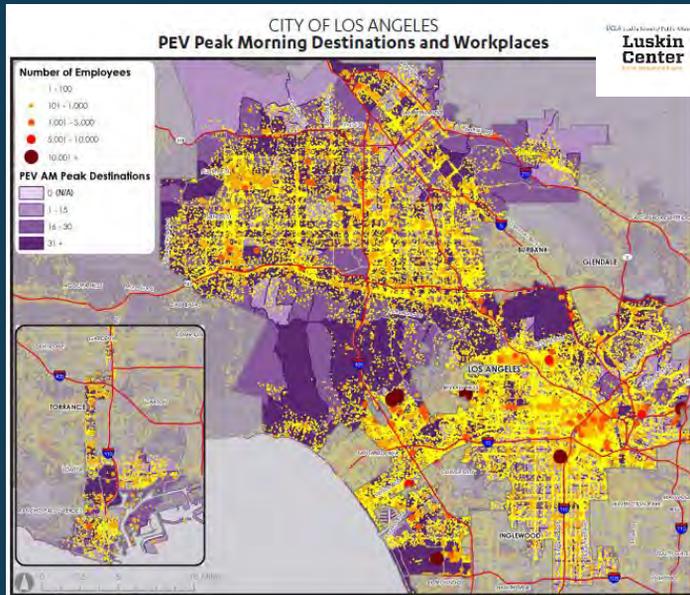
Attachment: SCAG - EV Programs (Connect SoCal: How Will We Connect?)

PEV Mid-Day Destinations, and Retail Focus Areas

CITY OF LOS ANGELES
PEV Mid-Day Destinations and Commercial (Retail Locations)

Publicly Accessible Charging Stations
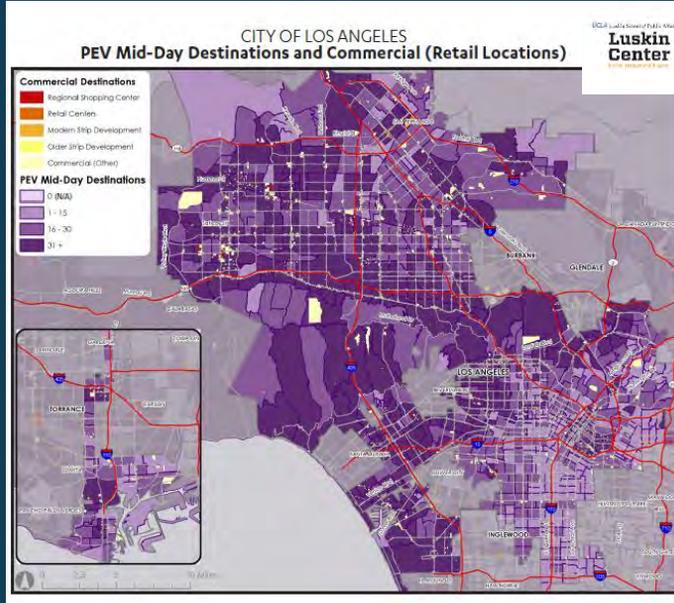
CITY OF LOS ANGELES
Publicly Accessible Charging Stations
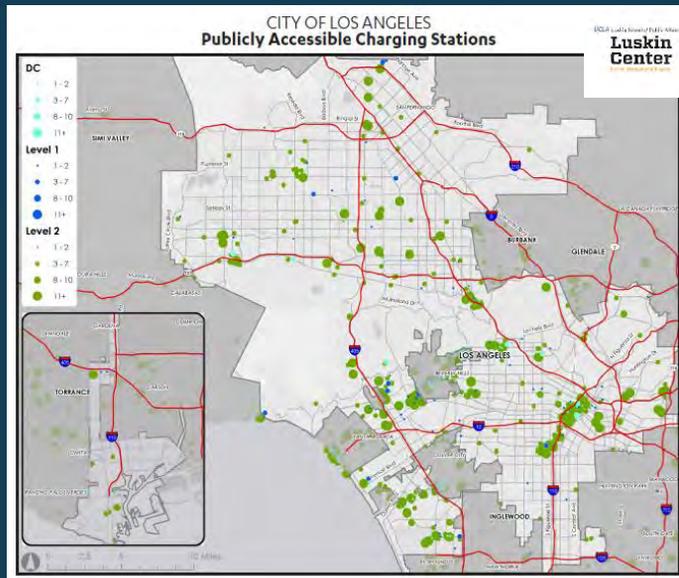
Attachment: SCAG - EV Programs (Connect SoCal: How Will We Connect?)

PEV Atlas Online Mapping Tool

Electric Vehicle SCP Project List

Plan Category	Jurisdiction
Fast Charging Network Strategies	City of Anaheim
	City of Culver City
	City of Long Beach
	City of Los Angeles
Initial PEV Readiness Planning	City of Artesia
	City of Baldwin Park
	City of Pico Rivera
	City of Redlands
San Gabriel Valley Region Cities	City of Covina
	City of Diamond Bar
	City of Glendora
	City of La Puente
	City of La Verne
	City of Monrovia
	City of Rosemead
	City of San Dimas
	City of South El Monte
	City of Walnut
	SGVCOG

Attachment: SCAG - EV Programs (Connect SoCal: How Will We Connect?)

Electric Vehicle SCP Project Areas

Legend
Represented Cities

Thank you!
And now for...
SoCal Edison's EV Ready Communities Program

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
April 4, 2019

To:	Energy & Environment Committee (EEC)	**INTERIM EXECUTIVE DIRECTOR'S APPROVAL**
	Transportation Committee (TC)	
	Community, Economic and Human Development Committee (CEHD)	
From:	Jason Greenspan, Manager of Sustainability, Sustainability, 213-236-1859, greenspan@scag.ca.gov	
Subject:	Sustainable Communities Strategy Framework Update	

RECOMMENDED ACTION FOR EEC AND CEHD:
For Information Only- No Action Required

RECOMMENDED ACTION FOR TC:
Receive and File

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

EXECUTIVE SUMMARY:
In preparation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, SCAG will be developing an SCS that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce per capita greenhouse gas emissions as compared to a 2005 baseline. An SCS Framework outlining development of this document was approved by the Regional Council in October 2018. This item is an update on the progress of SCS development and next steps.

BACKGROUND:
Sustainable Communities Strategy (SCS) development includes a number of steps outlined in the SCS Framework[1] including processing local input data, developing key strategy areas, creating alternative scenarios, modeling, and stakeholder outreach. This process will help SCAG articulate a future vision for the region. Turning this vision into a reality will depend on the actions taken by many local partners to be supported by SCAG through the strategies and policies articulated in the SCS.

To date, SCAG has completed the following tasks:
- Draft goals and guiding policies (for Connect SoCal)[2]
- Initial stakeholder outreach through working groups and select one-on-one interviews
- Scenario development principles (land use only)

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[1] See Attachment 1: Sustainable Communities Strategy Framework and Development Process.
[2] http://www.scag.ca.gov/committees/CommitteeDocLibrary/rc090618fullagn.pdf (Packet pg.345)

The following key tasks will be completed in the next several months:
- Land use and transportation strategy integrated policy development
- Complete scenario development and initial modeling
- Additional stakeholder outreach

SCAG's SCS will continue to rely upon local land use agencies for application of land use policies and growth decisions and will depend on local transportation agencies to implement their planned projects. Ultimately, the opportunity for the SCS is to define areas where the region can collectively partner to achieve shared goals and advocate for critical resources. The SCS can also articulate policy and priority areas to shape SCAG's future implementation programs.

SUMMARY OF PROGRESS TO DATE

Initial Stakeholder Outreach
In May 2018, SCAG launched the Sustainable Communities Working Group as a forum to discuss sustainability policies and strategies with local stakeholders. This group consists of staff from member jurisdictions, transit agencies, planning consultants, and non-profit advocacy groups and has met four times since May 2018. Feedback from this group was used to inform initial scenario development principles and is the foundation for refining land use strategies and policies for inclusion in the plan. Some takeaways from this group include: identification of common barriers to sustainable development such as funding and 'NIMBYism'; the need for more focus on job-housing fit solutions; the need for coordination and support on emerging transportation technologies; support for sustainable development solutions for existing suburban communities; and the challenge of providing sufficient affordable housing.

As part of developing the scenario land use methodology, SCAG outreach consultants also contacted a select group of planning directors throughout the region and Council of Government (COG) directors to solicit feedback and reflection on broad scenario concepts and SCS development. This feedback highlighted the broad diversity of challenges and potential effective solutions that vary across the region based on a place's existing conditions and also provided useful direction to SCAG staff in refining scenario development methodology.

Scenario Development Principles (Land Use)
SCAG uses scenario planning to develop, evaluate, and consider distinct pathways the region could take to meet Connect SoCal's goals. Three scenarios will be prepared in addition to the Trend, and Local Input "Base Case" scenarios as outlined in the Sustainable Communities Strategy Framework and Development Process. The criteria and methodology developed for scenarios based on available and verifiable data sources. The designs, priority growth areas, and constraints were based on stakeholder feedback and may be modified or changed for the final recommended preferred scenario based on additional feedback and review of scenario performance. The transportation strategies and investments that will be paired with each scenario are based on project lists submitted from County Transportation Commissions. This pairing will be completed by May 2019.

Key Scenario Development Rules

1. All entitled land use projects are included
2. Local land use plans are referred to for use designation and capacity.
3. Jurisdictional growth control totals are maintained, except in one less constrained scenario in which the growth can vary up to 5-10% to allow for increased growth in targeted growth priority areas.

Growth Constraints (i.e. where growth is not applied)
- Military land
- Existing open space (i.e. parks within jurisdictions, land designated as "Open Space")
- Conserved land
- Areas projected to have 2 ft. sea level rise by2100
- Unincorporated Counties: Agriculture
  - Prime Farmland
  - Farmland of Statewide Importance
  - Unique Farmland
  - Farmland of Local Importance
- No housing in 500 ft. buffer of high capacity roadways[3], except where the growth overlaps a defined Transit Priority Area

Moreover, growth will be avoided in the following areas, except when it conflicts with accommodating a jurisdiction's forecasted growth total.
- Wildland Urban Interface
- Agriculture - Grazing Land
- Incorporated Cities: Agriculture
  - Prime farmland
  - Farmland of statewide importance
  - Unique farmland
  - Farmland of local importance
- Moderate flood hazard areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood
- CalFire Very High Severity fire risk (state and local)
- Natural lands and habitat corridors (Connectivity, Habitat Quality, Habitat Type layers)

Growth Priority Areas

Transit Priority Areas (TPAs): An area within one-half mile of a major transit stop that is existing or planned (existing rail transit station, a ferry terminal served by bus or rail transit service, 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). (Based on CA Public Resources Code Section 21099 (a)(7) and CA Public Resources Code Section 21064.3)

High Quality Transit Areas (HQTAs): Areas within one-half mile of a high-quality transit corridor which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (Based on CA Public Resources Code Section 21155(b))

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[3] High capacity roadways= 100,000 average daily traffic

Livable Corridors: This arterial network is a subset of the high quality transit areas based on level of transit service and land use planning efforts with a few additional arterials identified through corridor planning studies funded through the Sustainability Planning Grant program (currently the Sustainable Communities Program).

Neighborhood Mobility Areas (NMAs): Areas with high intersection density (generally 50 intersections per square mile or more), low to moderate traffic speeds, and robust residential retail connections which can support the use of Neighborhood Electric Vehicles or active transportation for short trips.

Job Centers: Areas with significantly higher employment density than surrounding areas. Over 60 subareas throughout the region are identified as having peak job density. These are identified at fine, medium, and coarse scales (1/2, 1, and 2 km) to capture locally significant job centers within the region.

UPCOMING TASKS

Land Use and Transportation Strategy and Policy Development
While there are many technical steps left in SCS and scenario development, opportunities remain for elected officials and stakeholders to influence the final shape and policies promoted in the plan. While the scenarios help to illustrate potential futures, the strategies and policies in the plan help to specify how the region can achieve that preferred future. This will be especially important given the pending updated California Air Resources Board SCS Evaluation Guideline's increased emphasis on articulating a path towards implementation.

Scenario Development and Initial Modeling
SCAG is currently refining the land use growth allocation for the scenarios mentioned above. Once these scenarios are paired with transportation strategies it will be possible to run the Scenario Planning Model to determine the comparative performance of each scenario on several indicators including land consumption, energy and water use, household cost, and greenhouse gas emissions (GHG).

Stakeholder Outreach
SCAG has several planned outreach activities to help shape the scenarios and draft strategies and policies that will be presented to the wider public during May 2019 workshops.

Community Based Organizations: SCAG will be partnering with community based organizations to solicit participation and feedback on the draft scenarios and SCS strategies from traditionally underrepresented stakeholders.

Planning Directors Task Force: SCAG will convene local planning directors to obtain guidance and feedback on SCAG's proposed strategies and policies. This feedback will supplement the

local input data already collected by SCAG to leverage the expertise of these planning directors on appropriate solutions for regional sustainability.

Public Outreach- Intercept and Online Surveys: SCAG will launch a public facing outreach tool, Neighborland, to facilitate robust dialogue on scenario and strategy development. The survey will be available online, distributed to existing contact lists, and used for and in-person intercept survey to ensure a broad array of feedback from the public.

NEXT STEPS:

Staff will be working on the tasks identified above to complete scenario development for analysis and release at the General Assembly in May 2019, followed by public workshops held throughout the region. With feedback from the public workshops and the above mentioned stakeholder outreach, SCAG will prepare a final preferred scenario to incorporate into Connect SoCal to be reviewed by the CEHD Committee and thereafter, the Regional Council.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2018-2019 Overall Work Program (290.4826.01, SCS Scenario Development and Outreach; and 290.4841.01, RTP/SCS Land Use Policy & Program Development)

ATTACHMENT(S):

1. Sustainable Communities Strategy Framework and Development Process
2. Draft Connect SoCal Sustainable Communities Implementation Strategies

Sustainable Communities Strategy Framework and Development Process

Developing the region's Sustainable Communities Strategy (SCS) as an integral part of *Connect SoCal,* SCAG's 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), involves significant public outreach, technical exercises, procedural steps, and coordination amongst multiple agencies. The following overview highlights key steps and inputs of SCS development.

Local Input Process

Developing and completing the SCS for *Connect SoCal* represents a 2-1/2 year long commitment that commenced in October 2017 when SCAG staff initiated the local input process. Local input provides the foundation for the SCS by highlighting recent growth policies and by confirming existing and proposed land use data. This year-long process involved meeting directly with all local jurisdictions to establish a regional profile of base year land use; population, household and employment growth; resource areas; sustainability practices; and local transit-supportive plans and policies.

Stakeholder Outreach

SCAG will use a multifaceted outreach process to inform the SCS and seek feedback on potential strategies. The **SCS Outreach and Engagement Strategy,** to be developed in Fall 2018, will outline what will be explored through stakeholder engagement, and detail how the outreach will inform the SCS scenarios and overall *Connect SoCal* development process. The key outreach activities related to SCS development include the following[1]:

- SCAG Regional Planning Working Groups (Ongoing)
- Pre-Scenario Public Surveys (September 2018 – December 2018)
- Planning Directors Task Force (Fall 2018 – Spring 2019)
- Community Based Organization Partnerships (Fall 2018 – Fall 2019)
- Public Workshops (May 2019)

Key Strategy Areas

Strategies are the investments and policy solutions (proposed or adopted) intended to address regional challenges or achieve regional aspirations. Known challenges facing the region include traffic congestion, housing affordability, poor air quality, a changing climate, and disruptive technologies. Regional aspirations are given structure by *Connect SoCal* goals and are continually refined through the planning

---

[1] Note: This list is not inclusive of all outreach activities related to *Connect SoCal* development.

process. Collectively, the strategies included in the SCS* should demonstrate how the region can reduce per-capita GHG emissions to meet the 2020 and 2035 reduction targets. To develop effective strategies, SCAG examines existing conditions, trends, recent research, and planned regional investments and policies.

The potential strategies to be considered for inclusion in the SCS fall into multiple types as shown in the example from the California Air Resources Board in Figure 1 below.

FIGURE 1: CA Air Resources Board- SCS Strategy Examples

Strategy Type	Examples
Land Use	Infill development, increased multi-family and/or small lot development, increased densities for residential and commercial development, transit-oriented development, etc.
Transportation	Increased transit operations and efficiency, bike and pedestrian infrastructure, bikeshare systems, complete streets policies, etc.
Transportation Demand Management (TDM)	Carpool/vanpooling, rideshare and ridematching programs, carshare, high-occupancy vehicle (HOV) lanes, parking supply management, transportation incentive programs, etc.
Transportation Systems Management (TSM)	Traffic signal optimization, transit signal priority, ramp metering, incident management, intelligent transportation systems, integrated corridor management, etc.
Pricing Strategies	High-occupancy toll (HOT) lanes, local/regional congestion pricing, variable parking pricing, etc.
Vehicle Technology/Enhanced Mobility	ZEV/PHEV charging infrastructure, vehicle-to-vehicle technology, vehicle-to-infrastructure technology, neighborhood electric vehicles, autonomous vehicles, etc.

Source: ARB (2018) Target Update: Appendix A

The strategies that were included in the 2016 RTP/SCS are outlined below and include both strategies that lead to measurable GHG emission reductions and strategies that serve other plan goals (such as "Ensure travel safety and reliability for all people and goods in the region").

2

2016 RTP/SCS Strategies[2]

Land use strategies
- Reflect our Changing Population and Demands
  - Increase in small lot single family and multifamily housing
  - Infill development near bus corridors and other transit infrastructure
- Focus New Housing and Employment Growth Around Transit
- Plan for Mixed Use Growth Around Livable Corridors
- Provide More Options for Short Trips
  - Support Neighborhood Electric Vehicle (NEV) use
  - Development of complete communities through a mix of land uses in strategic growth areas
- Support Local Sustainability Planning
- Protect Natural and Farm Lands
  - Redirecting growth away from high value habitat areas to existing urbanized areas

Transportation strategies
- Preserve our Existing System ("Fix-it-First")
- Manage Congestion
  - Transportation Demand Management (ex. ridesharing, teleworking)
  - Transportation Systems Management (ex. advance ramp metering)
- Promote Safety and Security
- Transit
  - Implement new Bus Rapid Transit (BRT) and limited-stop bus service
  - Increase bicycle carrying capacity on transit and rail vehicles
  - Expand and improve real-time passenger information systems
- Passenger Rail
  - Improve the Los Angeles- San Diego- San Luis Obispo Rail Corridor
  - Improve the existing Metrolink system
  - Implement Phase One of the California High-Speed Train
- Active Transportation
  - Develop regional bikeway corridors and greenway corridors
  - Improve biking and walking access to transit (transit integration)
  - Provide education and encouragement for current and potential active transportation users.
- Highways and Arterials
  - Focus on addressing non-recurring congestion with new technology.
  - Support Complete Streets opportunities where feasible and practical
- Regional Express Lane Network

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[2] See Chapter 5 of the 2016 RTP/SCS for a full description of these strategies.

o   Expand and extend regional express lane network

2016 RTP/SCS Strategies (*continued*)

- Goods Movement
  - o   Regional Clean Freight Corridor System
  - o   Truck bottleneck relief

Connect SoCal will expand from the 2016 RTP/SCS to incorporate, refine, and build from the strategies included in that plan. As mentioned above, through the planning process, SCAG will examine emerging conditions such as potential climate change impacts and trends such as the building of accessory dwelling units that can lead to new strategy development. A few of the strategies that will be further explored for their GHG reduction potential during development of the 2020 RTP/SCS, *Connect SoCal*, include the following:

Additional *Connect SoCal* Strategies

- Jobs-Housing Fit and Balance
- Parking Management
- Automated Vehicles and other Mobility Technologies
- Pricing
- Transit and shared mobility innovations including microtransit, transportation network companies (TNC) partnerships, and fare subsidies
- Safe Routes To School
- Goods Movement
  - o   Last mile delivery strategies

Scenario Development

SCAG uses scenario planning to develop, evaluate, and consider distinct pathways the region could take to meet *Connect SoCal's* goals. Each scenario is made up of a unique combination of strategies. As stated in the Bottom-Up Local Input and Envisioning Process Principle #3 (adopted October 2017):

> *SCAG will develop multiple scenarios that explore a range of land use and transportation strategies. These scenarios will illustrate the impact of distinctive policy and investment choices, and will be compared to the "base case" in order for the Regional Council and Policy Committees to evaluate the merits of regional decisions for the Plan.*

Additional objectives for the draft scenarios include:
- be distinct from each other
- be thematic or easily communicated as concepts.

- be sensitive to the modeling capabilities of SCAG's technical tools such as the Scenario Planning Model (SPM) and the Activity Based Model (ABM)

Generally, scenario development proceeds through several steps to answer the following key questions[3]:

- **Where are we now?** (Local input process and evaluation of regional trends)
- **Where do we want to go?** (Goals and Guiding Policies, regional envisioning process)
- **What could the future look like?** ("Base case" and alternative scenarios)
- **What impacts do scenarios have?** (Modeling and performance evaluation)

On the heels of the local input process ("Where are we now?"), SCAG seeks direction through additional stakeholder outreach and establishment of goals, guiding policies and performance measures which will underpin the **Scenario Development Principles** to be completed by the end of 2018. These principles will highlight broad directions and guidance for the scenario designs ("Where do we want to go?") and will highlight emergent trends and preferred strategies for addressing issues. Given that the input from the outreach process may garner divergent opinions and information and highlight opposing priority areas, it will likely be necessary to distill the input into multiple distinct scenarios. Tentatively, the draft scenarios will align with the outline show in Figure 2.

FIGURE 2: Draft Scenario Designs Outline

	Scenario 1	**Scenario 2**	**Scenario 3**	**Scenario 4**	**Scenario 5**
Theme	Trend	Local Input "Base Case"	*TBD*	*TBD*	*TBD*

In order to establish comparable scenarios, there will need to be common assumptions for all scenarios for those variables that cannot be influenced by regional investments or strategies, for example:
- Auto Operating Costs
- Regional Household, Population, and Jobs growth
- Technology: Horizon year for Automated Vehicle (AV) penetration
- Plan Base Year: 2016
- Plan Horizon Year: 2045

Once the scenarios have been developed, they will be shared with the general public through a series of workshops, as detailed below.

Public Workshops
At least 16 workshops will be conducted throughout the region in the Spring/Summer of 2019 to provide stakeholders a clear understanding of issues and

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[3] Adapted from Federal Highway Administration Scenario Planning Guidebook

policy choices, and to collect and process valuable feedback on scenarios developed. In order to provide the public with information and necessary tools for evaluation, each workshop will include urban simulation computer modeling to create visual representations of the SCS and/or Alternative Planning Strategy if applicable.[4] These workshops will be held in each County in the region and at times and in locations that are accessible to the local population, as outlined in SCAG's Public Participation Plan.

Modeling Tools

After scenarios have been designed, they are evaluated using SCAG's two internally developed modeling tools, the Scenario Planning Model and the Activity Based Model. The modeling process produces quantitative measurement of key variables that help to assess the differences between scenario alternatives.

For strategies that cannot be reflected through either model, but for which there is data or research to demonstrate GHG reduction impacts, SCAG develops off-model methodologies to quantify related impacts.

Further detail about these tools and SCAG's off-model methodologies will be documented in **SCAG's Technical Methodology** which will be prepared for submission to the ARB in Spring 2019, in advance of SCAG's public workshops.

Preferred Scenario Recommendation

In Summer 2019, after the draft scenarios have been designed and evaluated, it will be necessary to develop a final preferred scenario to be recommended for adoption by SCAG's Regional Council as part of *Connect SoCal*. This preferred scenario can either be one of the initial scenario designs or a hybrid of multiple scenarios. The Draft Preferred Scenario will consist of a land use forecast, revenue forecast, transportation projects and programs, as well as transportation and land use policies.

Draft Sustainable Communities Strategy

Once the Draft Preferred Scenario is established, SCAG staff will draft the SCS for inclusion in *Connect SoCal*. The SCS will set forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies in the regional transportation plan, will reduce the GHG emissions from automobiles and light trucks to achieve the 19% per-capita GHG reduction from 2005 emission levels by 2035.

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[4] An Alternative Planning Strategy (APS) is not part of the RTP and is developed if the SCS does not achieve the GHG emission reduction target. The APS would describe the additional strategies that would be necessary to reach the GHG emission reduction target.

Draft Connect SoCal Sustainable Communities Implementation Strategies

1. **Focus growth near destinations and mobility options**
   a. Emphasize land use patterns that facilitate multimodal access to work and non-work destinations.
   b. Focus on jobs-housing fit to reduce commute times and distances.
   c. Plan for growth near transit investments and support implementation of first/last mile strategies.
   d. Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.
   e. Prioritize infill and redevelopment of underutilized land to accommodate new growth and increase amenities and connectivity in existing neighborhoods.
   f. Encourage design and transportation options that reduce the number of and reliance upon solo car trips (this could include mixed uses or locating and orienting close to existing destinations).
   g. Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking, smart parking).

2. **Promote diverse housing choices**
   a. Preserve and rehabilitate current affordable housing and prevent displacement.
   b. Identify opportunities for new workforce and affordable housing development.
   c. Creative incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.
   d. Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of per-capita greenhouse gas emissions.

3. **Leverage technology innovations**
   a. Promote low emission technologies such as neighborhood electric vehicles, shared ride hailing, car sharing, bike sharing, and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging, and parking/drop-off space.
   b. Improve access to services through technology- such as telework and telemedicine as well as commuter incentives such as a mobility wallet.
   c. Identify ways to incorporate micro-power grids in communities, e.g. solar energy, hydrogen fuel cell power storage and power generation.

4. **Support implementation of sustainability policies**
   a. Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.
   b. Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.
   c. Support cities in the establishment of EIFDs, CRIAS, or other tax increment or value capture tools to finance sustainable infrastructure and development projects.
   d. Work with local jurisdictions and communities to identify opportunities and assess barriers for implementing sustainability strategies.

e. Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.

f. Continue to support long range planning efforts by local jurisdictions.

g. Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the sustainable communities strategy.

5. **Promote a green region**

a. Support development of local climate adaptation and hazard mitigation plans as well as project implementation that improves community resiliency to climate change and natural hazards.

b. Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.

c. Integrate local food production into the regional landscape.

d. Promote more resource efficient development focused on conservation, recycling and reclamation.

e. Preserve, enhance and restore regional wildlife connectivity.

f. Reduce consumption of resource areas, including agricultural land.

g. Identify ways to improve access to public park space.

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
April 4, 2019

To:	Energy & Environment Committee (EEC)	**INTERIM EXECUTIVE DIRECTOR'S APPROVAL**
	Energy and Environment Committee (EEC)	
From:	Roland Ok, Senior Regional Planner, Compliance & Performance Monitoring, (213) 236-1819, ok@scag.ca.gov	
Subject:	Status Update on the Connect SoCal PEIR	

RECOMMENDED ACTION:
Information Only – No Action Required

STRATEGIC PLAN:
This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:
The purpose of this report is to provide a status update on comments received in response to the Notice of Preparation (NOP) for the Connect SoCal Program Environmental Impact Report (PEIR) that SCAG released for a 30-day public review and comment period on January 23, 2019 and an update on comments received during the Scoping Meetings that were held on February 22, 2019. Additionally, this report provides a preliminary draft outline and a schedule of key milestones for the PEIR.

BACKGROUND:
Pursuant to the federal Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) and Section 65080 of the California Government Code, SCAG is required to adopt and update a long-range regional transportation plan (RTP) every four (4) years. SCAG's last RTP was adopted in 2016 and an updated RTP is required to be adopted by April 2020. In accordance with the Sustainable Communities and Climate Protection Act of 2008, or Senate Bill (SB) 375 (Steinberg), the RTP will include a Sustainable Communities Strategy (SCS) which details strategies to reduce greenhouse gas (GHG) emissions from passenger vehicles (automobiles and light-duty trucks). As one of the State's 18 MPOs, SCAG must prepare an SCS that demonstrates the region's ability to attain GHG emission-reduction targets through integrated land use, housing, and transportation planning.

CEQA and its implementing regulations (*State CEQA Guidelines*) require SCAG as the Lead Agency to prepare an EIR for any discretionary government action, including programs and plans that may cause significant environmental effects. *Connect SoCal* is a regional planning document updated every four years (see further discussion below). *Connect SoCal* would update the 2016 RTP/SCS. Given the regional level of analysis provided in *Connect SoCal*, a Program EIR (PEIR) is the appropriate CEQA document. A PEIR is a "first-tier" CEQA document designed to consider "broad policy alternatives and program wide mitigation measures" (*State CEQA Guidelines* Sec. 15168). The programmatic environmental analysis for the *Connect SoCal* PEIR will evaluate potential

environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and will include mitigation measures to offset any identified potentially significant adverse environmental effects. As a first-tier document, the PEIR may serve as a foundation for subsequent, site-specific environmental review documents (including Addendums, Supplemental EIRs, Subsequent EIRs) for individual transportation and development projects in the region (*State CEQA Guidelines* Sec. 15385).

In addition to fulfilling legal requirements, the PEIR will provide an opportunity to inform decision makers and the public about potential environmental effects associated with the implementation of the RTP and alternatives. This first-tier regional-scale environmental analysis will also help local agencies evaluate and reduce direct and indirect impacts, growth-inducing impacts, and cumulative environmental effects with respect to local projects.

SUMMARY OF COMMENTS OF NOP AND SCOPING MEETING COMMENTS FOR THE *CONNECT SOCAL* PEIR:

As indicated in the February 7, 2019 Staff Report to the EEC, staff prepared the NOP for *Connect SoCal*, which was authorized for release and 30-day public review by the EAC on January 16, 2019. The public review period for the NOP occurred from January 23, 2019 to February 22, 2019. The NOP was released to notify local, state and federal agencies, and other interested agencies, organizations and individuals that SCAG plans to prepare a PEIR for *Connect SoCal*. The NOP provided a brief overview of the plan, environmental topics to be evaluated and a description of preliminary draft alternatives to be evaluated. As part of the scoping process required under CEQA, two NOP scoping meetings were conducted on February 13, 2019. SCAG received 30 comment letters in response to the NOP. Additionally, approximately 50 guests participated in the scoping meetings. Breakdown of commenters for the NOP and scoping meetings are listed below:

Breakdown of Commenters on the NOP and Scoping Meetings[1]	Number
Sovereign Nation	2
County Transportation Commission	2
Business Organizations	8
Air Districts	2
Environmental Advocacy Groups	9
State Agencies	3
Local Jurisdictions	6
Legal, other Advocacy Groups and Residents	15
Elected Officials	1

Both PEIR and *Connect SoCal* related topics were raised by the commenters. The breakdown of the NOP and scoping meeting comments, by topic area, are provided below:

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[1] SCAG received 30 comment letters in response to the NOP and while the scoping meeting was attended by 50 guests, 18 of the guests actively provided comments.

Document	Breakdown of Topic Areas	Number
PEIR	Air Quality	9
	Alternatives	7
	Biological Resources	10
	Greenhouse Gas Emissions	13
	Hazards	2
	Hydrology	3
	Land Use and Planning	6
	Mitigation Measures	5
	Population and Housing	7
	Transportation and Traffic	14
	Utilities and Service Systems	2
Plan	Alternative Planning Scenario	4
	Active Transportation	3
	Aviation	2
	Climate Change	6
	Electric Vehicle	1
	Environmental Justice	5
	Good Movement	3
	Inclusion of Projects	3
	Infill/Transit Oriented Development	3
	Natural Lands	1
	Performance Measures	1
	Scenario Planning	3
	Transit and Rail	1

SUMMARY OF KEY COMMENTS:

As mentioned previously, SCAG received a variety comments from interested parties listed above. Upon evaluation, SCAG determined that several comments related to certain topics have recurred. SCAG has identified these comments as "Key Comments". Key Comments include but are not limited to the following:

Vehicle Miles Travelled (VMT) Analysis: Several commenters have posed strong concerns over California Air Resources Board's (CARB) use of VMT reduction targets as a strategy for greenhouse gas (GHG) reduction. Commenters have stated that the VMT reduction targets are inaccurate, unattainable, and in conflict with SB 375. Commenters who oppose VMT based analysis have requested that SCAG should reject CARB's decision to impose VMT reduction targets.

While some commenters have opposed the use of VMT reduction targets, other commenters have supported CARB's decision, as they believe that VMT reduction would reduce greenhouse gas emissions and help in promoting the building of sustainable neighborhoods, increased public

transit, and the protection of natural resources.

Biological Resources: Several commenters have stated that SCAG's *Connect SoCal* PEIR place a greater emphasis on wildlife corridors, wildlife connectivity, conservation lands and wetlands protection. Commenters have also requested that SCAG analyze impacts to biological resources as it relates to climate change. Furthermore, commenters have requested that SCAG develop stronger mitigation measures to protect biological resources.

Climate Change and Greenhouse Gas Emissions: Several commenters have requested that SCAG's analysis of GHG emissions include an analysis of climate resiliency and climate adaptation. Additionally, commenters have requested that SCAG refer to CARB's Mobile Source Strategy guidelines to address GHG impacts.

Air Quality: Several commenters have requested that the PEIR be consistent with the Air Quality Management Plans (AQMPs) created by the air districts located within the region. Furthermore, commenters have requested that the PEIR incorporate best management practices (BMPs) and mitigation measures noted in the AQMPs.

Alternatives: Several commenters have requested that SCAG provide additional clarification with respect to alternatives. Some of the commenters have expressed their preference to the Intensified Land Use alternative, while others have requested to provide additional input in the scenario planning and/or alternative development process.

Environmental Justice: While not directly related to CEQA, several commenters have requested that SCAG evaluate environmental justice impacts within the PEIR. Commenters have recommended that the PEIR include an accounting of investment in disadvantaged communities that addresses discrepancies in access to transportation options. Additionally, commenters have requested that the PEIR incorporate analysis and data related to race/ethnicity, age and low income and their exposure to poor air quality and health hazards.

KEY UPDATES FOR THE *CONNECT SOCAL* PEIR:
Based on comments received, SCAG has identified key update areas for the *Connect SoCal* PEIR:
- Clarify the CEQA streamlining process for efficient development of future projects.
- Clarify the difference between a Program and Project EIR.
- Ensure consistent stakeholder involvement via outreach.
- Improve or incorporate new mitigation measures (program and project-level mitigation measures).
- Address Governor's Office of Planning and Research (OPR) updates to the State CEQA Guidelines (i.e, Wildfire, SB 743, Climate Change).
- Engage in Tribal Consultation pursuant to AB 52.
- Provide clear and concise descriptions with respect to PEIR alternatives.
- Design the PEIR as a resource tool for local jurisdictions.

PRELIMINARY DRAFT OUTLINE FOR THE *CONNECT SOCAL* PEIR:

Staff has prepared a preliminary draft outline for the *Connect SoCal* PEIR. Staff intends to provide the EEC with periodic updates discussing progress regarding the PEIR and to offer members of the EEC ample opportunities to become familiar with the preliminary comments of the PEIR. The preliminary draft outline is as follows.

- Executive Summary
- Section 1.0 – Introduction
- Section 2.0 – Project Description
- Section 3.0 – Environmental Impact Analysis and Mitigation Measures
- Section 4.0 – Alternatives
- Section 5.0 – Long Term CEQA Considerations
- Section 6.0 – Persons and Sources Consulted
- Technical Appendices supporting the Draft PEIR

ENVIRONMENTAL FACTORS CONSIDERED:

The PEIR is a programmatic document that will analyze potential effects of the Plan on the environment. Although *Connect SoCal* will include some individual transportation projects, the PEIR does not specifically analyze environmental effects of any individual transportation or development project. Project-level environmental analyses will be prepared by implementing agencies on a project-by-project basis as projects proceed through the design and decision-making process.

The potential scope of environmental effects that warrant analysis in the *Connect SoCal* PEIR are as follows:

- Aesthetics and Views
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources and Open Space
- Cultural Resources
- Energy
- Geology, Soils and Mineral Resources
- Greenhouse Gas Emissions and Climate Change
- Tribal Cultural Resources

- Hazards and Hazardous Materials
- Hydrology and Water Resources
- Land Use and Planning
- Noise
- Population and Housing
- Recreation
- Transportation/Traffic
- Public Services and Utilities
- Wildfire

DRAFT SCHEDULE:

Key dates for the development and completion of the *Connect SoCal* PEIR are listed below:

Milestone	Anticipated Date
AB 52 Consultation	1st and 2nd Quarter 2019 (In Progress)
Stakeholder Outreach	2nd and 3rd Quarter 2019
Complete Draft PEIR	3rd Quarter 2019
Release Draft PEIR for Public Review	November 2019
Complete Final PEIR	1st and 2nd Quarter 2020

FISCAL IMPACT:
Work associated with this item is included in the current Fiscal Year 2018/19 Overall Work Program (020.0161.04: Regulatory Compliance).