



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

Members of the Public are Welcome to Attend In-Person & Remotely

***Thursday, April 4, 2024
9:30 a.m. – 11:30 a.m.***

To Attend In-Person:

**SCAG Main Office – Policy A Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Watch or View Only:

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To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 829 1683 9134**

PUBLIC ADVISORY

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

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To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy A Meeting Room on the 17th floor starting at 9:30 a.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/82916839134>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 829 1683 9134**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

- In Writing:** Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, April 3, 2024** will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, April 3, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.
- Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.
- In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

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To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION

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OUR CORE VALUES

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General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

In accordance with SCAG's Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is "willfully interrupted" and the "orderly conduct of the meeting" becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

<p>Ana Beltran America's Best Value Inn Westmorland 351 W. Main Street Main Lobby Westmorland, CA 92281</p>	<p>Art Bishop Town of Apply Valley - Town Hall 14955 Dale Evans Pkwy Conference Room A Apple Valley, CA 92307</p>	<p>Robert D. Copeland City of Signal Hill - City Hall 2175 Cherry Avenue Signal Hill, CA 90755</p>
<p>Ned E. Davis City of Westlake Village - City Hall 31200 Oak Crest Drive Westlake Village, CA 91361</p>	<p>Carmen Hernandez City of Barstow - City Hall 220 E Mountain View Barstow, CA 92311</p>	<p>Shari L. Horne City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>
<p>Britt Huff City of Rolling Hills Estates - City Hall 4045 Palos Verdes Drive North Rolling Hills Estates CA, 90274</p>	<p>Dan Kalmick Sheraton Carlsbad Resort & Spa 5420 Grand Pacific Drive Main Lobby Carlsbad, CA 92008</p>	<p>Joe Kalmick City of Seal Beach - City Hall 211 8th Street, Council Chambers Seal Beach, CA 90740</p>
<p>Elaine Litster City of Simi Valley - City Hall 2929 Tapo Canyon Road Simi Valley, CA 93063</p>	<p>Vianey Lopez Ventura County Government Center 800 S. Victoria Avenue, L#1860 Ventura, CA 93009</p>	<p>Luis Plancarte SCAG Imperial County Regional Office 1503 N. Imperial Avenue, Suite 104 El Centro, CA 92243</p>
<p>Deborah Robertson City of Rialto - City Hall 150 S. Palm Ave Rialto, CA 92376</p>	<p>Jeannette Sanchez-Palacios City of Ventura - City Hall 501 Poli Street Ventura, CA 93001</p>	<p>Nick Schultz City of Burbank - City Hall 275 East Olive Ave 2nd Floor, Council Office Burbank, CA 91502</p>
<p>Jennifer Stark City of Claremont - City Hall 207 Harvard Avenue Upstairs Citrus Room Claremont, CA 91711</p>	<p>Tamala Takahashi City of Burbank - City Hall 275 East Olive Avenue 2nd Floor, Council Office Burbank, CA 91502</p>	<p>Connor Traut 7661 Silver Street Buena Park, CA 90620</p>
<p>Stephanie Virgen City of Coachella - City Hall 1515 Sixth Street Coachella, CA 92236</p>	<p>Dale Welty City of Canyon Lake - City Hall 31526 Railroad Canyon Road, Suite 5 Canyon Lake, CA 92584</p>	<p>Edward H.J. Wilson City of Signal Hill - City Hall 2175 Cherry Avenue Signal Hill, CA 90755</p>

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.



ENERGY AND ENVIRONMENT COMMITTEE AGENDA

EEC - Energy and Environment Committee *Members – April 2024*

1. **Hon. Deborah Robertson**
EEC Chair, Rialto, RC District 8
2. **Sup. Luis Plancarte**
EEC Vice Chair, Imperial County
3. **Hon. Damon Alexander**
San Bernardino, SBCTA
4. **Hon. Ana Beltran**
Westmorland, ICTC
5. **Hon. Arthur Bishop**
Apple Valley, SBCTA
6. **Hon. Phil Brock**
Santa Monica, WSCCOG
7. **Hon. Margaret Clark**
Rosemead, RC District 32
8. **Hon. Robert Copeland**
Signal Hill, GCCOG
9. **Hon. Jenny Crosswhite**
Santa Paula, RC District 47
10. **Hon. Maria Davila**
South Gate, GCCOG
11. **Hon. Ned Davis**
Westlake Village, LVMCOG
12. **Hon. Rick Denison**
Yucca Valley, SBCTA
13. **Hon. Carmen Hernandez**
Barstow, SBCTA
14. **Hon. Shari Horne**
Laguna Woods, OCCOG
15. **Hon. Britt Huff**
Rolling Hills Estates, SBCCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

- 16. Hon. Dan Kalmick**
Huntington Beach, OCCOG
- 17. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 18. Hon. Steven Leash**
Cahuilla Band of Indians
- 19. Hon. Elaine Litster**
Simi Valley, VCOG
- 20. Hon. Vianey Lopez**
Ventura County
- 21. Hon. Lauren Meister**
West Hollywood, RC District 41
- 22. Hon. Oscar Ortiz**
Indio, RC District 66
- 23. Hon. Daniel Ramos**
Adelanto, SBCTA
- 24. Hon. Jeannette Sanchez-Palacios**
Ventura, VCOG
- 25. Hon. Nicholas Schultz**
Burbank, AVCJPA
- 26. Hon. Jennifer Stark**
Claremont, SGVCOG
- 27. Hon. Ali Taj**
Artesia, Pres. Appt (Member at Large)
- 28. Hon. Tamala Takahashi**
Burbank, SFVCOG
- 29. Hon. Connor Traut**
Buena Park, OCCOG
- 30. Hon. Stephanie Virgen**
Coachella, CVAG
- 31. Hon. Dale Welty**
Canyon Lake, WRCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

32. Hon. Edward Wilson
Signal Hill, GCCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 - Policy A Meeting Room
Los Angeles, CA 90017
Thursday, April 4, 2024
9:30 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 Deborah Robertson, Chair)*

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is *not* listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

REVIEW AND PRIORITIZE AGENDA ITEMS

ELECTION OF CHAIR AND VICE CHAIR

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – February 1, 2024 PPG. 8

Receive and File

2. Energy and Environment Committee Outlook and Future Agenda Items PPG. 17
3. Transmittal to South Coast Air Quality Management District of Transportation Control Measure Reasonably Available Control Measures Analysis for Inclusion in Draft 2024 Coachella Valley Extreme Ozone Nonattainment Area State Implementation Plan PPG. 22

ACTION ITEM

4. Clean Cities Coalition Strategic Plan 10 Mins. PPG. 34
(Marisa Laderach, Principal Regional Planner)

RECOMMENDED ACTION:

Recommend the Regional Council approve the Southern California Clean Cities Coalition Strategic Plan.



ENERGY AND ENVIRONMENT COMMITTEE AGENDA

INFORMATION ITEMS

5. California's 30x30 Conservation Framework 30 Mins. PPG. 48
(Meghan Hertel, Deputy Secretary of Biodiversity and Habitat, California Natural Resources Agency)

6. Stormwater Capture and Flood Adaptation Options 30 Mins. PPG. 63
(Brett Sanders, Professor of Civil and Environmental Engineering, Urban Planning and Public Policy at UC Irvine)

CHAIR'S REPORT

(The Honorable Deborah Robertson, Chair)

STAFF REPORT

(Rachel Wagner, Government Affairs Officer, SCAG Staff)

ANNOUNCEMENTS

ADJOURNMENT



MINUTES OF THE MEETING
ENERGY AND ENVIRONMENT COMMITTEE
THURSDAY, FEBRUARY 1, 2024

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Energy and Environment Committee (EEC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

Members Present

Hon. Deborah Robertson (Chair) *Rialto*
Sup. Luis Plancarte (Vice Chair)

District 8
Imperial County

Hon. Art Bishop	<i>Town of Apple Valley</i>	SBCTA
Hon. Phil Brock	<i>Santa Monica</i>	WSCCOG
Hon. Margaret Clark	<i>Rosemead</i>	SGVCOG
Hon. Robert Copeland	<i>Signal Hill</i>	GCCOG
Hon. Jenny Crosswhite	<i>Santa Paula</i>	District 47
Hon. Ned Davis	<i>Westlake Village</i>	LVMCOG
Hon. Rick Denison	<i>Yucca Valley</i>	District 11
Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
Hon. Britt Huff	<i>Rolling Hills Estates</i>	SBCCOG
Hon. Dan Kalmick	<i>Huntington Beach</i>	OCCOG
Hon. Joe Kalmick	<i>Seal Beach</i>	District 20
Hon. Steven Leash	<i>Cahuilla Band of Indians</i>	
Hon. Elaine Litster	<i>Simi Valley</i>	VCOG
Hon. Lauren Meister	<i>West Hollywood</i>	District 41
Hon. Oscar Ortiz	<i>Indio</i>	CVAG
Hon. Daniel Ramos	<i>Adelanto</i>	SBCTA
Hon. Nick Schultz	<i>Burbank</i>	AVCJPA
Hon. Jennifer Stark	<i>Claremont</i>	SGVCOG
Hon. Ali Taj	<i>Artesia</i>	Pres. Appt
Hon. Tamala Takahashi	<i>Burbank</i>	SFVCOG
Hon. Connor Traut	<i>Buena Park</i>	OCCOG
Hon. Stephanie Virgen	<i>Coachella</i>	CVAG



Hon. Dale Welty	<i>Canyon Lake</i>	WRCOG
Hon. Edward H.J. Wilson	<i>Signal Hill</i>	GCCOG

Members Not Present

Hon. Damon L. Alexander	<i>San Bernardino</i>	SBCTA
Hon. Ana Beltran	<i>Westmoreland</i>	ICTC
Hon. Maria Davila	<i>South Gate</i>	GCCOG
Hon. Carmen Hernandez	<i>Barstow</i>	SBCTA
Hon. Vianey Lopez		Ventura County
Hon. Jeannette Sanchez-Palacios	<i>Ventura</i>	VCOG

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Vice Chair Luis Plancarte called the meeting to order at 9:34 a.m. and Policy Committee member Rick Denison, Yucca Valley, District 11, led the Pledge of Allegiance. Staff confirmed a quorum was present.

PUBLIC COMMENT PERIOD

Vice Chair Luis Plancarte opened the public comment period and provided detailed instructions on how to provide public comments. He noted that this was the time for members of the public to offer comment for matters that are within SCAG’s jurisdiction but are not listed on the agenda.

He reminded the public to submit comments via email to EECPublicComment@scag.ca.gov. He noted that public comments received via email after 5:00 p.m. on Wednesday, January 31, 2024, would be announced and included as part of the official record of the meeting.

SCAG staff acknowledged there were no public comments received before the 5:00 p.m. deadline on January 31, 2024.

Seeing no public comment, Vice Chair Plancarte closed the public comment period for matters not listed on the agenda.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – January 4, 2024

Receive and File

2. Energy and Environment Committee Outlook and Future Agenda Items
3. Connect SoCal 2024: Draft Plan Release Activities
4. Connect SoCal 2024 Program Environmental Impact Report (PEIR) (State Clearinghouse No.: 2022100337): Status Update on Additional Stakeholder Outreach and Preliminary Outline for the Proposed Final PEIR

A MOTION was made (Stark) to approve the Consent Calenda. Motion was SECONDED (Traut) and passed by the following votes:

AYES: Bishop, Brock, Clark, Copeland, Crosswhite, Davis, Denison, Horne, Huff, D. Kalmick, J. Kalmick, Leash, Meister, Ortiz, Plancarte, Stark, Taj, Takahashi, Traut, Virgen and Welty (21)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS

5. Clean Technology Compendium

There were no public comments on item 5.

Sam Pournazeri, Senior Director of Clean Transportation and Energy, ICF, provided a presentation on SCAGs clean technology compendium, in which he outlined the key aspects of the compendium. During his presentation Mr. Pournazeri shared with the committee what the project objectives and goals were and discussed their focus on the four modes of interest which were light duty vehicles, medium and heavy-duty vehicles, buses and rail. He explained to members the importance of understanding the landscape of clean technology stating mobile sources were significant contributors to air quality issues in the South Coast Air Basin. He reported that in 2022, transportation contributed to almost more than 80% of nitrogen oxide emissions. He reported that in 2020, Governor Newsom signed an executive order which established a goal of having 100% of new passenger vehicles sold in California to be zero emission vehicle by 2035, transitioning all drayage or port trucks to zero emission by 2035, and the rest of the medium and heavy-duty

vehicles to zero emission by 2045. He reported that as part of the compendium, ICF studied the vehicles, charging and fueling infrastructure and supporting products that facilitated the adoption of these technologies. He then detailed the technology specifications and tools they had used. Furthermore, he detailed their findings for their four modes of interest and discussed their findings as it pertained to the different charging infrastructure.

He also shared with the members that the California Energy Commission AV 2127 Report forecasted that by 2035 California would need roughly 2 million charging stations, half of which were anticipated to be within the SCAG region. He reported Southern California had an expansive network of hydrogen fueling stations and in the SCAG region there were 39 active hydrogen fueling stations with plans for 21 more in the pipeline. He stated when assessing the transition to zero emission vehicles, several challenges stood out from a cost perspective. The high upfront prices of these vehicles had been a significant barrier in terms of technology readiness. Additionally, the current infrastructure did not adequately support zero emission vehicles and public zero emission vehicle infrastructure was also lacking. Also, real estate challenges existed on the consumer side. He explained many potential users had limited knowledge of the new technology and associated incentives, and there was a general lack of confidence into technology itself. Lastly, the absence of standardized vehicle and equipment performance, criteria, and inconsistencies in infrastructure design limited fundings, and delays and permitting further impeded transition.

He reported that despite encountering multiple barriers there was different policies at the federal, State, regional local levels with the goal of promoting zero emission vehicles. However, it was still evident that there were significant gaps that still needed to be addressed. Firstly, the lack of affordability for zero emission vehicles posed a challenge especially for low- and moderate-income communities. Additionally, there was a pressing need for greater investment in charging and fielding. To effectively bridge the infrastructure gap, 3,000 charges would need to be installed every week for light duty vehicles and an additional 430 charges for heavy duty statewide between now and 2,030. Half of those needed to happen within the SCAG region. To foster the adoption of clean technology, the compendium proposed a set of strategic recommendations. He advocated for a targeted incentive program to financially motivate individuals and businesses to make the switch, enhance public education and community outreach, and to raise awareness about the benefit of zero emission vehicles. He also suggested revising building codes, incorporating technology, infrastructure, and zoning to prioritize sustainable mobility, as well as promoting public private partnerships. He stated providing technical assistance can guide potential adopters while workforce development ensures the skilled workforce to support a transition. Lastly, he indicated it was essential for leaders and regional partners, such as municipalities to lead by example, showcasing the tangible benefits and feasibility of embracing zero emission vehicles.

Policy Committee members sought clarification on zero emissions for zero emission vehicles and had questions about the impact on streets as electric vehicles were heavier. Additionally, members shared their thoughts on how ambitious California's plan was to produce 3,300 charges a week and

thought the business community should be encouraged to create charging stations. Other questions were related to the public education and community outreach being done for this effort. Members expressed their concerns about the equity surrounding personal vehicles, indicating most electric cars were purchased new and were more for affluent communities. Lastly, members also expressed their concerns about the time it would take local delivery trucks to charge and the duration of their charge especially when doing cross-country trips. Mr. Pournazeri and SCAG staff addressed members questions.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video recording is also available on the SCAG website.

Staff announced Chair Deborah Robertson wanted the record to reflect that though she was participating remotely, she was not at her noticed location. She wanted to note she was not aware a vote was happening when she voted 'yes' on the Consent Calendar and would therefore like her vote on the item to be removed completely.

6. Water Action Resolution White Paper Update

There were no public comments on item 6.

Kim Clark, Planning Supervisor, provided an update on SCAGs work related to the Water Action Resolution as well as Phase 1 of the water white paper. She detailed Phase 1 involved research, stakeholder interviews, and a landscape analysis of water management practices and factors impacting Southern California and noted SCAG's potential role to help address water issues regionally. She reported SCAG had completed a request for proposals and was in the process of securing a consultant. She reported Phase 1 would be from March 2024 through February 2025. Ms. Clark informed members Phase 2 would focus on identifying challenges and opportunities to support sustainable and resilient development, and address issues related to water acquisition, storage, supply, demand, and quality. She reported analysis on opportunities would identify the feasibility and cost-effectiveness of a wide range of strategies to address the region's water challenges within SCAG's role, including recommendations for practical ways to support implementing agencies. Lastly, she informed members that SCAG anticipated beginning Phase 2 in summer 2025 through February 2027.

Policy Committee members asked staff if there were plans to work with NGO's as they thought it was important to be inclusive. Members also asked how funds meant for reducing water usage were being used and how to be more strategic regarding those funds. Additional questions were addressed on groundwater issues and if the white paper would look at ways that local agencies and local users of large amounts of water can reduce the need to bring in water from outside the system. SCAG staff addressed member comments and questions.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

7. Governor's Budget Update: Regional Early Action Planning Grant 2021 (REAP 2.0)

There were no public comments on item 7.

Franciso Barajas, Senior Legislative Affairs Analyst, provided a brief update on the Regional Early Action Planning grant, REAP 2.0 program. He stated that in January, the Governor proposed a \$291 billion dollar budget with \$1.2 billion dollars in cuts for housing programs. He reported SCAG had a MOU with a housing and community development for \$237 million dollars in funds and suballocated and awarded \$92 million to cities, counties and tribal governments to accelerate housing production and to implement Connect SoCal. He stated reducing or delaying funding would compromise the programs integrity and would have severe negative impacts on cities and counties across the region and the State. He stated SCAG authored a budget advocacy letter which was distributed to the Assembly Committee on Budget and the Senate Budget and Fiscal Review Committee, legislative leadership, Southern California Delegation, and key SCAG stakeholders, including CalCog League of Cities, CSAC and regional transportation commissions. He stated talking points were also distributed to members of the Assembly and Senate budget committees representing the SCAG region whose districts contained projects funded by REAP 2.0. He also noted that SCAG Sacramento representatives provided in person testimony during the public comment period of the budget meetings. He reported SCAG had met with key legislative staff to the Senate Pro Tem and Senate Budget Committee and was in the process of setting up strike teams with members of SCAG's board to meet with legislators. He reported SCAG has anticipated this issue being the primary advocacy request for the upcoming Sacramento summit on March 19 – 20. He stated SCAG had developed an advocacy toolkit that would be available to SCAG elected officials and it would include a sample letter that could be sent to legislative leaders and legislators.

Policy Committee Member Jennifer Stark thanked SCAG staff for their efforts on the tool kit.

The meeting video is also available on the SCAG website.

8. Highways to Boulevards Regional Study

There were no public comments on item 8.

Hina Chanchlani, Associate Regional Planner, provided a brief update on the recent shift in highway planning approaches and stated it was important to prioritize funding for modes other than car and reconnect underserved communities and design a transportation system that serves all people.

She stated Connect SoCal 2024 plan goals and vision for 2050 was a healthy, prosperous, accessible, and connected region for a more resilient and equitable future. She noted that in July 2020, SCAG's Regional Council adopted Resolution 20-623-2 which affirmed its commitment to advancing justice, equity, diversity and inclusion throughout Southern California. The Special Committee on Equity and Social Justice further developed SCAG's response to advancing equity and a Racial Equity Early Action Plan was developed in May 2021.

She reported the nation's Interstate Highway System was established through the Federal Aid Highway Act of 1944 which accelerated the construction of highways in metro areas across the country. The new freeways cut through urban neighborhoods which displaced underserved communities and amplified racial inequities. She stated converted highway facilities could offer opportunities for communities to rebuild and reconnect with their surroundings and Highways to Boulevards could provide opportunities to improve access to public spaces and green spaces for communities. She stated the program would place community needs first and offer outcomes that benefit the public and offer economic gains to the communities who experienced inequities caused by highway construction.

She reported that in 2012 SCAG staff convened the Southern California Freeway Cap Coalition to discuss the merits of Freeway Cap and SCAG assisted with early-stage planning for freeway cap projects in Hollywood, Downtown Los Angeles, Ventura and Glendale. She stated statewide leasing policy required that all air-rights leases over freeway corridors could be revoked at any time by Caltrans and the leasing policy required Caltrans to maximize lease revenue.

She stated the long-term goal of SCAG's regional Highways to Boulevards Study was to reconnect communities by removing or retrofitting transportation facilities that create barriers to community connectivity. She indicated the regional study was aimed to develop and carry out a process to identify highways in the region that can be potential candidates for future improvements to reconnect communities intersecting with environmental justice areas or disadvantaged communities, and the study would identify potential projects to reverse historical and chronic negative impacts. She stated the major deliverables would include a feasibility assessment and identification of potential corridors, and guidance for cities that want to pursue highway/railway removal, retrofitting or mitigation.

She stated the next steps would be engaging in Project Advisory Committee (PAC) meetings, developing Best Practices and Policy and Planning Context, and to provide study updates to the policy committees at key milestones.

Policy committee members expressed their support of the study and asked if this study would address the impact of existing infrastructure as there were motels along the 10 freeway where human trafficking occurred and caused harm to residents and individuals. Members also asked about the status of the 2012 study and how it related to the new study. Lastly, members requested

clarification on term capping and what capping freeways entailed. Staff addressed member questions and comments.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video recording is also available on the SCAG website.

CHAIR'S REPORT

Vice Chair Plancarte welcomed new EEC member, Steven Leash, Cahuilla Band of Indians, Tribal Representative. He stated there would be a Joint Policy Committee on March 4. Lastly, he reported SCAG was hosting an Equity training for Regional Council and Policy Committee Members on February 22 and the training would be virtual and led by Charles Brown, Consultant from Equitable Cities.

STAFF REPORT

Rachel Wagner, Government Affairs Officer, reported that the April Meeting of the EEC would have an item on the agenda specifically dedicated for the election of the new Chair and Vice Chair for 2024-25 and if there were no nominations received for the positions of either Chair or Vice Chair by the deadline date, the current Chair would accept nominations made from the floor at the time of the meeting. She stated the term of office for the newly elected Chair and Vice Chair would commence upon the adjournment of the General Assembly Business Meeting on May 2, 2024. She reported applications for the 2024 SCAG Scholarship Program were open and that the program offered a \$4,000 scholarship award for seven high school or community college students from the SCAG region. She noted that applications were due by March 22, 2024.

ANNOUNCEMENT

There were no announcements.

ADJOURNMENT

There being no further business, Vice Chair Plancarte adjourned the Energy and Environment Committee meeting at 11:33 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT

2023-2024

MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Jun	Total Mtgs Attended To Date
Alexander, Damon L.	San Bernardino, RC Distirct 7	1	1			1	1		0	0					4
Beltran, Ana	Westmoreland, ICTC	0	0			1	0		1	0					2
Bishop, Art	Apple Valley, SBCTA	0	1			1	1		1	1					5
Brock, Phil	Santa Monica, WSCCOG	1	0			1	1		1	1					5
Clark, Margaret	Rosemead, RC District 32	1	1			1	1		1	1					6
Copeland, Robert	Signal Hill, GCCOG	1	0	D		1	1	D	1	1					5
Crosswhite, Jenny	Santa Paula, RC District 47	1	1			1	1		1	1					6
Davila, Maria	South Gate, GCCOG	0	0			0	0		0	0					0
Davis, Ned	Westlake Village, LVMCOG	0	0			1	1		1	1					4
Denison, Rick	Yucca Valley, RC District 11	1	1	A		1	1	A	1	1					6
Hernandez, Carmen	Barstow, SBCTA								0	0					0
Horne, Shari	Laguna Woods, OCCOG	1	0			1	1		1	1					5
Huff, Britt	Rolling Hills Estates, SCBCOG	1	1			1	0		1	1					5
Kalmick, Dan	Huntington Beach, OCCOG	1	1			1	1		1	1					6
Kalmick, Joe	Seal Beach, RC District 20	1	1			1	1		1	1					6
Leash, Steven	Cahuilla Band of Indians									1					1
Litster, Elaine	Simi Valley, VCOG	1	1	R		1	1	R	1	1					6
Lopez, Vianey	Ventura County	1	1			1	1		1	0					5
Meister, Lauren	West Hollywood, RC District 41	1	1			1	1		1	1					6
Ortiz, Oscar	Indio, RC District 66	1	1			0	1		1	1					5
Plancarte, Luis	Imperial County	1	1	K		1	1	K	1	1					6
Ramos, Daniel	Adelanto, SBCTA					1	1		1	1					4
Robertson, Deborah	Rialto, RC District 8	0	1			1	1		0	1					4
Sanchez-Palacios, Jeanette	Ventura, VCOG	0	1			1	0		0	0					2
Schultz, Nick	Burbank, AVCJPA						1		1	1					3
Stark, Jennifer	Claremont, SGVCOG	1	1			1	1		1	1					6
Takahashi, Tamala	Burbank, SFVCOG	1	1			1	0		1	1					5
Traut, Connor	Buena Park, OCCOG	0	1			1	1		1	1					5
Virgen, Stephanie	Coachella, CVAG	0	1			1	0		1	1					4
Welty, Dale	Canyon Lake, WRCOG	0	1			1	1		1	1					5
Wilson, Edward H.J.	Signal Hill, GCCOG	0	0			1	1		1	1					

Attachment: EEC Attendance Sheet 2023-24 (Minutes of the Meeting - February 1, 2024)



AGENDA ITEM 2
REPORT

Southern California Association of Governments
April 4, 2024

To: Energy and Environment Committee (EEC)
From: Ryan Wolfe, Manager for Sustainable and Resilient Development
213-630-1527, wolfe@scag.ca.gov

**EXECUTIVE DIRECTOR'S
APPROVAL**

Subject: Energy and Environment Committee Outlook and Future Agenda Items

RECOMMENDED ACTION:

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. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Energy and Environment Committee (EEC) on April 7, 2022. Following the Regional Council adoption of the Framework on June 2, 2022, staff developed a 12-month Committee EEC Outlook, to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities that will become final recommendations in Connect SoCal 2024. For FY2024, the EEC Outlook reflects outcomes of the 2023 Executive/Administration Committee (EAC) Retreat and discussions with the EEC Chair and Vice Chair. The Committee Outlook and Future Agenda Items will be updated monthly as a receive and file item.

BACKGROUND:

Policy Development Framework for Connect SoCal 2024

The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the EEC on April 7, 2022, and was adopted by the Regional Council at the June 2, 2022 meeting. The Policy Framework is intended to facilitate the engagement of SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in Connect SoCal 2024. In furtherance of the adopted Policy Development Framework, staff have developed a “Committee

Outlook” for each of the three policy committees (CEHD, TC and EEC) organized around three areas: Connect SoCal, Local Assistance Program, and Regional Updates.

EEC Committee Outlook and Framework

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff updated the Outlook for the EEC Policy Committee for FY2024.

The Committee Outlook organizes content into three programmatic areas:

- 1. *Connect SoCal:*** Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Connect SoCal Plan. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on land use, energy, sustainability, and resilience. The FY2024 Outlook summarizes the items that will be coming before the EEC Committee that will be related to the development of Connect SoCal 2024.
- 2. *Local Assistance Program:*** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. The Local Assistance Program includes the Greenprint Tool Data Standards and several items that align with the climate action and water action resolutions related to overall resilience, local policies and best practices, and funding for reducing greenhouse gas emissions.
- 3. *Regional Updates:*** This programmatic area will focus on regional policy issues, such as conservation, clean transportation, clean energy, and the alignment of state policies and programs with SCAG regional goals and objectives.

The Committee Outlook is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG’s policy committees through April 2024. The topics and panels covered may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. To request future agenda items, Policy Committee members may request that the agenda item be pulled for discussion, or they may send a request directly to the Chair or committee staff for consideration and reporting out at the next meeting. Agenda items that are recommended by Policy Committee members will be discussed with the Chair and Vice Chair to assess relevance to the EEC and the considerations noted above.



During the April-June timeframe, the Clean Cities Strategic Plan and several items related to climate mitigation and adaptation best practices and funding will be brought to EEC. This will be in addition to the topics covered at SCAG's General Assembly in May.

Staff will continue to identify additional opportunities to integrate items that reflect input expressed by committee members during the October 2023 EEC meeting that align with the criteria above. These opportunities will be shared and discussed with the Chair/Vice Chair and, as appropriate, will be reflected in the June EEC Outlook.

FISCAL IMPACT:

Work associated with this item is included in the FY 2023-24 Indirect Cost Program (810.0120.20: Planning Policy Development).

ATTACHMENT(S):

1. EEC April Outlook

Energy & Environment Committee Agenda Outlook

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
July-Aug	<ul style="list-style-type: none"> Connect SoCal 2024 Outreach Update Connect SoCal 2024: Performance Measures Update Connect SoCal 2024: Resilience Policies and Strategies 	<ul style="list-style-type: none"> REAP 2.0 Update 	<ul style="list-style-type: none"> Climate Resolution Bi-Annual Update
Sept	Joint Policy Committee: Connect SoCal 2024 Draft Plan Review		
Oct - Nov	<ul style="list-style-type: none"> Authorization to Release the Connect SoCal 2024 Draft PEIR Release of Draft Transportation Conformity Analysis for Public Review and Comment Transmittal to South Coast AQMD of Draft 2024 PM2.5 State Implementation Plan Appendix IV-C RTP/SCS and Transportation Control Measures 	<ul style="list-style-type: none"> Climate Pollution Reduction Grant Program Urban Greening (Added to November EEC) Department of Energy State and Community Energy Programs 	<ul style="list-style-type: none"> EEC 12-Month Lookahead
Jan - Feb	<ul style="list-style-type: none"> Connect SoCal 2024: Implementation Strategies Transmittal to South Coast AQMD of Final 2024 PM2.5 State Implementation Plan Appendix IV- RTP/SCS and Transportation Control Measures Greenprint Tool Data Standards Clean Technology Compendium Findings 	<ul style="list-style-type: none"> Water White Paper Update Highways to Boulevard's Regional Study 	
Mar	Joint Policy Committee: Connect SoCal 2024 Final Review		

Energy & Environment Committee Agenda Outlook

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
April	<ul style="list-style-type: none"> Proposed Final Transportation Conformity Analysis for Connect SoCal 2024 Clean Cities Coalition Strategic Plan 		<ul style="list-style-type: none"> California Air Resources Board Advanced Clean Cars Program: Outside Presenter (Moved to June) California's 30 x 30 conservation framework: Outside Presenter Stormwater Capture and Flood Adaptation Options: Outside Presenter
May		General Assembly	
June		<ul style="list-style-type: none"> REAP 2.0 Update Climate Pollution Reduction Grant Program Grey Water: Local Policies & Best Practices (Moved from April) 	<ul style="list-style-type: none"> Climate Resolution Bi-Annual Update Clean Energy & Storage: Outside Presenter California Air Resources Board Advanced Clean Cars Program: Outside Presenter (Moved from April)



AGENDA ITEM 3
REPORT

Southern California Association of Governments
April 4, 2024

To: Energy & Environment Committee (EEC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Rongsheng Luo, Planning Supervisor
(213) 236-1994, luo@scag.ca.gov

Subject: Transmittal to South Coast Air Quality Management District of
Transportation Control Measure Reasonably Available Control Measures
Analysis for Inclusion in Draft 2024 Coachella Valley Extreme Ozone
Nonattainment Area State Implementation Plan

RECOMMENDED ACTION:

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:

The South Coast Air Quality Management District (AQMD) is developing the 2024 Coachella Valley Extreme Ozone Nonattainment Area State Implementation Plan (SIP) to meet federal Clean Air Act (CAA) requirements for Coachella Valley under the federal 2008 8-hour ozone standard. The Draft 2024 Coachella Valley SIP is scheduled to be released for public review in July 2024. As requested by AQMD staff, SCAG staff has prepared the Draft Reasonably Available Control Measures (RACM) Analysis of Transportation Control Measures (TCMs) for the Coachella Valley to be included in the Draft 2024 Coachella Valley SIP for public review. The Draft 2024 Coachella Valley TCM RACM Analysis is a technical update to the Coachella Valley TCM RACM Analysis included in the South Coast AQMD's Final 2022 Air Quality Management Plan (AQMP), which was previously presented to the Regional Council. After the public review, any public comments received on the Draft Coachella Valley TCM RACM Analysis will be responded to and incorporated into the Final Coachella Valley TCM RACM Analysis, as appropriate. Subsequently, the EEC and the RC will be notified of the transmittal to the AQMD of the Final Coachella Valley TCM RACM Analysis for inclusion in the Final 2024 Coachella Valley SIP for adoption by the AQMD Governing Board anticipated in September 2024.

BACKGROUND:

Effective April 7, 2023, the United States Environmental Protection Agency (US EPA) granted a request by the California Air Resources Board (ARB) to voluntarily reclassify the Coachella Valley

ozone nonattainment area from “Severe-15” to “Extreme” for the 2008 8-hour Ozone National Ambient Air Quality Standards (NAAQS). The approved reclassification was a critical action in fully resolving the region-wide transportation conformity lockdown in the SCAG region last year. In connection with the reclassification, US EPA established a schedule of no later than 18 months from the effective date of reclassification (i.e., no later than October 7, 2024) for the South Coast AQMD to submit a SIP addressing Extreme ozone nonattainment area requirements for Coachella Valley through the California Air Resources Board (ARB).

The 2024 Coachella Valley Extreme Ozone Nonattainment Area SIP is being jointly prepared by three responsible agencies: the South Coast AQMD, the lead agency, ARB, and SCAG. SCAG’s role in the Coachella Valley SIP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the AQMD for use in estimating and forecasting emission inventories and airshed modeling; and vehicle activity data to ARB for use in developing on-road emissions. Because the adopted 2020 RTP/SCS was the applicable RTP/SCS when the AQMD initiated the development of the SIP, the 2024 Coachella Valley Ozone SIP uses the same socio-economic growth forecast and travel activity projection data that SCAG previously provided the AQMD for the 2022 AQMP.

In addition to the technical data, at the request of AQMD staff, SCAG staff also writes a portion of the 2024 Coachella Valley SIP as they relate to TCMs and the Clean Air Act required RACM analysis for TCMs. It is a technical update to Attachment VI-A-4 Coachella Valley TCM RACM Analysis of the AQMD’s Final 2022 AQMP which was presented to the RC by Dr. Sarah Rees, AQMD Deputy Executive Officer, in January 2023. The Draft TCM RACM analysis for Coachella Valley is attached to this staff report.

The Draft 2024 Coachella Valley SIP, including the Draft TCM RACM analysis, is anticipated to be released by the AQMD in July 2024 for a 30-day public review. After the public review, the Draft TCM RACM analysis will be revised based on comments received as appropriate. Subsequently, the EEC and the RC will be notified of the transmittal to the AQMD of the Final Coachella Valley TCM RACM Analysis for inclusion in the Final 2024 Coachella Valley Extreme Ozone Nonattainment SIP. The Final Coachella Valley SIP is anticipated to be adopted by the AQMD Governing Board in September 2024 and subsequently approved by the ARB Board. The Final Coachella Valley SIP is due to US EPA for review and approval by October 7, 2024.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2023-24 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).

ATTACHMENT(S):

1. Draft 2024 Coachella Valley Extreme Ozone Nonattainment Area SIP TCM RACM Analysis

DRAFT 2024 COACHELLA VALLEY EXTREME OZONE NONATTAINMENT AREA STATE IMPLEMENTATION PLAN

TRANSPORTATION CONTROL MEASURE (TCM) REASONABLY AVAILABLE CONTROL MEASURES (RACM) ANALYSIS

Background

The Coachella Valley Planning Area is defined as the desert portion of Riverside County in the Salton Sea Air Basin (SSAB) and is part of the South Coast Air Quality Management District (South Coast AQMD) jurisdiction. The Coachella Valley is the most populated area in this desert region, which encompasses several communities, including Palm Springs, Desert Hot Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, Coachella, Thermal, and Mecca.

Ozone pollution has improved in Coachella Valley (CV) over the last several decades. Due to South Coast AQMD's stationary and mobile source emission reduction programs both in the South Coast Air Basin and in Coachella Valley, ground level ozone in the Coachella Valley has continued to decrease. However, the Coachella Valley still experiences high levels of ozone and fails to meet either the 2008 (75 ppb) or the 2015 (70 ppb) 8-hour federal and State ozone standards.¹ Most of the emissions forming ozone in the Coachella Valley comes from the South Coast Air Basin. Figure VI-A-1 illustrates the processes influencing ozone concentrations in the Coachella Valley. NO_x is generated from combustion processes whereas VOCs are emitted from a wide variety of sources such as consumer products, mobile sources, and vegetation. NO_x emissions from passenger cars account for less than 5% of the Coachella Valley's total NO_x emissions in 2037 business-as-usual condition (baseline). Wildfires generate both NO_x and VOCs. However, the chemical reactions that form ozone are highly complex and depend not only on NO_x and VOC levels, but also on the ratio of VOC to NO_x concentrations, temperature, the amount of sunlight, and other meteorological conditions.

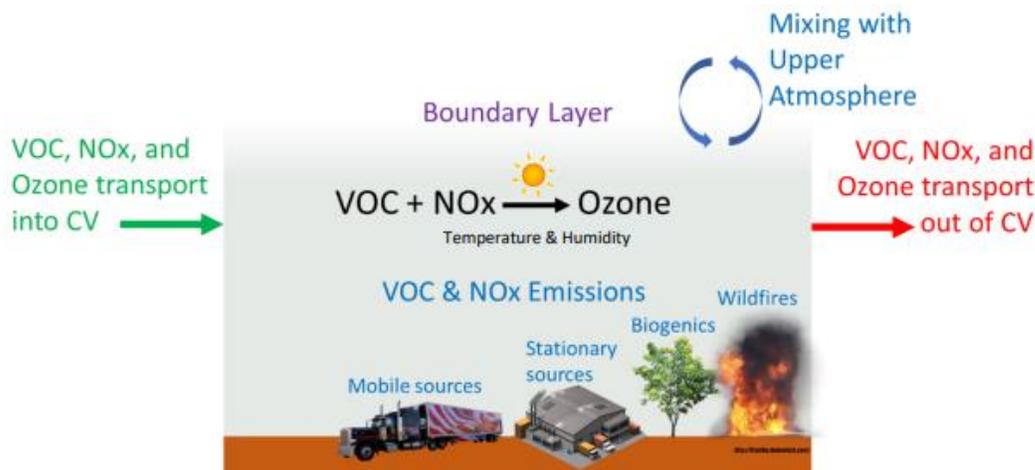


FIGURE VI-A-1

Schematic of Processes Influencing Ozone Concentrations in the Coachella Valley

Ozone is formed photochemically from NO_x and VOCs and transported from the Basin to the Coachella Valley. The Basin's prevailing sea breeze causes polluted air to be transported inland. As the air is being transported inland, ozone is formed, with high concentrations occurring in the inland valleys of the Basin, extending from

¹ The Coachella Valley officially attained the revoked 1-hour ozone NAAQS (120 ppb) in 2015.

eastern San Fernando Valley through the San Gabriel Valley into the Riverside-San Bernardino area and the adjacent mountains. Coachella Valley’s ozone depends on the ozone levels in the Basin and local emissions have limited impact on the Coachella Valley’s ozone levels. The photochemical modeling system used in the attainment demonstration indicates that even if all man-made emissions from the Coachella Valley were removed, Coachella Valley is not going to attain the ozone standard without emission reductions placed in the South Coast Air Basin.

Transportation Control Measures (TCMs)

Transportation Control Measures (TCMs) are strategies that reduce motor vehicle emissions by reducing vehicle trips, vehicle use, vehicle miles traveled (VMT), vehicle idling, and traffic congestion. TCMs are either one of the types listed in CAA section 108, or any other measures for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Pursuant to U.S. EPA’s Transportation Conformity Regulations, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs.

In the Coachella Valley, the following three categories of TCM projects and programs are developed by the Riverside County Transportation Commission (RCTC) and included in SCAG’s 2020 Connect SoCal and 2023 Federal Improvement Program (FTIP):

1. Transit and non-motorized modes;
2. High Occupancy Vehicle (HOV) Lanes their pricing alternatives; and
3. Information-based Transportation Strategies.

TCM Reasonably Available Control Measure Analysis

The federal CAA requires a Reasonably Available Control Measure (RACM) analysis for TCMs during the AQMP development and must be included as part of the overall control strategy in the ozone SIP to ensure that all potential control measures are evaluated for implementation and that justification is provided for those measures that are not implemented. For TCMs to be RACM, TCMs must be both technologically and economically feasible and must advance the nonattainment area’s projected attainment date of the NAAQS by at least one year.

Through an extensive project development and selection process, RCTC is the agency charged with recommending transportation projects including TCM projects within the Riverside County including the Coachella Valley for funding under SCAG’s long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is updated every four years, and 2020 Connect SoCal is the currently adopted RTP/SCS.

In addition, the TCM projects in the Coachella Valley are programmed and updated through and as part of SCAG’s short-term FTIP development process. The FTIP is updated every two years, and the 2023 FTIP is the currently adopted FTIP.

Therefore, the TCM RACM process relies predominantly on the respective continuous regional transportation planning and programming processes of updating and adding TCMs in the Coachella Valley by RCTC and SCAG.

For illustrative purpose, Attachment VI-A-4A is a list of completed 2023 FTIP TCM projects in the Coachella Valley and Attachment VI-A-4B is a list of TCM projects currently being implemented in the Coachella Valley.

Coachella Valley is under the South Coast AQMD’s jurisdiction and thus subject to the AQMD’s regulations and control measures. Coachella Valley is also within the jurisdiction of RCTC and SCAG and, as a result, TCM projects are being proposed, implemented, and updated through and as part of the continuous regional transportation planning and programming processes. Therefore, in terms of assembly and review of candidate TCM, both the process and the conclusion of determining the TCM reasonably available control measures and the reasoned justification as documented in the 2022 AQMP Appendix IV-C² for the South Coast Air Basin generally apply to the Coachella Valley.

CAA Section 172(c)(1) requires SIPs to provide for the implementation of all TCM RACM as “expeditiously as practicable.” U.S. EPA and related court decisions have maintained that TCMs considered RACM must be measures that 1) advance the attainment date, typically by at least one year and 2) are technologically and economically feasible. Measures must pass both the advance attainment and technical/economic feasibility tests to be deemed RACM.

Based on the comprehensive review of TCMs in other Serious or worse ozone nonattainment areas under the 2008 8-hour ozone standard as documented in the 2022 AQMP Appendix IV-C for the South Coast Air Basin and the updated review of TCMs in the other Serious or worse ozone nonattainment areas under the 2015 8-hour ozone standard and developed since the 2022 AQMP listed in Table 1 on the next page, it is determined that the TCMs being implemented in the Coachella Valley are inclusive of all TCM RACMs. None of the candidate measures reviewed that have not been implemented meet the criteria for RACM implementation.

SCAG and RCTC have established a comprehensive, formal process for identifying, evaluating, and selecting TCMs. The regular RTP, FTIP, and AQMP/SIP public update processes ensure that TCM identification and implementation is a routine consideration that helps SCAG and the South Coast AQMD in the effort to demonstrate attainment of applicable NAAQS in Coachella Valley.

² <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan>

Table 1 Serious or Worse Ozone Nonattainment Area SIPs under 2015 8-hour Ozone Standard and Developed since South Coast AQMD’s 2022 AQMP

Nonattainment Area	Designation	Applicable SIP
San Joaquin Valley, California	Extreme	2022 Plan for the 2015 Ozone Standard ³
Western Mojave Desert	Severe 15	MDAQMD Federal 70 PPB Ozone Attainment Plan ⁴ AVAQMD Federal 70 PPB Ozone Attainment Plan ⁵
Eastern Kern	Serious	2023 Ozone Attainment Plan for the 2008 & 2015 8-hour Ozone National Ambient Air Quality Standards (NAAQS) ⁶
Western Nevada County	Serious	Ozone Attainment Plan for Western Nevada County – State Implementation Plan for the 2015 70 ppb Ozone Standard ⁷
Sacramento Region	Serious	Sacramento Region 2015 NAAQS 8-hour Ozone Attainment & Reasonable Further Progress Plan ⁸
Ventura County	Serious	2022 Ventura County Air Quality Management Plan ⁹

³ <https://ww2.valleyair.org/rules-and-planning/air-quality-plans/ozone-plans/2022-ozone-plan-for-the-san-joaquin-valley/>

⁴ <https://www.mdaqmd.ca.gov/home/showpublisheddocument/9589/638084392297570000>

⁵ <https://avaqmd.ca.gov/files/020b4aec1/70+ppb+Ozone+Plan+Final+Draft+AV+01.04.2023.pdf>

⁶ http://www.kernair.org/Documents/Rules/2023%20Attainment%20Plan/EKAPCD_2023_Ozone_Plan_Draft_3-31-23.pdf

⁷ <https://myairdistrict.com/wp-content/uploads/2024/01/1.a-NSAQMD-WNNA-Ozone-SIP-FINAL.pdf>

⁸ <https://www.airquality.org/ProgramCoordination/Documents/Sacramento%20Regional%202015%20NAAQS%208%20Hour%20Ozone%20Attainment%20and%20Reasonable%20Further%20Progress%20Plan.pdf>

⁹ <http://www.vcapcd.org/pubs/Planning/AQMP/2022/Final-2022-AQMP-without-appendices.pdf>

**ATTACHMENT VI-A-4A
LIST OF COMPLETED 2023 FTIP TCM PROJECTS IN COACHELLA VALLEY**

LEAD AGENCY	TIP ID	PROJECT DESCRIPTION	COMPLETION DATE
COACHELLA	RIV140816	IN EASTERN RIVERSIDE COUNTY FOR THE CITY OF COACHELLA - INSTALL 8.2 MILES OF CLASS II BIKE LANES ON CITY ARTERIALS TO FACILITATE RESIDENTIAL TO COMMERCIAL CONNECTIVITY (\$52.76 OF TC TO MATCH CMAQ IN FY 16/17)(PM 2.5 BENEFITS .816 KG/DAY)	3/31/2019
COACHELLA	RIV151217	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF COACHELLA - WIDENING OF AVENUE 48 FROM 2 TO 6 LANES (1 LN EA DIR TO 3 LNS EA DIR) FROM JACKSON RD TO VAN BUREN ST INCLUDING TRAFFIC SIGNAL MODIFICATIONS, STREET LIGHTING, DRAINAGE IMPROVEMENTS INCLUDING SIDEWALK AND BICYCLE LANES AND LANDSCAPING	12/31/2019
COACHELLA	RIV140842	IN EASTERN RIVERSIDE COUNTY FOR THE CITY OF COACHELLA - ATP IMPROVEMENTS CYCLE 1: ADD 7 MI. OF CLASS II BIKE LANES & CLASS III BIKEWAYS W/SHARROWS, APHALT BIKE PATH, PED XING, & CONSTRUCTION OF 2 MI. OF SIDEWALKS AT DIFFERENT LOCATIONS & LANDSCAPED MEDIANS ALONG AVE 50 & AVE 52 FROM WESTERN CITY LIMITS TO CV LINK. TC USED TO MATCH ATP	9/30/2019
DESERT HOT SPRINGS	RIV181004	IN COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS: PALM DR BIKE AND PED. IMPROVEMENTS: CONSTRUCT 2-MI CLASS II BIKE LANES & .65-MI SIDEWALK GAP CLOSURES ALONG PALM DR B/W CAMINO AVENTURA TO TWO BUNCH PALMS TR; INCL BUFFERED BIKE LANE STRIPING, NARROWED TRAFFIC LANES, ADA RAMPS, BUS WARNING SIGNS AND LIGHTS, REDUCED SPEED LIMIT, STREET LIGHTS, & RAISED MEDIAN (ATP-3 AUGMENTATION-STATEWIDE)	6/29/2020
INDIO	RIV140848	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF INDIO: ANDREW JACKSON ELEM PED IMPROVEMENTS: ON TEN STREETS WITHIN THE ANDREW JACKSON ELEM SCHOOL COMMUNITY, INSTALL SIDEWALKS, UPGRADE PED ACCESS RAMPS AND DRIVEWAY APPROACHES, THREE ENHANCED CROSSWALKS, AND TWO SPEED FEEDBACK SIGNS. TC USED TO MATCH ATP	12/31/2019
PALM SPRINGS	RIV140818	IN CITY OF PALM SPRINGS-6.25 MI. CLASS II & III BIKE LNS ON:SAN RAFAEL DR FR PALM CYN TO SUNRISE WY;SAN RAFAEL DR FR VIRGINIA RD TO INDIAN CYN;FARRELL DR FR RAMON RD TO TAHQUITZ CYN;MESQUITE AV FR SUNRISE WY TO COMPADRE RD;LA VERNE WY FR S. PALM CYN TO E. PALM CYN;CAMINO REAL FR E. PALM CYN TO LA VERNE WY;CROSSLEY RD FR RAMON TO 341 AV;AVE CABALERROS FR ALEJOS RD TO TAHQUITZ CYN(PM2.5=.018 KG/DAY)	3/30/2019
SUNLINE TRANSIT AGENCY	RIV140822	IN COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY: PURCHASE OF TWO NEW BUSES AND OPERATIONS OF NEW BUS SERVICE THAT WILL DIRECTLY LINK DESERT HOT SPRINGS AND PALM DESERT. SERVICE TO OPERATE ON WEEKDAYS AND WILL INCLUDE FOUR TRIPS IN THE MORNING (HOURLY) FROM DESERT HOT SPRINGS TO PALM DESERT AND FOUR TRIPS IN THE AFTERNOON (HOURLY) FROM PALM DESERT TO DESERT HOT SPRINGS.	6/30/2017
SUNLINE TRANSIT AGENCY	RIV150615	IN THE COACHELLA VALLEY FOR SUNLINE TRANSIT: TRANSIT ENHANCEMENTS INCLUDING BUT NOT LIMITED TO THE PURCHASE AND INSTALLATION OF 25 SHELTERS, INCLUDING CONCRETE WORK AND OTHER IMPROVEMENTS FOR ADA COMPLIANCE AND IMPROVED SAFETY. (FY15 5307) (UZA: INCCPS)	11/2/2017

**ATTACHMENT VI-A-4A
LIST OF COMPLETED 2023 FTIP TCM PROJECTS IN COACHELLA VALLEY**

LEAD AGENCY	TIP ID	PROJECT DESCRIPTION	COMPLETION DATE
DESERT HOT SPRINGS	RIV210629	IN COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS - PALM DRIVE IMPROVEMENTS - PIERSON BLVD. TO MISSION LAKES BLVD. CONSTRUCTION OF 1 MILE OF BUFFERED CLASS II BIKE LANES, 2,700 FEET OF NEW SIDEWALK, 47 ADA CURB RAMPS, 10 HIGH-VISIBILITY CROSSWALKS, STREET LIGHTS AND RAPID FLASHING BEACONS.	5/19/2023
INDIO	RIV181008	IN COACHELLA VALLEY IN CITY OF INDIO: HERBERT HOOVER ELEM PED. IMPROVEMENTS: CONSTRUCT 5.5-MI OF SIDEWALK, CROSSWALKS AND ADA IMPROVEMENTS ALONG 14 SEGMENTS BOUNDED BY INDIO BLVD IN THE NE, MONROE ST TO THE WEST, AND REQUA AVE TO THE SOUTH AND DEGLET NOOR ST TO THE EAST TO CLOSE EXISTING SIDEWALK GAPS; INCL EDUCATIONAL OUTREACH TO STUDENTS & FAMILIES. (ATP-3 AUG STATE) TC UTILIZ FOR FY17/18, 19/20, 20/21, 22/23.	6/15/2023

**ATTACHMENT VI-A-4B
LIST OF TCM PROJECTS CURRENTLY BEING IMPLEMENTED IN COACHELLA VALLEY**

LEAD AGENCY	TIP ID	PROJECT DESCRIPTION	COMPLETION DATE
CATHEDRAL CITY	RIV210628	IN COACHELLA VALLEY FOR CATHEDRAL CITY - INSTALL BIKE LANES ON E PALM CNYN DR FRM WEST CITY LIMITS TO CATHEDRAL CNYN DR; BIKE LANE AND MULTI-USE PATH ON CATHEDRAL CNYN DR FROM DINAH SHORE DR TO CANYON SHORES DR; BIKE LANE ON DATE PALM DR FROM PEREZ RD TO E PALM CANYON DR; ADDITIONALLY HIGH-VISIBILITY CROSSWALKS, PEDESTRIAN HYBRID BEACON, MID-BLOCK CROSSING, ADA CURB RAMPS, AND BRIDGE WIDENING WILL BE INSTALLED. OVERALL TOTAL OUTPUT: BIKE LNS 18,760 FT; SIDEWALK 4,330 FT; MULTI-USE PATH 3,450 FT.	2/15/2027
COACHELLA	RIV030901A	IN COACHELLA VALLEY IN THE CITY OF COACHELLA: EXTEND AVE 50 FROM FILLMORE STREET TO INTERSTATE 10 INTERCHANGE PROJECT (FTIP ID: RIV030901). EXTEND AVE 50 BY ADDING 6 LANES AND CONSTRUCT BRIDGE OVER AMERICAN CANAL.	6/1/2029
COACHELLA	RIV210635	IN THE COACHELLA VALLEY IN THE CITY OF COACHELLA: WIDEN AVE 50 FROM TYLER STREET TO FILLMORE STREET. WIDEN FROM 2-6 LANES. INCLUDES TRAFFIC SIGNALS AND TURNING LANES AT POLK STREET AND FILLMORE STREET INTERSECTIONS.	12/31/2030
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV140820	IN EASTERN RIVERSIDE COUNTY FOR CVAG: REGIONAL SIGNAL SYCHRONIZATION PROGRAM THROUGH THE COACHELLA VALLEY (HIGHWAY 111, WASHINGTON ST, RAMON RD) INCLUDING BUT NOT LIMITED TO SIGNAL UPGRADES, COMMUNICATION SYSTEMS, HARDWARE AND SOFTWARE. (PM 2.5 BENEFITS)	12/31/2024
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005C	IN EAST RIVERSIDE CO. FOR CVAG: CONSTRUCT SEGMENT 2, 6, AND 7, A 13.72 MILE OF CVLINK PH 1. CVLINK IS A NEW BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH ROUGHLY ALONG THE WHITEWATER RIVER.	12/31/2025
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV211101	IN EAST RIVERSIDE COUNTY FOR CVAG WITHIN THE CITIES OF INDIO, LA QUINTA, COACHELLA, AND THE COUNTY: CONSTRUCTION OF THE COACHELLA VALLEY ARTS AND MUSIC LINE - NEARLY 9 MILES OF PROTECTED BICYCLE FACILITIES PRIMARILY ALONG AVENUE 48, AND DILLON RD. AND VARIOUS SPUR CONNECTIONS TO SCHOOLS AND OTHER RECREATION FACILITIES WITH A BIKE TO SCHOOL PROGRAM.	4/30/2027
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005A	IN EAST RIVERSIDE CO. FOR CVAG: CONSTRUCT SEGMENT 1, A 13.47 MILE OF CVLINK PH 1. CVLINK IS A NEW BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH ROUGHLY ALONG THE WHITEWATER RIVER. (PPNO 1226). TC FY 19/20 ATP & STIP CON.	12/31/2024
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005B2	IN EAST RIVERSIDE CO FOR CVAG: CONSTRUCT SEGMENT 4 OF CVLINK PH 1. CVLINK IS A BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH ROUGHLY ALONG THE WHITEWATER RIVER.	12/31/2025
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005	IN EAST RIVERSIDE CO. FOR CVAG: CONSTRUCT IN SEGMENTS PHASE 1 OF CVLINK, A 41.11 MILE MULTI PURPOSE TRAIL CONSISTING OF NEW BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH FROM PALM SPRINGS TO COACHELLA (PPNO 1019). SEGMENT 1: RIV131005A. SEGMENTS 3, 4 & 5: RIV131005B. SEGMENTS: 2, 6 & 7: RIV131005C.	12/31/2025

Attachment: Draft 2024 Coachella Valley Extreme Ozone Nonattainment Area SIP TCM RACM Analysis

**ATTACHMENT VI-A-4B
LIST OF TCM PROJECTS CURRENTLY BEING IMPLEMENTED IN COACHELLA VALLEY**

LEAD AGENCY	TIP ID	PROJECT DESCRIPTION	COMPLETION DATE
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005B3	IN EAST RIVERSIDE CO FOR CVAG: CONSTRUCT SEGMENT 5 OF CVLINK PH 1. CVLINK IS A BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH ROUGHLY ALONG THE WHITEWATER RIVER.	12/31/2025
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV131005B1	IN EAST RIVERSIDE CO FOR CVAG: CONSTRUCT SEGMENT 3 OF CVLINK PH 1. CVLINK IS A BICYCLE, PED AND LOW SPEED ELECTRICAL VEHICLE PATH ROUGHLY ALONG THE WHITEWATER RIVER.	12/31/2025
COACHELLA VALLEY ASSOC OF GOVERNMENTS	RIV140820A	IN EASTERN RIVERSIDE COUNTY FOR CVAG: REGIONAL SIGNAL SYNC PH II ON 18 CORRIDORS (MONTEREY, COOK, PALM DR, BOB HOPE, FRED WARING, DINAH SHORE, GENE AUTRY, DATE PALM, INDIO BLVD, JEFFERSON, PALM CANYON, VISTA CHINO, COUNTRY CLUB, MONROE, AVE 48, SUNRISE, INDIAN CYN, JACKSON) TO INCLUDE SIGNAL UPGRADES, COMMUNICATION SYSTEMS, HARDWARE AND SOFTWARE.	12/31/2026
DESERT HOT SPRINGS	RIV200709	IN COACHELLA VALLEY IN THE CITY OF DESERT HOT SPRINGS - HACIENDA AVE. SRTS IMPROVEMENTS: CONSTRUCT NEW SIDEWALKS, BIKE LANES, ADA RAMPS, AND STREET LIGHTS ALONG HACIENDA AVE FROM WEST DRIVE TO FOXDALE AVENUE.	1/30/2026
DESERT HOT SPRINGS	RIV230303	IN THE CITY OF DESERT HOT SPRINGS: ON PALM DRIVE BETWEEN CAMINO AVENTURA AND I-10 CONSTRUCT BUFFERED NEW TRAFFIC SIGNAL, MEDIANS, SIDEWALKS, CROSSWALKS, STREETLIGHTS, ADA CURB RAMPS, CURB AND GUTTERS, CLASS II BIKE LANE, AND FLASHING BEACONS AT BUS STOPS.	2/25/2026
DESERT HOT SPRINGS	RIV230302	IN THE CITY OF DESERT HOT SPRINGS: CONSTRUCTION OF NEW SIDEWALKS, BUFFERED CLASS II BIKE LANES, RAISED CENTER MEDIANS, ADA CURB RAMPS, CROSSWALKS & STREET LIGHTS ALONG HACIENDA AVE FROM TAMAR DR TO LONG CANYON RD.	3/11/2026
INDIO	RIV210623	IN COACHELLA VALLEY IN THE CITY OF INDIO, WIDEN AVENUE 50 FROM MONROE STREET TO JACKSON STREET FROM 3 TO 4 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK ALONG THE SOUTHSIDE AND BIKE LANES ALONG THE BOTH SIDES OF AVENUE 50.	12/30/2030
INDIO	RIV210622	IN COACHELLA VALLEY IN THE CITY OF INDIO: WIDEN AVENUE 50 FROM MADISON STREET TO MONROE STREET FROM 2 TO 4 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK AND BIKE LANE ALONG AVENUE 50.	12/30/2030
INDIO	RIV210621	IN COACHELLA VALLEY IN THE CITY OF INDIO: WIDEN JACKSON STREET FROM APPROX. 0.5 MILES N/O AVENUE 50 TO APPROX. 0.25 MILES S/O AVENUE 52 FROM 3 TO 4 LANES. IMPROVEMENTS INCLUDE ADDING SIDEWALK ALONG THE EAST SIDE OF JACKSON STREET AND BIKE LANES ALONG BOTH SIDES. NEW TRAFFIC SIGNALS WILL BE INSTALLED AT AVENUE 50, AVENUE 51, AND AVENUE 52.	12/31/2025

**ATTACHMENT VI-A-4B
LIST OF TCM PROJECTS CURRENTLY BEING IMPLEMENTED IN COACHELLA VALLEY**

LEAD AGENCY	TIP ID	PROJECT DESCRIPTION	COMPLETION DATE
INDIO	RIV210620	IN COACHELLA VALLEY IN THE CITY OF INDIO: WIDEN THE NORTHSIDE OF AVENUE 50 FROM JEFFERSON TO MADISON STREET FROM 1 TO 2 LANES INCLUDING A CENTER MEDIAN/LEFT TURN LANE. THE IMPROVEMENTS INCLUDE INSTALLING A NEW SIDEWALK AND BIKE LANE ALONG THE NORTHSIDE OF AVENUE 50.	12/30/2030
LA QUINTA	RIV210624	IN COACHELLA VALLEY, IN THE CITY OF LA QUINTA: WIDEN THE SOUTHSIDE OF AVENUE 50 FROM 1 TO 2 LANES BETWEEN VERANO DRIVE TO MADISON STREET, INCLUDING CLASS II BIKE LANES AND SIDEWALK BETWEEN JEFFERSON STREET TO VERANO DRIVE.	12/31/2030
RANCHO MIRAGE	RIV221002	IN THE CITY OF RANCHO MIRAGE - TRAFFIC SIGNAL INTERCONNECT AND CONTROLLER CABINET UPGRADES AT 18 INTERSECTIONS: RAMON RD, DA VALL DR, RATTLER RD, LOS ALAMOS RD, DINAH SHORE DR, MISSION HILLS DR (NORTH), MISSION HILLS DRIVE/LINCOLN PL, WESTIN MISSION HILLS RESORT, BOB HOPE DR, DEAN MARTIN DR, GINGER ROGERS DR, INVERNESS DR/LOS ALAMOS DR, VICTORIA FALLS DR, VERSAILLES DR, GERALD FORD DR, MORNINGSIDE DR/THOMPSON DR, AND FRANK SINATRA DR.	10/1/2028
RIVERSIDE COUNTY	RIV200701	IN EASTERN RIVERSIDE CO. FOR THE UNINCORPORATED COMMUNITIES OF THERMAL AND OASIS: INSTALLATION OF APPROX. 62,304 LF OF MULTI-MODAL TRAILS (10 FOOT WIDE PATH), 12,144 LF OF PEDESTRIAN INFRASTRUCTURE (5 FOOT CONCRETE SIDEWALK WITH CURB AND GUTTER) AND 10 BENCHES. TC TO MATCH ATP. (SB1 FOR ENG AND FEDERAL FUNDS FOR CON).	12/30/2024
SUNLINE TRANSIT AGENCY	RIV190606	IN THE COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY - NEW OPERATING SERVICE FOR QUICK BUS (ROUTE 1) LIMITED STOP SERVICE THAT WILL OPERATE EVERY 60-MIN IN TWO MAJOR SEGMENTS: B/W PALM CANYON AT STEVENS IN PALM SPRINGS AND THE SUNLINE TRANSIT HUB AT TOWN CTR IN PALM DESERT; AND B/W THE TOWN CTR IN PALM DESERT & THE TRANSIT CTR AT 5TH & VINE STREETS IN COACHELLA.	12/31/2025
SUNLINE TRANSIT AGENCY	RIV190607	IN THE COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY - NEW 'SUNRIDE' RIDESHARE PROGRAM TO INCLUDE PURCHASE OF 4 VANS AND OPERATING ASSISTANCE TO PROVIDE FIRST AND LAST MILE CONNECTIONS.	12/31/2023

Attachment: Draft 2024 Coachella Valley Extreme Ozone Nonattainment Area SIP TCM RACM Analysis



AGENDA ITEM 4
REPORT

Southern California Association of Governments
April 4, 2024

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Marisa Laderach, Senior Regional Planner
(213) 236-1927, laderach@scag.ca.gov

Subject: Clean Cities Coalition Strategic Plan

RECOMMENDED ACTION FOR TC:

Receive and File

RECOMMENDED ACTION FOR EEC:

Recommend the Regional Council approve the Southern California Clean Cities Coalition Strategic Plan.

RECOMMENDED ACTION FOR RC:

Approve the Southern California Clean Cities Coalition Strategic Plan.

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. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

The Southern California Clean Cities Coalition was first designated by the U.S. Department of Energy (DOE) on March 22, 1996. In 2010, SCAG resumed direct administrative responsibility for the Coalition, which supports locally based government/industry partnerships in the expanding use of infrastructure and vehicles operating on alternative fuels. The DOE now requires all Clean Cities Coalitions to establish and maintain a Strategic Plan and staff has completed the first Coalition Plan and seeks approval from Regional Council. This plan, a multi-year guideline, must identify objectives and activities to achieve specific goals including a 16% increase in gasoline gallon equivalent (GGE) displaced and a 20% yearly reduction in greenhouse gas (GHG) emissions. Both targets are visionary and aspirational rather than mandated and enforced, and they were developed strategically to align with Connect SoCal 2024 projections. The Plan also aligns SCAG’s

Clean Transportation Technology Policy (Resolution No. 23-654-5¹) and Clean Technology Program, harmonizing federal, state, and regional objectives. This coordination aims to advance clean transportation technologies within SCAG's region, emphasizing a commitment to environmental sustainability.

BACKGROUND:

The United States (U.S.) consumes approximately 20 million barrels of petroleum per day,² with approximately three-fourths used for transportation.³ Transportation also has a significant economic impact on American businesses and families, accounting for nearly one-sixth of the average household's expenses (second only to housing). Improving efficiency and reducing costs in this sector can thereby make a notable impact on our economy.⁴ In addition, transportation is responsible for 27% of greenhouse gas (GHG) emissions in the U.S. Decarbonizing transportation is critical to reduce GHG emissions by 50-85% by 2050 to limit global warming to 4°F (2°C). Increasing the use of domestic alternative fuels and advanced vehicle technologies can also reduce the emissions that impact our air quality and public health.⁵

UNITED STATES CLEAN CITIES COALITION INITIATIVE

Launched by the U.S. Department of Energy in 1993, the Clean Cities Coalition Initiative is a proactive measure under the Energy Policy Act of 1992, featuring over 75 local coalitions across the U.S. These coalitions, comprising more than 20,000 public and private sector stakeholders, aim to boost the U.S.'s economic, environmental, and energy security. They focus on promoting affordable, domestically produced transportation fuels, developing energy-efficient mobility systems, and encouraging local adoption of fuel-saving technologies and practices.

ABOUT THE SOUTHERN CALIFORNIA CLEAN CITIES COALITION

The Southern California Association of Governments' (SCAG) Clean Cities Coalition, officially established in 1996, and recertified in August of 2023, encompasses a broad region covering five counties: Imperial, Los Angeles, Orange, San Bernardino, and Ventura. Within the SCAG region are additional local coalitions including the City of Los Angeles, City of Long Beach, Western Riverside County, and the Coachella Valley. The SCAG Clean Cities Coalition is a diverse group of stakeholders from various sectors, including municipalities, consumers, private vendors, transit providers, universities, and other public and private entities. Their collaborative efforts focus on developing strategies and solutions for transitioning to alternative fuels and alternative fuel vehicles (AFVs)

¹ Resolution No. 23-654-5, packet page 104: <https://scag.ca.gov/sites/main/files/file-attachments/tc040623fullpacket.pdf?1680213574>

² Frequently Asked Questions (FAQs), U.S. Energy Information Administration (EIA). Available at: <https://www.eia.gov/tools/faqs/faq.php?id=33&t=6>

³ U.S. energy facts explained, U.S. EIA. Available at: <https://www.eia.gov/energyexplained/us-energy-facts/>

⁴ Consumer Expenditures – 2022, U.S. EIA. Available at: <https://www.bls.gov/news.release/pdf/cesan.pdf>

⁵ Clean Cities: A Model of Collaborative Technology Innovation Built Over 30 Years, National Renewable Energy Laboratory. Available at: <https://cleancities.energy.gov/publications/>

across the region. This initiative aims to significantly reduce greenhouse gas emissions and mitigate air quality impacts, aligning with environmental sustainability goals.

SCAG'S CLEAN CITIES COALITION STRATEGIC PLAN

In the updated Statement of Project Objectives between the DOE and SCAG, a new directive requires Clean Cities Coalitions to develop a Strategic Plan. This plan, a multi-year guide with specific objectives and actions for stakeholders, aims for a 16% increase in gasoline gallon equivalent (GGE) displacement and a 20% reduction in greenhouse gas (GHG) emissions annually. These targets, aligned with Connect SoCal 2024, are aspirational rather than mandatory.

SCAG's Strategic Plan not only meets DOE's requirements but also aligns with its Clean Transportation Technology Policy, established by Regional Council Resolution No. 23-654-5 on April 6, 2023. This policy promotes the development and deployment of zero or near-zero emission transport systems to improve air quality, cut GHG emissions, achieve sustainability, and remain technology-neutral. The plan supports SCAG's Clean Technology Program, aligning federal, state, and regional goals and policies to advance clean transportation in SCAG's area, ensuring a unified strategy.

STRATEGIES AND PROPOSED ACTIONS

Specific strategies and actionable items are described in the Strategic Plan, and they focus on seven core activities, all central to SCAG's mission and role as a regional agency:

1. Maintain a robust Clean Technology Program that focuses on planning, research, evaluation, stakeholder support and advocacy.
2. Share information and provide technical assistance to local jurisdictions and operators on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure.
3. Investigate how zero-emission vehicles can strengthen resilience through vehicle-to-grid technologies or other opportunities where batteries can be used to enhance capacity of renewable energy sources.
4. Investigate opportunities to install charging stations that can be used by multiunit dwellers that don't have the same opportunities for charging as single-family homeowners.
5. Facilitate development of EV charging infrastructure through public-private partnerships.
6. Assist local jurisdictions in developing an incentive program to further adoption of zero-emission passenger vehicles.
7. Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule.

Of those seven core activities, a variety of "SMART" goals were developed to guide these efforts, which are Specific, Measurable, Achievable, Relevant, and Time-Bound. They were developed to

align with planned work efforts for the implementation of Connect SoCal 2024 and to support the needs of the Clean Cities Coalition through realistic and achievable tasks. They represent the many critical functions that SCAG undertakes in shaping clean transportation in the region; collaboration, research, advocacy, outreach, and support, all activities that align with SCAG's typical responsibilities as the region's MPO.

STRATEGIC PLAN CONTENTS AND SUMMARY

The Strategic Plan contains the following sections, with high-level summaries:

- **Executive Summary:** Provides critical contextual information for the Strategic Plan.
- **Roadmap:** Details the planned actions and strategies SCAG's Clean Cities Coalition will undertake to meet and align DOE and SCAG goals. It includes:
 - Vision: Southern California aims to foster a sustainable transportation ecosystem through advanced infrastructure, technology, and policy, embracing technology neutrality for innovation and environmental stewardship.
 - Primary Goal: To achieve a 16% increase in gasoline gallon equivalent (GGE) displaced and a 20% annual reduction in greenhouse gas (GHG) emissions, aligning with California's climate goals and DOE targets.
 - Strategies and Actions: SCAG outlines strategies to address barriers like cost, infrastructure, and consumer knowledge, focusing on a portfolio of alternative fuel vehicles (AFVs) and infrastructure, including electric drive, natural gas, propane, ethanol, and hydrogen.
 - Proposed Actions: SCAG's plan includes technical assistance, outreach, and tracking, targeting seven core areas, and aligns with Connect SoCal 2024 implementation strategies, such as maintaining a Clean Technology Program and supporting clean transit initiatives.
 - System Preservation and Resilience: Emphasis is placed on preserving and enhancing transportation infrastructure while integrating new technologies to mitigate climate change impacts, particularly in transit and goods movement.
 - Implementation: A high-level summary of potential future work efforts that SCAG may pursue to deploy and support innovative technologies, subject to the availability of funding and resources.
- **Clean Cities Program:** Details the history of the Clean Cities Coalition network as well as the work clean cities coalitions conduct, strategies coalitions implement to advance affordable, efficient, and clean transportation fuels and technologies and the formal designation/redesignation process coalitions participate in.
- **About Southern California Clean Cities Coalition:** Provides background on the Southern California Clean Cities Coalition.
- **Strategic Plan Framework:** Provides context for SCAG's strategies aimed at achieving the key annual targets of a 16% increase in GGE displaced and a 20% annual reduction in GHG

emissions. Highlights existing conditions within the region, barriers that could impede progress towards goals, work undertaken by other entities and SCAG, and proposed work efforts.

- **Alternative Fuels, Vehicles, and Infrastructure:** Describes the status of air pollution, types of fuels in use, vehicle types, and the existing clean transportation infrastructure. Depicts the amount of emissions reductions by body styles and technology types. Provides the adoption rates of AFVs in California.
- **Emission Reductions:** Provides the amount of annual emissions reduced within the Southern California Clean Cities Coalition region through the use of AFVs as well as the percentage of annual emissions reductions by source and AFV project type.
- **Barriers to Adoption:** Categorizes the barriers of adopting clean transportation technology into five main areas: cost, technology readiness, infrastructure, consumer knowledge, and regulatory support. Provides context for each of the five areas.
- **Federal State Policies and Programs:** Describes the various policies and programs implemented by the federal and state of California governments to increase adoption of AFVs and associated technologies.
- **SCAG's Work Efforts:** Details SCAG's specific work efforts, such as the Zero Emission Truck Infrastructure Study, the Last Mile Freight Program, the Clean Technology Compendium Report, and ongoing partnerships with entities such as the Los Angeles Clean Tech Incubator (LACI) and the University of California, Irvine.
- **Ongoing Work Efforts for the Southern California Clean Cities Coalition:** Provides key project objectives the coalition participates in, including annual progress reports, alternative fuel price tracking and reporting, vehicle and station cost tracking and reporting, and coalition building and stakeholder engagement. Details key accomplishments of the coalition.

NEXT STEPS

Upon RC approval as recommended, the final Strategic Plan will be available on SCAG's website in early April and shall be updated annually in accordance with DOE requirements. Annual updates bring an increased flexibility to the planning process and helps to ensure this Strategic Plan remains a "living document," rather than a static plan. They offer the opportunity to improve on the planning process, including strengthening the outreach approach with increased stakeholder participation and partnerships. Upon approval of the Strategic Plan, Clean Cities staff will begin planning for a comprehensive update leading into FY25.

FISCAL IMPACT:

Work associated with this item is included in the FY23-24 Overall Work Program (OWP) Tasks 267.1241.04 SCAG and DOE/NETL Clean Cities Coalition Coordination and 115.4912.01 Clean Technology Program.



ATTACHMENT(S):

1. PowerPoint Presentation - Clean Cities Coalition Strategic Plan



Southern California Clean Cities Coalition Strategic Plan

April 4, 2024

Marisa Laderach, Clean Cities Coalition Director

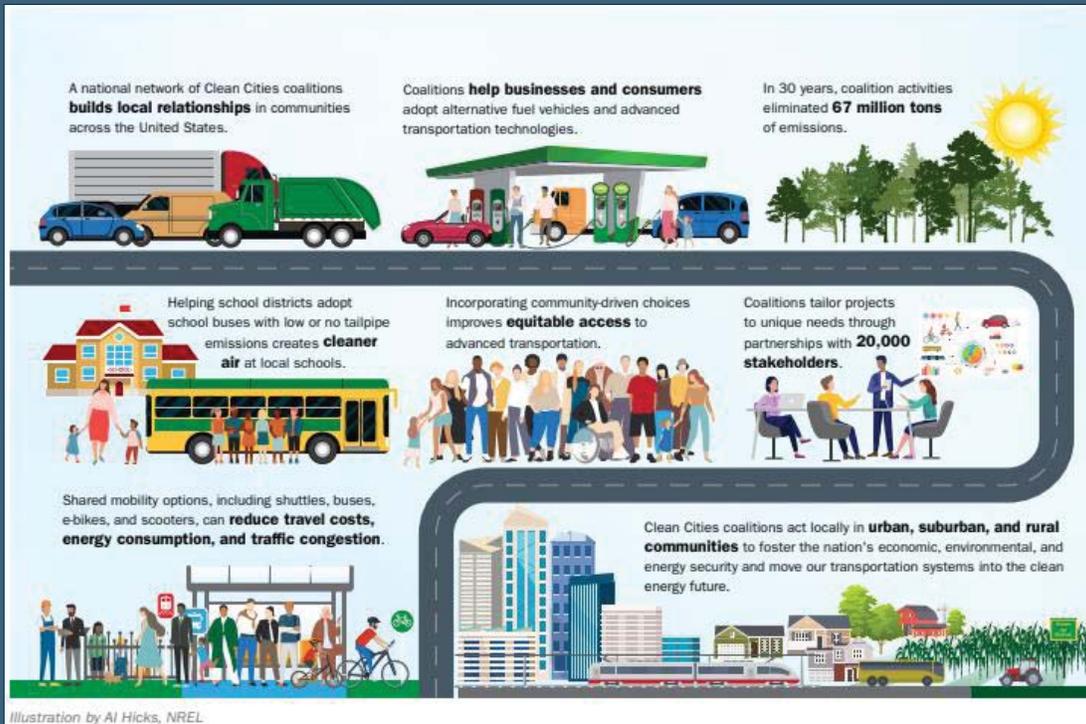
WWW.SCAG.CA.GOV

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

1

About the Clean Cities Coalitions

- Established by the U.S. Department of Energy (DOE) in 1993 in response to the Energy Policy Act of 1992
- 75+ Clean Cities coalitions within the U.S.
- Created active partnerships with 20,000 public and private stakeholders
- Periodically provides funding opportunities (exclusive to coalitions)
- **Mission:** Foster the economic, environmental, and energy security of the U.S. by working locally to advance affordable, domestic transportation fuels, energy efficient mobility systems, and other fuel-saving technologies and practices



About the Southern California Clean Cities Coalition

- Also referred to as the “SCAG Clean Cities Coalition”
- Officially designated on March 1, 1996
- SCAG's redesignation received **August 2023**
- Covers the SCAG region but excludes areas covered by other independent Clean Cities Coalitions
 - Los Angeles, Long Beach, Coachella Valley, Western Riverside all have respective Coalitions
- Stakeholders include Cities, consumers, vendors, public agencies, transit providers, and universities

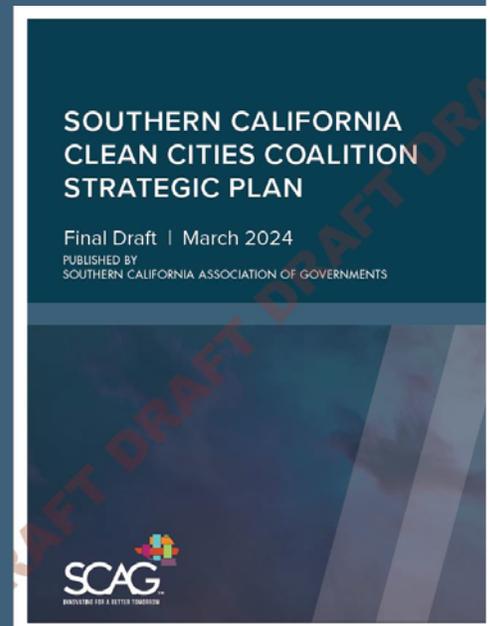


SCAG Clean Cities Coalition Responsibilities

- Clean Cities Annual Progress Report:** Track metrics related to alternative fuel, advanced technology vehicle, and transportation energy efficiency
- Quarterly Alternative Fuel Price Reports:** Track retail alternative fuel pricing information fuel in the coalition's designated territory on a quarterly basis
- Alternative Fuels Data Center Station Openings/Closings Updates:** Identify and track alternative fuel station opening/closing information and verify continuity of alternative fuel stations
- Vehicle and Station Cost Tracking:** Collect actual incurred costs of alternative fuel, advanced technology vehicle and equipment costs, and alternative fuel stations
- Clean Cities Strategic Plan**

Clean Cities Coalitions Strategic Plan

- U.S. DOE requires each Clean Cities coalition to prepare a strategic plan **NEW**
- Multi-year plan that specifies objectives and activities to be undertaken by coalition stakeholders to achieve a 16% increase in gasoline gallon equivalent (GGE) displaced and 20% reduction in GHG emissions annually
- U.S. DOE has a Clean Cities Five-Year Strategic Plan that was released in January 2011



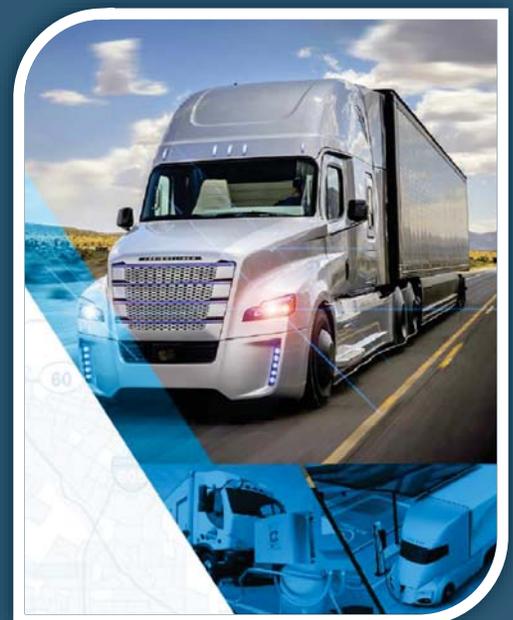
SCAG's Clean Technology Program/Policy

- SCAG's Clean Transportation Technology Policy Resolution
 - Adopted by SCAG's Regional Council on April 6, 2023
 - Defines **Clean Transportation Technology**
 - "zero- and near zero- emission vehicles, their supporting infrastructure, and facilitating technologies that reduce environmental impact over their life cycle."
 - Reaffirms SCAG's position on **Technology Neutrality**
 - "stance that does not give preference to a particular technology as long as it furthers the desired outcome of a zero-emission transportation system that meets or exceeds federal and state targets."



Strategic Plan Topics Covered

- Strategic Framework
- Clean Transportation Transition
- Alternative Fuels
 - Both Vehicles and Supporting Infrastructure
- Emission Reductions
- Barriers to Adoption
- Federal and State Policies and Programs
- SCAG's Work Efforts
- SCAG's Clean Cities **Strategic Plan Roadmap**



Connect SoCal: Aligned Implementation Strategies

- Maintain a **robust Clean Technology Program** that focuses on planning, research, evaluation, stakeholder support and advocacy.
- Share information and **provide technical assistance to local jurisdictions and operators** on opportunities to upgrade their fleets and accelerate deployment of supporting infrastructure.
- Investigate **how zero-emission vehicles can strengthen resilience through vehicle-to-grid technologies** or other opportunities where batteries can be used to enhance capacity of renewable energy sources.
- Investigate opportunities to **install charging stations that can be used by multiunit dwellers** that don't have the same opportunities for charging as single-family homeowners.
- Facilitate development of EV charging infrastructure through **public-private partnerships**.
- Assist local jurisdictions in **developing an incentive program to further adoption** of zero-emission passenger vehicles.
- Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the **CARB innovative clean technology (ICT) rule**

Strategic Plan Roadmap

Actions to displace GGE and reduce GHG

- Generalized calculations and targets that align with Connect SoCal projections and existing GHG reduction efforts (see next page)
- Targets are visionary and aspirational rather than mandated and enforced
- Actions are categorized into seven core SMART Goals:
 - **Infrastructure Deployment, Technology Deployment, Policy Advocacy, Community Engagement, Performance Monitoring and Reporting, Collaboration and Partnerships, Barrier Mitigation**

Further development of SCAG's Clean Tech Program (TBD)

- Potential ideas include Multi-Unit Dwelling EV Charging Program, evaluation of other alternative fuels (e.g., hydrogen), EV Weight Impact Study, PEV Incentive Program for Low-Income Households

Program	Strategy	GHG Decrease or GGE Displaced	
		GHG Reduced (tons of CO2e)	GGE Displaced (gallons)
Last Mile Freight Program	Implementation of 200+ ZE/NZE trucks by 2024 (underway)	17,000 tons, 53% total	1.8M gallons, 8.3% total
Clean Technology Program	Continue with program activities and apply for grant opportunities to fund implementation of more ZE/NZE vehicles (if awarded)	3,400 tons, 10.2% total	342k gallons, 1.6% total
UCI Automated Intersection Monitoring for EVs Pilot	Implementation of EV sensors in the study area and the associated reduction in idling (underway)	n/a	3.65M gallons 16% total
EV Charging Infrastructure Expansion and ZETI Implementation	Assumes SCAG programs that help increase EV infrastructure will correspond to an additional ~3% increase in EV sales regionally	7,900 tons, 23% total	3.79M gallons and 17% total
Smart Cities Vision Plan and AFV Pilot Implementation	Continue with program activities and apply for grant opportunities to fund clean transportation technologies and AFV deployments (if awarded)	2,700 tons, 8.2% total	274k gallons, 1.3% total
Passenger Vehicle Incentives Program	Explore incentive programs to support EV/AFV adoption and apply for grant opportunities to fund (if awarded)	2,000 tons, 6.1%	999k gallons, 4.6% total

Timeline





THANK YOU!

For more information, please visit:

<https://scag.ca.gov/clean-cities>

<https://cleancities.energy.gov/coalitions/southern-california>



AGENDA ITEM 5
REPORT

Southern California Association of Governments
April 4, 2024

To: Energy and Environment Committee (EEC)
From: Ryan Wolfe, Manager for Sustainable and Resilient Development
213-630-1527, wolfe@scag.ca.gov
Subject: California's 30x30 Conservation Framework

EXECUTIVE DIRECTOR'S
APPROVAL

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:

In October 2020, Governor Newsom issued Executive Order N-82-20, which establishes a state goal of conserving 30% of California’s lands and coastal waters by 2030 – known as 30x30. In October 2023, Pathways to 30x30 California was codified into state law. This presentation will provide an update on Pathways to 30x30 California. Natural lands and waters provide an array of important environmental benefits such as cleaner water and air, extreme heat mitigation, water storage and groundwater recharge, flood protection, carbon sequestration, biodiversity, and recreation, and support economic, environmental, and social resilience. 30x30 aligns with local and regional efforts to plan and implement strategic conservation initiatives that support a resilient SCAG Region.

BACKGROUND:

In October 2020, Governor Newsom issued Executive Order N-82-20, which establishes a state goal of conserving 30% of California’s lands and coastal waters by 2030 – known as 30x30. The 30x30 goal is intended to help accelerate conservation of California’s lands and coastal waters through voluntary, collaborative action with partners across the state to meet three objectives: conserve and restore biodiversity, expand access to nature, and mitigate and build resilience to climate change. On October 7, 2023, Governor Newsom signed Senate Bill (SB) 337, establishing the goal in statute, ensuring that it will remain a commitment for future administrations through 2030.

Since the Executive Order was established, the California Natural Resources Agency (CNRA) and 30x30 partners have strategically targeted areas adjacent and connected to existing conserved

lands and prioritized vulnerable places that hold biological and cultural significance. As of May 2023, approximately 631,000 acres were conserved as a part of this strategy. Additionally, 30x30 focuses on ensuring equitable access to conserved lands, under CNRA's Outdoors for All strategy. Finally, the 30x30 initiative uses a science-driven approach, and continues to advance the Natural and Working Lands Climate Smart Strategy that identifies priority nature-based solutions that support carbon neutrality and build California's resilience to climate risks such as wildfire and drought.

To ensure that California's 30x30 initiative is built upon a foundation of solid data, CNRA worked with ESRI and GreenInfo Network to create a suite of interactive GIS mapping and visualization applications called CA Nature (<https://www.californianature.ca.gov/pages/ca-nature>). CNRA has also continued to partner with GreenInfo Network to identify and refine the 30x30 Conservation Areas database.

Presenter's Biography:

Meghan Hertel, Deputy Secretary of Biodiversity and Habitat for the CNRA, will provide an update on Pathways to 30x30 California. Ms. Hertel currently leads the CNRA's efforts to conserve biodiversity and improve habitat across the state through the implementation of California's 30x30 strategy and associated efforts including the Cutting Green Tape initiative. Before joining the CNRA, Meghan served as North American Director for Land Life, a technology-driven, nature restoration company, and spent over a decade with Audubon California holding several positions including Director of Land and Water Conservation.

FISCAL IMPACT:

None – this is not SCAG funded work.

ATTACHMENT(S):

1. PowerPoint Presentation - California's 30x30 Initiative



California's 30x30 Initiative

Meghan Hertel
Assistant Secretary, Biodiversity and Habitat



The New York Times

Humans Are Speeding Extinction and Altering the Natural World at an 'Unprecedented' Pace

The Washington Post

Climate and Environment

Humans have pushed the climate into 'unprecedented' territory, landmark U.N. report finds

The U.N. chief called the findings 'a code red for humanity' with worse climate impacts to come unless greenhouse gas pollution falls dramatically

Los Angeles Times

WORLD & NATION

Climate change could displace 200 million people within their own countries by 2050

The New York Times

Biodiversity Crisis Affects Billions Who Rely on Wild Species, Researchers Say

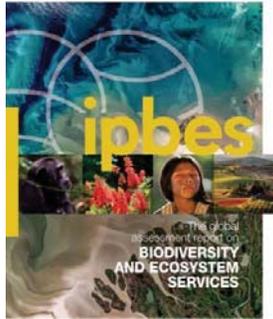
Attachment: PowerPoint Presentation - California's 30x30 Initiative (California's 30x30 Conservation Framework)

30x30!

Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services

SCIENCE POLICY
A Global Deal For Nature: Guiding principles, milestones, and targets
 E. Dinerstein¹, C. Vymne², E. Sala³, A. B. Joshi⁴, S. Fernando⁵, T. E. Lovejoy⁶, J. Mayorga^{2,3}, D. Olson⁶, G. P. Asner⁷, J. E. M. Baillie⁸, N. D. Burgess⁹, K. Burkart¹⁰, R. F. Noss¹⁰, Y. P. Zhang¹¹, A. Baccini¹², T. Birch¹³, N. Hahn¹⁴, L. N. Joppa¹⁵, E. Wikramanayake¹⁶

Protecting 30% of the planet for nature: costs, benefits and economic implications
 Working paper analysing the economic implications of the proposed 30% target for areal protection in the draft post-2020 Global Biodiversity Framework



Underestimating the Challenges of Avoiding a Ghastly Future
 Corey J. A. Bradshaw¹, Paul R. Ehrlich², Andrew Breathe³, Gerardo Ceballos⁴, Eileen Cost⁵, Joan Diamond⁶, Roberto Diaz⁷, Arne H. Eklöv⁸, John Harte⁹, Mary Elise Hatcher¹⁰, Graham Pether¹¹, Peter A. Raven¹², William J. Ripple¹³, Frank Sabel¹⁴, Christine Turchin¹⁵, Mathis Wackernagel¹⁶ and Daniel F. Thurman¹⁷

A REVIEW OF EVIDENCE FOR AREA-BASED CONSERVATION TARGETS FOR THE POST-2020 GLOBAL BIODIVERSITY FRAMEWORK
 Stephen Woodley¹, Harvey Locke², Dan Laffoley³, Kathy MacKinnon⁴, Trevor Sandwith⁵ and Jane Smart⁶
 *Corresponding author: stephen.woodley@cpaia.com

Global conservation of species' niches
 Jeffrey O. Hanson, Jonathan R. Rhodes, Stuart H. M. Butchart, Graeme M. Buchanan, Carl Rondinini, Gentile F. Ficicola & Richard A. Fuller
 Nature volume 580, pages 232–234 (2020)



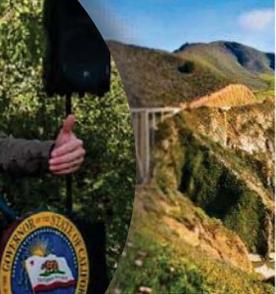
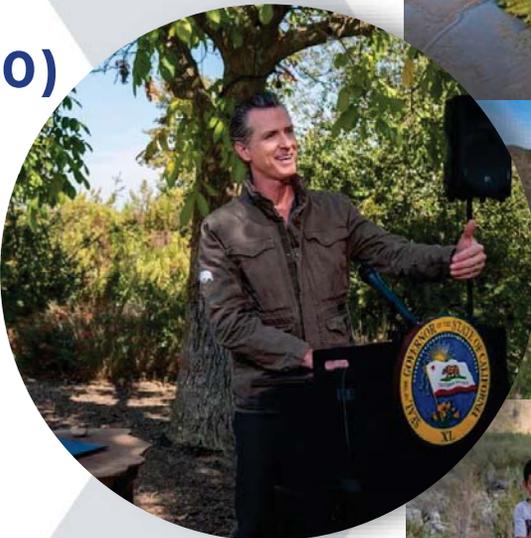
ECOGRAPHY
 Research
 30% land conservation and climate action reduces tropical extinction risk by more than 50%
 Leo Hannah, Patrick K. Beierkuhnlein, Pablo A. Marquet, Brian J. Engelke, Guy Midgley, Wanda Tadesse, Ian C. Lovett, Richard E. Cardin, Derek Corrigan, Stuart H. M. Butchart, Brad Bush, Xian Peng, Brian Maitner, Javier Fajardo, Brian J. McGill, Cory Morley, Nade Horowitz-Holzer, Erica A. Sarnquist, Daniel S. Park, Nick Kinn and John Christian Verboom

The Washington Post
 CLIMATE SOLUTIONS
Humanity's greatest ally against climate change is Earth itself

Nature Based Solutions Executive Order (N-82-20)

Commitment to conserve 30 percent of lands and coastal waters by 2030

Expands nature-based solutions to achieve California's climate change and biodiversity goals



Attachment: PowerPoint Presentation - California's 30x30 Initiative (California's 30x30 Conservation Framework)

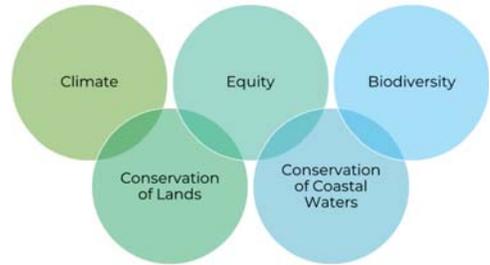
Tribal Consultation and Listening Sessions



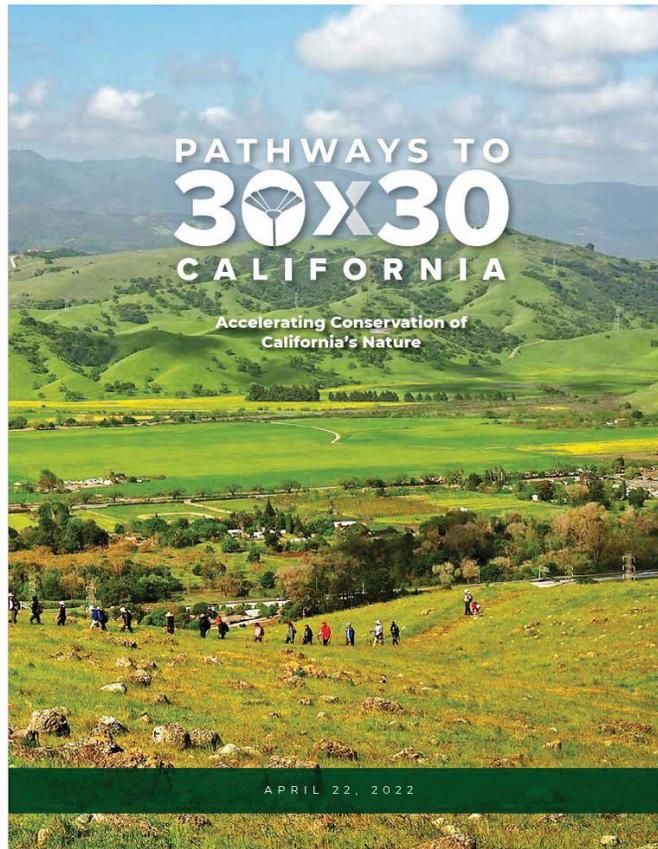
Regional Workshops



Online Survey

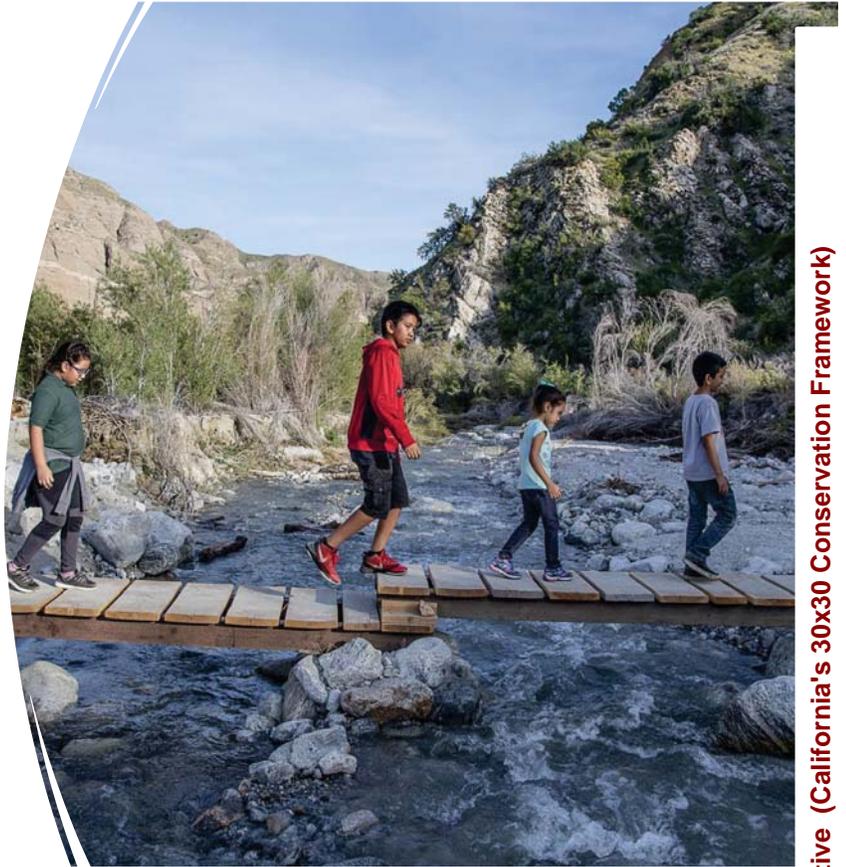


Topical Advisory Panels



Conservation Framework

- Core Commitments
 - Advance Justice, Equity, Diversity and Inclusion
 - Strengthen Tribal Partnerships
 - Protect our Economic Prosperity, Clean Energy Resources, and Food Supply



30x30 Conservation Areas

“Land and coastal water areas that are durably protected and managed to sustain functional ecosystems, both intact and restored, and the diversity of life that they support.”

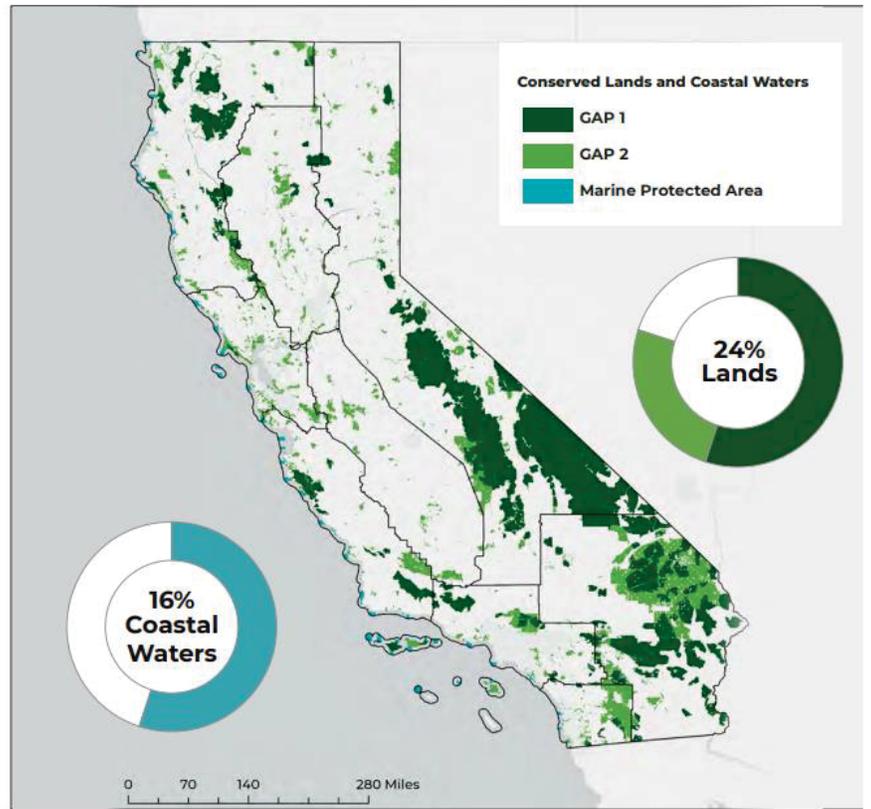


Where did we start?

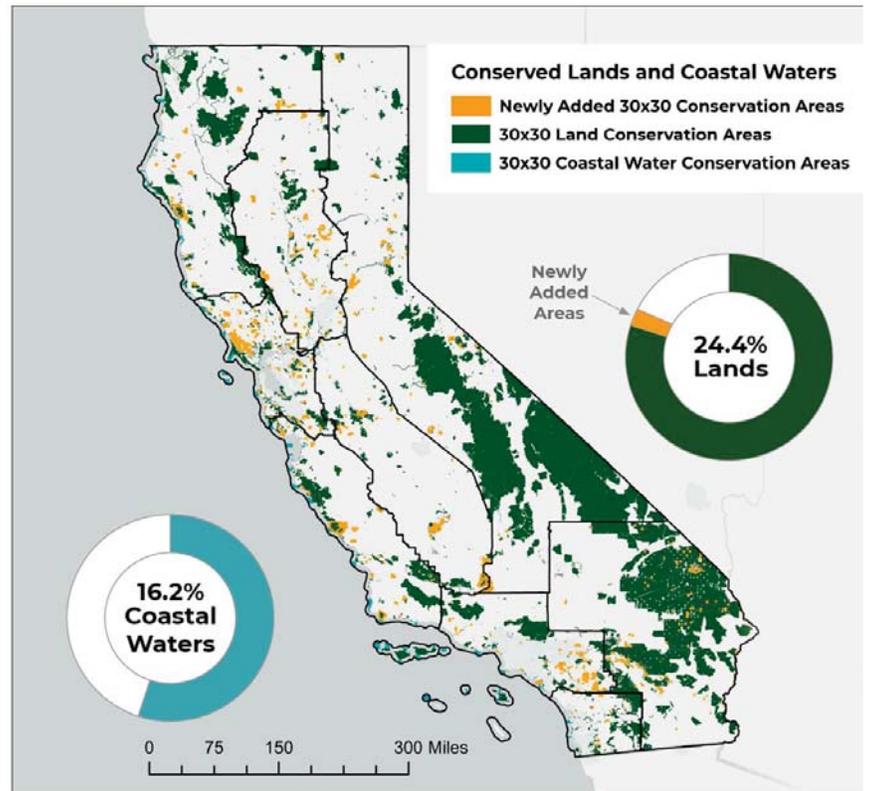
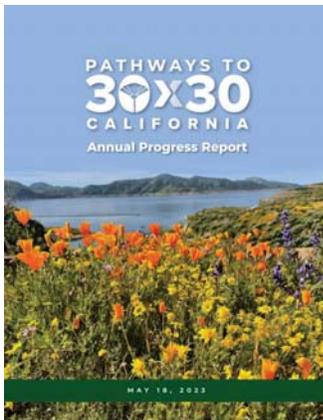
Spectrum of landscapes and seascapes:

- oDedicated conservation areas
- oRecreation and open spaces
- oWorking lands
- oWatersheds & freshwater connectivity
- oMarine protected areas

Importance of all conservation



First annual report added ~631,000 acres of land in the past year!



Pathways to 30x30

1. Accelerate **Regionally Led** Conservation
2. Execute Strategic Land **Acquisitions**
3. Increase Voluntary Conservation **Easements**
4. **Enhance Conservation** of Existing Public Lands and Coastal Waters
5. Institutionalize **Advance Mitigation**
6. Expand and Accelerate Environmental **Restoration and Stewardship**
7. Strengthen **Coordination** Among Governments
8. **Align Investments** to Maximize Conservation Benefits
9. Advance and Promote **Complementary Conservation Measures**
10. **Evaluate** Conservation Outcomes and **Adaptively Manage**



30x30 Partnership

- Government partners
- Community organizations and coalitions
- Regional parks
- Resource Conservation Districts
- Land trusts
- Legislators and legislative staff
- Students, researchers, and community scientists
- Private and public funders
- You!!



Attachment: PowerPoint Presentation - California's 30x30 Initiative (California's 30x30 Conservation Framework)

Pathways to 30x30 Appendices

Appendix A: Regional Insights

Appendix B: Near-term Implementation Priorities

Appendix C: California Biodiversity Council: Shared Opportunities to Advance 30x30

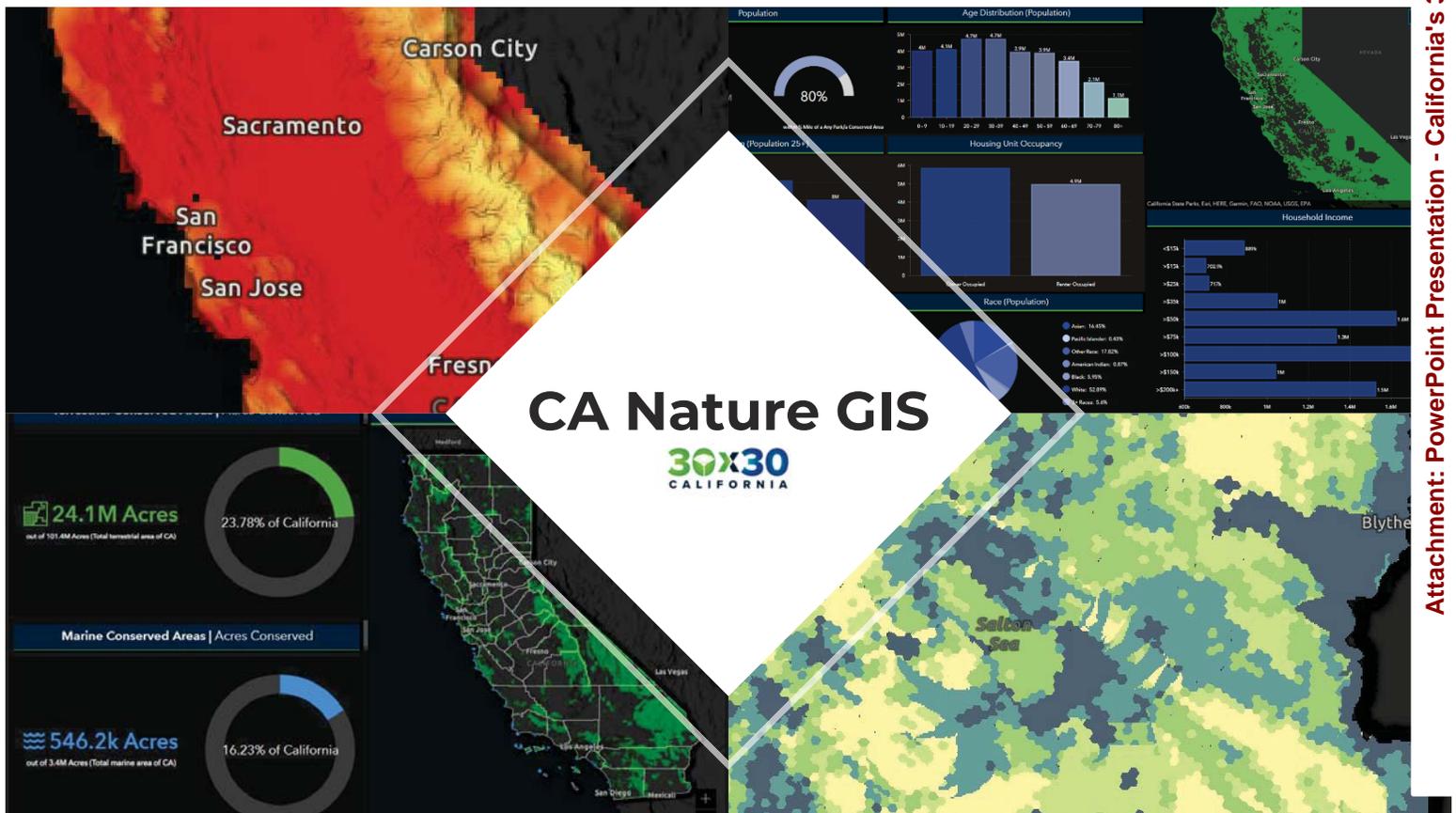
Appendix D: Conserving California: Advancing Science in Support of 30x30

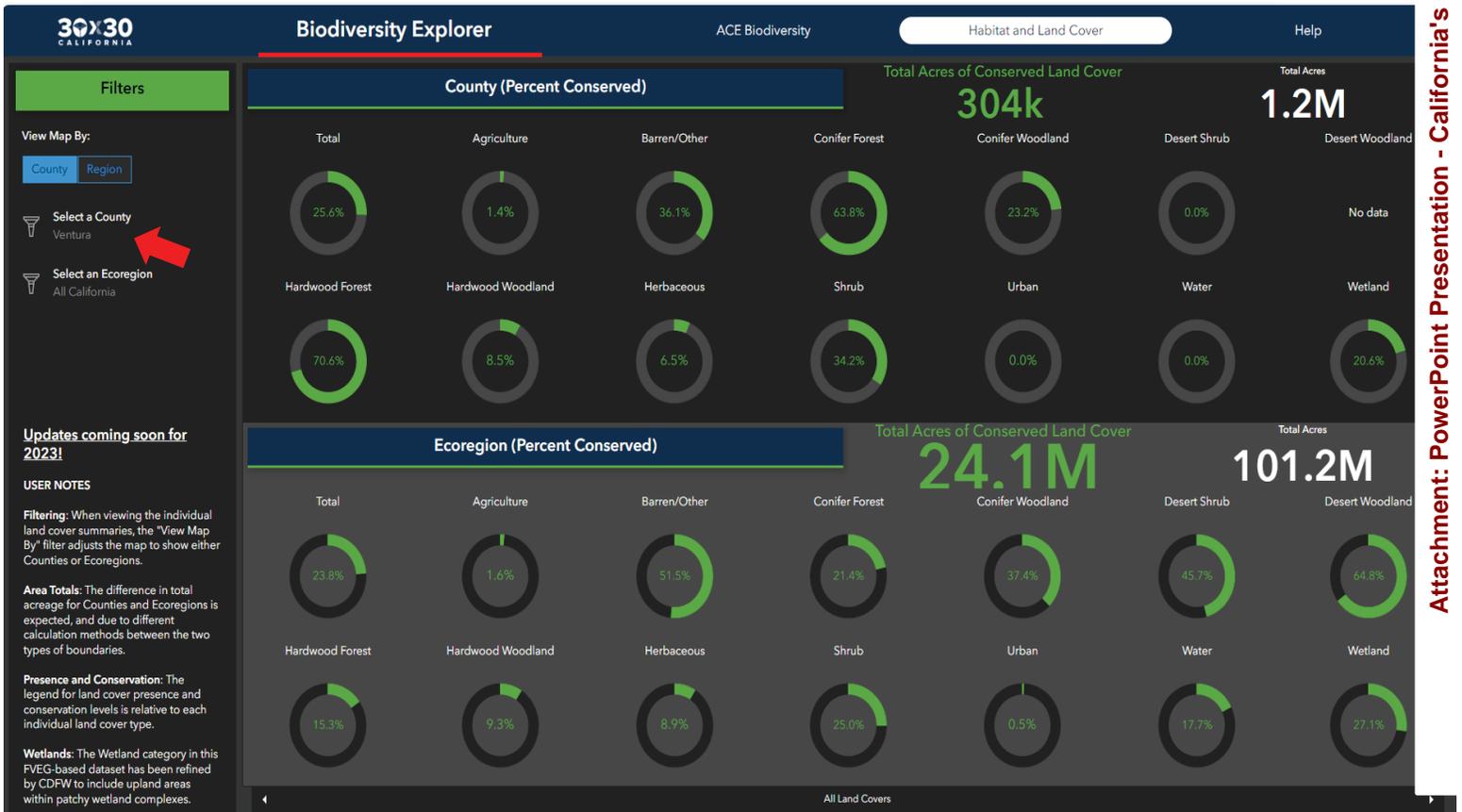
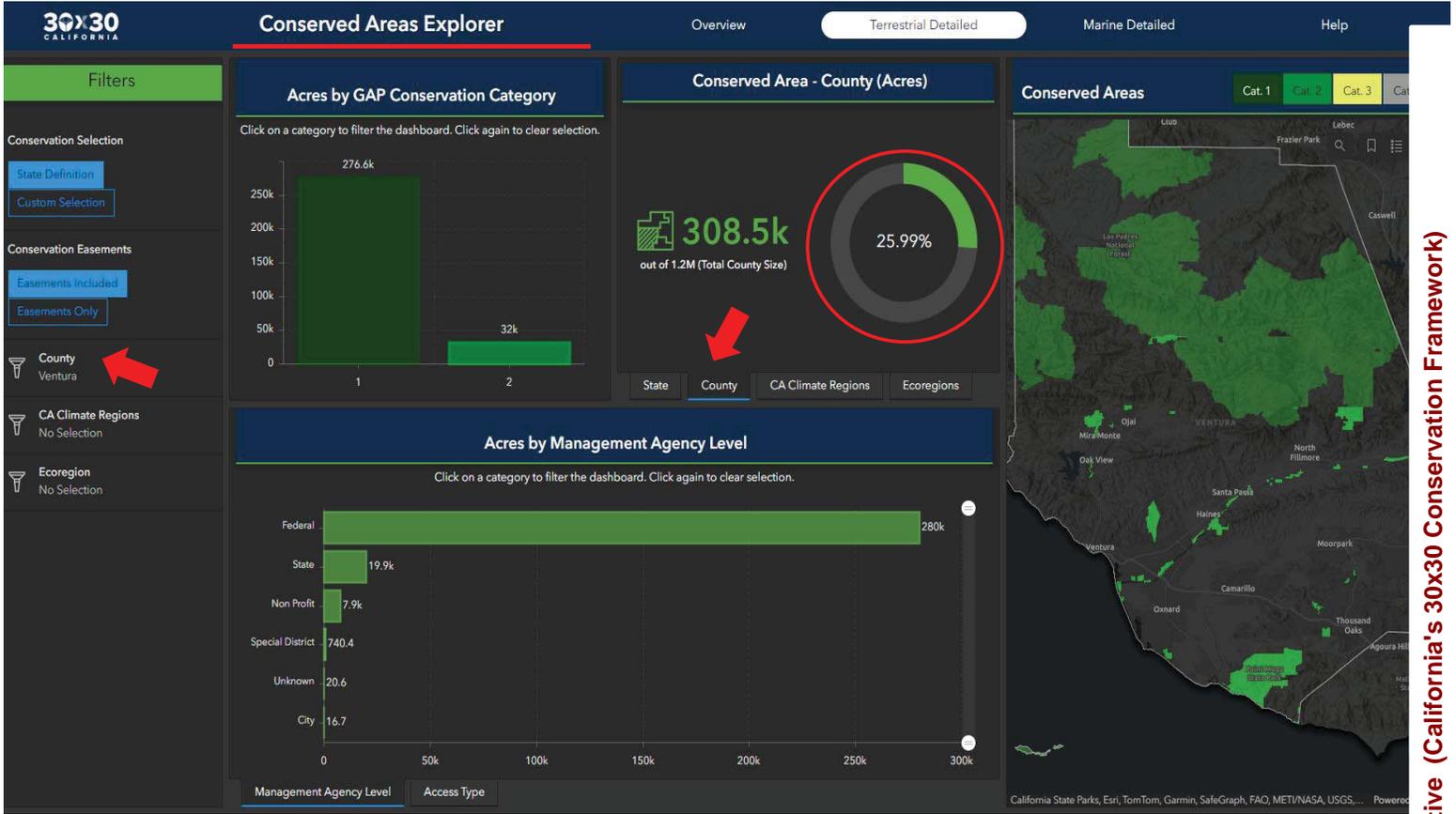
Appendix E: Ocean Protection Council: Science Needs for Advancing 30x30 in Coastal Waters

Appendix F: Existing Conservation Plans

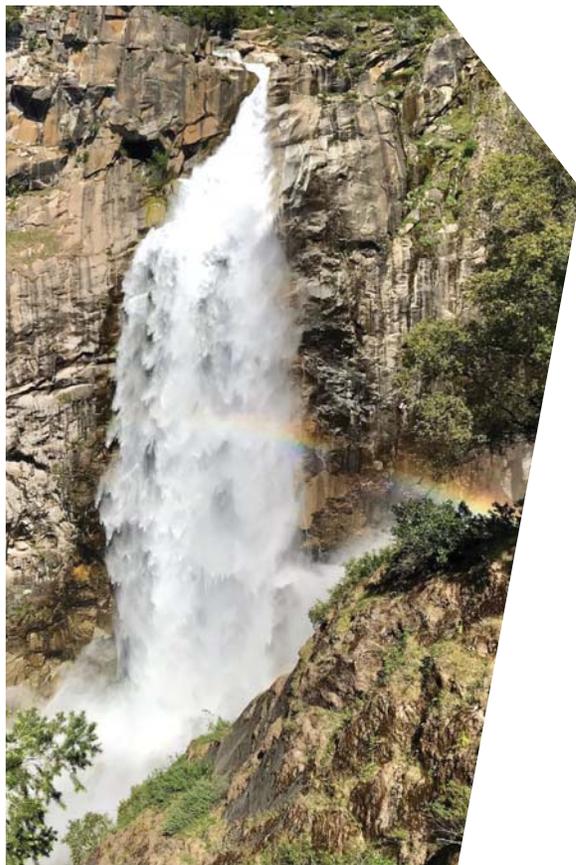


Attachment: PowerPoint Presentation - California's 30x30 Initiative (California's 30x30 Conservation Framework)





Attachment: PowerPoint Presentation - California's 30x30 Initiative (California's 30x30 Conservation Framework)



Advancing 30x30

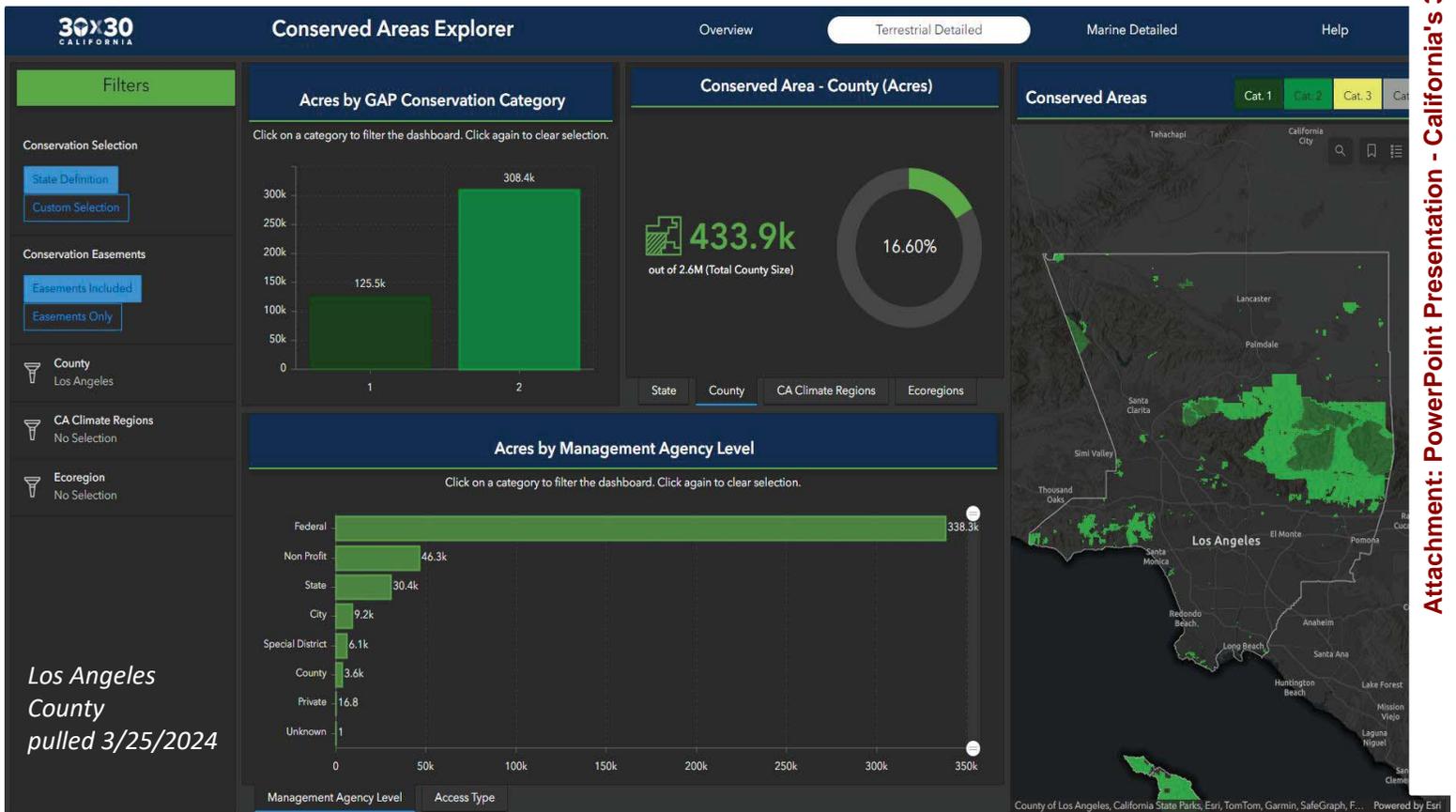
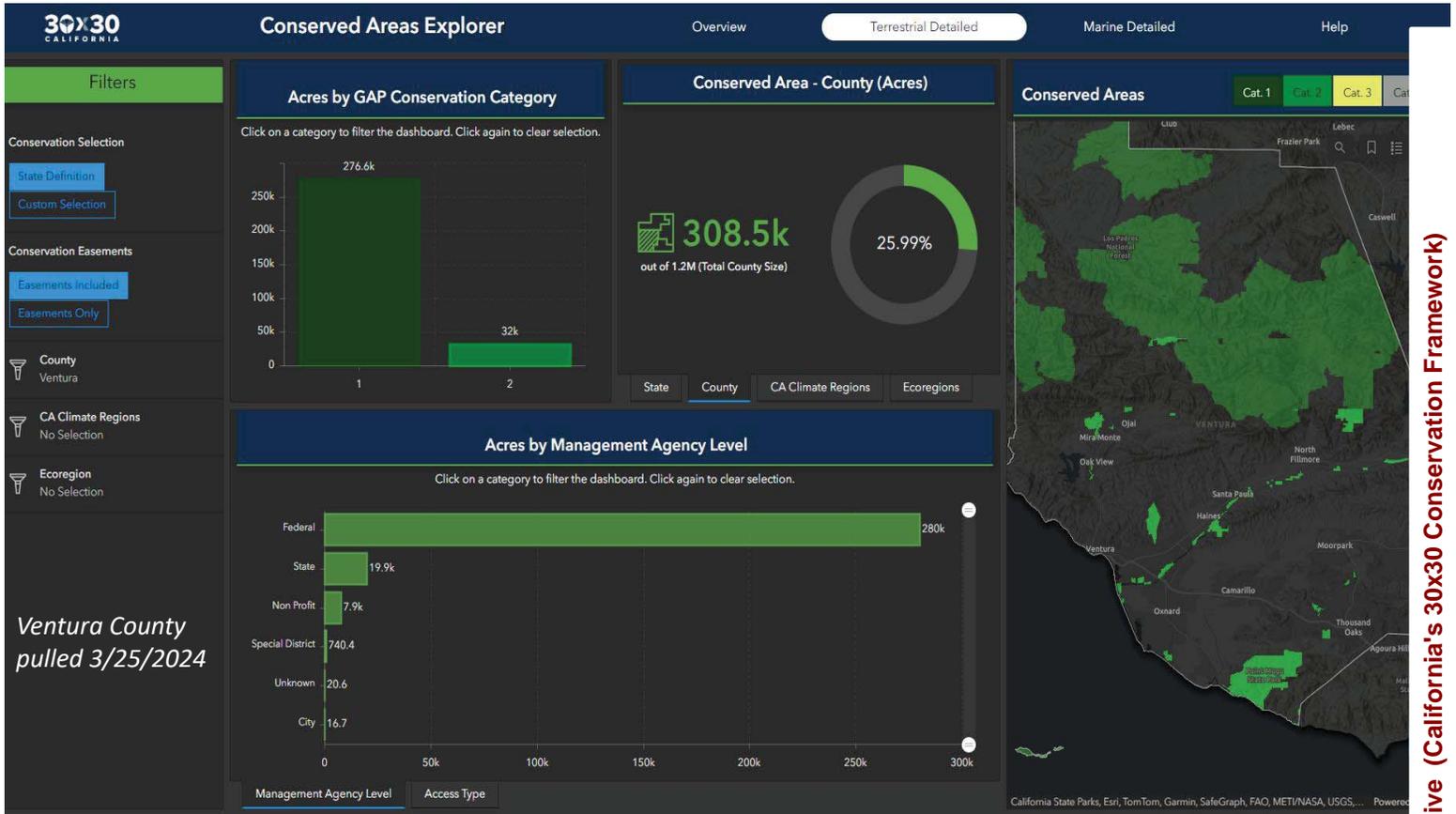
- Implementation of Pathways
 - Improving data/mapping
 - Implementation
 - Informational resources
 - Facilitating connections
- Engagement
 - Webinars
 - Local Meetings and Fieldtrips
 - Newsletter, Blog
 - Annual Report on Pathways
 - Annual 30x30 Partnership Event



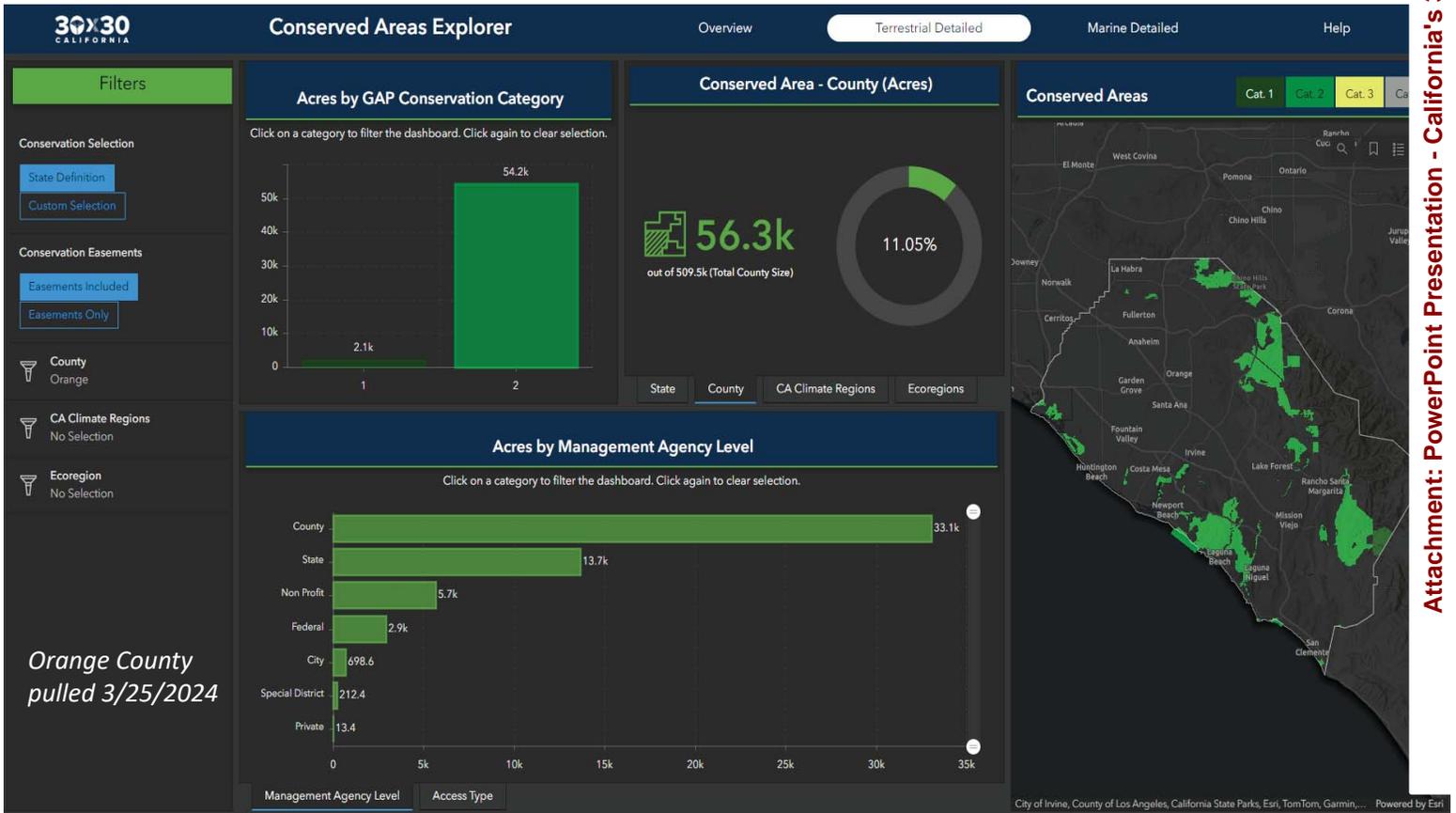
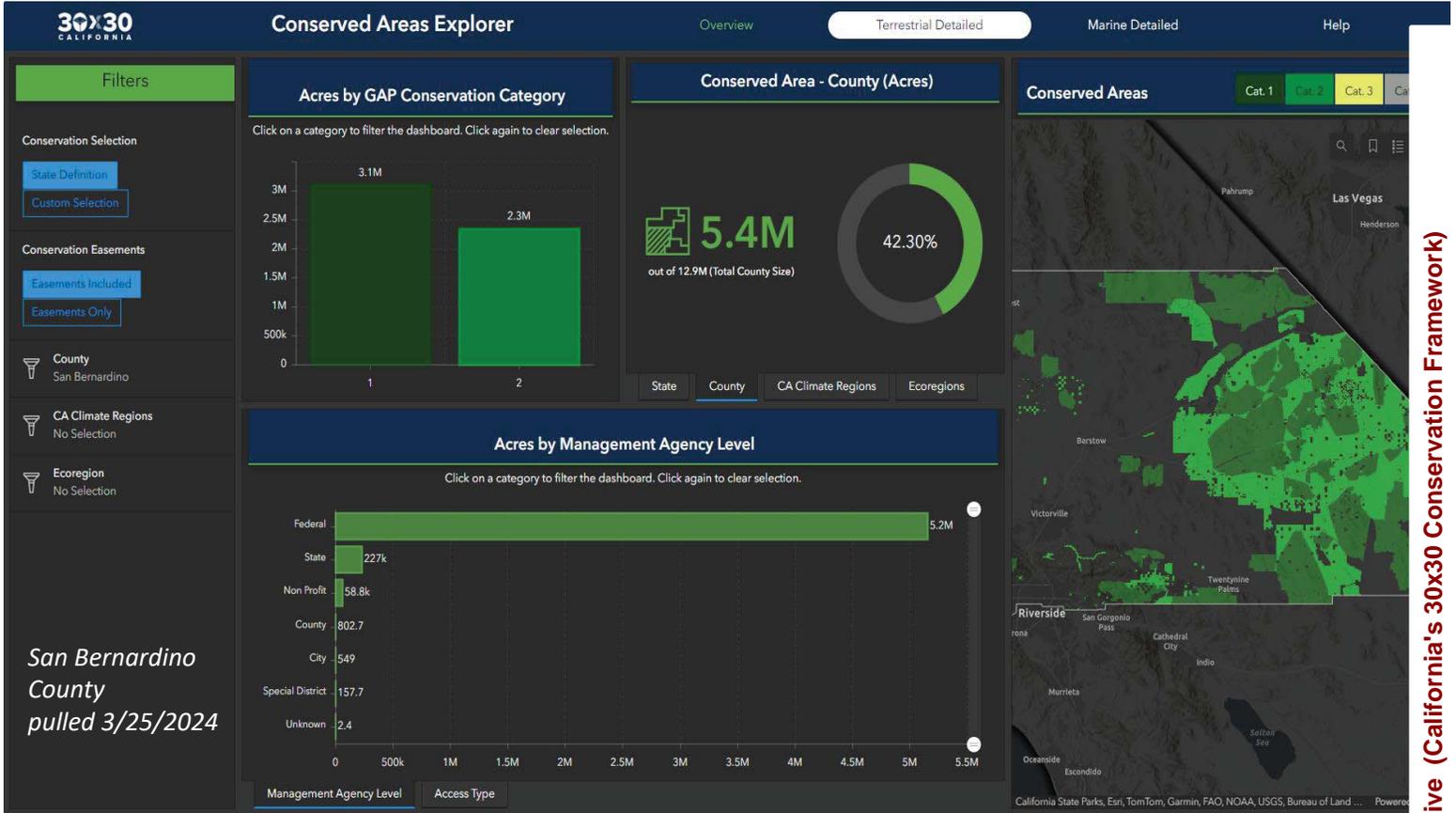
Thank you



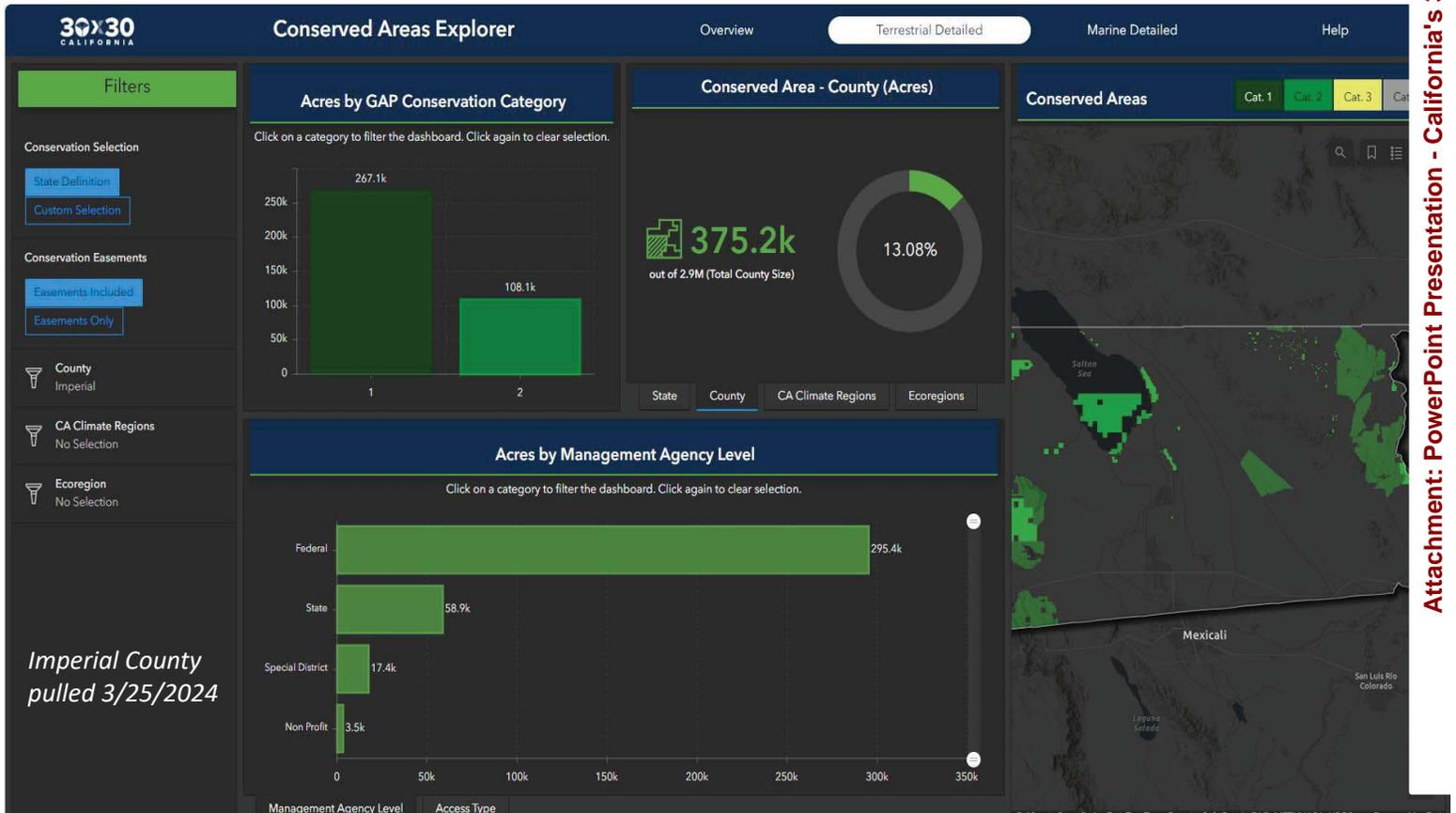
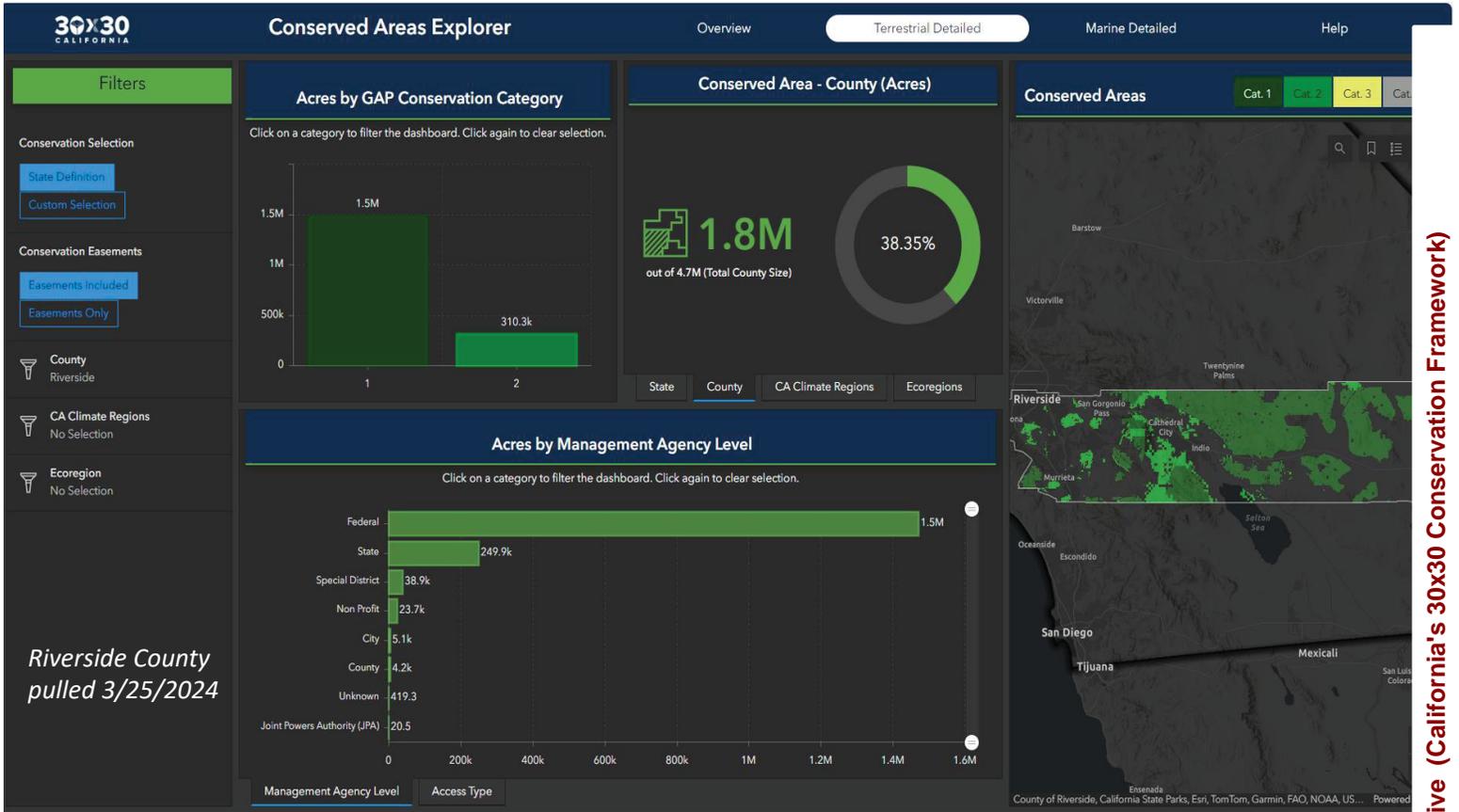
**SCAG County Results
Pulled March 25, 2024**



Attachment: PowerPoint Presentation - California's 30x30 Initiative (California's 30x30 Conservation Framework)



Attachment: PowerPoint Presentation - California's 30x30 Initiative (California's 30x30 Conservation Framework)



Attachment: PowerPoint Presentation - California's 30x30 Initiative (California's 30x30 Conservation Framework)



AGENDA ITEM 6
REPORT

Southern California Association of Governments
April 4, 2024

To: Energy and Environment Committee (EEC)
From: Ryan Wolfe, Manager for Sustainable and Resilient Development
213-630-1527, wolfe@scag.ca.gov
Subject: Stormwater Capture and Flood Adaptation Options

EXECUTIVE DIRECTOR'S
APPROVAL

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. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

On January 7, 2021, the Regional Council (RC) adopted the Climate Change Action Resolution (Resolution 21-628-1) affirming a climate change crisis in Southern California and called on SCAG and other local and regional partners to join together to reduce greenhouse gas (GHG) emissions, improve regional resilience, and reduce hazards from a changing climate (the “Resolution”). The RC’s action aims to promote climate adaptation, mitigation, and resilience in the SCAG region. As the impacts of climate change become more pronounced, the region is experiencing more frequent and severe weather events. This includes extreme precipitation events such as atmospheric rivers that are increasingly overwhelming existing stormwater/flooding infrastructure. This presentation will explore how modeling is being used to study the potential for flood risk reduction and other benefits through multi-benefit nature-based stormwater capture solutions.

BACKGROUND:

The risks associated with extreme climate and weather events across Southern California are increasing as a result of more frequent and severe extreme heat, wildfires, drought, and precipitation. These weather whiplash events increase stress on infrastructure that is aging, is not designed to be resilient to these events, and/or is maladaptive (infrastructure intended to reduce vulnerability that unintentionally increases vulnerability). Adapting flood infrastructure with nature-

based solutions could offer benefits that address many different regional and local needs including water conservation, increased groundwater recharge, improved water quality, reducing the impacts of extreme heat, improved air quality, carbon sequestration, and access to nature for health and recreation. However, concerns about heightened flood risk may be a barrier to the use of nature-based solutions for flood infrastructure adaptation.

This presentation will showcase the Parallel Raster Inundation Model (PRIMo) modeling platform developed at the University of California, Irvine (UCI), and report progress towards the application of PRIMo at the LA County scale to study the potential for flood risk reduction and other benefits through stormwater capture. This NOAA-funded project aims to improve understanding of the tradeoffs across benefits between hard flood infrastructure improvements, such as raising levees, to softer approaches including widening and softening flood channels and the widespread implementation of stormwater capture measures including both green and gray alternatives. While this effort is focused on Los Angeles County in particular, the approach and focus on adaptation strategies are generally applicable to local jurisdictions throughout the SCAG Region. Opportunities for governments, agencies and other organizations to participate will also be shared.

Presenter Biography:

Brett Sanders is a Professor of Civil and Environmental Engineering, Urban Planning and Public Policy at UC Irvine. He earned a B.S. in Civil Engineering from the University of California, Berkeley and an M.S. and PhD in Civil Engineering at the University of Michigan emphasizing environmental fluid mechanics and computational methods.

Dr. Sanders' research seeks to promote improved understanding of and responses to flooding and erosion risks. His work addresses coastal, riverine, urban and mountain risks. He is the developer of the ParBreZo and PRIMo flood simulation models for compound risk assessment at local to regional scales, and his work has informed the practice of collaborative flood modeling with stakeholders to improve risk awareness and identify effective and just adaptation pathways. Dr. Sanders is experienced leading interdisciplinary teams advancing research that addresses compound and interconnected climate risks, and he currently leads collaborative flood modeling projects in both California and Florida.

Dr. Sanders is a Fellow in the Engineering Mechanics Institute of ASCE (American Society of Civil Engineers), a Fellow of the Environmental and Water Resources Institute of ASCE, Fellow of the Faculty Academy for Teaching Excellence, a recipient of the National Science Foundation CAREER Award, a Member of the Science Advisory Panel for the California Coastal Commission, and the recipient of numerous teaching awards at UCI.

Website: <https://floodlab.eng.uci.edu/>



FISCAL IMPACT:

No fiscal impact.

ATTACHMENT(S):

1. PowerPoint Presentation - FloodRISE_SCAG_April_2024

Measuring the Multi-Benefit Potential of Stormwater Capture: A Modeling Approach for Southern California and Beyond

Brett F. Sanders¹, Eva-Marie Martin¹, Jennifer Neimann², Jochen Schubert¹, Katharine Mach²

¹University of California, Irvine

²University of Miami

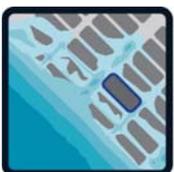


FloodRISE Los Angeles



NOAA Effects of Sea Level Rise (ESLR) Program

- Funding projects across the U.S. where researchers partner with stakeholders on transdisciplinary coastal resilience science and tools
- NOAA collaboration with FEMA Building Resilient Infrastructure and Communities (FEMA BRIC) and the National Fish and Wildlife Fund
- Proposals requested for projects that leverage existing ESLR investments (models/tools) so coastal communities were better enabled to compete for FEMA BRIC and/or NFWF funding.
- This project, FloodRISE LA, demonstrated strong alignment with interests of the FEMA BRIC program.
- Main goals:
 - Advance PRIMo modeling platform to support analysis of risks and development of responses.
 - Develop “multi-benefit” adaptation options including nature-based solutions
 - Map out the costs, benefits and tradeoffs of flood adaptation options



FloodRISE Los Angeles

Motivation

- Los Angeles has a history of “big flood” disasters
- Main stem flood channels are presently undersized to contain 1% annual chance flood
- Frequent street flooding presents health and environmental justice concerns
- Severe riparian/coastal wetland loss from development
- Communities seeking multi-benefit infrastructure investments

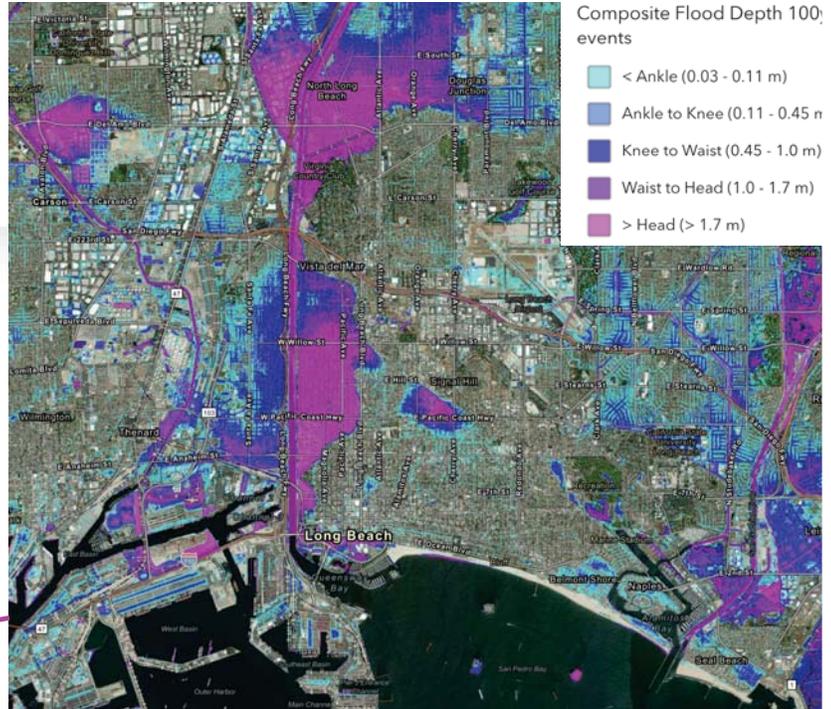
- 456,000 people and \$56 billion in property exposed to more than 1 ft of flooding
- Disproportionate exposure of Black populations and disadvantaged populations



FloodRISE Los Angeles

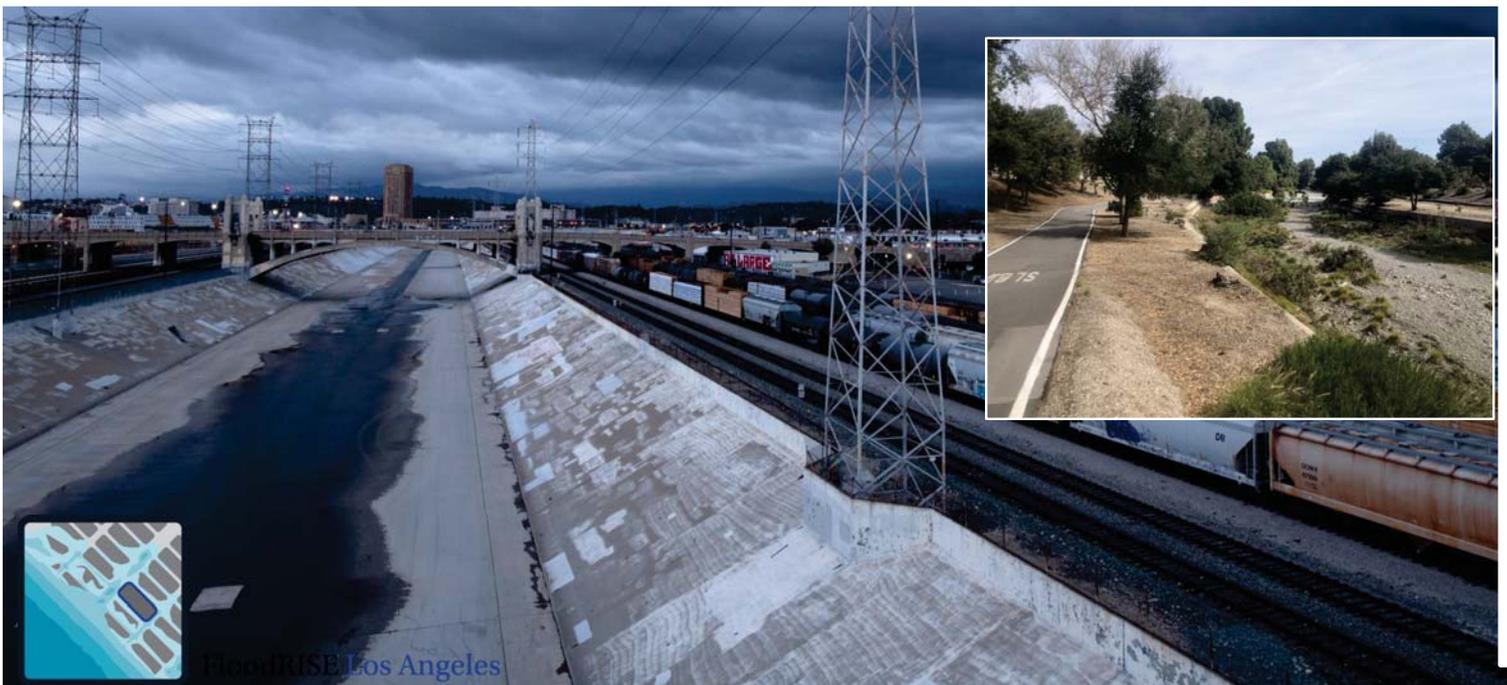
Parallel Raster Inundation Model (PRIMo)

100yr Composite Flood Hazard



Sanders et al., *Nature Sustainability*, 2023

The Multi-Benefit Potential of SoCal Flood Infrastructure



FloodRISE Los Angeles

Project Design

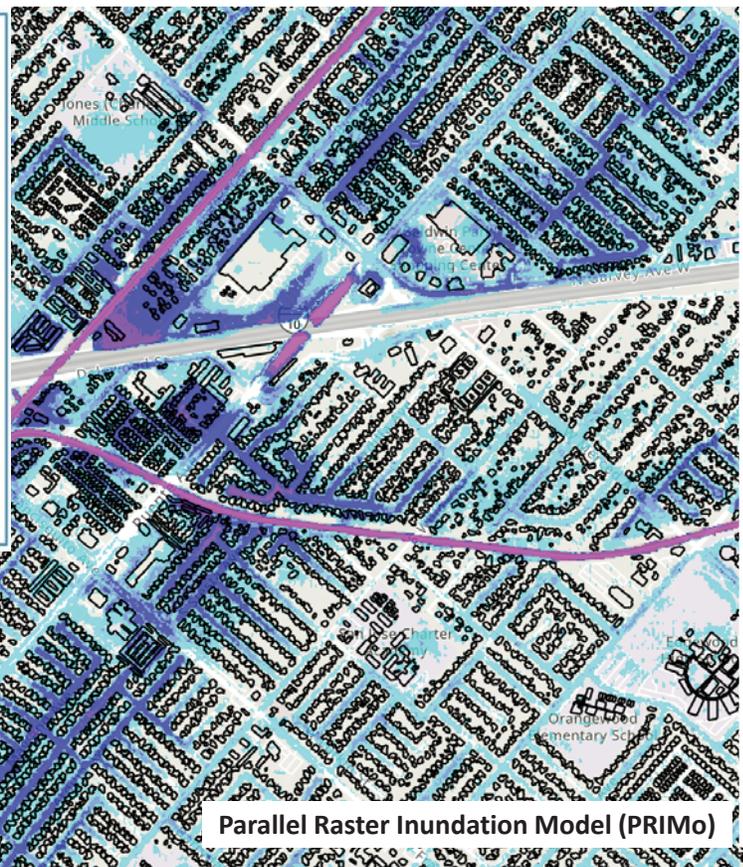
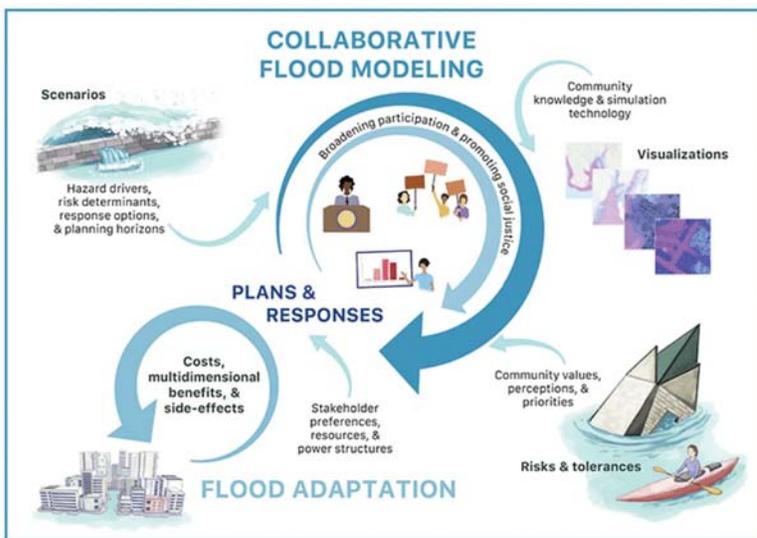
- Develop a set of flood adaptation scenarios
 - Business-as-usual flood routing investments (e.g., levee raising, storm drains)
 - Channel widening with restoration of natural processes
 - Stormwater capture using green and/or gray infrastructure
 - Combinations of these options
- Develop a multi-benefit evaluation framework
 - Economic
 - Social
 - Environmental
- Collaborative flood modeling
 - Scenario selection
 - Evaluation of options
 - Community knowledge and values
- Project duration: Fall 2023-Summer 2025



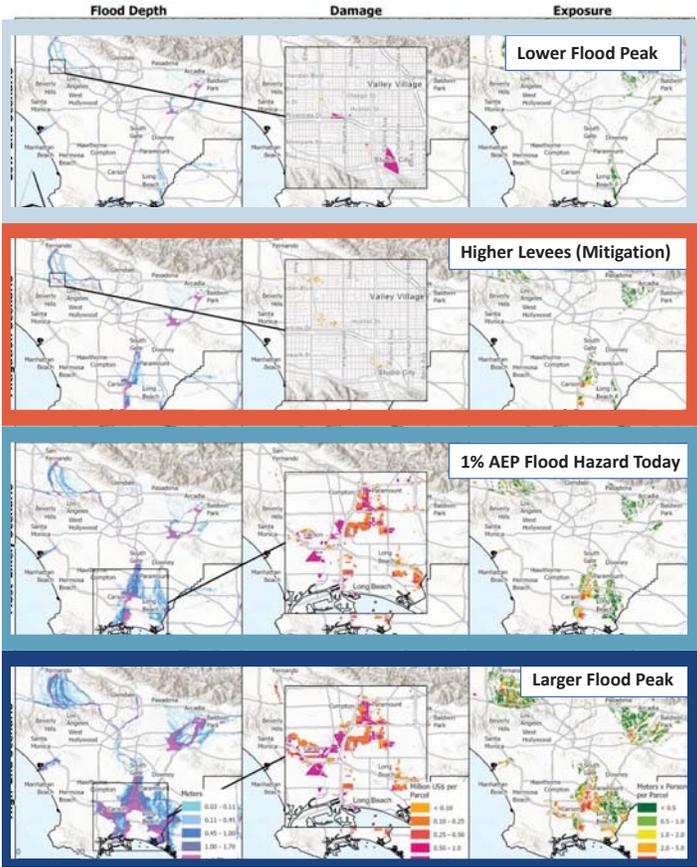
FloodRISE Los Angeles

Multi-Benefit Solutions

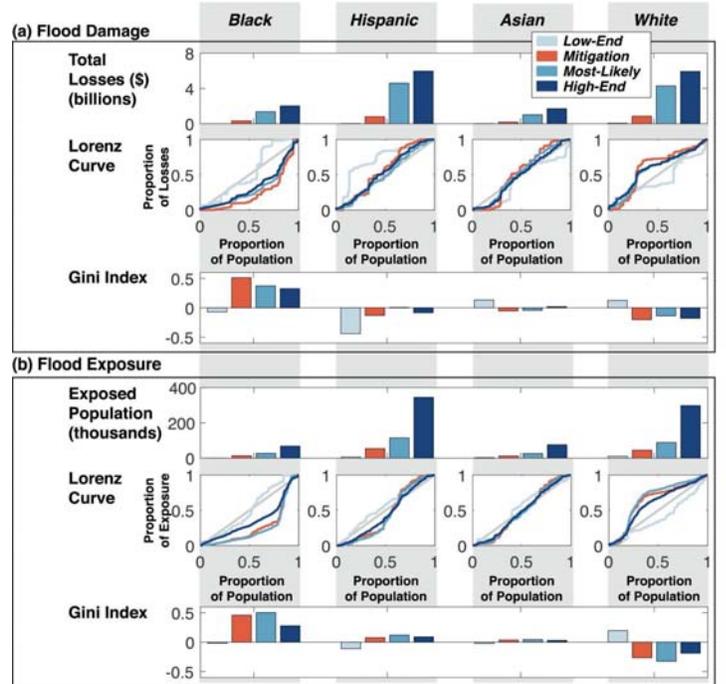
- Flood risk reduction
- Water quality
- Water supply
- Groundwater recharge
- Address unjust urban planning
- Recreation
- Nature/wildlife
- Cooling effects
- Community appearance



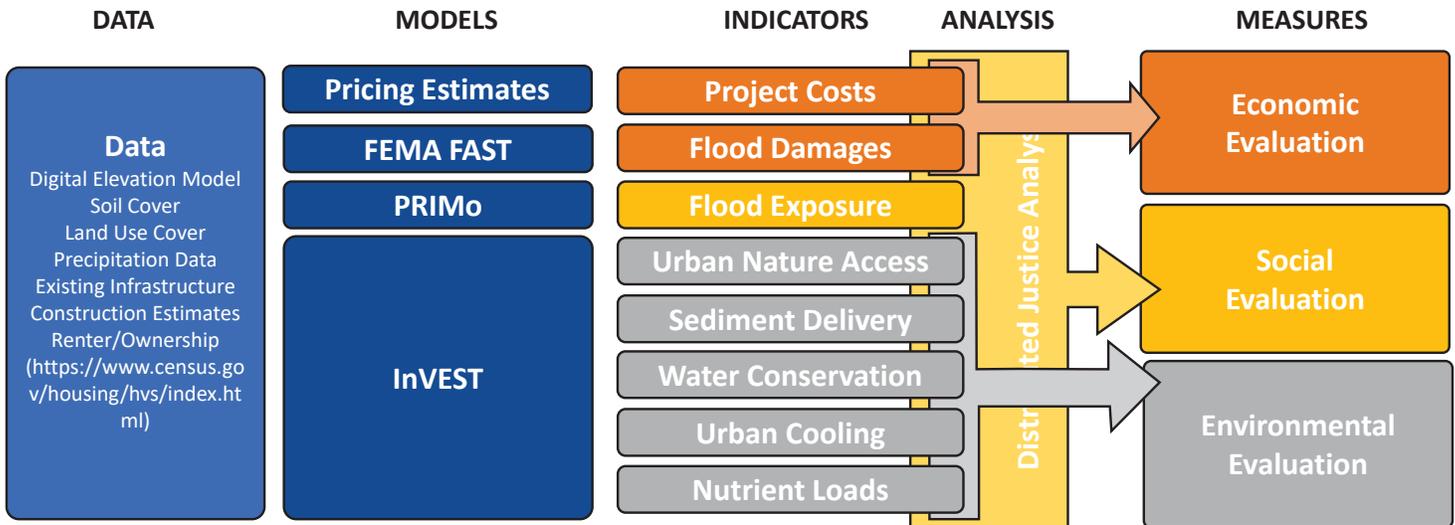
Parallel Raster Inundation Model (PRIMo)



Testing Stormwater Capture for Flood Risk Equity



Sanders et al., ASCE OPEN, (2024)



FloodRISE Los Angeles

NOAA Project Timeline

- FloodRISE working group meetings (2024)
 - February 8 – Scenario development
 - March/April – Scenario review and refinement
 - May/June – Multi-benefit evaluation framework development
 - September/October – Preliminary results and feedback
- Closing symposium/workshop (Summer 2025)



FloodRISE Los Angeles

Scenario Development Data Needs: Stormwater Capture

- Stormwater Capture Scenarios
 - Plans for cisterns/storage basins? (e.g., Santa Monica)
 - Plans for rain barrels?
 - Plans for green strips, park spaces, greenspaces?

How can SCAG and local partners help?



FloodRISE Los Angeles



Scenario Development Data Needs: Channel Widening

- Channel Widening Scenarios
 - Targeted opportunities for channel widening?
 - Plans for channel restoration?

How can SCAG and local partners help?



FloodRISE Los Angeles

Funding Programs

- FEMA-BRIC
 - Funds to plan and implement multi-benefit risk reduction projects
 - Direct Technical Assistance (BRIC - DTA) for Disadvantaged Communities
 - CA DWR Interest in Southern California Resilience
- Safe Clean Water Program (Measure W)
 - We aspire to inform future projects based on multi-benefit potential
- Army Corps
- Modeling services
 - Zeppelin Floods (zeppelifloods.com) provides PRIMo simulations in the cloud as a data service.



FloodRISE Los Angeles

Thank you!

Contact: bsanders@uci.edu



FloodRISE Los Angeles