



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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www.scag.ca.gov

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## REMOTE PARTICIPATION ONLY

# ENERGY AND ENVIRONMENT COMMITTEE

*Thursday, July 1, 2021*  
*9:30 a.m. – 11:30 a.m.*

**To Participate on Your Computer:**  
<https://scag.zoom.us/j/317727062>

**To Participate by Phone:**  
**Call-in Number: 1-669-900-6833**  
**Meeting ID: 317 727 062**

***Please see next page for detailed  
instructions on how to participate in the meeting.***

### **PUBLIC ADVISORY**

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

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](mailto:aguilarm@scag.ca.gov). Agendas & Minutes are also available at: [www.scag.ca.gov/committees](http://www.scag.ca.gov/committees).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



## Instructions for Public Comments

*You may submit public comments in two (2) ways:*

1. **Submit written comments via email to: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@scag.ca.gov) by 5pm on Wednesday, June 30, 2021.**

All written comments received after 5pm on Wednesday, June 30, 2021 will be announced and included as part of the official record of the meeting.

2. **If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.**

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@scag.ca.gov).

***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.***



## Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

### To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/317727062>
2. 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.
3. Select “Join Audio via Computer.”
4. 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.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

### To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 317 727 062**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press \*9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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### EEC - Energy and Environment Committee *Members – July 2021*

1. **Hon. David Pollock**  
EEC Chair, Moorpark, RC District 46
2. **Hon. Deborah Robertson**  
EEC Vice Chair, Rialto, RC District 8
3. **Hon. Cindy Allen**  
Long Beach, RC District 30
4. **Hon. Victoria Baca**  
Moreno Valley, WRCOG
5. **Hon. Ana Beltran**  
Westmorland, ICTC
6. **Hon. Daniel Brotman**  
Glendale, AVCJPA
7. **Hon. Margaret Clark**  
Rosemead, SGVCOG
8. **Hon. Robert Copeland**  
Signal Hill, GCCOG
9. **Hon. Maria Davila**  
South Gate, GCCOG
10. **Hon. Ned Davis**  
Westlake Village, LVMCOG
11. **Hon. Rick Denison**  
Yucca Valley, SBCTA
12. **Hon. Julian Gold**  
Beverly Hills, WSCCOG
13. **Hon. Shari Horne**  
Laguna Woods, OCCOG
14. **Hon. Britt Huff**  
Rolling Hills Estates, SBCCOG
15. **Hon. Dan Kalmick**  
Huntington Beach, OCCOG

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#### OUR MISSION

*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

*Southern California's Catalyst for a Brighter Future*

#### OUR CORE VALUES

*Be Open | Lead by Example | Make an Impact | Be Courageous*



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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- 16. Hon. Joe Kalmick**  
Seal Beach, RC District 20
- 17. Hon. Elaine Litster**  
Simi Valley, VCOG
- 18. Hon. Diana Mahmud**  
South Pasadena, SGVCOG
- 19. Hon. Cynthia Moran**  
Chino Hills, SBCTA
- 20. Hon. Oscar Ortiz**  
Indio, CVAG
- 21. Sup. Luis Plancarte**  
Imperial County
- 22. Hon. Randall Putz**  
Big Bear Lake, RC District 11
- 23. Sup. Carmen Ramirez**  
Ventura County
- 24. Hon. Greg Raths**  
Mission Viejo, OCCOG
- 25. Hon. Richard Rollins**  
Port Hueneme, VCOG
- 26. Hon. Jesus Silva**  
Fullerton, Pres. Appointment (Member at Large)
- 27. Hon. Sharon Springer**  
Burbank, SFVCOG
- 28. Hon. Connor Traut**  
Buena Park, OCCOG
- 29. Hon. John Valdivia**  
San Bernardino, SBCTA
- 30. Hon. Edward Wilson**  
Signal Hill, GCCOG

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## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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Southern California Association of Governments  
Remote Participation Only  
**Thursday, July 1, 2021**  
**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 David Pollock, Chair)*

### **PUBLIC COMMENT PERIOD**

Members of the public are encouraged to submit written comments by sending an email to: [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@scag.ca.gov) by 5pm on Wednesday, June 30, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Wednesday, June 30, 2021 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Energy and Environment Committee will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

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

### **CONSENT CALENDAR**

#### Approval Items

1. Minutes of the Meeting - June 3, 2021

#### Receive and File

2. 2020 Sustainable Communities Program - Smart Cities & Mobility  
Innovations Call for Applications - Proposed Project List

### **ACTION/DISCUSSION ITEM**

3. Release of Conformity Analysis of Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment **(Rongsheng Luo, Acting Manager of Compliance and Performance Monitoring)** 10 Mins.

### **RECOMMENDED ACTION FOR EEC:**

Recommend the Regional Council (RC) to authorize the Executive Director to release the transportation conformity analysis of the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

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## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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### INFORMATION ITEMS

4. Overview of Regional Transportation Conformity 15 Mins.  
*(Rongsheng Luo, Acting Manager of Compliance and Performance Monitoring)*
  
5. California Air Resources Board (CARB) 2022 Scoping Plan Update 10 Mins.  
*(Sarah Dominguez, Senior Regional Planner)*
  
6. SoCal Greenprint Background & Status Update 15 Mins.  
*(Jason Greenspan, Manager of Sustainability)*
  
7. Second Quarterly Update on Climate Change Action Resolution Activities 15 Mins.  
*(Kimberly Clark, Program Manager)*
  
8. 2020-21 CivicSpark Climate Fellows Capstone Presentation 15 Mins.  
*(CivicSpark Fellows: Natalie Arreaga, Amanda Caswell, and Vannesa Reyes Salazar)*
  
9. Ventura County Air Pollution Reduction Program 25 Mins.  
*(Dr. Laki Tisopulos, Executive Officer, VCAPCD)*

### CHAIR'S REPORT

*(The Honorable David Pollock, Chair)*

### STAFF REPORT

*(Grieg Asher, SCAG Staff)*

### FUTURE AGENDA ITEMS

### ANNOUNCEMENTS

### ADJOURNMENT

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Southern California Association of Governments  
Remote Participation Only  
July 1, 2021

**ENERGY AND ENVIRONMENT COMMITTEE  
MINUTES OF THE MEETING  
THURSDAY, JUNE 3, 2021**

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.igm2.com/Citizens/>.

The Energy and Environment Committee (EEC) held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s recent Executive Order N-29-20. A quorum was present.

**Members Present**

<b>Hon. David Pollock, Moorpark (Chair)</b>	<b>District 46</b>
<b>Hon. Deborah Robertson, Rialto (Vice Chair)</b>	<b>District 8</b>
Hon. Cindy Allen, Long Beach	District 30
Hon. Victoria Baca, Moreno Valley	WRCOG
Hon. Ana Beltran, Westmoreland	ICTC
Hon. Daniel Brotman, Glendale	AVCJPA
Hon. Margaret Clark, Rosemead	SGVCOG
Hon. Robert Copeland, Signal Hill	GCCOG
Hon. Ned Davis, Westlake Village	LVMCOG
Hon. Rick Denison, Yucca Valley	SBCTA
Hon. Julian Gold, Beverly Hills	WSCCOG
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Britt Huff, Rolling Hills Estates	SBCCOG
Hon. Dan Kalmick, Huntington Beach	OCCOG
Hon. Joe Kalmick, Seal Beach	District 20
Hon. Elaine Litster, Simi Valley	VCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Cynthia Moran, Chino Hills	SBCTA
Hon. Oscar Ortiz, Indio	CVAG
Sup. Luis Plancarte	Imperial County
Hon. Randall Putz, Big Bear Lake	District 11
Sup. Carmen Ramirez	Ventura County



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Hon. Greg Raths, Mission Viejo	OCCOG
Hon. Richard Rollins, Port Hueneme	VCOG
Hon. Jesus Silva, Fullerton	President's Appointment
Hon. Sharon Springer, Burbank	SFVCOG
Hon. Connor Traut, Buena Park	OCCOG
Hon. Edward H.J. Wilson, Signal Hill	GCCOG

**Members Not Present**

Hon. Maria Davila, South Gate	GCCOG
Hon. John Valdivia, San Bernardino	SBCCOG

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Chair David Pollock called the meeting to order at 9:33 a.m. Staff confirmed that a quorum was present. Vice Chair Deborah Robertson led the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

Chair Pollock opened the Public Comment Period.

SCAG staff announced that no public comments were received before or after the deadline for written public comments.

Seeing there were no public comment speakers, Chair Pollock closed the Public Comment Period.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

**CONSENT CALENDAR**

Approval Items

1. Minutes of the Meeting - April 1, 2021

Receive and File

2. Climate Action Plan for Transportation Infrastructure (CAPTI) Comment Letter

A MOTION was made (Gold) to approve the Consent Calendar. Motion was SECONDED (Silva) and

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passed by the following votes:

**AYES:** Allen, Baca, Beltran, Brotman, Copeland, Davis\*, Denison, Gold, Horne, Huff, D. Kalmick, J. Kalmick, Litster, Moran, Ortiz, Plancarte, Pollock, Putz, Ramirez, Rath, Robertson, Rollins, Silva, Springer and Traut (25)

**NOES:** None (0)

**ABSTAINS:** None (0)

\*Ned Davis messaged staff via zoom stating his vote was yes on the Consent Calendar.

### INFORMATION ITEMS

#### 3. CalEnviroScreen 4.0 Overview

Andrew Slocombe, of the Office of Environmental Health Hazard Assessment (OEHHA) provided an overview of CalEnviroScreen 4.0, a mapping tool that helps identify communities that face multiple burdens of pollution and socioeconomic disadvantages and is intended to help CalEPA prioritize work in the state's most burdened communities. He provided background information and stated that in 2010, OEHHA developed CalEnviroScreen as part of CalEPA's environmental justice program. He reported that OEHHA had released a draft of CalEnviroScreen 4.0, and they had just finished the public comment period and would be finalizing it later this year. He indicated the tool was used within Cal EPA to help identify disadvantaged communities for funding allocation purposes like per SB 535, which requires 25% of cap-and-trade funds be spent on projects that benefit disadvantaged communities. He provided an overview of the CalEnviroScreen indicator components which either fall under Pollution Burden (exposure - direct contact with pollutions & environmental effects - adverse environmental conditions caused by pollutants) or Population Characteristics (sensitive populations - populations with physiological conditions that result in increased vulnerability to pollutants and socioeconomic factors - community characteristics that result in increased vulnerability to pollutants). He indicated that in the updated CalEnviroScreen they proposed the addition of one new exposures indicator, the issue of lead exposure in children, and included a new hub site, a platform for accessing information. Other major updates for 4.0 include the drinking water, pesticide use indicator, groundwater threats indicator, and the hazardous waste indicator. Lastly, with respect to the Children's Lead Risk from Housing indicator, he stated that the indicator identifies communities that have the highest potential for lead exposure due to old housing.

Vice Chair Deborah Robertson, Rialto, District 8, asked if they had looked at infant mortality throughout the state because they had high infant mortality in the SCAG region. Mr. Slocombe stated with respect to infant mortality and data, they did not have this information in the model or

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tool, but it was an interesting area that researchers can look at. She also asked how many census tracts in the SCAG region were above 90% and how they were faring as a Metropolitan Planning Organization (MPO) versus all the other MPO's in state. Mr. Slocombe addressed Vice Chair Robertson's question regarding census tracts and indicated that a large number of the census tracts that were identified statewide were in the greater Los Angeles area.

#### 4. Battery Storage Projects for SCAG Region

Josh Torres, Senior Policy Advisor of Southern California Edison provided information on what they are doing to prepare for the summer season with a focus around energy storage. He also provided a brief review of the 2020 California Independent System Operator (CAISO) rotating outages which directed utilities to implement rotating outages in August 2020. He further elaborated that the known factors causing the shortage of electricity supply in August 2020 was the heat wave California was experiencing, the unexpected natural gas generation losses, lower levels of wind generation and lowered availability of electricity imports from out of state. He reported on what they were doing to avoid rotating outages again and indicated they were working closely with state regulators and other public utilities to bring an additional 770 megawatts of new energy storage by August 1, which will bring the cumulative megawatts of energy storage under SCE's control to 1,000. He indicated they were also revamping their demand response programs for existing and new customers. He addressed the different types of power outages and the causes such as: 1) scheduled maintenance outage, which customers receive notification for; 2) repair outages, which is when something unexpected happens like an equipment issue, vegetation from the lines, or a construction crew accidentally digs into an underground line; 3) emergency outage, which is kind of like a repair outage when SCE discovers something unsafe; 4) rotating outages, which is when at the statewide level there is an insufficient supply to meet the demand; and 5) public safety power shutoffs or PSPS, which apply to the high fire risk areas. He also stated they were looking at grid reliability in the future and were forecasting grid needs in five- and 10-year increments to help determine what capital upgrades are going to be necessary in order to accommodate changing customer behavior. They were also hardening the grid against climate impacts, such as heat waves and wildfires and as climate change gets worse every single year, they were looking at the steps they need to take today against the threat from wildfire in the future. He emphasized the importance of maintaining reliability as they transitioned to 100% carbon free electricity.

Policy Committee Member Elaine Litster, Simi Valley, VCOG, asked about helicopters hovering above power lines. Mr. Torres indicated it was related to inspections to make sure that the equipment was in good working order. She also stated that in Mr. Torres had reported that they were going to increase their storage levels and had discussed the need to procure additional generation. She asked where they were getting this additional generation from. Mr. Torres indicated it was a mix of all the different generation they currently had, and their biggest source was natural gas procurements and new wind and solar contracts that were coming online.

Policy Committee Member Carmen Ramirez, Ventura County, asked Mr. Torres to talk about people who needed their medical equipment without interruption. Mr. Torres reported that customers could enroll in their medical baseline program, in which a customer service team does a walk through with the customer and creates an emergency plan. He indicated they also offered the battery backup program for certain customers who either qualified for a discounted or free backup battery to help power a medical device.

Policy Committee Member Diana Mahmud, South Pasadena, SGVCOG, asked why Mr. Torres' presentation was not suggesting operating a pool during off peak or middle of the night hours. Mr. Torres stated he did not suggest it because pools were typically a little noisy and sometimes you might get complaints from neighbors. He further explained that operating during a peak solar year, between 8:00 a.m. and 3:00 p.m., would also be the time when the grid is the cleanest, which was another benefit. With respect to SCE's rate case, she asked what the increase amount was and the timing for implementation. Mr. Torres indicated that their general rate case had not been concluded and they were still waiting for a decision from the California Public Utilities Commission (PUC). Additional discussion ensued on the SCE's general rate case. Lastly, she asked if SCE planned to upgrade or make changes to smart meters to enable them to provide greater distribution circuit reliability. Mr. Torres stated the reason that smart meters did not have that visibility right now was because they only read them once every 24 hours.

Vice Chair Robertson stated she noticed they offered programs for customers in replacing their aging system, but did not see resources available to assist people, especially those who were disadvantaged, and asked how they addressed equity. Mr. Torres reported that for vulnerable customers they had their Energy Savings Assistance Program, where they will go into the customers home and replace appliances free of charge. He indicated they had just received approval from the PUC to augment that program and to expand it to a full home renovation. He stated that once they were able to operationalize that program, they will go into their lowest income customers' homes and completely retrofit them by giving them a new air conditioner, refrigerator, electric water heater, upgrading their panels, and making their home completely electric. He stated that for moderate-and-upper income customers they had their rebates to make it easier to access the more efficient appliances. He explained that they had designed the rebates to make it cost effective to select the higher efficiency appliances for those customers that were going to replace their units.

## 5. Public Safety Power Shutoff Update

Robert Stiens, Senior Public Affairs Manager for Southern California Edison (SCE), provided an overview of recent developments in Public Safety Power Shutoff (PSPS) events in the SCE service territory and discussed the utility's program and policies to address disruptive impacts. He indicated they were working on implementing a plan to reduce the impact of PSPS to their customers and

communities, which consisted of reducing the need for PSPS, executing PSPS more effectively, reducing the impacts of PSPS, keeping partners and customers informed, and enhancing post-event reporting. He highlighted the tools to reduce the need for PSPS as follows:

- Insulated Wires - targeted replacement of bare wire with insulated wires (covered conductor) to be able to safely raise windspeed thresholds for PSPS;
- Segmentation - installing additional Automated devices to further isolate and reduce the number of customers that have to be deenergized per circuit;
- Weather Stations - adding new weather stations to improve situational awareness and increase accuracy of PSPS operations - so only those circuits facing danger are in scope;
- Switching Protocols - continuing to develop circuit specific protocols to move customers to nearby circuits not impacted by PSPS, to reduce the number of customers remaining on an affected circuit; and
- Operational Protocols - up-to-date information on ground conditions, such as lack of vegetation, recent burn scars, and location of poles and wires which considered to assess wildfire threat and the need for PSPS.

Lastly, he provided a brief overview of the customer care programs such as rebates or the battery backup program, which was expanded to include all eligible medical baseline customers in a high fire risk area.

Policy Committee Member Britt Huff, Rolling Hills Estates, SBCCOG, asked if there was a common denominator in the 72 circuits that were most frequently impacted in terms of location or maintenance. Mr. Stiens indicated it was predominantly windy areas, or what the PUC defined as a high fire risk area.

Policy Committee Member Litster asked if there was a reimbursement program for the loss of appliances during PSPS. Mr. Stiens indicated that currently their claims process does not cover PSPS's. She also asked about SCE's Public Safety Partner Portal and Mr. Stiens provided a brief overview of the two key components of the portal regarding planning (information to help for planning purposes when there is no active PSPS event) and in-event (information used to get active PSPS information and archived PSPS event information).

### **CHAIR'S REPORT**

Chair Pollock reported that the Governor's office announced the end of the tiered program for the pandemic and that it would not immediately end the statutory requirements on the Brown Act.

### **STAFF REPORT**

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Grieg Asher reported he was working on a presentation from the Ventura County Air District to report on some of their programs, in addition to a presentation from the California Air Resources Control Board regarding climate investments, or more commonly known as the Cap-and-Trade Program.

**FUTURE AGENDA ITEMS**

Policy Committee Member Ramirez requested a presentation on the drought and conservation measures.

Policy Committee Member Diana Mahmud stated that several cities had been hearing from residents about enacted ordinances on gas powered lawn equipment and stated that it would be helpful to get an update from the SCAQMD on the rebates available and the requirements. She also reported that the Los Angeles Regional Water Quality Control Board anticipated to schedule the successor to the 2012 permit later this month or next, and asked for a presentation on that permit, which was going to be expensive for them.

Vice Chair Robertson offered a presentation on the Mircogrid project in Rialto and the repurposing of a ten plus acre retention basin.

Policy Committee Member Jesus Silva, Fullerton, requested an item regarding the drought, specifically to address the amount of water they might be losing due to leaky pipes and mains, and suggested Adan Ortega could probably provide the presentation.

**ANNOUNCEMENTS**

There were no announcements.

**ADJOURNMENT**

There being no further business, Chair Pollock adjourned the Energy and Environment Committee meeting at 11:26 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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**ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT**

**2021-22**

<b>MEMBERS</b>	<b>Representing</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>April</b>	<b>May</b>	<b>Total Mtgs Attended To Date</b>
Allen, Cindy	Long Beach, District 30	1												1
Baca, Victoria	Moreno Valley, WRCOG	1												1
Beltran, Ana	Westmoreland, ICTC	1												1
Brotman, Daniel	Glendale, AVCJPA	1												1
Clark, Margaret	Rosemead, SGVCOG	1												1
Copeland, Robert	Signal Hill, GCCOG	1												1
Davila, Maria	South Gate, GCCOG													0
Davis, Ned	Westlake Village, LVMCOG	1												1
Denison, Rick	Yucca Valley, SCBTA	1												1
Gold, Julian	Beverly Hills, WSCCOG	1												1
Horne, Shari	Laguna Woods, OCCOG	1												1
Huff, Britt	Rolling Hills Estates, SCBCOG	1												1
Kalmick, Dan	Huntington Beach, OCCOG	1												1
Kalmick, Joe	Seal Beach, District 20	1												1
Litster, Elaine	Simi Valley, VCOG	1												1
Mahmud, Diana	So. Pasadena, SGVCOG	1												1
Moran, Cynthia	Chino Hills, SBCTA	1												1
Ortiz, Oscar	Indio, CVAG	1												1
Plancarte, Luis	Imperial County	1												1
Pollock, David (CHAIR)	Moorpark, VCOG	1												1
Putz, Randall	Big Bear Lake, District 11	1												1
Ramirez, Carmen	Oxnard, RC District 45	1												1
Raths, Greg	Mission Viejo, OCCOG	1												1
Robertson, Deborah	Rialto, RC District 8	1												1
Rollins, Richard	Port Hueneme, VCOG	1												1
Silva, Jesus	Fullerton, President's Appointment	1												1
Springer, Sharon	Burbank, SFVCOG	1												1
Traut, Connor	Buena Park, OCCOG	1												1
Valdivia, John	San Bernardino, SBCCOG													0
Wilson, Edward H.J.	Signal Hill, GCCOG	1												1



**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
July 1, 2021

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Marisa Laderach, Senior Regional Planner  
(213) 236-1927, laderach@scag.ca.gov  
**Subject:** 2020 Sustainable Communities Program - Smart Cities & Mobility  
Innovations Call for Applications - Proposed Project List

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR CEHD and EEC:**

Receive and File

**RECOMMENDED ACTION FOR TC:**

Recommend that the Regional Council approve the 2020 Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) Award Recommendations and authorize staff to initiate projects.

**RECOMMENDED ACTION FOR RC:**

Approve 2020 Sustainable Communities Program (SCP) Smart Cities & Mobility Innovations (SCMI) Award Recommendations and authorize staff to initiate the projects.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On September 3, 2020, the Regional Council approved the 2020 Sustainable Communities Program (SCP) Guidelines, which consisted of multiple Calls for Applications. The SCP is a multi-year program designed to support and implement the policies and initiatives of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and continues the themes of the previous round of funded projects. On February 4, 2021, Regional Council approved the Smart Cities & Mobility Innovations (SCMI) Guidelines and authorized staff to release the 2021 Call for Applications for SCMI project types. SCMI project types support the implementation of three Connect SoCal Key Connections, focusing on Smart Cities & Job Centers, Go Zones, and*

***Shared Mobility/Mobility as a Service, to expand upon our mobility ecosystems and advance the region's vision.***

***Staff released the SCP Call for Proposals on February 8, 2021. Applications were submitted through April 23, 2021. SCAG received a total of twenty-one (21) project proposals by the April 23 deadline, valued at approximately \$4.96 million across all project categories and types. Staff has completed a ranking of proposals and has identified eight (8) top ranked projects for funding totaling approximately \$2.5 million. Staff is seeking RC approval of award recommendations and authorization to begin contacting project sponsors in order to develop a program schedule and initiate projects.***

#### **BACKGROUND:**

##### Call for Applications

The SCP Smart Cities & Mobility Innovations (SCMI) guidelines and scoring criteria were developed by SCAG staff to support innovative approaches for addressing and solving regional issues. The program identified specific project types that provide practical, relevant strategies for meeting SB 375 greenhouse gas (GHG) reduction targets and queue jurisdictions for future funding opportunities. This approach allows SCAG to maximize benefits from available resources. Rather than providing direct grants to jurisdictions, the SCP serves as a broad resource program and provides direct technical assistance to complete projects. Resources will be provided for projects that meet SCP and SCMI goals and are within the following four defined project types:

- ***Curb Space Data Collection & Inventory:*** Expands and updates the curb space data inventory through innovative data collection methods to advance plans, studies, and activities, and ultimately help the region understand and regulate the growing need for curb space use.
- ***Technology Assessment or Adoption Plan:*** Provides opportunities for jurisdictions to assess technology frameworks and demonstrations related to curb space management, curb regulating, on-street and off-street parking management, last mile delivery solutions and other curb and mobility challenges, to enhance infrastructure and prepare for an increasingly connected world.
- ***Parking Management Plan:*** Advances parking management to help achieve a balanced transportation system. Strategies will be used to regulate supply, reduce street congestion, and encourage transit use.
- ***Permitting Process Evaluation:*** Evaluates existing and/or new permitted uses for the curb space to improve safety and equitable access for all users.

Following Regional Council's approval on February 4, 2021, the 2020 SCP Smart Cities & Mobility Innovations guidelines and scoring criteria were released by staff alongside a Call for Applications.

By the deadline of April 23, 2021, SCAG received a total of twenty-one (21) project proposals valued at approximately \$4.96 million in funding across all project categories and types.

#### Evaluation Process

The evaluation process involved four (4) evaluation teams that reviewed and scored applications submitted to the SCP SCMI Call. Each team comprised staff from partner agencies, community-based organizations (CBOs), and SCAG. Final award recommendations are based on application score, regional funding equity targets, and regional geographic equity.

#### Award Recommendations

Staff completed a ranking of proposals and is recommending eight (8) top ranked projects for funding totaling approximately \$2.5 million. The highest-ranking proposals reflect stated SCMI program goals, including but not limited to:

- Encourage jurisdictions to partner with SCAG to find innovative solutions to challenges associated with the ever-changing nature of parking, freight and last mile deliveries, and commerce at the curb;
- Create dynamic, connected, built environments that support multimodal mobility, reduce reliance on single-occupant vehicles, and reduce VMT;
- Reduce greenhouse gas emissions and improve air quality by reducing driving alone, idling, or searching for parking;
- Support healthy and equitable communities by allocating public resources like curb space more equitably;
- Encourage shared modes, manage parking effectively, and support commerce and the growth of housing and employment in job centers;
- Employ strategies to mitigate negative community impacts associated with congestion, GHGs and issues that stem from inflexible, inefficient, inequitable, or outdated parking systems.

Following the eight (8) projects recommended for award below, SCAG staff identified three (3) projects as a contingency list to receive funding, should additional funds become available. These three (3) projects will be considered for project award if additional funds become available, either through state or regional funding sources or cost savings realized during procurement and/or implementation. Any of the three (3) projects on the contingency list may be funded, in no particular order. If additional resources become available to fund projects beyond the contingency list, staff may revisit the SCMI project list to recommend additional projects for funding.

The following SCP SCMI Project List contains the eight (8) projects recommended to be funded through the SCP and includes the contingency list. The projects will be administered by SCAG

through the SCP. The individual project budgets will be determined through the scoping and procurement process.

Rank	Jurisdiction	Project	Score	Project Type
1	City of Rialto	Smart Cities Plan for Warehousing and Logistics	88.6	Technology
2	Los Angeles Dept. of Transportation	Curb Zone Data Inventory for Digital Curb Management	88.2	Curb Space
3	City of Long Beach	Long Beach Curb Space Management Study	87.2	Curb Space
4	City of Stanton	Stanton Citywide Curb Management Plan	86.0	Curb Space
5	San Gabriel Valley Council of Govts	GoSGV Engagement & Evaluation	83.4	Technology
6	City of Desert Hot Springs	Downtown and Light Industrial Parking Plan	79.5	Parking
7	City of Laguna Woods	Laguna Woods Mobility Technology Plan	78.8	Technology
8	City of Garden Grove	Garden Grove Curb Data Study	77.8	Parking
<b><i>Potential Awardees* Should Contingency or Additional Funds Become Available (no particular order, many dependent variables)</i></b>				
9*	City of Culver City	Fox Hills Area Parking Management Plan	76.0	Parking
10*	City of San Clemente	San Clemente Parking Management Plan	71.9	Parking
11*	City of Torrance	Torrance Parklet Program	69.2	Permitting

Next Steps

Pending RC approval, staff will contact all project applicants and notify awardees to discuss details of their award, define scopes of work, and develop Requests for Proposals (RFPs). A project initiation schedule and expectations regarding period of performance will be determined by mid-August, and will be based on project complexity, funding source, and SCAG staff capacity.



**FISCAL IMPACT:**

Staff's work budget for the SCP is included in FY 2020-2021 Overall Work Program (OWP) 275-4881.01 – Sustainable Communities Program (SCP) Call for Applications (FY20 SB1 Formula). Additional funding for staff time and selected SCP projects is also anticipated to be available in 275-4882.01 for FY 2021-2022, pending approval of the FY 2021-22 OWP.



**AGENDA ITEM 3  
REPORT**

Southern California Association of Governments  
Remote Participation Only  
July 1, 2021

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Rongsheng Luo, Acting Manager of Compliance and Performance Monit  
(213) 236-1994, luo@scag.ca.gov  
**Subject:** Release of Conformity Analysis of Draft Connect SoCal (2020 RTP/SCS)  
Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for  
Public Review and Comment

*Kome Ajise*

**RECOMMENDED ACTION FOR EEC:**

Recommend the Regional Council (RC) to authorize the Executive Director to release the transportation conformity analysis of the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

**RECOMMENDED ACTION FOR TC:**

Receive and File.

**RECOMMENDED ACTION FOR RC:**

Authorize the Executive Director to release the transportation conformity analysis of the Draft Connect SoCal (2020 RTP/SCS) Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for Public Review and Comment.

**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:**

*As requested by County Transportation Commissions (CTCs), SCAG has developed the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 including the associated transportation conformity analysis. The conformity analysis demonstrates that the Draft Amendments meet all federal transportation conformity requirements. Staff is seeking recommendation from the Energy and Environment Committee (EEC) and approval of the Regional Council (RC) to release the conformity analysis as part of the Draft Amendments document for public review and comment. Pending approval by the EEC, the Transportation Committee (TC), and the RC, the Draft Amendments report which includes the associated transportation conformity analysis will be released on July 1, 2021 for a thirty (30) day public*



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*review and comment period. Upon completion of the public review and comment, the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 are scheduled to be presented to the TC and the transportation conformity analysis portion is scheduled to be presented to the EEC for recommended adoption by the RC in October 2021.*

**BACKGROUND:**

At its May 7, 2020 meeting, the RC adopted the Connect SoCal (2020 RTP/SCS) for federal transportation conformity purposes only. On June 5, 2020, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) approved the final transportation conformity determination required under the federal Clean Air Act for the Connect SoCal.

On March 4, 2021, the RC adopted the 2021 FTIP including the associated transportation conformity analysis. On April 16, 2021, the FHWA/FTA approved the final transportation conformity determination of the 2021 FTIP.

Subsequently, as requested by CTCs in early 2021, SCAG began the process for the Connect SoCal Amendment No. 1. Over the past several months, staff has worked in consultation and continuous communication with CTCs throughout the region to develop the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05.

Specific changes include project modifications amounting to a total 296 project modifications. Of the 296 project modifications, six of the projects are within Imperial County, 111 of the projects are within Los Angeles County, 15 of the projects are within Orange County, 122 of the projects are within Riverside County, 38 of the projects are within San Bernardino County, two projects are within Ventura County, and two projects are regional. Of the 60 new projects, 51 of the projects are within Los Angeles County, four of the projects are within Riverside County, three of the projects are within San Bernardino County, and two of the projects are within Ventura County.

Under the U.S. Department of Transportation’s metropolitan planning regulations and U.S. Environmental Protection Agency’s transportation conformity regulations, the Draft Connect SoCal and 2021 FTIP Amendments need to pass five transportation conformity tests: consistency with the adopted Connect SoCal, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, the Connect SoCal and FTIP Amendments would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analysis of the Draft Amendments, and the analysis demonstrates conformity.

At its meeting today, the TC is considering recommended approval to the RC of the public release of the Draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 for

public review and comment. Upon approval by the RC, the draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be available for public review and comment for thirty (30) days beginning on July 1, 2021. One public hearing will be held during the public comment period. The public hearing will be held virtually in response to the COVID-19 pandemic. The draft Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be posted on SCAG's website. Notice of availability will be posted in major county newspapers and libraries. Upon completion of the public review and comment period, SCAG staff will provide responses to all comments.

In October 2021, after the public comment period closes, the Connect SoCal Amendment No. 1 and 2021 FTIP Consistency Amendment No. 21-05 will be scheduled for recommended approval by the TC and final approval by the RC. On the same day, the transportation conformity analysis will be scheduled for recommended approval by the EEC and final adoption by the RC respectively. Upon RC adoption in October 2021, federal approval is expected to occur in November/December 2021.

The draft Connect SoCal Amendment No. 1 is accessible at:

<https://scag.ca.gov/post/draft-amendment-1>

2021 FTIP Consistency Amendment No. 21-05 is accessible at:

<https://scag.ca.gov/2021-proposed-amendments>

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2020-21 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).



**AGENDA ITEM 4**  
**REPORT**

Southern California Association of Governments  
Remote Participation Only  
July 1, 2021

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

**From:** Rongsheng Luo, Acting Manager of Compliance and Performance Monit  
(213) 236-1994, [luo@scag.ca.gov](mailto:luo@scag.ca.gov)

**Subject:** Overview of Regional Transportation Conformity

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**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR EEC:**

Information Only - No Action Required

**RECOMMENDED ACTION FOR TC AND RC:**

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:**

*As a Metropolitan Planning Organization (MPO), SCAG is responsible for transportation conformity analysis of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) for the six-county SCAG region. This information item is to provide an overview of regional transportation conformity.*

**BACKGROUND:**

The transportation conformity determination is a very important part of the RTP/SCS, the FTIP, and their amendment development and approval process. SCAG received federal approval of the transportation conformity determination for Connect SoCal (2020 RTP/SCS) and the 2021 FTIP in June 2020 and April 2021 respectively. Staff has just prepared the conformity analysis of the Connect SoCal Amendment No. 1 and the 2021 FTIP Consistency Amendment No. 21-05 which is a separate item on today's EEC meeting agenda. Staff will soon begin the conformity analysis of a significant amendment to the 2021 FTIP, to be followed by the conformity analysis of the 2023 FTIP next year, and the conformity analysis of the 2024 RTP/SCS in 2023.

The regional transportation conformity determination is also a complicated process that has many components, involves many agencies at federal, state, regional, and local levels, has various

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requirements, and can cause serious consequences if not met. The following are general Q&As of regional transportation conformity.

What is transportation conformity?

Transportation conformity is required by the Federal Clean Air Act (CAA) to ensure that regional transportation plans, programs, and projects are consistent with or “conform” to an air quality state implementation plan (SIP) for meeting the National Ambient Air Quality Standards (NAAQS). Specifically, transportation conformity means that the regional transportation plans, programs, and projects will not cause new violations of the national air quality standards, worsen the existing violations, or delay the timely attainment of the standards.

What needs to meet transportation conformity?

Transportation conformity applies to the long-range RTP/SCS, short-term FTIPs, and transportation projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA).

How often is regional transportation conformity required?

The regional transportation conformity determination must be made at least every four years or when RTPs/FTIPs are significantly amended. Also, regional transportation conformity determination must be made within 24 months of certain actions on the SIP by the US Environmental Protection Agency (EPA). In addition, conformity determinations must be made within 12 months of an area being designated by the EPA as a new nonattainment area.

Who makes the regional transportation conformity determination?

MPO governing boards make initial conformity determination. Final conformity determination must be made at the federal level by FHWA/FTA.

What areas and what pollutants are subject to transportation conformity in SCAG region?

There are twenty-six (26) nonattainment and maintenance areas in the SCAG region that are subject to transportation conformity for four air pollutants: ozone, carbon monoxide (CO), fine (PM<sub>2.5</sub>) and coarse (PM<sub>10</sub>) particulate matter.

- One CO maintenance area: South Coast Air Basin (SCAB)
- Fourteen Ozone non-attainment areas (2008 and 2015 standards): Morongo Indian Reservation portion of SCAB (Morongo), Pechanga India Reservation portion of SCAB

- (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin (SCCAB), Western Mojave Desert Air Basin (MDAB) – Los Angeles County (Antelope Valley portion) and San Bernardino County (Western portion of MDAB), Salton Sea Air Basin (SSAB) – Riverside County Coachella Valley portion, and SSAB – Imperial County portion
- Six PM<sub>2.5</sub> non-attainment areas: SCAB (1997 and 2006 standards), Pechanga and SCAB excluding Pechanga (2012 standard), and SSAB – Imperial County portion (2006 and 2012 standards)
  - Five PM<sub>10</sub> non-attainment areas: SCAB, MDAB – San Bernardino County portion excluding Searles Valley, MDAB – Searles Valley portion, SSAB – Riverside County Coachella Valley portion, and SSAB – Imperial County portion.

#### What are the roles of federal, state, and regional/local agencies?

At the federal level, EPA is responsible for the NAAQS, conformity regulations, and SIP approval. FHWA/FTA is responsible for approving the conformity determination in consultation with EPA.

At the state level, the California Air Resources Board (CARB) is responsible for submitting the SIP to EPA. Caltrans is responsible for reviewing and approving financial constraint of the FTIP.

At the regional and local level, SCAG staff performs the conformity analysis and the Regional Council adopts the initial conformity determination. The five local air districts in the SCAG region develop and adopt their respective air quality management plans (AQMPs)/SIPs. There are six county transportation commissions (CTCs) in the SCAG region and the CTCs submit transportation projects for the RTP and FTIP.

#### What are the basic regional transportation conformity requirements?

Under the EPA's Transportation Conformity Regulations, the RTP and FTIP need to pass the following conformity tests:

- Consistency with the RTP: The FTIP project listing must be consistent with the policies, programs, and projects of the RTP.
- Regional emission analysis: The RTP and FTIP regional emissions must not exceed the motor vehicle emissions budgets in the applicable SIPs. Where there are no EPA approved SIP budgets, an interim emission test is used for conformity. Under the interim test, the build scenario's emission must be less than or equal to the no-build scenario's emissions and/or the build scenario's emission must be less than or equal to the base year emissions.
- Timely implementation of transportation control measures (TCMs): The RTP and FTIP must demonstrate that the TCM project categories listed in the applicable SIPs have been given

funding priority, implemented on schedule, and, in the case of any delays, any obstacles to implementation have been overcome.

- Financial constraint: The RTP and FTIP must be financially constrained, in other words, the RTP and FTIP must be based on reasonable estimates about future revenues. In addition, in the first two years of the FTIP, projects must be limited to those for which funds are known to be available and committed.
- Interagency consultation and public involvement: The SCAG's Transportation Conformity Working Group (TCWG) must serve as the forum for interagency consultation. The RTP also must go through an extensive and on-going public outreach effort throughout the RTP development process including public workshops, release for public review, public hearings, and adoption by the Regional Council. All public comments must be documented and responded to.

#### What are the consequences of a regional transportation conformity failure?

A conformity failure can cause serious consequences. A conformity lapse grace period is triggered when a conformity determination is not made according to the required frequency or expires, or EPA disapproves a SIP. Under the one-year conformity grace period, only projects in the current conforming RTP/FTIP or the most recent conforming RTP/FTIP can move forward. No new RTP/FTIP amendment is allowed except for exempt projects.

If not corrected within the one-year grace period, a conformity lapse is imposed. A conformity lapse impacts non-exempt projects (mainly mixed-flow capacity expansion projects) as well as TCM projects (HOV/Express Lane, transit and non-motorized modes, and intelligent transportation system projects) not in an approved air plan unless these projects have received federal authorization prior to the lapse. Specifically, these impacted projects can neither receive federal funding or federal approval, nor be amended into the RTP/FTIP.

It is important to note that the FHWA and FTA will not reduce the amount of funding a State receives during a conformity lapse. However, the use of federal funds may be severely restricted.

#### **FISCAL IMPACT:**

Work associated with this item is included in the current FY 2020-21 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

#### **ATTACHMENT(S):**

1. PowerPoint Presentation - Overview of Regional Transportation Conformity

# Overview of Regional Transportation Conformity

Presentation to Energy and Environment Committee

Rongsheng Luo, Acting Manager

Department of Compliance and Performance Monitoring

July 1, 2021

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



## What Is Transportation Conformity?



Federal Clean Air Act Requirement

Air Quality Planning

Transportation Activities

Transportation Conformity

On-Road Transportation Is a Major Source of Air Pollutants Emission



## What Needs to Meet Transportation Conformity?



- Long-Range Regional Transportation Plan (RTP)
- Short-Term Federal Transportation Improvement Program (FTIP)
- Federal Funded or Supported Transportation Projects



## How Often Is Transportation Conformity Required?



- RTP and FTIP
  - Every four years
  - For a significant RTP and FTIP amendment
  - When U.S. Environmental Protection Agency (EPA) approves new transportation emission budgets
  - When EPA designates nonattainment areas under a new national ambient air quality standard (NAAQS)
- Federal Funded or Supported Transportation Projects
  - As needed

# Who Makes Regional Transportation Conformity?



- Governing Board of a Metropolitan Planning Organization (MPO):
  - Initial Transportation Conformity Determination



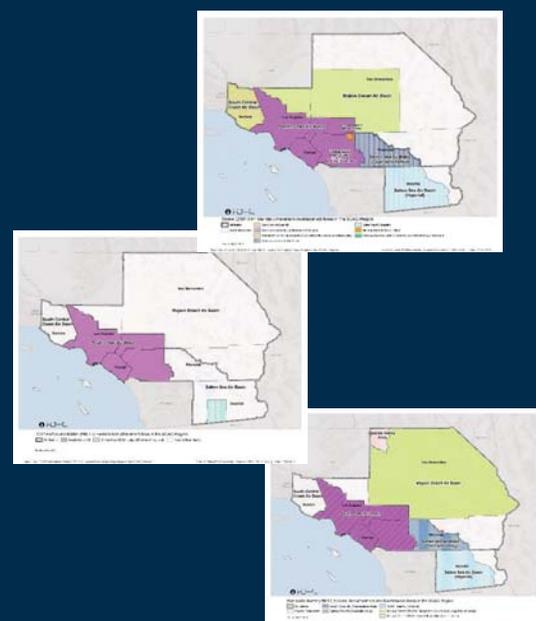
- Federal Highway Administration (FHWA) and Federal Transit Administration (FTA):
  - Final Conformity Determination



# What Areas Are Subject to Conformity?



- Nonattainment and maintenance areas for five transportation related criteria pollutants:
  - Carbon Monoxide (CO)
  - Nitrogen Dioxide (NO<sub>2</sub>)
  - Ozone
  - Fine Particulate Matter (PM<sub>2.5</sub>)
  - Course Particulate Matter (PM<sub>10</sub>)



## What Are Roles of Various Government Agencies?



- Federal
  - U.S. EPA
  - FHWA and FTA
- State
  - California Air Resources Board (ARB)
  - California Department of Transportation (Caltrans)
- Regional
  - MPO
  - Local Air Districts
  - County Transportation Commissions

## What Are Regional Conformity Requirements?



- Consistent with Adopted RTP/SCS
- Regional Emissions Analysis
- Financial Constraint
- Timely Implementation of Transportation Control Measures (TCMs)
- Interagency Consultation and Public Involvement

## What Are Consequences of Conformity Failure?



- **Conformity Lapse Grace Period/Conformity Freeze**
  - Projects in current conforming RTP/SCS and FTIP can move forward
  - No new RTP/FTIP amendments except exempt projects
- **Conformity Lapse**
  - Only exempt projects and previously authorized TCM projects can move forward
  - All impacted projects can neither receive federal funding, federal approval, nor be amended into RTP or FTIP



Thank You!

Questions?

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**AGENDA ITEM 5  
REPORT**

Southern California Association of Governments  
Remote Participation Only  
July 1, 2021

**To:** Community Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Sarah Dominguez, Senior Regional Planner  
(213) 236-1918, dominguezs@scag.ca.gov  
**Subject:** California Air Resources Board (CARB) 2022 Scoping Plan Update

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**RECOMMENDED ACTION FOR CEHD AND RC:**

Receive and File

**RECOMMENDED ACTION FOR EEC AND TC:**

Information Only - No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In early June 2021, the California Air Resources Board (CARB) held a series of kickoff meetings to initiate the Assembly Bill (AB) 32 Climate Change Scoping Plan. The update to the Scoping Plan is due in Fall/Winter 2022 and will reflect California’s goal to assess progress towards the Senate Bill (SB) 32 target of reducing GHG emission to 40 percent below 1990 levels in 2030, and to achieve climate neutrality by 2045. There are not currently any draft materials out for review, but CARB is seeking comments by July 9, 2021. SCAG staff are considering submitting a brief letter by the deadline to request clarification or assessment of greenhouse gas reduction pathways that would lead to future policies or regulations, provide insights on the challenges and opportunities for advancing proposed pathways in the SCAG region, and seek alignment between the Scoping Plan and SCAG’s regional policies for reducing GHG emission in Connect SoCal.*

**BACKGROUND:**

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32), which required the California Air Resources Board (CARB) to develop a Scoping Plan to describe how California can reduce greenhouse gas (GHG) emissions in California to 1990 levels by 2020.

Then in 2016, the Legislature passed Senate Bill 32 which added a new target of 40 percent reduction from 1990 levels by 2030. CARB is required to update the Scoping Plan at least once every 5 years. The first Scoping Plan was adopted in 2008, followed by updates in 2013 and 2017. CARB is now preparing the 2022 Scoping Plan to identify how California can become carbon neutral by 2045.

The Scoping Plan is an actionable statewide blueprint to achieve climate goals and is directed to achieve the maximum, technologically feasible and cost-effective greenhouse gas emission reductions. It does not go into detail about individual programs or regulation design, and does not supplant or create new statutes or regulations. Following the adoption of the Scoping Plan, state agencies and CARB will examine their regulations, programs and policies to assess alignment with the Scoping Plan and identify changes needed to be on track to reach the state's climate goals. Any changes to existing or proposals for new programs, policies or regulations will each have their own detailed public process and detailed analysis. The 2017 Climate Change Scoping Plan was developed while SCAG was working with CARB on the SB 375 target update process. The 2017 Scoping Plan had noted that stronger GHG reduction targets were needed to meet state goals, but that there was also a gap between what could be achieved through SB 375 alone. This 2022 Scoping Plan will provide the context for the next SB 375 target update process to occur by 2026.

On June 8 through June 10, 2021, CARB held a series of kickoff workshops to launch the start of the 2022 Scoping Plan update. Specific sessions focused on Natural and Working Lands, Equity and Environmental Justice, and Transportation and Energy. Workshop materials and recordings are available on CARB's website<sup>1</sup>. CARB has also convened an Environmental Justice Advisory Committee and will consult with the Committee throughout the development of the 2022 Scoping Plan to ensure that environmental justice principles and actions are incorporated.

While no draft materials are currently posted, CARB is seeking written comments. Given the significance of the transportation sector in achieving the state's climate goals, making up 41 percent of state GHG emissions, SCAG staff is considering submitting a brief comment letter. The purpose of SCAG's comment letter would be to request clarification or assessment of potential GHG reduction pathways that would lead to future policies or regulations that would impact the SCAG region, provide insights on the challenges and opportunities for advancing proposed pathways in the SCAG region, and seek alignment between the Scoping Plan and SCAG's regional policies for reducing GHG emissions including in Connect SoCal and related board directives. Particular attention would be given to those policies and regulations mentioned in the CARB 2022 Scoping Plan workshops which could impact Connect SoCal GHG targets and infrastructure investment strategies. These relate to other state plans and policies that are building blocks for the Scoping Plan and which SCAG has been engaged in the development of such as the Revised Draft 2020 Mobile Source Strategy, to be

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<sup>1</sup> <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/scoping-plan-meetings-workshops>



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adopted by CARB in Fall 2021, and Climate Action Plan for Infrastructure Investment under both EO-N-19-19 and EO N-79-20.

Written comments are due July 9, 2021. CARB anticipates releasing the draft Scoping Plan in Spring 2022, with the final Scoping Plan released in Fall 2022 and considered for adoption in late 2022.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 20-21 Overall Work Program (310.4874.01: Connect SoCal Development).



**AGENDA ITEM 6  
REPORT**

Southern California Association of Governments  
Remote Participation Only  
July 1, 2021

**To:** Energy & Environment Committee (EEC)  
Regional Council (RC)  
**From:** Sarah Jepson, Director of Planning  
213-236-1955, jepson@scag.ca.gov  
**Subject:** SoCal Greenprint Background & Status Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC AND RC:**  
Information Only – No Action Required

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

**EXECUTIVE SUMMARY:**

*Following the adoption of Connect SoCal and certification of its related Program Environmental Impact Report (PEIR), initiatives have been underway to provide assistance to cities, counties and transportation agencies with regard to growth, transportation infrastructure, and resource conservation opportunities. SCAG has been developing the SoCal Greenprint, a required mitigation measure in the PEIR, to provide a practical, accessible resource to help stakeholders prioritize lands for growth and conservation based on the best available scientific data. The SoCal Greenprint will serve as a web-based tool that compiles more than 100 existing data sources into interactive maps that help stakeholders visualize how to better integrate nature into future growth and development. The Greenprint is not a “plan,” nor will it produce any new data; rather it will aggregate data from existing public sources to support local jurisdictions, transportation agencies, developers, non-profits and other stakeholders in advancing the policies adopted in Connect SoCal.*

*In February 2021, SCAG staff and The Nature Conservancy presented to both the EEC and CEHD detailing the project’s progress to date and identifying 2021 deliverables and milestones. A presentation was also provided at the Emerging Technology Committee in April 2021. SoCal Greenprint is on schedule for completion in late 2021.*

**BACKGROUND:**

The SoCal Greenprint will be the first regional conservation-focused data tool for the six counties in the SCAG region that will convert more than 100 existing data sources into interactive maps,

making it easier to understand how to integrate nature into future planning and development. Examples of the interactive maps that will be available include locations of groundwater sources, wildlife corridors, areas at risk of experiencing wildfires, and places that will experience extreme temperatures. Each map will include a thorough explanation of what the data means and how the information can be used to integrate nature into project planning. Suggestions will be included on how to plan and mitigate for the impacts of climate change in support of Resolution # 21-628-1 adopted by the Regional Council on January 7, 2021.

The mapping tool was built with five user groups in mind who are shaping the future of the region: developers, planners, government agencies, community organizations and conservation professionals. One of the project goals is to make it simpler for intended users to easily access information about natural resources so that planning and mitigation measures can be identified early, saving project costs, expediting timelines, and making it possible to proactively address issues that can help avoid potential litigation.

SCAG has contracted with The Nature Conservancy (TNC) to assist in developing the Greenprint. The Nature Conservancy (TNC) has extensive experience and expertise in developing Greenprints in California that serve as easy-to-use resources to promote conservation. The tool is anticipated to go live in Fall 2021 and everyone will be able to access it for free.

The SoCal Greenprint is part of SCAG's efforts to provide cities, counties and transportation agencies with the information and tools needed to implement the vision outlined in Connect SoCal to advance the region's economic vitality, improve mobility options and grow in a sustainable way that builds healthy and vibrant communities. It is also intended to advance Connect SoCal's specified goal to "promote conservation of natural and agricultural lands and restoration of habitats." The SoCal Greenprint will be an important resource to identify environmental challenges and opportunities early in the planning process to help expedite and reduce risks to infrastructure project delivery and build healthy communities.

The planning process for the SoCal Greenprint was launched in 2019 and has included input from a diverse group of stakeholders in the fields of planning, land development, transportation, infrastructure, conservation, and community organization. The project's first year entailed extensive, targeted outreach to stakeholders to gain insight on the tool's potential key users, uses, main themes, and the most useful datasets to include. More than 60 organizations, representing every county in the SCAG region, have participated in the development process.

SCAG and TNC have also assembled an advisory Steering Committee to provide SCAG staff with ongoing guidance on the development of the tool. Steering Committee members attend monthly meetings with SCAG, TNC, and GreenInfo Network (GIN) to provide feedback and assist with outreach and identifying key contacts. Steering Committee participants have included

representatives from Audubon California, East Yard Communities for Environmental Justice, Friends of Harbors Beaches and Parks, Nature for All, Tataviam Land Conservancy, and UCLA Institute of the Environment and Sustainability, among others.

TNC and SCAG also assembled a Strategic Advisory Committee and a Science and Methods Advisory Committee that include experts and external stakeholders from the building industry, local governments, infrastructure and natural resource agencies, conservation organizations, community organizations, landowners, parks and open space districts, scientists, and academia. Committees were assembled to reflect the diversity of people, landscapes, and experiences within the SCAG region to help the tool be meaningful for key users. Committee participants are asked to contribute actively in meetings and provide feedback to SCAG and the TNC team at key inflection points throughout the data gathering, development, and refinement process. This includes:

- Connecting with regional stakeholders who should be engaged or might provide additional expertise;
- Providing input on themes and data outputs, and identifying sources of data;
- Providing feedback on data communication and interpretation; and
- Supporting developing case studies and participating in beta testing of the Greenprint tool.

An important element of the project entails interviews with key stakeholders, including members of the building and development community. “Rapid Assessment” sessions have been conducted with various organizations to identify their priorities and walk individual stakeholders through potential data outputs for inclusion in the Greenprint. These sessions have been held with representatives of the Building Industry Association of Southern California (BIASC), Los Angeles County Planning Department, Riverside Corona Resource Conservation District, Sierra Club, Clean Power Alliance, and San Bernardino County Transportation Authority (SBCTA). Additional invitations for Rapid Assessment sessions were extended to local jurisdictions, county transportation commissions, subregions, community-based organizations, and local conservancies.

With stakeholder input from these collective engagements, six themes were developed to organize the data:

1. Agriculture and Working Lands
2. Habitat and Biodiversity
3. Environmental Justice, Equity, and Inclusion
4. Built Environment
5. Climate Vulnerabilities and Resilience
6. Water Resources

Climate change, urban greening and equity will be represented in all themes.

Stakeholder outreach and data vetting will continue through 2021, and will focus on developing and testing the tool and preparing a launch campaign. The SoCal Greenprint is on schedule for completion in late 2021. Additional information on the project is available online at <https://scag.ca.gov/greenprint>.

Included as attachments to this report are recent correspondence regarding the SoCal Greenprint project:

1. Letter received by SCAG from the Building Industry of Southern California dated 5/12/21 (Attachment 2)
2. Letter sent by SCAG to the Building Industry of Southern California dated 5/25/21 (Attachment 3)
3. Letter received by SCAG from the Center for Biological Diversity and Abundant Housing LA dated 6/9/21 (Attachment 4)
4. Letter received by SCAG from a group of elected officials representing certain local jurisdictions in the region dated 6/18/21 (Attachment 5)

These letters are attached to this report for informational purposes. SCAG will continue to work with all stakeholders to address concerns and ensure the tool serves as a resource to advance the policies of Connect SoCal.

**FISCAL IMPACT:**

This project is funded in SCAG's Fiscal Year 2021-2022 Overall Work Program under 290-4862.01 and 290-4862.02.

**ATTACHMENT(S):**

1. PowerPoint Presentation - SoCal Greenprint
2. Building Industry of Southern California Correspondence
3. SCAG Correspondence to the Building Industry of Southern California
4. Center for Biological Diversity and Abundant Housing LA Correspondence
5. Elected Officials Correspondence

# SoCal Greenprint

*Background & Status Update*

Sarah Jepson  
Director of Planning, SCAG

Jason Greenspan, AICP  
Manager of Sustainability, SCAG

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



## Integrating Nature into the Region's Future



- Healthy, sustainable communities are Connect SoCal goals
- Nature is essential to future growth and development
- Creates first conservation-focused data tool for SCAG's six counties
- Built for stakeholders shaping the region's future
- Converts existing data into interactive, user-friendly maps
- Balance growth while protecting biodiversity
- Resource for SCAG member agencies and stakeholders

## Greenprints Plan with Nature



## Goal of the SoCal Greenprint

To protect, restore, and enhance natural lands, public greenspace, working lands, and water resources and the benefits they provide to people and nature throughout the SCAG region

## Infrastructure Goals of the SoCal Greenprint



- Encourage early consideration of nature in project planning
- Reduce risks to projects
- Generate support for projects
- Support strategic mitigation investments
- Foster a sustainable region

Attachment: PowerPoint Presentation - SoCal Greenprint (SoCal Greenprint Background & Status Update)

## Key Users of the SoCal Greenprint



Infrastructure Agencies



Conservation Practitioners



Community-Based Organizations



Developers



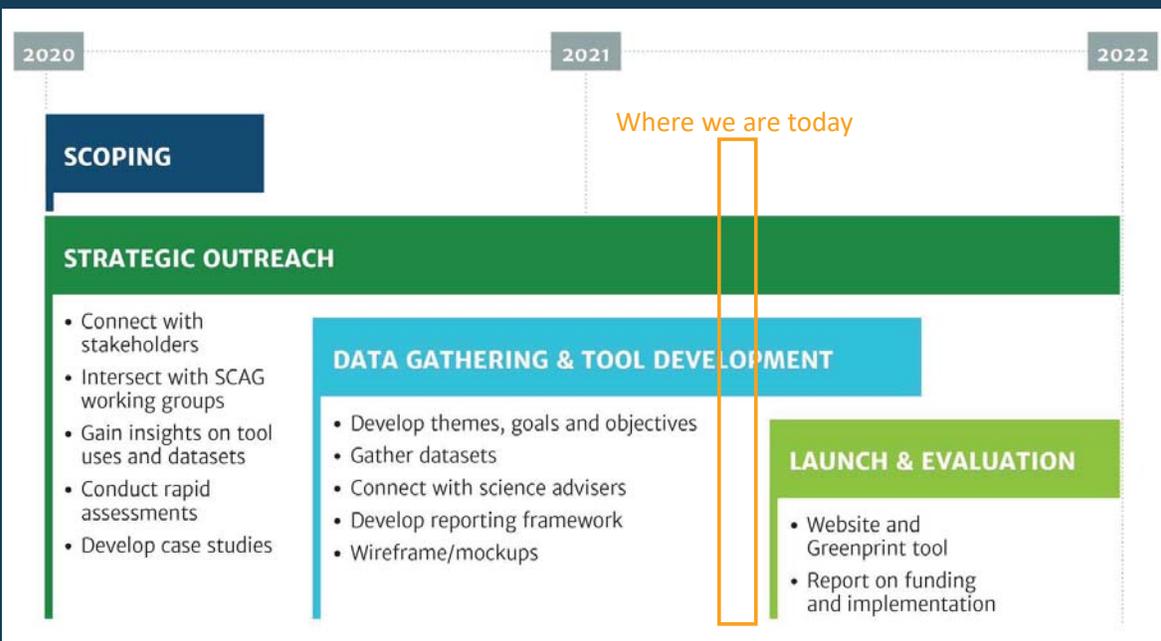
Planners  
(Town, City, County, Tribal)

# Outreach & Rapid Assessments

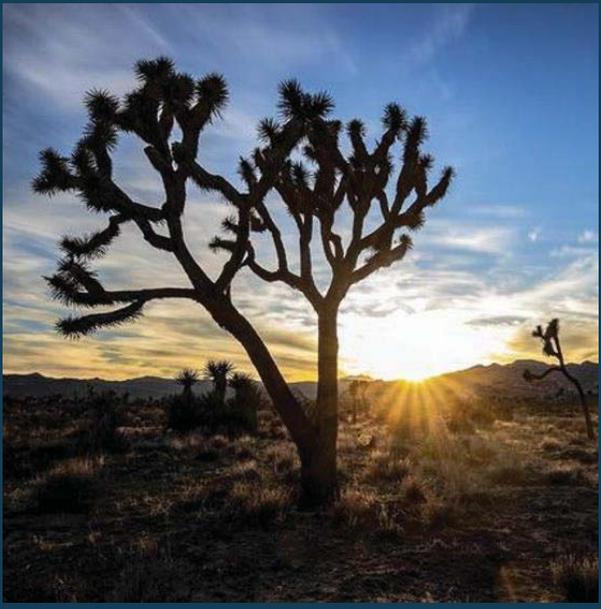
- Working Groups & Advisors
- Early case-study exercise
- Uses real project data
- Meet the needs of targeted user groups
- Gather feedback on:
  - information proposed to be in the Greenprint
  - how that information is analyzed and communicated



# Milestones



# Outreach Activities - Overview



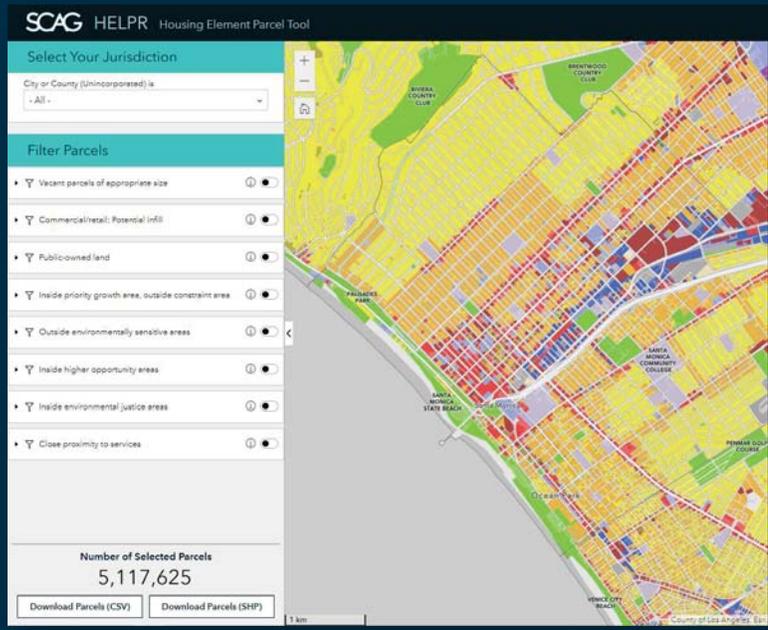
- Steering committee includes outside experts
- 60+ advisors/4 interactive workshops
  - Multiple sectors and diverse geographies
  - Public agencies and municipalities
  - Building and development community
- Ongoing conversations and small working groups
- 8 Rapid assessment interviews
- Developed 6 user profiles
- Pre-launch testing
- Case studies

Attachment: PowerPoint Presentation - SoCal Greenprint (SoCal Greenprint Background & Status Update)

# Outreach Activities – Rapid Assessments

Organization Name	Organization Type	Housing-related?	County	Project Specifications	Greenprint Advisor?
Pacoima Beautiful	Community Based Organization	No	Los Angeles	Interest: Identifying opportunities to expand greenspace	No
Riverside Corona Resource Conservation District	Agriculture Governmental Agency	No	Western Riverside and San Bernardino	Interest: Highlighting the co-benefits of protecting agricultural lands.	Yes
Clean Power Alliance	Infrastructure Conservation Organization	No	Ventura	Interest: Understanding the impacts and resources on a proposed project site for renewable energy.	Yes
San Bernardino County Transportation Authority	Transportation Agency	No	San Bernardino	Interest: Identifying the impacts of a potential transportation corridor.	Yes
LA County Planning	Planning Agency	Yes	Los Angeles	Interest: Identifying the environmental resources on a site proposed for housing development.	Yes
Building Industry Association of Southern California	Developer Organization	Yes	Los Angeles	Interest: Understanding the potential opportunities and benefits of a proposed housing development.	Yes
Sierra Club – Santa Clarita Chapter	Conservation Organization	Yes	Los Angeles	Interest: Understanding the environmental impacts of a proposed housing development.	No
Placeworks	Planning Consultant	Yes	San Bernardino	Interest: Understanding how the Greenprint can be used to inform General Plan updates.	No

## Technical Contributions



- SoCal Greenprint Data contributed to the HELPR tool
- Data flow between SoCal Greenprint and other SCAG tools
- Data in the SoCal Greenprint utilizes publicly available resources

## SoCal Greenprint Data Review Process

- 1. Compilation:** TNC Science team compiled lists of publicly-available data and developed metrics for each theme; used in rapid assessments.
- 2. External Review:** Advisors with expertise for each theme reviewed data, outputs, and provided feedback + rapid assessment interviews with representative projects.
- 3. Internal Review:** TNC Science team is reviewing recommendations and SCAG staff will make final decisions about data inclusion.

# Data Inventory – Agriculture Example



GIS Data Name	Source Name	Data Layers Used	Metric Type
Farmland Mapping and Monitoring Program 2016	California Department of Conservation	2016 Prime Farmland; 2016 Important Farmland; 2016 Farmland of Statewide Importance; 2016 Farmland of Local Importance; Grazing Land	Tabular: Acres in project area/region
Farmland Mapping and Monitoring Program 1984	California Department of Conservation	1984 Prime Farmland	Descriptive/Graphic: Change in area of prime farmland between 1984 and 2016 (historic trend)
Soil Agricultural Groundwater Banking Index (SAGBI)	California Soil Resource Lab at UC Davis and UC-ANR	Groundwater recharge	Tabular: Acres of soils suitable for groundwater recharge in the project area/region
Crop production	USDA	Agricultural production by CWHR 13 Agriculture Types	Descriptive: Dollar value of crops grown in the project area/region
Projected Change in Climate Water Deficit	USGS-BCM (Flint and Flint)	Climate water deficit	Descriptive: Additional water needed for irrigation under climate change (cross-cutting metric)
CA Storie Index	USDA - Soil Survey Geographic Database	Soil rating	Tabular: Acres of project area with high Storie Index score in project area/region – indicator of soil health
Class 1 and 2 lands that are of high value for food production.	USDA - Soil Survey Geographic Database	Irrigation capability of soil	Tabular: Acres in project area/region
Williamson Act properties	County by county data		Protection metric: Number of properties in the project area or region enrolled in the Williamson Act
Farmland Under Threat	American Farmland Trust		Descriptive: Information about the types of threats to farmland and action-oriented metric about the importance of conserving agricultural lands

## San Bernardino County Transportation Authority

Length: 49.3 miles

Area (quarter-mi buffer): 15,898 acres

Area (half-mi buffer): 32,038 acres

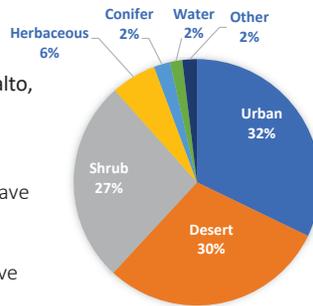
Cities: Apple Valley, Fontana, Hesperia, Rancho Cucamonga, Rialto, San Bernardino, Victorville, Unincorporated

Counties: San Bernardino

Watersheds: Lytle Creek, Chino Creek, Bell Mountain Wash-Mojave River, Middle Santa Ana River

Air Basin: Mojave Desert Air Basin, South Coast Air Basin

Air Districts: South Coast Air Quality Management District, Mojave Desert Air Quality Management District



### Rare Species and Habitats

- USFWS Critical Habitat for 3 threatened & endangered species: Arroyo toad, San Bernardino Merriam's kangaroo rat, Southwestern willow flycatcher
- Locations of 14 rare species within 0.5 miles of your project site (CNDDDB): arroyo toad, California glossy snake, Parry's spineflower, San Bernardino kangaroo rat, slender-horned spineflower, southwestern willow flycatcher, desert tortoise,

### Transportation & Built Environment

#### Roads

- 1,679 roads are within 0.5 miles of your project area (484 miles).
- 39 highway is within 0.5 miles of your project area (61 miles).

#### Public Transit

- 2 miles of public transit (Metrolink) within a half mile of your project area.

#### Transit Priorities

- <1% of your project area is in a transit priority area.
- <1% of your project area is in a high-quality transit area.

#### Average Vehicle Miles Traveled

- 48.2 average weekday household vehicle-miles traveled
- 68.9 average weekday household person-miles traveled



# Questions & Discussion

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





# Building Industry Association of Southern California, Inc.

May 12, 2021

Mr. Kome Ajise  
Executive Director  
Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

Dear Executive Director Ajise,

On behalf of the Building Industry Association of Southern California (BIASC), thank you for the time you and your staff took to meet with us on March 4, 2021. The ability to share our ongoing concerns in a direct manner represents an important step towards achieving a shared understanding on the SoCal Greenprint, and continuing to work collaboratively on achieving the housing needs of the region’s residents.

Our meeting was productive, but we do need to follow-up on several pending issues:

First was the comment expressing that completion of the SoCal Greenprint is a requirement of Connect SoCal 2020. We have reviewed Connect SoCal (Plan, Appendices, and Program EIR), and have not found any requirement for the completion of the SoCal Greenprint, as drafted, which includes all developed and undeveloped lands in the region. Nor do we see any requirement that this be prepared by an environmental/conservation advocacy organization based on development constraints and other values selected by that organization. Attachment A to this letter includes all references to “Greenprint” in Connect SoCal and the PEIR (inclusive of appendices to both documents).

Next, we would like to continue the conversation about: (a) course correction actions to pause current work on Greenprint, (b) using that pause to reach out to stakeholders (especially cities and counties, and builder/developers, who are collectively striving to reach RHNA housing production planning and production targets) to better understand potential mitigation needs for these activities and for SB 1 transportation projects, and (c) retool the scope of Greenprint to avoid lands planned or approved for development and focus on the priority mitigation opportunities available for housing and transportation projects.

To get this started, we suggest a meeting of our respective legal teams to draft language that will adequately reflect the items outlined above. Again, we appreciate the opportunity to work with you on the SoCal Greenprint and look forward to a collaborative effort to support infrastructure and future attainable housing in Southern California. Please reach out to Adam Wood at [awood@bildfoundation.org](mailto:awood@bildfoundation.org) to schedule a time for our respective legal teams to draft the appropriate and mutually agreed upon solutions that strengthen the SoCal Greenprint for all of Southern California.

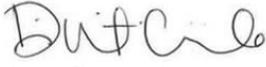
Sincerely,

  
Dave Bartlett, Brookfield Residential  
President, Building Industry Association  
of Southern California

  
Jeff Montejano  
Chief Executive Officer  
Building Industry Assoc. of Southern California



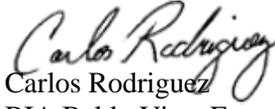
Attachment: Building Industry of Southern California Correspondence (SoCal Greenprint Background & Status Update)



Diana Coronado  
BIA LA/Ventura Vice President



Los Angeles/Ventura Chapter



Carlos Rodriguez  
BIA Baldy View Executive Officer



BALDY VIEW CHAPTER



Lou Monville  
BIA Riverside Interim Executive Officer



Riverside County Chapter



Steve LaMotte  
BIA Orange County Executive Officer



Attachment

**2020 Connect SoCal Plan and Program EIR References to “Greenprint”**

**The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments - Connect SoCal – Adopted on September 3, 2020 (link [here](#))**

- There are no references to the term "Greenprint" in either the Connect SoCal Plan or in any Appendix to the Plan. Greenprint is not a requirement of the Plan.

**September 3, 2020 Staff Report on Connect SoCal (link [here](#))**

- Page 5 of the Staff Report, addressing “Regional Resilience,” includes one reference to Greenprint as a “strategic web-based conservation tool.” The Staff Report does not identify Greenprint as a requirement of the Plan.
  - The challenges our region will face in meeting ambitious near- and long-term regional goals are increasingly difficult to predict, as the COVID-19 pandemic has proven. As part of plan implementation and to prepare for future plan updates, Connect SoCal called for the creation of a Regional Resilience Framework. The framework will include a collaborative exploratory scenario planning process to explore pressing issues and potential disruptions to Southern California, such as pandemics, earthquakes, extreme weather, and economic shocks. SCAG’s ongoing Climate Adaptation Framework project will identify pathways for developing future regional and local plans, and investments that support resilience given our region’s heightened vulnerability to extreme heat, wildfires, drought and rising sea levels. SCAG is also developing a **“SoCal Greenprint”** that will be designed to serve **as a strategic web-based conservation tool** to provide the best available scientific data and visualizations to help stakeholders make better-informed land use and transportation infrastructure decisions that recognize the multiple benefits of conserving natural and working lands. These planning resources will inform SCAG’s programs as well as serve as a resource for local jurisdictions and transportation agencies as they pursue activities to implement the growth vision and transportation strategies in Connect SoCal.

**Certified Final Connect SoCal PEIR (link [here](#))**

Like the Staff Report, the Biological Resources subsection of the PEIR includes references to “Greenprint” as a “tool” to help “develop a regional conservation strategy” to identify “potential priority conservation areas.” None of these Biological Resources section references mandate creation of a “Greenprint” on areas already approved or planned for development by SCAG’s local government and transportation agency members, or other stakeholders.

- Page 34 – Executive Summary – Biological Resources:
  - SMM BIO-2: SCAG shall continue to develop a **regional conservation strategy** in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. **SCAG shall develop new regional tools, like the Regional Data Platform and Regional Greenprint to help local jurisdictions identify areas well suited for infill and redevelopment as well as critical habitat and natural lands to be preserved, including natural habitat corridors.** SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat.
- Page 426 – 3.4.3.3 Impacts and Mitigation Measures (narrative text discussion)
  - Regional land use and transportation strategies set forth in the Plan focus new growth in HQTAs, existing suburban town centers, and more walkable, mixed-use communities. The Plan recognizes that as population continues to grow, there is increasing pressure on natural lands. One of the goals of the Plan (See Chapter 2.0, Project Description) is to promote conservation of natural and agricultural lands and restoration of critical habitats. The land use mix for the Plan assumes that 60 percent of new housing and 73 percent of new jobs will be in Growth Priority Areas and therefore would be directed away from sensitive habitat. The Plan also aims to preserve, enhance, and restore regional wildlife connectivity through strategies that encourage compact urban development. SCAG’s Sustainable Communities Program supports planning in local jurisdiction to advance the regional growth vision. **In addition, SCAG new regional data tools, like the Regional Data Platform and Greenprint, would help local jurisdictions identify areas well suited for infill and redevelopment as well as critical habitat and lands with sensitive natural resources to be preserved.**
- Page 433 – SMM BIO-2: Mitigation measure for substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service. (Note that the same text appears on p. 1991 (Section 10.0 Corrections and Additions), on p. 15 of the Certified Final Connect SoCal PEIR Resolution: Exhibit A – Mitigation Monitoring and Reporting Program (link [here](#)), and p. 59 of the Certified Final Connect SoCal PEIR Resolution: Exhibit B – Findings of Fact (link [here](#)). None of these require the Greenprint to be created, completed, or applied to lands planned or approved for development and transportation activities by SCAG’s member local governments and transportation agencies.
  - SCAG shall continue to develop a **regional conservation strategy** in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. **SCAG shall develop new regional tools, like the Regional Data Platform and Regional Greenprint to help local jurisdictions identify areas well suited for infill and redevelopment as well as critical habitat and natural lands to be preserved, including natural habitat corridors.** SCAG will also collaborate with

stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat.

- Page 449 - Impact BIO-4
  - One of the goals of the Plan is to **preserve, enhance, and restore regional wildlife connectivity** through strategies that encourage compact urban development. **SCAG is also developing a Regional Greenprint, a strategic web-based conservation tool to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and to conserve natural and farmlands, which has a focus on maintaining habitat connectivity.** In addition, the Plan's natural lands strategies will improve natural corridor connectivity by encouraging and facilitating research, programs and policies that identify, protect and restore natural habitat corridors, especially where corridors cross county boundaries.
- Page 1936 – Mention of Greenprint in Letter from Friends of Harbors, Beaches and Parks (does not mandate creation of Greenprint)



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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Los Angeles, CA 90017  
T: (213) 236-1800  
www.scag.ca.gov

May 25, 2021

Building Industry Association of Southern California (BIASC)  
24 Executive Park, Suite 100  
Irvine, CA 92614

**RE: SCAG Response to May 12 Letter on SoCal Greenprint**

Dear Ms. Coronado and Messrs. Bartlett, Montejano, Rodriguez, Monville and Mr. LaMotte:

Thank you for meeting with us on May 4 and participating in dialogue about the SoCal Greenprint. We agree that continued engagement with stakeholders, such as BIASC, is essential in developing the SoCal Greenprint. Listening to stakeholder concerns is a necessary component of addressing the region’s housing and transportation needs.

We are in receipt of your May 12, 2021 letter and appreciate the issues you raised. Accordingly, we would like to address some of your concerns and clarify elements of the Greenprint tool in light of our prior conversations and in the spirit of continuing our dialogue.

First, it is important to emphasize that when SCAG’s Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), it included a “Core Vision” for the entirety of the SCAG region. This vision centers on maintaining and better managing our transportation network for moving people and goods, while also expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision can be realized by focusing on achieving Connect SoCal’s ten goals, which center on our economy, mobility, environment, and healthy/complete communities. One of the ten explicit goals is to “promote conservation of natural and agricultural lands and restoration of habitats.” Additionally, Connect SoCal includes specific strategies intended to support implementing the regional Sustainable Communities Strategy (SCS). These strategies include promoting more resource efficient development focused on conservation, recycling, and reclamation; preserving, enhancing, and restoring regional wildlife connectivity; and reducing consumption of resource areas, including agricultural land. Further, the Greenprint platform approach is described as a “Next Step” to developing a regional

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- First Vice President  
**Jan C. Harnik, Riverside County  
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- Community, Economic & Human Development  
**Jorge Marquez, Covina**
- Energy & Environment  
**David Pollock, Moorpark**
- Transportation  
**Sean Ashton, Downey**

conservation strategy on page 22 of the Connect SoCal Natural & Farm Lands Conservation Technical Report.<sup>1</sup>

The timely development, completion, and use of a “Greenprint” is also a required mitigation measure in Connect SoCal’s Programmatic Environmental Impact Report (PEIR). We would like to draw your attention to SCAG Mitigation Measure Agricultural Resources G-2(SMM AG-2) on page 4.0-2, which was not included among the mitigation measures listed in your correspondence. SMM AG-2 expressly requires development of a Greenprint and this measure, in its entirety, states:

“SCAG **shall develop** a Regional Greenprint, which is a strategic web-based conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farmlands. SCAG **shall use** the Greenprint to identify priority conservation areas and work with CTCs to develop advanced mitigation programs or include them in future transportation measures by (1) funding pilot programs that encourage advance mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advance mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures.” (Emphasis supplied.)

We understand there may be concerns about the inclusion or labeling of Connect SoCal growth scenario “constraints” data layers in the Greenprint tool. To clarify and hopefully alleviate this concern, let me be clear that neither the Connect SoCal consolidated Absolute or Variable Constraints layers will be included in the tool, nor will the Connect SoCal Growth Forecast be included. SCAG will draw data for the SoCal Greenprint from existing information developed and shared through local, regional, state, federal, and other open data sources. As a result, such data compilation in the SoCal Greenprint is not intended to constitute "significant new information" as defined by CEQA. Per your suggestion to account for lands approved for development, SCAG is considering including a data layer from the Connect SoCal Entitlements Database, which reflects feedback from jurisdictions as recently as 2020. This is a data element that SCAG anticipates updating on a regular basis leading up to the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), and we could use your feedback on the potential inclusion of this information in the Greenprint tool.

SCAG appreciates your ongoing engagement in the development of the Greenprint tool. We want to ensure this tool is useful to the region and our stakeholders, including all of those within the building industry. Therefore, we welcome your continued participation in dialogue and encourage you to attend upcoming stakeholder engagement activities, such as the 4th Advisory Committee meeting to be held in late June. Moreover, thank you for the time spent on this project since the fall of 2019, when representatives from your organization made themselves available for a series of interviews, participated in two quarterly Advisory Committee meetings for the project (held in

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<sup>1</sup> For clarification, the Natural & Farm Lands Conservation Technical Report is the background and guiding document for Connect SoCal’s conservation strategies and is analogous to the appendices that were included in the 2016 RTP/SCS. It is an integrated component of the Connect SoCal plan.

December and March), and engaged in a “rapid assessment” exercise to review options for data configurations and themes for the project. We look forward to continuing our discussions on the Greenprint and hope that the items we have described above will facilitate further collaboration. As we continue to refine the tool and consider potential user interface elements with diverse stakeholders, it would be worthwhile for us to meet again to provide you an update and seek further input. SCAG staff will be in touch with you in the near future to arrange a mutually convenient time to engage in a technical discussion.

Sincerely,



Kome Ajise  
Executive Director, SCAG



June 9, 2021

*Sent via Email*

Southern California Association of Governments Regional Council  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
[rey@scag.ca.gov](mailto:rey@scag.ca.gov)

**RE: Building Industry Association of Southern California’s March 15<sup>th</sup> Letter to Mr. Kome Ajise**

Dear Regional Council,

The Center for Biological Diversity (“Center”) in coalition with Abundant Housing Los Angeles are writing in response to the Building Industry Association of Southern California Inc. (“BIASC”)’s comments on the SoCal Greenprint project articulated in the March 15<sup>th</sup> letter to SCAG’s Executive Director, Kome Ajise. Contrary to BIASC’s opinion, SoCal Greenprint as an essential tool for sustainable land-use planning and a critical component of government transparency.

To preserve our native species and protect community health, the region needs a strategic conservation mapping tool that highlights the benefits of natural lands, waters, and agricultural lands, including access to parks and trails, habitat protection and connectivity, clean water, clean air, food production, and increased resilience to climate change.

The SoCal Greenprint tool will help planners, conservation practitioners, developers, infrastructure agencies, and other stakeholders integrate the protection of habitat and open space into land use and infrastructure plans and *avoid potential litigation* by identifying and assessing environmental issues early in the planning process. This will streamline site selection for more infill affordable housing and prevent additional sprawl development that destroys habitat, increases community risk of wildfire, escalates regional air pollution and pulls taxpayer dollars away from current communities.

Below we address the misguided and unfounded claims of BIASC.

**I. Protecting open space is an essential component of transportation planning and thus SB1 funds can and should be used to fund the SoCal Greenprint database.**

Transportation planning is the backbone to regional planning and thus it must take into account the long-term sustainability of a region. Climate mitigation, access to open space, and biodiversity preservation are all critical components of urban planning and must be accounted for in the

transportation planning process. BIASC’s assertion that the protection of open space does not fall under the purview of transportation planning appears to be based on the assumption that regional planning should be conducted in siloed manner without consideration for impacts on open space and biodiversity. This position is inconsistent with expert opinion and general practice, as SCAG’s very purpose is to provide an intersectional lens across all areas of regional planning to ensure decisions meet multiple topical goals.

**Specifically, transportation planning needs to account for very high fire hazard risk, to address the region’s stated commitments to addressing the climate crises, protecting habitat and safeguarding human health.** Any new development in a very high fire hazard severity zone has the potential to cause a significant impact, as described in the numerous scientific studies referenced in the Center for Biological Diversity’s recent report, “Built to Burn: California’s Wildlands Developments Are Playing with Fire” (the “Wildfire Report”).<sup>1</sup> In addition, as the Wildfire Report notes, even homes built to current standards still are not fireproof, and thus it is imperative that regional planners use the state determined wildfire hazard zones to determine where new development, including transportation, can and cannot be built.

**In addition, protecting access to open space is an essential component of community health and wellbeing and thus, should be a factor in determining transportation infrastructure.** Ensuring the protection of open space is equally important for people. Open space has been vital to many communities during the pandemic and provided essential community spaces for safe socially distanced gatherings. This reaffirms the need for continued preservation and increased access to ensure all community members experience the physical and mental health benefits of nature. Native landscapes help us regulate our climate, purify our air and water, pollinate our crops and create healthy soil (Lawler et al., 2014). In addition to the direct benefits from access, preservation of our native habitats and the species that rely on them is critical to our long-term health and wellbeing (Martin et al., 2020).

**Finally, protecting wildlife connectivity in the region is essential to preserving native biodiversity, mitigating against the climate crisis and prioritizing human health.** It is widely recognized that the continuing fragmentation of habitat by humans threatens biodiversity and diminishes our (humans, plants, and animals) ability to adapt to climate change. In a report for the International Union for Conservation of Nature (IUCN), world-renown scientists from around the world stated that “[s]cience overwhelmingly shows that interconnected protected areas and other areas for biological diversity conservation are much more effective than disconnected areas in human-dominated systems, especially in the face of climate change” and “[i]t is imperative that the world moves toward a coherent global approach for ecological connectivity conservation, and begins to measure and monitor the effectiveness of efforts to protect connectivity and thereby achieve functional ecological networks” (Hilty et al., 2020).

## **II. The public has a right to data that will help them make informed decisions about land use planning.**

The California Environmental Quality Act (CEQA) is our state’s landmark environmental law, and its fundamental goal is to foster informed decision making in matters that may effect the

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<sup>1</sup> Center for Biological Diversity, “Built to Burn: California’s Wildlands Developments Are Playing With Fire” (Feb. 2021), available at <https://www.biologicaldiversity.org/programs/urban/pdfs/Built-to-Burn-California-Wildfire-Report-Center-Biological-Diversity.pdf>.

environment.<sup>2</sup> BIASC asserts that “these Greenprint assessments can be elevated into “significant new information” to empower project opponents to file still more CEQA litigation.” BIASC is essentially asserting that a full and transparent picture of the impacts of the project is an undesirable outcome. BIASC’s position should be recognized for what it is: an attempt to subvert state law and longstanding precedents requiring the public and decision-makers to be fully apprised of a project’s potential impacts on the environment. CEQA was enacted to ensure community health and wellbeing are prioritized throughout the land use planning process. To fight against the dissemination of environmental health information to the communities impacted promotes a culture of environmental injustice in the name of private development profit.

In addition, the creation of publicly funded databases that are accessible to the general public is not new. CalEnviroScreen is a great example of public agencies providing data to communities to help inform policy decisions. The SoCal Greenprint is just another database that can help decision makers as well as community members in the drafting of land use policies that best promote a region’s goals. How local governments, advocates and community members utilize this tool to achieve specific targets is entirely discretionary. In short, the public and decision makers should not be deprived of this data simply because the BIASC is concerned it could result in decisions that do not necessarily support BIASC’s desires.

### **III. CEQA helps ensure projects consider environmental factors.**

While BIASC argues that more publicly available information on environmental factors could lead to more CEQA lawsuits and “this could, unintentionally, further exacerbate the housing crisis in Southern California,” multiple studies, including by the California State Senate Environmental Quality Committee, BAE Urban Economics, and the California Department of Justice, have concluded that CEQA is not a key impediment to development. To the contrary, CEQA promotes smart, sustainable development by ensuring that new market-rate and affordable housing are safe and healthy, acting as a key tool for decision-makers and community members to ensure new projects incorporate all feasible measures to reduce their contribution to climate change, and provide an orderly process for addressing conflicts about proposed developments.

We support the speedy construction of homes near mass transit and jobs, affordable to people at all income levels, without displacing existing renters or segregating our population. To effectively address the housing crisis, we need planning tools, like SoCal Greenprint, that help regional decision makers select the areas that are best for development, while protecting our natural and open space to ensure we do not exacerbate the climate crisis when solving our affordable housing crisis.

In addition to the environmental benefits of infill development, people should not have to leave their own communities to find affordable housing. Sprawl development pulls resources away from existing communities and forces lower income people to commute long distances to their jobs and schools. We must address historic inequities to ensure that all neighborhoods have sufficient public and private investment and that requires investing in existing communities by building up not out.

### **IV. Conclusion**

SoCal Greenprint sets a framework for these important discussions and ensures that policy makers have all the data they need to make informed land-use planning decisions. The Center and

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<sup>2</sup> *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 376, 402

Abundant Housing LA, support continued investment in this tool to ensure our region builds a sustainable and equitable future together.

Thank you for your consideration of these comments.

Sincerely,

Elizabeth Reid-Wainscoat  
Campaigner  
Center for Biological Diversity

Leonora Camner  
Executive Director  
Abundant Housing LA

**CC:**

Kome Ajise, Executive Director, [ajise@scag.ca.gov](mailto:ajise@scag.ca.gov)

Clint Lorimore, President, [lorimore@scag.ca.gov](mailto:lorimore@scag.ca.gov)

India Brookover, Greenprint Lead, [brookover@scag.ca.gov](mailto:brookover@scag.ca.gov)

Ping Chang, Manager, Compliance & Performance Monitoring, [chang@scag.ca.gov](mailto:chang@scag.ca.gov)

Justine Block, Legal Counsel, [block@scag.ca.gov](mailto:block@scag.ca.gov)

**References**

Hilty, J., Worboys, G. L., Keeley, A., Woodley, S., Lausche, B., Locke, H., ... & Tabor, G. M. (2020). Guidelines for conserving connectivity through ecological networks and corridors. *IUCN, International Union for Conservation of Nature*.

Lawler, J. J., Lewis, D. J., Nelson, E., Plantinga, A. J., Polasky, S., Withey, J. C., ... & Radeloff, V. C. (2014). Projected land-use change impacts on ecosystem services in the United States. *Proceedings of the National Academy of Sciences*, 111(20), 7492-7497.

Martin, L., White, M. P., Hunt, A., Richardson, M., Pahl, S., & Burt, J. (2020). Nature contact, nature connectedness and associations with health, wellbeing and pro-environmental behaviours. *Journal of Environmental Psychology*, 68, 101389.

June 18, 2021

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

RE: Need for a Special Hearing on the SoCal Greenprint

Dear President Lorimore:

As a local elected official and SCAG representative, the undersigned do hereby join the April 1, 2021 request of San Bernardino Supervisor Curt Hagman for a Special Hearing on the SoCal Greenprint, made and acknowledged by SCAG Staff at the Regional Council Meeting on that date.

Although discussions on the SoCal Greenprint are continuing, we understand little to no progress has been achieved in addressing the concerns raised by not only the Building Industry Association of Southern California, but also by a broad coalition of the business interests that empower the economic vitality of our region. Proceeding with a program that has engendered such a diverse engagement would be inappropriate without further information for our elected leadership.

Therefore, we respectfully request that the SoCal Greenprint, originally approved as a consent calendar item with no debate, be brought back to the Regional Council for reconsideration. Further, in an effort to increase transparency and accountability, we request the SoCal Greenprint developmental process be paused until a hearing on this matter can be held. If this program has potentially deleterious impacts on housing and infrastructure, and in light of the Regional Housing Needs Assessment demands recently placed on communities, we cannot in good faith continue to see it proceed without additional clarifications.

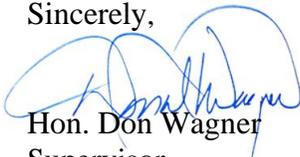
With this understanding, we request that you, as President of SCAG, call a Special Regional Council Meeting on the SoCal Greenprint to ensure this process is being conducted in a transparent, equitable and appropriate manner. We, the undersigned, are seeking specific clarification on the following issues:

1. Address the use of SB 1 Funds for the creation of an online conservation tool. SB 1 was approved to “rebuild California by fixing neighborhood streets, freeways and bridges in communities across California” and to target “funds toward transit and congested trade and commute corridor improvements.” How does a no-bid contract to the Nature Conservancy comply with these provisions?

2. Address and resolve the identified ways in which the current SoCal Greenprint will create “significant new information” enabling an incredible new scope of CEQA challenges to be filed against municipally approved Housing Elements and projects.
3. Identify the “development constraints” this SCAG document will endorse and secure relevant stakeholder input followed by Regional Council approval of limitations that will curtail locally approved projects.

Unless all concerns with the current iteration are brought to light, there is significant risk that the Regional Council of SCAG could unwittingly contribute to local-control usurpation and an inadvertent increase on the burden of meeting regional housing need requirements. As these are concerns of paramount interest to many of the leaders across the Southern California Region, we appreciate your attention on this matter and hope that you will heed our call for a special hearing.

Sincerely,



Hon. Don Wagner  
Supervisor  
County of Orange



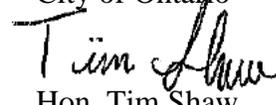
Hon. Curt Hagman  
Chair, Board of Supervisors  
County of San Bernardino

*Larry McCallon*  
Hon. Larry McCallon  
Mayor Pro Tem  
City of Highland

*Alan Wapner*  
Hon. Alan Wapner  
Mayor Pro Tem  
City of Ontario



Hon. Fred Minagar  
Mayor  
City of Laguna Niguel



Hon. Tim Shaw  
Councilmember  
City of La Habra

*Brian Johsz*  
Hon. Brian Johsz  
Mayor  
City of Chino Hills

*Dennis Michael*  
Hon. Dennis Michael  
Mayor  
City of Rancho Cucamonga

*Steve Tye*  
Hon. Steve Tye  
Councilmember  
City of Diamond Bar

*Elizabeth Becerra*  
Hon. Elizabeth Becerra  
Councilmember  
City of Victorville



Hon. Mike Judge  
Councilmember  
City of Simi Valley

*Trevor O'Neil*  
Hon. Trevor O'Neil  
Councilmember  
City of Anaheim

Hon. Diane Brooks Dixon  
Councilmember  
City of Newport Beach

Hon. Chip Monaco  
Councilmember  
City of Orange

*Steve Knoblock*

Hon. Steve Knoblock  
Councilmember  
City of San Clemente

*Kristine Scott*

Hon. Kristine Scott  
Councilmember  
City of Rancho Cucamonga

Hon. Austin Lumbard  
Mayor Pro Tem  
City of Tustin

*Mike Carroll*

Hon. Mike Carroll  
Councilmember  
City of Irvine

Hon. Scott Voigts  
Mayor  
City of Lake Forest

Hon. Wendy Bucknum  
Mayor Pro Tem  
City of Mission Viejo

*Ray Marquez*

Hon. Ray Marquez  
Vice Mayor  
City of Chino Hills

Hon. Michael Munzing  
Councilmember  
City of Aliso Viejo

*Bill Miranda*

Hon. Bill Miranda  
Mayor  
City of Santa Clarita

*Paul Leon*

Hon. Paul Leon  
Mayor  
City of Ontario

*Ben Benoit*

Hon. Ben J. Benoit  
Mayor Pro Tem  
City of Wildomar



**AGENDA ITEM 7  
REPORT**

Southern California Association of Governments  
Remote Participation Only  
July 1, 2021

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Kimberly Clark, Program Manager I  
(213) 236-1844, clark@scag.ca.gov

**Subject:** Second Quarterly Update on Climate Change Action Resolution Activities

**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:**

*On January 7, 2021, the Regional Council adopted 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 Regional Council’s action will help to promote climate adaptation, mitigation and resilience in support of the 197 jurisdictions in Southern California and the 19 million residents who call the SCAG region home. This report serves as the second quarterly update on the agency’s progress in implementing the Resolution. Quarterly updates will continue to be provided to the Energy and Environment Committee on the agency’s progress in addressing Resolution 21-628-1 action steps.*

**BACKGROUND:**

Resolution No. 21-628-1 calls on SCAG to pursue a number of activities to address climate change in order to strengthen regional resilience. These actions emphasize both adaptation to emerging climate-related hazards, as well as mitigation of greenhouse gas emissions to reduce the impacts to the region from a changing climate. Importantly, the Regional Council’s action underscores the need to strengthen partnerships amongst local governments with resources, technical assistance and other support for jurisdictions’ climate-related planning initiatives. It also advances several goals, policies, and key connections from Connect SoCal.

Over the last several months, SCAG has been working to:

- Develop a **regional resilience framework** to help the region plan and prepare for a changing climate and other potential near- and long-term disruptions to Southern California;
- Initiate a **regional climate planning network** that will provide technical assistance for local climate adaptation and mitigation initiatives;
- Provide **resource support and technical assistance for local jurisdictions** to integrate climate planning in their local planning activities;
- Initiate a **regional advanced mitigation program (RAMP)** as described in the Connect SoCal Program Environmental Impact Report (PEIR);
- Develop a work plan to advance the **Accelerated Electrification strategy** envisioned in Connect SoCal;
- Evaluate the **economic and job creation benefits of climate adaptation and mitigation** practices for inclusion in regional planning efforts; and
- Develop **climate adaptation and mitigation analysis and strategies for the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)**.

Additionally, SCAG will continue to develop programs and outreach strategies to support near-term adaptation to address regionally significant vulnerabilities and long-term regional resilience planning.

### **Recent Initiatives**

**Regional Resilience:** SCAG staff implemented a cross-departmental Resilience Policy Lab that has been developing the foundations of a regional resilience framework to explore pressing issues and potential near- and long-term disruptions to Southern California, such as extreme weather, drought, wildfires, pandemics, earthquakes and economic shocks. The regional resilience framework will consider the potential degree of disruption to the region that could result from land based, atmospheric, public health and geologic natural hazards. To help inform this work, SCAG has initiated a Regional Resilience Landscape Analysis to identify the status of resilience planning at the local level, including best practices that can serve as touchpoints for SCAG and local jurisdictions' future work in resilience.

**Climate Planning Network:** SCAG staff have been engaging with local jurisdictions and other stakeholders to initiate a regional climate planning network that will complement existing regional collaboratives and provide technical assistance for local jurisdictions' climate planning initiatives – including consensus building exercises and an information hub featuring a framework of effective mitigation strategies for cities and counties to use in climate action plans (CAPs) as well as a library of model policies that collectively foster climate change mitigation, adaptation, and resilience.

Moving this work forward, SCAG published information resources from the recently completed Southern California Regional Climate Adaptation Framework to support local jurisdictions' climate planning work, including a library of model policies and a matrix of climate adaptation strategies and actions that can be utilized by jurisdictions with flexibility to address the specific hazards and potentially impacted infrastructure and community assets in their locales.

SCAG also recently launched a new resource to help jurisdictions update general plan safety elements and local hazard mitigation plans to address climate adaptation and resilience strategies in compliance with SB 379 (Jackson, 2015). SCAG's SB 379 Compliance Curriculum for Local Jurisdictions was developed with feedback from the Governor's Office of Planning and Research (OPR), and links resources available from local, regional, and state efforts to specific requirements under SB 379. The objective of this guidebook is to reduce the cost and staffing needed for local jurisdictions to be in compliance with the law and effectively plan to reduce the hazards to residents stemming from a changing climate.

To roll out these resources, SCAG recently partnered with the Los Angeles Regional Collaborative (LARC), Climate Resolve, Southern California Edison, the Los Angeles Chapter of the American Planning Association, and the Malibu Foundation to host a workshop on local climate adaptation planning that provided information, best practices, and other tools for jurisdictions to address climate adaptation and resilience strategies in compliance with SB 379. This event was attended by over 100 stakeholders, including staff from local jurisdictions, utilities, universities, community-based organizations, and industry professionals. Further, SCAG hosted a meeting of the Climate Adaptation Regional Planning Working Group as well as a Toolbox Tuesday training in June. Moving forward, SCAG will be engaging one-on-one with jurisdictions seeking technical assistance to walk local staff through available resources and provide hands-on training on available data tools leading up to the January 1, 2022 deadline for SB 379 compliance.

In these multiple engagements, local jurisdictions have emphasized the need for resources to support climate adaptation and mitigation activities, including identifying funding resources for climate action plans, general plan safety element updates, local hazard mitigation infrastructure financing plans, electric vehicle permitting, urban heat mitigation plans, organic waste reduction plans, wildlife corridor restoration plans, greenway connectivity master plans, among other efforts. SCAG staff have been monitoring emerging regional, state, and federal opportunities to this end and have been working to advance the allocation, distribution, and expenditure of resources to meet the region's needs.

**Regional Advanced Mitigation:** Since the conservation and management of natural and farm lands serves as an important strategy to mitigate climate change-inducing greenhouse gas emissions, SCAG staff have partnered with The Nature Conservancy to develop options for the establishment of a Regional Advanced Mitigation Program (RAMP). Advanced mitigation is a science-based

approach to identify mitigation opportunities early in the planning process ahead of the design and permitting phases to more effectively address impacts for projects that support reduction of per-capita VMT. The initiative can support long-term management and stewardship of mitigated properties. Work in this regard involves stakeholder interviews with county transportation commissions, as well as organizations in the region that have established habitat conservation plans, natural community conservation plans, and multiple species habitat conservation plans. Overall, the RAMP will establish and/or supplement regional conservation and mitigation banks to offset impacts of transportation and other development projects.

**Accelerated Electrification:** Looking further into opportunities for climate mitigation, staff have been working to advance the Accelerated Electrification strategy adopted in Connect SoCal to provide a holistic and coordinated approach to decarbonizing or electrifying passenger vehicles, transit, and goods movement vehicles to go beyond benefits achieved through state mandates alone. Staff developed a draft work plan, and sought feedback from the EEC and the Transportation Policy Committee in April, 2021.

**Inclusive Economic Recovery Strategy:** The Inclusive Economic Recovery Strategy (IERS) Work Plan is structured around the three work phases of listen, convene, and catalyze. It builds on listening sessions and data collection produced between July and December 2020, and the Racial Equity Baseline Indicators generated by the SCAG Equity Working Group based on the National Equity Atlas. The IERS includes findings that the economic costs of not addressing climate hazards will heavily impact local governments. Climate adaptation and mitigation infrastructure has a net economic benefit, both in terms of job creation and for workforce development in transitioning to a greener economy. The Work Plan includes recommendations for SCAG to pursue funding resources for infrastructure investments that will better prepare the region to be climate-ready and meet its future resource and safety needs.

Looking forward, SCAG staff will continue to provide quarterly updates to the Energy and Environment Committee on the agency's progress in fulfilling the direction of Regional Council on the completion of activities in Resolution No. 21-628-1.

**FISCAL IMPACT:**

Work for this effort is funded in SCAG's Fiscal Year 2021-2022 Overall Work Program (OWP) under project 065-4092.01 (Adaptation Analysis).

**ATTACHMENT(S):**

1. PowerPoint Presentation - Update on SCAG Climate Change Action Resolution

# SCAG Climate Change Action Resolution

Second Quarterly Progress Update

Kimberly Clark, Program Manager  
SCAG Sustainability Department  
July 1, 2021

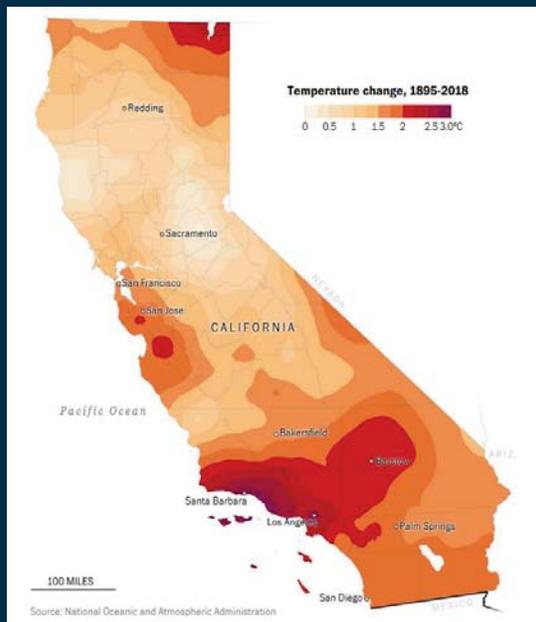
[www.scag.ca.gov](http://www.scag.ca.gov)



## Climate Change Impacts in the SCAG Region



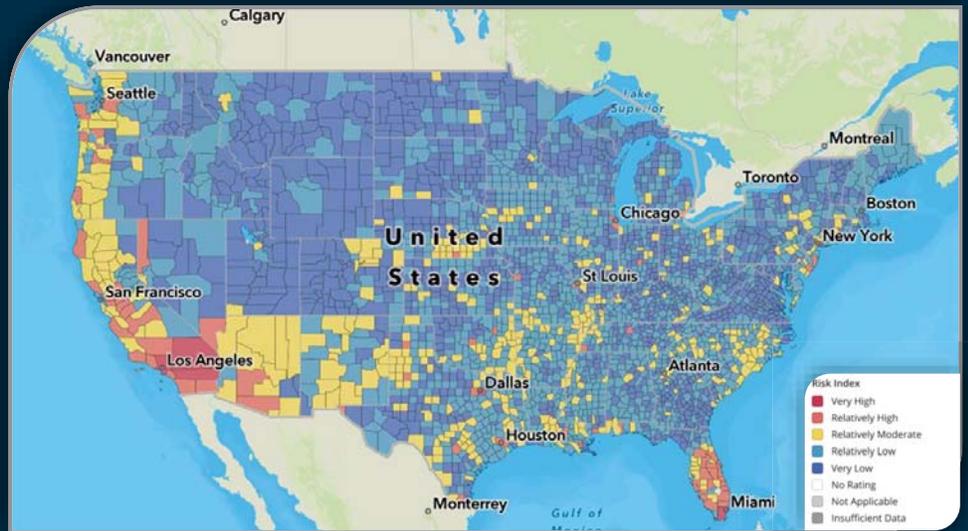
- Extreme Heat
- Sea Level Rise/Coastal Flooding and Erosion
- Severe Storms/Wind
- Inland Flooding
- Drought
- Wildfire
- Air Quality and Vector Borne Diseases
- Landslides
- Pests and Ecological Hazards



## FEMA National Risk Index



- In October 2020, FEMA identified Southern California as one of the most vulnerable areas in the U.S. due to natural hazards
- Los Angeles County is the most at-risk nationwide
- Riverside County and San Bernardino County are amongst the 10 highest at-risk counties in the U.S.



3

## Building Blocks



### SoCal Climate Adaptation Framework:

- February 2019 Kickoff
- SB 1 Adaptation Planning Grant
- SCAG, Cambridge Systematics, with ESA, Here LA, and Urban Economics

### Includes:

- Tools and Resources for Local Planning
- Outreach and Communications Strategies
- Planning Guidance and Model Policy Language
- Climate Adaptation Metrics & Tools for Local and Regional Agencies
- Adaptation Infrastructure Finance and Funding Guidance

4

# Stakeholder Outreach



## Local Jurisdiction Practitioners

- Two focus groups with 8 different jurisdictions
- Online survey tool to seek input from all jurisdictions
- Interviews with jurisdictions for case study analysis



## Broader Group of Stakeholders

- Interviews with 8 CBOs
- Quarterly Climate Adaptation Working Group Meetings
- Two Public “Toolbox Tuesday” Trainings on SCAG’s Climate Adaptation Framework & Tools
- Five Public Pop-Up Climate Talks Events



## Elected Officials

- Subregional COG Presentations
- Presentation to SCAG’s Energy & Environment Policy Committee
- Presentation to SCAG’s Regional Council



# Climate Talks Public Outreach



## What is the Climate Talks Box?

- Immersive pop-up experience
- Educate public about climate change & adaptation

## Goal

Four different messaging strategies about climate change to understand what resonates

## Messaging Strategies

1. Personal, monetary & health-related harm
2. Trusted leaders
3. California’s natural resources
4. Regional impacts



# Climate Talks Public Outreach Events



Redondo Beach Pier Summer Concert Series, 08/24/19



Taste of Baldwin Park, 08/29/19



Climate Resolve Keep LA Cool Day @ Hansen Dam, 09/07/19



Open Arts & Music Festival, 09/15/19



Urban Hive Market Long Beach, 09/28/19

Attachment: PowerPoint Presentation - Update on SCAG Climate Change Action Resolution

## Outreach Findings Highlights



### Local Jurisdiction Practitioners

- Lack of dedicated staffing resources for climate planning
- Activities should cross departments
- High turnover and lack of champions or oversight is challenging
- Jurisdictions need more tools and datasets to track performance and would like to coordinate with counterparts

### Broader Group of Stakeholders

- There is a general knowledge gap on climate change solutions
- Linkages of community impacts from climate change can be challenging to convey
- Maps of climate impacts are not the best means for conveying impacts; images and statistics on local quality of life are
- The language of climate change and adaptation may not be familiar to several audiences

### Elected Officials

- Health, socioeconomic, and racial equity considerations should be included in regional policymaking addressing climate hazards
- SCAG shall develop a regional resilience framework, a regional climate planning network, and partnerships to support jurisdictions' climate planning initiatives

# Climate Change Action Resolution – adopted January 7, 2021



- Regional Resilience Framework
- Climate Planning Network
- Regional Advanced Mitigation Program (RAMP)
- Accelerated Electrification
- Inclusive Economic Recovery Strategy
- Climate Adaptation & Mitigation Analysis and Strategies in the 2024 RTP/SCS
- Partnership Potential
  - *Climate Action Plans*
  - *Urban Greening*
  - *Safety elements*
  - *Hazard mitigation infrastructure financing*
  - *Urban heat mitigation*
  - *Wildlife corridor restoration & greenway connectivity*
  - *EV permitting*



## Regional Resilience Framework



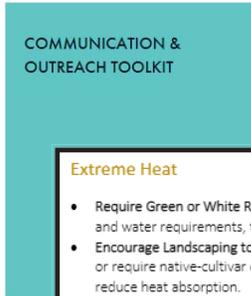
- Will consider potential disruption to the region that could result from land-based, atmospheric, public health, and geologic hazards, amongst others
- Cross-Departmental Resilience Policy Lab at SCAG
  - Definitions
  - Internal Assessment
  - Regional Resilience Framework Scoping
  - Options for 2024 Connect SoCal Framework
- Resilience Landscape Analysis
  - Will identify state of current resilience practices in the region and elsewhere



# Climate Planning Network – Information Hub



The project was funded by the Caltrans Adaptation Planning grant program.



**Extreme Heat**

- **Require Green or White Roofs.** Require green or white roofs, depending upon sub-regional locations and water requirements, to reduce solar gain and heat island effects.
- **Encourage Landscaping to Reduce Heat.** Develop landscaping standards and guidelines to encourage or require native-cultivar drought tolerant landscaping with enough coverage to provide shade and reduce heat absorption.
- **Encourage Building Design Features that Create Shade.** Modify the community's zoning ordinance and/or design guidelines to allow and encourage awnings, canopies, arcades and/or colonnades that can enclose...
- **Allow Ancillary Structures.**
- **Provide Ample Parks Space.**

**Severe Storms/Wind**

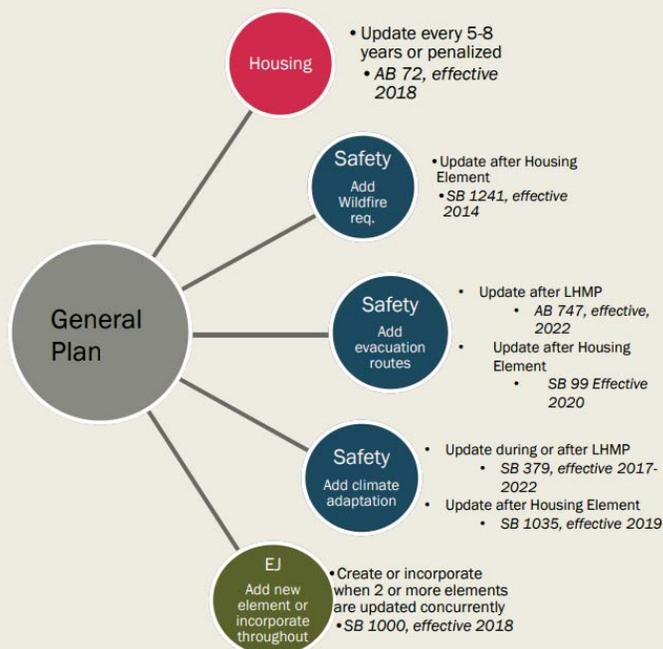
- **Adopt an Urban Canopy Ordinance.** Adopt an urban canopy ordinance that includes guidance and standards for proper tree pruning to preserve the structural integrity of trees, including the prevention of tree loss.

**Wildfire**

- **Use Open-Space Zoning or Low-Density Large-Lot Zoning in the Wildland-Urban-Interface.** Use open-space zoning and/or low-density large-lot zoning to reduce exposure and risk of development within the Wildland-Urban-Interface.

<https://bit.ly/SCAGClimate>

## Recent Changes Affecting General Plan Elements



## Safety Element (SB 379, SB 1035)

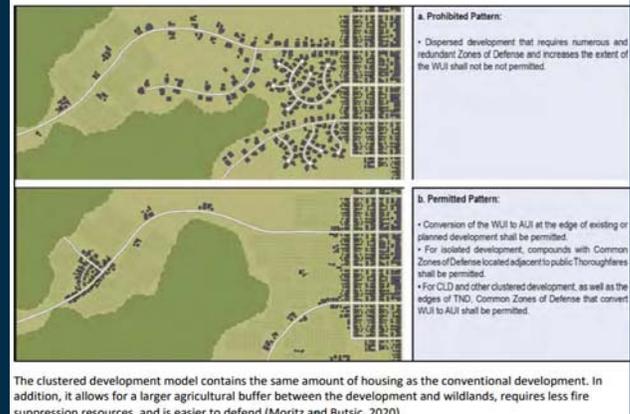
- Reduce potential risks directly attributed to natural hazards, e.g., fires, earthquakes, and droughts

Figure 6: Defensible Space Zones (Source: CAL FIRE)



Source: CAL FIRE

Figure 9: Comparison of Conventional Versus Clustered Development in the WUI (Source: Martin Dreiling Smart Code Module)



The clustered development model contains the same amount of housing as the conventional development. In addition, it allows for a larger agricultural buffer between the development and wildlands, requires less fire suppression resources, and is easier to defend (Moritz and Butsic, 2020).

Source: Martin Dreiling Smart Code Module

## Incorporating Climate Adaptation into Planning Efforts

Wednesday, June 30, 2021  
9:00 AM – 12:00 PM



# Regional Advanced Mitigation Program



- **Goal:** Expedite project delivery and achieve meaningful conservation outcomes
- Specifically, we aim to:
  - Save time
  - Save money
  - Improve project delivery and conservation outcomes
  - Encourage agency communication
  - Compliment existing efforts
- **Simply put:** helping resource and transportation agencies achieve more efficient mitigation aligned with goals



# Accelerated Electrification



- Accelerated Electrification Work Plan
- Electric Vehicle Charging Station Study
- AB 1236 EV Charging Permit Streamlining **Workshops for Jurisdictions**
- **Continuing partnerships** with the Department of Energy (DOE) and the Governor's Office of Business and Economic Development (GO-Biz)



# Inclusive Economic Recovery Strategy



- Ensure that all strategies contribute to a **climate ready region**, both in **mitigation of climate impacts** and **adaptation to climate hazards**
- Focus on **rebuilding the middle class** with high road employment & **workforce development**
- **Economic costs of not addressing climate change** will weigh heavily on local governments
- **Climate adaptation and mitigation have a net economic benefit for job creation**, workforce development, and transitioning to a greener economy



**Thank You!**

**Questions?**

Kimberly Clark  
clark@scag.ca.gov  
213-236-1844  
[www.scag.ca.gov](http://www.scag.ca.gov)





**AGENDA ITEM 8  
REPORT**

Southern California Association of Governments  
Remote Participation Only  
July 1, 2021

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Lorianne Esturas, Assistant Regional Planner  
(213) 236-1853, esturas@scag.ca.gov

**Subject:** 2020-21 CivicSpark Climate Fellows Capstone Presentation

**RECOMMENDED ACTION FOR EEC:**

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.

**EXECUTIVE SUMMARY:**

*The CivicSpark program is a statewide Governor’s Initiative AmeriCorps program administered by the State of California’s Office of Planning and Research and the Local Government Commission (LGC). SCAG is a regional partner and beneficiary of the CivicSpark program and has hosted CivicSpark Fellows working in the Sustainability Department for the past seven (7) years. SCAG’s 2020-21 CivicSpark Senior Climate Fellows—Natalie Arreaga, Amanda Caswell, and Vannesa Reyes Salazar—advanced the goals and key connections of Connect SoCal - SCAG’s 2020 Regional Transportation Plan/Sustainable Communities Strategy - primarily in the areas of climate adaptation, housing supportive infrastructure, and conservation.*

**BACKGROUND:**

The CivicSpark program is a statewide Governor’s Initiative AmeriCorps program administered by the State of California’s Office of Planning and Research and the Local Government Commission (LGC). The program places 90 Fellows in local governments around the state to build local capacity around climate, water management, affordable housing, and mobility issues. SCAG is a regional partner and beneficiary of the CivicSpark program and has hosted CivicSpark Fellows in the Sustainability Department for the past seven (7) years.

To help advance the goals and key connections of Connect SoCal, SCAG once again partnered with LGC to host three CivicSpark Climate Fellows, as well as three CivicSpark Housing Fellows. For the 2020-21 CivicSpark service year, CivicSpark Senior Climate Fellows, Natalie Arreaga, Amanda Caswell, and Vannesa Reyes Salazar, returned to SCAG for a 2nd service year term. The Senior

Climate Fellows undertook three unique projects with focus areas under climate change adaptation, public health, housing supportive infrastructure, and natural and farmlands conservation. Natalie Arreaga worked on an extreme heat and public health analysis with a focus on vulnerable populations. Amanda Caswell worked on agricultural conservation priorities and the SoCal Greenprint. Vannesa Reyes Salazar worked on Housing Supportive Infrastructure with a focus on tax increment financing.

The final deliverables of the 2020-21 CivicSpark program year include: SoCal Greenprint launch preparation, an agricultural conservation workplan, an extreme heat and public health report and StoryMap which will be linked on SCAG's website, current information on tax increment financing and best practices available on SCAG's Infrastructure Financing and Funding website, and updated data on greenhouse gas emissions inventories, health, and urban greening in the Green Region Indicators (GRI) tool. These projects support Connect SoCal's land use strategy to support local sustainability planning, highlighting best practices around the region and serving as a resource for other cities to replicate existing projects and tailor them to suit their unique needs.

SCAG's partnership with CivicSpark will continue through the 2021-22 program year. The next steps for the SoCal Greenprint include hosting the fourth and final Advisory Committee meeting and preparing for the expected launch in Fall 2021. The next steps for the public health/extreme heat project will be to finalize the report and develop a methodology on prioritizing communities across the SCAG region. The next steps for the work on tax increment financing will be to provide technical assistance to the 2020-21 Sustainable Communities Program (SCP) -- Housing and Sustainable Development Program selected projects that will be pursuing tax increment financing districts.

**FISCAL IMPACT:**

The CivicSpark program is funded jointly by the LGC, and SCAG in its FY 20-21 Overall Work Program (065.137.10).

**ATTACHMENT(S):**

1. PowerPoint Presentation - 2021 CivicSpark Climate Fellows Capstone



# CivicSpark

# Energy & Environment Committee

July 1, 2021  
CivicSpark Senior Climate Fellows

Natalie Arreaga  
Amanda Caswell  
Vannesa Reyes Salazar



## What is CivicSpark?

- A Governor's Initiative AmeriCorps program dedicated to building capacity for local governments to address climate change
  - Managed by Local Government Commission (LGC) in partnership with the Governor's Office of Planning and Research (OPR)
- SCAG has been a CivicSpark partner and beneficiary since 2014 and has hosted 24 Fellows over the course of 7 years



# 2020-21 Fellow Projects

Amanda Caswell	Vannesa Reyes Salazar	Natalie Arreaga
- Agricultural Conservation Priorities  - SoCal Greenprint	- Tax Increment Financing	- Extreme Heat and Public Health Analysis
Green Region Indicators v5.0		

## Natural and Farm Lands Conservation

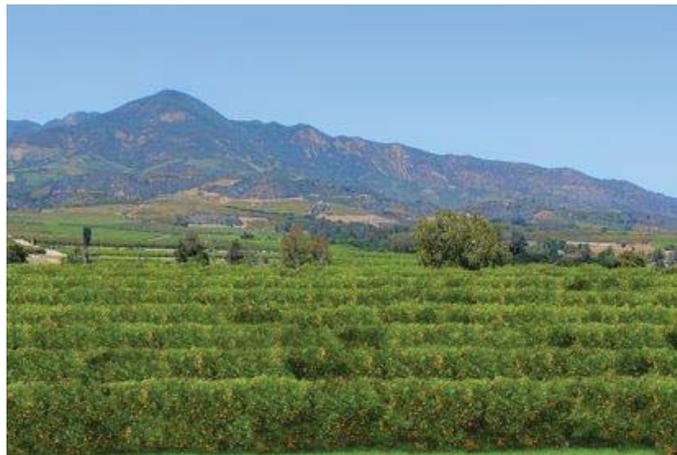
- *Promote conservation of natural and agricultural lands and restoration of habitats.*
  - *Reduce greenhouse gas emissions and improve air quality.*
  - *Encourage regional economic prosperity and global competitiveness.*
  - *Support healthy and equitable communities.*
  - *Adapt to a changing climate and support an integrated regional development pattern and transportation network.*

# SCAG's Agricultural Conservation Priorities

- Importance of Agricultural Conservation
- SCAG's Objectives:
  - (1) Understand the agricultural landscape in the SCAG region.
  - (2) Determine benefits from agricultural conservation to the SCAG region.

# SCAG's Agricultural Conservation Priorities

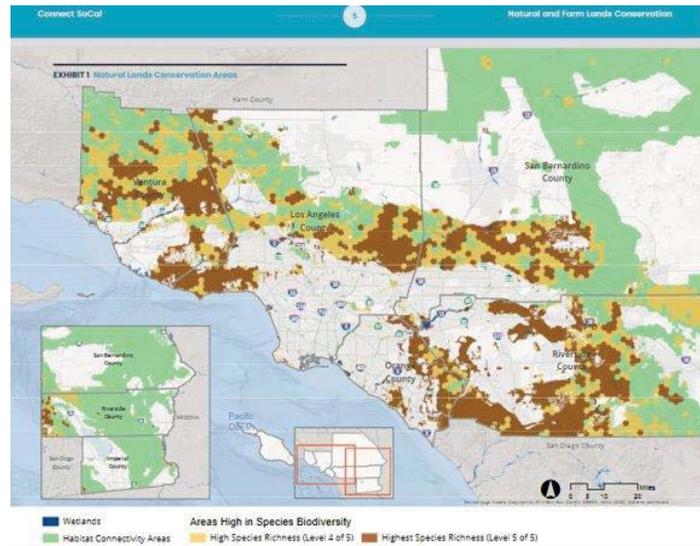
- Research Gaps and Landscape Analysis
- Facilitate Collaboration and Build Partnerships
- Potential Implementation of Findings



# SoCal Greenprint

<https://scag.ca.gov/gis-social-greenprint>

- Tool wireframes in development
- Final Advisory Committee Meeting this month
- Launch Expected in Fall 2021



Source: Connect SoCal

## Housing Supportive Infrastructure - Tax Increment Financing

- 2020 RTP/SCS Connect SoCal Housing Supportive Infrastructure Key Connection - "Supports local jurisdictions in planning and implementing water and sewer capacity enhancements and parking strategies to reduce housing costs and increase housing"
- Tax increment financing (TIF) can be utilized to fund these housing construction costs
- With the goal of serving as an informational resource, SCAG's "Smart Growth Infrastructure" website has been updated with current information and best practices on TIF tools

# SCAG Smart Growth Infrastructure Website Update

Added information on 6 TIF districts:

- Enhanced Infrastructure Financing District (EIFD)
- Community Revitalization and Investment Authority (CRIA)
- Neighborhood Infill Finance and Transit Improvements Act (NIFTI)
- Second Neighborhood Infill Finance and Transit Improvements Act (NIFTI-2)
- Affordable Housing Authority (AHA)
- Infrastructure and Revitalization Financing District (IRFD)

Added 9 Case Studies:

- County of Los Angeles West Carson EIFD
- City of Placentia/County of Orange EIFD
- City of La Verne/County of Los Angeles EIFD
- City of Redondo Beach EIFD
- City of San Diego Otay Mesa EIFD
- City of West Sacramento EIFD
- City of Fresno EIFD
- San Francisco Treasure Island IRFD
- Section on Climate-Safe Infrastructure (can be funded by EIFDs)



## SCAG's Smart Growth Infrastructure website

<https://scag.ca.gov/smart-growth-infrastructure>



# Case Studies

# Value Capture - Overview of TIF Tools

## Resources and Next Steps

### Resources

- To view the Toolbox Tuesday webinar on the Smart Growth Infrastructure website, visit: <https://www.youtube.com/watch?v=yPYiN1VEIsM>
- To view the SCAG Smart Growth Infrastructure website, visit: <https://scag.ca.gov/smart-growth-infrastructure>

### Next Steps

- SCAG's 2020-21 Sustainable Communities Program – Housing and Sustainable Development Program is providing technical assistance to jurisdictions pursuing TIF districts
- Maintain TIF “Case Studies” and information in the Smart Growth Infrastructure website up-to-date with new information

## Extreme Heat and Public Health Analysis

- Research public health impacts of extreme heat
- Identify current extreme heat days and future projections
- Identify vulnerable populations
- Identify existing best practices
- Identify sample supportive policies and ordinances

# Forecasts of Extreme Heat (SCAG Region)

Projections from Connect SoCal Public Health Technical Report:

- By 2030, California is expected to have an increase in annual average temperatures of 5 degrees and 10 degrees by the end of the century.
- The SCAG region is projected to have an average increase of 35 extreme heat days from 2040-2060.
- The county in the SCAG region with the highest projections is Imperial County, which is expected to have over 43 extreme heat days per year from 2040-2060.
- Orange County is expected to have 15 heat days per year which is the lowest projection of extreme heat days in the SCAG region from 2040-2060.
- Riverside, San Bernardino, Los Angeles, and Ventura Counties are expected to have 42, 41, 37, and 32 extreme heat days, respectively, per year.
- Extreme heat days per year are expected to more than double across the entire region after 2085.

## Extreme Heat and Public Health

### Health Impacts

- Heat Cramps
- Heat Exhaustion
- Heat Stroke
- Heat Related Mortality
- Respiratory Illness
- Vector Borne Illness
- Water Quality

### Most Vulnerable

- Infants and children under the age of 4
- Population over the age of 65
- Rural residents
- City dwellers
- Outdoor workers
- Low-income communities
- People with chronic diseases
- Adults living alone

# Resilience Strategies

## Green Roof

An extension of an existing roof that involves water proofing, drainage system, root repellent system, filter cloth, and plants



## Cool Roofs

A roofing system that reflects more sunlight and absorbs less heat than traditional roofs



## Cool Pavements

A road surface that uses additives to reflect solar radiation unlike conventional dark pavement that save energy and reduce the need for street lighting at night



## Urban Tree Canopy

Trees and other vegetation reduce heat by providing shade for buildings, pavement, and other surfaces to prevent solar radiation from reaching heat absorbing surfaces



# Best Practices (SCAG Region)

## Adaptation Strategies

### City of Indio

- Cooling Centers
- Neighborhood and building cooling

### City of Inglewood

- Transportation-assistance program
- Heat island program
- Street and neighborhood scale measures

### City of Laguna Woods

- Increase resilience to climate change-related hazards
- Maintain low levels of heat-related illness and death
- Adopt development standards to mitigate urban heat island effects

## Ordinances

### Los Angeles Cool Roof Ordinance

- Helps reduce urban heat island effects

### California's Heat Illness Prevention in Outdoor Places of Employment

- Ensures the safety of outdoor workers during an extreme heat event

### SB 1167 Employment Safety for Indoor Worker

- addresses heat-related illnesses of indoor workers

# Recommendations for Local Jurisdictions (CA DPH)

- Develop (or consult) an urban heat island index
- Examine and expand the use of cool, porous, or sustainable materials in pavements
- Promote and expand urban greening and the use of green infrastructure
- Assess state, regional and local hazard mitigation plans, heat contingency plans and other hazard planning documents
- Improve Heat-Health Alert Warnings
- Improve access to and use of air conditioning and other indoor cooling strategies
- Improve community resilience from the impacts of increasing heat events, especially for vulnerable populations
- Increase the health care system's extreme heat preparedness and resiliency
- Improve the timeliness and completeness of heat illness and death surveillance activities planning and responses

## Green Region Indicators (GRI) Data Update - GRI v5.0

<https://scag.ca.gov/sustainability-program-green-region-initiative>

### Sustainability Indicators



# Any Questions? Thank You!

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SCAGgreenregion@scag.ca.gov		





**AGENDA ITEM 9  
REPORT**

Southern California Association of Governments  
Remote Participation Only  
July 1, 2021

**To:** Energy and Environment Committee (EEC)  
**From:** Grieg Asher, Program Manager II  
(213) 236-1869, asher@scag.ca.gov  
**Subject:** Ventura County Air Pollution Reduction Program

**EXECUTIVE DIRECTOR'S  
APPROVAL**

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

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

**EXECUTIVE SUMMARY:**  
*Dr. Laki Tisopulos, Executive Officer, Ventura County Air Pollution Control District (VCAPCD), will brief the Committee on the latest air quality issues and programs to address air pollution in Ventura County. The presentation will include information about the Santa Barbara Channel vessel speed reduction program to reduce air pollution from nearby cargo ships.*

**BACKGROUND:**  
The VCAPCD is a special district in Ventura County formed in 1968 to address the severe air quality problems in the County. The District provides a full range of air pollution control activities with a staff of nearly fifty employees. Among the many District programs is a unique program to reduce nearby cargo ship speeds. It relies on voluntary vessel speed reduction (VSR) zones in the Santa Barbara Channel region and fulfills multiple objectives of AB 32 (Global Warming Solutions Act of 2006) and AB 1532 (Greenhouse Gas Reduction Fund). Through a single policy mechanism, the program can cut shipping emissions of greenhouse gases, nitrogen oxides, and other air pollutants by up to 50 percent. The program supports existing Port clean air programs and helps ensure ships reduce speeds even during favorable economic conditions when it has been shown that they increase speeds. The program complements the County’s other clean-air efforts, and is in line with clean-transportation and sustainable freight strategies. In addition, reduced ship speeds also reduce the severity of injury to whales should a ship-whale collision occur.



The intent of this special initiative is to both cut air pollution and protect whales in the VSR zone in the Santa Barbara Channel region. For the Program, financial incentives are awarded to shipping companies based on the percent of distance traveled by their vessels through the VSR zones at 10 knots or less and with an average speed that did not exceed 12 knots. The 10-knot target was selected by the partnership for consistency. National Oceanic and Atmospheric Administration (NOAA) Sanctuaries request vessels 300 gross tons or larger to slow to 10 knots or less during the months of peak whale abundance to protect whales from lethal ship strikes. Shipping companies received financial awards at different tiers based on their fleet's adherence to the program criteria. The four award tiers were bronze, silver, gold and sapphire. Close to \$300,000 was available for the 2018 program year. Awards have ranged from approximately \$1,000 to \$35,000 (or greater in special circumstances) per company.

The VCAPCD has provided funding for the Program because reducing vessel speeds greatly reduces emissions of smog-forming pollutants, and helps the County attain state and federal air quality standards for ozone. Other partners have included the Santa Barbara Air Pollution Control District.

**FISCAL IMPACT:**

No Fiscal Impact. This is not a SCAG funded project.