



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
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## REGULAR MEETING

# ENERGY & ENVIRONMENT COMMITTEE

*Thursday, September 6, 2018*  
**10:00 AM**

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

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

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### Energy & Environment Committee *Members – September 2018*

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## ENERGY & ENVIRONMENT COMMITTEE AGENDA

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Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 – Policy A Meeting Room  
Los Angeles, California 90017  
**Thursday, September 6, 2018**  
**10:00 AM**

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

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

*(The Honorable Linda Parks, Chair)*

### **PUBLIC COMMENT PERIOD**

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

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

#### **ACTION/DISCUSSION ITEMS**

1. Transportation Conformity Determination for 2019 FTIP and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Amendment #3  
*(Rongsheng Luo, Air Quality and Conformity Program Manager)*

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

Recommend that the Regional Council approve the transportation conformity determination for the 2019 Federal Transportation Improvement Program and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Amendment #3; and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration for approval.

#### **RECOMMENDED ACTION FOR RC:**

Approve the transportation conformity determination for the 2019 Federal Transportation Improvement Program and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Amendment #3; and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration for approval.

#### **RECOMMENDED ACTION FOR TC:**

Receive and File

2. Sustainable Communities Strategy Framework  
*(Sarah Dominguez, Associate Regional Planner, SCAG)*

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

Approve framework as SCAG's direction for developing the Sustainable Communities Strategy (SCS).



**RECOMMENDED ACTION FOR CEHD AND TC:**

Receive and File

- 3. Addendum #3 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Program Environmental Impact Report  
*(Roland Ok, Senior Regional Planner, SCAG)*

**CONSENT CALENDAR**

Approval Items

- 4. EEC Minutes of the April 5, 2018 Meeting
- 5. Transportation Control Measure (TCM) Substitution by Orange County Transportation Authority (OCTA)

Receive and File

- 6. Sustainable Communities Program Guidelines
- 7. Green Region Initiative: Sustainability Map Update
- 8. Draft MAP-21 PM 2 & PM 3 Targets
- 9. Regional Planning Working Groups Schedule Update

**INFORMATION ITEMS**

- 10. Connect SoCal Goals and Guiding Policies 15 Mins.  
*(Naresh Amatya, Manager of Transportation Planning and Programming; Marco Anderson, Program Manager; Sarah Dominguez, Associate Regional Planner)*
- 11. GHG 2050 Pathways 40 Mins.  
*(Amber Mahone, Director, Energy & Environmental Economics (E3))*
- 12. CEQA Documentation initiated for the 2020 RTP/SCS 5 Mins.  
*(Roland Ok, Senior Regional Planner, SCAG)*
- 13. Potential Strategies for Facility-Based Mobile Source Measures Adopted in 2016 South Coast Air Quality Management Plan (AQMP) 25 Mins.  
*(Ian MacMillan, Planning & Rules Manager, South Coast Air Quality Management District (SCAQMD))*

**CHAIR'S REPORT**

**STAFF REPORT**

**FUTURE AGENDA ITEMS**

**ANNOUNCEMENTS**



**ADJOURNMENT**



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
September 6, 2018

**To:** Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Rongsheng Luo, Program Manager II, Compliance &  
Performance Monitoring, (213) 236-1994, LUO@scag.ca.gov  
**Subject:** Transportation Conformity Determination for 2019 FTIP and  
2016-2040 Regional Transportation Plan/Sustainable  
Communities Strategy (2016 RTP/SCS) Amendment #3

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council approve the transportation conformity determination for the 2019 Federal Transportation Improvement Program and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Amendment #3; and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration for approval.

**RECOMMENDED ACTION FOR RC:**

Approve the transportation conformity determination for the 2019 Federal Transportation Improvement Program and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Amendment #3; and direct staff to submit it to the Federal Highway Administration and Federal Transit Administration for approval.

**RECOMMENDED ACTION FOR TC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

Pursuant to federal and state law and in cooperation with its stakeholders, SCAG has developed the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Consistency Amendment #3. The 2019 FTIP implements the 2016-2040 RTP/SCS, and is a programming document totaling over \$34.6 billion and containing over 2,000 projects covering a six (6) year period. The 2016 RTP/SCS Consistency Amendment #3 includes 193 project modifications to financially constrained RTP/SCS projects and 148 project modifications to FTIP projects, amounting to a total 341 project modifications. At its July 9, 2018 meeting, the Executive Administration Committee (EAC) authorized the release of the Draft 2019 FTIP and the Draft 2016 RTP/SCS Amendment #3 including the associated transportation conformity analysis for a 30-day public review and comment period. All comments received during this time have been addressed as appropriate in the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Amendment #3. SCAG staff has determined that

the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Amendment #3 meet all federal transportation conformity requirements.

**BACKGROUND:**

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) counties region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators.

The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period. SCAG, working in cooperation with its stakeholders, developed the proposed Final 2019 FTIP. The proposed Final 2019 FTIP contains approximately 2,000 projects, programmed at \$34.6 billion over a six year period (FY 2018/19 – 2023/24).

In response to requests from several county transportation commissions (CTCs) to further amend the 2016 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedules, SCAG staff has also worked with the CTCs to develop Amendment #3 to the 2016 RTP/SCS which serves as a concurrent consistency amendment to the 2019 FTIP. Amendment #3 allows for changes to long range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2019 FTIP. Specific changes include 193 project modifications to financially constrained RTP/SCS projects and 148 project modifications to FTIP projects, amounting to a total 341 project modifications.

Under federal Metropolitan Planning Regulations and Transportation Conformity Regulations, the 2019 FTIP and the 2016 RTP/SCS Amendment #3 must pass five conformity tests: consistency with the plans and programs of the 2016-2040 RTP/SCS as previously amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement.

Staff has performed the required transportation conformity analysis demonstrating conformity for the proposed Final 2019 FTIP and the proposed Final 2016 RTP/SCS Amendment #3. The draft conformity analysis was authorized by the Executive Administration Committee (EAC) on July 9, 2018 to be released for a 30-day public review and comment period as part of the Draft 2019 FTIP and the Draft 2016 RTP/SCS Amendment #3. Public notices were posted in major newspapers throughout the region and on SCAG's website. Staff also held two public hearings in the month of July. The comment period ended on August 8, 2018. A total of 25 comments were received on the Draft 2019 FTIP and 14 comments were received on the Draft 2016 RTP/SCS Amendment #3. Comments received resulted in further modifications to project scope, completion years and project costs. Only two of the comments are specific to the conformity analysis and just requires clarifications. All comments received have been addressed as appropriate and documented in the proposed Final 2019 FTIP and proposed Final 2016 RTP/SCS Amendment #3.

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At its meeting today, the Transportation Committee will consider whether to recommend that the Regional Council adopt resolutions to approve the 2019 FTIP and the 2016 RTP/SCS Amendment #3.

Upon adoption by the Regional Council, the transportation conformity determination for the 2019 FTIP and the 2016 RTP/SCS Amendment #3 will be submitted to the FHWA/FTA for approval.

The proposed Final 2019 FTIP including the associated transportation conformity determination is accessible at: <http://ftip.scag.ca.gov/Pages/2019/proposedfinal.aspx>.

The proposed Final 2016 RTP/SCS Amendment #3 including the associated transportation conformity determination is accessible at:  
<http://scagrtpscs.net/Documents/2016/proposed/pf2016RTPSCSamend03.pdf>.

**FISCAL IMPACT:**

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



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
September 6, 2018

**To:** Community  
Economic & Human Development Committee (CEHD)  
Transportation Committee (TC)  
Energy & Environment Committee (EEC)  
**From:** Sarah Dominguez, Associate Regional Planner, Sustainability,  
(213) 236-1918, dominguezs@scag.ca.gov  
**Subject:** Sustainable Communities Strategy Framework

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC:**

Approve framework as SCAG’s direction for developing the Sustainable Communities Strategy (SCS).

**RECOMMENDED ACTION FOR CEHD AND TC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

In preparation of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*, SCAG will be developing an SCS that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce per capita greenhouse gas emissions as compared to a 2005 baseline. The SCS preparation process consists of several key elements including: Local Input, Stakeholder Outreach, Strategy Development and Scenario Development.

**BACKGROUND:**

The Sustainable Communities Strategy (SCS) that SCAG will prepare and adopt as part of *Connect SoCal* will set forth a future growth framework which, when integrated with regional transportation investments, will reduce greenhouse gas (GHG) emissions. The development of *Connect SoCal*, SCAG’s 2020 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), provides an opportunity to examine regional challenges, like housing affordability, job accessibility, and roadway congestion, and strategize about potential policy solutions. While the SCS is not a regulatory document and does not require local general plans to be consistent with its strategies, it offers guidance and best practices on how to approach shared regional issues<sup>1</sup>.

<sup>1</sup> Although SB 375 does not require general plans to be consistent with the SCS, it should be noted that the [Technical Advisory on Evaluating Transportation Impacts in CEQA](#) identifies that certain projects may have a significant VMT impact if not consistent with the SCS.

SCAG will face new challenges and responsibilities in preparing *Connect SoCal*. These include, but are not limited to: higher GHG reduction targets from the California Air Resources Board (ARB), a concurrent Regional Housing Needs Assessment cycle, and new Federal Highway Administration planning requirements related to system resilience, stormwater mitigation, and tourism.

For these reasons, and particularly in regards to the ambitious per-capita GHG reduction target assigned by ARB of 19% below 2005 levels, simply refreshing the strategies included in the 2016 RTP/SCS will not be sufficient to accomplish plan goals and requirements. Accordingly, the purpose of this Framework document is to outline the key steps SCAG will take to develop an SCS which, if implemented, will achieve the GHG reduction target by the year 2035. This work was referred to broadly as Phases 3 and 4 of SCAG’s approved “Bottom-Up Local Input and Envision Process.”<sup>2</sup>

**Why does SCAG develop the SCS?**

State planning law, enacted under California Senate Bill (SB) 375 in 2008, requires that a Metropolitan Planning Organization (MPO) such as SCAG prepare and adopt an SCS, in conjunction with the federally-mandated preparation of a regional transportation plan, that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce per capita greenhouse gas emissions from automobiles and light duty trucks as compared to a 2005 baseline (Govt. Code §65080(b)(2)(B)). The SCS should outline specific growth strategies that provide for more integrated land use and transportation planning, and that maximize transportation investment efficiency. The SCS is intended to provide a regional land use policy framework that local governments may consider, use as a resource, and build upon.

**What are SCAG’s greenhouse gas reduction targets?**

New GHG reduction targets were approved by the California Air Resources Board on March 22, 2018<sup>3</sup> at the culmination of the SB 375 mandated target update process.

|                                  | 2020 | 2035 |
|----------------------------------|------|------|
| Previous GHG Target <sup>4</sup> | -8%  | -13% |
| Current GHG Target               | -8%  | -19% |

**How will the region meet the target?**

Achieving the higher target for the SCAG region will require identifying and implementing new strategies, developing capabilities to quantify existing strategies, and forecasting an integrated regional development pattern to reduce per capita GHG emissions from cars and light duty trucks. Some of these strategies are reflected in the trends and policies already occurring within local jurisdictions. The local input process—which included SCAG meeting directly with all 197 local

<sup>2</sup> [http://scag.granicus.com/MetaViewer.php?view\\_id=9&clip\\_id=1128&meta\\_id=23771](http://scag.granicus.com/MetaViewer.php?view_id=9&clip_id=1128&meta_id=23771)

<sup>3</sup> <https://www.arb.ca.gov/cc/sb375/finalres18-12.pdf>

<sup>4</sup> Original targets were adopted by the [California Air Resources Board in 2011](#).

jurisdictions since October 2017—helps identify these trends and policies, and is the foundation for the SCS. SCAG also relies on research, data, and public outreach as inputs for SCS development.

In general, reducing GHGs from our transportation sector relies on changing at least one of three key variables- number of vehicle trips, vehicle trip lengths, or mode of travel:

#### **Number of Vehicle Trips**

Reducing the number of trips taken within the region can reduce related vehicle miles travelled and associated GHG emissions. This can be accomplished through Transportation Demand Management (TDM) measures such as expanded telework or alternative work schedules (e.g. 9/80 or 4/10 work week).

#### **Vehicle Trip Lengths**

Reducing the length of a vehicle trip can also reduce total vehicle miles travelled and associated GHG emissions. This can be accomplished through growth and land use strategies such as an improved regional jobs-housing fit that reduces long commutes or by shortening a vehicle trip by pairing driving with another mode like transit at a Park and Ride.

#### **Mode of Travel**

Switching trips to modes of travel that emit fewer GHGs can help to reduce regional GHG emissions. This includes shifting trips to electric vehicles, carpool, transit, and/or active transportation.

The focus of the SCS development is to identify the strategies, through investments, policies, and development patterns that the region can implement to reduce the number of vehicle trips people have to make, reduce how far people need to travel, and shift travel to lower or non-polluting modes.

#### **SCS Development Overview**

Developing the region's SCS as an integral part of *Connect SoCal* involves significant public outreach, technical exercises, procedural steps, and coordination amongst multiple agencies. The attached **Sustainable Communities Strategy Framework and Development Process** document provides an overview of key elements that will integrate with *Connect SoCal*.

#### **FISCAL IMPACT:**

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

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

1. Sustainable Communities Strategy Framework and Development Process

# Sustainable Communities Strategy Framework and Development Process

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

## Local Input Process

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

## Stakeholder Outreach

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

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

## Key Strategy Areas

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

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<sup>1</sup> Note: This list is not inclusive of all outreach activities related to *Connect SoCal* development.

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

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

**FIGURE 1: CA Air Resources Board- SCS Strategy Examples**

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

Source: ARB (2018) [Target Update: Appendix A](#)

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

## **2016 RTP/SCS Strategies<sup>2</sup>**

### **Land use strategies**

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

### **Transportation strategies**

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

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<sup>2</sup> See [Chapter 5](#) of the 2016 RTP/SCS for a full description of these strategies.

- Expand and extend regional express lane network

**2016 RTP/SCS Strategies (continued)**

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

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

**Additional Connect SoCal Strategies**

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

**Scenario Development**

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

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

Additional objectives for the draft scenarios include:

- be distinct from each other
- be thematic or easily communicated as concepts.

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

Generally, scenario development proceeds through several steps to answer the following key questions<sup>3</sup>:

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

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

**FIGURE 2: Draft Scenario Designs Outline**

|              | <b>Scenario 1</b> | <b>Scenario 2</b>          | <b>Scenario 3</b> | <b>Scenario 4</b> | <b>Scenario 5</b> |
|--------------|-------------------|----------------------------|-------------------|-------------------|-------------------|
| <b>Theme</b> | Trend             | Local Input<br>“Base Case” | <i>TBD</i>        | <i>TBD</i>        | <i>TBD</i>        |

In order to establish comparable scenarios, there will need to be common assumptions for all scenarios for those variables that cannot be influenced by regional investments or strategies, for example:

- Auto Operating Costs
- Regional Household, Population, and Jobs growth
- Technology: Horizon year for Automated Vehicle (AV) penetration
- Plan Base Year: 2016
- Plan Horizon Year: 2045

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

**Public Workshops**

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

<sup>3</sup> Adapted from [Federal Highway Administration Scenario Planning Guidebook](#)

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

### **Modeling Tools**

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

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

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

### **Preferred Scenario Recommendation**

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

### **Draft Sustainable Communities Strategy**

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

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



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
September 6, 2018

**To:** Energy & Environment Committee (EEC)  
Regional Council (RC)  
**From:** Roland Ok, Senior Regional Planner, Compliance &  
Performance Monitoring, (213) 236-1819, ok@scag.ca.gov  
**Subject:** Addendum #3 to the 2016-2040 Regional Transportation  
Plan/Sustainable Communities Strategy (RTP/SCS) Program  
Environmental Impact Report

EXECUTIVE DIRECTOR'S  
APPROVAL

**STRATEGIC PLAN:**

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

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council adopt Resolution 18-603-2 to approve the Addendum #3 to the 2016-2040 RTP/SCS Program Environmental Impact Report (PEIR)

**RECOMMENDED ACTION FOR RC:**

Adopt Resolution 18-603-2 to approve Addendum #3 to the 2016-2040 RTP/SCS Program Environmental Impact Report (PEIR)

**EXECUTIVE SUMMARY:**

*Since approval of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and certification of the Program Environmental Impact Report (2016 RTP/SCS PEIR) by the SCAG Regional Council (RC) at its April 7, 2016 meeting, SCAG has received requests from several county transportation commissions (CTCs) to amend the 2016 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of transportation projects, as well as the addition of some new projects. Pursuant to the California Environmental Quality Act (CEQA), SCAG staff has prepared Addendum #3 to the 2016 RTP/SCS PEIR which analyzes the changes documented in the 2016 RTP/SCS Amendment #3. SCAG staff finds that the proposed change would not result in a substantial change to the region-wide impacts when compared to the certified 2016 RTP/SCS PEIR with Addendum #1 and Addendum #2. SCAG staff also finds that the projects identified in 2016 RTP/SCS Amendment #3 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the previously certified 2016 RTP/SCS PEIR with Addendum #1 and Addendum #2. SCAG staff recommends that the EEC recommend that the Regional Council adopt Resolution 18-603-2 to approve Addendum #3 to the 2016 RTP/SCS PEIR. Subsequent to EEC's recommendation, SCAG staff requests that the RC adopt Resolution 18-603-2 to approve Addendum #3 to the 2016 RTP/SCS PEIR. Addendum #3 to the 2016 RTP/SCS PEIR can be found at: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan; Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective A: Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution; Objective E: Facilitate inclusive and meaningful engagement with diverse stakeholders to produce plans that are effective and responsive to community needs.

**BACKGROUND:**

At its April 7, 2016 meeting, the RC adopted the 2016 RTP/SCS and certified the associated Program Environmental Impact Report (PEIR). On June 1, 2016, the 2016 RTP/SCS was certified by the California Air Resources Board (CARB) for compliance with Senate Bill 375, and by the U.S. Department of Transportation, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), for compliance with the Clean Air Act (transportation conformity). Since that time, SCAG staff received requests from several county transportation commissions (CTCs) to amend the 2016 RTP/SCS to reflect additions or changes to project scopes, costs, and/or schedule for a number of critical transportation projects that are ready to move forward towards the implementation phase.

Amendment #3 consists of 342 project modifications. Specific changes include 179 project modifications to financially constrained RTP/SCS projects, 14 project modifications to financially unconstrained RTP/SCS projects, and 149 project modifications for near term projects within the RTP/SCS.

With respect to financially constrained and unconstrained RTP/SCS projects and modifications to near term projects, five (5) of the projects are within Imperial County, 78 of the projects are within Los Angeles County, 23 of the projects are within Orange County, 69 of the projects are within Riverside County, 126 of the projects are within San Bernardino County, and 41 of the projects are within Ventura County.

**BASIS FOR A PEIR ADDENDUM:**

When an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to the CEQA. The key considerations for determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code and CEQA Guidelines Section 15162, 15163 and 15164. In general, an Addendum is allowed when there are not substantial changes to the project or new information that would require major revisions to the EIR. Substantial changes are defined as those which "will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects." An Addendum is not required to be circulated for public review.

**PROGRAMMATIC ENVIRONMENTAL ASSESSMENT:**

SCAG staff has conducted a programmatic environmental assessment of the changes to the 2016 RTP/SCS Project List documented in proposed Amendment #3 pursuant to CEQA. SCAG finds that the projects identified in 2016 RTP/SCS Amendment #3 are programmatically consistent with the analysis, mitigation measures, and Findings of Fact contained in the certified 2016 RTP/SCS PEIR

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with Addendum #1 and Addendum #2 and that adoption of the proposed modifications would not result in either new significant environmental impacts or substantial increase in the severity of previously identified significant impacts in the certified 2016 RTP/SCS PEIR. Therefore, it is determined that a Subsequent or Supplemental PEIR is not required and that Addendum #3 to the 2016 RTP/SCS PEIR fulfills the requirements of CEQA. Addendum #3 to the 2016 RTP/SCS PEIR can be found at: <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>

**CONCLUSION:**

Addendum #3 to the 2016 RTP/SCS Program EIR has been prepared in compliance with the requirements of CEQA. SCAG staff recommends that the EEC recommend the Regional Council adopt Resolution 18-603-2 approving Addendum #3 to the 2016 RTP/SCS PEIR. Subsequent to EEC's recommendation, SCAG staff requests that the Regional Council adopt Resolution 18-603-2 approving Addendum #3 to the 2016 RTP/SCS PEIR.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. RESOLUTION No. 18-603-2



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
T: (213) 236-1800  
www.scag.ca.gov

**RESOLUTION No. 18-603-2**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING ADDENDUM  
#3 TO THE FINAL 2016-2040 RTP/SCS PROGRAM ENVIRONMENTAL  
IMPACT REPORT (PEIR) FOR AMENDMENT #3 TO THE 2016-2040  
REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES  
STRATEGY (2016 RTP/SCS)**

**WHEREAS**, SCAG adopted and certified the Final Program Environmental Impact Report (PEIR) for the 2016-2040 RTP/SCS (SCH #2015031035) on April 7, 2016, in accordance with the California Environmental Quality Act (“CEQA”), Cal. Pub. Res. Code Section 21000 et seq.;

**WHEREAS**, when certifying the Final PEIR for the 2016-2040 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 16-578-1 which is incorporated herein by reference (available at <http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx> or by contacting SCAG) to adopt Findings, a Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program;

**WHEREAS**, on April 6, 2017, SCAG approved Addendum #1 to the 2016-2040 RTP/SCS PEIR associated with Amendment #1 to the 2016 RTP/SCS in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

**WHEREAS**, when approving Addendum #1 to the 2016 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 17-588-1;

**WHEREAS**, on July 6, 2017, SCAG approved Addendum #2 to the 2016-2040 RTP/SCS PEIR associated with Amendment #2 to the 2016 RTP/SCS in accordance with Cal. Pub. Res. Code Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164;

**WHEREAS**, when approving Addendum #2 to the 2016 RTP/SCS PEIR, the SCAG Regional Council approved Resolution 17-590-1;

**WHEREAS**, since the approval of the Final PEIR and Addendum #1 and Addendum #2 to the 2016 RTP/SCS PEIR, staff has received requests from all six county transportation commissions in the SCAG region to amend the 2016 RTP/SCS to reflect the addition of projects or modifications to project scopes, costs, and/or schedules for critical transportation projects, as well as the addition of some new projects as specified in the proposed Amendment #3 to the 2016 RTP/SCS, with said Amendment #3 to the 2016 RTP/SCS also prepared as part of SCAG’s development of the 2019 Federal Transportation Improvement Program (2019 FTIP);

**WHEREAS**, when an Environmental Impact Report (EIR) has been certified and the project is modified or otherwise changed after certification,

REGIONAL COUNCIL OFFICERS

- President  
Alan D. Wapner, San Bernardino  
County Transportation Authority
- First Vice President  
Bill Jahn, Big Bear Lake
- Second Vice President  
Randon Lane, Murrieta
- Immediate Past President  
Margaret E. Finlay, Duarte

COMMITTEE CHAIRS

- Executive/Administration  
Alan D. Wapner, San Bernardino  
County Transportation Authority
- Community, Economic &  
Human Development  
Peggy Huang, Transportation  
Corridor Agencies
- Energy & Environment  
Linda Parks, Ventura County
- Transportation  
Curt Hagman, San Bernardino  
County

Attachment: RESOLUTION No. 18-603-2 (Addendum #3 to the 2016-2040 RTP/SCS PEIR)

then additional CEQA review may be necessary;

**WHEREAS**, pursuant to CEQA Guidelines Section 15164(a), an addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred set forth under CEQA Guidelines Section 15162 requiring preparation of a Subsequent EIR;

**WHEREAS**, SCAG staff determined and for the reasons set forth in Addendum #3 to the 2016 RTP/SCS PEIR, an addendum is the appropriate CEQA document because the proposed project revisions set forth in Amendment #3 to the 2016 RTP/SCS do not meet the conditions of CEQA Guidelines Section 15162 and 15163, for the preparation of a subsequent or supplemental EIR;

**WHEREAS**, on July 9, 2018, SCAG staff reported to the Executive Administration Committee (EAC) that a draft of Addendum #3 to the 2016 RTP/SCS PEIR was prepared and completed. In addition, an informational copy of the draft of Addendum #3 was presented to the EAC for review;

**WHEREAS**, SCAG has finalized Addendum #3 to the 2016-2040 RTP/SCS PEIR, incorporated herein by this reference(<http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx>), in order to address the proposed changes to the 2016-2040 RTP/SCS as described in Amendment # 3 to the 2016 RTP/SCS;

**WHEREAS**, on September 6, 2018, SCAG's Energy and Environment Committee recommended that Addendum #3 to the 2016 RTP/SCS PEIR be considered for Regional Council approval; and

**WHEREAS**, pursuant to CEQA Guidelines Section 15164(d), the Regional Council has considered Addendum #3 to the 2016 RTP/SCS PEIR prior to making a decision on Amendment #3 to the 2016 RTP/SCS.

**NOW THEREFORE, BE IT RESOLVED** by the Regional Council of the Southern California Association of Governments, that the foregoing recitals are true and correct and incorporated by this reference; and

**BE IT FURTHER RESOLVED** that the SCAG Regional Council finds as follows:

1. Addendum #3 to the 2016 RTP/SCS PEIR has been completed in compliance with CEQA.
2. The adoption of the proposed revisions set forth in Amendment #3 to the 2016 RTP/SCS would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects; such

proposed changes are consistent with the analysis, mitigation measures, and Finding of Facts contained in the certified 2016 RTP/SCS PEIR; and thus, a subsequent or supplemental EIR is not required and Addendum #3 to the 2016 RTP/SCS PEIR fulfills the requirements of CEQA.

**PASSED, APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting this 6<sup>th</sup> day of September, 2018.

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

Attested by:

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Hasan Ikhata  
Executive Director

Approved as to Form:

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Joann Africa  
Chief Counsel

Attachment: RESOLUTION No. 18-603-2 (Addendum #3 to the 2016-2040 RTP/SCS PEIR)





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

ENERGY AND ENVIRONMENT COMMITTEE  
MINUTES OF THE MEETING  
THURSDAY, April 5, 2018

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

**Members Present**

1. **Hon. Carmen Ramirez, Oxnard (Chair)**
2. **Sup. Linda Parks (Vice Chair)**
3. Hon. Margaret Clark, Rosemead
4. Hon. Paula Devine, Glendale
5. Hon. Larry Forester, Signal Hill
6. Hon. Sandra Genis, Costa Mesa
7. Hon. Cynthia Moran, Chino Hills
8. Hon. Judy Nelson, Glendora
9. Hon. Shari Horne, Laguna Woods
10. Hon. Jim Osborne, Lawndale
11. Hon. David Pollock, Moorpark
12. Sup. Luis Plancarte, Imperial County
13. Hon. Laura Rosenthal, Malibu
14. Hon. Meghan Sahli Wells, Culver City
15. Hon. Betty Sanchez, Coachella Valley
16. Hon. Emma Sharif, Compton
17. Hon. Diane Williams, Rancho Cucamonga
18. Hon. Edward HJ Wilson, Signal Hill

- District 45**  
**Ventura County**  
District 32  
AVCJPA  
GCCOG  
OCCOG  
SBCTA  
SGVCOG  
OCCOG  
SBCCOG  
VCOG  
ICTC  
District 44  
WCCOG  
CVAG  
GCCOG  
SBCTA  
Gateway Cities  
COG

**Members Not Present**

- |   |             |
|---|-------------|
| 19. Hon. Ana Beltran, Westmoreland            | ICTC        |
| 20. Hon. Ned Davis, Westlake Village          | LVMCOG      |
| 21. Hon. Peggy Delach, Covina                 | District 33 |
| 22. Hon. Jordan Ehrenkranz, Canyon Lake       | WRCOG       |
| 23. Hon. Mitchell Englander, Los Angeles      | District 59 |
| 24. Hon. Mike Gardner, Riverside              | WRCOG       |
| 25. Hon. Jon Harrison, Redlands               | SBCTA       |
| 26. Hon. Diana Mahmud, South Pasadena         | SGVCOG      |
| 27. Hon. Judy Mitchell, Rolling Hills Estates | District 40 |
| 28. Hon. Deborah Robertson, Rialto            | District 8  |
| 29. Hon. Bonnie Wright, Hemet                 | WRCOG       |

Attachment: Minutes of the Meeting - April 2018 (EEC Minutes of the April 5, 2018 Meeting)

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

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

The Honorable Carmen Ramirez, Chair, called the meeting to order at 10:13 a.m. and asked Councilmember Larry Forrester, Signal Hill, GCCOG, to lead the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

Chair Ramirez opened the Public Comment period.

Seth Jacobson, Energy Upgrade California, stated the California Public Utilities Commission established the Energy Upgrade California to provide residents and small businesses with information about energy concepts, programs, services rates and benefits of taking action in this campaign. He asked the members to pick-up a copy of information materials and flyers regarding this initiative that he leave at the back of the meeting room.

Chair Ramirez closed the Public Comment period.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There was no reprioritization of the agenda.

**ACTION ITEM**

1. Election of 2018-19 Chair and Vice Chair

Chair Ramirez opened the item and asked Deputy Legal Counsel Justine Block to provide background information. Deputy Legal Counsel Block reported that the following nominations were received for the position of Chair, Linda Parks; and for the position of Vice Chair, Luis Plancarte. Since there are no other nominations received from the floor, Chair Ramirez entertained a motion to approve the slate of candidates.

A MOTION was made (Forester) to approve Linda Parks for the position of Chair; and Luis Plancarte for the position of Vice Chair. Motion was SECONDED (Rosenthal) and passed by the following votes:

**AYE/S:** Clark, Devine, Forester, Genis, Horne, Moran, Nelson, Osborne, Parks, Plancarte, Pollock, Ramirez, Rosenthal, Sahli-Wells, Sanchez, Sharif and Williams (17).

**NOE/S:** None (0).

**ABSTAIN:** None (0).

Chair Ramirez and the members of the EEC applauded and congratulated new EEC Chair Linda Parks and Vice Chair Luis Plancarte.

Supervisor Parks made remarks and expressed appreciation to outgoing Chair Ramirez for her leadership; stating that she looks forward to innovative energy projects that are available in the communities and encouraged the committee members to bring those discussions to the meeting with the goal of learning from each other.

Supervisor Plancarte made remarks and expressed appreciation for former Imperial County Supervisor and Regional Council and EEC member Jack Terrazas who provided him with the knowledge and understanding of the EEC's tasks. He stated he looks forward to serving the committee and helping improve the environment while resolving energy issues in the communities.

**CONSENT CALENDAR**

**Approval Item**

- 2. Minutes of April 5, 2018 Meeting

**Receive and File**

- 3. 29<sup>th</sup> Annual Demographic Workshop – June 11, 2018
- 4. Regional Planning Working Group Series
- 5. 2019 Active Transportation Program Guidelines and Call for Projects

A MOTION was made (Forester) to approve the Consent Calendar, Item Nos. 2 through 5. Motion was SECONDED (Sharif) and passed by the following votes:

**AYE/S:** Clark, Devine, Forester, Genis, Horne, Moran, Nelson, Parks, Plancarte, Pollock, Ramirez, Rosenthal, Sahli-Wells, Sanchez, Sharif\* and Williams (16).

**NOE/S:** None (0).

**ABSTAIN:** Osborne (1).

After the electronic voting was closed, Councilmember Emma Sharif, Compton, Gateway Cities COG, stated she inadvertently voted “No” and indicated that she intended to vote “Yes” on the Consent Calendar. Chair Ramirez directed staff to correct Councilmember Sharif’s vote which is annotated\* above.

**INFORMATION ITEMS**

- 6. Health Equity and Climate Change

Chair Ramirez introduced the item and asked Rye Baerg, SCAG staff, to provide background information.

Mr. Baerg introduced Meredith Milet, Epidemiologist, Climate Change and Health Equity Program, California Department of Public Health (CDPH). Illustrating with a PowerPoint presentation, Ms. Milet discussed equality and equity issues of CDPH Climate Change and Health Equity Program including information on life expectancies that vary by where an individual resides; provided examples of health inequities and social determinants in the SCAG region including climate vulnerabilities such as extreme heat, air pollution and extreme weather. Ms. Milet

concluded her presentation by promoting health and equity while preventing climate change. On behalf of the EEC, Chair Ramirez thanked Meredith Milet for the presentation.

#### 7. Ventura County Raptor Pilot Study

Chair Ramirez introduced the item and asked Vice Chair Linda Parks to provide background information. Vice Chair Parks introduced Karl Novak, Deputy Director of Ventura County Public Works Department, to provide a presentation regarding the Ventura County Raptor Pilot Study (“Study”).

Karl Novak stated that two years ago, Ventura County undertook the Raptor Pilot Study for Levees Protection. He discussed the county’s watershed protection encompassing several miles of earthen levees, channels and earthen dams and how these are highly susceptible to rodent burrow damage. Mr. Novak discussed the environmental concerns that resulted with development of the Study and benefits of the program. He discussed the Study’s goals, site selection, raptor features and monitoring, pellet analysis and why raptors outperform rodenticides. In closing, Mr. Novak announced the study received an Environmental Sustainability Award recognition. On behalf of the EEC, Chair Ramirez thanked Karl Novak for his presentation.

#### 8. Air Resources Board (ARB) SB 375 Regional GHG Target Update for the 2020 Regional Transportation Plan/ Sustainable Communities Strategy (2020 RTP/SCS)

Chair Ramirez introduced the item and asked Ping Chang, SCAG staff, to provide background information. Ping Chang reported that ARB recently approved the 19% per capita GHG reduction target for 2035 for the SCAG region which will be applied to the 2020 RTP/SCS. He discussed the framework which focused on land use and transportation policy and investments contained in the RTP/SCS. In closing, Mr. Chang discussed ARB’s next steps in convening working group meetings with the MPOs, identifying tools and incentives with tracking methodologies and revising the SB 375 Program Guidelines. On behalf of the EEC, Chair Ramirez thanked Ping Chang for his presentation.

#### 9. Environmental Justice (EJ) Working Group

Chair Ramirez introduced the item and asked Anita Au, SCAG staff, to provide background information. For the next RTP/SCS, Anita Au reported SCAG is proposing the development of an EJ working group for continuous conversations on EJ issues with its membership be comprised of advocacy groups, CTCs, air quality districts, city/county staff and other stakeholders such as non-governmental and community-based organizations. Anita Au stated the future meetings will focus on progress of the RTP/SCS EJ Appendix, and other EJ-related discussions including implementation of SB 1000 (Levy) Land use: general plans: safety and environmental justice. On behalf of the EEC, Chair Ramirez thanked Anita Au for her presentation.

#### 10. Southern California Edison Charge Ready Pilot Project

Chair Ramirez introduced the item and welcomed Erica Bowman, Director of Environmental Strategy and Analytics of the Southern California Edison (SCE) to provide background information and provide a presentation regarding Charge Ready Pilot Project. She stated the benefits of transportation electrification and obtaining zero emissions by SCE’s integrated solution. In closing, Ms. Bowman identified a diverse set of programs to overcome barriers and SCE’s testing of new technologies and business models that can help integrate electric vehicles into the grid. On behalf of the EEC, Chair Ramirez thanked Erica Bowman for her presentation.

## 11. Go Human Active Transportation Safety and Encouragement

Chair Ramirez introduced the item and asked Julia Lippe-Klein, SCAG staff, to provide background information. In coordination with SCAG's local and regional partners, Ms. Lippe-Klein stated a re-run of the Go Human advertising campaign will coincide with the National Bike Month in May. This is an opportunity to continue the momentum of the Go Human Campaign through advertising, Open Streets and Demo Projects, Partnerships and co-branding and material distribution. In closing, Julia Lippe-Klein discussed the benefits of the campaign and announced its upcoming events from and throughout the region. On behalf of the EEC, Chair Ramirez thanked Julia Lippe-Klein for her presentation.

### **CHAIR'S REPORT**

### **STAFF REPORT**

### **FUTURE AGENDA ITEMS**

### **ANNOUNCEMENTS**

Chair Ramirez invited the members to stay for lunch and hear an update from former Transportation Brian Kelly and new Chief Executive Officer of California High-Speed Rail Authority. Chair Ramirez also announced registration for the upcoming SCAG Regional Conference and General Assembly.

### **ADJOURNMENT**

There being no further business, Chair Ramirez adjourned the EEC meeting at 12:15 p.m. The next regular meeting is scheduled for Thursday, September 6, 2018.

[ MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC ]

**Energy and Environment Committee Regularly Scheduled Meetings Attendance Report**

2018

| MEMBERS                   | Date Appointed if after 1/1/18 | Representing          | COUNTY         | 2018 |     |     |     |     |     |     |     |      |     |     |     | Total Mtgs Attended To Date |   |
|---------------------------|--------------------------------|-----------------------|----------------|------|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----------------------------|---|
|                           |                                |                       |                | Jan  | Feb | Mar | Apr | May | Jun | Jul | Aug | Sept | Oct | Nov | Dec |                             |   |
| Beltran, Ana              |                                | ICTC                  | Imperial       |      | 1   | 1   | 0   |     |     |     |     |      |     |     |     |                             | 2 |
| Clark, Margaret           |                                | Rosemead              | Los Angeles    |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Davila, Maria             | 8/20/2018                      | South Gate            | Los Angeles    |      |     |     |     |     |     |     |     |      |     |     |     |                             |   |
| Davis, Ned                |                                | LVMCOG                | Los Angeles    |      | 0   | 1   | 0   |     |     |     |     |      |     |     |     |                             | 1 |
| Delach, Peggy             |                                | Covina                | Los Angeles    |      | 0   | 0   | 0   |     |     |     |     |      |     |     |     |                             | 0 |
| Devine, Paula             |                                | Arroyo Verdugo Cities | Los Angeles    |      | 1   | 0   | 1   |     |     |     |     |      |     |     |     |                             | 2 |
| Ehrenkranz, Jordan        |                                | WRCOG                 | Riverside      |      | 1   | 1   | 0   |     |     |     |     |      |     |     |     |                             | 2 |
| Englander, Mitchell       |                                | Los Angeles           | Los Angeles    |      | 0   | 0   | 0   |     |     |     |     |      |     |     |     |                             | 0 |
| Forester, Larry           |                                | Gateway Cities        | Los Angeles    |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Gardner, Mike             |                                | WRCOG                 | Riverside      |      | 1   | 0   | 0   |     |     |     |     |      |     |     |     |                             | 1 |
| Genis, Sandra             |                                | OCCOG                 | Orange         |      | 1   | 0   | 1   |     |     |     |     |      |     |     |     |                             | 2 |
| Harrison, John            |                                | SBCTA                 | San Bernardino |      | 0   | 0   | 0   |     |     |     |     |      |     |     |     |                             | 0 |
| Horne, Shari              |                                | OCCOG                 | Orange         |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Mahmud, Diana             |                                | SGVCOG                | Los Angeles    |      | 0   | 1   | 0   |     |     |     |     |      |     |     |     |                             | 1 |
| Mitchell, Judy            |                                | SBCCOG                | Los Angeles    |      | 1   | 1   | 0   |     |     |     |     |      |     |     |     |                             | 2 |
| Moran, Cynthia            | 2/1/2018                       | SBCTA                 | San Bernardino |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Nelson, Judy              |                                | SGVCOG                | Los Angeles    |      | 0   | 0   | 1   |     |     |     |     |      |     |     |     |                             | 1 |
| Osborne, Jim              |                                | SBCCOG                | Los Angeles    |      | 0   | 0   | 1   |     |     |     |     |      |     |     |     |                             | 1 |
| Parks, Linda (VICE CHAIR) |                                | Ventura               | Ventura        |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Plancarte, Luis           |                                | ICTC                  | Imperial       |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Pollock, David            |                                | VCOG                  | Ventura        |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Ramirez, Carmen (CHAIR)   |                                | Oxnard                | Ventura        |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Robertson, Deborah        |                                | Rialto                | San Bernardino |      | 0   | 0   | 0   |     |     |     |     |      |     |     |     |                             | 0 |
| Rosenthal, Laura          |                                | Malibu                | Los Angeles    |      | 0   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 2 |
| Sahli-Wells, Meghan       |                                | WCCOG                 | Los Angeles    |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Sanchez, Betty            |                                | CVAG                  | Riverside      |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Sharif, Emma              |                                | GCCOG                 | Los Angeles    |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Williams, Diane           |                                | SBCTA                 | San Bernardino |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Wilson, Edward H.J.       |                                | GCCOG                 | Los Angeles    |      | 1   | 1   | 1   |     |     |     |     |      |     |     |     |                             | 3 |
| Wright, Bonnie            |                                | WRCOG                 | Riverside      |      | 1   | 0   | 0   |     |     |     |     |      |     |     |     |                             | 1 |
| VACANT                    |                                | BIASC                 | Orange         |      | 0   | 0   |     |     |     |     |     |      |     |     |     |                             | 0 |

Attachment: Minutes of the Meeting - April 2018 (EEC Minutes of the April 5, 2018 Meeting)



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delayed, the substitution of the TCM is required and follows the process specified under the Clean Air Act §176(c).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute the State Route 241/91 Express Lanes Connector Project which is included as a committed TCM in the South Coast Ozone SIP (FTIP ID: ORA111207) with three traffic signal synchronization projects along three key arterial highways in Orange County: the Brookhurst Street, El Toro Road, and Magnolia Boulevard. For further details about the proposed TCM substitution, please refer to the Attachment.

The Draft TCM Substitution Report was released for a 30-day public review which concluded on May 30, 2018. No comments were received. As documented in the Attachment, the proposed substitution is consistent with all federal TCM substitution requirements. At its meeting on September 6, 2018, the EEC is being requested to approve staff recommendation that the RC adopt the OCTA TCM substitution and direct staff to forward it to the U.S. EPA and the ARB for concurrence.

The TCM substitution does not require a new conformity determination or a formal SIP revision. The SCAG region maintains transportation conformity after the substitution. SCAG's adoption of the TCM substitution with concurrence of EPA and ARB will rescind the committed TCM status of the original TCM project and the new TCM project will become effective.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. Final OCTA TCM Substitution Report September 2018 with Appendix

## ORANGE COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION CONTROL MEASURE SUBSTITUTION REPORT

### Introduction

Transportation Control Measures (TCMs) are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions. TCMs are included in the most recently approved applicable Air Quality Management Plan (AQMP)/State Implementation plan (SIP) as part of the overall control strategy to demonstrate a region's ability to come into attainment with the National Ambient Air Quality Standards (NAAQS). In the SCAG region, only two ozone nonattainment areas include TCMs in their AQMPs/SIPs: the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin. TCM-type projects in these nonattainment areas are considered committed once they have funds programmed for right-of-way or construction in the first two years of an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM project cannot be delivered or will be significantly delayed, the substitution of the TCM project follows the process specified in the Federal Clean Air Act (CAA) Section 176(c)(8).

The Orange County Transportation Authority (OCTA) has requested that SCAG substitute the State Route 241/91 Express Lanes Connector project which is included as a committed TCM in the South Coast Ozone SIP (FTIP Project ID: ORA111207) with three traffic signal synchronization projects along three significant corridors in Orange County: Brookhurst Street, El Toro Road, and Magnolia Street. As documented herein, the proposed TCM substitution is consistent with all federal requirements, including the Fixing America's Surface Transportation Act or FAST Act planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

### TCM Substitution Process

The substitution process set forth in the FAST Act and the Transportation Conformity Regulations is included in the 2016 AQMP for the South Coast Air Basin and described in SCAG's 2017 FTIP Guidelines.

The County Transportation Commissions (CTCs) and/or project sponsors notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs then identify and evaluate possible replacement measures for individual substitutions in consultation with SCAG's Transportation Conformity Working Group (TCWG), which includes members from all affected jurisdictions, federal, state and local air quality agencies and transportation agencies.

Substitution of individual TCMs is provided for by the CAA Section 176(c)(8), under the following conditions:

- "(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;
- "(ii) if the substitute control measures are implemented-
  - "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or
  - "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;
- "(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;
- "(iv) if the substitute and additional control measures were developed through a collaborative process that included--
  - "(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);
  - "(II) consultation with the Administrator; and
  - "(III) reasonable public notice and opportunity for comment; and
- "(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures.”

In addition to the conditions above, the 2016 South Coast AQMP specifies that the substitute project shall be in the same air basin, preferably located in the same geographic area and serving the same demographic subpopulation as the TCM being replaced.

A TCM substitution does not require a new conformity determination or a formal SIP revision. SCAG adoption of the new TCM with concurrence of the U.S. EPA and the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

## Project Description

The committed TCM State Route 241/91 Express Lanes Connector project (FTIP ID: ORA111207) is to construct toll ramps connecting northbound State Route 241 with the eastbound State Route 91 Express Lanes, and the westbound State Route 91 Express Lanes with southbound State Route 241. The State Route 241/91 Express Lanes Connector is scheduled to be completed by December 2020. However, the project has been delayed due to recent updates. As a result, the OCTA has initiated the TCM substitution process.

The three substitute TCM projects will improve traffic signal equipment, close infrastructure gaps, and synchronize traffic signals along three key arterial highways in Orange County: Brookhurst Street, El Toro Road, and Magnolia Street (see Appendix A). All the three projects will be completed by December 2020.

## Compliance with TCM Substitution Requirements

*Interagency Consultation.* The proposed TCM substitution was presented to SCAG's publicly noticed TCWG meetings for initial interagency consultation on February 6, 2018. The TCM substitution was subsequently released for a 30-day public review period which concluded on May 30, 2018. The TCM substitution was also presented to the TCWG for interagency consultation on May 22 and June 26, 2018 respectively. All comments received have been addressed and incorporated into the final TCM substitution report as appropriate.

*Equivalent Emissions Reduction.* OCTA has analyzed the countywide emissions impacts of the substitute project and concluded that the replacement project provide equal or greater emission reductions (see Appendix A). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.

*Similar Geographic Area.* Both the State Route 241/91 Express Lanes Connector TCM project and the three substitute TCM projects are located within the Orange County portion of the South Coast Air Basin.

*Full Funding.* Full funding has been programmed for the three substitute TCM projects in the federally approved 2017 FTIP as well in the 2019 FTIP anticipated to be adopted by SCAG's Regional Council in September 2018 and approved by FHWA/FTA in December 2018.

*Similar Time Frame.* The proposed substitute TCM projects are scheduled to be completed by December 2020, consistent with the schedule of the State Route 241/91 Express Lanes Connector TCM project.

*Timely Implementation.* The proposed substitution is the means by which the obstacle to the implementation of the State Route 241/91 Express Lanes Connector TCM is being overcome. The replacement projects will be monitored through subsequent TCM Timely Implementation Reports that SCAG releases for public review and submits for federal approval.

*Legal Authority.* The OCTA has the legal authority and personnel to implement and operate the substitute projects.

*Agency Review and Adoption.* The final TCM substitution analysis is being presented to SCAG's Energy and Environment Committee (EEC) on September 6, 2018 for recommendation to SCAG's Regional Council for adoption on the same day. Upon adoption by the Regional Council, the TCM substitution will be forwarded to ARB and U.S. EPA for concurrence. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the original TCM project and the new measures will become effective.

*Programming of the Substitute TCMs.* After conclusion of the TCM substitution process including adoption by SCAG's Regional Council and concurrence of ARB and EPA, the substitute TCMs will be amended as committed TCMs into the conforming FTIP.

# Appendix A

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## OCTA TCM Substitution Request



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February 1, 2018

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900 Wilshire Boulevard, Suite 1700  
Los Angeles, CA 90017

**RE: Transportation Control Measure Substitution Request**

The Orange County Transportation Authority (OCTA) is requesting initiation of a transportation control measure (TCM) substitution for the State Route 241/ 91 Express Lanes Connector Project (ELC {ORA111207}).

OCTA requests the ELC be substituted with a set of signal synchronization projects along three significant corridors: Brookhurst Street, El Toro Road, and Magnolia Street. The three signal synchronization projects offer equivalent air quality benefits and will be implemented on a schedule that conforms to timely implementation requirements. I have attached a technical report describing the air quality analysis results prepared by OCTA staff.

OCTA would like to proceed with the substitution process for the ELC at your earliest convenience. We understand the substitution process starts with the Southern California Association of Governments' recommendation to the Transportation Conformity Working Group (TCWG). The TCWG's next meeting is scheduled for February. We would greatly appreciate your assistance in preparing for this meeting and working through the substitution process with our state and federal partners on the TCWG.

Please contact Anup Kulkarni, Section Manager, Regional Modeling, at (714) 560-5867 for next steps on the substitution process and follow-up on the attachment. Thank you for your assistance in this important matter.

Sincerely,

Darrell Johnson  
Chief Executive Officer

DJ: ak  
Attachment

c: Rongsheng Luo, SCAG

Attachment: Final OCTA TCM Substitution Report September 2018 with Appendix (OCTA TCM Substitution)

## **Transportation Control Measure Replacement of 241-91 Express Connector with Three Signal Synchronization Corridor Projects**

### Introduction

The Foothill/Eastern Transportation Corridor Agency (TCA) previously committed to funding of an Express Lane Connection (ELC) between of State Route (SR)-241 and the 91 Express Lanes as a single transportation control measure (TCM). This new connector would have a single lane in each direction by December 2020. However, recent updates to the ELC project have moved to the scheduled completion date beyond December 2020. OCTA is now proposing three traffic signal synchronization (TSS) projects along Brookhurst Street, El Toro Road, and Magnolia Boulevard as a single replacement TCM to the previously planned ELC in the Federal Transportation Improvement Program (FTIP). The proposed evaluation assumptions, methodology, and results are discussed below.

### Project Description

The TSS projects will improve signal equipment, close infrastructure gaps, and synchronize traffic signals along three key arterial highways in Orange County: El Toro Road, Magnolia Street, and Brookhurst Street. The projects will be completed by Fiscal Year 2020/2021 (December 2020). The locations of the three traffic signal synchronization projects TCM and 241/91 Express Connector TCM are graphically illustrated in Attachment A.

### Compliance with Substitution Requirements

- **Equivalent Emissions Reduction:** OCTA has analyzed the countywide emissions impacts of the substitute TCM (three traffic signal synchronization projects) relative to those of 241/91 Express Connector TCM. The replacement project will provide equivalent emission reductions (See the Air Quality Analysis Findings below).
- **Similar Geographic Area:** Both the three traffic signal synchronization projects TCM and the 241/91 Express Connector TCM are located in the Orange County portion of the South Coast Air Basin.
- **Full Funding:** OCTA has current funding for the three traffic signal synchronization projects TCM.
- **Similar Time Frame:** The proposed three traffic signal synchronization projects TCM will be operational by December 2020, equivalent to the schedule of the 241/91 Express Connector TCM schedule.

- **Timely Implementation:** The proposed substitution is the means by which the obstacles to implementation of the 241/91 Express Connector TCM is being overcome.
- **Legal Authority:** OCTA has legal authority and personnel to implement and operate the substitute three signal synchronization projects TCM.

### Air Quality Analysis Methodology

The air quality impacts were calculated for the existing 241/91 Express Connector TCM and the proposed three traffic signal synchronization projects TCM using a multi-step method based on the SCAG emission methodology focused on Orange County. The following process was used:

Step 1: Obtain daily vehicle miles traveled (VMT) and speed data for freeways and arterials from the Orange County Transportation Analysis Model 4.0 (OCTAM). OCTAM is a conventional four step transportation model used to forecast travel demand with a base year of 2012 (sometimes referred to as the existing year) and a forecast year of 2040. It is consistent with SCAG's regional travel demand model as it incorporates the most recent approved socio-economic data for Orange County and the surrounding region.

Two alternatives for forecast year 2040 were run using OCTAM as part of this study. The coding of all alternatives is consistent with previous OCTAM modeling practices.

The three traffic signal synchronization projects will improve signal equipment, close infrastructure gaps, and synchronize traffic signals along three key arterial highways in Orange County: El Toro Road, Magnolia Street, and Brookhurst Street. Nearly \$3.4 million in improvements will result from this effort. The projects involve 16 jurisdictions and will improve traffic along 40 miles of arterial highways and 128 signals. 1.1 million vehicle miles are traveled along the project limits.

The 241/91 Express Connector consists of constructing direct connector ramps between SR-241 and the 91 Express Lanes. The ramps connect northbound SR-241 with the eastbound 91 Express Lanes, and the westbound 91 Express Lanes with southbound SR-241. Consistent with the current policies on SR-241 and the 91 Express Lanes, the connector ramps are assumed to be only available to drivers willing to pay a toll. The project is programmed and budgeted in the FTIP. This alternative was used for the 241/91 Express Connector TCM "with project" analysis.

Both alternatives were modeled separately using OCTAM and post-processed using the National Cooperative Highway Research Program (NCHRP) 255 process. This process provides a standard methodology to refine forecasted volumes on links based on a combination of base year traffic counts, base year model estimates, and

forecasted model estimates using incremental adjustments. The output of the travel demand model and post-processing included travel information on both the three traffic signal synchronization TCM and the 241/91 Express Connector TCM. Loaded link information, intrazonal travel speeds, and intrazonal travel volumes were extracted for all modeled time periods for both alternatives.

Step 2: The Emission Factors (EMFAC2014) model was developed by the California Air Resources Board and is used throughout California to calculate emission rates from motor vehicles, such as passenger cars and heavy-duty trucks, operating on freeways and local roads for typical summer, winter, and annual conditions. EMFAC model outputs include total emissions for all criteria pollutants for all Orange County.

A spreadsheet tool has been created to modify EMFAC input data to reflect the results of OCTAM runs. The tool was run for the base year and forecast year 2040 using the extracted information from Step 1 as input to update the VMT and vehicle speed data needed by EMFAC. This process was performed multiple times for each modeled alternative in order to analyze conditions for summer, winter, and averaged annual timeframes.

Note that interpolation of travel activity data between base year 2012 and forecast year 2040 results was used to estimate the emissions changes for interim year 2021 and 2031.

Step 3: Determine the emissions output from Step 2 (see Attachments B-D) to identify the potential emissions-related impacts of the 241/91 Express Connector TCM and three traffic signal synchronization projects.

### Findings

The air quality forecasts for the three traffic signal synchronization projects TCM were compared with those of the 241/91 Express Connector TCM using the methodology described in the previous section. Criteria pollutants (Ozone, CO, NO<sub>2</sub>, PM<sub>2.5</sub> and PM<sub>10</sub>) were compared for three forecast years (2021, 2031, and 2040) as well as three seasons (summer, winter, and annual) and their results are summarized in the tables below.

## Year 2021

### Summer Emissions - Ozone (Tons/Day)

|     | With Express Connector | With Traffic Signal Synchronization |
|-----|------------------------|-------------------------------------|
| ROG | 16.4                   | 16.4                                |
| NOx | 28.4                   | 28.4                                |

### Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

|     | With Express Connector | With Traffic Signal Synchronization |
|-----|------------------------|-------------------------------------|
| NO2 | 30.0                   | 30.0                                |
| CO  | 127.1                  | 127.1                               |

### PM<sub>10</sub>, PM<sub>2.5</sub> - Annual Emissions (Tons/Day)

|       | With Express Connector | With Traffic Signal Synchronization |
|-------|------------------------|-------------------------------------|
| ROG   | 16.2                   | 16.2                                |
| NOx   | 30.6                   | 30.6                                |
| PM10  | 4.4                    | 4.4                                 |
| PM2.5 | 2.1                    | 2.1                                 |

## Year 2031

### Summer Emissions - Ozone (Tons/Day)

|     | With Express Connector | With Traffic Signal Synchronization |
|-----|------------------------|-------------------------------------|
| ROG | 9.5                    | 9.5                                 |
| NOx | 14.0                   | 14.0                                |

### Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

|     | With 241 Extension | With Traffic Signal Synchronization |
|-----|--------------------|-------------------------------------|
| NO2 | 14.7               | 14.7                                |
| CO  | 67.3               | 67.3                                |

### PM<sub>10</sub>, PM<sub>2.5</sub> - Annual Emissions (Tons/Day)

|       | With 241 Extension | With Traffic Signal Synchronization |
|-------|--------------------|-------------------------------------|
| ROG   | 9.3                | 9.3                                 |
| NOx   | 15.0               | 15.0                                |
| PM10  | 4.3                | 4.3                                 |
| PM2.5 | 1.8                | 1.8                                 |

## Year 2040

### Summer Emissions - Ozone (Tons/Day)

|     | With Express Connector | With Traffic Signal Synchronization |
|-----|------------------------|-------------------------------------|
| ROG | 6.7                    | 6.7                                 |
| NOx | 8.3                    | 8.3                                 |

### Carbon Monoxide, Nitrogen Dioxide - Winter Emissions (Tons/Day)

|     | With Express Connector | With Traffic Signal Synchronization |
|-----|------------------------|-------------------------------------|
| NO2 | 8.6                    | 8.6                                 |
| CO  | 43.4                   | 43.7                                |

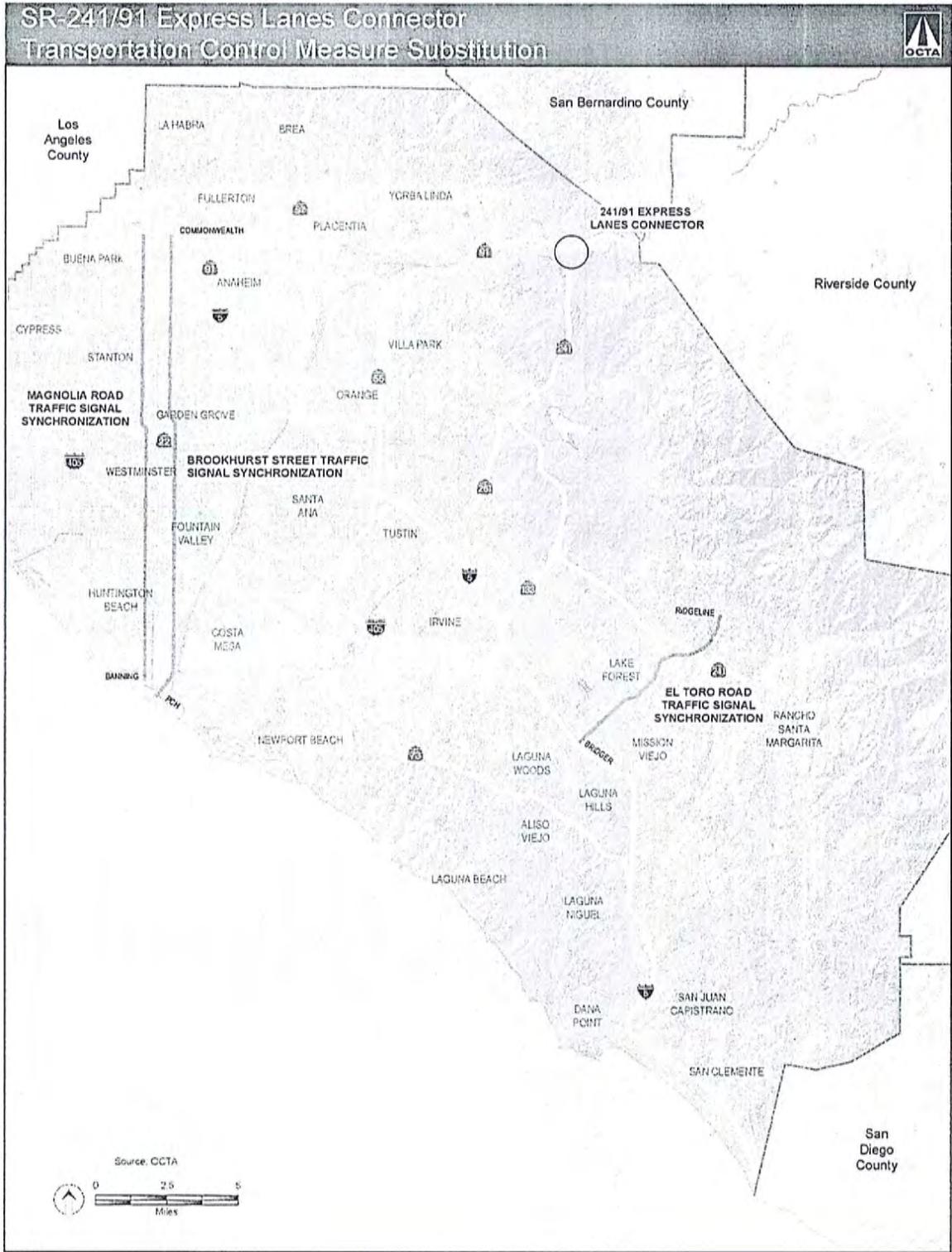
### PM<sub>10</sub>, PM<sub>2.5</sub> - Annual Emissions (Tons/Day)

|       | With Express Connector | With Traffic Signal Synchronization |
|-------|------------------------|-------------------------------------|
| ROG   | 6.6                    | 6.6                                 |
| NOx   | 8.7                    | 8.7                                 |
| PM10  | 4.2                    | 4.2                                 |
| PM2.5 | 1.7                    | 1.7                                 |

In summary, the modeling results demonstrate that the proposed three traffic signal synchronization projects TCM will have the same or lower amount of emissions compared with the 241/91 Express Connector TCM for all criteria pollutants for all milestone years.

Attachments

- A. Signal Synchronization Transportation Control Measure Substitution Map
- B. 2021 241/91 Express Connector and Traffic Signal Synchronization Projects Emissions Results
- C. 2031 241/91 Express Connector and Traffic Signal Synchronization Projects Emissions Results
- D. 241/91 Express Connector and Traffic Signal Synchronization Projects Emissions Results



Attachment: Final OCTA TCM Substitution Report September 2018 with Appendix (OCTA TCM Substitution)

2021 241/91 Express Connector and Traffic Signal Synchronization Projects  
Emissions Results

All Emissions Summary | Annual | Process:All | Technology:All

| All Vehicles                | Pollutants (tons) |       |      |     |      |      |                 |      |       |        | Fuel (1000 gals) |
|-----------------------------|-------------------|-------|------|-----|------|------|-----------------|------|-------|--------|------------------|
|                             | HC                | CO    | NOx  | SOx | TOG  | ROG  | CO <sub>2</sub> | PM10 | PM2_5 | Total  |                  |
| Baseline - 241-91 Connector | 16.7              | 128.2 | 30.6 | 0.3 | 18.1 | 16.2 | 29,608          | 4.4  | 2.1   | 29,830 | 3,093            |
| Replacement - TSS Projects  | 16.7              | 128.2 | 30.6 | 0.3 | 18.1 | 16.2 | 29,602          | 4.4  | 2.1   | 29,824 | 3,092            |

All Emissions Summary | Summer | Process:All | Technology:All

| All Vehicles                | Pollutants (tons) |       |      |     |      |       |                 |      |       |        | Fuel (1000 gals) |
|-----------------------------|-------------------|-------|------|-----|------|-------|-----------------|------|-------|--------|------------------|
|                             | HC                | CO    | NOx  | SOx | TOG  | ROG   | CO <sub>2</sub> | PM10 | PM2_5 | Total  |                  |
| Baseline - 241-91 Connector | 16.9              | 128.9 | 28.4 | 0.3 | 18.3 | 16.41 | 30,524          | 4.4  | 2.1   | 30,745 | 3,190            |
| Replacement - TSS Projects  | 16.9              | 128.9 | 28.4 | 0.3 | 18.3 | 16.41 | 30,517          | 4.4  | 2.1   | 30,739 | 3,190            |

All Emissions Summary | Winter | Process:All | Technology:All

| All Vehicles                | Pollutants (tons) |       |      |     |      |      |                 |      |       |        | Fuel (1000 gals) |
|-----------------------------|-------------------|-------|------|-----|------|------|-----------------|------|-------|--------|------------------|
|                             | HC                | CO    | NOx  | SOx | TOG  | ROG  | CO <sub>2</sub> | PM10 | PM2_5 | Total  |                  |
| Baseline - 241-91 Connector | 17.9              | 127.1 | 30.0 | 0.3 | 19.4 | 17.5 | 29,263          | 4.4  | 2.1   | 29,487 | 3,056            |
| Replacement - TSS Projects  | 17.9              | 127.1 | 30.0 | 0.3 | 19.4 | 17.5 | 29,257          | 4.4  | 2.1   | 29,481 | 3,055            |

Attachment: Final OCTA TCM Substitution Report September 2018 with Appendix (OCTA TCM Substitution)

**2031 241/91 Express Connector and Traffic Signal Synchronization Projects  
Emissions Results**

| All Emissions Summary   Annual   Process:All   Technology:All |                   |      |      |     |      |     |                 |      |       |        |                  |
|---|-------------------|------|------|-----|------|-----|-----------------|------|-------|--------|------------------|
| All Vehicles  | Pollutants (tons) |      |      |     |      |     |                 |      |       |        | Fuel (1000 gals) |
|   | HC                | CO   | NOx  | SOx | TOG  | ROG | CO <sub>2</sub> | PM10 | PM2_5 | Total  |                  |
| Baseline - 241-91 Connector                                   | 9.7               | 68.0 | 15.0 | 0.3 | 10.5 | 9.3 | 25,137          | 4.3  | 1.8   | 25,261 | 2,593            |
| Replacement - TSS Projects                                    | 9.7               | 68.0 | 15.0 | 0.3 | 10.5 | 9.3 | 25,126          | 4.3  | 1.8   | 25,250 | 2,592            |

| All Emissions Summary   Summer   Process:All   Technology:All |                   |      |      |     |      |     |                 |      |       |        |                  |
|---|-------------------|------|------|-----|------|-----|-----------------|------|-------|--------|------------------|
| All Vehicles  | Pollutants (tons) |      |      |     |      |     |                 |      |       |        | Fuel (1000 gals) |
|   | HC                | CO   | NOx  | SOx | TOG  | ROG | CO <sub>2</sub> | PM10 | PM2_5 | Total  |                  |
| Baseline - 241-91 Connector                                   | 9.9               | 68.7 | 14.0 | 0.3 | 10.7 | 9.5 | 25,864          | 4.3  | 1.8   | 25,988 | 2,670            |
| Replacement - TSS Projects                                    | 9.9               | 68.7 | 14.0 | 0.3 | 10.7 | 9.5 | 25,852          | 4.3  | 1.8   | 25,976 | 2,669            |

| All Emissions Summary   Winter   Process:All   Technology:All |                   |      |      |     |      |      |                 |      |       |        |                  |
|---|-------------------|------|------|-----|------|------|-----------------|------|-------|--------|------------------|
| All Vehicles  | Pollutants (tons) |      |      |     |      |      |                 |      |       |        | Fuel (1000 gals) |
|   | HC                | CO   | NOx  | SOx | TOG  | ROG  | CO <sub>2</sub> | PM10 | PM2_5 | Total  |                  |
| Baseline - 241-91 Connector                                   | 10.4              | 67.3 | 14.7 | 0.2 | 11.3 | 10.1 | 24,860          | 4.3  | 1.8   | 24,986 | 2,564            |
| Replacement - TSS Projects                                    | 10.4              | 67.3 | 14.7 | 0.2 | 11.3 | 10.1 | 24,849          | 4.3  | 1.8   | 24,974 | 2,562            |

Attachment: Final OCTA TCM Substitution Report September 2018 with Appendix (OCTA TCM Substitution)

**ATTACHMENT D**

**2040 241/91 Express Connector and Traffic Signal Synchronization Projects  
Emissions Results**

**All Emissions Summary | Annual | Process:All | Technology:All**

| All Vehicles                | Pollutants (tons) |      |     |     |     |     |                 |      |       |        | Fuel (1000 gals) |
|-----------------------------|-------------------|------|-----|-----|-----|-----|-----------------|------|-------|--------|------------------|
|                             | HC                | CO   | NOx | SOx | TOG | ROG | CO <sub>2</sub> | PM10 | PM2_5 | Total  |                  |
| Baseline - 241-91 Connector | 6.9               | 43.9 | 8.7 | 0.2 | 7.5 | 6.6 | 23,349          | 4.2  | 1.7   | 23,434 | 2,393            |
| Replacement - TSS Projects  | 6.9               | 43.8 | 8.7 | 0.2 | 7.5 | 6.6 | 23,335          | 4.2  | 1.7   | 23,420 | 2,392            |

**All Emissions Summary | Summer | Process:All | Technology:All**

| All Vehicles                | Pollutants (tons) |      |     |     |     |     |                 |      |       |        | Fuel (1000 gals) |
|-----------------------------|-------------------|------|-----|-----|-----|-----|-----------------|------|-------|--------|------------------|
|                             | HC                | CO   | NOx | SOx | TOG | ROG | CO <sub>2</sub> | PM10 | PM2_5 | Total  |                  |
| Baseline - 241-91 Connector | 7.1               | 44.7 | 8.3 | 0.2 | 7.6 | 6.7 | 24,000          | 4.2  | 1.7   | 24,085 | 2,462            |
| Replacement - TSS Projects  | 7.1               | 44.6 | 8.3 | 0.2 | 7.6 | 6.7 | 23,985          | 4.2  | 1.7   | 24,071 | 2,461            |

**All Emissions Summary | Winter | Process:All | Technology:All**

| All Vehicles                | Pollutants (tons) |      |     |     |     |     |                 |      |       |        | Fuel (1000 gals) |
|-----------------------------|-------------------|------|-----|-----|-----|-----|-----------------|------|-------|--------|------------------|
|                             | HC                | CO   | NOx | SOx | TOG | ROG | CO <sub>2</sub> | PM10 | PM2_5 | Total  |                  |
| Baseline - 241-91 Connector | 7.5               | 43.4 | 8.6 | 0.2 | 8.0 | 7.1 | 23,099          | 4.2  | 1.7   | 23,185 | 2,367            |
| Replacement - TSS Projects  | 7.5               | 43.4 | 8.6 | 0.2 | 8.0 | 7.1 | 23,086          | 4.2  | 1.7   | 23,172 | 2,365            |



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
September 6, 2018

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Kome Ajise, Director of Planning, Sustainability, 213-236-1835,  
Ajise@scag.ca.gov

**Subject:** Sustainable Communities Program Guidelines

**RECOMMENDED ACTION FOR CEHD:**

Recommend Regional Council approve the 2018 Sustainable Communities Program (SCP) Guidelines and authorize staff to release the Call for Applications.

**RECOMMENDED ACTIONS FOR EEC AND TC:**

Receive and File.

**RECOMMENDED ACTION FOR RC:**

Approve 2018 Sustainable Communities Program (SCP) Guidelines and authorize staff to release the Call for Applications.

**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:**

Staff has developed guidelines for the 2018 Sustainable Communities Program (SCP). The 2018 SCP will fund Integrated Land Use, Green Region Initiative, and Active Transportation projects that support and implement the policies and initiatives of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2018 SCP (formerly the "Sustainability Planning Grants" program) is a multi-year funding opportunity that is supported through federal, state, and local resources. There is a multi-year funding commitment of about \$6 million. Approximately \$1.6 million is available in SCAG's FY 2018-19 Overall Work Program (OWP), while approximately \$4.4M is anticipated from the California Active Transportation Program (ATP) for SCAG's fiscal year 2019-2020 OWP. If any additional SCAG resources become available they will be included in the budget development process in future fiscal years.

Staff will promptly issue a Call for Applications subject to authorization of the SCP guidelines by the Regional Council on September 6, 2018. Applications will be due to SCAG by 5PM on November 15, 2018, and staff will conduct a workshop at least one month before this due date in order to answer questions and foster SCP program understanding. Approval of application rankings will be sought

from the Regional Council in March 2019, and individual project initiation schedules will be developed promptly thereafter.

**BACKGROUND:**

For many years, SCAG has provided technical assistance and resources to local jurisdictions that support local planning, as well as implementation of the RTP/SCS. Innovative approaches to addressing and solving regional issues have been tested and implemented at local, subregional and regional levels. The Sustainable Communities Program (SCP), previously known as the Compass Blueprint Program and the Sustainability Planning Grant (SPG) program, has an updated title to reflect the broad suite of resources available that support implementation of the region's Sustainable Communities Strategy (SCS). To date, SCAG has awarded approximately \$22.3 million in total funding to complete 203 local sustainability and active transportation planning projects. SCAG most recently awarded an additional \$12.2 million in funding to 75 additional Phase 1 and Phase 2 projects in the 2016 SPG Call for Proposals. These 2016 SPG projects are still underway, and an update on the project status is provided in Attachment 2. All of these projects demonstrate progress in advancing regional priorities and provide examples of integrated transportation, land use, and active transportation planning tailored to local needs that other cities can emulate.

While the SCP is funded from a variety of sources, SCAG, with the support of the county transportation commissions, has been able to significantly expand programming capacity over the last three funding cycles with resources from the California Active Transportation Program (ATP). The Regional ATP Guidelines, which provide direction for the programming of the region's share of the ATP, have consistently set aside approximately five percent of available funds for active transportation plans and programs. This financial commitment to planning aims to ensure local agencies have the capacity to develop projects that result in significant safety and mobility improvements and compete well for statewide ATP funds. ATP grants awarded to projects through the SCP Call for Applications are managed by SCAG staff to reduce the administrative burden for local agencies.

In previous funding rounds, eligible applicants were able to propose any project that largely fulfilled the program and project category goals. Successful applicants received technical assistance to complete a wide assortment of projects. SCAG procured the consultant on behalf of applicants and managed contract, invoicing, and other administrative details.

The steady growth of the SCP has put significant strain on SCAG's contracting processes and planning staff. As a result, SCAG has not been able to deliver projects as quickly as originally planned. Recognizing this strain and in preparation for the 2018 SCP, staff has sharpened the program focus, especially considering the limited amount of available resources, restrictive conditions associated with funding sources, and the importance of addressing ambitious GHG reduction targets. Specific project types have been developed that provide practical, relevant strategies for meeting SB 375 greenhouse gas (GHG) reduction targets and queue jurisdictions for future funding opportunities (i.e. Greenhouse Gas Reduction Fund). A list of deliverables for each project type has been developed and is defined in the attached program guidelines (Attachment 1). Eligible applicants can apply for specific project types and will ultimately receive the listed

deliverables tailored to their agency/project. This approach will allow SCAG to use a streamlined approach to maximize limited resources and expedite the procurement process.

SCAG staff developed a list of nine (9) project types for which applicants will be able to apply and distributed this list in a survey to participants in SCAG’s numerous Regional Planning Working Groups for input and comments. Approximately 1,500 representatives from cities, counties, county transportation commissions, councils of government, state agencies, non-profits/non-governmental organizations, universities, and the private sector received the survey in early July 2018. SCAG staff received responses from 132 respondents from across the SCAG region. Staff finalized the nine project types based on this input.

**DISCUSSION:**

2018 Sustainable Communities Program Goals and Project Categories

The SCP is a multi-year funding program supported by federal, state, and local resources. The Program will support innovative approaches to addressing regional issues in support of the following goals:

- Provide needed planning resources to local jurisdictions for sustainability planning efforts;
- Develop local plans that support the implementation of the 2016 RTP/SCS; and
- Increase the region’s competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

The Program supports projects in two funding categories: Active Transportation and Integrated Land Use & Green Region Initiative. Each project category has additional goals:

| Active Transportation   | Integrated Land Use & Green Region Initiative   |
|---|---|
| <ul style="list-style-type: none"> <li>• Increase the proportion of trips accomplished by biking and walking;</li> <li>• Increase safety and mobility of non-motorized users;</li> <li>• Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS;</li> <li>• Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applicants; and</li> <li>• Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.</li> </ul> | <ul style="list-style-type: none"> <li>• Promote regional implementation of the goals, objectives and strategies of 2016 RTP/SCS.</li> <li>• Encourage integrated concepts and produce plans that strategically identify resources for project implementation</li> <li>• Promote reliable and efficient mobility for people, goods, and services, while meeting the State’s GHG emission reduction goals</li> <li>• Identify areas for strategic infill and investment within the region</li> <li>• Support local and regional sustainability, adaptation &amp; resiliency planning</li> <li>• Focus new growth around transit and Livable Corridors</li> </ul> |

In the 2018 Call for Applications, staff has sharpened the program focus to nine (9) specific projects types, each with a unique application. As discussed in the Background, these program modifications aim to maximize resources toward meeting GHG reduction targets and expedite the procurement process. Project types are outlined below.

**Active Transportation Project Types:**

- *Community-wide & Area Plans:* Support for the implementation of the transit integration and short trip strategies as outlined in the RTP/SCS. Examples include a community-wide bicycle or pedestrian master plan, community-wide active transportation master plan, and first-last mile plans.
- *Regional Corridors Plans:* Coordination and collaboration with neighboring jurisdictions and/or county transportation commissions and SCAG on regional corridor plans. Examples include improving connectivity and closing gaps in a regionally significant bikeway network.
- *Infrastructure Demonstration Projects (Quick-Build):* Opportunities for jurisdictions to test new infrastructure designs (i.e. protected bike lanes, scramble cross-walk, cycle track) and collect community feedback prior to installing permanent infrastructure.
- *Safety Strategic Plan:* Protecting pedestrians and bicyclists with an aim to reduce vehicle collisions. Examples include local Vision Zero Plans and county or sub-regional plans to identify a high-injury network and strategic investment strategy.

**Integrated Land Use (ILU) Project Types:**

- *SB 743 Implementation Assistance:* Support for agencies to establish vehicle miles travelled (VMT) baselines and thresholds for compliance with SB 743.
- *Parking Pricing, Reduction, and Management Strategies:* Providing critical parking and land use related analysis to support revitalization, traffic reduction, and maximization of transit infrastructure
- *Livable Corridor & Transit Oriented Development (TOD) Planning:* Planning efforts along corridors with frequent bus service to development corridor vision plans including land use and redevelopment strategies.

**Green Region Initiative (GRI) Project Types:**

- *Heat Island Reduction with Urban Greening and Cool Streets:* Strategies for shaded pathways to/from transit; first/last mile investments; increased resiliency to warming urban air temperatures through trees and landscaping, reduced impervious surfaces, and cool street surface treatments.
- *Electric Vehicle Charging Infrastructure Planning:* Identifying potential locations for electric vehicle charging stations at workplaces and multi-unit dwellings (MUDs) to encourage the installation of more charging infrastructure

Eligible applicants include the following:

- Cities and counties;
- Native American Tribal Governments;
- Regional transportation planning agencies (RTPAs)
- Transit agencies; and

• Other public transportation planning entities.  
 The following groups are eligible to apply as a sub-applicant:

- Cities and counties;
- Native American Tribal Governments;
- Transit agencies;
- RTPAs;
- Universities and Community Colleges;
- Community-Based Organizations;
- Non-Profit Organizations (501(c)3);
- Councils of Government; and
- Other public entities.

Greater details on specific eligibility, selection criteria, and the evaluation process can be found in the attached guidelines (Attachment 1).

Next Steps

Staff will present the Sustainable Communities Program Guidelines to the Community, Economic, and Human Development (CEHD) Committee at their September 6, 2018, meeting. The CEHD will be asked to make a recommendation to the Regional Council to approve the Guidelines and authorize staff to release the 2018 Sustainable Communities Resource Program Call for Applications. Given several programming and spending deadlines assigned by various funding sources, SCAG has a relatively short timeframe to release and evaluate applications; recommend project awards; and begin expending available funding during FY 18-19. As a result, staff will also present the item to the Regional Council at their September 6, 2018, meeting for approval of release. Any significant comments from the SCAG policy committees will be reported to the Regional Council for their timely consideration prior to approval of the Guidelines.

Pending Regional Council approval, the anticipated schedule can be found below:

|   |  |
|---|--|
| Call for Applications Opens                                     | September 10, 2018                               |
| Application Workshop  | Week of September 24, 2018<br>or October 1, 2018 |
| SCAG SCP Call for Applications Deadline                         | November 15, 2018                                |
| Proposal Review and Scoring                                     | November 2018 – January<br>2019                  |
| SCAG Regional Council Approval of 2018 SCP Application Rankings | March 7, 2019                                    |
| California Transportation Commission approval of ATP projects   | June 2019  |
| Projects Begin  | Fiscal Year 2019-2020                            |

**FISCAL IMPACT:**

Staff's work budget for the SCP and funding for selected SCP projects are included in the FY 2018-2019 Overall Work Program (OWP) 275-4823.03 – SB1 Sustainability Planning Grant Program (2018 Call for Projects), 065-0137.12 – Electric Vehicle (EV) Program Readiness Strategies. Funding for the



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Active Transportation SCP projects will be included in FY 2019-2020 OWP 050-0169.06 – Active Transportation Program.

**ATTACHMENT(S):**

1. 2018 Sustainable Communities Program Final Guidelines
2. 2016 Sustainability Planning Grant Status

## Southern California Association of Governments

### 2018 Sustainable Communities Program Call for Applications

#### Overview

The Southern California Association of Governments (SCAG) announces the Call for Applications for the 2018 Sustainability Communities Program (SCP). For many years, SCAG's various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants) have provided resources and direct technical assistance to member jurisdictions to complete important local planning efforts and enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. Projects selected will allow local agencies to facilitate coordination and integration of transportation planning with active transportation, land use, growth management, urban greening, and electric vehicle charging stations. The SCP also serves as the primary funding vehicle where SCAG partners with local agencies to implement the goals, objectives and strategies of the adopted 2016 RTP/SCS and achieve an integrated regional development pattern that reduces greenhouse gas (GHG) emissions. Applicants are encouraged to review strategies promoted in the 2016 RTP/SCS to align project applications with regional planning priorities and concepts. The most competitive applications will advance multiple planning goals, utilize new or innovative planning practices, and result in planning products or programs that are clearly tied to implementation. Conducting collaborative public participation efforts to further extend planning to communities previously not engaged in land use and transportation discussions is highly encouraged.

#### Goals

The SCP Call for Applications seeks to support the goals below. In addition, each category has additional goals for the eligible project types.

- Provide needed planning resources to local jurisdictions for sustainability planning efforts;
- Develop local plans that support the implementation of the 2016 RTP/SCS; and
- Increase the region's competitiveness for federal and state funds, including but not limited to the California Active Transportation Program and Greenhouse Gas Reduction Funds.

#### Categories

The 2018 SCP is comprised of 3 main project categories that meet the goals of the overall program. Each category is detailed further in the category guidelines.

- Active Transportation (AT) – Examples include community-wide active transportation plans, safety strategic plans and active transportation demonstration programs.
- Integrated Land Use (ILU) – Includes the following predefined projects: SB743 Implementation; Parking Management, Pricing, and Reduction; and Livable Corridor Transit Oriented Development (TOD) Planning
- Green Region Initiatives (GRI) – Includes the following predefined projects: Heat Island Reduction with Urban Greening and Cool Streets, and Electric Vehicle Charging Infrastructure Planning

Applicants may apply in more than one category, and they may submit multiple applications. SCAG staff is available to support applicants in determining the most appropriate category for their project(s).

## Scoring Rubric & Criteria

The overall scoring rubric across all three project types funded through the SCP will be the same. For each category, the application includes 3 main scoring criterion – 1) Project Need, 2) Goals, Objectives and Outcomes, and 3) Partnerships and Leveraging. Application questions vary by category within each topic area depending on the types of projects eligible. The potential points to be awarded for responses to each question also vary by category and project type, and are noted in each application. Further clarification regarding how points are awarded will be provided in the project application forms.

| Scoring Criteria |                                |           |
|------------------|--------------------------------|-----------|
| Topic 1          | Project Need                   | 50 Points |
| Topic 2          | Goals, Objectives and Outcomes | 35 Points |
| Topic 3          | Partnerships and Leveraging    | 15 Points |

## Funding Sources

Funding for the 2018 SCP will be provided through a combination of federal, state, and local sources. SCAG will allocate funding for project applications based on the eligibility of each funding source and the applicant's readiness. Grants and projects will be managed by SCAG and implemented through its consultants only. Hosting a call for applications to award funds through multiple funding streams is intended to simplify the application process and achieve efficiencies in program administration.

The 2018 SCP will program up to five percent (5%) of SCAG's regional funding from Cycle 4 of the Active Transportation Program, per the 2019 [ATP Regional Guidelines](#).

Due to the inclusion of Senate Bill 1 (SB1) funding, at the time of award notice an applicant, sub-applicant and/or jurisdiction is required to have a housing element in substantial compliance with State housing element law, and must have submitted updated housing element Annual Progress Reports.

## Timely Use of Funds/Time Extensions

A project initiation schedule and expectations regarding period of performance will be determined within three months of project award announcements, and will be based on project complexity, funding source, and SCAG staff capacity. Once the project schedule has been established, extensions will be considered on a case-by-case basis. Extensions and scope changes must be requested in letter format. All requests must include an explanation of the issues and actions the agency has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned to the project when awarded. SCAG intends all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

## Schedule

The following schedule outlines important dates.

| Milestone  | Date              |
|--|-------------------|
| SCAG SCP Call for Applications Opens                             | September 6, 2018 |
| Application Workshop   | October 2, 2018   |
| SCAG SCP Call for Project Application Deadline                   | November 15, 2018 |
| SCAG Regional Council Approval of 2018 SCP Application Rankings* | March 7, 2019     |

**\*Projects receiving ATP funding will also be subject to approval by the SCAG Regional Council and California Transportation Commission as part of the adoption of the complete 2019 Regional ATP. SCAG Regional Council consideration is anticipated in April 2019 followed by CTC action in June 2019.**

## Contact Information

Questions regarding the SCP application or application process should be directed to:

Caitlin Sims  
 Management Analyst  
 Telephone: 213-630-1550  
 Email: [sims@scag.ca.gov](mailto:sims@scag.ca.gov)

## Submittal Information

Applications are due November 15, 2018 by 5:00 pm using the instructions provided in the application. Questions regarding submitting applications for each category should be emailed to contact person listed above. Applications should include all supporting documents in a single PDF file. Project sponsors do not need a board resolution in order to apply but they will be required to agree to submit a supporting resolution from the elected body or a letter of intent in support of the project from the appropriate executive officer prior to receiving funding. Files should be labeled in the following format:

AgencyName\_ApplicationCategory\_ProjectName. For example: SCAG\_AT\_GoHuman *or* SCAG\_GRI\_EVChargingStation.

## Active Transportation

### Overview

The Sustainable Communities Program Active Transportation Category (SCP-AT) will fund planning and demonstration projects that promote safety and encourage people to walk and bicycle. These projects will be designed to enhance local interest and/or capacity to build safe, efficient active transportation networks.

### Goals and Purpose

The SCP-AT Call for Applications seeks to implement SCAG's 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The 2016 RTP/SCS was adopted on April 7, 2016 and is a long-range vision for transportation and land use planning for the region. The 2016 RTP/SCS focuses on the implementation of four primary regional active transportation strategy areas: Regional-Trip Strategies, Transit Integration Strategies, Short-Trip Strategies, and Education/Encouragement Strategies. All applicants are encouraged to review and align proposals with the recommended strategies, which can be found in the [2016 RTP/SCS Active Transportation Appendix](#).

By directing funding toward projects that implement the 2016 RTP/SCS, SCAG aims to achieve the following goals:

- Increase the proportion of trips accomplished by biking and walking;
- Increase safety and mobility of non-motorized users;
- Continue to foster jurisdictional support and promote implementation of the goals, objectives and strategies of 2016 RTP/SCS;
- Seed active transportation concepts and produce plans that provide a preliminary step for future ATP applicants; and
- Integrate multiple funding streams to increase the overall budget for active transportation planning and capacity building projects.

### Funding Sources

Funding for the SCP-AT will be provided from a combination of federal, state, and local funding sources. SCAG in collaboration with the county transportation commissions will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Up to \$4.4 million of the program will be funded using no more than five percent (5%) of SCAG's allocation from the 2019 ATP. Per SCAG's 2019 ATP Regional Guidelines, planning and non-infrastructure resources may be programmed to projects submitted through the SCP or to applications submitted through the California Active Transportation Program. Therefore, the exact amount of ATP funding awarded to SCP projects will depend on the quality and scores of projects submitted through the SCP as compared to those submitted, but not funded, through the state's ATP Call for Proposals. The policies and procedures for awarding these funds are consistent with the direction established by the California Transportation Commission and can be found in SCAG's 2019 [Regional Active Transportation Program Guidelines](#). The balance of the program funding will be comprised of federal, state, and local funds.

Grants and projects will be managed by SCAG and implemented through its consultants, unless otherwise negotiated with the project sponsor. As part of the grant and project management, SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for the timely use of funds.

## Regional Equity

Minimum funding targets will be established for each county and project applications will be evaluated against other applications received in their respective county.

## Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-AT funds:

- Local or Regional Agency - Examples include cities, counties, councils of government, Regional Transportation Planning Agency and County Public Health Departments.
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources or Public Land Agencies - Federal, Tribal, State, or local agency responsible for natural resources or public land administration.
- Public schools or School districts
- Tribal Governments - Federally-recognized Native American Tribes.

## Eligible Project Types/Maximum Awards

The SCP-AT will fund four types of projects 1) Community-Wide and Area Plans; 2) Regional Corridor Plans; 3) Safety Strategic Plans; and 4) Demonstration Projects. Projects should advance one or more program goals by enhancing community support for active transportation, increasing local capacity to implement active transportation infrastructure improvements and/or improving a local agency's competitiveness for future state and federal funding opportunities.

Community outreach is a crucial part of developing and implementing all projects. SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. These resources include the *Go Human* Kit of Parts and co-branded advertising collateral. Applicants interested in taking advantage of these resources must notify SCAG as part of the application process, however, the proposed project budget should not include funding for *Go Human* outreach elements.

### **Community-Wide & Area Plans** (maximum award: \$250,000)

Applications submitted for this project type should support the implementation of the Transit Integration and Short Trip Strategies as outlined in the RTP/SCS. All planning applications must meet the requirements of the Active Transportation Program, as described in Appendix A of the [2019 Active Transportation Program Guidelines](#) (Cycle 4), with the following exception: SCAG will allow for plan applications to be completed in communities or areas that are not considered disadvantaged.

Examples of eligible plans include but are not limited to the following:

- Community-wide Bicycle or Pedestrian Master Plan
- Community-wide Active Transportation Master Plan

- First-Last Mile Plans (active transportation improvements only)

**Regional Corridor Plans** (maximum award: \$250,000)

Regional Corridor Plans are planning projects that cross jurisdictions and may require close collaboration with neighboring jurisdictions and/or county transportation commissions and SCAG. Examples must be consistent with the Regional Strategies set forth on Page 29 of the 2016 RTP/SCS Active Transportation Appendix, and include:

- Regional Greenway Network
- Regional Bikeway Network
- County-wide Regional Bikeway Network

Applications for Regional Corridor plans must meet the requirements of the Active Transportation Program as described in the [2019 Active Transportation Program Guidelines](#) (Cycle 4). SCAG will allow for Regional Corridor Plan applications to be completed in communities or areas that are not considered disadvantaged. Examples of projects may include:

- Plans for closing gaps or portions of a regionally significant bikeway network
- Plans for connecting an existing or planned bikeway to the regionally significant bikeway network
- Plans for connecting the regionally significant bikeway network to a business district or other major activity center

Applicants are strongly encouraged to partner with neighboring jurisdictions/agencies to plan for connectivity and implementation of these projects.

**Safety Strategic Plans** (maximum award: \$250,000)

This project type is new to the 2018 SCP in response to increase federal, state, and local interest in safety and planning to meet safety targets. Safety Strategic Plans should include a focus on protecting people walking and biking, but may also address vehicle to vehicle collisions. Safety Strategic Plans should aim to advance and leverage state and regional planning activities. Examples of project types may include county or sub-regional plans to identify a high-injury network and strategic investment strategy, and local Vision Zero Plans. Safety Strategic Plans will help further the region's efforts to reduce transportation-related serious injuries and fatalities, and achieve established regional safety targets. SCAG's Calendar Year 2018 safety targets are as follows:

- Number of fatalities: 1,601
- Rate of fatalities per 100 million vehicle miles traveled (VMT): 0.97
- Number of serious injuries: 5,752
- Rate of serious injuries per 100 million VMT: 3.5
- Number of non-motorized fatalities and non-motorized serious Injuries: 2,068

Plans should be data driven and include recommendations for context-sensitive approaches for reducing collisions. Plans should be developed in close coordination with community members and stakeholders. To learn more about the region's transportation safety existing conditions and safety targets, please visit SCAG's [Transportation Safety page](#).

**Active Transportation Infrastructure Demonstration Projects (Quick Builds)** (maximum award: \$500,000)

Active Transportation Infrastructure Demonstration Projects are a core element of the RTP/SCS Education/Encouragement Strategies and provide support for the implementation of other regional strategies, like Regional Corridors or Transit Integration Strategies. Quick Builds provide an opportunity for communities to test infrastructure designs before committing to the permanent infrastructure. This strategy allows for communities to consider innovative and cutting edge design that will create more active transportation trips and contribute significantly to the air quality requirements in the RTP/SCS.

- This project type is an evolution of SCAG’s successful [Go Human](#) outreach events, which have helped local agencies refine designs, build community support, attract grant funding, and expedite delivery of active transportation projects. Active Transportation Infrastructure Demonstration projects should be installed a minimum of three months to accommodate significant community engagement and allow for a more comprehensive assessment of project impact. Given the cap on funding awards, SCAG anticipates the majority of projects funded in this category will test pedestrian-related improvements or bike infrastructure on local streets. More complex projects requiring greater resources are eligible, if the applicant provides in-kind resources or match to fully-fund the demonstration. Project sponsors considering applying for a project in this category are encouraged to attend the Application Workshop and/or reach out to SCAG staff to discuss the scope of the demonstration and deliverability.

## Complementary Services—Go Human

SCAG provides a suite of resources through its *Go Human* campaign that are available to complement proposed projects. Interested applicants may select one or both of the following *Go Human* outreach tools to “add on” to their project application at no cost to the project. For SCAG’s planning purposes, applicants wishing to take advantage of complementary services *must* note their intent to pursue these resources in the Background section of the application and provide a brief description on their value to the proposed project.

**Go Human Kit of Parts** (no financial award) – The Go Human Kit of Parts includes materials, signage and evaluation tools that allow the applicant or their consultant to plan and implement a *Go Human* event and gain community feedback as part of a project-specific or community-wide planning process . This complementary service includes the transport of the Kit of Parts to and from the event location. The applicant or its consultant will be responsible for preparation of a site and installation plan, to be approved by SCAG. The applicant or its consultant will also be responsible for the set-up, break-down and oversight of the *Go Human* Kit of Parts during the event. SCAG staff will be available to provide feedback and guidance on planning for a successful event and direction on appropriate utilization of the Kit of Parts.

**Advertising Campaign** (no financial award) – Co-branded *Go Human* print materials are available at no cost to cities or other local government agencies to help improve traffic safety for people walking and biking, and to help extend the reach of the *Go Human* campaign. Available materials include, but are not limited to:

- Lawn signs
- Banners
- Postcards
- Billboard ads (with donated placement)
- Bus shelter or bench ads (with donated placement)

- Social media graphics

## Match Requirements

There are no match requirements for active transportation projects proposed through the SCP. However, the scoring criteria include points for Partnership and Leveraging to assess the extent to which there is a local commitment to the project.

## Scoring Criteria

The scoring criteria across all four project types funded through the SCP-AT will be the same. For each type, the application includes 3 main focus areas. The potential points to be awarded for responses to each area are noted in the application. The question topics and their relationship to the scoring criteria are outlined below. Further clarification regarding how points are awarded will be provided in the project application forms.

| Scoring Criteria                         |           |
|--|-----------|
| Topic 1: Project Need                    | 50 Points |
| Mobility & Safety                        | 35        |
| Public Health                            | 5         |
| Disadvantaged Communities/Community Need | 10        |
| Topic 2: Goals, Objectives and Outcomes  | 35 Points |
| Mobility & Safety                        | 25        |
| Public Health                            | 5         |
| Public Participation                     | 5         |
| Topic 3: Partnerships and Leveraging     | 15 Points |
| Leveraging                               | 5         |
| Cost Effectiveness                       | 5         |
| Public Participation                     | 5         |

## Application Process

Eligible applicants are encouraged to apply to the SCP-AT by completing an application specific to one the four Project Types, above. Please contact SCAG staff if the project includes multiple components, or if for any other reason, support is needed in identifying the proper application to use for a project application. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

## Evaluation Process

For SCP-AT projects, six (6) evaluation teams, one (1) per county, will be established to review, score and rank applications submitted to the SCP-AT. Each team will be comprised of staff from the county transportation commissions and SCAG. Projects will compete and be ranked against other projects within their respective county. Final awards will be based on application score, regional equity targets and

funding eligibility. The Regional ATP Planning and Capacity Building resources, \$4.4 M, shall count toward a county’s regional equity goals whether the project was submitted through the SCP or the statewide ATP application process. Following grant award announcements, unsuccessful applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future grant cycles.

DRAFT

## Integrated Land Use & Green Region Initiatives

### Overview

The 2018 Sustainable Communities Program Integrated Land Use/Green Region Initiatives categories (SCP-ILU/GRI) will fund specific planning efforts, outlined below, which further implementation of SCAG goals, policies, and objectives.

### Goals and Purpose

The SCP-ILU/GRI Call for Applications seeks to implement SCAG's [2016 Regional Transportation Plan and Sustainable Communities Strategy](#) (RTP/SCS) and fulfill SCAG's responsibilities to achieve the greenhouse gas (GHG) emissions reductions. The 2016 RTP/SCS was adopted on April 7, 2016 and is a long range vision for transportation and land use planning for the region. The 2016 RTP/SCS outlines recommended strategies for reducing GHG emissions through resource conservation, and integrated land use and transportation (see Chapter 5 in the 2016 RTP/SCS).

The goals of the SCP-ILU/GRI program are to:

- Promote regional implementation of the goals, objectives and strategies of 2016 RTP/SCS.
- Encourage integrated concepts and produce plans that strategically identify resources for project implementation
- Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals
- Identify areas for strategic infill and investment within the region
- Support local and regional sustainability, adaptation & resiliency planning
- Focus new growth around transit and Livable Corridors

### Funding Sources

Funding for the SCP-ILU/GRI will be provided from a combination of federal, state and SCAG funding sources. SCAG will establish fund assignments at the time of award based on eligibility requirements of each funding source.

Projects in the ILU/GRI category will be managed by SCAG on behalf of applicants and/or sub-applicants, and implemented through its consultants only. SCAG will assume responsibility for procuring consultant support, and provide all necessary reporting and documentation required to funding partners. The Sponsoring Agency will assign a project manager and assume responsibility for engagement with jurisdiction staff.

### Regional Equity

SCAG will take regional geographic equity into consideration when ranking SCP-ILU/GRI program applications.

### Eligible Applicants

The following entities, within the SCAG region, are eligible to apply for SCP-ILU/GRI funds as a primary applicant:

- Regional Transportation Planning Agencies (RTPAs)
- Transit Agencies;
- Cities and Counties;
- Native American Tribal Governments
- Other Public Transportation Planning Entities

The following are eligible to apply as a sub-applicant:

- Transit Agencies
- Universities and Community Colleges
- Native American Tribal Governments
- Cities and Counties
- Community-Based Organizations
- Non-Profit Organizations (501.C.3)
- Other Public Entities (e.g. Councils of Government)

For a sub-applicant to apply, an eligible entity listed in the first set above must sponsor their application. In order to do so the sub-applicant must identify both a Sponsoring Agency project manager as well as a sub-applicant project manager on the first page of the application form.

## Eligible Project Types

Projects should advance one or more program goals by increasing local capacity to implement plans, enhancing community support for land use transportation integration, and/or improving a local agency's competitiveness for future state and federal funding opportunities. The 2018 SCP-ILU/GRI will provide a suite of resources for five specific types of projects:

1. SB 743 Implementation Assistance
2. Heat Island Reduction with Urban Greening and Cool Streets
3. Parking Management, Pricing and Reduction Strategies
4. Electric Vehicle Charging Infrastructure Planning
5. Livable Corridor Transit Oriented Development (TOD) Planning

### **SB 743 Implementation Assistance - VMT Baseline & Threshold Establishment**

The 2016 RTP/SCS identifies and supports implementation of strategies to reduce GHG emissions and per-capita vehicle miles travelled (VMT) through integrated land use and transportation planning. The California Legislature passed Senate Bill (SB) 743 in 2013, modifying how transportation impacts are measured and eliminating the use of vehicle delay and level of service (LOS) metrics under the California Environmental Quality Act (CEQA). Instead of using automobile delay, as measured by level of service (LOS) and other metrics, the Office of Planning Research (OPR) identified vehicle miles traveled (VMT) as the new metric for transportation analysis evaluating transportation impacts under CEQA. This project will improve the ability of cities to comply with transition from LOS to VMT based project analysis under SB 743, which can lead to reduced regional VMT through more efficient development patterns, support a comprehensive strategy for regional mitigation options, and help implement the 2016 RTP/SCS.

The following products and services will be provided for up to five (5) jurisdictions:

- VMT baseline data, thresholds, calculation methodology, and mitigation measures

- VMT forecasting tool (customized to city or subregion)
- Memorandum of Advanced or Regional VMT Mitigation Measure Strategies
- Three regional strategies for SB 743 compliance may also be explored for applicants: (sub)regional mitigation banks, VMT mitigation exchange, and advance land use regulation mitigation (ex. through mix of land uses and parking strategies)
- Stakeholder engagement at a community workshop
- Implementation strategies

### **Heat Island Reduction with Urban Greening and Cool Streets**

“Urban heat islands” form when natural land cover, e.g. trees, grasslands, wetlands – are replaced with pavement, buildings, and infrastructure. Paved surfaces and other non-reflective surfaces absorb heat during the day and release it at night, inflating overnight temperatures. Urban areas within the region are likely to experience more frequent, more intense, and longer heat waves as temperatures continue to rise due to climate change. Urban heat islands limit mobility by inhibiting human-powered modes of transportation such as walking and biking; increase energy demands; raise air pollution levels; and cause heat-related illness. By partnering with the region’s jurisdictions, SCAG will help increase resiliency to warming urban air temperatures and alleviate effects extreme heat events through urban greening, urban forestry, reduced impervious surfaces and cool pavement strategies and investments. This project seeks to promote increased walking, biking and other non-motorized transportation modes within defined contiguous areas that exhibit potential for increased high quality transit by strategizing for continuous shaded pathways to/from existing or planned transit and shaded transit stops. Moreover, the project will prioritize first/last mile investments, improve access to transit and other key destinations, and make the mode shift from SOVs to human-powered transportation for short trips more appealing.

The following products and services will be provided for up to five (5) jurisdictions that define areas (not exceeding 125 contiguous acres per jurisdiction) characterized by existing or planned high quality transit, active transportation infrastructure, infill land use policies, and high intersection density:

#### Urban Greening

- Inventory of trees on public and privately held property (with owner’s consent)
- Palette of recommended street/shade and companion plants
- Identification of vacant and other planting opportunity sites
- Strategies for short- and long-term maintenance of the urban forest
- Landscape design standards suitable for code adoption

#### Cool Streets

- Inventory and existing condition report of streets, sidewalks, paths
- Palette of recommended construction materials and installation strategies of cool surface materials
- Strategies for short- and long-term maintenance of cool surface materials
- Cool street design standards suitable for code adoption

Stakeholder engagement at a community workshop and funding/implementation strategies will be provided for Urban Greening and Cool Streets efforts.

### **Parking Management, Pricing and Reduction Strategies**

Modern on-site minimum parking requirements are routinely structured to ensure free parking is provided at the end of each leg of every vehicle trip, often without regard for the difficulty of providing that parking, its cumulative impacts on land use, or the disproportionate subsidy to drivers relative to other modes of transportation. Older commercial corridors face practical physical limitations in accommodating new minimum off-street parking. These limitations compel business owners to establish cumbersome off-site parking leases and detailed covenants, and parking variances are often needed. In other instances, commercial structures remain vacant or under-utilized despite an abundance of parking in the surrounding area, and neighborhood districts fail to provide the level of activity and amenities that adjacent residential communities could support.

This project will provide the applicant with critical parking and land use related analysis and recommendations for reducing future parking requirements to support revitalization, traffic reduction, and maximization of transit infrastructure. The resulting utilization study and implementation recommendations will position the applicant to advance modified requirements for specific study areas or city-wide for smaller jurisdictions. Special attention will also be paid to the need for pick-off/drop-off zones to accommodate ridehailing services and future automated taxi modes. In particular, the analysis will better link transportation and land use decision making in specific districts as they evolve into vibrant, walkable residential and commercial areas.

The following products and services will be provided for up to five (5) jurisdictions:

- Parking Utilization and Pick-up/Drop-off Studies
- Parking Standards Recommendation Report
- Parking Meter Pricing Recommendation Report
- Maps and visualizations
- Draft model ordinance to modify parking minimums for select districts or city-wide
- Stakeholder engagement at a community workshop
- Funding and implementation strategies

### **Electric Vehicle Charging Infrastructure Planning**

The transportation sector remains a major source of GHG emissions in California. Accordingly, the Governor signed Executive Order B-48-18<sup>1</sup> consistent with California's 2017 Climate Change Scoping Plan calling for 5 million zero-emission vehicles (ZEV) on California's roads by 2030. To achieve this ambitious goal, significant barriers must be overcome to expand and accelerate plug-in electric vehicle (PEV) adoption, including the need to build the necessary charging stations, also known as electric vehicle supply equipment (EVSE) infrastructure. SCAG's So Cal PEV Plan<sup>2</sup> recommends regional efforts prioritize workplace and multi-unit dwelling (MUD) sites, in order to extend the electric range of employees and open PEV ownership to apartment dwellers. However, charging station build-out at workplaces and MUDs remains limited. The primary challenge to be overcome in addressing workplace

<sup>1</sup> <https://www.gov.ca.gov/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/>

<sup>2</sup> <http://www.scag.ca.gov/programs/Pages/PEVReadinessPlan.aspx>

charging is motivating business owners and executives to investigate EV charging installation costs. The challenges facing retrofitting existing multi-unit dwelling structures are much more varied, including a wide range of building types, ownership and management arrangements, and parking configuration. The purpose of this project report is for SCAG to partner with communities to identify prime workplaces, MUDs, and publicly accessible fast charging locations within the applicant jurisdictions using the SCAG PEV Atlas, and to develop strategies to address barriers to implementation that jurisdictions can then implement.

The following products and services will be provided for up to five (5) jurisdictions:

- Inventory of existing PEV registrations, PEV charging stations, workplaces and MUDs
- Evaluation of local institutional barriers to PEV charging infrastructure
- Identification of most promising workplace, MUD and public EVSE sites based on latent demand, land use features, and distance to other charging stations or concentration of underserved MUD residents.
- Stakeholder engagement at a community workshop
- Outreach materials and incentives directed at the decision makers (owners, managers) of workplace and MUD properties to encourage installation of EVSE
- Funding and implementation strategies

### **Livable Corridor TOD Planning**

The 2016 RTP/SCS anticipates that a significant amount of the region's new housing, population and employment growth will occur in transit rich, mixed use corridors. These "Livable Corridors," which will feature bus rapid transit (BRT) and frequent bus service are located in communities throughout the SCAG region. Livable Corridors will support higher density residential development oriented to transit use, mixed-use centers, and employment hubs at key intersections, as well as increased active transportation through dedicated bikeways and applying a "complete streets" approach. Underperforming, single-use, auto-oriented strip retail development should be replaced with higher density residential and employment.

Developing custom Livable Corridor land-use strategies and plans will encourage transit usage, as well as reduce GHG emissions and vehicle miles traveled. SCAG will partner with communities to develop "vision plans" for Livable Corridors that identify land-use and redevelopment strategies, and implementation plans that will enable communities to capture frequent bus service investment, and tap into regional and state funding opportunities and technical support. The overall goal will be to develop corridor land-use strategies and plans that encourage transit usage, as well as reduce greenhouse gas emissions and vehicle miles traveled. The following products and services will be provided for up to five (5) jurisdictions that contain Livable Corridors with existing or potential BRT and/or high frequency bus service:

- Demographic & socioeconomic profile
- Conceptual land-use plan
- Stakeholder engagement including jurisdiction staff and transit agencies at a community workshop
- Phasing strategies for future land-use development
- Inventory of corridor streetscape, parking and pedestrian infrastructure

- Infrastructure improvement plan to facilitate transit use, urban greening, reduced parking, and pedestrian activity
- Forecast of VMT and GHG reduction, increased transit ridership and pedestrian trips

## SCP-ILU/GRI Scoring Criteria

The scoring criteria will vary across the five project types funded through the SCP-ILU/GRI. The potential points to be awarded for responses to each question are noted in the application. Further clarification regarding how points are awarded will be provided in the project application forms.

| Scoring Criteria                                |           |
|---|-----------|
| Topic 1: Project Need                           | 50 Points |
| Readiness                                       | 15        |
| Sustainability                                  | 20        |
| Resource Need                                   | 10        |
| Disadvantaged Communities                       | 5         |
| Topic 2: Project Goals, Objectives and Outcomes | 35 Points |
| Execution                                       | 5         |
| Implementation                                  | 20        |
| Project Engagement                              | 5         |
| Stakeholder Participation                       | 5         |
| Topic 3: Partnerships and Leveraging            | 15 Points |
| Jurisdiction Resources                          | 10        |
| Stakeholder Support                             | 5         |

## Application Process

Eligible applicants are encouraged to apply to the SCP-ILU/GRI by completing an application specific to one of the five project types. Please contact SCAG staff if you have any questions regarding the project types or need help with the application form. SCAG staff reserve the right to change the project type, but only if it helps the project sponsor. Application workshops will be scheduled for October 2, 2018 to address any questions related to the application process. For more information and details on the workshop see –website. **Applicants must complete and submit their application by 5:00pm, November 15, 2018.**

## Evaluation Process

Five (5) evaluation teams, one (1) for each project type, will be established to review, score and rank applications submitted to the SCP-ILU/GRI. Each team will be comprised of staff from partner agencies, and from SCAG. Final awards will be based on application score, regional geographic equity and funding eligibility. Following award announcements, interested applicants are encouraged to meet with SCAG staff to obtain feedback on opportunities to improve their applications for future program cycles.

| Applicant  | County         | Subregion | Project   | Project Status               |
|--|----------------|-----------|---|------------------------------|
| <b>Active Transportation - Active Transportation Projects</b>    |                |           |   |                              |
| Baldwin Park   | Los Angeles    | SGVCOG    | Go Human Bike-Friendly Business Program               | Scope of Work in Development |
| Buena Park   | Orange         | OCCOG     | Go Human  | Contract/MOU Negotiation     |
| Chino  | San Bernardino | SBCTA     | Go Human  | Contract/MOU Negotiation     |
| Commerce   | Los Angeles    | GCCOG     | Safe Routes to School Plan/Active Transportation Plan | Pass-Through to Agency       |
| Costa Mesa   | Orange         | OCCOG     | Go Human  | Completed                    |
| Culver City  | Los Angeles    | WSCCOG    | Go Human  | Contract/MOU Negotiation     |
| El Monte   | Los Angeles    | SGVCOG    | Ramona Blvd Complete Street Study                     | Work Underway                |
| El Monte and South El Monte<br>(Greater El Monte)                | Los Angeles    | SGVCOG    | Go Human Bike-Friendly Business Program               | Scope of Work in Development |
| Garden Grove   | Orange         | OCCOG     | Safe Routes to School: Phase I Plan                   | Work Underway                |
| Imperial County Transportation Commission                        | Imperial       | ICTC      | Safe Routes to School Project                         | Contract/MOU Negotiation     |
| La Canada Flintridge   | Los Angeles    | SGVCOG    | Go Human  | Contract/MOU Negotiation     |
| Long Beach DHHS  | Los Angeles    | GCCOG     | Long Beach Safe Routes to School Program              | Work Underway                |
| Los Angeles County   | Los Angeles    | LA COUNTY | Vision Zero Action Plan                               | Work Underway                |
| Los Angeles County DPW   | Los Angeles    | LA COUNTY | Walnut Park Go Human Demonstration Project            | Completed                    |
| Los Angeles DOT  | Los Angeles    | LA CITY   | Vision Zero - Community-Based Outreach                | RFP Selection                |
| Los Angeles DOT  | Los Angeles    | LA CITY   | Vision Zero Campaign - Media Development              | RFP Selection                |
| Los Angeles Exposition Park                                      | Los Angeles    | LA CITY   | Exposition Park Active Transportation Plan            | Cancelled                    |
| OCTA   | Orange         | OCCOG     | Partnerships With Police                              | Work Underway                |
| Ontario  | San Bernardino | SBCTA     | Go Human  | Completed                    |
| San Bernardino County  | San Bernardino | SBCTA     | Morongo Basin Active Transportation Plan              | Work Underway                |
| San Bernardino County  | San Bernardino | SBCTA     | Safe Routes to Schools Program                        | Work Underway                |
| San Jacinto  | Riverside      | WRCOG     | Envision San Jacinto (Go Human)                       | Contract/MOU Negotiation     |
| Santa Ana  | Orange         | OCCOG     | Pedestrian and Bicyclist Education Campaign           | Contract/MOU Negotiation     |
| SBCTA  | San Bernardino | SBCTA     | Redlands Rail Accessibility Plan                      | Work Underway                |
| SGVCOG   | Los Angeles    | SGVCOG    | Greenway Network Implementation Plan                  | To Be Allocated in FY 19-20  |
| SGVCOG (Glendora, San Dimas, La Verne, Pomona,<br>and Claremont) | Los Angeles    | SGVCOG    | Arrow Highway Complete Street Demonstration           | Scope of Work in Development |
| South El Monte   | Los Angeles    | SGVCOG    | South El Monte Open Streets                           | Scope of Work in Development |
| Thousand Oaks  | Ventura        | VCCOG     | Active Transportation Plan                            | Work Underway                |
| Ventura County   | Ventura        | VCCOG     | Safe Routes to School Master Plan                     | Work Underway                |
| West Covina  | Los Angeles    | SGVCOG    | Go Human  | Completed                    |
| Wildomar   | Riverside      | WRCOG     | Active Transportation Plan                            | Not Started                  |
| City of LA   | Los Angeles    | LA CITY   | Los Angeles Safe Routes to School                     | Delayed                      |
| <b>Sustainability - ILU/GRI Projects</b>                         |                |           |   |                              |
| Anaheim  | Orange         | OCCOG     | Center City Corridors Plan                            | Delayed                      |
| Burbank  | Los Angeles    | SFVCOG    | Golden State Implementation Study                     | Scope of Work in Development |
| Carson   | Los Angeles    | SBCCOG    | Neighborhood Mobility Plan                            | Work Underway                |
| Claremont  | Los Angeles    | SGVCOG    | Claremont Locally Grown Power                         | Contract/MOU Completed       |
| Colton   | San Bernardino | SBCTA     | South Colton Revitalization Plan                      | Contract/MOU Completed       |
| Corona   | Riverside      | WRCOG     | Climate Action Plan Update                            | Work Underway                |

| <b>Sustainability - ILU/GRI Projects</b>                      |                |           |  |                              |
|---|----------------|-----------|--|------------------------------|
| Duarte  | Los Angeles    | SGVCOG    | Town Center Traffic Calming Plan                         | Contract/MOU Negotiation     |
| Fontana   | San Bernardino | SBCTA     | Urban Greening Landscape Plan                            | Work Underway                |
| GCCOG   | Los Angeles    | GCCOG     | Climate Action Plan Framework                            | Other                        |
| Glendale  | Los Angeles    | SFVCOG    | Streetcar Feasibility Study                              | Contract/MOU Negotiation     |
| Gold Coast Transit  | Ventura        | VCCOG     | Building Transit Communities                             | RFP in Development           |
| Imperial County Transportation Commission                     | Imperial       | ICTC      | Imperial Valley Climate Action Plan                      | Scope of Work in Development |
| Long Beach  | Los Angeles    | GCCOG     | Destination Uptown                                       | Work Underway                |
| Los Angeles County Metro                                      | Los Angeles    | LA CITY   | Union Station Civic Center District                      | RFQ Released                 |
| Los Angeles County Planning                                   | Los Angeles    | LA COUNTY | Climate Action and Adaption Plan                         | Contract/MOU Negotiation     |
| Mission Viejo   | Orange         | OCCOG     | Core Area Specific Plan                                  | Cancelled                    |
| Moreno Valley   | Riverside      | WRCOG     | Nason Street Corridor Phase II                           | Work Underway                |
| Norwalk   | Los Angeles    | GCCOG     | Firestone Corridor/San Antonio Village Vision            | Not Started                  |
| Palmdale  | Los Angeles    | NLAC      | Sustainable Mobility Element                             | Delayed                      |
| Perris  | Riverside      | WRCOG     | Healthy Cities Challenge                                 | Contract/MOU Completed       |
| Placentia   | Orange         | OCCOG     | Green Open Space Connections                             | Work Underway                |
| Rancho Cucamonga  | San Bernardino | SBCTA     | Empire Yards Specific Plan                               | Scope of Work in Development |
| Santa Ana   | Orange         | OCCOG     | Sustainability Vision                                    | Work Underway                |
| Santa Paula   | Ventura        | VCCOG     | SCS Consistency Framework                                | Cancelled                    |
| San Bernardino County Transportation Authority                | San Bernardino | SBCTA     | San Bernardino County Regional GHG Reduction Plan Update | Contract/MOU Negotiation     |
| San Bernardino County Transportation Authority                | San Bernardino | SBCTA     | Story Maps ("Dynamic Data Stories")                      | Contract/MOU Completed       |
| South Pasadena  | Los Angeles    | SGVCOG    | Climate Action Plan                                      | Scope of Work in Development |
| Vernon  | Los Angeles    | GCCOG     | Transit Service Feasibility Study                        | Contract/MOU Completed       |
| Western Riverside Council of Governments                      | Riverside      | WRCOG     | SB743 Implementation                                     | Work Underway                |
| <b>Phase 2 Projects</b>                                       |                |           |  |                              |
| <b>Active Transportation - Active Transportation Projects</b> |                |           |  |                              |
| Covina  | Los Angeles    | SGVCOG    | First/Last Mile Transit Station Planning                 | Beginning RFP Scope          |
| Indio   | Riverside      | CVAG      | Bike Share Plan  | Beginning RFP Scope          |
| Irvine  | Orange         | OCCOG     | Strategic Plan for Active Transportation                 | Beginning RFP Scope          |
| Los Alamitos  | Orange         | OCCOG     | Active Transportation Plan                               | Beginning RFP Scope          |
| Redlands  | San Bernardino | SBCTA     | Sustainable Mobility Plan                                | Beginning RFP Scope          |
| Riverside   | Riverside      | WRCOG     | Active Transportation Plan                               | Beginning RFP Scope          |
| <b>Sustainability - ILU/GRI Projects</b>                      |                |           |  |                              |
| Banning   | Riverside      | WRCOG     | Paseo San Gorgonio Feasibility                           | Beginning RFP Scope          |
| Big Bear Lake   | San Bernardino | SBCTA     | Mountain Mobility Analysis                               | Beginning RFP Scope          |
| Huntington Beach  | Orange         | OCCOG     | Orange County Recycling Market Development Zone          | Beginning RFP Scope          |
| Rolling Hills Estates   | Los Angeles    | SBCCOG    | General Plan Update - Sustainability Element             | Beginning RFP Scope          |
| Torrance  | Los Angeles    | SBCCOG    | Signage & Wayfinding Plan                                | Beginning RFP Scope          |
| Westminster   | Orange         | OCCOG     | Civic Center Specific Plan                               | Beginning RFP Scope          |
| Yucaipa   | San Bernardino | SBCTA     | Freeway Corridor Specific Plan Update                    | Beginning RFP Scope          |



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
**September 6, 2018**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Grieg Asher, Program Manager I, Sustainability, (213) 236-1869, asher@scag.ca.gov

A handwritten signature in blue ink, appearing to read "Horacio Hernandez", is written over the "APPROVAL" text.

**Subject:** Green Region Initiative: Sustainability Map Update

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**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

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

**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 four (4) years. SCAG's 2017-18 CivicSpark Fellows—Lorianne Esturas, Christopher Luu, and Savannah Rose—have prepared this update on the SCAG Green Region Initiative (GRI) map. The goal of GRI is to illustrate the status and progress of the region across 28 sustainability indicators.

**BACKGROUND:**

To enhance the development of the existing Green Region Initiative Sustainability Indicators project, SCAG partnered with the Local Government Commission (LGC) to host three CivicSpark Fellows. The project provides a visual resource of sustainability progress across the 191 cities and six counties within the SCAG region in both policy and performance. The policies and performance mapped for this project help identify existing best practices across 28 sustainability indicators.

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 LGC. The program places 70 Fellows in local governments around the state to build capacity around climate and water issues. SCAG is a regional partner and beneficiary of the CivicSpark program and has hosted CivicSpark Fellows in the Sustainability Department for the past four (4) years.

This year's CivicSpark Fellows have continued work on the Green Region Initiative Sustainability Indicators project, which charts and maps progress across 28 sustainability topics in every city and county in the SCAG region. The final deliverables of the 2017-18 CivicSpark program year are 11 new maps, which include three new indicators: Adaptation, Affordable Housing, and Healthy Food Access. The new maps contain detailed descriptions and resources relevant to the individual indicators. Overall, the maps provides a resource for SCAG staff, local governments, and the public

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to explore best practices in the region, facilitate collaboration, and advance sustainability planning in Southern California.

This project supports the 2016 RTP/SCS 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 2018-19 program year. The CivicSpark Fellows will continue collecting data on sustainability progress across the SCAG region. The Fellows will also conduct outreach from stakeholders on the map's functionality, purpose, and the indicators as a whole. They will then use this feedback to further refine and update the map. Finally, the Fellows will organize webinars to provide technical assistance for local governments on sustainability best practices in the region.

**FISCAL IMPACT:**

The CivicSpark program is funded jointly by the LGC, and SCAG in its FY 18-19 Overall Work Program (065.137.10).

**ATTACHMENT(S):**

1. GRI V3.5 2018 Final Presentation



# CivicSpark

# Green Region Initiative Sustainability Indicators Map V3.5

Lorianne Esturas  
Christopher Luu  
Savannah Rose

Thursday, August 9, 2018



Local  
Government  
Commission

Leaders for Livable Communities



Corporation for  
NATIONAL &  
COMMUNITY  
SERVICE

California  
Volunteers  
Office of the Governor

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+srose@civicspark.lgc.org  
\_Assigned to Savannah Rose\_  
Savannah Rose, 8/8/2018

# Collaborative Partnership



CivicSpark hosts 70 fellows in local governments across the state to build capacity for climate mitigation and adaptation.



Over the past four years, SCAG has served as a regional partner and beneficiary by hosting 12 Fellows.

# Background and Purpose

- Part of SCAG's Green Region Initiative
  - Address climate change through GHG emissions reduction
  - Define, measure, and track sustainability progress
- Supports SCAG's Strategic Plan, Goal 3:
  - Be the foremost data information hub for the region
- A resource for local governments to
  - Explore best practices
  - Collaborate on programs
  - Assess the needs of communities



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+lesturas@civicspark.lgc.org

\_Assigned to you\_

Lorianne Esturas, 8/9/2018

# GRI Version 3.5 Progress

- Enhanced map performance and visualization of data
- Addition of three new indicators:
  - Adaptation, Affordable Housing, Healthy Food Access
- Expanded database now totals
  - **28 sustainability indicators**
  - **11 sustainability categories**
- Improved visibility on SCAG Sustainability website



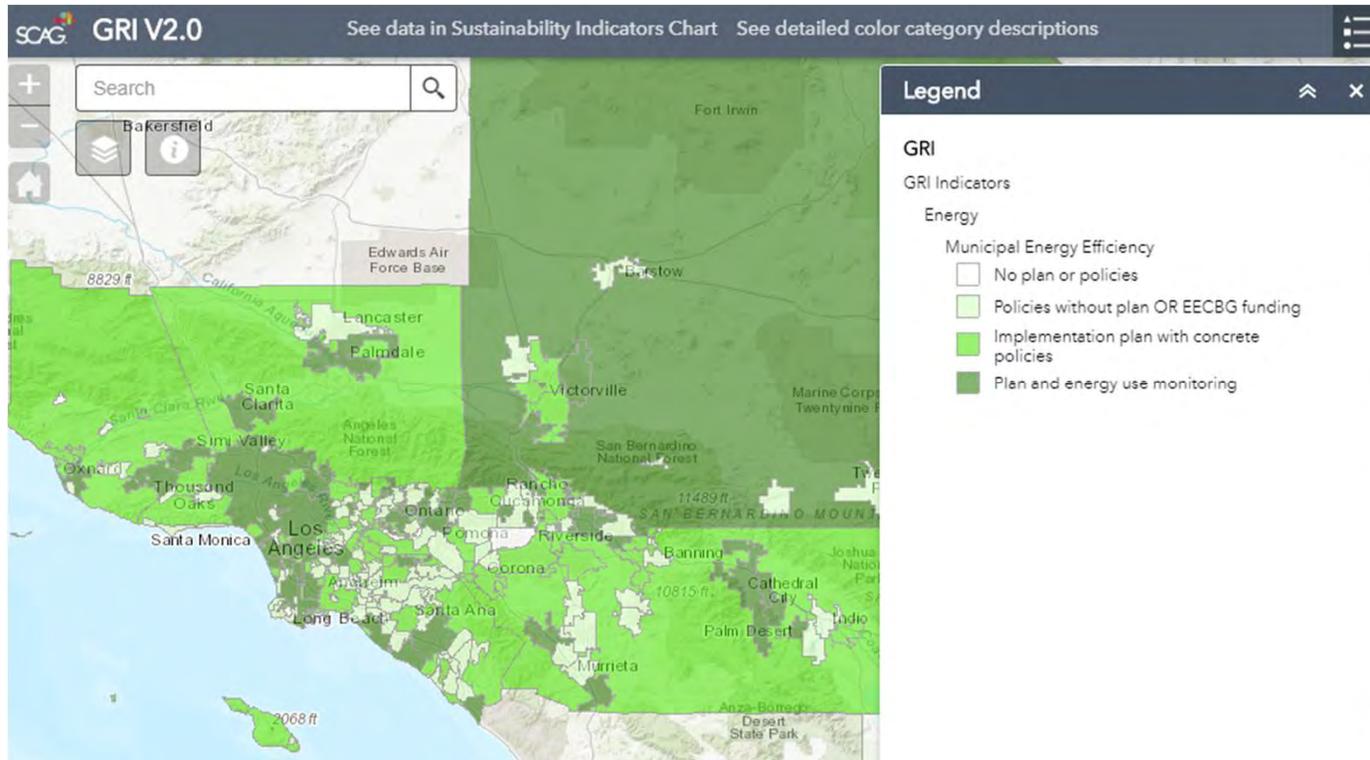
# Roadmap to Version 3.5

1.0

2.0

3.0

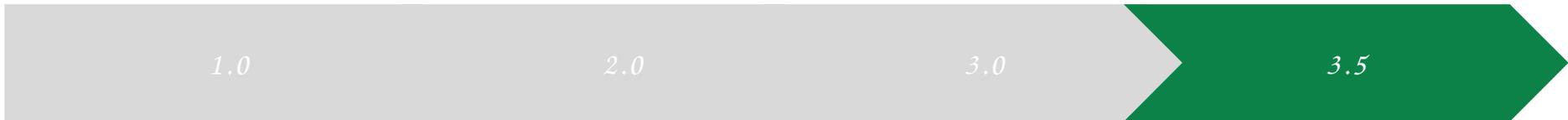
3.5



# Roadmap to Version 3.5



# Roadmap to Version 3.5



## Built Environment

A Story Map
f
t
e

Introduction

Municipal Green Building

Community Green Building

Parking Management

Urban Forestry

Affordable Housing

Category Average

Resources

The built environment has been defined as "the human-made space in which people live, work, and recreate on a day-to-day basis." The connection between sustainability and urban design is essential to creating an equitable environment for all. Designing the relationship between urban and natural environments is vital to reducing greenhouse gas emissions from the energy use within buildings and other strategies related to this space. Because the built environment encompasses such a wide array of facets in daily life, other indicators may directly benefit from improvements made in this category.

When updating regional plans, the interactions between humans in their urban environment is an important consideration to improve quality of life for all Southern California residents. Some of the categories chosen for this section include Municipal Green Buildings, Community Green Buildings, Parking Management, Urban Forestry, and Affordable Housing.

Click on the tabs above to find out more about an individual category.

# Green Region Initiative Website Redesign



# Green Region Initiative Website Redesign

**SUSTAINABILITY PLANNING GRANTS MAP**

View the Sustainability Planning Grants Map

**PEV READINESS**

Go to PEV Readiness

**CA SMART GROWTH TOOLS**

Go to Infrastructure Funding & Financing

**STAY INFORMED**

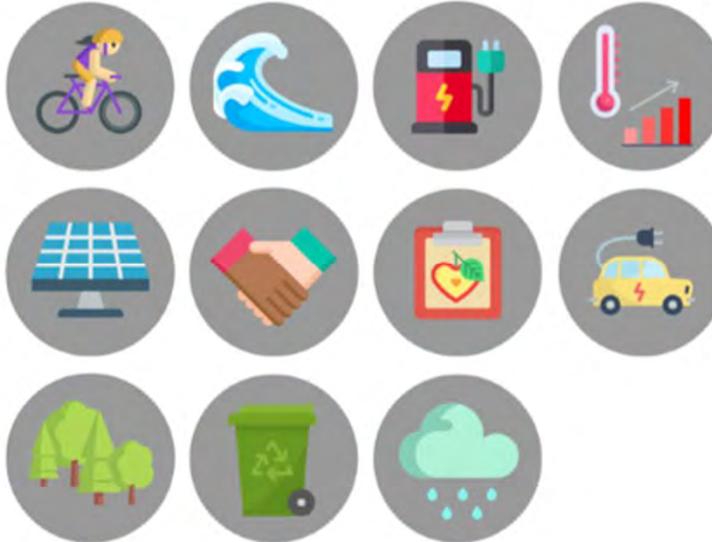
Subscribe to the Sustainability Planning Mailing List

The Green Region Initiative (GRI) Sustainability Indicators Map serves as a tool for jurisdictions within the SCAG region to measure and track sustainability progress in the region across 11 categories and 28 indicators. The objective of the map is to foster collaboration by sharing best practices across 191 cities and six counties.

For the purposes of this report, an indicator measures a jurisdiction's commitment to a category of sustainability to reflect their progress.

The most current version, Version 3.5 provides a redesign of the existing tool to provide a better user experience through an improved map design, updated links and resources, and drafting a methodology guide for users to better understand the map development of the GRI project.

For more information about the Map's development, please see the [Methodology Guide](#).



sustainability PROGRAM

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# Green Region Initiative Website Redesign

**SUSTAINABILITY PLANNING GRANTS MAP**  
View the Sustainability Planning Grants Map

**PEV READINESS**  
Go to PEV Readiness

**CA SMART GROWTH TOOLS**  
Go to Infrastructure Funding & Financing

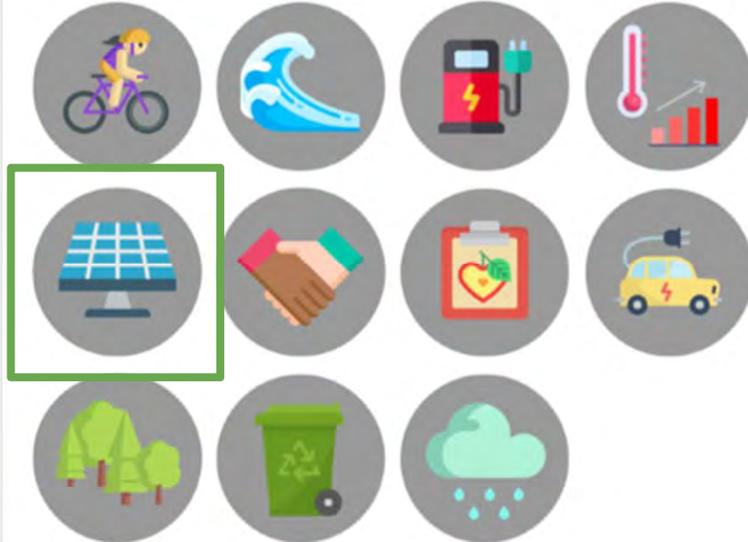
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# GRI v3.5 Energy Map

**GRI 3.5 Energy** A Story Map

[Introduction](#) [Renewable Energy](#) [Community Energy Efficiency](#) [Municipal Energy Efficiency](#) [Category Average](#) [Resources](#)

Clean, stable and sustainable sources of energy for Southern California are critical to supporting a healthy and resilient region. In developing future plans, SCAG must fully weigh and consider energy supply, efficiency, consumption, and environmental impacts.

Renewable energy and energy efficiency provide energy solutions beneficial to reducing environmental impacts, such as greenhouse gas (GHG) emissions. With energy-related emissions representing a major component of GHG emissions, alternative energy solutions can result in lower energy system costs, environmental and social benefits, and less air pollution. Topics chosen for this category include *Renewable Energy*, *Community Energy Efficiency*, and *Municipal Energy Efficiency*.

Click on the tabs above to find out more about an individual indicator

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\_Assigned to Christopher Luu\_  
Lorianne Esturas, 8/8/2018



# Methodology Guide

## Renewable Energy

**Description:** Originally adapted from the 2011 sustainability indicator, "Adopted program or policy to promote renewable energy (e.g. solar, wind, geothermal)"

The Fellows' research suggests that jurisdictions are increasing renewable energy purchasing and production in order to reduce their dependence on fossil fuels. They found that local renewable energy generation most often takes the form of solar production, whereas other forms of renewable energy are more frequently produced at a regional scale. Many jurisdictions have programs or policies that address renewable energy production and usage, but only a fraction include targets for offsetting energy consumption impacts with renewable power.

From available data, the 2015-2016 CivicSpark Fellows developed a policy metric based on a modified ranking system and a performance metric based on the solar capacity per 1000 residents derived from [California Solar Statistics](#).

**Policy Ranking Reasoning:** Each rank represents a jurisdiction's commitment to renewable energy, from no policies or programs to a comprehensive set of renewable energy-promoting policies and programs. Having renewable policies/codes demonstrates intent to develop renewable energy, while participating in a CCA program and providing renewable incentives show intent to make alternative energy more competitive with traditional energy sources at the local level. Ideally, a ranking system would evaluate not only the existence of the policies and programs but also the quality of those policies and programs.

**Performance Ranking Reasoning:** Solar energy production is the most standardized way available to measure renewable energy at the city level. While small-scale solar energy production can be traced back to a specific jurisdiction, wind and other renewable energy sources are often produced at the regional utility-scale. Though renewable energy production data is important, the Fellows suggest the additional measurement of renewable energy use data as some jurisdictions choose to buy renewable energy rather than produce it themselves. While total solar energy production is also available for each jurisdiction, dividing by a jurisdiction's population normalizes the data for uniform evaluation among jurisdictions.

**Table 1: Renewable Energy Performance Overview**

| White: No to Very Low Solar Capacity | Light Green: Low Solar Capacity | Medium Green: Moderate Solar Capacity | Dark green: Very high solar capacity | Notes: Natural breaks method   |
|--------------------------------------|---------------------------------|---------------------------------------|--------------------------------------|--|
| 0.0000-144.461762                    | 144.461763-479.275063           | 479.275064-1032.591492                | 1032.591493-30336.017020             | Count: 197<br>Mean: 276.749373<br>Median: 83.237421<br>Standard Deviation: 2174.928829 |

*For more information on data classification, please visit [ArcGIS](#) online.*

### Notes/Observations

- Performance data difficult to track due to renewable energy sources often produced at regional utility-scale. Jurisdictions often buy their power from an IOU and do not always produce renewable energy themselves.
- Renewable energy sources are often produced at regional utility-scale. Local utilities may have the energy consumption information on hand, but this has proven difficult to access.
- The only type of renewable data that seems to be tracked at the local city level is solar. Other forms of renewable energy data may not be accounted for.
- Data for the GRI Version 3.0. was obtained from the CA Solar Statistics website.

*Section Disclaimer - Please note that this information was based on the limited capacity of six CivicSpark Fellows for the 2015-16/2016-17 service year. Information may not reflect true data as most data relied upon publicly available resources due to a lack of response from local jurisdictions on outreach.*

# Overview of GRI Version 3.5 Features

- 11 sustainability categories, 28 sustainability indicators
- Comparison of policy and performance data
- Highlights best practices
- Resources for each sustainability category
- Methodology Guide

**Available Fall 2018**

## Next Steps

- Coordinate across Graphics and GIS/IT to ensure the integration of GRI v3.5 on the sustainability website
- Utilize existing metrics to outreach to opportunity areas within the 28 topic areas
- Outreach to COGs to narrow the scope of the project to meet their subregional needs
- Update metrics to determine relevance of indicators for the Southern California Region

# Thank You!

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Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
September 6, 2018

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
**From:** Michael Gainor, Senior Regional Planner, Compliance &  
Performance Monitoring, (213) 236-1822, Gainor@scag.ca.gov  
**Subject:** Draft MAP-21 PM 2 & PM 3 Targets

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR TC:**

Recommend that the Regional Council adopt SCAG’s performance measure targets for the MAP-21 performance management packages PM #2 and PM #3, which are supportive of the adopted statewide targets.

**RECOMMENDED ACTION FOR CEHD AND EEC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The ‘Moving Ahead for Progress in the 21<sup>st</sup> Century’ (MAP-21) federal transportation authorization bill, enacted in 2012, established a framework for a national performance-based transportation planning process through the setting of performance measures and performance targets to advance specific national transportation goals. The development of performance measures provides for a standardized metric for evaluating progress made toward meeting each of the national goals. Performance targets provide a numeric threshold by which the performance measures can be interpreted as having made adequate progress toward achieving federal performance goals. The performance-based planning program as defined by MAP-21 was continued in the subsequent federal transportation authorization legislation, the ‘Fixing America’s Surface Transportation (FAST) Act’, in 2015.*

*Federal rule-making has subsequently established a set of national performance measures and guidelines to be used for setting statewide and regional performance targets within several federal performance areas. FHWA released the federal performance measures rulemakings in three separate packages, which were identified as ‘Performance Management’ (PM) groups. PM #1, finalized in April, 2016, focuses on transportation system safety. Statewide PM #1 targets were established by Caltrans in April, 2017, with SCAG and the other major statewide MPOs electing to adopt the statewide targets within their respective regions.*

*In May 2017 FHWA released its final rulemaking in support of the other two Performance Management packages, PM #2 and PM #3. PM #2 focuses on pavement and bridge condition on the National Highway System. PM #3 provides a set of measures to evaluate highway system performance, freight movement, and the CMAQ program. MAP-21 requires the establishment of statewide performance measures for both of these PM groups by May 20, 2018. SCAG has been actively coordinating with Caltrans along with the other major California MPOs on the establishment of statewide performance targets for these two sets of federal performance metrics. Caltrans released the statewide PM #2 and PM #3 performance targets on May 20, 2018. MPOs across the state collaborated closely with Caltrans in the development of these statewide targets. SCAG staff recommend supporting the statewide targets and adopting SCAG-specific targets based on Caltrans' target setting methodology. If needed, SCAG will have the opportunity to revisit and update its targets during FY 2019.*

**BACKGROUND:**

MAP-21 established a framework for the development and implementation of a national performance-based transportation planning program designed to advance specific national transportation goals. The MAP-21 performance-based planning program was continued in the subsequent federal transportation authorization legislation, the 'FAST' Act.

Federal rule-making in support of the MAP-21 performance based planning program has subsequently established a set of national performance measures and guidelines to be used for setting statewide and regional performance targets within several performance areas. FHWA released its performance management guidelines in three separate rulemakings. Performance Management package 1 (PM #1) was finalized in April, 2016. PM #1 focuses on transportation system safety. Statewide PM #1 targets were established by Caltrans in April, 2017, with SCAG and the other major statewide MPOs electing to adopt the statewide targets within their respective regions.

In May, 2017 FHWA released its final rulemaking in support of the other two Performance Management (PM) packages, PM #2 and PM #3. The rulemakings require Caltrans to establish statewide performance targets for both of these Performance Management packages by May 20, 2018. SCAG staff have coordinated closely with Caltrans and with the other major California MPOs on the establishment of statewide performance targets for these two sets of federal performance metrics.

PM #2 focuses on pavement and bridge condition on the National Highway System (NHS). In California, the NHS is owned and operated by Caltrans in conjunction with local jurisdictions. The NHS includes the Interstate Highway System plus additional roadways such as principal arterials that are considered particularly important to the nation's economy, defense, and mobility. NHS pavement condition is especially critical in the SCAG region since 20 percent of the state's non-interstate pavement is located within our region.

**PERFORMANCE MEASURES:**

PM #2 includes six specific performance measures to evaluate NHS pavement and bridge condition:

- Percentage of Interstate system pavement in 'Good' condition

- Percentage of Interstate system pavement in 'Poor' condition
- Percentage of non-interstate NHS pavement in 'Good' condition
- Percentage of non-interstate NHS pavement in 'Poor' condition
- Percentage of NHS bridges in 'Good' condition
- Percentage of NHS bridges in 'Poor' condition

Please see Attachment 1 for more details regarding the PM #2 statewide NHS pavement and bridge condition targets.

PM #3 provides a set of six specific measures to evaluate NHS System Performance, Freight Movement, and the CMAQ program.

The PM #3 NHS System Performance category includes two specific measures:

- Percent of reliable person-miles travelled on the Interstate system
- Percent of reliable person-miles travelled on the non-interstate NHS

There is one performance measure for Freight Movement:

- Percent of Interstate system mileage providing for reliable truck travel times (reported as 'Truck Travel Time Reliability Index', with lower values indicating more reliable performance)

The CMAQ program includes three specific performance measures:

- Total emission reductions by applicable pollutants under the CMAQ program
- Annual hours of peak hour excessive delay per capita
- Percent of non-single occupancy vehicle travel

Please see Attachment 2 for more details regarding the PM #3 statewide targets.

#### **PERFORMANCE TARGETS:**

Caltrans, as the state Department of Transportation (DOT), is required to establish a set of statewide targets that reflect the anticipated performance level at the end of each four-year reporting period for each of the measures. MAP-21 also provides for a 'Mid Performance Period Progress Report', which occurs two years after the beginning of a performance period, in the case of this initial reporting cycle, on January 1, 2020. To fulfill this requirement, Caltrans must also establish two-year targets for each of the measures to reflect anticipated performance at the midpoint of each reporting period. The 'Mid Performance Period Progress Report' allows Caltrans and SCAG to evaluate conditions two years into the reporting period and to adjust their four-year targets as needed to account for any unforeseen changes in anticipated performance. Caltrans is required to coordinate with MPOs, including SCAG, when adjusting any of the statewide four-year performance targets.

MAP-21 provides MPOs, including SCAG, the option to either accept the two and four-year statewide targets set by Caltrans for implementation at the regional level, or to develop a separate

set of regional targets applicable only to the SCAG region. SCAG will have until November 16, 2018 to make a final determination in regard to the applicable PM #2 and PM #3 performance targets.

**PM #2 STATEWIDE TARGETS:**

As shown in Attachment 1, the statewide PM #2 targets provide for a moderate decrease in the percentage of Interstate System pavements classified as being in 'Good' condition, from 47.9 percent in 2017 to 45.1 percent after 2 years, then to 44.5 percent at the end of the four year performance period. Likewise, the percentages for Interstate System pavements in 'Poor' condition show a small increase over the performance period, from 3.1 percent in 2017 to 3.5 percent after 2 years, then to 3.8 percent after 4 years. The Interstate System targets were developed by Caltrans with the acknowledgment that many of the planned interstate improvement projects to be funded through SB 1 will not yet be operational. Please note that approximately 51 percent of statewide Interstate System pavements were classified as being in 'Fair' condition in 2017.

Targets for non-interstate NHS pavements anticipate gradual improvement over the performance period. In 2017, 25.5 percent of statewide non-interstate NHS pavements were classified as being in 'Good' condition, with targets of 28.2 percent after 2 years, and 29.9 percent at the end of the four year performance period. 7.1 percent of statewide non-interstate NHS pavements were considered to be in 'Poor' condition in 2017, with targets of 7.3 percent after 2 years and 7.2 percent at the end of the four year period. Statewide NHS bridge condition targets indicate steady improvement over the performance period, with 66.5 percent of bridges classified as being in 'Good;' condition in 2017, with statewide targets of 69.1 percent after 2 years, and 70.5 percent at the end of the four year reporting period. Statewide NHS bridges considered to be in 'Poor' condition were at 4.8 percent in 2017, with targets of 4.6 percent after 2 years and 4.4 percent after 4 years. Please note that approximately 71 percent of statewide NHS bridges were classified as being in 'Fair' condition in 2017.

The second table in Attachment 1 shows Caltrans targets for pavements and bridges located within the SCAG region. Non-interstate NHS pavements within the SCAG region show moderate improvement over the performance period, with 3.7 percent considered to be in 'Good' condition in 2017, and targets of 4.0 percent after 2 years and 4.7 percent after 4 years. Likewise, the percentage of non-interstate pavements in the SCAG region classified as being in 'Poor' condition is expected to gradually decrease, from 14.4 percent in 2017, to 13.8 percent after 2 years, and down to 12.7 percent after 4 years.

The Caltrans targets also indicate steady improvement of NHS bridge condition in the SCAG region. 36.1 percent of bridges in the SCAG region were classified as being in 'Good' condition in 2017, with a 2 year target of 37.9 percent, and a 4 year target of 41.4 percent. 14.8 percent of NHS bridges in the SCAG region were considered to be in 'Poor' condition in 2017, with Caltrans targets of 14.0 percent after 2 years, and down to 12.4 percent at the conclusion of the four year reporting period. Please note that about 82 percent of Interstate System pavements and 49 percent of the NHS bridges in the SCAG region were classified as being in 'Fair' condition in 2017.

**PM #3 STATEWIDE TARGETS:**

As demonstrated in Attachment 2, the statewide targets for the PM #3 performance measures anticipate small but steady improvement for each of the travel time reliability performance

indicators. In 2017, 64.6 percent of total person-miles of travel on the Interstate System was considered reliable. Caltrans established statewide interstate travel time reliability targets of 65.1 percent after 2 years, then up to 65.6 percent after 4 years. On the non-interstate NHS, 73.0 percent of total person miles traveled were considered reliable in 2017. Caltrans introduced a statewide target of 74 percent after 4 years. A 2-year non-interstate travel time reliability target is not required for the initial MAP-21 performance reporting cycle. Truck travel time reliability is reported as the Truck Travel Time Reliability Index (TTTRI), which is a value calculated as the ratio of the 95<sup>th</sup> percentile truck travel time (least reliable travel time) by the normal (50<sup>th</sup> percentile) travel time along a specific highway segment. A higher TTTRI value represents a less reliable travel time, therefore a lower value indicates improvement in reliability. In 2017, the statewide TTTRI was 1.69. Caltrans has developed targets for moderate truck travel time reliability improvement over the reporting cycle, to 1.68 after 2 years and down to 1.67 after 4 years.

In regard to the CMAQ program emissions reduction performance measures, Caltrans has established statewide targets that reflect small increases for each of the criteria pollutants amounting to 1.0 percent after 2 years, and 2.0 percent after 4 years.

The two CMAQ traffic congestion performance measures, 'Annual Hours of Peak Hour Excessive Delay' and 'Percent of Non-Single Occupancy Vehicle Travel' are applicable only to the two U.S. Census designated 'Urban Areas' within the SCAG region that have populations exceeding one million. These Urban Areas include 'Los Angeles/Long Beach/Anaheim' and 'Riverside/San Bernardino'. MAP-21 requires that Caltrans and SCAG coordinate on the establishment of a single, unified set of targets for these two CMAQ traffic congestion measures for each of the SCAG region's two designated Urban Areas. The two CMAQ traffic congestion measures, and the associated 2-year and 4-year unified targets for the two Urbanized Areas in the SCAG region, are highlighted in yellow on Attachment 2.

In the Los Angeles/Long Beach/Anaheim Urban Area, per capita hours of peak hour excessive delay was reported at 51.7 hours in 2017. The 2017 value was reported at 16.3 hours for the San Bernardino/Riverside Urban Area. Choosing a conservative approach for the initial reporting cycle, Caltrans and SCAG agreed that a 1.0 percent improvement after 4 years for both of SCAG's Urban Areas would be appropriate. The same conservative approach was followed in developing targets for the 'Non-Single Occupancy Vehicle Travel' measure, with a 0.5 percent increase after 2 years, and 1.0 percent increase at the conclusion of the 4 year performance reporting period for both Urban Areas in the SCAG region.

Please note that two of the PM #3 performance measures, 'Percent of Reliable Person-Miles Travelled on the Non-Interstate NHS' and 'Annual Hours of Peak Hour Excessive Delay per Capita', require only the establishment of a four-year target for the initial MAP-21 performance reporting cycle due to current data limitations.

#### **PERFORMANCE REPORTING:**

The MAP-21 reporting framework is based on four-year performance periods, the first of which began on January 1, 2018 and will end on December 31, 2021. Due to federal air quality conformity reporting requirements, the CMAQ measure for 'Total Emission Reductions by Applicable

Pollutants' features a slightly different schedule, with the initial four-year reporting period beginning on October 1, 2017 and ending on September 30, 2021.

To establish an initial dataset for comparison with future performance, MAP-21 requires that Caltrans submit a 'Baseline Performance Period Report' by October 1, 2018. The baseline report includes the two and four-year statewide targets for each of the federal performance measures, and provides quantitative 'existing conditions' data for each of the measures, indicating how the state is currently performing. This baseline dataset will then be used as a benchmark to evaluate progress made toward achievement of the two-year and four-year targets.

At the conclusion of each four-year performance reporting cycle, Caltrans will be required to submit a report to FHWA indicating the extent to which each of the designated statewide performance targets for each of the federal measures was achieved. If FHWA determines that sufficient progress has not been made toward meeting any of the targets, a separate report must be submitted by Caltrans indicating why the targets were not met and what steps are being taken to ensure the targets are met during the subsequent reporting cycle.

**CURRENT ACTIVITIES:**

Caltrans submitted the statewide PM #2 and PM #3 performance targets to FHWA on May 20, 2018. The rulemakings provide SCAG 180 days from the date of submittal of the statewide targets to elect either to adopt the Caltrans statewide targets for implementation within the SCAG region, or to develop a separate set of performance targets specific to our region. SCAG will therefore have until November 16, 2018 to either communicate our intent to adopt the statewide PM #2 and PM #3 performance targets, or to provide Caltrans our own set of regional targets. If SCAG chooses to adopt the statewide targets, we are agreeing to plan and program projects that are supportive of the Caltrans targets as applied at the regional level.

The two CMAQ program performance measures, discussed above, for which a single, unified target is required are excluded from the regional target setting option. Any adjustments made to the four-year targets established for those two measures at the two-year Mid Performance Reporting Period must be agreed upon collectively by Caltrans and SCAG.

**NEXT STEPS:**

SCAG staff participated in the development process of the statewide targets for PM #2 and PM #3 and have completed our review of the final targets that were provided by Caltrans on May 20, 2018. Based on this review, SCAG staff recommends supporting the statewide targets and adopting SCAG-specific targets based on Caltrans' target setting methodology. Pending the review of the policy committees, staff will be forwarding the proposed PM 2 and PM 3 targets to the Regional Council for approval at their October meeting.

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 18/19 Overall Work Program (080.SCG00153.04: Regional Assessment).

**ATTACHMENT(S):**



- 
1. Attachment 1: Caltrans PM2 Statewide Targets
  2. Attachment 2: Caltrans PM3 Statewide Targets
  3. Attachment 3\_MAP-21 Target Setting Update\_Presentation

# Attachment 1: Caltrans Statewide PM 2 Targets

| Statewide NHS Pavement & Bridge Performance Targets |                       |       |   |        |       |        |   |        |       |        |
|---|-----------------------|-------|---|--------|-------|--------|---|--------|-------|--------|
| Pavement & Bridge Performance Measures              | Existing (2017)       |       | 2-Year NHS Targets<br>(1/1/18 - 12/31/19) |        |       |        | 4-Year NHS Targets<br>(1/1/20 - 12/31/21) |        |       |        |
|   | Good                  | Poor  | Good                                      | Change | Poor  | Change | Good                                      | Change | Poor  | Change |
|   | NHS Pavements (Total) | 30.4% | 6.1%                                      | 32.5%  | +2.1% | 6.3%   | +0.2%                                     | 33.6%  | +3.2% | 6.4%   |
| Interstate  | 47.9%                 | 3.1%  | 45.1%                                     | -2.8%  | 3.5%  | +0.4%  | 44.5%                                     | -3.4%  | 3.8%  | +0.7%  |
| Non-Interstate                                      | 25.5%                 | 7.1%  | 28.2%                                     | +2.7%  | 7.3%  | +0.2%  | 29.9%                                     | +4.4%  | 7.2%  | +0.1%  |
| Bridges on the NHS                                  | 66.5%                 | 4.8%  | 69.1%                                     | +2.6   | 4.6%  | -0.2%  | 70.5%                                     | +4.0%  | 4.4%  | -0.4%  |

| SCAG Region Non-Interstate NHS Pavement & Bridge Performance Targets |                         |       |   |        |       |        |   |        |       |        |
|--|-------------------------|-------|---|--------|-------|--------|---|--------|-------|--------|
| Pavement & Bridge Performance Measures                               | Existing (2017)         |       | 2-Year NHS Targets<br>(1/1/18 - 12/31/19) |        |       |        | 4-Year NHS Targets<br>(1/1/20 - 12/31/21) |        |       |        |
|  | Good                    | Poor  | Good                                      | Change | Poor  | Change | Good                                      | Change | Poor  | Change |
|  | Non-Interstate Pavement | 3.7%  | 14.4%                                     | 4.0%   | +0.3% | 13.8%  | -0.6%                                     | 4.7%   | +1.0% | 12.7%  |
| Bridges on the NHS   | 36.1%                   | 14.8% | 37.9%                                     | +1.8%  | 14.0% | -0.8%  | 41.4%                                     | +5.3%  | 12.4% | -2.4%  |



## Attachment 2: Caltrans PM 3 Statewide Performance Targets

| Performance Measure   | 2017 Baseline Data | 2-year Target        | 4-year Target        |
|---|--------------------|----------------------|----------------------|
| Percent of Reliable Person-Miles Traveled on the Interstate   | 64.6%              | 65.1% (+0.5%)        | 65.6% (+1.0%)        |
| Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS   | 73.0%              | N/A                  | 74.0% (+1.0%)        |
| Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) | 1.69               | 1.68 (-0.01)         | 1.67 (-0.02)         |
| Total Emissions Reductions by Applicable Pollutants Under the CMAQ Program                                      |                    |                      |                      |
| VOC (kg/day)  | 951.83             | 961.35 (+1.0%)       | 970.87 (+2.0%)       |
| CO (kg/day)   | 6,863.26           | 6,931.90 (+1.0%)     | 7,000.54 (+2.0%)     |
| NOx (kg/day)  | 1,753.36           | 1,770.89 (+1.0%)     | 1,788.43 (+2.0%)     |
| PM10 (kg/day)   | 2,431.21           | 2,455.52 (+1.0%)     | 2,479.83 (+2.0%)     |
| PM2.5 (kg/day)  | 904.25             | 913.29 (+1.0%)       | 922.34 (+2.0%)       |
| Annual Hours of Peak Hour Excessive Delay per Capita  |                    |                      |                      |
| Caltrans & SCAG must coordinate on a single, unified 4-year target  |                    |                      |                      |
| Sacramento UA   | 14.9 Hours         | N/A                  | 14.7 (-1.0%)         |
| San Francisco-Oakland UA  | 31.3 Hours         | N/A                  | 30.0 (-4.0%)         |
| San Jose UA   | 27.5 Hours         | N/A                  | 26.4 (-4.0%)         |
| <b>Los Angeles-Long Beach-Anaheim UA</b>  | <b>51.7 Hours</b>  | <b>N/A</b>           | <b>51.2 (-1.0%)</b>  |
| <b>Riverside-San Bernardino UA</b>  | <b>16.3 Hours</b>  | <b>N/A</b>           | <b>16.1 (-1.0%)</b>  |
| San Diego UA  | 18.4 Hours         | N/A                  | 18.0 (-2.0%)         |
| Percent Non-Single Occupancy Vehicle (SOV) Travel   |                    |                      |                      |
| Caltrans & SCAG must coordinate on a single, unified 2-year & 4-year target                                     |                    |                      |                      |
| Sacramento UA   | 22.8%              | 23.3% (+0.5%)        | 23.8% (+1.0%)        |
| San Francisco-Oakland UA  | 44.3%              | 45.3% (+1.0%)        | 46.3% (+2.0%)        |
| San Jose UA   | 24.5%              | 25.5% (+1.0%)        | 26.5% (+2.0%)        |
| <b>Los Angeles-Long Beach-Anaheim UA</b>  | <b>25.6%</b>       | <b>26.1% (+0.5%)</b> | <b>26.6% (+1.0%)</b> |
| <b>Riverside-San Bernardino UA</b>  | <b>22.7%</b>       | <b>23.2% (+0.5%)</b> | <b>23.7% (+1.0%)</b> |
| San Diego UA  | 23.8%              | 24.8% (+1.0%)        | 25.2% (+1.4%)        |

Attachment: Attachment 2: Caltrans PM3 Statewide Targets (Draft MAP-21 PM 2 & PM 3 Targets)

# MAP-21 Performance Monitoring Target Setting Update

Transportation Committee  
September 6, 2018

Mike Gainor, Senior Regional Planner  
Daniel Tran, Senior Regional Planner



## MAP-21 Performance Monitoring



- MAP-21 (2012) established a legislative foundation for a national performance-based transportation planning program.
- The FAST Act (2015) continued the performance monitoring requirements outlined in MAP-21.
- State DOTs & MPOs are required to establish performance targets supportive of national transportation goals.
- FHWA rule-making established a set of national performance measures & guidelines for the setting of statewide & regional performance targets.

1

## Performance Measures & Targets



- Performance **measures** are quantitatively defined metrics used to assess progress toward designated performance objectives.
- MAP-21 performance measures were established by FHWA through Performance Management Groups (PM) 1, 2, & 3.
- Performance **targets** represent the performance level anticipated for each measure within a specified reporting period.
- Targets are developed by the State DOT (Caltrans) & by MPOs (SCAG).
- SCAG has been actively involved in the statewide MAP-21 target setting process in coordination with Caltrans & the other major California MPOs.

2

## MAP-21 Performance Management



Final FHWA rule-making was promulgated in (3) separate Performance Management (PM) packages:

**PM #1: Highway Safety (May, 2016). Statewide & regional PM #1 targets were set in May, 2017.**

**PM #2: National Highway System (NHS) Pavement & Bridge Condition (May, 2017).**

**PM #3: NHS System Performance, Freight Movement, & CMAQ Program (May, 2017).**

- Statewide PM #2 & PM #3 targets were set by Caltrans in May, 2018.
- SCAG will have until November 16, 2018 to elect either to adopt Caltrans' statewide PM #2 & PM #3 targets, or develop a separate set of regional targets.

3

## Pavement & Bridge Performance Management Final Rule (PM #2)

- Effective May 20, 2017
- Statutory authority under MAP-21 (49 USC 490)
- Establishes performance measures for pavement and bridge conditions on the National Highway System (NHS) Interstate System and on remainder of the NHS (Non-Interstate)
- **Pavement**
  - % of pavement in good conditions
  - % of pavement in poor conditions
  - Lane miles
- **Bridge**
  - % of bridges in good conditions
  - % of bridges in poor conditions
  - Square feet (Deck Area)



4

## Pavement Performance Measures

- Good/fair/poor measure determined based on 4 metrics
  - If all are good the combined measure is good
  - If >2 metrics are poor the combined measure is poor
- Need to report conditions and targets for % good and poor for Interstate and non-Interstate NHS
- Rule sets an additional goal of <5% poor for Interstates

|                             | Good  | Fair              | Poor          |
|-----------------------------|-------|-------------------|---------------|
| <b>IRI</b><br>(inches/mile) | <95   | 95-170<br>95-220* | >170<br>>220* |
| <b>Cracking</b><br>(%)      | <5    | 5-10              | >10           |
| <b>Rutting</b><br>(inches)  | <0.20 | 0.20-0.40         | >0.40         |
| <b>Faulting</b><br>(inches) | <0.10 | 0.10-0.15         | >0.15         |

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## Bridge Performance Measures



- Good/Fair/Poor measure based on National Bridge Inventory (NBI) ratings
  - Use minimum of deck, superstructure, and substructure
  - Report conditions and targets for % good and poor for NHS bridges
- Additional goal of <10% of the NHS bridge deck area structurally deficient

| NBI Rating Scale<br><small>(from 0 – 9)</small> |  | 9    | 8 | 7 | 6      | 5 | 4    | 3 | 2 | 1 | 0 |
|---|--|------|---|---|--------|---|------|---|---|---|---|
|   |  | Good |   |   | Fair   |   | Poor |   |   |   |   |
| Bridge  | Deck<br><small>(Item 58)</small>           | ≥7   |   |   | 5 or 6 |   | ≤4   |   |   |   |   |
|   | Superstructure<br><small>(Item 59)</small> | ≥7   |   |   | 5 or 6 |   | ≤4   |   |   |   |   |
|   | Substructure<br><small>(Item 60)</small>   | ≥7   |   |   | 5 or 6 |   | ≤4   |   |   |   |   |
|   | Culvert<br><small>(Item 62)</small>        | ≥7   |   |   | 5 or 6 |   | ≤4   |   |   |   |   |

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## Performance Target Setting Requirements



### FHWA 2 & 4-Year Targets

- Requirements set forth in 23 CFR 490
- 1st 4-year Performance Period (Jan 2018 – Dec 2021)
- 2-year Mid-Performance Point
- Pavement and bridge only
- NHS inventory
- Targets are fiscally constrained
- Caltrans set 2 & 4-yr targets on May 2018
- No penalties

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# PM #2 Pre-Target Setting



- Prior to setting targets, Caltrans asked MPOs to complete a PM #2 Condition Reporting Form.
- SCAG provided expected conditions for our region over the next 2 & 4 years.
- SCAG leveraged the Statewide Transportation Asset Management Plan (TAMP) which includes 10-year targets for pavement & bridges.
- Applied average annual growth rate to establish 2 & 4 year targets for the SCAG region.

**Expected 2-Year NHS Pavement and Bridge Map-21 Based Condition**  
(Quantity weighted average)

| 2-Year Performance Targets     | Inventory                                      | Good  | Fair | Poor |
|--------------------------------|--|---|------|------|
| Pavement Lane Miles (Miles)    | Use Inventory from Caltrans Provided Worksheet | Provide one Good/Fair/Poor Condition Target per MPO in Total Lane Miles.  |      |      |
| Bridge Deck Area (Square Feet) |  | Provide one Good/Fair/Poor Condition Target per MPO in Total Square Feet. |      |      |

**Expected 4-Year NHS Pavement and Bridge Map-21 Based Condition**  
(Quantity weighted average)

| 4-Year Performance Targets     | Inventory                                      | Good  | Fair | Poor |
|--------------------------------|--|---|------|------|
| Pavement Lane Miles (Miles)    | Use Inventory from Caltrans Provided Worksheet | Provide one Good/Fair/Poor Condition Target per MPO in Total Lane Miles.  |      |      |
| Bridge Deck Area (Square Feet) |  | Provide one Good/Fair/Poor Condition Target per MPO in Total Square Feet. |      |      |

**Expected 2-Year NHS Pavement and Bridge Map-21 Based Condition**  
(Quantity weighted average)

| 2-Year Performance Targets     | Inventory  | Good      | Fair      | Poor      |
|--------------------------------|------------|-----------|-----------|-----------|
| Pavement Lane Miles (Miles)    | 11,718     | 468       | 9,630     | 1,620     |
| Bridge Deck Area (Square Feet) | 13,767,555 | 5,216,634 | 6,620,596 | 1,930,324 |

**Expected 4-Year NHS Pavement and Bridge Map-21 Based Condition**  
(Quantity weighted average)

| 4-Year Performance Targets     | Inventory  | Good      | Fair      | Poor      |
|--------------------------------|------------|-----------|-----------|-----------|
| Pavement Lane Miles (Miles)    | 11,840     | 553       | 6,778     | 1,509     |
| Bridge Deck Area (Square Feet) | 13,770,308 | 5,706,841 | 6,353,799 | 1,709,668 |



# PM #2 Statewide Targets



| Statewide NHS Pavement & Bridge Performance Targets |                     |          |          |  |         |          |         |  |         |          |         |
|---|---------------------|----------|----------|--|---------|----------|---------|--|---------|----------|---------|
| Pavement & Bridge Performance Measures              | Existing (2017)     |          |          | 2 Year NHS Targets (1/1/18 - 12/31/19) |         |          |         | 4 Year NHS Targets (1/1/18 - 12/31/21) |         |          |         |
|   | Total               | Good (%) | Poor (%) | Good (%)                               | Change  | Poor (%) | Change  | Good (%)                               | Change  | Poor (%) | Change  |
| <b>NHS Pavements (Total)</b>                        | 56,075 lane miles   | 30.4%    | 6.1%     | 32.4%                                  | ↑ 2.0%  | 6.3%     | ↓ 0.2%  | 33.5%                                  | ↑ 3.1%  | 6.4%     | ↓ 0.3%  |
| <b>Non-Interstate</b>                               | 41,917 lane miles   | 25.5%    | 7.1%     | 28.2%                                  | ↑ 2.7%  | 7.3%     | ↓ 0.2%  | 29.9%                                  | ↑ 4.4%  | 7.2%     | ↓ 0.1%  |
| <b>Interstate</b>                                   | 14,159 lane miles   | 47.9%    | 3.1%     | 45.1%                                  | ↓ -2.8% | 3.5%     | ↑ 0.4%  | 44.5%                                  | ↓ -3.4% | 3.8%     | ↑ 0.7%  |
| <b>Bridges on the NHS</b>                           | 234,285,883 sq. ft. | 66.5%    | 4.8%     | 69.1%                                  | ↑ 2.6%  | 4.6%     | ↓ -0.2% | 70.5%                                  | ↑ 4.0%  | 4.4%     | ↓ -0.4% |

| SCAG Pavement & Bridge Performance Targets |                    |          |          |  |        |          |         |  |        |          |         |
|--|--------------------|----------|----------|--|--------|----------|---------|--|--------|----------|---------|
| Pavement & Bridge Performance Measures     | Existing (2017)    |          |          | 2 Year NHS Targets (1/1/18 - 12/31/19) |        |          |         | 4 Year NHS Targets (1/1/18 - 12/31/21) |        |          |         |
|  | Total              | Good (%) | Poor (%) | Good (%)                               | Change | Poor (%) | Change  | Good (%)                               | Change | Poor (%) | Change  |
| <b>Non-Interstate</b>                      | 11,658 lane miles  | 3.7%     | 14.4%    | 4.0%                                   | ↑ 0.3% | 13.8%    | ↓ -0.6% | 4.7%                                   | ↑ 1.0% | 12.7%    | ↓ -1.7% |
| <b>Bridges on the NHS</b>                  | 13,766,178 sq. ft. | 36.1%    | 14.8%    | 37.9%                                  | ↑ 1.8% | 14.0%    | ↓ -0.8% | 41.4%                                  | ↑ 5.3% | 12.4%    | ↓ -2.4% |

- The statewide target is a roll up from individual MPO targets weighted based on percentage of NHS pavement and bridges
- SCAG non-interstate pavement = 20% of entire state; SCAG NHS bridge = 5% of the entire state
- Overall, at the 2 and 4 year period 'good' pavement and bridges are expected to marginally increase, while 'poor' pavement and bridges conditions are expected to decrease.

Attachment: Attachment 3\_MAP-21 Target Setting Update\_Presentation (Draft MAP-21 PM 2 & PM 3 Targets)

## PM #2 Performance Targets



- Statewide targets based on roll up of individual regional targets.
- Targets must be incorporated into the FTIP and RTP/SCS
- If Caltrans determines that targets are not being met after the 2-year target date (December, 2019), there is an opportunity to revise the 4-year condition target (i.e. repeal of SB-1).
- There are **no penalties** if targets are not met, however MPOs will need to report to Caltrans regarding steps for improvement.



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## PM #3: NHS Performance, Freight, & CMAQ



**Performance Management Group 3 (PM #3) consists of (3) categories of federal performance measures:**

- 1) National Highway System Performance (2 measures)
- 2) Freight (1 measure)
- 3) CMAQ Program (3 measures)

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## PM #3: NHS Performance, Freight, & CMAQ



The PM #3 National Highway System Performance category consists of (2) performance measures:

- 1) Percent of Reliable Person-Miles Traveled on the Interstate System.
- 2) Percent of Reliable Person-Miles Traveled on the Non-Interstate National Highway System.

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## PM #3: NHS Performance, Freight, & CMAQ



The PM 3 'Freight' performance category consists of (1) performance measure:

- 1) Percent of Interstate System Mileage Providing Reliable Truck Travel Times.

The PM #3 'CMAQ Program' performance category features (3) performance measures:

- 1) Total Emissions Reductions by Applicable Pollutants (VOC, CO, NOx, PM 2.5, PM 10).
- 2) Annual Hours of Peak Hour Excessive Delay per Capita.
- 3) Percent Non-Single Occupancy Vehicle (SOV) Travel.

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# PM #3: NHS Performance, Freight, & CMAQ

## Statewide PM #3 NHS Performance Targets

| Performance Measure   | 2017 Baseline | 2-Year Target | 4-Year Target |
|---|---------------|---------------|---------------|
| Percent of Reliable Person-Miles Traveled on the Interstate System  | 64.6%         | 65.1% (+0.5%) | 65.6% (+1.0%) |
| Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS | 73.0%         | N/A           | 74.0% (+1.0%) |

- Caltrans released its statewide PM #3 targets in May, 2018.
- For the Interstate System travel time reliability measure, Caltrans selected a 2-year target (65.1%) to provide for a 0.5% improvement over the 2017 baseline value of 64.6%.
- The 4-year Interstate System target continues the 2-year improvement trend to a full 1.0% over baseline to 65.6%.
- FHWA rulemaking requires only a 4-year target for the non-interstate NHS travel time reliability measure. Caltrans selected a statewide target of 1.0% improvement over the baseline value (73% to 74%).

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# PM #3: NHS Performance, Freight, & CMAQ

## Statewide PM #3 Freight Travel Time Targets

| Performance Measure   | 2017 Baseline | 2-Year Target | 4-Year Target |
|---|---------------|---------------|---------------|
| Percent of Interstate System Mileage Providing Reliable Truck Travel Time | 1.69          | 1.68 (-0.01)  | 1.67 (-0.02)  |

- For the Freight travel time reliability measure, Caltrans selected a 2-year target (1.68) for an improvement of 0.01 over the 2017 baseline value (1.69).
- The 4-year Freight travel time reliability target continues the moderate improvement trend down to 1.67, for an improvement of 0.02 over the baseline.
- Freight travel time reliability is evaluated using the 'Truck Travel Time Index' (TTTI).
- TTTI is calculated as the ratio of the 95<sup>th</sup> percentile (slowest) travel time on an interstate segment by the 50<sup>th</sup> percentile (normal) travel time on that segment.
- For example, if the normal travel time is 50 MPH and the 95<sup>th</sup> percentile travel time is 30 MPH, the TTTI for that segment would be 1.67.

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# PM #3: NHS Performance, Freight, & CMAQ

## Statewide CMAQ Program Emissions Reduction Targets

| Total Emissions Reductions by Applicable Pollutants | 2017 Baseline | 2-Year Target    | 4-Year Target    |
|---|---------------|------------------|------------------|
| VOC (kg/day)  | 951.83        | 961.35 (+1.0%)   | 970.87 (+2.0%)   |
| CO (kg/day)   | 6,863.26      | 6,931.90 (+1.0%) | 7,000.54 (+2.0%) |
| NOx (kg/day)  | 1,753.36      | 1,770.89 (+1.0%) | 1,788.43 (+2.0%) |
| PM10 (kg/day)                                       | 2,431.21      | 2,455.52 (+1.0%) | 2,479.83 (+2.0%) |
| PM2.5 (kg/day)                                      | 904.25        | 913.29 (+1.0%)   | 922.34 (+2.0%)   |

- Total emissions reduction is calculated by summing the 2-year & 4-year emissions reduction totals by applicable pollutant for CMAQ-funded projects.
- The 2-year statewide emissions reduction targets for all (5) applicable pollutants were set by Caltrans for a 1.0% increase over the 2017 baseline.
- The 4-year statewide emissions reduction targets for each of the (5) applicable pollutants was set by Caltrans for a 2.0% increase over the 2017 baseline.

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# PM #3: NHS Performance, Freight, & CMAQ

## CMAQ Program Congestion Targets

- The 2 remaining PM #3 CMAQ Program performance measures focus on the congestion relief aspects of the CMAQ program: 'Annual Hours of Peak Hour Excessive Delay per Capita' & 'Percent Non-Single Occupancy Vehicle (Non-SOV) Travel'.
- These 2 congestion relief measures require a single, unified target be established for each US Census designated 'Urban Area' in the state with 2010 populations exceeding 1 million.
- There are 2 such Urban Areas in the SCAG region: Los Angeles/Long Beach/Anaheim & Riverside/San Bernardino.
- The 'Annual Hours of Excessive Delay' measure requires only a 4-year target for the initial performance reporting period for each Urban Area.

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Attachment: Attachment 3\_MAP-21 Target Setting Update\_Presentation (Draft MAP-21 PM 2 & PM 3 Targets)

## PM #3: NHS Performance, Freight, & CMAQ

### Peak Hour Excessive Delay Targets

| Annual Hours of Peak Hour Excessive Delay per Capita | 2017 Baseline | 2-Year Target | 4-Year Target |
|--|---------------|---------------|---------------|
| Los Angeles/Long Beach/Anaheim                       | 51.7 Hours    | N/A           | 51.2 (-1.0%)  |
| Riverside/San Bernardino                             | 16.3 Hours    | N/A           | 16.1 (-1.0%)  |

- In 2017, commuters in the Los Angeles/Long Beach/Anaheim Urban Area experienced 51.7 annual hours of excessive delay per capita.
- In Riverside/San Bernardino, the 2017 excessive delay value was 16.3 hours per capita.
- Caltrans & SCAG agreed upon a single, unified 4-year target for the Los Angeles/Long Beach/Anaheim Urban Area of 51.2 hours, a 1.0% improvement over 2017 baseline.
- For the Riverside/San Bernardino Urban Area, Caltrans & SCAG agreed upon a single, unified 4-year target of 16.1 hours, a 1.0% improvement over the 2017 baseline.

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## PM #3: NHS Performance, Freight, & CMAQ

### Non-SOV Travel Mode Share Targets

| Percent Non-SOV Travel         | 2017 Baseline | 2-Year Target | 4-Year Target |
|--------------------------------|---------------|---------------|---------------|
| Los Angeles/Long Beach/Anaheim | 25.6%         | 26.1% (+0.5%) | 26.6% (+1.0%) |
| Riverside/San Bernardino       | 22.7%         | 23.2% (+0.5%) | 23.7% (+1.0%) |

- In 2017, 25.6% of commuters in the Los Angeles/Long Beach/Anaheim Urban Area travelled by a mode other than single occupancy vehicle (SOV).
- In the Riverside/San Bernardino Urban Area, 22.7% of commuters used a non-SOV transportation option in 2017.
- Caltrans & SCAG agreed upon unified 2-year Non-SOV mode share targets of 26.1% for the Los Angeles/Long Beach/Anaheim Urban Area; & 23.2% for Riverside/San Bernardino, each representing a 0.5% increase over the respective baseline values.
- Caltrans & SCAG agreed upon unified 4-year Non-SOV mode share targets of 26.6% for the Los Angeles/Long Beach/Anaheim Urban Area; & 23.7% for Riverside/San Bernardino, each representing a 1.0% increase over the respective baseline values.

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## MAP-21 Performance Reporting



- MAP-21 establishes a 4-year performance target setting & reporting cycle, beginning (for most performance reporting areas) in October, 2018.
- Caltrans is required to set statewide performance targets, however SCAG has option to establish regional targets for most measures within 180 days of Caltrans submittal.
- SCAG coordinates with Caltrans on establishment of statewide targets & on specific performance targets for our region.
- Caltrans' initial 'baseline' performance period report (for most measures) is due to FHWA on October 1, 2018. The baseline report establishes existing conditions to be assessed over the first 4-year reporting period which ends on December 31, 2021.

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## MAP-21 Performance Reporting



- After 2 years, a mid-term progress evaluation is to be conducted, allowing Caltrans & SCAG to re-evaluate initial targets to ensure adequate progress is being made toward the 4-year performance goals.
- Caltrans' initial 2-year 'Mid-term Significant Progress Determination' will be due to FHWA on October 1, 2020.
- During the mid-term progress evaluation, Caltrans & SCAG are permitted to adjust initial 4-year targets (if necessary).
- MAP-21 performance reporting information will be incorporated into the SCAG 2020 RTP/SCS & FTIP.

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## MAP-21 Performance Reporting



- At the conclusion of each 4-year performance period, Caltrans is required to submit a report to FHWA demonstrating that 'significant progress' has been made toward achievement of each of the statewide performance targets.
- 'Significant progress' is indicated when either the designated performance target is achieved, OR actual performance is improved over the baseline report (even if target is not actually achieved).
- If any of the performance target areas fail to demonstrate 'significant progress' in the 4-year performance report, Caltrans is required to submit an additional report explaining why progress has not occurred & what steps are being taken to achieve the targets.

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## Recommended Action



### Recommended Action:

**PM #2:** To support & adopt the statewide PM #2 targets as proposed by Caltrans for pavement & bridge condition on the National Highway System.

**PM #3:** To support & adopt the statewide PM #3 targets as proposed by Caltrans for National Highway System performance, freight, and the CMAQ program.

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# Thank you!

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Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
September 6, 2018

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
**From:** Kome Ajise, Director of Planning, Active Transportation &  
Special Programs, 213-236-1835, Ajise@scag.ca.gov  
**Subject:** Regional Planning Working Groups Schedule Update

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning.

**EXECUTIVE SUMMARY:**

*SCAG Staff seeks to improve inter-disciplinary outreach and stakeholder engagement through the coordination of Regional Planning Working Groups (RPWG) hosted monthly. The working group series complements the Technical Working Group and existing working groups on Active Transportation, Public Health and Natural & Working Lands by allowing for deeper discussion on a wider range of issues related to the development and implementation of regional plans and policies. Enhanced engagement with stakeholders strengthens SCAG's role as a regional convener and is critical to finding new solutions to achieving more aggressive greenhouse gas reduction targets. The RPWG seeks to augment, not replace, the many existing committees and venues for engaging stakeholders in the regional planning process.*

*The schedule for RPWG meetings has been updated and is included in this report.*

**BACKGROUND:**

The Regional Planning Working Groups (RPWG) serve as a forum for SCAG staff to engage regional stakeholders in the development and implementation of regional plans and policies to advance SCAG's goal of creating a brighter future for Southern Californians. Over the course of 2018 and 2019, the RPWG will receive in-depth presentations on core transportation and land-use policy areas. The goals of the RPWG include:

1. Providing staff with input on the development of the 2020 RTP/SCS and opportunities to increase its effectiveness as a tool for local planning and advocacy.
2. Ensuring regional policy development is informed by local context, diverse interests, and multi-disciplinary expertise.

3. Building a strong foundation to advance policy solutions through early engagement of agencies and partners who will either lead or champion implementation.
4. Surfacing innovative solutions or new approaches to address challenging problems.
5. Promoting alignment of initiatives with federal, state, regional, and local efforts.
6. Increasing awareness of programs and the ease of participating in the policy development process.
7. Fostering information sharing among stakeholders to facilitate regional consensus building and local action.

The RPWG provides greater structure for several existing ad hoc working groups in an effort to increase participation, promote openness and transparency, foster cross-pollination among stakeholders, and reduce the administrative burden for planning and administrative staff.

#### Participation

RPWG meetings will be structured as open public forums for information sharing only. The RPWG will not vote or take positions on any policy issues. The meetings will be organized and managed by SCAG staff with no formal chair or assigned roles for participants. SCAG Staff will document the meetings and provide summaries on the SCAG website. While the meetings are open to the public, they will be targeted toward peer stakeholders and staff from state, regional, and local agencies, non-profit organizations, local universities, and the business community.

#### Meetings

RPWG meetings will take place monthly through 2020 at SCAG's Los Angeles Office (video-conferencing/teleconferencing will be available) through the development of the 2020 RTP/SCS and are anticipated to be held for 2-3 hours following the Technical Working Group meeting (which is generally held on the third Thursday of each month), for the convenience of stakeholders. Agendas within each topical area are anticipated to build upon each other, and therefore, participants will be encouraged to attend on an on-going basis.

#### Working Groups

Staff has prepared an outlook of the Regional Planning Working Groups series for the entire FY 18-19 (see Schedule below). More topical areas may be added over the course of the year through the addition of stand-alone workshops or additional topical working groups. A description of the initial set of working groups and associated goals are below:

##### ***Active Transportation Working Group***

The purposes of the Active Transportation meetings are to:

- Explore methods to increase the value of the 2020 RTP/SCS active transportation component for local jurisdictions and implementing agencies through enhancement of policies, analysis and presentation of the regional active transportation plan

- Share information on SCAG initiatives and funding programs, such as ATP and the Go Human Safety & Encouragement Campaign
- Discuss emerging issues and share innovations and best practices for increasing safe walking and biking across the region.

#### ***Environmental Justice (EJ) Working Group***

The purposes of the Environmental Justice meetings are to share information regarding SCAG's EJ Program, and to discuss EJ topics and issues that were expressed during RTP/SCS outreach efforts and current EJ concerns raised by SCAG stakeholders. Some EJ topic discussions include, but are not limited to:

- Introduction and implementation of SB 1000;
- Public health impacts: air quality, access to parks and open space, mortality rates in EJ communities, noise impacts on EJ communities, etc.;
- Impacts of gentrification on low income communities and local businesses;
- Lack of transit access and impacts on EJ communities

#### ***Mobility Innovations Working Group***

The Mobility Innovations meetings will discuss the deployment of a broad range of new mobility related services in the SCAG region including but not limited to ride-hailing, car-sharing, micro-transit, electric vehicles, and vehicle automation. The meetings will allow feedback on SCAG's efforts to model the effects of these nascent modes, and to assist in developing policies to mitigate counterproductive effects such as increased VMT and GHG emissions.

#### ***Natural and Working Lands Working Group***

The purpose of the Natural Lands meetings is to gather a breadth of additional stakeholder input into the development and ongoing success of SCAG's conservation planning efforts. Meeting since 2014, the Natural Lands working group is comprised of a diverse group of stakeholders representing federal and state conservation agencies, nonprofits such as land trusts, academic institutions, as well as CTCs, Counties and Cities. The working group was instrumental in refining the conservation strategies and policies in the 2016 RTP/SCS Natural Lands Appendix, and will continue to be engaged for the 2020 RTP/SCS.

#### ***Public Health Working Group***

The Public Health related meetings provide a forum for stakeholders throughout the region to convene and provide comments and recommendations for the promotion of public health in transportation and land use planning. The working group will serve as a platform for SCAG to receive feedback related to implementation of the 2016-2040 RTP/SCS, and preparation for the 2020 RTP/SCS

**Safety Working Group**

SCAG is interested in working more closely with transportation safety stakeholders on developing a Regional Transportation Safety Strategy that can be incorporated into the region’s next long-range plan, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). The purposes of the Safety meetings are to:

- Assist SCAG staff in developing transportation safety analyses and policies (e.g., existing conditions analysis; high injury corridor methodology and identification; safety target(s) and performance measures; strategies and actions).
- Provide SCAG staff with guidance on the development of the Regional Safety Strategy to be incorporated into the 2020 RTP/SCS.
- Motivate information sharing and the identification of best practices related to transportation safety, planning, and programming at the local level.

**Sustainable Communities Working Group (SCWG)**

The Sustainable Communities Working Group meetings will help SCAG and regional stakeholders balance conservation and development strategies, reduce greenhouse gas (GHG) emissions, adapt to a changing climate, cultivate livable communities, and ease pressures on natural systems. The SCWG will provide a candid and collaborative forum to develop and discuss policies that can yield new and valuable regional benefits with positive and sustained outcomes.

**SCHEDULE:**

Meetings will be held monthly (third Thursday of each month) and agendas posted on SCAG’s website:

<http://www.scag.ca.gov/committees/Pages/CommitteeL2/SingleCommittee.aspx?CID=42>

| <b>Regional Planning Working Groups Schedule</b> |                            |                            |
|--|----------------------------|----------------------------|
| <b>21-Sep-18</b>                                 | Active Transportation      | Public Health              |
| <b>18-Oct-18</b>                                 | Mobility Innovations       | Safety                     |
| <b>15-Nov-18</b>                                 | Sustainable Communities    | Natural Lands Conservation |
| <b>19-Dec-18</b>                                 | Active Transportation      | Mobility Innovations       |
| <b>17-Jan-19</b>                                 | Environmental Justice      | Public Health              |
| <b>21-Feb-19</b>                                 | Natural Lands Conservation | Sustainable Communities    |
| <b>18-Mar-19</b>                                 | Active Transportation      | Safety                     |
| <b>18-Apr-19</b>                                 | Public Health              |                            |
| <b>16-May-19</b>                                 | Mobility Innovations       | Natural Lands Conservation |
| <b>20-Jun-19</b>                                 | Active Transportation      | Environmental Justice      |



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**FISCAL IMPACT:**

The RPWG series is funded as part of each SCAG program in the FY 18-19 OWP.



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
September 6, 2018

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Kome Ajise, Director of Planning, Sustainability, 213-236-1835,  
Ajise@scag.ca.gov  
**Subject:** Connect SoCal Goals and Guiding Policies

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC, CEHD AND TC:**  
For Information Only – No Action Required

**RECOMMENDED ACTION FOR 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. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**EXECUTIVE SUMMARY:**  
In preparation for SCAG’s next Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), *Connect SoCal*, staff have prepared draft Goals and Guiding Policies. These draft Goals and Guiding Policies for Connect SoCal were based on the 2016 RTP/SCS adopted Goals and Guiding Policies and have been updated to reflect changes within our region as well as new planning requirements. The draft language of the Goals and Guiding Policies reflects input from multiple stakeholder groups.

**BACKGROUND:**  
The 2020 RTP/SCS, *Connect SoCal*, is intended to represent the vision for Southern California’s future, including policies, strategies, and projects for advancing the region’s mobility, economy, and sustainability through the plan’s new horizon year of 2045. The Goals for an RTP/SCS articulate the vision for where the region would like to go, whereas the Guiding Policies provide more detail as to how the region intends to accomplish its goals.

As an initial step in preparing Connect SoCal, staff worked with multiple stakeholder groups, including the Regional Planning Working Groups and the Technical Working Group, to develop the draft Goals and Guiding Policies for the 2020 RTP/SCS.

These Goals updated the 2016 RTP/SCS Goals, and were revised in order to:

- align with SCAG’s updated Strategic Plan approved by the RC in early 2018;
- align with updated federal planning factors and state goals;
- reflect policy areas that have increased in importance; and
- improve clarity.

The Goals fall into four core categories: economy; mobility; environment; and healthy and complete communities. The Connect SoCal Draft Goals now include explicit reference to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics to both the region and the plan. These Draft Goals have been developed to link to potential performance measures and targets where possible.

#### Connect SoCal Draft Goals:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods throughput and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas well supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of critical habitats.

In updating the Goals, staff also updated the plan’s Guiding Policies, which help to focus the goals into more specific direction for plan investments. They are intended to encourage balanced, integrated multi-disciplinary approaches for transportation and land use.

#### Connect SoCal Draft Guiding Policies:

1. Transportation investments shall be based on adopted regional performance indicators and MAP-21/FAST Act regional targets.
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety, and that preserve the existing transportation system.
3. Land use and growth strategies will recognize local input promote sustainable transportation options, and support equitable and adaptable communities.
4. Encourage RTP/SCS investments and strategies that collectively will result in reduced non-recurrent congestion and demand for single occupancy vehicle use by leveraging new transportation technologies and expanding travel choices.

5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.
7. Regionally, transportation investments should reflect best known science regarding climate change vulnerability in order to design for long term resilience.

These draft Goals and Guiding Policies will serve as a working reference document and to provide a starting point in preparing Connect SoCal. These are not being recommended for final adoption at this time in order to allow for refinement and responsiveness to additional priorities that may emerge during the development process. Final draft Goals and Guiding Policies will be included with the release of the draft Connect SoCal document in fall 2019.

**FISCAL IMPACT:**

Funding to support development of the Regional Transportation Plan is identified in the agency's Overall Work Program (OWP) in 010.0170.01, RTP Support, Development, and Policy Implementation.

**ATTACHMENT(S):**

1. Connect SoCal Draft Goals and Guiding Policies

# Connect SoCal

## Draft Goals and Guiding Policies

September 6, 2018



# Why update goals and guiding policies?



## SCAG's Strategic Plan

- Produce innovative solutions that improve the quality of life for Southern Californians
- Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution



## State and federal planning factors and goals

- Federal: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- State: Foster Livable and Healthy Communities and Promote Social Equity

# Draft 2020 RTP/SCS Goals



1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods throughput and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.

# Draft 2020 RTP/SCS Goals



6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas well supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of critical habitats.

# Draft 2020 RTP/SCS Guiding Policies



1. Transportation investments shall be based on adopted regional performance indicators and MAP•21/FAST Act regional targets.
2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety, and that preserve the existing transportation system.
3. Land use and growth strategies will respect local input, promote sustainable transportation options, and support equitable and adaptable communities.
4. Encourage RTP/SCS investments and strategies that collectively will result in reduced non•recurrent congestion and demand for single occupancy vehicle use by leveraging new transportation technologies and expanding travel choices.

# Draft 2020 RTP/SCS Guiding Policies



5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.
6. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.
7. Regionally, transportation investments should reflect best known science regarding climate change vulnerability in order to design for long term resilience.

Thank you





Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
September 6, 2018

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
**From:** Grieg Asher, Program Manager I, Sustainability, (213) 236-1869, asher@scag.ca.gov  
**Subject:** GHG 2050 Pathways

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**RECOMMENDED ACTION FOR CEHD:**  
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:**  
Information will be provided today regarding the SCAG 2050 Greenhouse Gas (GHG) Pathways (“2050 Pathways”) project. The goal of this project is to create an analysis specific to the SCAG region that highlights strategies to achieve a 40% reduction in GHG below 1990 levels by 2030, and an 80% reduction by 2050, as required by state law. The staff of Energy & Environmental Economics (E3) will present on their research, findings and conclusions from their analysis over the past year.

**BACKGROUND:**  
The California Global Warming Solutions Act of 2006 – also known as AB 32 - called on California to reduce GHG emissions to 1990 levels by 2020. Executive Order B-30-15 and SB 32 (signed into law in 2016) extended the goals of AB 32 requiring the reduction of GHG emissions 40% below 1990 levels statewide by 2030. The State has also identified a 2050 goal of reducing GHG emissions 80% below 1990 levels.

The goal of the “2050 Pathways” project is to create an analysis specific to the SCAG region that highlights strategies to achieve a 40% reduction in greenhouse (GHG) gases below 1990 levels by 2030, and an 80% reduction by 2050 consistent with state’s analysis, methodologies and strategies. This “2050 Pathways” analysis was nested within the broader context of the state’s California’s 2017 Climate Change Scoping Plan<sup>1</sup> developed by the California Air Resources Board (ARB) using E3’s PATHWAYS scenario modeling tool, as well as ARB’s transportation Vision modeling. PATHWAYS is structured to model GHG emissions while recognizing the integrated nature of the

<sup>1</sup> [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf)

industrial economic and energy sectors. The statewide scenarios were modified to reflect regional policy goals and priorities, and produce regional outputs.

One of the key tasks and challenges of this project was appropriately downscaling the statewide analysis to the SCAG region. Another major task was in translating and interpreting the policy goals and priorities of SCAG's regional plans into model inputs and results that could be quantified within the PATHWAYS model framework. The result of this project is an accessible and informative final report that credibly lays out the challenges, strategies and opportunities of meeting the region's long-term GHG reduction goals. Once the final report is posted on the SCAG website staff will provide a link to EEC and CEHD members.

Two key takeaways from the research are: (1) Southern California will require transformative change across every sector of the economy. Specifically, passenger vehicle electrification is a critical strategy to decarbonize the region's transportation sector, the largest source of GHG emissions in the SCAG region; and (2) Low-carbon electricity is not only essential to reduce GHG emissions from the power sector as it exists today, but also to enable the decarbonization of the transportation and buildings sectors.

To summarize, this analysis suggests common areas where the SCAG region can focus its decarbonization efforts on local and regional policy actions, including on energy efficiency, smart growth, vehicle electrification and renewable energy generation.

This project is designed to communicate the challenges and opportunities of deep decarbonization in such a way that is meaningful, useful and recognizable to policy-makers and leaders in the SCAG region, as well as State agencies, by reflecting local conditions and regional policy priorities and goals.

**FISCAL IMPACT:**

Staff's work budget

for the current fiscal year is included in the FY 2018-19 OWP (065.2663.03: SCAG 2050 GHG Pathways Regional Study).

**ATTACHMENT(S):**

1. 2050 GHG Pathways PowerPoint presentation to be provided.

PowerPoint presentation to be provided. 1140



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
September 6, 2018

**To:** Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Roland Ok, Senior Regional Planner, Compliance &  
Performance Monitoring, (213) 236-1819, ok@scag.ca.gov  
**Subject:** CEQA Documentation initiated for the 2020 RTP/SCS

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR EEC:**  
For 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:**  
The purpose of this staff report is to inform the EEC that staff will be initiating environmental documentation for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (SoCal Connect or Plan). A Program Environmental Impact Report (PEIR) for the Plan will be prepared in accordance with the California Environmental Quality Act (CEQA). The PEIR will be a program-level document that will analyze the cumulative effects of the proposed actions, as well as transportation improvements and land use developments discussed in the Plan.

**BACKGROUND:**  
SoCal Connect is a long-term plan which emphasizes the development and preservation of the region’s transportation system. For a transportation project to become eligible for federal and state funding, it must be included in the financially-constrained portion of the RTP. In addition, per state law, the Plan must include a Sustainable Communities Strategy (SCS) that demonstrates compliance with California Air Resources Board greenhouse gas (GHG) emission reduction targets from cars and light duty trucks.

CEQA, Pub. Res. Code § 21000 et seq., and its implementing regulations, CEQA Guidelines, codified at 14 C.C.R. § 15000 et seq., require SCAG as the Lead Agency to prepare an Environmental Impact Report for the Plan. The Plan necessitates preparation of a PEIR, which is a “first-tier” CEQA document designed to consider “broad policy alternatives and program-wide mitigation measures” (CEQA Guidelines §15168).

The PEIR will serve as a programmatic document that provides a region-wide assessment of potential significant environmental effects of the Plan. The PEIR will provide an opportunity to

inform decision-makers and the public about these effects. The PEIR will evaluate region-wide, potential significant environmental effects, including direct and indirect effects, growth-inducing impacts, and cumulative impacts of the Plan at a programmatic level. The PEIR will consider a range of reasonable alternatives to the Plan, including the no-project alternative and alternatives capable of achieving most of the basic objectives of the Plan and that may be capable of avoiding or substantially lessening any of the significant environmental effects the Plan. The PEIR will also evaluate proposed feasible mitigation measures capable of avoiding or reducing the significant effects of the Plan.

**CURRENT STATUS OF THE 2020 RTP/SCS PEIR:**

On August 20, 2018, SCAG's Executive Administration Committee (EAC), approved the Consultant's contract (18-026-C01) to assist SCAG with the preparation of a legally defensible PEIR. The Consultant will assist SCAG in completing the PEIR and provide services to ensure compliance with federal and state planning and environmental laws in the PEIR.

**NEXT STEPS:**

SCAG will release the Notice of Preparation (NOP) within the next two months, which will formally kick-off the PEIR process. The NOP will undergo a 30-day public review period which will allow for public comments. Following the release of the NOP and public review phase, SCAG will host two (2) public scoping meetings. The public scoping meetings will provide a presentation on the Plan's process and vision and allow for further comments on the Plan and the PEIR. Comments will received will be incorporated into the PEIR and will potentially serve as a guidance tool to conduct environmental analysis.

**FISCAL IMPACT:**

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



Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017  
September 6, 2018

**To:** Community  
Economic & Human Development Committee (CEHD)  
Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Rongsheng Luo, Program Manager II, Compliance &  
Performance Monitoring, (213) 236-1994, LUO@scag.ca.gov  
**Subject:** Potential Strategies for Facility-Based Mobile Source Measures  
Adopted in 2016 South Coast Air Quality Management Plan  
(AQMP)

EXECUTIVE DIRECTOR'S  
APPROVAL

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

**RECOMMENDED ACTION FOR CEHD, TC AND RC:**  
Receive and File

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

**EXECUTIVE SUMMARY:**  
*Since the November 2, 2017 informational staff report to the RC and policy committees CEHD,EEC, and TC, the South Coast Air Quality Management District (SCAQMD) staff has been continuing implementation of the facility-based mobile source measures adopted in the 2016 South Coast AQMP. Mr. Ian MacMillan, SCAQMD Planning & Rules Manager, will present a summary of emission reduction strategies that SCAQMD will pursue for sources covered by 2016 AQMP Facility-Based Mobile Source Measures including airports, marine ports, new and redevelopment projects, rail yards, and warehouses.*

**BACKGROUND:**  
As reported previously, the Final 2016 South Coast Air Quality Management Plan (AQMP) includes five facility-based mobile source measures seeking emission reductions from new development and redevelopment projects, marine ports, railyards, warehouses, and commercial airports. The SCAQMD Governing Board and the California Air Resources Board also have given additional directions to their respective staff regarding commercial airports and large freight facilities at their respective adoptions of the 2016 South Coast AQMP in March 2017.

In implementing the 2016 AQMP and the Boards’ directions, the SCAQMD staff formed five working groups in May 2017, and have been holding multiple meetings of the working groups as well as



developing both voluntary and regulatory measures in a process that has included extensive public input.

At its meeting on May 4, 2018, the SCAQMD Governing Board voted to direct its staff to further develop voluntary and regulatory measures to reduce emissions from ports, warehouses, airports, rail yards, and new development and redevelopment projects.

Several SCAG staff from the relevant subject areas have been actively participating in these working group meetings and providing input within their respective areas. SCAG staff will continue to participate in and closely monitor the working group process and will report back to the Regional Council and Policy Committee(s) as appropriate.

**FISCAL IMPACT:**

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

**ATTACHMENT(S):**

1. SCAQMD PowerPoint Presentation Facility-based Mobile Source Measures 090618

# Potential Strategies for Facility-Based Mobile Source Measures Adopted in 2016 South Coast Air Quality Management Plan (AQMP)



SCAG Energy and Environment Committee  
September 6, 2018

# Background



- Ø 5 Facility-Based Mobile Source Measures (FBMSM) included in 2016 AQMP
  - Ø Airports, New/Redevelopment, Ports, Railyards, Warehouses
- Ø Primary goal of FBMSM is to reduce NOx emissions
  - Ø Assists in implementing CARB's Mobile Source Strategy "Further Deployment" control measures
  - Ø Measures need to be defined and in place 3 years before attainment deadline
  - Ø Mobile source strategies from CARB and SCAQMD are meant to complement each other



# Board Approved Approach - Warehouses

## Potential Voluntary Measures

- Ø New CEQA Air Quality Mitigation Fund
- Ø Warehouse Guidance Document (with CARB)
- Ø Explore Green Delivery options (e.g., opt-in fee to fund cleaner fleet)

## Potential Regulatory Measures

- Ø Begin Indirect Source rulemaking activities
- Ø Interim Analyses
  - Ø Anticipated Emission Reductions
  - Ø Cost of Compliance
  - Ø Economic Impact Study + 3<sup>rd</sup> party review
  - Ø Industrial Real Estate Market Impact
  - Ø Technological Availability

## Reporting Frequency to Board

- Ø Report to full Governing Board every 3-6 months



# Board Approved Approach - Rail Yards

## Potential Voluntary Measures

Ø Staff to work with San Bernardino County Supervisor Rutherford to explore potential for new agreements or MOUs beyond existing 1998 & 2005 agreements

## Potential Regulatory Measures

Ø Begin Indirect Source rulemaking activities  
Ø If ISR approved by Board, harmonization at federal level with ICCTA likely required before rule is enforceable

## Reporting Frequency to Board

Ø Review progress every 9 months with Mobile Source Committee



# Board Approved Approach - Ports

## Potential Voluntary Measures

- Ø Pursue individual MOUs on specific Clean Air Action Plan measures
- Ø Pursue introduction of cleaner vessels
  - Ø Demonstrations, incentives, etc.

## Potential Regulatory Measures

- Ø Do not pursue ISR at this time

## Reporting Frequency to Board

- Ø Review progress every 6-9 months with Mobile Source Committee

# Board Approved Approach - New/Redevelopment



## Potential Voluntary Measures

- Ø New CEQA Air Quality Mitigation Fund
- Ø Update SCAQMD CEQA Handbook
- Ø Continue to work with Public Utilities Cmsn., Energy Cmsn., and utilities to expand charging/alt-fueling infrastructure

## Potential Regulatory Measures

- Ø Delay consideration of beginning Indirect Source rulemaking activities until additional analysis is completed
- Ø Continue to work with stakeholders
  - Ø Rule Concepts
  - Ø Timelines
  - Ø Preliminary estimates of costs/benefits

## Reporting Frequency to Board

- Ø Report to full Governing Board in September
- Ø Quarterly reporting thereafter



# Board Approved Approach - Airports

## Potential Voluntary Measures

- Ø Pursue individual MOUs with each airport
- Ø Airport-specific Clean Air Action Plans
- Ø Include explicit process for pursuing FAA VALE/ZEV funding

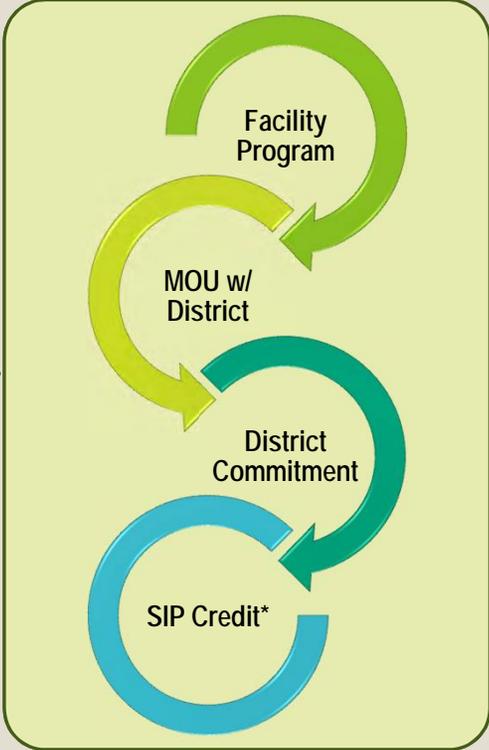
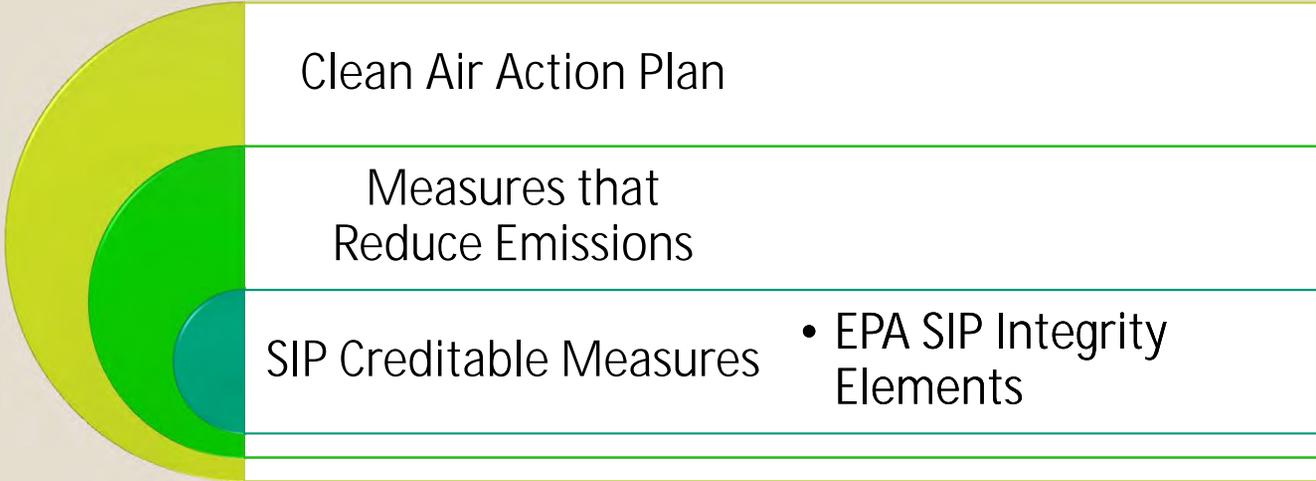
## Potential Regulatory Measures

- Ø Do not pursue ISR now

## Reporting Frequency to Board

- Ø Review progress every 9 months with Mobile Source Committee

# Potential MOU Approach for Clean Air Action Plans



Ø MOU can include specific measures or emission targets  
 Ø With MOU, SCAQMD Board would commit to SIP-creditable emission reductions, or alternative measures if Facility Program/MOU unsuccessful

\*Subject to EPA Approval

# Potential Regulatory Approach

## Multiple Compliance Options\*



\*No compliance option would intrude on local agencies' land use authority

# Staff Lead Contacts

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Ø Warehouses & Rail Yards - Ian MacMillan (909) 396-3244 [imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov)

Ø Ports & Airports - Zorik Pirveysian (909) 396-2431 [zpirveysian@aqmd.gov](mailto:zpirveysian@aqmd.gov)

Ø New/Redevelopment - Jillian Wong (909) 396-3176 [jwong1@aqmd.gov](mailto:jwong1@aqmd.gov)