



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

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REGULAR MEETING

ENERGY AND ENVIRONMENT COMMITTEE

*Thursday, March 5, 2020
10:00 a.m. – 12:00 p.m.*

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

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

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

EEC - Energy and Environment Committee *Members – March 2020*

1. **Sup. Linda Parks**
EEC Chair, Ventura County
2. **Hon. David Pollock**
EEC Vice Chair, Moorpark, RC District 46
3. **Hon. Ana Beltran**
Westmorland, ICTC
4. **Hon. Margaret Clark**
Rosemead, RC District 32
5. **Hon. Robert Copeland**
Signal Hill, GCCOG
6. **Hon. Maria Davila**
South Gate, GCCOG
7. **Hon. Ned Davis**
Westlake Village, LVMCOG
8. **Hon. Paula Devine**
Glendale, AVCJPA
9. **Hon. Jordan Ehrenkranz**
Canyon Lake, WRCOG
10. **Hon. Sandra Genis**
Costa Mesa, OCCOG
11. **Hon. Shari Horne**
Laguna Woods, OCCOG
12. **Hon. Elaine Litster**
Simi Valley, VCOG
13. **Hon. Diana Mahmud**
South Pasadena, SGVCOG
14. **Hon. Judy Mitchell**
Rolling Hills Estates, RC District 40
15. **Hon. Toni Momberger**
Redlands, SBCTA

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

- 16. Hon. Cynthia Moran**
Chino Hills, SBCTA
- 17. Hon. Greg Morena**
Santa Monica, WSCCOG
- 18. Hon. Oscar Ortiz**
Indio, CVAG
- 19. Hon. Jim Osborne**
Lawndale, SBCCOG
- 20. Hon. Jeannine Pearce**
Long Beach, RC District 30
- 21. Sup. Luis Plancarte**
Imperial County
- 22. Hon. Miguel Pulido**
OCTA Representative
- 23. Hon. Carmen Ramirez**
Oxnard, RC District 45
- 24. Hon. Greg Raths**
Mission Viejo, OCCOG
- 25. Hon. Richard Rollins**
Port Hueneme, VCOG
- 26. Hon. Deborah Robertson**
Rialto, RC District 8
- 27. Hon. Meghan Sahli-Wells**
Culver City, RC District 41
- 28. Hon. Rhonda Shader**
Placentia, Pres. Appt.(Member at Large)
- 29. Hon. Emma Sharif**
Compton, RC District 26
- 30. Hon. Sharon Springer**
Burbank, SFVCOG
- 31. Hon. John Valdivia**
San Bernardino, SBCTA

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32. Hon. Edward Wilson

Signal Hill, GCCOG

33. Hon. Bonnie Wright

Hemet, WRCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Policy A Meeting Room
Los Angeles, California 90017
Thursday, March 5, 2020
10:00 AM

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

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

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION/DISCUSSION ITEM

CONSENT CALENDAR

Approval Items

- 1. Minutes of the Meeting - February 6, 2020 Page 7

Receive and File

- 2. 31st Annual Demographic Workshop - Save the Date Page 13

INFORMATION ITEMS

- 3. Building Sector Decarbonization 40 mins. Page 15
(Panama Bartholomy, Executive Director, Building Decarbonization Coalition)
- 4. Permitting Electric Vehicle Supply Equipment 15 mins. Page 17
(Kielan Rathjen, Special Advisor, Zero Emission Vehicle Policy, Governor’s Office of Business and Economic Development GO-Biz)
- 5. Overview of Draft Connect SoCal Comments and Revision Approach 30 mins. Page 35
(Jason Greenspan, Manager of Sustainability, SCAG)
- 6. Status Update on the Connect SoCal Final PEIR 20 mins. Page 47
(Roland Ok, Senior Regional Planner, SCAG)

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7. Status Update on Final Federal Safer, Affordable, Fuel-Efficient Vehicles Rule 10 mins. Page 56
(Rongsheng Luo, Program Manager II, SCAG)

CHAIR'S REPORT

(The Honorable Linda Parks, Chair)

STAFF REPORT

(Grieg Asher, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 5, 2020

**ENERGY AND ENVIRONMENT COMMITTEE
MINUTES OF THE MEETING
THURSDAY, FEBRUARY 6, 2020**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.igm2.com/Citizens/>

The Energy and Environment Committee (EEC) met at SCAG, 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017. A quorum was present.

Members Present

| | |
|--|-------------------------|
| Sup. Linda Parks (Chair) | Ventura County |
| Hon. David Pollock, Moorpark (Vice Chair) | District 46 |
| Hon. Ana Beltran, Westmoreland | ICTC |
| Hon. Margaret Clark, Rosemead | District 32 |
| Hon. Robert Copeland, Signal Hill | GCCOG |
| Hon. Ned Davis, Westlake Village | LVMCOG |
| Hon. Paula Devine, Glendale | AVCJPA |
| Hon. Jordan Ehrenkranz, Canyon Lake | WRCOG |
| Hon. Sandra Genis, Costa Mesa | OCCOG |
| Hon. Shari Horne, Laguna Woods | OCCOG |
| Hon. Elaine Litster, Simi Valley | VCOG |
| Hon. Diana Mahmud, South Pasadena | SGVCOG |
| Hon. Judy Mitchell, Rolling Hills Estates | District 40 |
| Hon. Toni Momberger, Redlands | SBCTA |
| Hon. Oscar Ortiz, Indio | CVAG |
| Hon. James Osborne, Lawndale | SBCCOG |
| Hon. Jeannine Pearce, Long Beach | District 30 |
| Hon. Carmen Ramirez, Oxnard | District 45 |
| Hon. Deborah Robertson, Rialto | District 8 |
| Hon. Richard Rollins, Port Hueneme | VCOG |
| Hon. Meghan Sahli-Wells, Culver City | WCCOG |
| Hon. Rhonda Shader, Placentia | President's Appointment |
| Hon. Emma Sharif, Compton | GCCOG |
| Hon. Sharon Springer, Burbank | SFVCOG |

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2. Go Human Outlook - Safety Strategies and Resources
3. Advancement of the Growth Vision for Connect SoCal
4. Resolution No. 20-618-1 Regarding Regional Funding for Housing

A MOTION was made (Sahli-Wells) to approve the Consent Calendar. Motion was SECONDED (Ramirez) and passed by the following votes:

AYE/S: Beltran, Clark, Copeland, Devine, Horne, Lister, Momberger, Ortiz, Parks, Pollock, Ramirez, Rollins, Sahli-Wells, Shader and Springer (15)

NOE/S: None (0)

ABSTAIN/S: Osborne (1)

INFORMATION ITEMS

5. Public Safety Power Shutoff (PSPS)

Chair Parks welcomed and introduced Garrett Wong, Climate Program Manager for the County of Santa Barbara and Board Chair for the Local Government Sustainable Energy Coalition (LGSEC), to provide a presentation.

Mr. Wong remarked that LGSEC is a member-dues supported coalition with a primary function to provide regulatory advocacy. He discussed PSPS, a de-energization event to prevent ignitions of wildfires from power lines. He also provided a PSPS regulatory update; California Public Utilities Commission's proposed PSPS protocols; state funding; the Governor's proposed 2020 state budget; Senate Bill 45 (SB 45 Allen) and what local governments and SCAG can do? He emphasized the importance of understanding the vulnerability of local governments with working with community-based organizations and health agencies while providing pre-planning for energy resilience. In closing, Mr. Wong invited the members to become a party to CPUC regulatory hearings.

On behalf of the EEC, Chair Parks thanked Garrett Wong for his presentation.

6. Update on AB 617 Community Plans in the South Coast AQMD

Chair Parks welcomed and introduced Dr. Jo Kay Ghosh, Director of Community Air Programs for South Coast AQMD.

Dr. Ghosh provided background information regarding AB 617, a statewide environmental justice program designed to address equity through efforts that will benefit environmental justice communities. She remarked that she would specifically discuss community air monitoring and emissions reduction plans. She provided information on community prioritization elements; technical data sources; AB 617's designated and potential future communities for 2018 and 2019; and community steering committees and public engagement. Dr. Ghosh provided examples of air quality priorities in Wilmington, Carson and West Long Beach communities including east Los Angeles, Boyle Heights and west Commerce communities. She discussed the strategies used in Community Emissions Reduction Plans (CERPs) and other community-driven efforts to develop CERPs. In closing she provided examples of actions to reduce stationary source emissions; exposure reduction; and summary of the CERP process.

On behalf of the EEC, Chair Parks thanked Dr. Jo Kay Ghosh for her presentation.

7. SCAG Regional Greenprint

Chair Parks introduced the item and asked India Brookover, SCAG staff, to provide background information.

Ms. Brookover stated that the Regional Greenprint is a tool to help users make better land use and transportation infrastructure decisions and support conservation investments based on the best available scientific data. She discussed the importance of The Regional Greenprint and how the tool may benefit various agencies and local governments. In closing, Ms. Brookover provided a timeline of the project to be launched in 2021 and evaluated in 2022.

On behalf of the EEC, Chair Parks thanked India Brookover for her presentation.

8. Clean Power Pathway Plan

Chair Parks introduced the item and asked Joshua Torres, Senior Policy Advisor for Southern California Edison (SCE), to provide background information.

Mr. Joshua Torres began his presentation with SCE's vision of 2045, to achieve a carbon neutral future. He discussed customer benefits for cleaner air, savings and economic opportunities. In closing, Mr. Torres stated partnering with local governments is an ongoing two-way dialogue with meeting energy goals.

On behalf of the EEC, Chair Parks thanked Joshua Torres for his presentation.

CHAIR'S REPORT

A report was not provided.

STAFF REPORT

A report was not provided.

FUTURE AGENDA ITEM/S

Regional Councilmember Deborah Robertson, Rialto, District 8, reminded staff regarding the request last month to add to a future agenda item a discussion regarding "water in the region" and that an invitation be extended to Gloria Gray, Chairwoman of the Metropolitan Water District. Staff acknowledged the request and indicated the item has been included on the committee's running list of agenda items.

Councilmember Diana Mahmud, So. Pasadena, SGVCOG, asked to invite the Los Angeles Regional Water Quality Control Board to provide a presentation to the EEC. Staff acknowledged the request.

ADJOURNMENT

There being no further business, Chair Parks adjourned the Energy and Environment Committee meeting at 11:52 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT

2019-20

| MEMBERS | Date Appointed if after 5/1/19 | Representing | 2019-20 | | | | | | | | | | | | Total Mtgs Attended To Date | |
|-----------------------------|--------------------------------|---------------------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------------------------|---|
| | | | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | | |
| Beltran, Ana | | Westmoreland, ICTC | | 0 | | 0 | 1 | 0 | 0 | | | | 1 | | | 2 |
| Clark, Margaret | | Rosemead, RC District 32 | | 1 | | 1 | 1 | 1 | 1 | | | | 1 | | | 6 |
| Copeland, Robert | Jun-19 | Signal Hill, GCCOG | | 1 | | 0 | 1 | 0 | 1 | | | | 1 | | | 4 |
| Davila, Maria | | South Gate, GCCOG | | 0 | | 0 | 0 | 0 | 0 | | | | 0 | | | 0 |
| Davis, Ned | | Westlake Village, LVMCOG | | 1 | | 1 | 0 | 1 | 1 | | | | 1 | | | 5 |
| Devine, Paula | | Glendale, AVCJPA | | 1 | | 0 | 1 | 0 | 1 | | | | 1 | | | 4 |
| Ehrenkranz, Jordan | | Canyon Lake, WRCOG | | 1 | | 0 | 1 | 0 | 1 | | | | 1 | | | 4 |
| Gardner, Mike | | Riverside, WRCOG | | 1 | | 1 | 1 | 0 | 1 | | | | | | | 4 |
| Genis, Sandra | | Costa Mesa, OCCOG | | 1 | | 1 | 1 | 1 | 1 | | | | 1 | | | 6 |
| Horne, Shari | | Laguna Woods, OCCOG | | 1 | | 1 | 1 | 0 | 1 | | | | 1 | | | 5 |
| Litster, Elaine | Feb-20 | Simi Valley, VCOG | | | | | | | | | | | 1 | | | |
| Mahmud, Diana | | So. Pasadena, SGVCOG | | 1 | | 0 | 1 | 1 | 1 | | | | 1 | | | 5 |
| Mitchell, Judy | | Rolling Hills Estates, RC District 40 | | 0 | | 0 | 1 | 1 | 1 | | | | 1 | | | 4 |
| Momberger, Toni | Aug-19 | Redlands, SBCTA | | | | 1 | 0 | 1 | 1 | | | | 1 | | | 4 |
| Moran, Cynthia | | Chino Hills, SBCTA | D | 0 | D | 0 | 0 | 0 | 0 | | | | D | D | 0 | 0 |
| Morena, Greg | May-19 | Santa Monica, WCCOG | A | 0 | R | 1 | 0 | 0 | 1 | | | | D | A | 0 | 2 |
| Ortiz, Oscar | | Indio, CVAG | R | 1 | K | 1 | 1 | 1 | 1 | | | | D | A | 1 | 6 |
| Osborne, Jim | | Lawndale, SBCCOG | K | 1 | | 0 | 1 | 1 | 0 | | | | D | A | 1 | 4 |
| Parks, Linda (CHAIR) | | Ventura County | K | 1 | K | 0 | 1 | 1 | 0 | | | | D | A | 1 | 4 |
| Plancarte, Luis | | Imperial County | | 0 | | 1 | 1 | 1 | 1 | | | | | | 0 | 4 |
| Pearce, Jeannine | | Long Beach, District 30 | | | | 0 | 0 | 0 | 1 | | | | | | 1 | 2 |
| Pollock, David (Vice Chair) | | Moorpark, VCOG | | 1 | | 1 | 1 | 1 | 1 | | | | | | 1 | 6 |
| Pulido, Miguel | Feb-20 | OCTA | | | | | | | | | | | | | 0 | |
| Ramirez, Carmen | | Oxnard, RC District 45 | | 1 | | 1 | 1 | 1 | 1 | | | | | | 1 | 6 |
| Raths, Greg | | Mission Viejo, OCCOG | | 0 | | 0 | 0 | 1 | 0 | | | | | | 0 | 1 |
| Robertson, Deborah | | Rialto, RC District 8 | | 0 | | 1 | 1 | 0 | 1 | | | | | | 1 | 4 |
| Sahli-Wells, Meghan | | Culver City, RC District 41 | | 0 | | 1 | 1 | 1 | 1 | | | | | | 1 | 5 |
| Shader, Rhonda | Jun-19 | Placentia, President's Appointment | | 0 | | 0 | 0 | 1 | 1 | | | | | | 1 | 3 |
| Sharif, Emma | | Compton, RC District 26 | | 1 | | 1 | 1 | 1 | 1 | | | | | | 1 | 6 |
| Springer, Sharon | | Burbank, SFVCOG | | 1 | | 1 | 1 | 1 | 1 | | | | | | 1 | 6 |
| Valdivia, John | | San Bernardino, SBCCOG | | 0 | | 1 | 0 | 0 | 0 | | | | | | 0 | 1 |
| Wilson, Edward H.J. | | Signal Hill, GCCOG | | 1 | | 0 | 0 | 1 | 1 | | | | | | 1 | 4 |
| Wright, Bonnie | | Hemet, WRCOG | | 0 | | 0 | 0 | 0 | 0 | | | | | | 0 | 0 |

Attachment: EEC Attendance Sheet 2019-20 (Minutes of the Meeting - February 6, 2020)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 5, 2020

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: John Cho, Senior Regional Planner, Research & Analysis, (213)
236-1847, choj@scag.ca.gov
Subject: 31st Annual Demographic Workshop - Save the Date

EXECUTIVE DIRECTOR'S
APPROVAL

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 Save the Date information for the 31st Annual Demographic workshop provides a theme and the date of the workshop, which will be jointly held with the USC Sol Price School of Public Policy, on June 11, 2020 at the University of Southern California

BACKGROUND:

The USC Sol Price School of Public Policy and the Southern California Association of Governments (SCAG) are pleased to invite you to the 31th Annual Demographic Workshop at USC's Trojan Grand Ballroom on Thursday, June 11th, 2020 from 8:30 AM to 3:30 PM.

With an ever-slowing population growth, this year's program, "What does it mean to be a slow growth state? – Catching up to unmet needs with slower population growth" provides the most recent update on demographic trends and their implications as we begin a new decade. The decennial census of 2020 also is currently in the field and we will hear updates on progress and challenges. Close-ups will then be provided on the latest trends in migration, fertility, and aging statistics. Additional panels will focus on implications of demographic changes for housing and offer reflections on the close linkage between demographics and long-range regional planning.

The program will also include a special lunch keynote address (to be announced) and a series of expert-led roundtable discussions to build skills about topics discussed throughout the day.

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FISCAL IMPACT:

Work associated with this item is included in the current FY 2019-20 Budget under 800-0160.04.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 5, 2020

To: Community
Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Grieg Asher, Program Manager I, Sustainability, (213) 236-1869, asher@scag.ca.gov
Subject: Building Sector Decarbonization

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:
Information Only – No Action Required

RECOMMENDED ACTION FOR CHED AND TC:
Receive and File

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

EXECUTIVE SUMMARY:
Panama Bartholomy, Executive Director for the Building Decarbonization Coalition will present an overview of recent trends in building decarbonization in California, and discuss opportunities to transition to a clean energy future.

BACKGROUND:
According to the California Air Resources Board (CARB), California is not currently on track to meet its 2045 goal of carbon neutrality and an 80% reduction in GHG emissions from all sectors by 2050. To reduce statewide emissions to these levels, California needs to double the rate at which it is cutting carbon. Achieving a low carbon economy by 2050 requires an early start and continuous progress on decarbonization. Residential buildings produce roughly two-thirds of the state’s building emissions. SCAG’s 2050 Pathways Study (2019) concluded that rapid and sustained decarbonization in both the transportation and building sectors are needed in the SCAG region to meet statewide GHG emission reduction targets. In response to the challenge of decarbonizing buildings, dozens of California cities have adopted stricter energy codes and other strategies to ensure that new buildings are highly energy efficient or carbon neutral.



Panama Bartholomy, Executive Director for the Building Decarbonization Coalition will present an overview of recent trends in building decarbonization in California, and discuss opportunities to transition to a clean energy future. The Coalition works with local and statewide decision-makers to develop and support strong policies to reduce building emissions. The Coalition includes building industry stakeholders, energy providers, environmental organizations and local governments.

FISCAL IMPACT:

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



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 5, 2020

To: Community
Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Joseph Cryer, Associate Regional Planner, Sustainability, (213)
236-1837, cryer@scag.ca.gov
Subject: Permitting Electric Vehicle Supply Equipment

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

For Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD AND TC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration.

EXECUTIVE SUMMARY:

SCAG staff have partnered with the Governor’s Office of Business and Economic Development (GO-Biz) to help accelerate electric vehicle supply equipment (EVSE) installations across the region. Lengthy permitting processes have been a barrier to the efficient and widespread deployment of EVSE across the state, so the State signed Assembly Bill 1236 into law in 2015 requiring authorities having jurisdiction to streamline EVSE permitting. A survey conducted by SCAG and GO-Biz found that only 12% jurisdictions in the SCAG region are substantially in compliance with AB 1236. A speaker from GO-Biz will discuss the findings of the assessment, their efforts to promote EVSE permit streamlining, and an upcoming permit streamlining workshop at SCAG on March 10th.

BACKGROUND:

In October 2015, former California Governor Jerry Brown signed Assembly Bill 1236 into law requiring authorities having jurisdiction in the state to streamline permitting for electric vehicle supply equipment (EVSE), also referred to as charging stations. The law requires cities and counties to enact an ordinance to create an expedited and streamlined permitting process for electric vehicle

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charging stations. Jurisdictions with 200,000 or more residents were required to adopt an ordinance by September 30, 2016, while jurisdictions with under 200,000 had until September 30th, 2017. Several years later many jurisdictions in the state and SCAG region are still not fully compliant with AB 1236.

Non-compliance with AB 1236 has slowed the growth of EVSE needed to support the State's goal of 1.5 million zero-emission passenger vehicles on the road by 2025 and five million by 2030. Charging station developers report of frequent delays and barriers to obtaining a permit to install EVSE in most cities and counties in the state. Electrify America, one of the leading charging station developers in the state, has found that the average permitting time in California exceeds the national average by more than 70%, stations must be redesigned 30% more frequently during design and permitting in California, and stations in California cost 22% more to build. Other charging station developers indicate a similar experience working across California.

To support implementation of AB 1236 and speed development of EVSE infrastructure across the state, the Governor's Office of Business and Economic Development (GO-Biz) published the state's Electric Vehicle Charging Station Guidebook in July of 2019. As a companion to the guidebook, GO-Biz released an Electric Vehicle Charging Station Permit Streamlining Map to track progress toward streamlining permitting processes throughout the state. The map is designed to highlight communities that have implemented best practices and help other communities identify gaps in compliance. This map tracks California's EVCS permitting status progress by categorizing and color-coding jurisdictions as "**Streamlined**" (green), "**Partially Streamlined**" (yellow), and "**Not Streamlined**" (red). A preview of the map is shown in **Figure 1** on the following page. GO-Biz evaluates each jurisdiction based on ordinances, EVCS permitting checklist, city and county website information along with feedback from charging station developers. The seven AB 1236 criteria evaluated for grading are below:

1. **Streamlining Ordinance** - Ordinance creating an expedited, streamlined permitting process for electric vehicle charging stations (EVCS) including level 2 and direct current fast chargers (DCFC) has been adopted.
2. **Permitting checklists covering L2 and DCFC** - Checklist of all requirements needed for expedited review posted on city or county website
3. **Administrative approval of EVCS** - EVCS projects that meet expedited checklist are administratively approved through building or similar non-discretionary permit.
4. **Approval limited to health and safety review** - EVCS project review limited to health and safety requirements found under local, state, and federal law.
5. **Electric signatures accepted** - AHJ accepts electronic signatures on permit applications.
6. **EVCS not subject to association approval** - EVCS permit approval not subject to approval of an association (as defined in Section 4080 of the Civil Code).

7. **One complete deficiency notice** - AHJ commits to issuing one complete written correction notice detailing all deficiencies in an incomplete application and any additional information needed to be eligible for expedited permit issuance.

GO-Biz developed grading criteria based on the requirements of AB 1236 to evaluate if cities and counties have streamlined their EVCS permitting and met the requirements and intent of the law. SCAG staff partnered with GO-Biz to complete a survey of all jurisdictions in the SCAG region. Five years after the legislation was passed and three years after every jurisdiction in California needed to comply with the law, GO-Biz found that only **16%** of the cities and counties that have been graded in the state have met the requirements of AB 1236 to streamline their EVCS permitting. This compares to **12%** of cities and counties in SCAG’s 6-county region that are considered streamlined. **Figure 2** and **Figure 3** show the state’s and region’s progress toward becoming fully compliant as of February 11th, 2020.

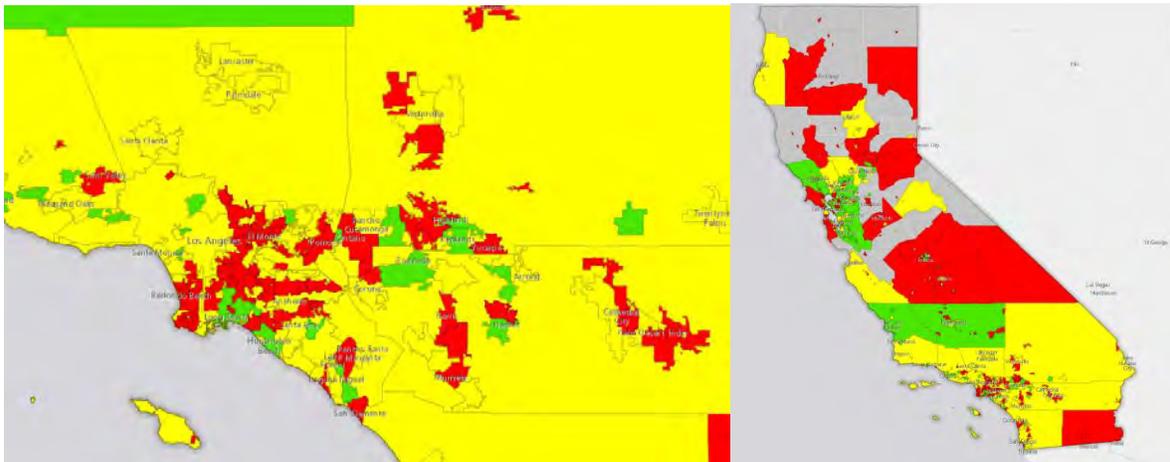


Figure 1 - Preview of the Electric Vehicle Charging Station Permit Streamlining Map available at <https://business.ca.gov/ZEVReadiness>

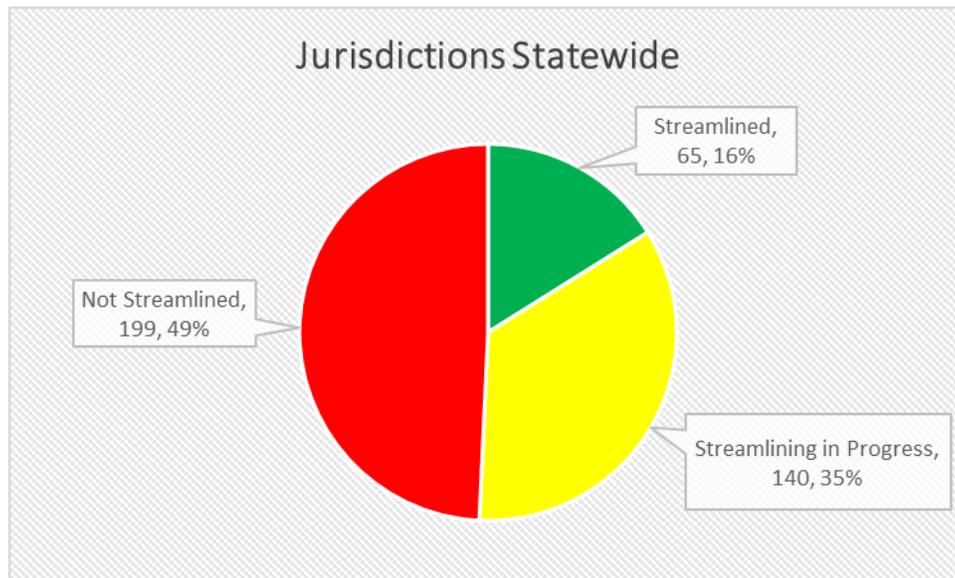


Figure 2 - Statewide Compliance with AB 1236 (404 graded cities and counties out of 540)

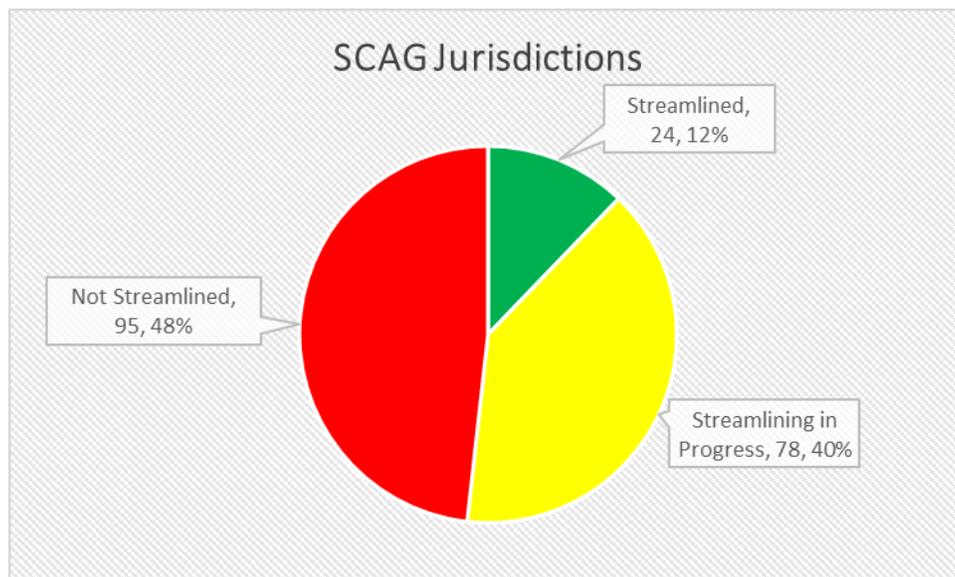


Figure 3 - SCAG Region Compliance with AB 1236 (all jurisdictions graded)

The EVSE permitting process remains a significant barrier for transportation electrification, but addressing permitting issues offers a tremendous opportunity to reduce the cost of installing charging infrastructure. The cost to install charging stations is currently three to five times higher than the cost of the charger itself, a much higher ratio compared to the average charger to

installation cost in Europe. According to the Rocky Mountain Institute and illustrated in **Figure 4**, soft costs (i.e., processing costs, marketing costs, opportunity costs and notably, the cost of delays in permitting) have the greatest possibility for cost reduction in installing EVSE. While it is vexing to establish streamlined permitting procedures in California’s 540 jurisdictions, statewide compliance with AB 1236 offers a major chance to reduce the barriers to install charging stations and hastening the transition to an electrified transportation system that is a goal of the State and in the Draft Connect SoCal’s plan for “Accelerated Electrification” in the region.

GO-Biz plans to continue working with SCAG by developing tools and resources to help the jurisdictions in Southern California prepare for a zero-emission future. On March 10th, SCAG and GO-Biz will host a workshop to help promote best practices supporting infrastructure for battery electric and hydrogen fuel cell passenger vehicles. A flyer for this event is included with this staff report. Based on the feedback from the March 10th Workshop, SCAG and GO-Biz will evaluate how to best tailor future ZEV outreach initiatives and events. This will be the first of many collaborations between GO-Biz and SCAG on EVCS permit streamlining across Southern California – particularly because complementary regional initiatives including the Los Angeles Clean Tech Incubator’s (LACI) Zero Emissions 2028 Roadmap 2.0 and California’s existing zero emission goals and policies.



Figure 4 - From the Rocky Mountain Institute, Reducing EV Charging Infrastructure Costs, 2019

Other GO-Biz initiatives

The Governor’s Office of Business and Economic Development (GO-Biz) serves as the State of California’s leader for job growth, economic development and business assistance efforts. GO-Biz has a ZEV Market Development Team specifically dedicated to cultivating opportunities to accelerate zero emission vehicle market growth. The ZEV team works to develop stakeholder collaboration among government agencies, industry and the public as we work towards our zero emission vehicle goals as a state.

FISCAL IMPACT:

Work conducted under this program by SCAG staff is accounted for in OWP# 065.0137.12 Electric Vehicle (EV) Program Readiness Strategies.

ATTACHMENT(S):

1. Up to Code: Permit Streamlining and Funding for Zero-Emission Vehicle Infrastructure - March 10, 2020
2. GO-Biz Presentation

UP TO CODE: PERMIT STREAMLINING AND FUNDING FOR ZERO-EMISSION VEHICLE INFRASTRUCTURE



Tuesday, March 10, 2020
10:00 a.m. – 4:30 p.m.
SCAG Main Office

The future of transportation is zero-emission. Is your city ready? Help be a part of the transition to zero-emission mobility by learning about the laws and best practices in permitting electric vehicle charging infrastructure and hydrogen refueling infrastructure.

Join us at the SCAG Main Office in downtown Los Angeles or via webinar on Tuesday, March 10, from 10:00 a.m. to 4:30 p.m., for a workshop covering new technologies, working with utilities, permitting best practices, funding

opportunities and complying with the American with Disabilities Act. All city planners, building officials, sustainability managers and anyone interested in zero-emission vehicles are welcome to attend.

Doors open at 9:30 a.m. for a coffee reception. A complimentary lunch will be provided by Veloz and the workshop will conclude with zero-emissions vehicle test drives organized by the Center for Sustainable Energy.

Register To Attend:

bit.ly/ZeroEmissionWorkshop

Contact Joseph Cryer at cryer@scag.ca.gov with any questions.



GOVERNOR'S OFFICE OF BUSINESS AND ECONOMIC DEVELOPMENT

Electric Vehicle Charging Station Permitting Guidebook




Governor's Office of
Business and Economic
Development (GO-Biz)
JULY 2019

Electric Vehicle Charging Station Permit Streamlining



SCAG Board Meeting

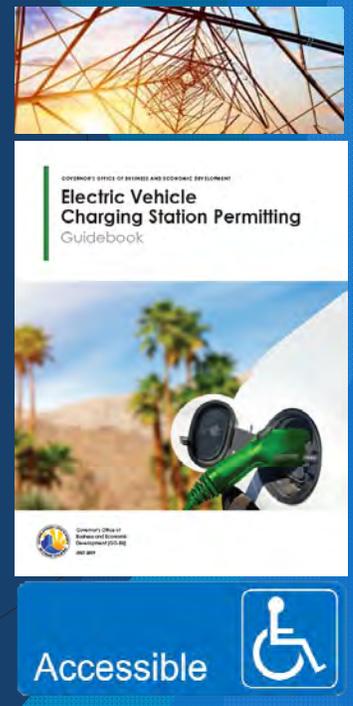
- March 5th, 2019 -

Intro: What are Electric Vehicle Charging Stations (EVCS)

| | | |
|---|---|---|
| <p>Level 1 (Up to 1.9 kW) <i>- 4-5 miles per hour -</i></p> | <p>Level 2 (Up to 19.2 kW) <i>- 12-70 miles per hour -</i></p> | <p>Level 3 / Direct Current Fast Chargers / DCFC (50-350 kW) <i>- 3-20 miles per minute -</i></p> |
|  |  |  |

Guidebook Key Sections

- ▶ 1. Planning and Site Selection
- ▶ 2. Permitting
 - ▶ AB 1236 Streamlining Map
- ▶ 3. Accessibility
- ▶ 4. Connecting to the Grid
- ▶ 5. Construction, Commissioning, and Operation



Planning and Site Selection

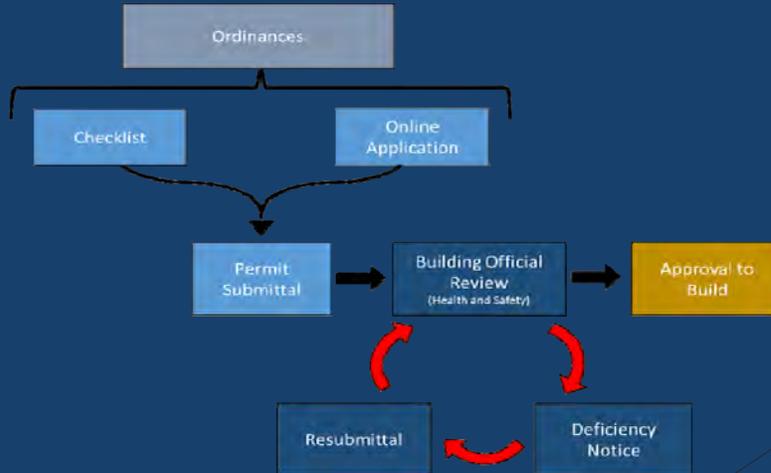
- ▶ Voluntary Building Codes
- ▶ Parking/Charging Clarification
 - ▶ AB 1100 (Kamlager-Dove, 2019)
- ▶ Climate Action Plans

| Authority Having Jurisdiction (AHJ) | Policy |
|-------------------------------------|--|
| Sacramento County | EVCS spaces count as two spaces |
| Los Angeles County | EVCS spaces count as one space |
| City of Pleasanton | EVCS spaces count as one space |
| City of Santa Barbara | EVCS spaces count as one space |
| City of West Hollywood | EVCS spaces count as one space |
| City of Stockton | EVCS spaces count as two spaces, for up to 10% reduction of parking requirements |



Permitting

► Assembly Bill 1236 Permit Streamlining Law



| Application Submittal ► Complete Response | | |
|--|----------------------|----------|
| Type of Charger | Within Best Practice | Optimal |
| L2 - Single Family | 1 day | Same Day |
| Multifamily L2 - Shared (Multifamily/Workplace/Public) | 5 days | |
| DCFC | 5 days | |

Best Practice Permitting Timelines

| Complete package ► Approval to Build | | |
|--|----------------------|----------|
| Type of Charger | Within Best Practice | Optimal |
| L2 - Single Family | 1 day | Same Day |
| Multifamily L2 - Shared (Multifamily/Workplace/Public) | 15 days* | |
| DCFC | 15 days* | |

| Construction Complete Notice ► Inspection | | |
|--|----------------------|----------|
| Type of Charger | Within Best Practice | Optimal |
| L2 - Single Family | 5 days | Same Day |
| Multifamily L2 - Shared (Multifamily/Workplace/Public) | 5 days | |
| DCFC | 5 days | |

Accessibility

- ▶ California is first in the nation to provide ADA compliance specificity



| Total Number of EVCS at a Facility ¹ | Minimum Number (by type of EVCS Required to Comply with Section 11B-812: ¹) | Minimum Number (by type of EVCS Required to Comply with Section 11B-812: ¹) | Minimum Number (by type of EVCS Required to Comply with Section 11B-812: ¹) |
|---|---|---|---|
| | Van Accessible | Standard Accessible | Ambulatory |
| 1 to 4 | 1 | 0 | 0 |
| 5 to 25 | 1 | 1 | 0 |
| 26 to 50 | 1 | 1 | 1 |
| 51 to 75 | 1 | 2 | 2 |
| 76 to 100 | 1 | 3 | 3 |
| 101 and over | 1, plus 1 for each 200, or fraction thereof, over 100 | 3, plus 1 for each 60, or fraction thereof, over 100 | 3, plus 1 for each 50, or fraction thereof, over 100 |

Connecting to the Grid

- ▶ Working with Utilities
 - ▶ Communicate early with utilities
 - ▶ Working with designated interconnection teams



Construction, Commissioning, and Operation

- ▶ Weight and Measures Certification
- ▶ Signage

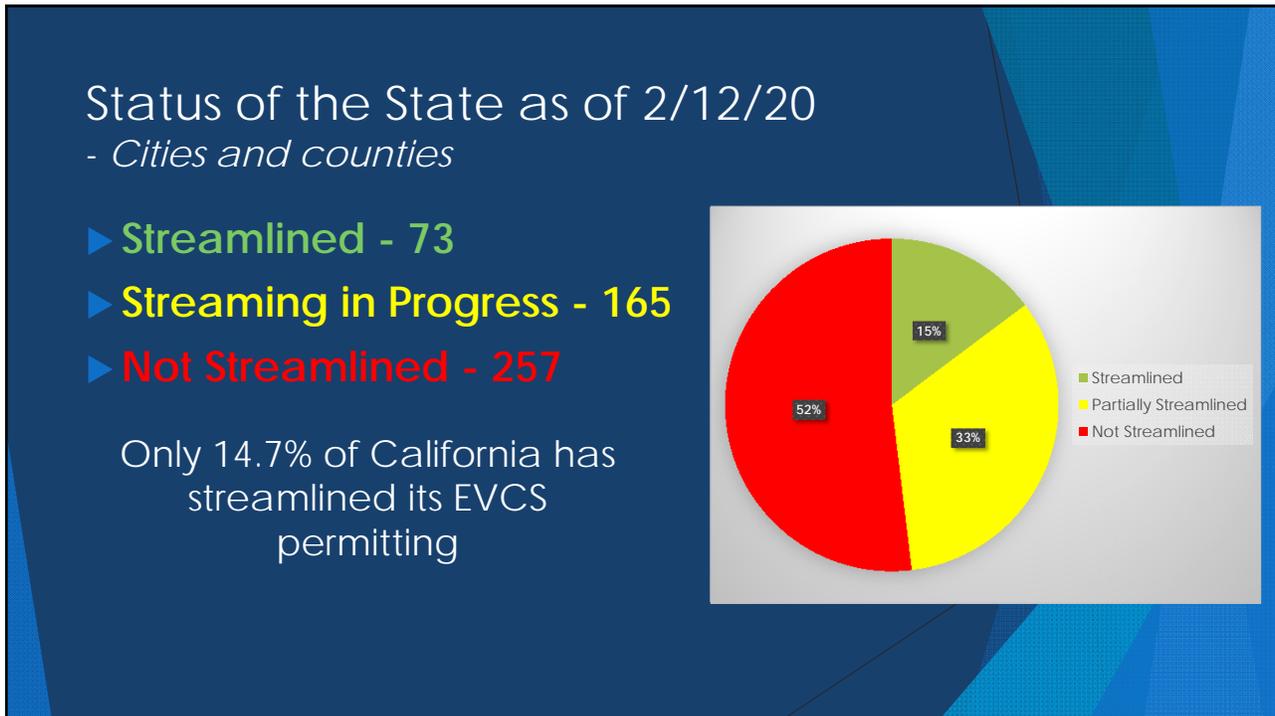
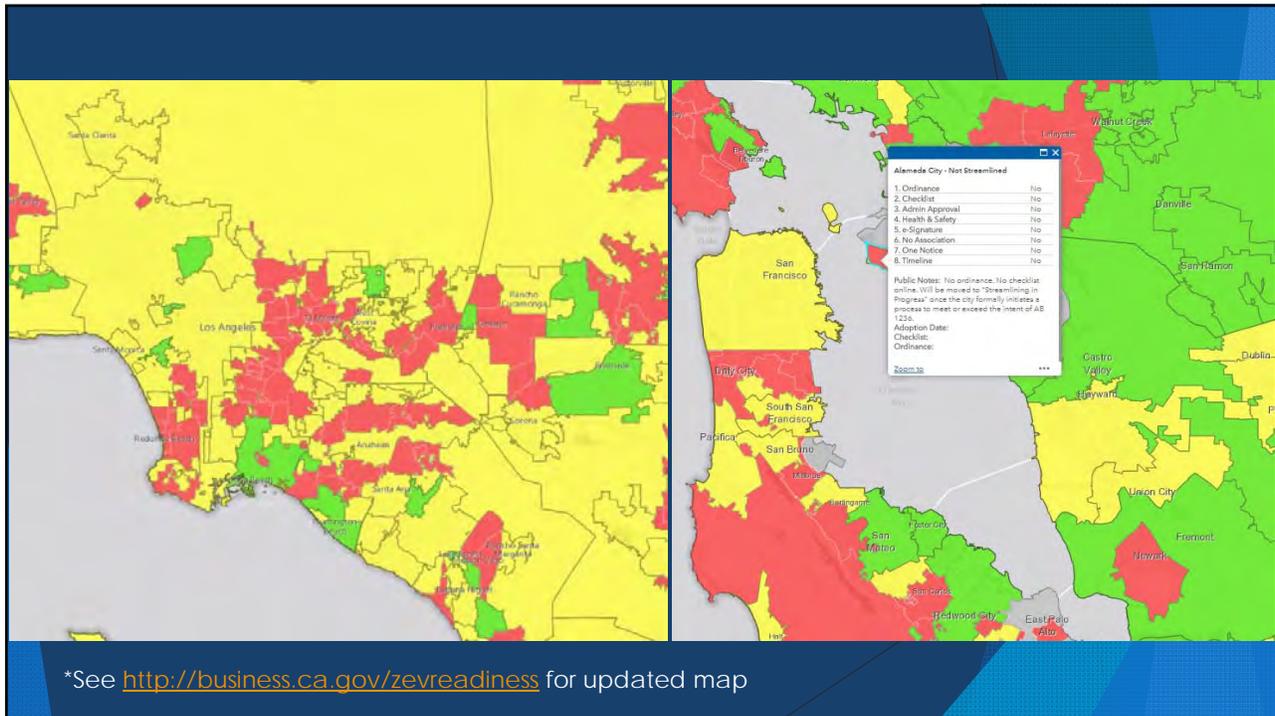


CA Electric Vehicle Charging Station Permit Streamlining Map

*Interactive map available [here](#)

| |
|--|
| EVCS Permit Ready Score: |
| Green – City or County is EVCS Permit Ready, charging infrastructure permitting is streamlined |
| Yellow – City or County EVCS permit streamlining is in progress, or partially complete |
| Red – City or County is not streamlined for EVCS permitting |
| Grey – Not yet evaluated (or in process) |



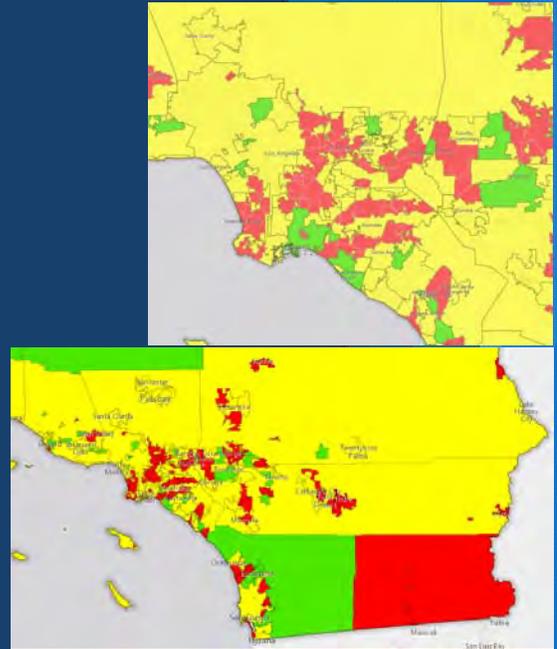


SCAG Territory Comparison

-191 cities and 6 counties

- ▶ Streamlined - 24
- ▶ Streaming in Progress - 78
- ▶ Not Streamlined - 95

Only 12.2% of SCAG has streamlined its EVCS permitting



Why is Permit Streamlining Important?

- ▶ Installing a charging station is 3 to 5 the cost of charger itself (*more expensive than other countries*);
 - ▶ Soft Costs (i.e. permitting) have the greatest possibility for cost reduction with installing charging stations
- ▶ Electrify America data across states:
 - ▶ Average permitting time in California exceeds the national average by more than 70%
 - ▶ Stations must be redesigned in California 30% more frequently
 - ▶ Cost 22% more to build in California
- ▶ New jobs, economic development and cleaner air

1. From [Reducing EV Charging Infrastructure Costs](#), Rocky Mountain Institute.

| | Scoring Criteria: | Complete if: |
|--------------------------|---|--|
| <input type="checkbox"/> | 1. Streamlining Ordinance Ordinance creating an expedited, streamlined permitting process for electric vehicle charging stations (EVCS) including level 2 and direct current fast chargers (DCFC) has been adopted. | <ul style="list-style-type: none"> – Streamlining ordinance has been adopted |
| <input type="checkbox"/> | 2. Permitting checklists covering Level 2 and DCFC Checklist of all requirements needed for expedited review posted on city or county website. | <ul style="list-style-type: none"> – Permitting checklist is available and easily found on city or county website |
| <input type="checkbox"/> | 3. Administrative approval of EVCS EVCS projects that meet expedited checklist are administratively approved through building or similar non-discretionary permit. | <ul style="list-style-type: none"> – The streamlining ordinance states that permit applications that meet checklist requirements will be approved through non-discretionary permit (or similar) |
| <input type="checkbox"/> | 4. Approval limited to health and safety review EVCS project review limited to health and safety requirements found under local, state, and federal law. | <ul style="list-style-type: none"> – The streamlining ordinance states that no discretionary use permit is required and permit approval will be limited to health and safety review |

| | | |
|--------------------------|---|---|
| <input type="checkbox"/> | 5. Electric signatures accepted AHJ accepts electronic signatures on permit applications.* | <ul style="list-style-type: none"> – Electronic signatures accepted on City or County website (usually specified in the ordinance) |
| <input type="checkbox"/> | 6. EVCS not subject to association approval EVCS permit approval not subject to approval of an association (as defined in Section 4080 of the Civil Code). | <ul style="list-style-type: none"> – The streamlining ordinance states that EVCS permits do not require association approval |
| <input type="checkbox"/> | 7. One complete deficiency notice AHJ commits to issuing one complete written correction notice detailing all deficiencies in an incomplete application and any additional information needed to be eligible for expedited permit issuance. | <ul style="list-style-type: none"> – The streamlining ordinance dictates that a written correction notice must detail all deficiencies |
| <input type="checkbox"/> | 8. Bonus: Expedited timeline for approval Consistent with the intent of AB 1236, AHJ establishes expedited timelines for EVCS permit approval compared to standard project approval procedures. | <ul style="list-style-type: none"> – The streamlining ordinance (or other policy mechanism) outlines expedited approval timelines for EVCS permits |

Common Problems

- ▶ Aesthetics – Requiring additional landscaping, colored bollards, public art etc.
- ▶ Zoning Concerns
- ▶ Parking Counts
- ▶ No Electronic Signature
- ▶ Different ADA Interpretations
- ▶ Lack of Awareness of AB 1236

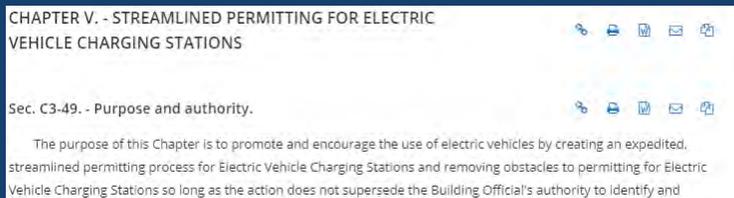
**EXPECT
DELAYS**

Common Problem: Multiple Rounds of Deficiency Comments



How to become "Green" on the AB 1236 Map

- ▶ Pass an Ordinance
- ▶ Create EVCS permitting checklist
 - ▶ Based on the ordinance and checklist, develop permitting process that (in practice) streamlines the permitting process
 - ▶ Removing Planning Department decisions from the process as much as possible



Learn More About Permit Streamlining in LA on March 10th

Online and in-person attendance (free lunch provided)

Register to attend here: bit.ly/ZeroEmissionWorkshop

Contact us with your questions:



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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 5, 2020

To: Community
Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Naresh Amatya, Manager of Transportation Planning and
Programs, Planning Division, (213) 236-1885,
amatya@scag.ca.gov
Subject: Overview of Draft Connect SoCal Comments and Revision
Approach

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION:

For information and discussion only.

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:

The purpose of this report is to provide an overview of the comments received on the Draft Regional Transportation Plan/Sustainable Communities Strategy (“RTP/SCS,” “Connect SoCal” or “Plan”) and receive input on staff’s intended approach for responding to comments and preparing revisions for finalizing Connect SoCal.

BACKGROUND:

As the designated Metropolitan Planning Organization for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is required by state and federal statutes to prepare and update a long range (20 year minimum) Regional Transportation Plan that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. Pursuant to the federal Clean Air Act, Connect SoCal is required to meet all federal transportation conformity requirements, including regional emissions analysis, financial constraint, timely implementation of transportation control measures, and interagency consultation and public involvement (42 U.S.C. §7401 et seq.).

The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO prepare and adopt a

OUR MISSION

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

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

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

Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions (GHG) from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon. The development of the RTP/SCS is subject to the California Environmental Quality Act (CEQA). Therefore, SCAG also prepares a Program Environmental Impact Report (PEIR) that evaluates the potential environmental impacts associated with the Connect SoCal.

Through a continuing, cooperative, and comprehensive planning process with its stakeholders, SCAG developed the Draft Connect SoCal Plan, which meets state and federal requirements and lays out a collective vision for improving the region's mobility, economy, and sustainability.

SCAG released the Draft Connect SoCal for over the required 60-day public comment period that began on November 14, 2019 and ended on January 24, 2020. The public review and comment period completes more than three years of dialogue and consultation on this planning effort. During the public review and comment period, SCAG conducted a large-scale outreach campaign throughout the six-county region to educate and solicit feedback on the Plan. Throughout the public comment period, SCAG held 21 elected official briefings (which were also open to the public), one tele-town hall, one webinar, and three public hearings which were video-conferenced simultaneously to the five regional offices to make them more accessible to residents throughout the region. All of the materials for the briefings, public hearings, and workshops were posted on the Connect SoCal website. During our outreach, many expressed their support for Connect SoCal and offered feedback on how it could be further improved.

SCAG encouraged the public to comment on the Plan at the aforementioned outreach events and through the online commenting form, regular mail, and email. SCAG received 107 separate communications (both oral and written) containing over 1,800 comments on the Draft Connect SoCal. A total of 81 comments were received from agencies/organizations and 26 were received from individuals. A summary list of commenters is attached to this report (Attachment 1).

Based on staff's review, all elements of the Draft Connect SoCal received supportive comments with the majority of comments that sought further clarification. At a summary level, comments can be combined into 16 major categories. Staff seeks to inform the Regional Council and Policy Committee members and receive input on the intended approach for responding to comments and preparing revisions. The major categories of Connect SoCal comments and requests for clarification, with a proposed approach described, are as follows.

1. Active Transportation

Areas Seeking Clarification - Many commenters, including advocacy and county transportation commissions, were supportive of the importance the Draft Connect SoCal places on active transportation, e-scooters and bikeshare. Many encouraged the need for a stronger approach to the implementation of Complete Streets in the region. While many comments were supportive of the increase in active transportation funds, there were many on the need to further increase the amount of funding allocated to regions for active transportation projects. Additionally, comments called for the prioritization of bikeway classes by safety levels.

Proposed Approach - SCAG will strengthen language on implementation of Complete Streets in the region and prioritization of bikeway classification preference. SCAG will also continue to assist our local jurisdictions in applying for active transportation planning and implementation funds in order to increase safety and equity outcomes.

2. Aviation and Airport Ground Access

Areas Seeking Clarification - Many comments sought minor clarifications on the role of aviation within the plan as well as SCAG's role in aviation system planning. A few questions related to the aviation demand forecast process, assumptions and results. Some requested exploring additional opportunities to connect airports, particularly Ontario International Airport, with high quality transit options.

Proposed Approach - Most of the responses to comments involved clarifying the relationship as well as roles and responsibilities between SCAG, Airport Authorities, County Transportation Commissions, Federal Aviation Administration (FAA) and others. Some comments resulted in minor revisions, primarily to address unintended errors and provide minor clarifications. No changes to the underlying data, analysis and policies were recommended in finalizing the Aviation and Airport Ground Access element of the proposed Final Connect SoCal.

3. Emerging Technology

Areas Seeking Clarification - SCAG received numerous comments on the importance of transitioning to zero-emissions vehicles in various sectors including passenger, transit and goods movement vehicles. Other comments stated that SCAG should remain technology-neutral with regard to vehicle fuel and power technology. Additionally SCAG received comments regarding the importance of micro-mobility and other "slow-speed" modes in achieving the goals of Connect SoCal.

Proposed Approach - SCAG's policies are technology neutral with regard to supporting zero and/or near-zero emissions vehicles in order to achieve regional objectives. Regarding micro-mobility, these devices are regulated by local jurisdictions. SCAG will continue to conduct research and disseminate best practices to our member jurisdictions.

4. Environmental Justice

Areas Seeking Clarifications - Many respondents reported positive feedback on the Environmental Justice (EJ) Toolbox, General Plan Element indicators and the report's new structure, which were developed based on extensive stakeholder engagement. Other comments received were on various topics including developing EJ metrics and quantifiable targets, developing funding lists, examining park inequities, and clarification on certain maps and tables. Others requested to include additional consideration with public health and goods movement to increase collaboration with such topics.

Proposed Approach - Staff will provide clarifications and corrections where applicable in the narrative, tables, maps and charts. Suggestions related to including EJ metrics and quantifiable targets, developing funding lists, examining park inequities and more collaboration will be addressed after Connect SoCal adoption and with engagement from the Environmental Justice Working Group. Staff will continue to address these suggestions by developing an ongoing Environmental Justice Program.

5. Goods Movement

Areas Seeking Clarification - Many comments focused on electrification of the regional freight rail system, strategies to reach a zero-emission freight system, and increased funding allocation to deploy zero-emission cargo movement system(s).

Proposed Approach - SCAG recognizes that there are numerous issues to resolve in order to achieve our regional objective of a zero-emissions goods movement system. SCAG concurs that the region needs to move to cleaner modes of freight transportation and will continue to advance strategies that reduce emissions in all modes. Further evaluation regarding costs, funding, and implementation of electrification of the regional freight rail system and zero-emission cargo movement system(s) should be conducted. SCAG remains open to evaluating all technologies that will help the region to reduce emissions and associated health impacts, and achieve regional air quality goals.

6. Natural & Farm Lands Conservation

Areas Seeking Clarification - Comments were generally supportive of conservation strategies, and asked for further strengthening of conservation policies. Several comments described the need to identify further incentives and mechanisms to conserve lands to avoid growth on the urban fringe and further encourage infill development. Several comments were in support of the Regional Advance Mitigation Program (RAMP) strategy and sought more detail.

Proposed Approach - Text will be updated to clarify and reinforce conservation strategies and next steps. In the coming years, SCAG will support local entities and other stakeholders to assist in the cross-jurisdictional coordination and implementation of conservation

strategies, especially developing a Regional Greenprint data tool and exploring opportunities through partnerships to design a RAMP.

7. Passenger Rail

Areas Seeking Clarification - Many comments supported the passenger rail investments included in Connect SoCal, including the Metrolink SCORE program. A number of comments were on project updates or clarifications, including the XpressWest Project, and updates from the California High Speed Rail Authority.

Proposed Approach - Revisions to the Final Connect SoCal will reflect those updates.

8. Project List

Areas Seeking Clarification - Most comments involved requests for project listing modifications to modeled and non-modeled projects. In addition, several commenters support or oppose, or seek clarification on, individual projects.

Proposed Approach - SCAG worked closely with the six county transportation commissions (CTCs) to identify the projects included in the draft Connect SoCal, and each CTC likewise coordinated their countywide projects with local transportation agencies. Final determinations regarding projects are the responsibility of the appropriate lead agency and determined through local planning and project development processes. Minor project modifications were accepted when received from CTCs. In total, approximately 172 project listings were modified. For additional projects that are regional in nature, SCAG worked collaboratively with stakeholders to identify them. Decisions to delete, replace or modify a project should similarly undergo a coordinated process involving the affected CTC and lead agency. Substantive changes to projects may be addressed in the next update or amendment to the plan.

9. Public Health

Areas Seeking Clarification - Numerous comments encouraged more robust data collection on public health. Other comments emphasized the need to further consider impacts to low income/minority communities.

Proposed Approach - Many concerns regarding impacts to low income/minority communities are discussed in the Environmental Justice Technical Report. As part of an on-going effort, SCAG plans to improve data collection on public health. Healthy places index scores will be included as part of the Final Connect SoCal.

10. Public Participation & Consultation

Areas Seeking Clarification - Comments received expressed the need to perform more intentional engagement in traditionally underrepresented and/or underserved communities

throughout the SCAG region. Commenters also commended the use of new technologies, such as, live webinars and tele-town halls as effective tools for communication as they allow for greater access and participation from diverse audiences. There was also strong interest in continued engagement of Community Based Organizations (CBOs) pre and post development of draft Connect SoCal.

Proposed Approach - SCAG conducted a robust community engagement program after the draft Connect SoCal was released. Additional language in the Final Connect SoCal will be included to reflect those activities. For future cycles and in plan implementation activities, SCAG will continue to explore innovative ways to further engage traditionally underrepresented and/or underserved communities throughout the SCAG region.

11. Relationships between Connect SoCal and the Regional Housing Needs Assessment (RHNA)

Areas Seeking Clarification - Comments received focused on the relationships between Connect SoCal and RHNA. Specifically, questions arose as to how the 6th Cycle RHNA has been considered in Connect SoCal, and how the Connect SoCal addressed the SB 375 requirements to identify areas within the region sufficient to house an eight year projection of the regional housing need for the region pursuant to California Government Code Section 65584.

Proposed Approach - Recent state RHNA legislation has changed the relationship between RHNA and the RTP/SCS. Legislative changes in 2018 modified the nature of the regional housing need determination for the 6th cycle RHNA. The 6th Cycle RHNA regional housing need total per HCD of 1,341,827 units consists of “projected need” (504,970 units) intended to accommodate the growth of population and households during the 6th Cycle RHNA (2021-2029) as well as “existing need” (836,857 units) intended to address the latent needs of the existing population. The “projected need” portion of the 6th Cycle RHNA is derived from the Connect SoCal Growth Forecast. Specifically, the Connect SoCal Growth Forecast projects 466,958 additional households over 2021-2029 (the RHNA planning period). These 466,958 households represent occupied housing units, to which are added two adjustment factors: vacancy need (14,467 units) and replacement needs (23,545 units) to yield the 504,970 housing units reflecting “projected need” for the 6th Cycle RHNA. In addition, the Final Connect SoCal will include information identifying areas within the region sufficient to house an eight year projection of the regional housing need. Existing need is allocated consistent with Connect SoCal goals and policies. Pending availability of local housing element updates resulting from the 6th cycle of RHNA’s existing need and analysis of the market response, existing need will be evaluated for inclusion into future RTP/SCS growth forecasts. Since the intent of existing need is to provide additional housing to the current population, it does not impact population growth and as such is consistent with the Connect SoCal population growth forecast.

12. Sustainable Communities Strategy

Areas Seeking Clarification - Numerous comments were received about housing and the impact of Connect SoCal strategies on housing affordability. The comments varied from wanting to see more explicit housing related policies from SCAG to suggesting a change in the growth strategies. Other comments questioned the inclusion of any discussion on housing in Connect SoCal. Comments sought further clarity about the GHG reduction strategies, concern about the use of vehicle miles travelled as a metric, and proposals to focus on certain strategies, such as electrification, over others. One comment suggested that SCAG stall the process for one year, similar to San Diego Association of Governments, or submit an alternative planning scenario instead of an SCS to the California Air Resources Board. A few comments requested a more descriptive final growth vision. SCAG also received input from local jurisdictions requesting technical refinements to the growth vision datasets. Other comments included requests for more climate data and polices to address climate change.

Proposed Approach - The land use policies included in Connect SoCal reflect an update and refinement but general consistency with the land use policies and strategies included in the first RTP/SCS (2012). SCAG staff will better clarify the impact of strategies on development decisions and that local jurisdictions retain land use authority. Technical refinements will be made to growth vision datasets where input improves alignment with plan policies and strategies. Staff will clarify GHG reduction strategies but will not be changing the focus or emphasis of certain strategies. Additional strategies suggested for incorporation into the SCS can be considered for next cycle after additional discussion with SCAG Policy Committee Members and stakeholders.

13. Transit

Areas Seeking Clarification - Comments were specific to individual projects/ proposals, freeway High Quality Transit Areas (HQTAs), and Regional Housing Needs Assessment (RHNA) allocation in regards to planned High Quality Transit Corridors (HQTCS).

Proposed Approach - SCAG will review and address project specific comments on a case-by-case basis. Generally, SCAG works with the county transportation commissions to identify specific transportation projects for inclusion in the RTP/SCS. Final determinations regarding transit technologies, project costs, project alignments, and project completion dates are the responsibility of the appropriate lead agency and determined through local planning and project development processes. For the 6th cycle of RHNA, SCAG is assigning a portion of housing unit need on the basis of 2045 HQTAs. These HQTAs will be consistent with those developed for Connect SoCal. Additionally, SCAG will revise the definition of HQTAs such that freeway transit corridors with no bus stops on the freeway alignment do not have a directly associated HQTA.

14. Transportation Conformity Analysis

Areas Seeking Clarification - Numerous comments recommended language on the challenge of attaining federal air quality standards be included in the Final Connect SoCal. Other comments were regarding clarifications on the transportation and emission models, conformity requirements, and overall appreciation to SCAG staff.

Proposed Approach - SCAG will include language regarding the challenges of attaining federal air quality standards and its potential implications. Clarifying language related to the transportation and emission models, conformity requirements, and other requested areas will be incorporated in the Final Connect SoCal.

15. Transportation Finance

Areas Seeking Clarification - Comments were focused on clarifying details on the financial model, implementation guidelines for new revenue sources and need for more evaluation, including assurances on distribution of funds and consideration of impacts of fees on different segments of the population.

Proposed Approach - Text clarifications will be made regarding assumptions for the financial model and guidelines for implementation of new revenue sources. SCAG agrees that additional work is needed including, but not limited to, evaluating options for implementation, accountability and approaches for addressing income and geographic (e.g., urban vs. rural) equity impacts before the mileage-based user fee (or road charge) would become effective (which is why the draft Connect SoCal does not assume revenues from this source before 2030). SCAG, in collaboration with local, regional, state and federal stakeholders, will continue to actively participate in efforts to make transportation funding more sustainable in the long-run.

16. Other

Areas Seeking Clarification - Other comments raise questions or concerns that do not fit into the above categories, such as copy editing and factual errors.

Proposed Approach - SCAG will consider revisions to the Final Connect SoCal generated by other comments on a case-by-case basis. In general, staff will consider revisions where adequate justification has been provided by the commenter.

Next Steps:

April 2, 2020

- o Joint Policy Committee will discuss proposed Final Connect SoCal and consider forwarding a recommendation for adoption by the Regional Council.
- o Energy and Environment Committee will review Final PEIR and consider forwarding a recommendation for approval by the Regional Council.

- o Regional Council will consider approving the Final PEIR and adopting the proposed Final Connect SoCal.

Early June 2020

- o CARB will review SCAG's determination that the SCS would, if implemented, achieve established GHG reduction targets.
- o FHWA and FTA in consultation with US EPA will review Connect SoCal for transportation conformity determination.

FISCAL IMPACT:

The budget for this work is primarily included in the WBS 010.0170.01 RTP Support, Development and Policy Implementation.

ATTACHMENT(S):

1. List of Commenters

Draft Connect SoCal (2020 RTP/SCS) – Summary List of Comments (See Note*)

Agencies/Organizations:

- Alliance for a Regional Solution to Airport Congestion
- Bolsa Chica Land Trust
- Bureau of Engineering, City of Los Angeles
- California Air Resources Board
- California Community Builders / The Two Hundred
- California Cultural Resources Preservation Alliance, Inc.
- California Department of Transportation
- California Dept. of Fish and Wildlife
- California High Speed Rail Authority
- California Native Plant Society
- Californians for Electric Rail
- Center for Biological Diversity
- Center for Demographic Research, Cal State Fullerton
- City of California City
- City of Corona
- City of Costa Mesa
- City of Huntington Beach
- City of Indio
- City of Irvine
- City of La Habra
- City of Laguna Hills
- City of Lancaster
- City of Los Angeles
- City of Los Angeles, Department of Transportation
- City of Mission Viejo
- City of Moreno Valley
- City of Ontario
- City of Oxnard
- City of Palmdale
- City of San Marino
- City of South Gate
- City of South Pasadena
- City of West Hollywood
- City of Yorba Linda
- Climate Resolve
- Diamond Bar Pomona Valley Sierra Club Task Force
- Friends of Harbors, Beaches and Parks
- Friends of the Whittier Hills Association
- Have A Go
- Hills for Everyone
- Imperial County Transportation Commission
- Leadership Counsel for Justice and Accountability
- Los Angeles County Bicycle Coalition
- Los Angeles County Business Federation
- Los Angeles County Metropolitan Transportation Authority
- Natural Lands Coalition
- Omnitrans
- Orange County Business Council
- Orange County Council of Governments
- Orange County Transportation Authority
- Public Health Alliance of Southern California
- Rail Propulsion Systems LLC
- RailPAC
- Responsible Land Use

*Reflects comments received and logged as of 02/19/2020 and may not be complete. Provided for informational purposes at this time. Commenters wishing to confirm receipt of any comment not shown may contact SCAG staff.

Draft Connect SoCal (2020 RTP/SCS) – Summary List of Comments (See Note*)

Agencies/Organizations (continued):

- Retro Bicycle corp.
- Right of Say
- Riverside County Transportation Commission
- Ron Milam Consulting
- Safe Routes Partnership
- San Bernardino Community College
- San Bernardino County Transportation Authority
- Save Hobo Aliso Task Force
- Save The Rivera
- Service Employees International Union - United Service Workers West
- Sierra Club Los Angeles Chapter
- Sierra Club Moreno Valley Group
- SoCalGas
- South Bay Cities Council of Governments
- South Coast Air Quality Management District
- Southern California Edison
- Southern California Leadership Council
- Southern California Regional Rail Authority (SCRRA)
- Transportation Now of San Geronio Pass
- Transportation Corridor Agencies
- UNITE HERE Local 11
- United State Environmental Protection Agency
- Ventura County Air Pollution Control District
- Ventura County Planning Division
- Ventura County Transportation Commission
- Walk Bike Long Beach
- Westwood South of Santa Monica Blvd Homeowner's Association

*Reflects comments received and logged as of 02/19/2020 and may not be complete. Provided for informational purposes at this time. Commenters wishing to confirm receipt of any comment not shown may contact SCAG staff.

Draft Connect SoCal (2020 RTP/SCS) – Summary List of Comments (See Note*)

Contacts with No Affiliation:

- Anonymous Submitter
- Adam Aitoumeziane
- Alan
- Albert Perdon
- Alexander Yessayantz
- Andrew Yoon
- Anna Jaiswal
- Don Salveson
- Garreth Wybenga
- Henry Fung
- Holly Osborne
- Ivan Garcia
- Jordan Sisson
- Mark Westerdale
- Marven Norman
- Meghan Kwast
- Michael Garlan
- Michael Rotcher
- Mitchel Kahn
- Pete Freeman
- Pilar Reynaldo
- Richard Sandbrook
- Stephanie Johnson and Ghassan Roumani
- Steven Shepherd
- T.L. Brink
- Tamara Zavinski

*Reflects comments received and logged as of 02/19/2020 and may not be complete. Provided for informational purposes at this time. Commenters wishing to confirm receipt of any comment not shown may contact SCAG staff.



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 5, 2020

To: Community
Economic & Human Development Committee (CEHD)
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: Status Update on the Connect SoCal Final PEIR

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 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

The purpose of this report is to provide a status update on comments received in response to the Draft Connect SoCal Program Environmental Impact Report (PEIR) that SCAG released for a 45-day public review and comment period on December 9, 2019 to January 24, 2020. Additionally, this report provides a preliminary draft outline and a schedule of key milestones for the Final PEIR. For information regarding Draft Connect SoCal comments and revisions, please see Agenda Item No. 3 in the EEC Packet.

BACKGROUND:

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

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18 MPOs, SCAG must prepare an SCS that demonstrates the region’s ability to attain GHG emission-reduction targets through integrated land use, housing, and transportation planning.

CEQA and its implementing regulations (*State CEQA Guidelines*) require SCAG as the Lead Agency to prepare an EIR for any discretionary government action, including programs and plans that may cause significant environmental effects. *Connect SoCal* is a regional planning document updated every four years and provides an update to the 2016 RTP/SCS. Given the regional level of analysis provided in *Connect SoCal*, a Program EIR (PEIR) is the appropriate CEQA document. A PEIR is a “first-tier” CEQA document designed to consider “broad policy alternatives and program wide mitigation measures” (*State CEQA Guidelines* Sec. 15168). The programmatic environmental analysis for the *Connect SoCal* PEIR will evaluate potential environmental effects consisting of direct and indirect effects, growth-inducing impacts, and cumulative impacts resulting from the Plan, and will include mitigation measures to offset any identified potentially significant adverse environmental effects. As a first-tier document, the PEIR may serve as a foundation for subsequent, site-specific environmental review documents (including Addendums, Supplemental EIRs, Subsequent EIRs) for individual transportation and development projects in the region (*State CEQA Guidelines* Sec. 15385).

In addition to fulfilling legal requirements, the PEIR provides an opportunity to inform decision makers and the public about potential environmental effects associated with the implementation of the *Connect SoCal* Plan and alternatives. This first-tier regional-scale environmental analysis will also help local agencies evaluate and reduce direct and indirect impacts, growth-inducing impacts, and cumulative environmental effects with respect to local projects. For a copy of the Draft PEIR, please visit: <https://connectsocial.org/Pages/Draft-2020-PEIR.aspx>

SUMMARY OF COMMENTS FOR THE *CONNECT SOCIAL* PEIR:

On November 7, 2019, with EEC’s recommendation and RC’s subsequent approval, SCAG released the Draft PEIR for a 45-day public review and comment period from December 9, through January 24, 2020. Additionally, Staff conducted a public workshop on January 9, 2020 that provided an overview of the Draft PEIR, as well as information on the schedule and how to submit comments on the Draft PEIR. A total of 41 participants, which includes representatives from SCAG member jurisdictions, organizations and sister agencies participated in the workshop. For information regarding materials presented at the workshops, please visit the *Connect SoCal* PEIR website at: <https://connectsocial.org/Pages/Draft-2020-PEIR.aspx>

SCAG received fifty-two (52) comment letters on the Draft PEIR. Breakdown of commenters by category for the Draft PEIR are listed below:

Table 1: Breakdown of Commenters by Category on the Draft PEIR

| Commenter Category | Number |
|----------------------------------|--------|
| Federal Agencies | 1 |
| State Agencies | 2 |
| Regional Agencies | 6 |
| Sub-regional Agencies | 1 |
| County Transportation Commission | 4 |
| Local Jurisdictions | 13 |
| Sovereign Nations | 2 |
| Organizations | 18 |
| Individuals | 5 |

For a complete list of commenters please refer to *Attachment 1 – List of Commenters on the Draft PEIR*.

Among the 53 comment letters, there were approximately 262 unique comments¹ directly related to the Draft PEIR. While some comment letters included substantively similar or duplicative comments, a broad range of Draft PEIR topic areas was raised by the comments. Breakdown of comments by topic area are listed below:

Table 2: Breakdown of Comments by Topic Area on the Draft PEIR

| Topic Area | No. of Comments |
|-----------------------------------|-----------------|
| Corrections and Revisions | 95 |
| Regional Housing Needs Assessment | 21 |
| VMT analysis | 20 |
| Mitigation Measures | 19 |
| Air Quality | 19 |
| Greenhouse Gas Emissions | 14 |
| Biological Resources | 14 |
| Project List | 8 |
| Transportation | 8 |
| Aviation | 7 |
| Parks and Recreation | 6 |
| Land Use and Planning | 6 |
| Baseline Conditions | 3 |

¹ SCAG received a total 327 comments, 66 of which were considered redundant (i.e. cross-referencing comments from other local jurisdictions or agencies). Only unique categories are presented in this staff report. A complete list and copy of comments will be provided in the Final PEIR.

| | |
|---------------------------------|-----|
| Wildfire | 2 |
| Wastewater | 2 |
| Project Description | 2 |
| Thresholds of Significance | 2 |
| Health Risk Assessment | 2 |
| Alternatives | 2 |
| Cultural Resources | 3 |
| Hazards and Hazardous Materials | 1 |
| Water Quality | 1 |
| Solid Waste | 2 |
| Environmental Justice | 1 |
| Cumulative Impacts | 1 |
| Modeling | 1 |
| Total Unique Comments | 262 |

SUMMARY OF KEY COMMENTS:

Upon evaluation, SCAG determined that several comments related to certain topics have recurred. SCAG has identified these comments as “Key Comments”. Key Comments include but are not limited to the following:

Vehicle Miles Travelled (VMT) Analysis: Several commenters have posed strong concerns over California Air Resources Board’s (CARB) emphasis on VMT reduction as a strategy to reduce greenhouse gas (GHG) emissions. Commenters have stated that GHG reduction targets are inaccurate, unattainable, and in conflict with SB 375. Commenters have stated that attempts to reduce VMT and potential fees attached to them would result in negative impacts to disadvantaged communities. Furthermore, with the housing shortage in California, VMT regulation would exacerbate the problem. Commenters against VMT reduction strategies have requested that SCAG undertake the preparation of an alternative planning scenario (APS) as CARB’s high targets for GHG and VMT reduction are unrealistic. Commenters who oppose VMT based analysis have also requested that SCAG should reject CARB’s decision to impose VMT reduction targets.

Biological Resources: Commenters have stated that SCAG’s Connect SoCal PEIR and Plan place a greater emphasis on wildlife corridors, protection to flora, wildlife connectivity, conservation lands and wetlands protection. Commenters have also requested that SCAG analyze impacts to biological resources as it relates to climate change. Furthermore, commenters have requested that SCAG develop stronger mitigation measures to protect biological resources. Commenters have requested that SCAG provide additional analysis and mitigation measures that would protect mountain lion population within the region and expand the analysis that links the effects of climate change on wildlife.

Climate Change and Greenhouse Gas Emissions: Commenters have urged SCAG to utilize the RTP/SCS process to aggressively reduce VMT at levels necessary to combat climate change and meet the state’s GHG reduction goals. Additionally they state that any VMT increase would negatively impact communities by leading to more vehicle crashes, poorer air quality, public health issues and impacts to wildlife corridors and habitats. However, and as stated previously, several commenters believe that the utilization of VMT to reduce GHG emissions are unattainable and infeasible.

Air Quality: Commenters have requested that the PEIR be revised to use a 2045 no project scenario as the baseline condition and update SCAG’s Health Risk Assessment with the revised baseline. Commenters have also provided an extensive list of mitigation measures to SCAG and requested that the Final PEIR incorporate said measures. Additionally, commenters have requested clarification regarding our analysis of construction activities, thresholds of significance and other topics regarding air quality analysis.

Regional Housing Needs Assessment: Commenters have raised concerns about the RHNA process and its consistency with the Plan and that the PEIR should address impacts of RHNA. For example, commenters argue that the RHNA methodology is inconsistent with the Connect SoCal growth forecast and that the PEIR does not consider the cumulative impacts of accommodating 1.34 new homes assigned to the region in the latest RHNA cycle. Commenters have also asked SCAG to revise and clarify the language describing the RHNA process within the regulatory framework subsection in **Section 3.14, Population and Housing**.

Mitigation Measures: Commenters have posed concerns over the sufficiency of the mitigation measures as they believe that the PEIR does not recognize all feasible mitigation measures for each of the dozens of significant unavoidable impacts identified for the Connect SoCal Plan. Other commenters have requested that SCAG drop the “can and should” language in the project level mitigation measures, given the limitation of SCAG’s authority pursuant to SB 375 over local jurisdictions’ land use authority.

As part of the Final PEIR process, SCAG will respond to all comments and clarify our position and if needed apply revisions to the document. For the key comments identified above, SCAG will provide “Master Responses” for each of those issues. Master responses will address multiple similar comments on an issue and provide a comprehensive reply as well as additional information, as needed.

CONTENTS OF THE FINAL *CONNECT SOCAL* PEIR:

Pursuant to CEQA Guidelines § 15132, the Final PEIR is required to consist of:

- a. The Draft PEIR or a revision of the draft

- b. Comments and recommendations received on the Draft PEIR either verbatim or in summary
- c. A list of persons, organizations, and public agencies commenting on the Draft PEIR
- d. The responses of the Lead Agency to significant environmental points raised in the review and consultation process
- e. Any other information added by the Lead Agency.

As such the contents of the proposed Connect Final PEIR will include the following items:

1. Draft Connect SoCal PEIR, which includes the following:
 - Executive Summary
 - Chapter 1.0 – Introduction
 - Chapter 2.0 – Project Description
 - Chapter 3.0 – Environmental Impact Analysis and Mitigation Measures
 - Chapter 4.0 – Alternatives
 - Chapter 5.0 – Long Term CEQA Considerations
 - Chapter 6.0 – List of Preparers
 - Chapter 7.0 - Glossary
 - Technical Appendices supporting the Draft PEIR
2. Chapter 8.0 – Introduction to the Final PEIR: This chapter will provide a brief summary of overview of what has occurred since the Draft PEIR and a brief overview of the Final PEIR process.
3. Chapter 9.0 – Response to Comments: This chapter provides background information on the Final PEIR for the Connect SoCal PEIR and includes public written comments on the Draft PEIR and its responses. It includes Master Responses to comments that recurred in a number of comment letters, and responses to written comments made by public agencies, organizations, and interested parties.
4. Chapter 10.0 – Clarifications and Revisions: This chapter provides clarifications and revisions, including staff-initiated revisions, to the Draft PEIR. Based on the staff's assessment, none of the corrections or additions constitutes significant new information that results in finding of a new mitigation measure that is not analyzed in the Draft PEIR; no finding of a new impact or any increase in existing impacts that have been identified in the Draft PEIR; and thus, none of the corrections or additions significantly change the conclusions presented in the Draft PEIR.
5. Mitigation Monitoring and Reporting Program - The Mitigation Monitoring and Reporting Program (MMRP) is a standalone document that is prepared in compliance with the requirements of §21081.6 of the California Public Resources Code and CEQA Guidelines § 15091 (d) and § 15097. The MMRP, the monitoring plan, applies to the goals, policies, and strategies

articulated in the 2016 RTP/SCS and related mitigation measures to be implemented by SCAG, and project-level performance standards-based mitigation measures which are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

6. Findings of Fact and Statement of Overriding Considerations - The statement of Findings of Fact is prepared in compliance with the requirements of § 21081.6 of the California Public Resources Code and CEQA Guidelines § 15091. It describes facts, discussions, and conclusions reached in the environmental review relative to impacts, mitigation measures, and selection of an alternative. This chapter also includes a Statement of Overriding Considerations that is prepared in compliance with § 21081 of Public Resources Code and CEQA Guidelines § 15093. The existence of significant unavoidable impacts as identified in the Draft PEIR requires the preparation of a Statement of Overriding Considerations. The Statement of Overriding Consideration explains why SCAG is willing to accept the residual significant impacts. It describes the economic, social, environmental and other benefits of the 2016 RTP/SCS that override the significant unavoidable environmental impacts. It “reflect[s] the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment” (CEQA Guidelines § 15021 (d)).

NEXT STEPS:

Staff is reviewing and will respond to all of the public written comments on the Draft PEIR to be included as a component of the proposed Final PEIR (CEQA Guidelines §15132), and intends to seek action by the Environment and Energy Committee to recommend that the RC adopt and certify the Final PEIR at its April 2, 2020 meeting. As such, the proposed Final PEIR will be posted on SCAG’s website on March 23, 2020 to comply with the CEQA requirement that the Final PEIR be published at least 10 days prior to the proposed April 2, 2020 certification date (CEQA Guidelines § 15088).

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2019/20 Overall Work Program (020.0161.04: Regulatory Compliance).

ATTACHMENT(S):

1. List of Commenters

**Attachment
List of Commenters on the Draft EIR**

| Sovereign Nations | |
|---|--|
| SOV-1 | Santa Ynez Band of Chumash Indians |
| SOV-2 | San Manuel Band of Mission Indians |
| Federal Agencies | |
| FED-1 | Environmental Protection Agency |
| State Agencies | |
| STA-1 | State of California, California State Transportation Agency |
| STA-2 | California High-Speed Rail Authority |
| Regional Agencies | |
| REG-1 | John Wayne Airport / Orange County |
| REG-2 | South Coast Air Quality Management District |
| REG-3 | Ventura County Air Pollution Control District |
| Subregional Agencies | |
| SUB-1 | Orange County Council of Governments |
| County Transportation Commission | |
| TRANS-1 | Los Angeles County Metropolitan Transportation Authority |
| TRANS-2 | Orange County Transportation Authority |
| TRANS-3 | San Bernardino County Transportation Authority & San Bernardino Council of Governments |
| TRANS-4 | Transportation Corridor Agencies |
| Local Jurisdictions | |
| LOC-1 | County of Los Angeles Department of Parks and Recreation |
| LOC-2 | County of Ventura Resource Management Agency |
| LOC-3 | Ventura County Public Works Watershed Protection Division |
| LOC-4 | City of Costa Mesa |
| LOC-5 | City of Huntington Beach |
| LOC-6 | City of Indio |
| LOC-7 | City of Irvine |
| LOC-8 | City of La Habra |
| LOC-9 | City of Laguna Hills |
| LOC-10 | City of Lancaster |
| LOC-11 | City of Los Angeles |
| LOC-12 | City of Mission Viejo |
| LOC-13 | City of Moreno Valley |
| LOC-14 | City of South Pasadena |
| LOC-15 | City of West Hollywood |
| LOC-16 | City of Yorba Linda |
| Organizations | |
| ORG-1 | Coalition for a Safe Environment, et al. |
| ORG-2 | Sierra Club Pomona Valley |
| ORG-3 | Sierra Club Moreno Valley |

| | |
|--------------------|---|
| ORG-4 | The Two Hundred |
| ORG-5 | Westwood South of Santa Monica Blvd Homeowner's Association |
| ORG-6 | Alliance for a Regional Solution to Airport Congestion |
| ORG-7 | BizFed |
| ORG-8 | Center for Biological Diversity |
| ORG-9 | Center for Demographic Research |
| ORG-10 | Climate Resolve |
| ORG-11 | Keep Nuevo Rural |
| ORG-12 | UNITE HERE Local 11 |
| ORG-13 | Southern California Leadership Council |
| ORG-14 | Service Employees International Union |
| ORG-15 | Bolsa Chica Land Trust |
| ORG-16 | Friends of Harbors, Beaches, and Parks |
| ORG-17 | Sierra Club Save Hobo Alisa Task Force |
| ORG-18 | California Cultural Resource Preservation Alliance |
| Individuals | |
| IND-1 | Marven Norman |
| IND-2 | Albert Perdon |
| IND-3 | Henry Fung |
| IND-4 | Jordan Sisson |
| IND-5 | Stephanie Johnson and Ghassan Roumani |

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
March 5, 2020

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: Status Update on Final Federal Safer, Affordable, Fuel-Efficient
Vehicles Rule

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:

At the October 3, 2019 EEC meeting, staff made a presentation on the final federal Safer, Accountable, Fuel-Efficient (SAFE) Vehicles Rule Part I: One National Program Rule. Subsequently, the federal rule became effective on November 26, 2019. This staff report is a status update on the federal rule including major developments since the October 3, 2019 staff report, implications for the Final Connect SoCal, and the next steps.

BACKGROUND:

Federal Safer, Accountable, Fuel-Efficient (SAFE) Vehicles Rule

On August 24, 2018, the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation’s National Highway Transportation and Safety Administration (NHTSA) jointly issued a proposed rule, “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks.” The proposed rule is designed to roll back the federal Corporate Average Fuel Economy (CAFE) and vehicle greenhouse gas (GHG) emissions standards

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promulgated under the Obama Administration.

On September 27, 2019, EPA and NHTSA jointly published “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” to finalize elements of the proposed SAFE Vehicles Rule. Effective November 26, 2019, under the Part I Rule, NHTSA affirms that its statutory authority to set nationally applicable fuel economy standards preempts such state and local programs; and that EPA withdraws the Clean Air Act (CAA) preemption waiver that it granted to the State of California in January 2013 as it relates to California Air Resources Board (ARB) GHG and Zero-Emission Vehicle (ZEV) programs.

NHTSA and EPA are in the process of finalizing the remaining portions of the SAFE Vehicles Rule and are anticipated to issue a final rule on the federal fuel economy and GHG vehicle emissions standards in the near future.

Major Developments since Last Update

State Interagency Coordination Working Group

California State Transportation Agency (CalSTA), Caltrans, and ARB have established a coordinating group amongst the three agencies. The Working Group have been partnering with MPOs including SCAG and all stakeholders to identify near-term and long-term solutions, including developing adjustments to ARB’s EMFAC models. The Working Group also have had one-on-one consultations with agencies that may have the largest impacts and held larger stakeholder meetings for interested parties.

Release of EMFAC Off-Model Adjustment Factors by ARB

As previously reported, because of the CAA waiver withdrawal, ARB’s EMFAC model may not be used because the model reflects ARB’s ACC Regulations which are now invalidated by the Part I Rule. To address the issue, ARB developed and released off-model adjustment factors for both the EMFAC2014 and EMFAC2017 models to account for the impact of the Part I Rule on November 20, 2019. These adjustments provided in the form of multipliers can be applied to emissions outputs from the EMFAC model to account for the impact of the Part I Rule. If accepted or approved by the U.S. EPA, these adjustment factors will enable the use of the EMFAC model for both regional and project-level conformity analysis.

Application of Off-Model Adjustment Factors to Connect SoCal

Due to the complexity in applying these off-model adjustment factors, SCAG modeling staff first developed a rough and conservative method for an immediate evaluation of these adjustment

factors. Subsequently, SCAG modeling staff has developed an accurate method to apply these adjustment factors to the conformity analysis for the Draft Connect SoCal. The analysis results confirm that the Draft Connect SoCal continues to demonstrate transportation conformity.

Positions of Applicable Federal Agencies towards Off-Model Adjustment Factors

Despite the positive developments, at the December 4, 2019 meeting of the California Transportation Commission, Federal Highway Administration (FHWA) Regional Administrator publicly announced that FHWA was waiting on direction from U.S. EPA on how to move forward with the adjustment factors. In the meantime, FHWA would not approve regional transportation plans, programs, and projects needing new conformity determination until U.S. EPA approves the adjustment factors.

U.S. EPA has been directly working with FHWA and Federal Transit Administration (FTA) regarding the use of ARB's EMFAC adjustment factors for transportation conformity determination. However, ARB has not officially submitted the adjustment factors to U.S. EPA and U.S. EPA has not provided any directions as of the writing of this staff report.

Implications for Final Connect SoCal

For the transportation conformity analysis of the Final Connect SoCal scheduled to be adopted by the Regional Council in April 2020, staff plans to perform two regional emissions analyses, one with the off-model adjustment factors and the other without. Staff anticipates that the Final Connect SoCal will demonstrate transportation conformity with and without these adjustment factors. However, unless and until U.S. EPA provides direction to accept or approve the adjustment factors, FHWA will not approve transportation conformity determination for the Final Connect SoCal.

As alerted previously, if the transportation conformity determination for Connect SoCal would not be approved by the FHWA/FTA by June 1, 2020, a 12-month transportation conformity lapse grace period would be triggered. During the conformity lapse grace period, all projects in the 2016 RTP/SCS and 2019 FTIP as amended can still receive federal approval; however, no new projects may be added and no changes may be made to the projects in the transportation plan or program, with the exception of exempt (mainly safety projects) and committed transportation control measure (TCM) (committed HOV lanes, transit, active transportation, and ITS projects in approved air plans) projects.

If the underlying issues would not be resolved in time, transportation conformity lapse would occur after the grace period. A conformity lapse impacts non-exempt projects (mainly mixed-flow capacity expansion projects) as well as TCM projects not in an approved air plan unless these projects have received federal authorization prior to the lapse. Specifically, these impacted projects

can neither receive federal funding, federal approval, nor be amended into the regional transportation plan or program.

Next Steps

In order for the ARB's off-model adjustment factors to be a solution approvable by FHWA, it is critical that ARB officially submits these factors to U.S. EPA as soon as possible and U.S. EPA performs an expedited review and provide timely directions. If U.S. EPA would accept or approve these adjustment factors, ARB's EMFAC model can again be used for both regional and project-level conformity analysis and FHWA/FTA will resume their review/approval of new transportation conformity determinations. If U.S. EPA would not accept or approve these adjustment factors, it is important that U.S. EPA provide clarifications on what other remedy would be needed so we can work through the State Interagency Coordination Working Group to develop such remedy.

The off-model adjustment factors only account for the impact of the Part I Rule, not the pending Part II Rule. Therefore, upon the publication of the Part II Rule, staff will conduct interagency consultation to seek clarification and guidance especially from ARB, U.S. EPA, and FHWA/FTA regarding transportation conformity implications of the Part II Rule and to develop any necessary remedy.

Despite these uncertainties, SCAG staff will continue work to complete the Final Connect SoCal including the associated transportation conformity analysis. It will be still very challenging but staff will work proactively and closely with all involved agencies with the ultimate goal of resolving the underlying issues before our current transportation conformity determination will expire on June 2, 2020.

Finally, staff will provide regular updates to RC and/or Policy Committees as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the FY 2019-2020 Overall Work Program under project number 025.0164.01: Air Quality Planning and Conformity.