



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

ENERGY AND ENVIRONMENT COMMITTEE

*Thursday, November 7, 2019
11:30 a.m. – 12:00 p.m.*

**SCAG MAIN OFFICE
900 Wilshire Blvd., Ste. 1700
RC Board 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

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

EEC - Energy and Environment Committee *Members – November 2019*

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. Mike Gardner**
Riverside, WRCOG
11. **Hon. Sandra Genis**
Costa Mesa, OCCOG
12. **Hon. Shari Horne**
Laguna Woods, OCCOG
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. Sup. Luis Plancarte**
Imperial County
- 21. Hon. Carmen Ramirez**
Oxnard, RC District 45
- 22. Hon. Greg Raths**
Mission Viejo, OCCOG
- 23. Hon. Deborah Robertson**
Rialto, RC District 8
- 24. Hon. Meghan Sahli-Wells**
Culver City, RC District 41
- 25. Hon. Rhonda Shader**
Placentia, Pres. Appt.(Member at Large)
- 26. Hon. Emma Sharif**
Compton, RC District 26
- 27. Hon. Sharon Springer**
Burbank, SFVCOG
- 28. Hon. John Valdivia**
San Bernardino, SBCTA
- 29. Hon. Edward Wilson**
Signal Hill, GCCOG
- 30. Hon. Bonnie Wright**
Hemet, WRCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – RC Board Room
Los Angeles, California 90017
Thursday, November 7, 2019
11:30 AM

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

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

PUBLIC COMMENT PERIOD

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

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Item

1. Minutes of the Meeting - October 3, 2019 Page 6

ACTION/DISCUSSION ITEM

2. Recommendation and Authorization to Release the Connect SoCal Draft PEIR Page 14
(Kome Ajise, Executive Director, SCAG)

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council (RC) authorize the Executive Director to release the Connect SoCal Draft PEIR within thirty (30) days after the release of the Connect SoCal Plan for public comments.

RECOMMENDED ACTION FOR REGIONAL COUNCIL:

Authorize the Executive Director to release the Connect SoCal Draft PEIR within thirty (30) days after the release of the Draft Connect SoCal Plan for public comments.

CHAIR'S REPORT

(The Honorable Linda Parks, Chair)

STAFF REPORT

(Grieg Asher, SCAG Staff)

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

The next regular meeting of the EEC is scheduled for Thursday, February 6, 2020 at the SCAG Los Angeles Office.

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Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
November 7, 2019

**ENERGY AND ENVIRONMENT COMMITTEE
MINUTES OF THE MEETING
THURSDAY, OCTOBER 3, 2019**

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/>](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. Margaret Clark, Rosemead	District 32
Hon. Ned Davis, Westlake Village	LVMCOG
Hon. Mike Gardner, Riverside	WRCOG
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Oscar Ortiz, Indio	CVAG
Hon. James Osborne, Lawndale	SBCCOG
Sup. Luis Plancarte, Imperial County	Imperial County
Hon. Carmen Ramirez, Oxnard	District 45
Hon. Greg Raths, Mission Viejo	OCCOG
Hon. Meghan Sahli-Wells, Culver City	WCCOG
Hon. Rhonda Shader, Placentia	President’s Appointment
Hon. Emma Sharif, Compton	GCCOG
Hon. Sharon Springer, Burbank	SFVCOG
Hon. Edward H.J. Wilson, Signal Hill	GCCOG

Members Not Present

Hon. Ana Beltran, WestmorelandICTC	
Hon. Robert Copeland, Signal Hill	GCCOG
Hon. Paula Devine, Glendale	AVCJPA
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG

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Hon. Maria Davila, South Gate	GCCOG
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Toni Momberger, Redlands	SBCTA
Hon. Greg Morena, Santa Monica	WSCCOG
Hon. Cynthia Moran, Chino Hills	SBCTA
Hon. Judy Nelson, Glendora	SGVCOG
Hon. Deborah Robertson, Rialto	District 8
Hon. John Valdivia, San Bernardino	SBCCOG

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Linda Parks called the meeting to order at 10:00 a.m. and asked Mayor Ned Davis to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Seeing there were no public comment speakers, Chair Parks closed the Public Comment period.

REVIEW AND PRIORITIZE AGENDA ITEMS

Chair Parks acknowledged there was no request to prioritize agenda items.

CONSENT CALENDAR

Approval Item

1. Minutes of the Meeting - September 5, 2019
2. Authorization to Approve Notice of Exemption (NOE) for SCAG 2017 Disadvantaged Communities Active Transportation

Received and File

3. Walktober and International Walk to School Month

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

AYE/S: Davis, Gardner, Mahmud, Momberger, Ortiz, Osborne, Parks, Plancarte, Pollock, Raths, Sahli-Wells and Springer (12)

NOE/S: None (0)

ABSTAIN/S: None (0)

INFORMATION ITEMS

4. Connect SoCal Natural and Farm Lands Conservation

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

Ms. Brookover began her presentation by providing an overview of the natural (habitat) lands and farm lands in the SCAG region. She discussed the challenges faced by loss of 300 square miles of farmlands or agricultural lands in the region. She also discussed the challenges of increased wild-urban or greenfield development and habitat fragmentation including the policy and regulatory framework of SB 375 and AB 32 and how this relates to conservation in Connect SoCal's goals. Ms. Brookover also discussed SCAG's SCS and the growth constraint areas including the natural lands conservation areas data and methodology. In closing, she discussed the next steps and all the great work that is currently being done in the region such as the L.A. County Significant Ecological Areas ordinance; Liberty Canyon Wildlife Crossing; OCTA Measure M2 Freeway Environmental Mitigation Program; San Bernardino County RCIS, Rancho Mission Viejo and Palm Springs Agrihoods and the Ventura County Habitat Connectivity and Wildlife Corridor Ordinance.

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

5. Connect SoCal Environmental Justice (EJ) Report

Chair Parks introduced the item and asked Anita Au and Tom Vo, SCAG staff, to provide a presentation.

Anita Au, SCAG staff, provided background information regarding SCAG's EJ Program which stems from regulatory compliance such as Title VI of the Civil Rights Act of 1964 and the California Government Code Section 11135. She discussed the purpose of the EJ Toolbox and how this relates to the EJ component of Connect SoCal including promoting a healthy, safe and sanitary housing; and the recommended practices and approaches for active living, active transportation and physical activity; climate vulnerability and resiliency; and exposure impacts of air quality and air pollution.

Tom Vo, SCAG staff, described the technical updates of the EJ Report such as: regional, local and

community analysis; EJ improvements; performance indicators; jobs-housing imbalance; neighborhood changes and displacement; and qualitative analysis of SB 1. In closing, Mr. Vo stated that SCAG will continue to work on the EJ Report component of Connect SoCal in anticipation of the November 2019 draft release of the Plan.

On behalf of the EEC, Chair Parks thanked Anita au and Tom Vo for their presentation.

6. SB 1383 Short-Lived Climate Pollutants Regulations Update

Chair Parks introduced the item and welcomed CalRecycle staff, Jaenna Wessling and Nicole Macatrao, to provide a presentation.

As an environmental scientist at CalRecycle, Jaenna Wessling provided an overview of the SB 1383's organic waste reduction requirements in California and reported that CalRecycle has just released a new revised draft of the SB 1383 Short-Lived Climate Pollutants Regulations for a 15-day written public comment and review period ending October 18, 2019. Ms. Wessling stated that while CalRecycle is still in a formal rulemaking process, the regulations are not finalized and may not be able to answer or comment on some of the EEC members' questions after the presentation but will bring those questions to their SB 1383 team at CalRecycle.

Ms. Wessling provided information on SB 1383 and reported that organic waste is the largest waste stream in California. She discussed the negative impacts of climate change; SB 1383 requirements, whereby regulations will take effect in 2022; and the bill's key implementation dates and key jurisdiction dates and responsibilities. Ms. Wessling also discussed that each local government plays a vital role in the implementation of SB 1383 and that each jurisdiction's enforceable requirements for each resident and business.

Nicole Macatrao, CalRecycle environmental scientist, also noted the requirements for jurisdictions' education outreach to the communities especially providing materials to linguistically-isolated households. Ms. Macatrao also discussed the compliance requirements for construction, landscaping and infrastructure including inspection and enforcement requirements on commercial food generators. She also discussed the record-keeping requirements as CalRecycle's oversight will begin in 2022. In closing, Ms. Macatrao reminded the EEC members that SB 1383 is a statewide target and not a jurisdiction organic waste diversion target. For more information, she asked the members to visit CalRecycle's website at: <https://www.calrecycle.ca.gov/organics/slcp>

Chair Parks opened the floor for discussion and questions.

EEC Vice Chair David Pollock, Moorpark, District 46, asked a question regarding if any consideration is being given to the effects of greenhouse gas as we start encouraging [at-home]

composting.

Councilmember Carmen Ramirez, Oxnard, District 45, requested for a copy of CalRecycle's PowerPoint presentation. SCAG staff acknowledged the request by sending a copy of the presentation to all members of the EEC.

Councilmember Meghan Sahli-Wells, Culver City, District 41, shared information regarding Culver City's community-wide composting program and offered providing advice to those cities who are implementing a similar program.

Councilmember Margaret Clark, Rosemead, District 32, asked a question whether CalRecycle provides financial assistance or grant funding to cities in order to meet SB 1383 requirements.

Councilmember Greg Raths, Mission Viejo, OCCOG, expressed concerns regarding the increased costs associated with meeting the requirements of the state-mandated bill and asked who authored the bill. [In September 2016, Governor Brown signed into law SB 1383 (Lara, Chapter 395, Statutes of 2016), establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California's economy.]

Councilmember Sandra Genis, Costa Mesa, OCCOG, asked a question as to why composting is a better aerobic process in reducing or preventing the release of methane during organic matter breakdown and also asked about the difference between storing compost above or underground.

Councilmember Diana Mahmud, South Pasadena, SGVCOG, commented that *"...Southern California Edison (SCE) initial renewable energy contracts were sourced from the methane from existing landfills so this is a problem that we have successfully addressed as a society for decades. For CalRecycle to push down on us the responsibility for education it would be very far more cost-effective for CalRecycle to undertake the education. We have a model, for example, we have Flex Your Power...and it would be difficult and I look at this bill and it goes beyond fruits and vegetables...and it is just not realistic. In addition, I do understand from my waste hauler that there are not sufficient facilities currently constructed to accept the mechanics. When does CalRecycle reasonably anticipate that it should reach a hundred composting facilities that are needed would be constructed? How can you possibly impose any enforcement on us if our waste haulers do not have a place to take it?"*

Councilmember Mike Gardner, Riverside, WRCOG, expressed concerns that the mandate is an example of Sacramento at its worst and stated none of the jurisdictions receive funding from for carrying out this mandate as each jurisdiction face financial challenges.

Councilmember Emma Sharif, Compton, District 26, suggested sending the comments made today

to CalRecycle or sending the draft Minutes of the Meeting to capture the discussions relative to this item. Chair Linda Parks acknowledged the request and instructed SCAG staff to transmit the comments to CalRecycle.

Councilmember Meghan Sahli-Wells, Culver City, District 41, stated support for SCAG transmitting the comments to CalRecycle; however she asked to note that Culver City is implementing this program and emphasized that Culver City does not have a problem with the bill.

On behalf of EEC, Chair Parks thanked the CalRecycle staff for their presentation.

7. Connect SoCal Public Health Strategies and Actions

In the interest of time, Chair Parks announced that Agenda Item No. 8 will be taken up ahead of Agenda Item 7.

8. Final Federal Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule Part I

Chair Parks noted the Supplemental Report accompanying Agenda Item 8 has been distributed to the members and asked Rongsheng Luo, SCAG staff to provide background information.

Rongsheng Luo, SCAG staff, provided background on the potential transportation impacts of the Proposed SAFE Vehicles Rule and proposed by U.S. DOT's NHTSA and U.S. EPA in August 2018. Mr. Luo discussed the highlights of SCAG efforts and how this relates to SAFE Rule Part I including status updates to regional partners and CTCs. In closing, Mr. Luo discussed the next steps and the continued development of Connect SoCal.

On behalf of EEC, Chair Parks thanked Rongsheng Luo for his presentation.

CHAIR'S REPORT

Due to lack of time, Chair Parks announced that Agenda Item 7, Connect SoCal Public Health Strategies and Actions, will be carried forward to the next meeting of the EEC.

STAFF REPORT

A report was not provided.

FUTURE AGENDA ITEM/S

None



ANNOUNCEMENT/S

None

ADJOURNMENT

There being no further business, Chair Parks adjourned the Energy and Environment Committee meeting at 12:05 p.m.

The next regular meeting is scheduled for Thursday, February 6, 2020 at the SCAG Los Angeles, Office.

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

Attachment: Attendance Report (Minutes of the Meeting - October 3, 2019)



Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
November 7, 2019

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

From: Kome Ajise, Executive Director, 213-236-1835, ajise@scag.ca.gov
Ajise@scag.ca.gov

Subject: Recommendation and Authorization to Release the Connect
SoCal Draft PEIR

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council (RC) authorize the Executive Director to release the Connect SoCal Draft PEIR within thirty (30) days after the release of the Connect SoCal Plan for public comments.

RECOMMENDED ACTION FOR REGIONAL COUNCIL:

Authorize the Executive Director to release the Connect SoCal Draft PEIR within thirty (30) days after the release of the Draft Connect SoCal Plan for public comments.

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This staff report provides a summary of milestones that have occurred since the January 23, 2019 release of the Notice of Preparation (NOP) and major components of the Connect SoCal Draft PEIR including the environmental analysis, performance-based approach to mitigation measures, and overview of the Connect SoCal Draft PEIR's contents. Additionally, staff is seeking EEC's recommendation to the RC to authorize the Executive Director to release the Draft Connect SoCal PEIR within 30 days after the release of the Draft Connect SoCal Plan ("Connect SoCal" or "Plan") for the public comment period. Connect SoCal is expected to be authorized for release on November 7, 2019 with the public comment period starting no later than November 14, 2019 and ending on January 24, 2020.

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

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Communities and Climate Protection Act of 2008, or Senate Bill (SB) 375 (Steinberg), the RTP will include a Sustainable Communities Strategy (SCS) which details strategies to reduce greenhouse gas (GHG) emissions from passenger vehicles (automobiles and light-duty trucks). As one of the State's 18 MPOs, SCAG must prepare a SCS that demonstrates the region's ability to attain GHG emission-reduction targets through integrated land use, housing, and transportation planning.

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

In addition to fulfilling legal requirements, the PEIR will provide an opportunity to inform decision makers and the public about potential environmental effects associated with implementation of the 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.

NOTICE OF PREPARATION AND SCOPING MEETING:

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

SUMMARY OF KEY COMMENTS:

SCAG received various comments from interested parties. Upon evaluation, SCAG determined that

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

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

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

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

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

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

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

SUMMARY OF CONTENTS FOR THE *CONNECT SOCIAL* DRAFT PEIR:¹

SCAG has prepared a summary of contents of the Draft PEIR for the Plan. Key information regarding

¹ Table of Contents are subject to change prior to the release of the Draft PEIR. However, it is representative of all the major components that will be considered and is in accordance with the *State CEQA Guidelines*.

the contents of the Draft PEIR is summarized below:

- **Executive Summary:** This summarizes key information presented in the Draft PEIR, including a table depicting significant impacts and proposed SCAG mitigation measures as well as potential project-level mitigation measures for each significant impact discussed in Chapter 3.0 – Environmental Impact Analysis.
- **Section 1.0 – Introduction:** This chapter provides background information on SCAG’s roles and responsibilities. The introduction summarizes the results of the scoping process, and describes the PEIR as a first tier Program EIR. This Chapter describes the CEQA process, emphasizing the early identification of stakeholders and engagement through the scoping process. Supplemental materials, including the NOP of the Draft PEIR and comments received on the NOP will be attached, as appropriate, in appendices to the Draft PEIR document. It also describes consideration of CEQA streamlining opportunities, the environmental review process, and an overview of the contents of the Draft PEIR.
- **Section 2.0 – Project Description:** This chapter provides the location and boundaries of the Draft Plan; states the Draft Plan’s objectives; a general description of the Draft Plan; and includes a statement briefly describing the intended uses of the PEIR.
- **Section 3.0 – Environmental Impact Analysis–** This analysis will include: Regulatory Framework; Environmental Setting; Significance Thresholds; Analysis of Direct, Indirect, and Cumulative Impacts; Mitigation Measures; and Level of Significance after Mitigation. Twenty (20) resource categories included in Appendix G of the CEQA Guidelines will be analyzed in this section. (See discussion under *Environmental Factors Considered* for further details)
- **Section 4.0 – Alternatives -** This chapter describes a range of reasonable alternatives to the Draft Plan, which would feasibly attain most of the basic objectives of the Plan but would avoid or substantially lessen any of the significant effects of the Plan at a programmatic and region-wide level. (See discussion under *Alternatives* for further details)
- **Section 5.0 – Other CEQA Considerations:** This chapter identifies the significant unavoidable environmental effects, significant irreversible environmental effects, irreversible damage from environmental accidents, and growth inducing impacts of the Plan.
- **Section 6.0 – Persons and Sources Consulted:** This chapter lists the contributors to the preparation of the PEIR and includes a list of sources consulted and used in preparing the Draft PEIR.
- **Section 7.0 – Glossary:** This chapter includes acronyms used in the Draft PEIR document.

ENVIRONMENTAL FACTORS CONSIDERED:

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

The scope of environmental effects analyzed in the *Connect SoCal* Draft PEIR are as follows:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services (Police, Fire, Schools, Library)
- Recreation
- Transportation, Traffic & Safety
- Tribal Cultural Resources
- Utilities and Service Systems (Solid Waste, Wastewater, Water Supply)
- Wildfire

ALTERNATIVES EVALUATED:

The development of alternatives in a PEIR is focused on avoiding or reducing potentially significant impacts of the Plan while achieving most of the project objectives. The PEIR evaluates three potential alternatives to Plan:² (1) No Project Alternative; (2) Existing Plans-Local Input Alternative; and (3) Intensified Land Use Alternative. Each Alternative, except the No Project Alternative, will vary in terms of policies and projects including, but not limited to, variations in land use development patterns or the transportation network. When approving the Plan, SCAG has the discretion to select one or more alternatives as long as they are within the range of impacts identified in the PEIR.

Section 15126.6 of the CEQA Guidelines requires that an “environmentally superior” alternative be selected among the alternatives evaluated in the PEIR. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

² Please note that titles and descriptions of alternatives may be modified between the date of this report and the release of the Draft PEIR.

No Project Alternative

The No Project Alternative is required by Section 15126.6(e)(2) of the CEQA Guidelines and assumes that the Plan would not be implemented. The No Project Alternative considers continued implementation of the goals and polices of the adopted 2016 RTP/SCS. The No Project Alternative includes only those transportation projects that are in the first two years of the previously conforming FTIP (i.e., 2018). The growth scenario included in the No Project Alternative, and all alternatives, includes the same regional totals for population, housing and employment.

Existing Plans-Local Input Alternative

This Alternative incorporates jurisdictional general plans and land use information to reflect the Plan's population, household and employment growth estimates and land use development patterns in the region. This alternative includes policies and strategies in the 2016 RTP/SCS to the extent that they have been incorporated into local jurisdictional plans. This alternative does not include additional land use strategies described in *Connect SoCal* that go beyond current local policy. This alternative includes projects planned by each County Transportation Commission.

Intensified Land Use Alternative

The Intensified Land Use Alternative is based on the transportation network for Connect SoCal with more aggressive land use development patterns than in the Connect SoCal. Specifically, it increases densities and intensifies land use patterns, especially around high quality-transit areas (HQTAs) in an effort to maximize transit opportunities and reduce growth agricultural and natural lands. The growth pattern associated with this Alternative optimizes urban areas and suburban town centers, transit-oriented developments (TODs), HQTAs, livable corridors, and neighborhood mobility areas. It also includes a greater progressive job-housing distribution optimized for TODs and infill in HQTAs.

MAJOR FEATURES OF THE DRAFT PEIR:

Utilize the 2019 State CEQA Guidelines (Updates to Appendix G)

The Draft PEIR incorporates the latest updates to the *State CEQA Guidelines*. As such, the environmental effects analyzed in the Draft PEIR include: Energy, Tribal Cultural Resources, and Wildfire.

Consultation with Sovereign Nations Pursuant to Assembly Bill (AB 52)

Pursuant to the *State CEQA Guidelines* and AB 52 (Public Resources Code Sections 21080.3.1 and 21080.3.2), SCAG initiated consultation by letter with tribal parties with respect to the PEIR for Connect SoCal to illicit input on how the plan may affect tribal cultural resources and to explore opportunities to avoid or mitigate significant adverse effects. Consultation efforts include

workshops, stakeholder outreach and information exchange (i.e., distribution of the Draft and Final PEIR), and are ongoing.

CEQA Streamlining

The Draft PEIR recognizes the importance of CEQA streamlining and provides additional clarification on streamlining approaches compared to the 2016 RTP/SCS PEIR. Streamlining provisions and parameters from SB 375, SB 226 and SB 743 are referenced throughout the document. Additionally, the Draft PEIR ties project-level mitigation measures with project level tiering opportunities (SB 375 and/or SB 226).

SCAG has provided additional language in the preamble for mitigation measures, which states:

“For projects proposing to streamline environmental review pursuant to SB 375 or SB 226, or for projects otherwise tiering off this PEIR, the project-level mitigation measures described in the Draft PEIR (or comparable measures) can and should be considered and implemented by lead agencies (and project sponsors) during the subsequent, project- or site-specific environmental reviews for transportation and development projects as applicable and feasible. However, SCAG cannot require lead agencies to adopt mitigation, and it is ultimately the responsibility of the lead agency to determine and adopt project-specific mitigation.”

Senate Bill (SB) 743 and Vehicle Miles Travelled (VMT) Analysis

The methodology for determining significance of impacts on transportation and traffic compares current regional transportation conditions to expected future 2045 conditions with the Plan. SCAG utilized the Regional Travel Demand Model (RTDM) to compare existing conditions to the Plan’s 2045 conditions. The primary metrics considered in the analysis are VMT and VHT as well as travel delay. Traditionally (prior to the passage of SB 743), SCAG has used VMT as the metric to evaluate transportation impacts and overall efficiency of the Plan. VMT is used in-lieu of Level of Service (LOS), which is focused on local impacts and fails to capture regional-scale effects of the Plan.

The Draft PEIR and the Connect SoCal recognizes the codification of SB 743. SB 743 is referenced throughout the regulatory framework of the document. The PEIR notes that SB 743 provides opportunities for CEQA streamlining to facilitate transit-oriented development (TOD), and updates the CEQA guidelines to utilize VMT as a metric to evaluate transportation impacts. As stated above, SCAG has traditionally used VMT as a metric to evaluate transportation impacts, regardless of the implementation of SB 743. However, the Draft PEIR does not recommend a regional threshold for local jurisdictions to evaluate transportation impacts as doing so would be outside of SCAG’s jurisdictional authority. Rather, the PEIR provides information on various approaches and encourages local jurisdictions to use SCAG as a resource when developing individual VMT

thresholds.

While the Draft PEIR does not establish a regional or local VMT threshold, SCAG has incorporated a program-level mitigation measure regarding SB 743 implementation, which is funded through a Caltrans Sustainable Communities Grant.

The grant-funded project, co-sponsored by SCAG and LADOT, seeks to provide technical and mitigation strategy development guidance to local jurisdictions in the six-county SCAG region to facilitate implementation of the VMT-based CEQA transportation impact analysis provisions of SB 743. This coordinated program of technical guidance, evaluation of options, and cooperative engagement with local communities will serve to smooth the transition to the new VMT-reducing development paradigm, helping to ensure a successful region-wide implementation of SB 743 and attainment of the associated GHG reduction goals. The implementation of the mitigation measure may involve feasibility studies, guidance, and establishing a nexus for VMT reduction and/or mitigation. SCAG's mitigation measure is designed to be collaborative and not prescriptive.

Greenhouse Gas Emissions

The Draft PEIR includes analysis of Greenhouse Gas Emissions. The analysis includes a discussion on the consistency of *Connect SoCal* with greenhouse gas emissions reduction goals as set forth in the Executive Order S-3-05 (80 percent reduction below 1990 levels by 2050), Executive Order B-16-12 (80 percent less than 1990 levels for 2050 from the transportation sector), and Executive Order B-30-15 and SB 32 (40 percent below 1990 levels by 2030). The analysis includes a discussion on the Draft Connect SoCal Plan per capita greenhouse gas emissions targets (19 percent) for automobiles and light trucks required by the state law, under Senate Bill (SB) 375.

The Draft PEIR concluded that the Plan meets CARB's targets for greenhouse gas emissions from light duty passenger vehicles for 2020 and 2035. However, CARB has indicated that even if all MPOs meet their regional GHG targets, the state would not meet the statewide GHG reduction goals of AB 32, SB 32, and the Scoping Plan. As recognized by CARB, MPOs do not have land use authority to implement additional VMT reductions. Furthermore, SCAG has no control or authority over the other key sectors (e.g., energy, industry, water, waste and agriculture) in meeting the AB 32, SB 32, and Scoping Plan targets; which would potentially result in significant impacts for greenhouse gas emissions.

Health Risk Assessment (HRA)

The Draft PEIR includes a Health Risk Assessment (HRA) in the Air Quality impacts analysis. The HRA evaluates potential cancer risk impacts associated with diesel emissions from transportation corridors. The HRA uses EMFAC 2014 developed by California Air Resources Board; follows the 2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments by the

Office of Environmental Health Hazard Assessment (OEHHA); characterizes population (age and income) data for areas within 500 feet of transportation corridors with diesel emissions.

Performance Standards-Based Mitigation Approach:

CEQA requires that SCAG identify all feasible mitigation measures in the PEIR that will avoid or substantially lessen the significant environmental effects of the project. CEQA, however, does not require a lead agency to undertake identified mitigation measures, even if those measures are necessary to address a project's significant environmental effects, if the agency finds that the measures "are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency" (Public Resource Code Section §21081(a)(2);³ *City of Marina v. Bd. of Trustees of the Calif. State Univ.* (2006) 39 Cal.4th 341, 366; see also *Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439). Under these circumstances, the lead agency may find that the measures "can and should" be implemented by the other agency or agencies said to have exclusive responsibility/jurisdiction over the measures (*City of Marina*, 39 Cal.4th at 366). As the *CEQA Guidelines* explain, the "finding in subsection (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives" (*CEQA Guidelines Section §15091(c)*).⁴

CEQA case law has also held that deferral of the specifics of mitigation is permissible where the lead agency commits itself to mitigation and, in the mitigation measure, either describes performance standards to be met in future mitigation or provides a menu of alternative mitigation measures to be selected from in the future. CEQA Guidelines section 15126.4(a)(1)(B) codifies this concept:

"Formulation of mitigation should not be deferred until some future time. However, measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way."

Mitigation measures are subject to the same rules regarding level of detail appropriate to the EIR being prepared. In this case, the PEIR addresses a large-scale region with a variety of projects spread over more than 20 years. As such, this PEIR identifies program wide measures for implementation by SCAG. In addition, the PEIR identifies project-level mitigation measures for lead agencies to consider, as applicable and feasible, in subsequent project-specific design, CEQA review,

³ California Legislative Information. *Chapter 2.6. General [21080-21098]*. Available online at: http://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC§ionNum=21081, accessed August 23, 2019.

⁴ CEQA. *Article 7. EIR Process*. Available online at: <http://resources.ca.gov/ceqa/guidelines/art7.html>, accessed August 23, 2019.

and decision-making processes. It is ultimately up to the lead agency to determine the appropriateness of the mitigation measure based on project-specific circumstances.

The project-level mitigation measures identified by SCAG “can and should” should be considered by lead agencies in project-specific environmental review documents as appropriate and feasible. This language mirrors CEQA Guidelines section 15091(a)(2), and it is assumed that each lead agency for specific projects would have the ability to impose and enforce these measures (i.e., that they can implement them). Lead agencies for specific projects are responsible for developing project specific mitigation measures and ensuring adherence to such mitigation measures.

Overall, the performance standards-based mitigation measures used in this PEIR recognize the limits of SCAG’s authority; distinguish between SCAG commitments and project-level responsibilities and authorities; optimize flexibility for project implementation; and facilitate CEQA streamlining and tiering (see discussion on mitigation measures above) where appropriate on a project-by-project basis determined by each lead agency.

NEXT STEPS:

Subsequent to the EEC’s recommendation and RC’s authorization to release the Draft PEIR, SCAG staff will work towards finalizing Draft PEIR and release the document to the public for review and comments, within 30-days after the Draft Plan’s release. The public review and comment period will be a minimum of 45-days. SCAG will also conduct a public workshop for the Draft Connect SoCal PEIR at SCAG’s Los Angeles Office, Room Policy Meeting-A on January 9, 2020, from 2:00 PM to 3:30 PM. Video conferencing of the public workshops will be at SCAG’s regional offices and videoconferencing sites. Dates for upcoming milestones are shown in the table below (**Table 1, Upcoming Milestones**).

Table 1, Upcoming Milestones

Milestones	Date
Release Connect SoCal Draft PEIR	Within 30-days after Connect SoCal Release
Connect SoCal PEIR Workshop	January 9, 2020
Close the public review and comment period of the Connect SoCal PEIR	January 24, 2020
Review by EEC or JPC of the summary of comments/responses/revisions of the Connect SoCal Final PEIR	March 2020
Presentation of the proposed Connect SoCal Final PEIR, RC Certification for Connect SoCal and Final PEIR	April 2020

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. PowerPoint Presentation: Connect SoCal Draft PEIR



Connect SoCal Draft PEIR for the Energy & Environment Committee

Southern California Association of Governments

November 7, 2019

www.scag.ca.gov

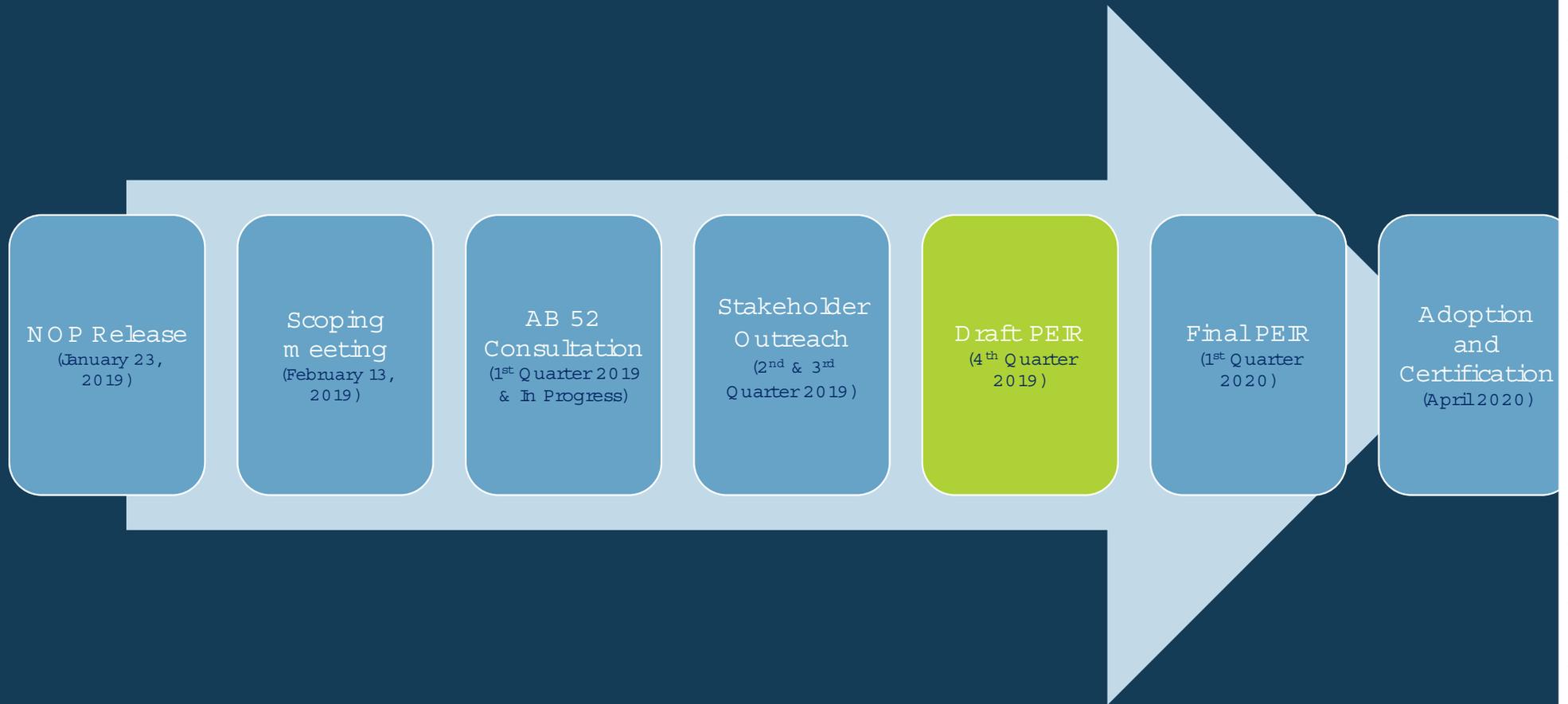


Introduction



- SCAG is developing the Connect SoCal Plan (2020 Regional Transportation Plan/Sustainable Communities Strategy) pursuant to the federal Fixing America's Surface Transportation (FAST) Act, the Sustainable Communities and Climate Protection Act of 2008, and SB 375.
- SCAG is the lead agency for the Program Environmental Impact Report (PEIR) for Connect SoCal pursuant to CEQA

Where We Are In the PEIR Process



Contents for the Connect SoCal Draft PEIR



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- Section 1.0 - Introduction
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- Section 6.0 – Persons and Sources Consulted
- Section 7.0 – Glossary
- Appendices supporting the Draft PEIR

Connect SoCal PEIR Scope of Environmental Effects



20 Environmental Factors Considered

- Aesthetics and Views
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources and Open Space
- Cultural Resources
- Energy
- Geology, Soils and Mineral Resources
- Greenhouse Gas Emissions and Climate Change
- Tribal Cultural Resources
- Hazards & Hazardous Materials
- Hydrology and Water Resources
- Land Use and Planning
- Noise
- Population and Housing
- Recreation
- Transportation/Traffic
- Public Services and Utilities
- Wildfire

Alternatives Evaluated

- No Project Alternative
- Existing Plans – Local Input Alternative
- Intensified Land Use Alternative

Other Major Features of the Draft PEIR



- Formal Consultation with Sovereign Nations (AB 52)
- CEQA Streamlining
- Senate Bill (SB) 743 & Vehicle Miles Travelled (VMT) Analysis
- Greenhouse Gas Emissions
- Health Risk Assessment
- Performance Standards Based Mitigation Approach

CEQA Streamlining



- Streamlining provisions and parameters from SB 375, SB 226 and SB 743 are referenced throughout the document.
- The Draft PEIR ties project-level mitigation measures with project-level tiering opportunities
- SCAG has provided additional language in the preamble for mitigation measures

VMT Analysis



- The Draft PEIR uses VMT/VHT and Travel Delay to evaluate transportation impacts
- VMT is used in-lieu of Level of Service (LOS), which is focused on local impacts and fails to capture regional-scale effects of the Plan.
- This approach is similar to the 2012 and 2016 RTP/SCS PEIR.

SB 743

- Referenced throughout the regulatory framework
- Streamlining opportunities are recognized
- Recognizes OPR's ruling to use VMT as a metric to evaluate transportation impacts
- The Draft PEIR does not recommend a regional threshold for local jurisdictions.
- The Draft PEIR does incorporate a program-level mitigation measure regarding SB 743 implementation.

Draft SB 743 Mitigation Measure (Program Level)



- The Mitigation measure is a grant-funded project, co-sponsored by SCAG and LADOT, focused on technical guidance, evaluation of options, cooperation, and engagement with local communities to assist in region-wide implementation of SB 743
- Implementation of mitigation measures may involve:
 - Feasibility studies, guidance, and establishing a nexus for VMT reduction and/or mitigation
- Mitigation measure is meant to be collaborative and not prescriptive

Greenhouse Gas Emissions



- Executive Order S-3-04 (80 percent reduction below 1990 by 2050)
- Executive Order B-16-12 (80 percent less than 1990 by 2050 from the transportation sector)
- Executive order B-30-15 and SB 32 (40 percent below 1990 by 2030).
- The analysis includes a discussion of the Draft Connect SoCal Plan per capita GHG targets (19 percent reduction) for automobiles and trucks, required by SB 375.

Mitigation Measures



- Similar to the 2016 RTP/SCS PEIR, mitigation measures are performance-based.
- They recognize SCAG's limited authority but fulfills SCAG's responsibilities as a lead agency under CEQA
- Mitigation measures maintain flexibility at project-level implementation
- They distinguish SCAG commitments and project-level lead agency responsibilities
- And they are designed to facilitate CEQA streamlining and tiering

Mitigation Measures (Continued)



- SCAG recognizes it's limited authority
- The project-level mitigation measures identified by SCAG “can and should” should be considered by lead agencies in project-specific environmental review documents as appropriate and feasible.
- Mitigation measures have been separated into two groups
 - SCAG Mitigation Measures
 - Project Level Mitigation Measures

Next Steps



- Release Connect SoCal Draft PEIR – within 30 days after Plan release
- Connect SoCal PEIR Workshop – January 9, 2020
- Close of public review and comment period – January 24, 2020
- Review by EEC or JPC of the Final PEIR – March 2020
- Adoption and Certification of the Final PEIR – April 2020



Thank You

To learn more about the NOP or Connect SoCal, please visit:

<http://connectsocial.org>

www.scag.ca.gov

