

SOUTHERN CALIFORNIA



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MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

***Thursday, March 7, 2013
10:00 a.m. – 12:00 p.m.***

**SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room A
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 Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Energy and Environment Committee are also available at: www.scag.ca.gov/committees/eec.htm

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) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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Energy and Environment Committee

March 2013

Members

Representing

Chair*	1. Hon. Cheryl Viegas-Walker	El Centro	District 1
Vice-Chair*	2. Hon. James Johnson	Long Beach	District 30
	* 3. Hon. Sylvia Ballin	San Fernando	District 67
	* 4. Hon. Lisa Bartlett	Dana Point	TCA
	5. Hon. Denis Bertone	San Dimas	SGVCOG
	6. Hon. Brian Brennan	Ventura	VCOG
	* 7. Hon. Margaret Clark	Rosemead	District 32
	8. Hon. Jeff Duclos	Hermosa Beach	SBCCOG
	9. Hon. Jordan Ehrenkranz	Canyon Lake	WRCOG
	* 10. Hon. Mitchell Englander	Los Angeles	District 59
	11. Hon. Larry Forester	Signal Hill	Gateway Cities
	* 12. Hon. Ed Graham	Chino Hills	District 10
	* 13. Hon. Keith Hanks	Azusa	District 33
	14. Hon. Linda Krupa	Hemet	WRCOG
	15. Hon. Rafi Manoukian	Glendale	SFVCOG
	16. Hon. Thomas Martin	Maywood	Gateway Cities
	* 17. Hon. Judy Mitchell	Rolling Hills Estates	District 40
	18. Hon. Sam Pedroza	Claremont	SGVCOG
	19. Hon. David Pollock	Moorpark	VCOG
	20. Hon. Jeffrey Prang	West Hollywood	WSCCOG
	* 21. Hon. Lupe Ramos Watson	Indio	District 66
	22. Hon. Edward Scott	Rialto	SANBAG
	* 23. Hon. Jack Terrazas		Imperial County
	24. Hon. Mark Waldman	La Palma	OCCOG
	24. Hon. Diane Williams	Rancho Cucamonga	SANBAG
	25. Hon. Edward Wilson	Signal Hill	Gateway Cities
	* 26. Hon. Dennis Zine	Los Angeles	District 50

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

MARCH 7, 2013

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

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Cheryl Viegas-Walker, 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 speaker’s card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Time Page No.

Approval Item

- | | | |
|---|-------------------|---|
| 1. <u>Minutes of the February 7, 2013 Meeting</u> | Attachment | 1 |
|---|-------------------|---|

Receive and File

- | | | |
|---|-------------------|---|
| 2. <u>Summary Report from Subcommittees</u> | Attachment | 6 |
|---|-------------------|---|

INFORMATION ITEM

- | | | |
|---|-------------------|----|
| 3. <u>U.S. Environmental Protection Agency (EPA) Publication on Creating Equitable, Healthy, and Sustainable Communities</u>
<i>(Ma’Ayn Johnson, SCAG Staff)</i> | Attachment | 10 |
|---|-------------------|----|

ACTION ITEMS

- | | | | |
|---|-------------------|-----------------|----|
| 4. <u>Conformity Re-determination for 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2013 Federal Transportation Improvement Program (FTIP) for 2008 8-hour Ozone National Ambient Air Quality Standards (NAAQS)</u>
<i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment | 10 mins. | 20 |
|---|-------------------|-----------------|----|

Recommended Action: Recommend that Regional Council adopt 2012-2035 RTP/SCS and 2013 FTIP conformity re-determination for 2008 8-hour ozone standards and direct staff to submit it to Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

MARCH 7, 2013

ACTION ITEMS - continued

Time Page No.

5. Sustainability Program Call For Proposals Ranking Criteria Attachment 10 mins. 29
(Huasha Liu, Director, Land Use and Environmental Planning)

Recommended Action: Recommend Regional Council approval of Call for Proposals ranking criteria.

CHAIR'S REPORT

(Hon. Cheryl Viegas-Walker, Chair)

STAFF REPORT

(Jacob Lieb, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

The next EEC meeting will be held on Thursday, April 4, 2013 at the SCAG Los Angeles Office.

The 2013 Regional Conference and General Assembly will be held on May 2-3, 2013 at the JW Marriott Desert Springs Resort & Spa, 74855 Country Club Drive, Palm Desert, CA 92260.

Energy and Environment Committee
of the
Southern California Association of Governments
February 7, 2013

Minutes

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

The Energy and Environment Committee held its meeting at the SCAG Los Angeles Office. The meeting was called to order by the Hon. Cheryl Viegas-Walker, Chair. There was a quorum.

Members Present

Hon. Sylvia Ballin, San Fernando	District 67
Hon. Lisa Bartlett, Dana Point	TCA
Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. Steve Hernandez, Coachella	CVAG
Hon. James Johnson, Long Beach	District 30
Hon. Linda Krupa, Hemet	WRCOG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Sam Pedroza, Claremont	SGVCOG
Hon. David Pollock, Moorpark	VCOG
Hon. Lupe Ramos Watson, Indio	District 66
Hon. Jack Terrazas	Imperial County
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Dennis Zine, City of Los Angeles	District 50

Members Not Present

Hon. Brian Brennan, San Buenaventura	VCOG
Hon. Jeff Duclos, Hermosa Beach	SBCCOG
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Keith Hanks, Azusa	District 33
Hon. Rafi Manoukian, Glendale	SFVCOG
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Jeffery Prang, West Hollywood	WSCCOG
Hon. Ed Scott, Rialto	SANBAG
Hon. Mark Waldman, La Palma	OCCOG
Hon. Edward Wilson, Signal Hill	Gateway Cities

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Cheryl Viegas-Walker, Chair, called the meeting to order at 10:05 a.m.

PUBLIC COMMENT PERIOD

None

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the January 3, 2013 Meeting

A MOTION was made (Forester) to approve the Consent Calendar. The MOTION was SECONDED (Johnson) and unanimously APPROVED.

Receive and File

2. Summary Report from Subcommittees – A written report was given to the committee. There were no comments or questions.

INFORMATION ITEMS

3. Electric Vehicle Readiness Plan and Atlas

Marco Anderson, SCAG Staff, stated that the final draft of the Southern California Plug-in Electric Vehicle (PEV) Readiness Plan and complementary PEV Atlas have been completed and are available on SCAG's website. With the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy, SCAG identified a need to focus on fuel-neutral alternative fuel vehicles.

The PEV Readiness Plan is comprised of 15 chapters covering the basics of PEV charging, developing outreach programs targeted to different audiences, and identifying methods for the proliferation of electric charging stations. The report also contains a comprehensive set of recommendations that address such topics as streamlining permitting and inspection; cost recovery price strategies for both profit and non-profit generating installations; and encouraging charging equipment within work place and multi-unit dwelling structures.

The funding for the study is from two sources, the United States Department of Energy (DOE) and the California Energy Commission (CEC). The purpose of the next phase of the project is to develop two complementary subregional plans in collaboration with the Western Riverside Council of Governments and the South Bay Cities Council of Governments. SCAG is the lead entity authorized by CEC to accept and administer the award.

The University of California Los Angeles (UCLA) Luskin Center contract team has collaborated with SCAG to prepare the Readiness Plan and Atlas. The Luskin Center's task was to deliver the regional plan for charging infrastructure. Mr. Anderson concluded his portion of the presentation and introduced Ayala Ben-Yehuda, Project Manager, Plug-in Electric Vehicle Readiness, UCLA Luskin Center for Innovation.

Ms. Ben-Yehuda summarized the study's results, the key recommendations, insights, and implementation steps for encouraging electric vehicle supply equipment siting and installation. In addition she walked through one complete set of maps covering the San Gabriel Valley Council of Governments area. Similar maps have been produced for each subregion in the SCAG region. These maps are contained in the complementary PEV Atlas.

The Chair and some members of the Committee remarked on the excellence of this staff presentation, and of the PEV project itself.

4. Proposition 39 Provisions and Governor's AmeriCorps Planning Grant Initiative

Jeff Dunn, SCAG Staff, stated that Proposition 39 requires out-of-state businesses to calculate their California income tax liability based on the percentage of their sales in California; thus repealing the prior law giving out-of-state business an option to choose the three-factor tax liability formula providing favorable tax treatment for business with property and payroll outside of California. Proposition 39 dedicates \$550 million annually for five years from the initiative's anticipated increase in revenue in order to fund projects that create energy efficiency and clean energy jobs in California. Initially, this extra revenue will fund green energy projects.

The Proposition does not specifically designate an entity to select eligible projects. It directs that the Legislature will determine allocation of spending from the fund and is required to use the monies for cost-effective projects run by agencies with expertise in managing energy projects. The measure also specifies that all funded projects must be coordinated with the CEC and the California Public Utilities Commission, and it creates a new oversight board to annually review and evaluate spending from the fund.

An advisory recommendation was made by the Committee that the Legislative/Communications and Membership Committee should consider whether SCAG should take a position to support amending into any bill that moves through the legislative process a provision specifying that Proposition 39 funds allocated to energy efficiency retrofits and alternative energy project would be available not only to school projects, but to other public buildings and projects that achieve these purposes.

PUBLIC HEALTH SUBCOMMITTEE REPORT – Informational report was included in the agenda packet. No questions were raised by the Committee.

CHAIR'S REPORT

Hon. Cheryl Viegas-Walker announced that she submitted an application for SCAG's Regional Council Second Vice-President position and would appreciate the EEC members' support.

STAFF REPORT

Jonathan Nadler, SCAG Staff, announced there would be a workshop webcast on Monday, February 25, 2013, 3:00-6:00 p.m., with regard to the development of the Cap & Trade Auction Proceeds Investment Plan. A workshop will also be held on Wednesday, February 27, 4:00-7:00 p.m. at the Ronald Regan Building, 300 South Spring Street in downtown Los Angeles.

FUTURE AGENDA ITEMS

- Presentations from utility companies regarding energy infrastructure supply and demand
- Update on the CalEnviro Screening Tool
- Condition of streets and sidewalks in the region as it relates to active transportation

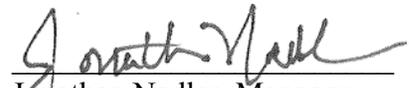
ANNOUNCEMENTS - None

ADJOURNMENT

Hon. Cheryl Viegas-Walker adjourned the meeting at 10:57 a.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, March 7, 2013 at the SCAG Los Angeles Office.

Action Minutes Approved by:



Jonathan Nadler, Manager
Compliance & Performance
Monitoring

Energy and Environment Committee Attendance Report

2013

Member (including Ex-Officio) LastName, FirstName	Date Appointed if after 1/1/13	Representing	X = County Represented						X = Attended Black Shading = Dark NM = New Member												Total Mtgs Attended			
			Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
Ballin, Sylvia*		San Fernando		X						X														
Bartlett, Lisa*		OCCOG			X					X														
Bertone, Denis		SGVCOG		X						X			G											
Brennan, Brian		VCOG							X				E											
Clark, Margaret*		Rosemead		X						X			N											
Duclos, Jeff		SBCCOG		X									E											
Ehrenkranz, Jordan		WRCOG					X			X			R											
Englander, Mitchell*		Los Angeles		X									A											
Forester, Larry		Gateway Cities		X						X			L											
Graham, Ed		Chino Hills						X		X														
Hanks, Keith		Azusa		X						X			A											
Krupa, Linda		Hemet					X			NM			S											
Johnson James		Long Beach		X									S											
Manoukian, Rafi		SFVCOG		X									E											
Martin, Thomas		GCCOG		X						X			M											
Mitchell, Judy*		SBCCOG		X									B											
Pedroza, Sam		SGVCOG		X						X			L											
Pollock, David		VCOG							X	X			Y											
Prang, Jeffery		W. Hollywood		X																				
Ramos Watson, Lupe		CVAG					X																	
Scott, Edward		SANBAG						X																
Terrazas, Jack		Imperial County	X							X														
Viegas Walker, Cheryl*		El Centro	X							X														
Waldman, Mark		La Palma			X																			
Williams, Diane		SANBAG						X		X														
Wilson, Edward		Signal Hill		X						X														
Zine, Dennis*		Los Angeles		X						X														
TOTALS			2	15	2	3	3	2																

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DATE: March 7, 2013

TO: Community Economic and Human Development (CEHD) Committee
Energy Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

FROM: Michele Martinez, Chair, Active Transportation Subcommittee
Barbara Messina, Chair, Goods Movement Subcommittee
Pam O' Connor, Chair, Sustainability Subcommittee
Gary Ovitt, Chair, Transportation Finance Subcommittee
Deborah Robertson, Chair, Public Health Subcommittee
Karen Spiegel, Chair, High-Speed Rail and Transit Subcommittee

SUBJECT: Summary Report from Subcommittees

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The Active Transportation, Goods Movement, High-Speed Rail and Transit, Public Health, Transportation Finance, and Sustainability Subcommittees have been meeting since September 2012. Presentations by SCAG staff, industry professionals, and other stakeholders have provided background information and input on issues facing the region relevant to each Subcommittee to facilitate implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and develop policy recommendations for the next RTP/SCS. In an effort to keep all Regional Council and Policy Committee members informed, a monthly report will be provided summarizing the work and progress of the Subcommittees.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve regional decision-making providing leadership and consensus building on key plans and policies.

BACKGROUND:

At its April 5, 2012 meeting, the Regional Council approved the formation of Subcommittees as part of the implementation strategy for the 2012-2035 RTP/SCS. Charters for each Subcommittee were approved by the Regional Council in July 2012, and SCAG President Glen Becerra thereafter appointed to each of the six (6) Subcommittees both Regional Council and Policy Committee members representing the six SCAG counties as subcommittee members and representatives from the private sector (including non-profit organizations) and stakeholder groups as ex-officio members. The Active Transportation, Goods Movement, High-Speed Rail and Transit, and Transportation Finance Subcommittees report to the Transportation Committee (TC). The Public Health Subcommittee reports to the Energy and Environment Committee (EEC). The Sustainability Subcommittee reports to the Community, Economic and Human Development Committee (CEHD). The Subcommittees began meeting in September 2012 with a goal of completing their discussions by February 2013 so that policy recommendations may be presented to TC,

REPORT

EEC and CEHD, and thereafter to the Regional Council, as well as to the General Assembly, as part of the annual meeting in May 2013.

The following represents a summary of the recent Subcommittee meetings:

Active Transportation, Public Health and Sustainability Subcommittees

The meeting was postponed and there is nothing to report.

Goods Movement Subcommittee

4th Meeting, January 28, 2013

This was a joint meeting with the Transportation Finance Subcommittee that focused on public-private-partnerships, innovative financing, and funding strategies for goods movement. Staff provided background and context for funding and financing freight transportation. Dan Smith, Principal, Tioga Group, provided a summary of research findings on potential new dedicated revenue mechanisms for freight transportation investment. Jack Kitowski, Chief, Freight Incentive Branch, California Air Resources Board (ARB), provided an overview of State's Cap-and-Trade Program and auction proceeds process. Geoffrey Yarema, Partner, Nossaman LLP, discussed public-private partnerships, tolling, innovative financing options, and new transportation revenue sources.

5th Meeting, February 11, 2013

This meeting focused on implementation and the next steps for the regional clean freight corridor system in the RTP and primarily focused on the East-West Freight Corridor (EWFC) component. Michael Fisher, Principal and Director of Business Development, Cambridge Systematics, discussed the analysis done to date including right-of-way analysis, proximity to manufacturing and warehousing, and the ability of the corridor to serve regional markets, improve air quality, improve safety and reduce traffic. J.D. Ballas, City Engineer, City of Industry, presented on potential engineering and design concepts related to the portion of the EWFC between the 605 and the 57 freeway. Jerry Wood, Director of Transportation & Engineering, Gateway Cities COG, presented the Gateway Cities Transportation Strategic Plan, which includes study of significant connections with the East West Freight Corridor as well as on-going studies to better understand feasibility of zero emission vehicles and Intelligent Transportation Systems.

High-Speed Rail & Transit Subcommittee

5th Meeting, February 7, 2013

This meeting was a joint meeting with the Transportation Finance Subcommittee.

6th and Final Meeting, February 15, 2013

This is the final meeting that began with discussions on transit/rail emergency preparedness and response procedures at Metro and Metrolink and the recently proposed California earthquake early warning system. Presentations were made by SCAG staff on the draft Transit System Performance Report and the draft Passenger Rail Report. The former report is intended to be an annual profile of performance indicators for the region's transit operators. The latter describes the region's passenger rail network, with performance statistics for Metrolink and Amtrak's Pacific Surfliner, and near-term and future rail improvements which will also be updated on a regular basis. The meeting concluded with the discussion and approval of the draft subcommittee recommendations. The recommendations are intended to strengthen the implementation of

REPORT

the 2012-2035 RTP/SCS and the development of the 2016-2040 RTP/SCS. The recommendations include developing a coordinated regional rail vision; identifying and evaluating potential transit best practices; and strategies for inclusion in the 2016-2040 RTP/SCS update. These recommendations will be taken to the Transportation Committee and Regional Council for review and approval.

Public Health Subcommittee

5th Meeting, February 12, 2013

This meeting focused on the subcommittee's policy recommendations for discussion and revision. The proposed policy staff recommendations was a result of combining all the discussions and input received from the past four (4) meetings of the subcommittee into three (3) policy recommendations: 1) "Seek opportunities to promote transportation options with an active component/physical activity" was based on the subcommittee's support of active transportation in order to encourage physical activity. The recommendation also reflects the subcommittee's discussion about not only promoting active transportation as a means to encourage active and healthy lifestyles, but also safe active transportation; 2) "Provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation" was for SCAG to assure, as much as possible, to allow for interested public health stakeholders the ability to better follow the plan development. Staff noted that SCAG currently does not have the capacity to include the technical work included in the policy recommendation, but are working with the appropriate staff and scenario-planning model developer to include information and enhancements included in the policy recommendation; and 3) "Promote and seek on-going partnerships with regional partners, local public health departments and other stakeholders" was to capitalize on the collaboration opportunities presented during the subcommittee meetings. There was a general consensus that the policy recommendations presented by staff reflected positively on the discussions of the subcommittee. Minor revisions were recommended and staff will revise and send out for review. These recommendations will be presented at a joint meeting of the Active Transportation, Public Health and Sustainability Subcommittees at the sixth meeting.

Transportation Finance Subcommittee

4th Meeting, January 28, 2013

This was a joint meeting with the Goods Movement Subcommittee that focused on public-private-partnerships, innovative financing, and funding strategies for goods movement.

5th Meeting, February 7, 2013

This was a joint meeting with the High-Speed Rail & Transit Subcommittee and focused on funding options for public transportation. Paul Sorensen, Associate Director, RAND Corporation, provided a report on mileage-fee design strategies to reduce system cost and increase public acceptance. Richard Bernard, Partner & Senior Vice President, FM3 Research, presented findings on public understanding and acceptance on transportation funding options for the SCAG region. Marv Hounjet, Vice President, Plenary Group, provided an overview of public-private partnerships (P3) and applicability to transit projects. Kern Jacobson, Principal Consultant, InfraConsult LLC, provided a report on the P3 rail component of the High Desert Corridor. Denny Zane, Executive Director, Move LA and Transportation Finance Subcommittee member, outlined funding options for rail initiatives.

Sustainability Subcommittee

5th Meeting, February 14, 2013

This meeting focused exclusively on draft policy recommendations. Staff proposed four policy recommendations for discussion and revision at the meeting. The subcommittee engaged in a wide range and collaborative discussion resulting in language change suggestions. However over all there was wide agreement that the four recommendations synthesized the discussions and important points raised at the subcommittee meetings. The following four recommendations represent the output of comments and discussions held at the meetings of the Sustainability Subcommittee along with input provided by ex-officio members and stakeholders.

- Adopt a definition of sustainability which recognizes the importance of local decision making, yet fosters regionally significant sustainability
- Consider and refine the availability of data and information to evaluate the RTP/SCS and its alternatives relative to sustainability, as defined
- Support regulatory framework and project delivery financing that allows for sustainable development
- Seek opportunities to promote transportation options with an active component/physical activity

The four recommendations and supporting goals will be revised based on subcommittee member input, and will be presented again at the next meeting which will be another joint meeting of the Active Transportation, Public Health and Sustainability Subcommittees.

FISCAL IMPACT:

Funding for the Subcommittees is included in the FY 2012-2013 Budget.

ATTACHMENT:

None

DATE: March 7, 2013
TO: Energy and Environment Committee (EEC)
FROM: Ma’Ayn Johnson, Senior Regional Planner, 213-236-1975, johnson@scag.ca.gov
SUBJECT: U.S. Environmental Protection Agency (EPA) Publication on Creating Equitable, Healthy, and Sustainable Communities

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
The U.S. EPA has recently released its publication “Creating Equitable, Healthy, and Sustainable Communities,” which is intended to provide information on strategies and approaches to design and build healthy, sustainable, and inclusive neighborhoods to low-income, minority, tribal, and overburdened communities. This publication will be useful to SCAG jurisdictions that are developing or updating local plans and would like to review case studies and potential strategies for guidance.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
In February 2013, the U.S. EPA released its publication “Creating Equitable, Healthy, and Sustainable Communities”, which is intended to provide information on strategies and approaches to design and build healthy, sustainable, and inclusive neighborhoods for low-income, minority, tribal, and overburdened communities that respond to their needs and reflect their values. The intention of the publication is to build on past successes from various communities throughout the U.S. to address environmental and health challenges while ensuring equitable and sustainable opportunities.

The strategies in the report are organized under seven common shared goals and principles below that connect environmental justice, smart growth, and equitable development:

1. Facilitate Meaningful Community Engagement in Planning and Land Use Decisions
2. Promote Public Health and a Clean and Safe Environment
3. Strengthen Existing Communities
4. Provide Housing Choices
5. Provide Transportation Options
6. Improve Access to Opportunities and Daily Necessities
7. Preserve and Build on the Features That Make a Community Distinctive

REPORT

Strategies are presented alongside relevant case studies in each section. Examples of strategies reviewed in the publication include:

- Conducting multilingual outreach
- Redeveloping commercial corridors
- Designing safe streets for all users
- Creating safe routes to school
- Providing access to parks and green space

Local governments using this information can choose approaches that best suit their needs and goals. As such, this publication will be useful to SCAG jurisdictions that are developing or updating local plans and looking for case studies and potential strategies for guidance. SCAG Staff will provide relevant information directly to local jurisdictions as part of our on-going Toolbox Tuesdays technical assistance program. Scheduling is to be determined, and SCAG may provide a full session on this topic, or combine with other related issues.

FISCAL IMPACT:

None

ATTACHMENT:

Executive Summary of EPA Publication on Creating Equitable, Healthy, and Sustainable Communities

CREATING EQUITABLE, HEALTHY, AND SUSTAINABLE COMMUNITIES:

Strategies for Advancing Smart Growth, Environmental Justice, and Equitable Development



Acknowledgments

This publication was prepared by the U.S. Environmental Protection Agency's Office of Sustainable Communities and Office of Environmental Justice with the assistance of Skeo Solutions.

Principal author: Megan McConville, Policy and Planning Fellow, Office of Sustainable Communities

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Daniel Hutch, Office of Sustainable Communities

Charles Lee, Office of Enforcement and Compliance Assurance

Suzi Ruhl, Office of Environmental Justice

Megan Susman, Office of Sustainable Communities

EPA also wishes to acknowledge the reviewers who provided feedback on this document through the two public comment processes conducted in 2012. In response to these two comment solicitations, EPA received a total of approximately 100 pages of comments from 40 respondents including representatives of nonprofit organizations, universities, community development corporations, federal and local governments, regional councils, and businesses. Where appropriate, this input was incorporated into the publication.

Cover photos

Top: Fruitvale, East Oakland, California, photo courtesy of the Unity Council.

Bottom row, left to right: Lincoln, Nebraska, photo courtesy of [www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/); Northwest Gardens, Fort Lauderdale, Florida, photo courtesy of Fernando Lezcano; Ohkay Owingeh Pueblo, New Mexico, photo courtesy of San Juan Pueblo Office of the Governor.

Back cover photos

Top: New Columbia, Portland, Oregon, photo courtesy of the Housing Authority of Portland.

Bottom row, left to right: Gary, Indiana, photo courtesy of Carlton Eley; High Point, Seattle, Washington, photo courtesy of Seattle Housing Authority; Edmonston, Maryland, photo courtesy of Skeo Solutions.

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Executive Summary

Communities across the country are integrating smart growth, environmental justice, and equitable development approaches to design and build healthy, sustainable, and inclusive neighborhoods. Overburdened communities are using smart growth strategies to address longstanding environmental and health challenges and create new opportunities where they live. Regional and local planners are engaging low-income, minority, and tribal residents in decision-making and producing more enduring development that is better for people and the environment. Community groups, government agencies, and private and nonprofit partners are cleaning up and investing in existing neighborhoods, providing affordable housing and transportation options, and improving access to critical services and amenities.

This informational publication aims to build on past successes and offer other low-income, minority, tribal, and overburdened communities approaches to shape development that responds to their needs and reflects their values. It identifies strategies that bring together smart growth, environmental justice, and equitable development principles and that community-based organizations, local and regional decision-makers, developers, and others can use to build healthy, sustainable, and inclusive communities. These are places that provide clean air, water, and land; affordable and healthy homes; safe, reliable, and economical transportation options; and convenient access to jobs, schools, parks, shopping, and other daily necessities.

The strategies are grouped under seven common elements, or shared goals and principles that connect environmental justice, smart growth, and equitable development. The fundamental overlap between these concepts is around how to plan and build neighborhoods to address environmental, health, and economic disparities and provide opportunities for low-income,

“A clean, green, healthy community is a better place to buy a home and raise a family; it’s more competitive in the race to attract new businesses; and it has the foundations it needs for prosperity.”

—Lisa P. Jackson
EPA Administrator

minority, tribal, and overburdened residents; therefore, all the approaches described relate to land use and community design. This document provides a brief introduction to each strategy, with a description of what it is, how it supports equitable and environmentally sustainable development, and examples of how it has been used. Local governments and community-based organizations can choose the approaches that best suit their needs and goals. Each of the seven common elements is illustrated by an in-depth case study highlighting a community’s experiences with these strategies.

The seven common elements, along with the strategies that fit under each one, are summarized on the following pages.

Strategies Linking Smart Growth, Environmental Justice, and Equitable Development

Common Element #1: Facilitate Meaningful Community Engagement in Planning and Land Use Decisions

Meaningful community participation in land use planning and decision-making can produce development that meets the needs of a diverse group of residents, build broad support for projects, and lead to more effective public processes. Planners and community-based organizations can use interactive, customizable

strategies to engage low-income, minority, tribal, and overburdened residents who face barriers to participation, are not traditionally involved in public processes, or are particularly affected by development proposals.

- **Conducting multilingual outreach** as part of planning and development decision-making is increasingly important with the growing number of U.S. residents whose primary language is not English. This approach results in policies and projects that better meet the needs of community members and have stronger public support.
- **Conducting community assessments** helps residents gather, analyze, and report information about current conditions and needs related to priority issues in their neighborhoods, such as street safety for pedestrians. These hands-on exercises can be facilitated by community-based organizations or local and regional planners.
- **Holding community planning and visioning workshops** helps groups of residents and organizations define a shared vision and goals for a site, neighborhood, city, town, or

Minimizing Displacement

Chapter 3 begins with a special section on tools, policies, and programs that can help to minimize displacement, an important issue that cuts across the seven common elements. Without advance planning and strong community engagement, revitalization efforts in low-income and overburdened neighborhoods have the potential to displace long-time residents due to rising rents and other costs of living. However, a wide range of tools and strategies can be used to involve community members in planning and visioning, provide affordable homes and transportation choices, support local businesses, and minimize displacement in other ways.

region, laying a foundation for subsequent land use policy and regulatory changes and investments.

Common Element #2: Promote Public Health and a Clean and Safe Environment

Designing and developing neighborhoods and buildings to protect air, water, land, and public health—particularly the health of overburdened populations—can reduce exposure to harmful contamination; prevent future pollution; and promote physical activity, reduced incidence of chronic disease, and other positive health outcomes among residents. This section provides land use planning and zoning-related approaches to address the potential environmental and health concerns from chemical plants, refineries, landfills, power plants, industrial livestock operations, and other facilities that are disproportionately located near low-income, minority, and tribal communities. It also discusses ways of cleaning up and reusing the contaminated sites left behind by those facilities, and methods for integrating healthy and sustainable elements into buildings and streets.

- Collaborative planning and zoning strategies can help **reduce exposure to facilities with potential environmental concerns**, mitigating the impacts of existing facilities on surrounding communities and siting and designing proposed facilities to avoid risks.
- Likewise, local and regional planning agencies, community-based organizations, and industry representatives can work together to design freight facilities and surrounding neighborhoods in ways that **reduce exposure to goods movement activities** and support health, environmental, and economic goals.
- **Clean and reuse contaminated properties**—specifically, brownfields and Superfund sites—in ways that support the community's vision for its future. This can be critical to revitalize neighborhoods and increase access to needed amenities in established communities.

- Strategies that **promote green building** can reduce exposure to toxics and pollutants that have been linked to cancer, asthma, and other health problems. These strategies can also reduce energy and water costs, which are often a significant burden for low-income families.
- Local governments and community-based organizations can **build green streets** by carrying out relatively simple and low-cost projects, such as installing rain gardens; or by enacting comprehensive policy changes, such as updating street design standards.

Common Element #3: Strengthen Existing Communities

Many established communities—city downtowns, older suburban neighborhoods, and rural villages—are rich in culture, heritage, and social capital but lack economic opportunities for residents. Investing in these existing communities rather than in new developments on the outer fringes of metropolitan areas can improve quality of life for low-income and overburdened populations by bringing the new jobs, services, and amenities they need. This approach can also help address the health and safety risks presented by contaminated properties, abandoned buildings, and poorly designed streets, and can increase the tax base to support other local needs.

- Approaches that encourage **fixing existing infrastructure first** prioritize the repair and maintenance of existing roads, bridges, buildings, and water and wastewater facilities over the building of new infrastructure in undeveloped places.
- **Reusing vacant and abandoned properties** as community amenities such as housing, commercial space, gardens, or temporary green spaces can remove blight and safety concerns, increase residents' access to needed services and opportunities, and spur additional investment in neighborhoods.
- **Redeveloping commercial corridors** by creating compact, mixed-use land use patterns and making streets safer for

pedestrians, bicyclists, and transit users can improve opportunities for businesses and access for residents along these important thoroughfares.

Common Element #4: Provide Housing Choices

Offering an array of housing options by preserving and building affordable housing allows residents at all income levels to live near jobs, services, and public transit; helps to minimize displacement; and reduces transportation costs and air pollution from long commutes.

- **Preserving affordable housing** using tools like deed restrictions, housing trust funds, rehabilitation assistance, and Low-Income Housing Tax Credits can maintain housing choices and access to opportunities for low- and moderate-income families in revitalizing areas and catalyze investment in struggling neighborhoods.
- **Creating new affordable housing** through approaches such as inclusionary zoning, updated land use regulations, and Low-Income Housing Tax Credits is another way to expand housing choices for low- and moderate-income households, including in affluent communities that lack housing options for low-income earners, young people, and seniors.

Common Element #5: Provide Transportation Options

For many low-income, minority, tribal, and overburdened communities, public transit and safe routes for walking and bicycling are critical links to regional employment and educational opportunities that help residents improve their lives. Providing equitable and affordable transportation options improves mobility and access to jobs, services, and other daily necessities for all residents, including those who do not own cars.

- **Providing access to public transportation** through inclusive schedule and route planning and thoughtful transit stop and street design connects people to regional jobs and services.

- **Implementing equitable transit-oriented development** provides affordable housing near transit, which can significantly lower the housing and transportation costs that claim a large share of the incomes of many low-income households.
- Local and regional agencies and community-based organizations can work together to **design safe streets for all users** by incorporating sidewalks, bike lanes, median islands, pedestrian signals, bus lanes, and other facilities for pedestrians, bicyclists, motorists, and public transit users of all ages and abilities into new and existing streets.

Common Element #6: Improve Access to Opportunities and Daily Necessities

All residents, regardless of race, ethnicity, or economic status, should have access to the basic ingredients for healthy, productive lives, including employment and educational opportunities; services such as health clinics and child care; and amenities such as grocery stores, safe streets, and parks and recreational facilities.

- Approaches to **promote diverse, community-centered schools** preserve or build schools that are near the families they serve. Community-centered schools allow students to walk or bicycle to school, which promotes physical activity; and provide important community anchors and gathering places.
- Programs that **create safe routes to school** improve children's health by providing education, enforcement, and infrastructure upgrades that make it possible for them to walk or bicycle to school.
- Planners and community-based organizations can **provide access to healthy food** by removing barriers in land use regulations, offering incentives and financing to retailers, connecting retailers with financing, and assisting with challenging issues such as assembling land for development.

- **Providing access to parks and green space** at all scales provides critical health, social, and environmental benefits for low-income and overburdened communities.

Common Element #7: Preserve and Build on the Features That Make a Community Distinctive

Authentic community planning and revitalization are anchored in the physical and cultural assets that make a place unique. As decision-makers and community stakeholders implement the policies and strategies described in this report, they should build on the distinctive characteristics of their neighborhoods. Preserving and strengthening the features that make a place special maintains what existing residents value about their homes, attracts new residents and visitors, and spurs economic development that is grounded in community identity.

- Community planning and historic preservation strategies can help to **preserve existing cultural features**.
- Tools such as design guidelines and neighborhood conservation districts can **create new development that strengthens local culture** by capturing the specific physical characteristics of development that determine the overall character of a neighborhood and applying them to new projects.

This publication demonstrates that smart growth, environmental justice, and equitable development approaches can be an effective combination for responding to the challenges overburdened communities face, promoting development that is authentic and enduring, and laying the foundation for economic resilience. Taken together or in part, the strategies outlined here can help low-income, minority, tribal, and overburdened communities shape development to respond to their needs and reflect their values. These strategies can also help local and regional planners and policy-makers make land use decisions that are equitable, healthy, and sustainable for all residents.

DATE: March 7, 2013

TO: Energy and Environment Committee (EEC)
Regional Council (RC)

FROM: Huasha Liu, Director of Land Use & Environmental Planning, (213) 236-1838,
liu@scag.ca.gov

SUBJECT: Conformity Re-determination for 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2013 Federal Transportation Improvement Program (FTIP) for 2008 8-hour Ozone National Ambient Air Quality Standards (NAAQS)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED EEC ACTION:

Recommend that Regional Council adopt 2012-2035 RTP/SCS and 2013 FTIP conformity re-determination for 2008 8-hour ozone standards and direct staff to submit it to Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

RECOMMENDED RC ACTION:

Adopt 2012-2035 RTP/SCS and 2013 FTIP conformity re-determination for 2008 8-hour ozone standards and direct staff to submit it to Federal Highway Administration and Federal Transit Administration (FHWA/FTA) for approval.

EXECUTIVE SUMMARY:

The U.S. Environmental Protection Agency (EPA) has published a final rule designating new non-attainment areas within the SCAG region for the new 2008 8-hour ozone NAAQS, effective July 20, 2012. As required by the EPA's Transportation Conformity Regulations, conformity needs to be re-determined for the 2012-2035 RTP/SCS and the 2013 FTIP for the new 8-hour ozone standard by July 20, 2013. SCAG staff has performed the required conformity analysis and the analysis demonstrates that the 2012-2035 RTP/SCS and 2013 FTIP meet all conformity requirements.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The U.S. EPA promulgated the new 8-hour ozone NAAQS on March 27, 2008. The EPA action tightened the primary standard for the 8-hour ozone and revised the secondary standard for the 8-hour ozone to be identical to the new primary standard. Subsequently, EPA published a final rule in the Federal Register establishing initial air quality designations for most areas in the United States including California for the 2008 8-hour ozone standard.

In the SCAG region, seven areas including two areas of Indian Country were designated as new ozone non-attainment areas, effective July 20, 2012. By law, conformity needs to be re-determined for the 2012-2035 RTP/SCS and the 2013 FTIP for the new ozone standards by July 20, 2013. The attached report covers the

REPORT

five non-Indian Country ozone non-attainment areas. The other two non-attainment areas are in Indian Country and their conformity determinations may be subject to different requirements, follow a different process and thus are not included in this report. Such process would include for example, consultation with the affected tribal governments.

Under the U.S. Department of Transportation Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Regulations, a conformity determination consists of five tests: consistency with the adopted RTP/SCS, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Staff has completed the draft conformity analysis demonstrating that the 2012-2035 RTP/SCS and 2013 FTIP meet all conformity requirements. The conformity re-determination was presented to and discussed by the Transportation Conformity Working Group, which includes representatives from federal, state, and regional air quality and transportation planning agencies, on January 22 and February 26, 2013 respectively. In addition, the draft conformity analysis was released for a 15-day public review. No comments were received by the close of the public comment period.

FISCAL IMPACT:

Work associated with this item is included in the current FY2012/13 Overall Work Program (13-025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:

2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2013 Federal Transportation Improvement Program (FTIP) Conformity Re-determination for the 2008 8-Hour Ozone National Ambient Air Quality Standard Final Report

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Transportation Commission

**2012-2035 Regional Transportation
Plan/Sustainable Communities Strategy
(RTP/SCS) and
2013 Federal Transportation
Improvement Program (FTIP)
Conformity Re-determination for the
2008 8-Hour Ozone National Ambient
Air Quality Standard
Final Report**

March 2013

The Regional Council is comprised of 84 elected officials representing 191 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

2012.05.07

I. INTRODUCTION

Transportation conformity is required under the federal Clean Air Act (CAA) to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standard (NAAQS). Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

The U.S. Environmental Protection Agency (EPA) promulgated the new 8-hour ozone NAAQS on March 27, 2008 [Federal Register (FR)/Vol. 73, No. 60]. Effective on May 27, 2008, the EPA action tightened the primary standard for the 8-hour ozone to 0.075 parts per million (ppm) and revised the secondary standard for the 8-hour ozone to be identical to the new primary standard.

Subsequently, EPA published a final rule in the Federal Register on May 21, 2012 establishing initial air quality designations for most areas in the United States including California for the 2008 8-hour ozone standard (FR/Vol. 77, No. 98).

In the SCAG region, seven areas were designated as non-attainment areas for the new 8-hour ozone standard with different classifications and different attainment years including:

- Imperial County – Classification Marginal; Attainment year 2015
- West Mojave Desert Air Basin – Classification Severe; Attainment year 2027
- South Coast Air Basin – Classification Extreme; Attainment year 2032
- Coachella Valley – Classification Severe; Attainment year 2027
- Ventura County – Classification Serious; Attainment year 2021
- Morongo Areas of Indian Country (Morongo Band of Mission Indians) – Classification Serious; Attainment year 2021
- Pechanga Areas of Indian Country (Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation) – Classification Moderate; Attainment year 2018

These new area designations became effective July 20, 2012. As a result, conformity needs to be re-determined for the 2012-2035 RTP/SCS and 2013 FTIP for the new 8-hour ozone standard by July 20, 2013. This report covers the first five of the seven non-attainment areas. Conformity determination is also required for the two non-attainment areas of Indian Country. However, since these two non-attainment areas are in Indian Country, their conformity determinations may have different requirements and follow a different process and thus are not included in this report.

Under the U.S. Department of Transportation (DOT) Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Regulations, an RTP/FTIP conformity determination

consists of five tests: consistency with the adopted RTP; regional emissions analysis; timely implementation of transportation control measures (TCMs); financial constraint; and interagency consultation and public involvement.

The ozone conformity re-determination reaffirms all applicable conformity findings for the 2012-2035 RTP/SCS and the 2013 FTIP and addresses additional emissions analyses and interagency consultation and public involvement required for the new 8-hour ozone standard.

Conformity Status of the Currently Conforming RTP/SCS and FTIP

The effective date for the conformity determination for the 2012-2035 RTP/SCS and the 2013 FTIP, including all of the air basins in the SCAG region, is June 4, 2012. The conformity determination is currently effective for four years; thus the 2012-2035 RTP/SCS and 2013 FTIP conformity will remain effective until June 4, 2016.

The new 8-hour ozone conformity re-determination does not affect the existing conformity schedule for the RTP/SCS or FTIP. However, the new federal conformity regulation for ozone requires SCAG to make a positive conformity re-determination and receive approval from the U.S. DOT by July 20, 2013.

Process for Ozone Conformity Re-determination on the 2012-2035 RTP/SCS and the 2013 FTIP

1. Conduct interagency consultation through SCAG's Transportation Conformity Working Group (TCWG) which includes representatives from the respective air quality and transportation planning agencies.
2. Perform regional emissions analysis. Since there are existing ozone emission budgets for all the ozone non-attainment areas, a budget test has been performed for all the areas.
3. Reaffirm the existing conformity findings for the 2012-2035 RTP/SCS and the 2013 FTIP.
4. Release the draft conformity analysis and documentation for the new ozone standard for a public review and public comment period.
5. SCAG Energy and Environment Committee approves the conformity re-determination and recommends adoption by SCAG Regional Council.
6. SCAG Regional Council adopts the resolution making the final conformity re-determination.
7. Submit SCAG's Conformity Re-determination to federal agencies for approval.
8. Approval by the federal agencies by July 20, 2013.

Reaffirming Approved Conformity Findings for CO, NO₂, Ozone, and PM₁₀

The ozone conformity re-determination includes a re-affirmation of the approved conformity findings for both the 2012-2035 RTP/SCS and the 2013 FTIP as previously amended. This re-affirmation includes consistency with the adopted 2012-2035 RTP/SCS, regional emissions analyses including the new attainment years (2015, 2021, 2027, and 2032), financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.



II. OZONE EMISSIONS ANALYSIS

Tables 1-5 below present the results of the budget tests for each of the five non-attainment areas for the new 2008 8-hour ozone standard. Note that the values of total emissions from the 2012-2035 RTP/SCS and 2013 FTIP in the tables below utilize the rounding convention used by the California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton) and are the basis of the conformity findings for these areas.

Table 1: Salton Sea Air Basin - Imperial County Portion 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant	2014	2015	2020	2030	2035
ROG <i>2012 RTP/SCS</i> <i>2013 FTIP</i>	4.5	4.4	3.7	3.5	3.6
Total Emissions	5	5	4	4	4
Emission Budgets	7	7	7	7	7
Budget – Emissions	2	2	3	3	3

NOx <i>2012 RTP/SCS</i> <i>2013 FTIP</i>	12.2	11.6	8.7	8.8	9.5
Total Emissions	13	12	9	9	10
Emission Budgets	17	17	17	17	17
Budget – Emissions	4	5	8	8	7

Table 2: West Mojave Desert Air Basin 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant	2014	2020	2027	2030	2035
ROG <i>2012 RTP/SCS</i> <i>2013 FTIP</i>	12.1	9.4	8.1	7.9	7.7
Total Emissions	13	10	9	8	8
Emission Budgets	22	22	22	22	22
Budget – Emissions	9	12	13	14	14

NOx <i>2012 RTP/SCS</i> <i>2013 FTIP</i>	33.2	23.2	19.8	20.0	21.9
Total Emissions	34	24	20	20	22
Emission Budgets	77	77	77	77	77
Budget – Emissions	43	53	57	57	55



Table 3: South Coast Air Basin 8-Hour Ozone (Summer Planning Emissions [Tons/Day])¹

Pollutant	2014	2017	2020	2023	2030	2032	2035
ROG 2012 RTP/SCS 2013 FTIP	141.4	125.1	108.9	97.7	81.9	78.3	73.8
Adjustments for Adopted State and Local On-road Measures*	-0.6	-0.9	-1.1	-1.5	-1.5	n/a	-1.5
State Strategy - On-road Reductions*	-14.2	-11.5	-8.5	-6.2	-4.8	n/a	-4.3
Sum	126.6	112.7	99.3	90.0	75.6	78.3	68.0
Total Emissions	127	113	100	90	76	79	69
Emission Budgets	136	119	108	99	99	99	99
Budget – Emissions	9	6	8	9	23	20	30

NOx 2012 RTP/SCS 2013 FTIP	280.4	230.4	180.1	155.1	123.7	120.0	118.3
Adjustments for Adopted State and Local On-road Measures*	-1.4	-1.0	-0.1	-0.1	-0.1	n/a	-0.1
State Strategy - On-road Reductions*	-22.3	-18.8	-15.6	-31.9	-18.5	n/a	-14.9
Sum	256.7	210.6	164.4	123.1	105.1	120.0	103.3
Total Emissions	257	211	165	124	106	120	104
Emission Budgets	277	224	185	140	140	140	140
Budget – Emissions	20	13	20	16	34	20	36

Table 4: Salton Sea Air Basin - Coachella Valley Portion 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant	2012	2014	2020	2027	2030	2035
ROG 2012 RTP/SCS 2013 FTIP	5.8	5.2	4.2	3.6	3.5	3.4
Total Emissions	6	6	5	4	4	4
Emission Budgets	7	7	7	7	7	7
Budget – Emissions	1	1	2	3	3	3

NOx 2012 RTP/SCS 2013 FTIP	20.7	17.9	11.8	10.0	10.1	10.6
Baseline Adjustment	-2.0	n/a	n/a	n/a	n/a	n/a
Sum	18.7	17.9	11.8	10.0	10.1	10.6
Total Emissions	19	18	12	10	11	11
Emission Budgets	26	26	26	26	26	26
Budget – Emissions	7	8	14	16	15	15

¹ The 2012 RTP/SCS and 2013 FTIP emissions and the ozone budgets cover both the South Coast Air Basin nonattainment area as well as the two Indian nonattainment areas (Morongo and Pechanga).

Table 5: South Central Coast Air Basin - Ventura County Portion 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant	2014	2020	2021	2030	2035
ROG <i>2012 RTP/SCS</i> <i>2013 FTIP</i>	8.6	6.8	6.5	5.0	4.3
Total Emissions	9	7	7	5	5
Emission Budgets	13	13	13	13	13
Budget – Emissions	4	6	6	8	8

NOx <i>2012 RTP/SCS</i> <i>2013 FTIP</i>	13.2	8.6	8.1	5.8	5.2
Total Emissions	14	9	9	6	6
Emission Budgets	19	19	19	19	19
Budget – Emissions	5	10	10	13	13

III. CONFORMITY RE-DETERMINATION

SCAG has determined the following conformity findings for the 2012-2035 RTP/SCS and the 2013 FTIP under the required federal tests for the new ozone standard:

Regional Emissions Tests

- Finding: The regional emissions for the ozone precursors from the 2012-2035 RTP/SCS and the 2013 FTIP meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Imperial County, the West Mojave Desert Air Basin, the South Coast Air Basin, the Coachella Valley portion of the Salton Sea Air Basin, and the Ventura County for the 2008 8-hour ozone NAAQS.

Re-affirmation of the 2012-2035 RTP/SCS and 2013 FTIP Conformity Tests

- Finding: SCAG reaffirms the applicable conformity findings for both the 2012-2035 RTP/SCS (http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_TransportationConformityReport.pdf) and the 2013 FTIP (http://www.scag.ca.gov/ftip/pdf/final/2013/Final2013FTIP_TA_Sec01.pdf).
- This reaffirmation covers the findings of all applicable pollutants, including consistency with the adopted 2012-2035 RTP/SCS, regional emissions analyses, financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.

Inter-agency Consultation and Public Involvement Test

- Finding: In addition to reaffirming the public involvement and interagency consultation test for the 2012-2035 RTP/SCS and the 2013 FTIP, the 8-hour ozone conformity re-determination will undergo an appropriate process for interagency consultation and public participation. This process includes TCWG consultations on January 22, 2013 and February 26, 2013. This draft conformity re-determination report was released for a 15-day public review period. No comments were received by the close of the public comment period. The final conformity re-determination report is being presented to SCAG's Energy and Environment Committee and Regional Council on March 7, 2013 for approval.



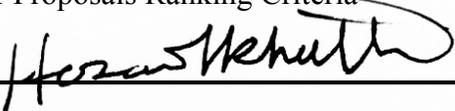
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DATE: March 7, 2013

TO: Energy and Environment Committee (EEC)
Community, Economic and Human Development Committee (CEHD)
Transportation Committee (TC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning, 213-236-1838, liu@scag.ca.gov

SUBJECT: Sustainability Program Call For Proposals Ranking Criteria

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION for CEHD, EEC, and TC:

Recommend Regional Council approval of Call for Proposals ranking criteria.

EXECUTIVE SUMMARY:

Staff has developed a consolidated Sustainability Program “call-for-proposals” grant program, as called for in the FY 2013/14 Overall Work Program (OWP). As previously reported to the Policy Committees, the goal of the Sustainability Program is to build on the success of the Compass Blueprint effort to provide additional member services for communities and partners with two new components: Active Transportation and the Green Region Initiative. As such, the new Sustainability Program will contain three components - the two new components in addition to Compass Blueprint. Project selection criteria will be used to evaluate grant proposals and rank them for available funding.

The Active Transportation component will provide funding to plan and facilitate bicycle and pedestrian plans and programs in the region. Compass Blueprint grants will continue to focus on integrated land use and transportation planning. The Green Region Initiative component will provide grants to assist local jurisdictions in funding sustainability plans or studies, such as climate action plans and water, energy, or open space studies. A new consolidated “call-for-proposals” will solicit project proposals for Active Transportation, Compass Blueprint, and the Green Region Initiative proposals. The Sustainability Program “Call for Proposals” criteria are being presented simultaneously to the three Policy Committees due to CEHD’s on-going oversight of Compass Blueprint. EEC’s role will be the development of the Green Region Initiative, and TC’s role will be Active Transportation. The Policy Committees’ recommendations will be presented to the Regional Council on April 4, 2013.

The intent is to grow the Sustainability Program each year. After the release of the “call for proposals” in April 2013, this program will begin in early Fall 2013. Proposed proposals will be evaluated and selected based on the criteria presented in this staff report.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

Since 2004, Compass Blueprint has been a successful component of SCAG's efforts to assist local jurisdictions and implement RTP/SCS policies. To date, 133 Compass Blueprint-funded local planning projects have been completed or are currently in progress. Each of these Demonstration Projects provides an example of integrated transportation and land use planning, tailored to local needs and aligned with regional priorities that other cities and counties can emulate.

At the May 2011 SCAG General Assembly, Executive Director Hasan Ikhtrata announced that SCAG would initiate a Green Region Initiative, a key element of SCAG's ongoing sustainability work, with funding to assist jurisdictions. The Green Region Initiative is part of a package of post-RTP/SCS follow-up activities, including Active Transportation, to assist local jurisdictions and others in implementing strategies identified in the RTP/SCS. The Green Region Initiative will join Active Transportation and Compass Blueprint in providing small grants to member jurisdictions to carry out a full suite of planning activities that help make the SCAG region more sustainable and implement the approved 2012-2035 RTP/SCS.

In coordination with the existing Compass Blueprint effort, a consolidated Sustainability Program "call-for-proposals" has been developed by SCAG staff to help fund innovative approaches to solving regional issues. The "call-for-proposals" will be released in April 2013, with work on approved planning activities to begin in Fiscal Year 2013-2014. Pending review and approval by the Policy Committees and the Regional Council, project proposals will be evaluated and selected based on the criteria below. We anticipate approximately \$1 million in total funding will be available as part of this "call for proposals".

Staff is seeking approval of the ranking criteria for the "call for proposals" and has placed emphasis on the following:

- Rollout of the Sustainability Program, including new Active Transportation and Green Region components, along with the on-going Compass Blueprint component
- Assistance in updating local General Plans consistent with RTP/SCS strategies
- Implementation of the 2012-2035 RTP/SCS
- Cross-jurisdictional and multi-party collaborations
- Promoting 'on-the-ground' implementation of the 2012-2035 RTP/SCS

Proposed 2013 Project Ranking Criteria:

General (for all proposals): [70 points]

- SCAG membership
- Demonstrates reasonable commitment to implement the project
- Implements the 2012-2035 RTP/SCS
- Promotes or encourages sustainability (3 E's: Economy, Equity and Environment)
- Demonstrates a clear need for the project and requested services
- Involves public and private and/or cross-jurisdictional partnerships
- Demonstrates innovative approaches to regional planning issues that can be replicated elsewhere
- Leverages other public and private funding sources
- Outlines a realistic timeline

REPORT

For Compass Blueprint Proposals: [30 points]

- Integrates land use and transportation planning
- Promotes infill, Transit Oriented Development (TOD), and other forms of sustainable development
- Promotes a sustainable land use mix, including new housing

For Green Region Initiative proposals: [30 points]

- Addresses climate change through GHG emission reduction or adaptation planning
- Promotes energy and/or water efficiency and savings
- Promotes overall sustainability on various resource issues

For Active Transportation proposals: [30 points]

- Promotes Active (Bicycle and Pedestrian) Transportation Planning
- Promotes physical activity, safety, education and outreach
- Promotes linkages within existing active transportation and transit networks

FISCAL IMPACT:

Funding for the selected proposals resulting from the Sustainability Program’s Call for Proposals is proposed as part of the draft FY2013/14 Overall Work Program (OWP) Budget, which includes \$500,000 from a Strategic Growth Council grant awarded to SCAG. Funding of any work for FY2013/14 is contingent upon approval of the OWP Budget and availability of funding. Staff’s work for the current fiscal year is included in FY2012/13 OWP 13-225.SCG01641E.01 and 13-065.SCG00137.01.

ATTACHMENT:

None