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 for the EEC - Energy and Environment Committee are also available at: www.scag.ca.gov/committees

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

17. Hon. Greg Morena  
   Santa Monica, WSCCOG

   Glendora, SGVCOG

19. Hon. Oscar Ortiz  
   Indio, CVAG

20. Hon. Jim Osborne  
   Lawndale, SBCCOG

21. Sup. Luis Plancarte  
   Imperial County

22. Hon. Carmen Ramirez  
   Oxnard, RC District 45

23. Hon. Greg Raths  
   Mission Viejo, OCCOG

24. Hon. Deborah Robertson  
   Rialto, RC District 8

25. Hon. Meghan Sahli-Wells  
   Culver City, RC District 41

26. Hon. Rhonda Shader  
   Placentia, Pres. Appt., Member at Large

27. Hon. Emma Sharif  
   Compton, RC District 26

28. Hon. Sharon Springer  
   Burbank, SFVCOG

29. Hon. John Valdivia  
   San Bernardino, SBCTA

30. Hon. Edward Wilson  
   Signal Hill, GCCOG

31. Hon. Bonnie Wright  
   Hemet, WRCOG
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 Items

1. Minutes of the Meeting - June 6, 2019

Receive and File

2. Green Region Initiative - Sustainability Map Update

INFORMATION ITEMS

3. Southern California Regional Climate Adaptation Framework
   (Jonathan Overman, Cambridge Systematics)
   20 mins.  Page 20

4. Caltrans District Vulnerability Assessments
   (Reza Navai, Assistant Division of Transportation Planning Chief, Caltrans)
   20 mins.  Page 28

5. Connect SoCal PEIR Update
   (Roland Ok, Senior Regional Planner, SCAG)
   10 mins.  Page 48

CHAIR’S REPORT
(The Honorable Linda Parks, Chair)
ENERGY AND ENVIRONMENT COMMITTEE AGENDA

STAFF REPORT
(Grieg Asher, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT
ENERGY AND ENVIRONMENT COMMITTEE
MINUTES OF THE MEETING
THURSDAY, JUNE 6, 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 FOR LISTENING IN SCAG’S OFFICE.

The Energy and Environment Committee (EEC) met at SCAG, 900 Wilshire Blvd., 17th Floor, Los Angeles, CA 90017. A quorum was present.

Members Present
Sup. Linda Parks (Chair) Ventura County
Hon. David Pollock, Moorpark (Vice Chair) VCOG
Hon. Margaret Clark, Rosemead District 32
Hon. Robert Copeland, Signal Hill GCCOG
Hon. Ned Davis, Westlake Village LVMCOG
Hon. Paula Devine, Glendale AVCIPA
Hon. Jordan Ehrenkranz, Canyon Lake WRCOG
Hon. Mike Gardner, Riverside WRCOG
Hon. Sandra Genis, Costa Mesa OCCOG
Hon. Shari Horne, Laguna Woods OCCOG
Hon. Diana Mahmud, South Pasadena SGVCOG
Hon. Oscar Ortiz, Indio CVAG
Hon. James Osborne, Lawndale SBCCOG
Hon. Carmen Ramirez, Oxnard District 45
Hon. Emma Sharif, Compton GCCOG
Hon. Sharon Springer, Burbank SFVCOG
Hon. Edward H.J. Wilson, Signal Hill GCCOG

Members Not Present
Hon. Ana Beltran, Westmoreland ICTC
Hon. Maria Davila, South Gate GCCOG
Hon. Judy Mitchell, Rolling Hills Estates District 40
Hon. Cynthia Moran, Chino Hills SBCTA
Hon. Greg Morena, Santa Monica WSCCOG
Chair Linda Parks, Chair, called the meeting to order at 10:02AM, and invited The Honorable Ned Davis, Westlake Village, LVMCOG, to lead the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Chair Parks opened the public comment period.

Mr. Leeor Alpern, South Coast Air Quality Management District (SCAQMD) shared with the committee regarding services and programs available. SCAQMD has launched an application on both the IOS and Android mobile platforms that provide hourly updates on local air quality standards, clean fuel stations, electric charging, and hydrogen and natural gas. The 31st Annual Clean Air Awards is scheduled for October 4, 2019 at the LA Grand Hotel and shared that SCAQMD is offering $500 rebates on furnace replacement.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

ACTION/DISCUSSION ITEM

1. Notice of Exemption (NOE) for the SCAG 2019 Local Demonstration Initiative

Chair Parks introduced the item and invited SCAG staff Hannah Brunelle to provide an update on the SCAG 2019 Local Demonstration Initiative, this project will implement temporary demonstration projects in six cities across the SCAG Region in Imperial, Los Angeles and Ventura counties. These projects are exempt from CEQA and will not have a significant impact on the environment.

A MOTION was made (Gardner) to recommend the Regional Council approve Resolution No. 19-612-1 approving the filing of the Notice of Exemption for the SCAG 2019 Local Demonstration Initiative, and recommend the Regional Council approve Resolution No. 19-612-5 to accept the
Active Transportation Funds for the project. Motion was SECONDED (Genis) and passed by the following votes:

**AYE/S:** Parks, Pollock, Clark, Copeland, Davis, Devine, Ehrenkranz, Gardner, Genis, Horne, Ortiz, Osborne, Sharif, Springer (14)

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

**ABSTAIN/S:** None (0)

**CONSENT CALENDAR**

Approval Item

2. Minutes of the Meeting - April 4, 2019

A MOTION was made (Sharif) to approve the Consent Calendar. Motion was SECONDED (Davis) and passed by the following votes:

**AYE/S:** Parks, Pollock, Clark, Davis, Devine, Ehrenkranz, Gardener, Genis, Horne, Ortiz, Osborne, Sharif, Springer (13)

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

**ABSTAIN/S:** Copeland (1)

**INFORMATION ITEMS**

3. Local Input Survey Results

SCAG staff Roland Ok presented an illustrative presentation of the Local Input Survey Results including the objective of the survey, a review of the survey questions asked, and a summary of the key findings. The Local Input Survey was prepared in preparation for the development of the Connect SoCal/2020 RTP-SCS. The summary provided was based upon a tabulation of the multiple choice questions asked in the survey versus open-ended questions. If the committee is interested staff can provide a status on the trends identified in the open questions at a future meeting.

4. SCAG Environmental Plan

Jason Greenspan, SCAG Manager of Sustainability provided the committee with an update on
SCAG’s Environmental Plan (Plan). The Plan is a collection of operational policies and strategies initiated to reduce the agency’s GHG emissions, waste and its overall environmental footprint. When adopted in December 2016 SCAG was seeking certification as a green business under the Los Angeles Green Business Program (LAGBP). Additional information regarding the LAGBP is available [here](#). The 2016 Environment Plan provides context concerning the discussions recently occurring at this committee regarding eliminating the use of plastic water bottles at SCAG meetings. Discussion ensued regarding several issues for consideration to be included in the next update of the Plan. Councilmember Wilson reiterated his previous inquiry about the use of alternate fuel vehicles for SCAG staff who receive a SCAG auto allowance. Justine Block, Deputy Legal Counsel responded that when this was brought up previously, staff forwarded this comment to the SCAG General Counsel and this item was incorporated during contract negotiations with the new Executive Director.

5. Safety Leadership Symposium and Workshop Series

SCAG staff Hina Chanchlani provided a presentation on the Safety Leadership Symposium and Workshop Series held during the General Assembly. The aim for the Safety Leadership Symposium and Workshop Series was to educate and encourage collaboration among local elected officials to support collision-reducing policies, strategies and projects. Approximately 137 attendees participated in the series with 22 pledges received related to these efforts. This program will be included as part of the 2020 ConnectSoCal Plan scheduled for release fall 2019.

6. The Future of the Workplace: Regional Summary and Travel Impacts

Chair Parks invited Jingjing Zang, Cambridge Systematics to present on the Future of the Workplace. As part of its Future Communities Initiative SCAG has undertaken studies to better understand teleworking behavior within the SCAG region and emerging trends. Ms. Zang’s presentation considered several factors and reviewed emerging trends determined as part of the analysis including: co-working space, gig (freelance) economy and workplace automation and the impact these future workplace trends will have on the economy and technological changes altering work trips.

7. Connect SoCal Technical Methodology Submittal to California Air Resources Board

SCAG staff Rongsheng Luo provided an update to the committee on the Connect SoCal Technical Methodology submitted to the California Air Resources Board (ARB) last month. As the MPO for the southern California Region, SCAG is required by California State statute to submit a technical methodology to ARB that SCAG intends to use to estimate GHG emissions from SCAG’s Sustainable Communities Strategy (SCS). The deadline for submittal of the technical methodology to ARB was prior to SCAG initiating the SB 375 public hearing for the SCS which was met.
8. SCAG Transportation Demand Management Strategic Plan Update

SCAG staff, Stephen Fox provided an illustrative update to the committee on SCAG’s Transportation Demand Management (TDM) Strategic Plan. The TDM Strategic Plan was developed during summer 2018 and will be a guiding document for SCAG’s future TDM planning and coordination activities, and will inform the development of Connect SoCal with an aim of reducing the demand on the current facilities. New technology-enabled mobility options will be incorporated into the next TDM Strategic Plan, determine the current state of TDM, identify best practices and opportunities to improve and expand TDM, understand impacts, develop regional goals and objectives that align with state and federal mandates including congestion reduction, air quality and sustainability and develop performance measures to evaluate effectiveness.

CHAIR’S REPORT

Chair Parks took this opportunity to welcome the new Energy and Environmental Committee member the Honorable Robert Copeland, Signal Hill.

STAFF REPORT

Members were informed that SCAG will be dark for the month of July.

FUTURE AGENDA ITEM/S

Supervisor Parks expressed interest in discussing Vehicle Miles Travel (VMT) versus Level of Service (LOS). She also expressed interest in having a discussion on Natural Gas/Bio-mass and its effect on Greenhouse Gas Emissions.

The Honorable Diane Mahmud expressed interest in learning more about planned power outages and preparation in high fire hazard zone areas.

The Honorable Carmen Ramirez informed she was interest in learning more about the Census and its impact on the Region.

The Honorable Diane Mahmud commented that she would like to have a report on regulations and compliance regarding organic waste.

The Honorable Oscar Ortiz remarked he’d like to hear more about development of a dedicated “greenspace” for drop off of organic waste.
The Honorable Sandra Genis would like to discuss the reduction of waste stream.

The Honorable David Pollock would like to explore the Intersection between RHNA allocations and SCAG’s Sustainable Communities Strategy.

ANNOUNCEMENT/S

None.

ADJOURNMENT

There being no further business, Chair Parks adjourned the Energy and Environment Committee meeting at 12:02PM. The next regular meeting is scheduled for Thursday, August 1, 2019 from 10:00AM - 12:00PM

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

Respectfully submitted,

Vicki Hahn, CMC
Deputy Clerk of the Board
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<td>1</td>
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<tr>
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<td>BIASC</td>
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</table>
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AGENDA ITEM 2

REPORT

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700, Los Angeles, California 90017
August 1, 2019

RECOMMENDED ACTION FOR RC:
For Information Only – No Action Required

RECOMMENDED ACTION FOR CEHD, EEC AND TC:
Receive and File

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

EXECUTIVE SUMMARY:
The CivicSpark program is a statewide Governor’s Initiative AmeriCorps program administered by the State of California’s Office of Planning and Research and the Local Government Commission (LGC). SCAG is a regional partner and beneficiary of the CivicSpark program and has hosted CivicSpark Fellows working in the Sustainability Department for the past five (5) years. SCAG’s 2018-19 CivicSpark Fellows—April Crain, Guadalupe Franco, and Elisa Barrios—have prepared an update on the SCAG Green Region Initiative (GRI) map. The goal of GRI is to illustrate the status and progress of the region across 28 sustainability indicators.

BACKGROUND:
To enhance the development of the existing Green Region Initiative Sustainability Indicators project, SCAG partnered with the Local Government Commission (LGC) to host three CivicSpark Fellows. The project provides a visual resource of sustainability progress across the 191 cities and six counties within the SCAG region in both policy and performance. The policies and performance mapped for this project help identify existing best practices across 28 sustainability indicators.
The CivicSpark program is a statewide Governor’s Initiative AmeriCorps program administered by the State of California’s Office of Planning and Research and the LGC. The program places 90 Fellows in local governments around the state to help build local capacity around climate, housing, water and resiliency issues. SCAG is a regional partner and beneficiary of the CivicSpark program and has hosted CivicSpark Fellows in the Sustainability Department for the past five years.

This year’s CivicSpark Fellows have continued work on the GRI Sustainability Indicators project, which charts and maps progress across 28 sustainability topics in every city and county in the SCAG region. The final deliverables of the 2018-19 CivicSpark program year are 11 updated maps, which create a polished and enhanced GRI v 3.6, individual GIS shapefiles to be accessed via SCAG’s Open Data Portal, as well as simplified regional sustainability statistics through utilization of the GRI data. Overall, the GRI provides a resource for SCAG staff, local governments, and the public to explore best practices in the region, facilitate collaboration, and advance sustainability and resiliency planning in Southern California.

This project supports the 2020 RTP/SCS land use strategy to support local sustainability planning, highlighting best practices around the region and serving as a resource for other cities to replicate existing projects and tailor them to suit their unique needs.

SCAG’s partnership with CivicSpark will continue through the next 2019-20 program year. The CivicSpark Fellows will continue collecting data on sustainability progress across the SCAG region. The Fellows will also conduct outreach from stakeholders on the map’s functionality, purpose, and the indicators as a whole. They will then use this feedback to further refine and update the map. Finally, the Fellows will help organize webinars and meetings to provide technical assistance for local governments on sustainability best practices in the region.

**FISCAL IMPACT:**
The CivicSpark program is funded jointly by the LGC, and SCAG in its FY 19-20 Overall Work Program (065.137.10).

**ATTACHMENT(S):**
1. PowerPoint Presentation - CivicSpark
CivicSpark 2018-19
Climate Fellows
Elisa Barrios, April Crain, and Lupe Franco

Agenda

● SCAG and Civicspark
● Green Region Initiative
● Regional Climate Adaptation Framework
● Go Human
● CivicSpark Projects
● Next Steps
CivicSpark and SCAG

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

- The CivicSpark program is a statewide Governor’s Initiative AmeriCorps program administered by the State of California’s Office of Planning and Research and the Local Government Commission (LGC).
- SCAG is a regional partner and beneficiary of the CivicSpark program and has hosted CivicSpark Fellows working in the Sustainability Department for the past five (5) years.

Green Region Initiative v3.6
The Green Region Initiative (GRI) tracks sustainability effort across the SCAG region. Through this simplified region-wide sustainability tool, the GRI provides a streamline platform for local jurisdictions to collaborate and share best practices ultimately creating a more sustainable Southern California.

Achievements
- Completed updates to the GRI Policy Indicators and Storymap creating a polished and enhance GRI v3.6
- Created GRI shapefiles that can be accessed via SCAG Open Data Portal and SCAG Geodatabase
- Quantified the regional efforts using the GRI to create sustainability statistics and GRI at a Glance

scaggreenregion@scag.ca.gov
Regional Climate Adaptation Framework

- Adaptation and resilience planning efforts in the region and across the country have been slow.
- Of the 191 cities and 6 counties in the SCAG region, only 20 have adopted adaptation plans/policies, whereas 128 have made little to no adaptation planning efforts.
- SCAG’s Regional Climate Adaptation Framework will build a roadmap, offer support, and provide useable data and projections for our member cities to start planning for climate adaptation.
- This is absolutely vital to developing geographic, social, and economic resilience in the region.

Go Human

- Go Human is the Active Transportation and Special Programs Departments campaign.
- Created with the goal of promoting pedestrian and bicyclist safety and a more active mode of transportation.
- The Fellows volunteered in two Go Human events: COAST Santa Monica and LA CoMotion.
Volunteer Engagement

Service

Trainings

Next Steps

Lupe Franco

Attending San Jose State University in the Fall for Environmental Studies with a focus on Environmental Justice and Climate Research.

Elisa Barrios

Looking to continue my environmental career in a position that combines my passion for conservation and sustainability. Attending a masters program in GIS and/or environmental science.

April Crain

Attending the University of Colorado at Boulder Law School focusing on International Environmental Law.
RECOMMENDED ACTION:
Information Only - No Action Required

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

EXECUTIVE SUMMARY:
SCAG has initiated preparation of a Southern California Regional Climate Adaptation Framework (CAF) to help the region’s jurisdictions improve resiliency to climate-related stressors such as extreme heat, wildfire, drought, flooding, precipitation rates and sea level rise. The CAF will address existing vulnerabilities through the lens of land use and transportation, and provide implementation tools for local jurisdictions to adapt to climate change. Tools are also intended to help stakeholders more effectively communicate about climate stressors and identify opportunities for the region’s land use pattern and transportation system to be more adaptable. SCAG’s consultant team will summarize the project’s status and identify upcoming deliverables and milestones.

BACKGROUND:
Climate change adaptation planning has become more pressing with each passing year as the SCAG region experiences extreme climate-related events more frequently, such as the destruction, travel congestion and air quality degradation from wildfires, inland flooding and mudslides from torrential rainstorms, coastal flooding from sea level rise, and urban heat island effects from unusually high temperatures. These events have become persistent reminders to local governments, residents, workers and businesses throughout the SCAG region that systematic adaptation and resiliency planning must become a high priority. Moreover, since climate stressors do not follow jurisdictional boundaries, effective management of and adaptation to risks posed by climate change will require cross-jurisdictional coordination and collaboration.
SCAG staff identified an opportunity in 2017 to develop a Southern California Regional Climate Adaptation Framework (CAF) including a regional assessment of vulnerabilities and risks, as well as the identification of tools for local jurisdictions to plan for mitigation measures and guide their future growth with climate adaptation in mind. With discretionary resources available from the 2017 SB1-funded Adaptation Planning Grant Program, Caltrans awarded SCAG a $941,700 competitive planning grant to prepare the comprehensive CAF, which will include implementation tools, data, and resources for all SCAG region jurisdictions to prepare vulnerability assessments, adaptation plans, general plans, and other documents.

In early 2019, SCAG initiated a contract with Cambridge Systematics, Inc. to help prepare the CAF. Since the project’s initiation, a Climate Adaptation Working Group has been established with key regional stakeholders, and a kickoff meeting was conducted in spring 2019. Part of the project’s scope will be for the consultant to prepare a multipart analysis of transportation and land use impacts of climate events, including the use of the SCAG Regional Travel Demand Model, location based services data for transportation impacts, and mapping software for land use impacts. Ultimately, the final CAF will include a multilingual Southern California Adaptation Planning Guide, which will walk cities through a detailed consideration of risk and strategy development, and will emphasize ongoing monitoring as essential to extracting maximum adaptation benefits.

**FISCAL IMPACT:**
This project is funded in SCAG’s Fiscal Year 2019-2020 Overall Work Program under 20-145.4834.01.

**ATTACHMENT(S):**
1. PowerPoint Presentation - Climate Adaptation Framework
Adaptation planning coordination and guidance

- Coordination strategy will:
  - Encourage and offer platforms for cooperation
  - Assist jurisdictions with tools and techniques to facilitate regional coordination on adaptation strategies
  - Identify gaps in understanding and connections
  - Guard against “maladaptation”
  - Allow communities to identify strategies to reduce those climate risks in an efficient and effective manner
Overview of Outreach Tasks

- Public Outreach
  - Focus Groups/Interviews with Advocacy Groups
    - Understand potential messages and strategies
  - Public Pop-Up Events
    - Test specific messages and strategies

- Jurisdictional Outreach
  - Jurisdictional Focus Groups and Survey
    - Understand outreach and planning experience and capacity
  - Jurisdictional Interviews
    - Greater understanding of specific issues in targeted geographies

Reference Guides and Capacity Building Toolkit

Document results and share best practices

General Plan Guidance Overview

- Gap analysis and overview
- Model language for:
  - Circulation, Land Use, Safety and Environmental Justice General Plan elements
  - Local Coastal Programs
- Develop checklist of components needed to address vulnerability and identify adaptation solutions

Identifies a comprehensive suite of policies for jurisdictions to choose from and tailor to suit their local context
Transportation and Land Use Analysis

- Risk Mapping
  - Wildfires, Sea Level Rise, Flooding, Extreme Heat Impacts
- Travel Demand Modeling (TDM)
  - Baseline
  - Climate Impact Scenarios – based on risk mapping
  - Adaptation/Mitigation Scenarios
- Location-Based Services Data Analysis
  - Selected Recent Events (wildfires, floods)
  - Before, during, after – travel patterns, residential, workplace
- Case Studies Toolkit

Risk and Vulnerability Mapping

- Wildfire Risk, Sea Level Rise, Extreme Precipitation Flood Risk
- County and Regional Mapping
- Impacts Data Summary
  - Dwelling Units
  - Population
  - Jobs
  - Land Area
Risk and Vulnerability Mapping

Ventura County Wildfire Risk
Source: CalFire

Riverside County Flood Risk
Source: FEMA

Risk and Vulnerability Mapping

Population in Fire Risk Zones, persons
Wildfire and Flood Events for Analysis

<table>
<thead>
<tr>
<th>Event</th>
<th>Name</th>
<th>County</th>
<th>Start Date</th>
<th>End Date</th>
<th>Note</th>
</tr>
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<tbody>
<tr>
<td>Fire</td>
<td>Thomas Creek Rye</td>
<td>Ventura, Los Angeles</td>
<td>12/4/2017</td>
<td>1/12/2018</td>
<td>281,791 acres burned</td>
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<td>12/5/2017</td>
<td>12/5/2017</td>
<td>15,619 acres burned</td>
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<td>12/5/2017</td>
<td>12/13/2017</td>
<td>6,048 acres burned</td>
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<tr>
<td>Fire</td>
<td>Holy</td>
<td>Orange, Riverside</td>
<td>8/6/2018</td>
<td>9/13/2018</td>
<td>23,136 acres burned</td>
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<tr>
<td>Fire</td>
<td>Cranston</td>
<td>Riverside</td>
<td>7/26/2018</td>
<td>8/10/2018</td>
<td>13,139 acres burned</td>
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<tr>
<td>Fire</td>
<td>Canyon 2</td>
<td>Orange</td>
<td>10/9/2017</td>
<td>10/17/2017</td>
<td>9,198 acres burned</td>
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<tr>
<td>Flood</td>
<td>Palm Springs</td>
<td>Riverside, San Bernardino</td>
<td>2/14/2019</td>
<td>2/14/2019</td>
<td>&gt;$2 Million damages</td>
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<tr>
<td>Flood</td>
<td>Costa Mesa, Malibu</td>
<td>Orange, Ventura</td>
<td>11/29/2018</td>
<td>12/6/2018</td>
<td>Mudslides and flooding</td>
</tr>
</tbody>
</table>

Risk and Vulnerability Mapping

Orange County 1 meter Sea Level Rise + avg storm conditions
Source: CoSMoS

Orange County 1 meter Sea Level Rise + extreme storm conditions
Source: CalFloD-3D (CalAdapt)
Additional tools and resources

- Gap Analysis
- Interactive Mapping Tool
- Finance/funding workshop
- Principles and Metrics Reference guide
- Decision-making spreadsheet toolkit
- Risks/Adaptations project tracking tool

Contact the project team

**SCAG**
Grieg Asher
asher@scag.ca.gov

Adaptation Team
adaptation@scag.ca.gov

**Cambridge Systematics**
David Von Stroh
dvonstroh@camsys.com

www.scag.ca.gov
RECOMMENDED ACTION FOR EEC:
For Information Only – No Action Required

RECOMMENDED ACTION FOR TC:
Receive and File

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

EXECUTIVE SUMMARY:
Caltrans is in the process of preparing reports on the vulnerability of the state highway system to the effects of climate change. The intention of these vulnerability assessment reports is to provide data to support the discussion about how climate change impacts the way the state highway system is planned, designed, built, operated and maintained. The vulnerability assessment reports for twelve districts throughout California will ultimately evaluate which state highways are most vulnerable to flooding and other damage, assess possible consequences, and evaluate methods for deciding how to prioritize action. Representatives from Caltrans will provide a broad overview of the statewide goal, purpose and process of developing vulnerability assessment reports.

BACKGROUND:
In an effort to address Climate Change for both mitigation and adaptation purposes, Caltrans is taking steps to fully integrate climate change into transportation investment decision making, from planning to project development, operations and maintenance. Caltrans’ objective is to make the state highway system more resilient, sustainable, and adaptable to climate-spurred events and extreme weather. To identify where the state highway system is most vulnerable to the impacts of climate change and extreme events, Caltrans is conducting vulnerability assessments throughout the state at the district level using five climate stressors: sea level rise, storm surge, changes in
precipitation, changes in temperature, and increased wildfires. Although the vulnerability assessment reports neither propose specific projects nor discuss costs, they use the best science currently available on potential temperature changes and sea level rise to assess the various types of risks the state will need to prepare for in the future. District vulnerability assessment reports will project future climate scenarios, quantify and map impacts of climate change stressors, and identify transportation assets as risk.

Three vulnerability assessments have been completed thus far for the Oakland/San Francisco, Fresno and Redding Caltrans districts. Vulnerability assessments for Los Angeles, San Bernardino and San Diego are pending release this fall, with six additional districts next in line, including Orange County.

**FISCAL IMPACT:**
None.

**ATTACHMENT(S):**
1. PowerPoint Presentation - Caltrans District Vulnerability Assessments
TOWARD A CLIMATE RESILIENT STATE TRANSPORTATION DEPARTMENT

Reza Navai, Ph.D, AICP
Assistant Division Chief
Transportation Planning
California Department of Transportation

Southern California Association of Governments
Energy and Environmental Committee
August 1, 2019

California’s Diverse Landscape and Climate Zones

- Diverse Local climates from temperate rainforests in the North to arid deserts in the South
- Within 80 miles of one another lie the highest and lowest points in the lower 48 states. Mount Whitney at 14,495 ft. and Death Valley at -282 ft.
Climate Change Impacts to Transportation Infrastructure

Severe Storms and Emergency Repairs
State Highway Network

2017 - Over $1.3 Billion
2018 - $592 Million
2019 - $628+ Millions

Over $250 Million Storm Damage in Caltrans District 4 (2017)
Impact on Regional & Interstate Network

- A facility can be affected even if it is not directly exposed to a climate stressor
- In the summer of 2015, 2 separate incidents shut down the main truck routes between the ports and rest of the U.S.

Increase Travel Time in Bay Area

Coastal Properties at Risk

- Ports of Los Angeles & Long Beach
- I-15 Cajon Pass Fire (July 2015)
- I-10 flooding & bridge collapse (July-Sept 2015)

Ports at Risk

- "SFO and Oakland Airports @ 40"

Coastal Properties at Risk

- Apartment buildings in Pacifica
- The same apartment buildings in 2011
Pathway to Resiliency

What Are We Doing?

Vulnerability Assessments

- Project climate impacts on state highways and transportation assets
- Develop GIS Map and Database
- Local and Regional partnership

Climate Adaptation Strategies

- Prioritize assets at risk
- Develop adaptation strategies
- Integrate into Caltrans business practices
- Develop standards for planning, design, and project programming

Adaptation Based on Historical Data (Reactive Adaptation)

- Adapting to recurring events or where impact is already visible
- Data is available and collected overtime
- No – regrets adaptation actions
Rock slope protection along 101

Major erosion event along 101, in need of repair

Seawall protecting HWY 1 in Malibu (District 7)

Storm Surge - Piedras Blancas, Highway 1, San Luis Obispo
- The largest track of tidal salt marsh in CA outside of SF Bay

**Elkhorn Slough Sea Level Rise Adaptation Efforts**

Pacific Coast Highway, Monterey County

**State Route 37 Adaptation Efforts**
SR 37 Alternative Routes Between I-80 and 101

- SR 37 Corridor is 21 miles
- Northern Rte (Hwy 12 to Hwy 116) = 44 miles
- Southern Rte (Richmond Bridge – 580) = 43 miles
- SR-37 closure would have severe impact to I-80, SR 101 and sub corridors

The Weakest Link ...
Adaptive Structural Scenarios Considered

- Berm/Embankment
- Box Girder Causeway (over land)
- Bridge/causeway (over land-water)

Adapting to Future Conditions – Raising the Bar (Proactive Adaptation)

- Challenges:
  - Risk-Based – Planning/Design with Uncertainty
  - Better Data – Narrowing Uncertainty
  - Training – Adaptive Design & Natural Infrastructure
  - Complex Models - Projections vs. Historical Data
    - Global Climate Models (GCMs) i.e., IPCC
    - Probabilistic/Scenario-Based projections i.e., RCPs
    - Applied Models i.e., CoSMoS (storm model)

Toward Resiliency in Transportation System
Vulnerability Assessments by Regions

- Project future climate scenarios (2050, 2070, 2100)
- Quantify and map impacts of climate stressors
- Identify assets at risk (roads, bridges, culverts, etc.)

**Climate Change Stressors Studied**

- Sea Level Rise
- Storm Surge
- Precipitation
- High Temperatures
- Wildfires

**All 12 Caltrans Districts Will Receive:**

- **Summary Report**
  - Overview of the natural environment and transportation infrastructure
  - Description of the interaction of the transportation system and identified stressors

- **Technical Report**
  - Background on data used to develop reports
  - Vulnerability assessment methodology

- **On-line viewer Tool**
  - Posted online, the tool allows users to toggle stressors on and off to visualize locations of the stressors
Sea Level Rise Impacts under the High Emission Scenario
Caltrans District 4 – Bay Area

2050
0.5 M (20 in) Sea Level Rise

2070
1.0 M (39 in) Sea Level Rise

2100
1.75 M (69 in) Sea Level Rise

- Flood that presently occurs on average one time every 10 years, will occur 6-7 times per year by 2050 under RCP 4.5
Sea Level Rise + Storm Surge
Magnified Impact

Sea Level Rise with Storm Surge

110 MILES OF ROADWAYS AND BRIDGES IN DISTRICT 4 ARE EXPOSED TO STORM SURGE BY THE END OF THE CENTURY, WITH 30 OF THOSE MILES IN SAN MATEO COUNTY

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<th>0.5 meter (1.64 ft)</th>
<th>1.0 meter (3.28 ft)</th>
<th>1.75 meter (5.74 ft)</th>
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Sea Level Rise with Storm Surge

Projected Sea Level Rise and Impacts Bridge Exposure

<table>
<thead>
<tr>
<th>Climate Impact</th>
<th>Potential Transportation Impact</th>
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</table>
| Sea Level Rise | • Roadway washout  
|                | • Flooding of roadways  
|                | • Disruption of transit services  
|                | • Bridge scour  
|                | • Railway flooding  
|                | • Damage to roadway substructure  
|                | • Route closure  
|                | • Travel Delays  
|                | • Increased need for emergency response services |

Estimated Sea Level Rise by Source

- USACE
- High Intermediate
- MRC 2017/850
- AHI
- CA 4th Climate Assessment
  - RCP 4.5 99.9%
  - RCP 4.5 50%

CoMMA - Coastal Storm Modelling System
Heavier Precipitation

- Rainstorms are expected to be less frequent, but stronger when they occur

100 Year Rainfall depth is expected to increase up to 15 Percent

Temperatures Rising

- Number of extremely hot days projected to increase.
- Eastern areas show greatest increase
WILFIRE

- 2017-18 - one of the most destructive years in CA
- 42 miles of State highway network impacted

Recurring Wildfires

- Wildfire severity and frequency has resulted in 80% increase in area burned in recent years

<table>
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<tr>
<th>County</th>
<th>2025</th>
<th>2055</th>
<th>2085</th>
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<tbody>
<tr>
<td>Santa Clara</td>
<td>1.0</td>
<td>2.8</td>
<td>4.0</td>
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<tr>
<td>Napa</td>
<td>1.4</td>
<td>2.4</td>
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</table>
Asset-level assessments

- Identify Localized Exposure
- Develop Facility Management Plans'
- Local Coordination
- Develop complementary practices
Evaluate at-risk assets, prioritize, and design project alternatives within districts

Climate Change is an Equity Issue

- Inter-generational Equity
- Interaregional Equity

San Jose, California, after rising floodwaters. CBS News, Feb. 2017
Transportation in the Face of Changing Climate

Thank you
Reza.navai@dot.ca.gov

I-15 Washout, February 2017
District 8
RECOMMENDED ACTION:
Information Only – No Action Required

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

EXECUTIVE SUMMARY:
The purpose of this report is to provide a status update on comments received in response to the Notice of Preparation (NOP) for the Connect SoCal Program Environmental Impact Report (PEIR) that SCAG released for a 30-day public review and comment period on January 23, 2019, update on comments received during the Scoping Meetings that were held on February 22, 2019, and an overview of stakeholder outreach meetings that occurred from June 2019 to July 2019. Additionally, this report provides a preliminary draft outline and a schedule of key milestones for the PEIR.

BACKGROUND:
Pursuant to the federal Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) and Section 65080 of the California Government Code, SCAG is required to adopt and update a long-range regional transportation plan (RTP) every four (4) years. SCAG’s last RTP was adopted in 2016 and an updated RTP is required to be adopted by April 2020. In accordance with the Sustainable Communities and Climate Protection Act of 2008, or Senate Bill (SB) 375 (Steinberg), the RTP will include a Sustainable Communities Strategy (SCS) which details strategies to reduce greenhouse gas (GHG) emissions from passenger vehicles (automobiles and light-duty trucks). As one of the State’s 18 MPOs, SCAG must prepare an SCS that demonstrates the region’s ability to attain GHG emission-reduction targets through integrated land use, housing, and transportation planning.

CEQA and its implementing regulations (State CEQA Guidelines) require SCAG as the Lead Agency to prepare an EIR for any discretionary government action, including programs and plans that may cause significant environmental effects. Connect SoCal is a regional planning document updated
every four years (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 the implementation of the RTP 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.

SUMMARY OF COMMENTS OF NOP AND SCOPING MEETING COMMENTS FOR THE CONNECT SOCAL PEIR:

As indicated in the February 7, 2019 Staff Report to the EEC, staff prepared the NOP for Connect SoCal, 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. SCAG received 30 comment letters in response to the NOP. Additionally, approximately 50 guests participated in the scoping meetings. Breakdown of commenters for the NOP and scoping meetings are listed below:

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<thead>
<tr>
<th>Breakdown of Commenters on the NOP and Scoping Meetings</th>
<th>Number</th>
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<tbody>
<tr>
<td>Sovereign Nation</td>
<td>2</td>
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<tr>
<td>County Transportation Commission</td>
<td>2</td>
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<tr>
<td>Business Organizations</td>
<td>8</td>
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<td>Air Districts</td>
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</tbody>
</table>

1 SCAG received 30 comment letters in response to the NOP and while the scoping meeting was attended by 50 guests, 18 of the guests actively provided comments.
Both PEIR and Connect SoCal related topics were raised by the commenters. The breakdown of the NOP and scoping meeting comments, by topic area, are provided below:

<table>
<thead>
<tr>
<th>Document</th>
<th>Breakdown of Topic Areas</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>PEIR</td>
<td>Air Quality</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>Alternatives</td>
<td>7</td>
</tr>
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<td></td>
<td>Biological Resources</td>
<td>10</td>
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<td></td>
<td>Greenhouse Gas Emissions</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td>Hazards</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Hydrology</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Land Use and Planning</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Mitigation Measures</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Population and Housing</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>Transportation and Traffic</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>Utilities and Service Systems</td>
<td>2</td>
</tr>
<tr>
<td>Plan</td>
<td>Alternative Planning Scenario</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Active Transportation</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Aviation</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Climate Change</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Electric Vehicle</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Environmental Justice</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Good Movement</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Inclusion of Projects</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Infill/Transit Oriented Development</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Natural Lands</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Performance Measures</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Scenario Planning</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Transit and Rail</td>
<td>1</td>
</tr>
</tbody>
</table>

SUMMARY OF KEY COMMENTS FROM THE NOP AND SCOPING MEETING:
As mentioned previously, SCAG received a variety comments from interested parties listed above. Upon evaluation, SCAG determined that there were several recurring comments related to certain topics. 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 should 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.

**Biological Resources:** Several commenters have stated that SCAG’s Connect SoCal PEIR place a greater emphasis on wildlife corridors, wildlife connectivity, and conservation lands and wetlands protection. Commenters have also requested that SCAG analyze impacts to biological resources as it relates to climate change. Furthermore, commenters have requested that SCAG develop stronger mitigation measures to protect biological resources.

**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.

**OVERVIEW OF CONNECT社AL STAKEHOLDER OUTREACH MEETINGS:**
As part of the PEIR process, SCAG hosted five stakeholder outreach meetings at its Downtown Los Angeles office. The outreach meetings were targeted towards specific stakeholder groups and tailored to their specific interests. The purpose of the stakeholder outreach meetings were to follow up with comments received from the NOP and to solicit input on SCAG’s environmental analysis and mitigation measures. The stakeholder outreach meetings and their meetings dates are as follows:

- **Business Groups** – June 26, 2019
- **Environmental Groups** – June 26, 2019
- **Land Management Agencies and Air Districts** – July 9, 2019
- **State and County Transportation Commissions and Council of Governments** – June 16, 2019
- **State Agencies** – June 16, 2019

**SUMMARY OF KEY COMMENTS FROM THE STAKEHOLDER OUTREACH MEETINGS:**
Similar to the NOP and Scoping Meetings, SCAG received comments covering a wide range of topics. Key Comments include but are not limited to the following:

**Vehicle Miles Travelled (VMT) Analysis:** Similar to the NOP and Scoping Meeting Comments, some stakeholders posed strong concerns over California Air Resources Board’s (CARB) use of VMT reduction targets as a strategy for greenhouse gas (GHG) reduction.

**Air Quality:** Air District Stakeholders have requested that the PEIR be consistent with the Air Quality Management Plans (AQMPs) created by the air districts located within the region. Additionally, they requested clarifications regarding the PEIRs Health Risk Assessment (HRA) and have requested that SCAG use recent data available from the air districts.

**Mitigation Measures:** Several stakeholders requested additional clarification our SCAG’s mitigation approach and that the PEIR list mitigation that is not over prescriptive, yet feasible for implementation.

**Climate Change and Greenhouse Gas Emissions:** Similar to the NOP and Scoping Meetings, several stakeholders reiterated that SCAG’s analysis of GHG emissions include an analysis of climate resiliency and climate adaptation.

**CEQA Streamlining:** Several stakeholders requested clarification as to how local lead agencies would be able to use the Connect SoCal PEIR as a document to tier off of.
KEY UPDATES FOR THE CONNECT SOCAL PEIR:
Based on comments received, SCAG has identified key update areas for the Connect SoCal PEIR:

- Clarify the CEQA streamlining process for efficient development of future projects.
- Clarify the difference between a Program and Project EIR.
- Conduct additional Stakeholder Outreach.
- Improve or incorporate new mitigation measures (program and project-level mitigation measures).
- Address Governor’s Office of Planning and Research (OPR) updates to the State CEQA Guidelines (i.e., Wildfire, SB 743, Climate Change).
- Engage in Tribal Consultation pursuant to AB 52.
- Provide clear and concise descriptions with respect to PEIR alternatives.
- Design the PEIR as a resource tool for local jurisdictions.

PRELIMINARY DRAFT OUTLINE FOR THE CONNECT SOCAL PEIR:
Staff has prepared a preliminary draft outline for the Connect SoCal PEIR. Staff intends to provide the EEC with periodic updates discussing progress regarding the PEIR and to offer members of the EEC ample opportunities to become familiar with the preliminary comments of the PEIR. The preliminary draft outline is as follows.

- Executive Summary
- Section 1.0 – Introduction
- Section 2.0 – Project Description
- Section 3.0 – Environmental Impact Analysis and Mitigation Measures
- Section 4.0 – Alternatives
- Section 5.0 – Long Term CEQA Considerations
- Section 6.0 – Persons and Sources Consulted
- Technical Appendices supporting the Draft PEIR

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 some 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 potential scope of environmental effects that warrant analysis in the Connect SoCal PEIR are as follows:

- Aesthetics and Views
- Agriculture and Forestry Resources
- Hazards and Hazardous Materials
- Hydrology and Water Resources
DRAFT SCHEDULE:
Key dates for the development and completion of the Connect SoCal PEIR are listed below:

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Anticipated Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB 52 Consultation</td>
<td>1st and 2nd Quarter 2019 (Completed)</td>
</tr>
<tr>
<td>Stakeholder Outreach</td>
<td>2nd and 3rd Quarter 2019 (Completed)</td>
</tr>
<tr>
<td>Complete Draft PEIR</td>
<td>3rd Quarter 2019</td>
</tr>
<tr>
<td>Release Draft PEIR for Public Review</td>
<td>November 2019</td>
</tr>
<tr>
<td>Complete Final PEIR</td>
<td>1st and 2nd Quarter 2020</td>
</tr>
<tr>
<td>Adoption and Certification</td>
<td>April 2020</td>
</tr>
</tbody>
</table>

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