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

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Community, Economic &  
Human Development  
Rex Richardson, Long Beach

Energy & Environment  
Carmen Ramirez, Oxnard

Transportation  
Curt Hagman, San Bernardino County

## REGULAR MEETING

# TRANSPORTATION COMMITTEE

*Thursday, March 1, 2018*  
*10:00 a.m. – 12:00 p.m.*

**Please Note NEW Address**  
**SCAG Main Office**  
**900 Wilshire Blvd., Ste. 1700**  
**Board Room**  
**Los Angeles, CA 90017**  
**(213) 236-1800**

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

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

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**Transportation Committee  
Members – March 2018**

**Members**

**Representing**

<p><b>Chair*</b> 1. <b>Sup. Curt Hagman</b></p> <p><b>Vice-Chair*</b> 2. <b>Hon. Randon Lane</b></p> <p>* 3. Hon. Sean Ashton</p> <p>* 4. Hon. Rusty Bailey</p> <p>* 5. Hon. Glen Becerra</p> <p>* 6. Hon. Ben Benoit</p> <p>7. Hon. Will Berg, Jr.</p> <p>8. Hon. Russell Betts</p> <p>9. Hon. Austin Bishop</p> <p>* 10. Hon. Art Brown</p> <p>* 11. Hon. Joe Buscaino</p> <p>12. Hon. Ross Chun</p> <p>13. Hon. Jim B. Clarke</p> <p>* 14. Hon. Jonathan Curtis</p> <p>15. Hon. Emily Gabel-Luddy</p> <p>* 16. Hon. James Gazeley</p> <p>* 17. Hon. Jeffrey Giba</p> <p>* 18. Hon. Lena Gonzalez</p> <p>19. Hon. Jack Hadjinian</p> <p>* 20. Hon. Jan Harnik</p> <p>21. Hon. Dave Harrington</p> <p>* 22. Hon. Carol Herrera</p> <p>* 23. Hon. Steve Hofbauer</p> <p>* 24. Hon. Jose Huizar</p> <p>* 25. Hon. Jim Hyatt</p> <p>* 26. Hon. Mike T. Judge</p> <p>27. Hon. Trish Kelley</p> <p>28. Hon. Linda Krupa</p> <p>29. Hon. James C. Ledford</p> <p>* 30. Hon. Clint Lorimore</p> <p>* 31. Hon. Ray Marquez</p> <p>* 32. Hon. Steve Manos</p> <p>33. Hon. Larry McCallon</p> <p>* 34. Hon. Marsha McLean</p>	<p><b>San Bernardino County</b></p> <p><b>District 5</b></p> <p>Downey</p> <p>Riverside</p> <p>Simi Valley</p> <p>Wildomar</p> <p>Port Hueneme</p> <p>Desert Hot Springs</p> <p>Palmdale</p> <p>Buena Park</p> <p>Los Angeles</p> <p>Aliso Viejo</p> <p>Culver City</p> <p>La Cañada Flintridge</p> <p>Burbank</p> <p>Lomita</p> <p>Moreno Valley</p> <p>Long Beach</p> <p>Montebello</p> <p>Palm Desert</p> <p>Aliso Viejo</p> <p>Diamond Bar</p> <p>Palmdale</p> <p>Los Angeles</p> <p>Calimesa</p> <p>Simi Valley</p> <p>Mission Viejo</p> <p>Hemet</p> <p>Palmdale</p> <p>Eastvale</p> <p>Chino Hills</p> <p>Lake Elsinore</p> <p>Highland</p> <p>Santa Clarita</p>	<p>District 25</p> <p>District 68</p> <p>District 46</p> <p>Air District Representative</p> <p>VCOG</p> <p>CVAG</p> <p>North L.A. County</p> <p>District 21</p> <p>District 62</p> <p>OCCOG</p> <p>WSCCOG</p> <p>District 36</p> <p>AVCJPA</p> <p>District 39</p> <p>District 69</p> <p>District 30</p> <p>SGVCOG</p> <p>RCTC</p> <p>OCCOG</p> <p>District 37</p> <p>District 43</p> <p>District 61</p> <p>District 3</p> <p>VCTC</p> <p>OCCOG</p> <p>WRCOG</p> <p>North L. A. County</p> <p>District 4</p> <p>District 10</p> <p>District 63</p> <p>SBCTA</p> <p>District 67</p>
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**Transportation Committee  
Members – March 2018**

**Members**

**Representing**

* 35. Hon. Dan Medina	<i>Gardena</i>	District 28
* 36. Hon. Barbara Messina	<i>Alhambra</i>	District 34
* 37. Hon. L. Dennis Michael	<i>Rancho Cucamonga</i>	District 9
* 38. Hon. Fred Minagar	<i>Laguna Niguel</i>	District 12
39. Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
* 40. Hon. Kris Murray	<i>Anaheim</i>	District 19
* 41. Hon. Frank Navarro	<i>Colton</i>	District 6
* 42. Sup. Shawn Nelson		Orange County
* 43. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
* 44. Hon. Sam Pedroza	<i>Claremont</i>	District 38
* 45. Hon. Greg Pettis	<i>Cathedral City</i>	District 2
* 46. Hon. Charles Puckett	<i>Tustin</i>	District 17
47. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
48. Hon. Dwight Robinson	<i>Lake Forest</i>	OCCOG
49. Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
* 50. Hon. Ali Saleh	<i>Bell</i>	District 27
51. Hon. Damon Sandoval	<i>Morongo Band of Mission Indians</i>	Tribal Government Regional Planning Board
52. Hon. Jesus Silva	<i>Fullerton</i>	Member-at-Large
* 53. Hon. Marty Simonoff	<i>Brea</i>	District 22
54. Hon. Zareh Sinanyan	<i>Glendale</i>	SFVCOG
* 55. Hon. Jose Luis Solache	<i>Lynwood</i>	District 26
* 56. Hon. Barb Stanton	<i>Town of Apple Valley</i>	District 65
57. Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
58. Hon. Jess Talamantes	<i>Burbank</i>	SFVCOG
59. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
* 60. Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
* 61. Hon. Alan Wapner	<i>Ontario</i>	SBCTA
62. Hon. Alicia Weintraub	<i>Calabasas</i>	LVMCOG
* 63. Hon. Michael Wilson	<i>Indio</i>	District 66
64. Ms. Nieves Castro	<i>Caltrans, District 7</i>	Ex-Officio Member

\* Regional Council Member



## TRANSPORTATION (TC) COMMITTEE AGENDA

Southern California Association of Governments  
Wilshire Grand Center, 900 Wilshire Boulevard, Suite 1700  
Los Angeles, California 90017  
**Thursday, March 1, 2018**  
**10:00 a.m. to 12:00 p.m.**

*The Transportation Committee (TC) 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 AND PLEDGE OF ALLEGIANCE**

*(The Honorable Curt Hagman, 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 committee staff 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**

#### **Page No.**

#### **Approval Item**

- |  |          |
|--|----------|
| 1. Minutes of the February 1, 2018 Meeting | <b>1</b> |
|--|----------|

#### **Receive and File**

- |   |           |
|---|-----------|
| 2. Governor’s Office of Planning and Research (OPR) Proposed Updates to the CEQA Guidelines | <b>7</b>  |
| 3. Amended Augmented 2017 Regional Active Transportation Program: Status Update             | <b>24</b> |

#### **INFORMATION ITEMS**

- |  |                 |           |
|--|-----------------|-----------|
| 4. San Pedro Bay Ports Clean Air Action Plan (CAAP) Update<br><i>(Heather Tomley, Director, Environmental Planning, Port of Long Beach; and Chris Cannon, Director, Environmental Management, Port of Los Angeles)</i> | <b>30 mins.</b> | <b>28</b> |
|--|-----------------|-----------|

**INFORMATION ITEMS - continued**

	<b><u>Time</u></b>	<b><u>Page No.</u></b>
5. Governor's Office of Planning and Research (OPR) Proposed SB 743 Implementation Guidelines <i>(Mike Gainor, SCAG Staff)</i>	<b>20 mins.</b>	<b>36</b>
6. Orange County Streetcar Project <i>(Kelly Hart, Capital Program Project Manager, Orange County Transportation Authority – OCTA)</i>	<b>15 mins.</b>	<b>46</b>

**CHAIR'S REPORT**

*(The Honorable Curt Hagman)*

**METROLINK REPORT**

*(The Honorable Art Brown, SCAG Representative to Metrolink)*

**STAFF REPORT****FUTURE AGENDA ITEM/S****ANNOUNCEMENT/S****ADJOURNMENT**

***The next regular meeting of the TC is scheduled for Thursday, April 5, 2018 at the Wilshire Grand Center, 900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017.***

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

**TC Agenda Item No. 1**  
**March 1, 2018**

TRANSPORTATION COMMITTEE  
MINUTES OF THE MEETING  
THURSDAY, FEBRUARY 1, 2018

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

The Transportation Committee (TC) met at SCAG, 900 Wilshire Blvd., 17<sup>th</sup> Floor, Los Angeles, CA 90017. The meeting was called to order by Chair Hon. Curt Hagman, San Bernardino County. A quorum was present.

**Members Present:**

Hon. Sean Ashton, Downey	District 25
Hon. Rusty Bailey, Riverside	District 68
Hon. Glen Becerra, Simi Valley	District 46
Hon. Ben Benoit, Wildomar	South Coast AQMD
Hon. Will Berg, Port Hueneme	VCOG
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Art Brown, Buena Park	District 21
Hon. Joe Buscaino, Los Angeles	District 62
Hon. Ross Chun, Aliso Viejo	OCTA
Hon. Jim Clarke, Culver City	WCCOG
Hon. James Gazeley, Lomita	District 39
Hon. Jeffrey, Giba, Moreno Valley	District 69
Hon. Jack Hadjinian, Montebello	SGVCOG
Hon. Curt Hagman <b>(Chair)</b>	San Bernardino County
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Steven Hofbauer, Palmdale	District 43
Hon. Jim Hyatt, Calimesa	District 3
Hon. Mike T. Judge, Simi Valley	VCTC
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Randon Lane, Murrieta <b>(Vice Chair)</b>	District 5
Hon. Clint Lorimore, Eastvale	District 4
Hon. Steve Manos, Lake Elsinore	District 63
Hon. Ray Marquez, Chino Hills	District 10
Hon. Larry McCallon	Highland
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28

Hon. Barbara Messina, Alhambra	District 34
Hon. L. Dennis Michael	District 9
Hon. Fred Minagar, Laguna Niguel	District 12
Hon. Carol Moore, Laguna Woods	OCCOG
Hon. Frank Navarro, Colton	District 6
Hon. Sam Pedroza, Claremont	District 38
Hon. Greg Pettis, Cathedral City	District 2
Hon. Charles Puckett, Tustin	District 17
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ali Saleh, Bell	GCCOG
Hon. Jesus Silva, Fullerton	
Hon. Marty Simonoff, Brea	District 22
Hon. Cynthia Sternquist, Temple City	SGVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Cheryl Viegas-Walker, El Centro	District 1
Hon. Alan Wapner, Ontario	SBCTA/SBCOG
Hon. Alicia Weintraub, Calabasas	LVMCOG
Hon. Michael Wilson, Indio	District 66
Mr. Dan Kopulsky	Caltrans District 7

**Members Not Present:**

Hon. Austin Bishop, Palmdale	North L.A. County
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Emily Gabel-Luddy	AVCJPA
Hon. Gonzalez, Lena, Long Beach	District 30
Hon. Jan Harnik, Palm Desert	RCTC
Hon. Dave Harrington, Aliso Viejo	OCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. Linda Krupa, Hemet	WRCOG
Hon. James C. Ledford	Palmdale
Hon. Kris Murray, Anaheim	District 19
Hon. Shawn Nelson	Orange County
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. Crystal Ruiz, San Jacinto	WRCOG
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Zareh Sinanyan, Glendale	SFVCOG
Hon. José Luis Solache, Lynwood	District 26
Hon. Barb Stanton, Apple Valley	SBCTA/SBCOG
Hon. Jess Talamantes	SFVCOG

**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Curt Hagman, San Bernardino County, called the meeting to order at 10:07 a.m. and led the Pledge of Allegiance.

**PUBLIC COMMENT**

No members of the public requested to comment.



## CONSENT CALENDAR

### 1. Minutes of the December 1, 2017 Meeting

A MOTION was made (Brown) and SECONDED (Navarro) to approve the Minutes of the December 1, 2017 meeting. The Motion passed by the following votes:

AYES: Ashton, Bailey, Benoit, Berg, Betts, Brown, Clarke, Gazeley, Giba, Hadjinian, Hagman, Herrera, Hofbauer, Hyatt, Judge, Kelley, Lane, Lorimore, Manos, McCallon, Medina, Messina, Minagar, Moore, Navarro, Pedroza, Puckett, Real Sebastian, Silva, Simonoff, Sternquist, Viegas-Walker, Wapner, Weintraub, Wilson (35)

NOES: None (0)

ABSTAIN: Marquez, McLean, Michael, Pettis, Tercero (5)

## Receive and File

2. Governor's Office of Planning and Research (OPR) Proposed SB 743 Implementation Guidelines and Technical Advisory
3. Governor's Office of Planning and Research (OPR) Proposed Updates to the CEQA Guidelines
4. Summary of the Department of Finance's 2017 Population Growth Estimates for the SCAG Region

Hon. Trish Kelley, Mission Viejo, requested an informational presentation on Receive and File item 2; Governor's Office of Planning and Research (OPR) Proposed SB 743 Implementation Guidelines and Technical Advisory.

A MOTION was made (Brown) and SECONDED (Puckett) to approve Consent Calendar items 3 and 4. The Motion passed by the following votes:

AYES: Ashton, Bailey, Benoit, Berg, Betts, Brown, Clarke, Gazeley, Giba, Hadjinian, Hagman, Herrera, Hofbauer, Hyatt, Judge, Kelley, Lane, Lorimore, Manos, Marquez, McCallon, McLean, Medina, Messina, Michael, Minagar, Moore, Navarro, Pedroza, Pettis, Puckett, Real Sebastian, Silva, Simonoff, Sternquist, Tercero, Viegas-Walker, Wapner, Weintraub, Wilson (40)

NOES: None (0)

ABSTAIN: Saleh (1)

### 2. Governor's Office of Planning and Research (OPR) Proposed SB 743 Implementation Guidelines and Technical Advisory

Michael Gainor, SCAG staff, provided an update on SB 743 Implementation Guidelines. Mr. Gainor noted the Governor's Office of Planning and Research (OPR) had prepared a set of proposed updates to the CEQA Guidelines including some significant changes to the transportation impact analysis methodology as required by SB 743. He stated a workshop was conducted January 31, 2018 with SCAG and OPR staff and included the participation of more than 120 stakeholders, including local jurisdictions' planning and public works staff.

A MOTION was made (Kelley) and SECONDED (Navarro) to approve Consent Calendar item 2. The Motion passed by the following votes:

AYES: Ashton, Bailey, Benoit, Berg, Betts, Brown, Clarke, Gazeley, Giba, Hadjinian, Hagman, Herrera, Hofbauer, Hyatt, Kelley, Lane, Lorimore, Manos, Marquez,

McCallon, Medina, Messina, Michael, Minagar, Moore, Navarro, Pedroza, Pettis, Puckett, Real Sebastian, Saleh, Silva, Simonoff, Sternquist, Tercero, Viegas-Walker, Wapner, Weintraub, Wilson (39)

NOES: None (0)  
ABSTAIN: McLean (1)

## **INFORMATION ITEMS**

### 5. California Road Charge Pilot Program

Norma Ortega, Caltrans Chief Financial Officer, reported on the California Road Charge Pilot Program. Ms. Ortega stated the pilot program originated with passage of Senate Bill 1077 (SB 1077) in recognition that the State gas tax had not been raised in over 20 years, and she noted that revenue from the gas tax was not indexed to inflation—resulting in a 50% decrease in purchasing power. Ms. Ortega stated that SB 1077 called for the creation of a Road Charge Technical Advisory Committee, which was formed to study a road charge as an alternative to the gas tax. She noted a series of outreach meetings took place throughout the State seeking public input on the design of the pilot. Ms. Ortega reported 5,000 vehicles statewide participated in the pilot program over a nine-month period, and that further, six mileage reporting methods were used and the pilot included heavy-duty commercial vehicles making it the largest road charge pilot in the nation to date.

Ms. Ortega reviewed the various elements of the pilot program including reporting methods, user privacy, data security, user statements and the revenue neutral per mile charge of 1.8 cents. She noted that 85% of pilot participants were satisfied with the overall program, 78% were satisfied with the pilot and 73% agreed that a road charge was fairer than a gas tax. Ms. Ortega stated that next steps included recommendations from the California Transportation Commission to the State Legislature by December 2018.

Hon. Trish Kelley, Mission Viejo, asked at which stage in the process would there be a deliberation of the per-mile fee. Ms. Ortega responded that those deliberations would be held at the Legislature and was likely five to ten years in the future. She further stated the focus of the pilot was evaluating the functionality, complexity and feasibility of the critical elements of a potential road charge but a range of issues would likely be debated in policy discussions by the Legislature, including the per-mile fee.

Hon. Sam Pedroza, Claremont, asked if vehicle fleets were part of the pilot program. Ms. Ortega responded that several vehicle fleets were part of the program including Caltrans, those from participating cities and counties as well as those from AAA Southern California.

### 6. How Transit Affects Job Seekers

Marlon Boarnet, Ph.D., Professor and Chair, Department of Urban Planning, University of Southern California, reported on current research that examined the ability of low income workers to access jobs using transit. He noted that transit travel time included time spent accessing/egressing to and from transit stops, waiting or transferring on transit and in-vehicle time. Further, he noted that time spent accessing/egressing to and from transit represented 20% or greater of transit travel time. Dr. Boarnet researched low income Census tracts in San Diego and noted that low wage workers travelling by car could reach 444,677 jobs in the county; however; those travelling on transit could access 24,703 jobs in a 30-minute transit trip. He stated that his study found that improving First/Last Mile access to transit was a more effective

way to increase transit use and less costly than increasing transit line headways. Dr. Boarnet noted that improving transit access/egress could be an effective equity planning tool. He also noted bicycle use or bike sharing programs with seamless transit integration in low-income neighborhoods and shared car services could be explored to improve access to transit in low income neighborhoods.

#### 7. Metro's First/Last Mile Program Update

Katie Lemmon, Los Angeles County Metropolitan Transportation Authority (Metro), provided an update on Metro's First/Last Mile program. Ms. Lemmon reported First/Last Mile planning sought to facilitate transit trips by improving station connections and passenger safety for those walking, biking and using other modes to access Metro's stations. She noted improving First/Last Mile connections improved passenger safety, and increased access to schools, jobs, shopping and other destinations. She noted that field observations were conducted to examine typical First/Last Mile barriers, and that those barriers included long street blocks lacking crosswalks, uneven or broken sidewalks, inadequate bicycle facilities, freeway underpasses, inadequate drainage on some streets, lack of bus stop shelters, and inadequate transit way-finding signs.

Ms. Lemmon stated that current projects included First/Last Mile planning for Blue Line stations. Additionally, she stated that First/Last Mile planning and implementation was underway for the Purple Line extensions Phase 2 and 3 as well for Crenshaw Line stations and the Gold Line extension 2B. She noted collaboration with cities was critical to the success of First/Last Mile efforts and stated a First/Last Mile training would be held March 7, 2018 in Palmdale.

Hon. Cheryl Viegas-Walker, El Centro, commented that current efforts ought to include outreach to Chambers of Commerce and those in the regional tourism industry. She noted the tourist population may be uncertain how to access public transit and encouraged more outreach toward this group of potential transit riders.

#### **CHAIR'S REPORT**

Curt Hagman, San Bernardino County, reported that a location was being sought in Southern California for autonomous vehicle testing and encouraged a review of future transportation technologies such as personal pods, maglev technology and future trends.

#### **FUTURE AGENDA ITEMS**

Hon. Jim Clarke, Culver City, asked if SCAG could take an active role with traffic application companies such as Waze to see if they could differentiate HOV and FasTrak lanes so drivers were aware of them and could judge time and distance when taking evaluating travel options.

Hon. Rusty Bailey, Riverside, asked for a discussion on the progress of streetcars in Orange County and Los Angeles. Hon. Jeff Giba, Moreno Valley, asked for a presentation on maintaining roads and highways, the materials used, time involved and cost.

#### **ADJOURNMENT**

Hon. Curt Hagman, San Bernardino County, adjourned the meeting at 11:43 a.m.

**[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]**

Transportation Committee Attendance Report

2018

Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended			= No Meeting			NM = New Member			Mtg's Attended	
		IC	LA	OC	RC	SB	VC	Feb	Mar	April	GA May	June	July	Aug	Sept	Oct		Nov
1 Ashton, Sean*	Downey		X					X										
2 Bailey, Rusty*	Riverside, WRCOG				X			X										
3 Becerra, Glen*	Simi Valley						X	X										
4 Benoit, Ben*	South Coast AQMD				X			X										
5 Berg, Will	VCOG, Port Huename							X										
6 Betts, Russell	CVAG				X			X										
7 Bishop, Austin	County																	
8 Brown, Art*	Buena Park			X				X										
9 Buscaino, Joe*	Los Angeles		X					X										
10 Castro, Nieves	Caltrans District 7																	
11 Chun, Ross	Aliso Viejo, OCTA			X				X										
12 Clarke, Jim	Culver City, WCCOG		X					X										
13 Curtis, Jonathan*	La Cañada Flintridge		X															
14 Gabel-Luddy, Emily	Burbank, AVCJPA		X															
15 Gazeley, James*	Lomita		X					X										
16 Giba, Jeffrey*	Moreno Valley				X			X										
17 Gonzalez, Lena*	Long Beach		X															
18 Hadjinian, Jack	Montebello, SGVCOG		X					X										
19 Hagman, Curt* (Chair)	San Bernardino County					X		X										
20 Harnik, Jan*	Palm Desert, RCTC				X													
21 Harrington, Dave	Aliso Viejo, OCCOG			X														
22 Herrera, Carol*	Diamond Bar		X					X										
23 Hofbauer, Steven*	County		X					X										
24 Huizar, Jose*	Los Angeles		X															
25 Hyatt, Jim*	Calimesa				X			X										
26 Judge, Mike*	Simi Valley, VCTC						X	X										
27 Kelley, Trish	Mission Viejo, OCCOG			X				X										
28 Krupa, Linda	Hemet, WRCOG				X													
29 Lane, Randon* (Vice Chair)	Murrieta				X			X										
30 Ledford, James C.	County		X															
31 Lorimore, Clint*	Eastvale				X			X										
32 Manos, Steve*	Lake Elsinore				X			X										
33 Marquez, Ray*	Chino Hills					X		X										
34 McCallon, Larry	Highland					X		X										
35 McLean, Marsha*	Santa Clarita		X					X										
36 Medina, Dan*	Gardena		X					X										
37 Messina, Barbara*	Alhambra		X					X										
38 L. Dennis Michael*	Rancho Cucamonga					X		X										
39 Minagar, Fred*	Laguna Niguel			X				X										
40 Moore, Carol	Laguna Woods, OCCOG			X				X										
41 Murray, Kris*	Anaheim		X															
42 Navarro, Frank*	Colton					X		X										
43 Nelson, Shawn*	County of Orange			X														
44 O'Connor, Pam*	Santa Monica		X															
45 Pedroza, Sam*	Claremont		X					X										
46 Pettis, Greg*	Cathedral City				X			X										
47 Puckett, Charles*	Tustin							X										
48 Real Sebastian, Teresa	Monterey Park/SGVCOG		X					X										
49 Robinson, Dwight	Lake Forest, OCCOG			X														
50 Ruiz, Crystal	WRCOG/San Jacinto				X													
51 Saleh, Ali*	City of Bell, GCCOG		X					X										
52 Sandoval, Damon	Morongo Band of Mission Indians																	
53 Silva, Jesus	Fullerton			X				X										
54 Simonoff, Marty*	Brea			X				X										
55 Sinanyan, Zareh	Glendale		X															
56 Solache, José Luis*	Lynwood		X															
57 Stanton, Barb*	Apple Valley					X												
58 Sternquist, Cynthia	Temple City		X					X										
59 Talamantes, Jess			X															
60 Tercero, Brent	Pico Rivera		X					X										
61 Viegas-Walker, Cheryl*	El Centro	X						X										
62 Wapner, Alan*	SBCTA/SBCOG					X		X										
63 Weintraub, Alicia	Calabasas/LVMCOG		X					X										
64 Wilson, Michael*	Indio, CVAG				X			X										
	<b>Totals</b>	<b>1</b>	<b>24</b>	<b>TC</b>	<b>Packet 7 03.01.18</b>													

\* Regional Council Member

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

**Agenda Item No. 2**  
**March 1, 2018**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**



**From:** Roland Ok, Senior Regional Planner, 213-236-1839,  
[ok@scag.ca.gov](mailto:ok@scag.ca.gov)

**Subject:** Governor's Office of Planning and Research (OPR) Proposed  
Updates to the CEQA Guidelines

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**RECOMMENDED ACTION FOR EEC:**

For Information Only - No Action Required

**RECOMMENDED ACTION FOR CEHD, TC and RC:**

Receive and File.

**EXECUTIVE SUMMARY:**

*On November 27, 2017, the Governor's Office of Planning and Research (OPR) transmitted the final proposed amendments to the Guidelines implementing the California Environmental Quality Act (CEQA) to the California Natural Resources Agency. OPR's comprehensive package contains a complete set of updates to the CEQA Guidelines. Proposed updates are aimed towards improving efficiency, substantive analysis, and technical analysis. Updates also include the proposed SB743 Implementation Guidelines (For further details please refer to a separate February 2018 Staff Report titled: Governor's Office of Planning and Research (OPR) Proposed SB743 Implementation Guidelines).*

*The final rulemaking process now being conducted by the California Natural Resources Agency allows for an additional opportunity for public review and comment. The Natural Resources Agency has established a public comment period which will end on March 15, 2018. SCAG is in the process of drafting a comment letter in response to the proposed updates to the CEQA guidelines.*

*To provide information to our local stakeholders, SCAG hosted a CEQA Guidelines and SB 743 Workshop on January 31, 2018 at the Caltrans District 7 offices. Comments and feedback received at the workshop have been incorporated into the SCAG's draft comment letter, as appropriate. SCAG has also requested local jurisdictions and stakeholders to provide us comments by February 28, 2018, and will incorporate their input into the comment letter, as appropriate.*

*A public hearing for the proposed updates to the CEQA guidelines will be held on March 14, 2018, from 1:30 to 4:30 PM at the California Science Center (Annenberg Building-Muses Room), located*

at: 700 Exposition Park Dr., Los Angeles, CA 90037. For more information on the rule making process and public comment period, please visit:

<http://resources.ca.gov/ceqa/docs/update2018/notice-of-proposed-rulemaking.pdf>

For more information on the contents of the proposed updates to the CEQA Guidelines, please visit OPR's website at: <http://opr.ca.gov/ceqa/updates/guidelines/> and California Natural Resources Agency's website at: <http://resources.ca.gov/ceqa/guidelines/>

#### **STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

#### **BACKGROUND:**

On November 27, 2017, the Governor's Office of Planning and Research (OPR) transmitted the final proposed amendments to the Guidelines implementing the California Environmental Quality Act (CEQA) to the California Natural Resources Agency for final rulemaking. CEQA requires public agencies, as part of the project approval decision-making process, to evaluate and mitigate a project's potential environmental impacts. OPR is charged with developing the administrative regulations to implement CEQA, and the Natural Resources Agency adopts those regulations following a formal rulemaking process. The implementation regulations, commonly referred to as the CEQA Guidelines, are required to be updated on a regular basis. The last comprehensive update to the CEQA Guidelines was completed in the late 1990s.

#### **OVERVIEW OF PROPOSED UPDATES TO THE CEQA GUIDELINES**

OPR has crafted a comprehensive package of updates to the CEQA guidelines that reflects input obtained through numerous public comment periods and feedback received during informal stakeholder meetings, conferences, and other venues. The OPR proposal contains changes or additions involving nearly thirty different sections, including steps to facilitate and streamline the environmental review process.

Key updates to the CEQA Guidelines include the following:

##### **Efficiency Improvements**

Regulatory Standards: Promotes the use of existing regulatory standards in the CEQA process. Using standards as "thresholds of significance" creates a predictable starting point for analysis and allows lead agencies to rely on the expertise of other regulatory bodies without foreclosing the consideration of any potential project-specific effects.

Updates to the Environmental Checklist: The OPR package proposes to update the environmental checklist that most agencies use to conduct their environmental review. Redundant questions in the existing checklist are eliminated and some questions are updated to address contemporary topics. The checklist has also been updated with several new questions related to transportation

impacts and wildfire risk, pursuant to Senate Bill 743 (Steinberg, 2013), and Senate Bill 1241 (Kehoe, 2012), respectively. It also relocates questions related to paleontological resources as directed by Assembly Bill 52 (Gatto, 2014).

Tiering: The OPR package includes several changes to make the existing programmatic environmental review process easier to use for subsequent projects. Specifically, it clarifies the rules on tiering and provides additional guidance on when a later project may be considered within the scope of a program EIR, thereby obviating the need for additional environmental review.

Exemptions: The OPR package enhances several existing CEQA exemptions. For example, consistent with Senate Bill 743 (Steinberg, 2013), it expands upon an existing exemption for projects implementing a specific plan to include not just residential, but also commercial and mixed-use projects that are located near transit. It also clarifies exemption rules for changes to existing facilities so that vacant buildings can more easily be redeveloped. Changes to that same exemption would also promote pedestrian, bicycle, and streetscape improvements within an existing right of way.

### **Substantive Improvements**

Energy Impacts Analysis: The OPR package provides new guidance regarding energy impact analysis. Specifically, it requires an EIR to include an analysis of a project's energy impacts that addresses not just building design, but also transportation, equipment use, location, and other relevant factors.

Water Supply Impact Analysis: The OPR package proposes guidance on the analysis of water supply impacts. The guidance is built upon the California Supreme Court decision in *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412 (*Vineyard*). The new provision requires analysis of a proposed project's possible sources of water supply over the life of the project and the environmental impacts of supplying that water to the project. The analysis must consider any uncertainties in supply, as well as potential alternatives.

Greenhouse Gas Emissions Analysis: The OPR package includes proposed updates related to the analysis of impacts from greenhouse gas emissions. The proposed changes reflect current appellate case law, including *Center for Biological Diversity v. Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204; and *Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497.

Transportation Impact Analysis: Please refer to a separate March 2018 Staff Report titled: Governor's Office of Planning and Research (OPR) Proposed SB743 Implementation Guidelines)

## Technical Improvements

Evaluation of Hazards: The OPR package includes changes related to the evaluation of hazards as mandated by the California Supreme Court in *CBIA v. BAAQMD* (2015) 62 Cal.4<sup>th</sup> 369.

Environmental Baseline: The OPR package clarifies when it may be appropriate to use projected future conditions as the environmental baseline.

Mitigation Measures: The OPR package clarifies when agencies may defer specific details of mitigation measures until after project approval.

Responses to Comments: The OPR package proposes a set of changes related to the duty of lead agencies to provide detailed responses to comments on a project. The changes clarify that a general response may be appropriate when a comment submits voluminous data and information without explaining its relevance to the project.

Other Changes: Other proposed updates address a range of topics such as selecting the lead agency, posting notices with county clerks, clarifying the definition of “discretionary,” and others. The package includes technical changes to Appendices D and E to reflect recent statutory requirements and previously adopted amendments to the CEQA Guidelines, and to correct typographical errors. Additional technical improvements include those related to pre-approval agreements, lead agency by agreement, common sense exemption, preparation of the initial study, consultation with transit agencies, citations in environmental documents, time limits for negative declarations, project benefits, joint NEPA/CEQA documents, use of the emergency exemption, discretionary projects, use of conservation easements as mitigation, and Appendices C and M to the CEQA Guidelines.

## STATUS OF STAFF REVIEW

SCAG is appreciative of the considerations OPR has made in response to our concerns and those of the local stakeholders. SCAG staff has reviewed the proposed update to the CEQA guidelines and are mostly supportive of the proposed changes as they would facilitate the environmental review process in an efficient manner. Nevertheless, SCAG staff is in the process of drafting a comment letter in support of key topics but also asking for clarification on others (For further details, please refer to Attachment 1, Preliminary SCAG Staff Comments on Updates to CEQA Guidelines). Key topics considered for commenting are as follows:

1. Environmental baseline (Proposed amendments to Section 15125)
2. Proposed language on tiering
3. Promoting the use of existing regulatory standards in the CEQA process
4. Discussion of energy based impacts under Appendix G
5. Evaluating greenhouse gas impacts (Proposed amendments to Section 15064.4)
6. Discussion of project benefits (Proposed amendments to Section 15124)
7. Discussion of Wildfire Impacts under Appendix G



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**PUBLIC REVIEW AND NEXT STEPS**

As part of its final rulemaking process, the California Natural Resources Agency has initiated a public review period for the proposed SB 743 Implementation Guidelines. The public comment period will conclude on March 15, 2018.

After the public review period was initiated, SCAG hosted a CEQA Guidelines and SB 743 Workshop on January 31, 2018 at the Caltrans District 7 offices. OPR staff provided information and answered questions regarding these regulatory modifications (For a copy of the Workshop presentation materials, please visit: <http://scag.ca.gov/NewsAndMedia/Pages/Presentations.aspx>). The Workshop was attended by approximately 120 participants.

SCAG will be drafting a comment letter in response to the proposed CEQA Guidelines. The comment letter will incorporate comments from SCAG staff and input received at the Workshop, as appropriate. SCAG has also requested local jurisdictions and stakeholders to provide us comments by February 28, 2018, and will incorporate their input into the comment letter, as appropriate. In addition, public hearings will be held in Los Angeles in accordance with the requirements set forth in Government Code section 11346.8. The hearing details are as follows:

Date: March 14, 2018  
Time: 1:30 – 4:30 PM  
Location: California Science Center  
Annenberg Building  
Muses Room  
700 Exposition Park Dr, Los Angeles, CA 90037

For more information on the rule making process and public comment period, please visit: <http://resources.ca.gov/ceqa/docs/update2018/notice-of-proposed-rulemaking.pdf>

For more information on the contents of the Proposed Update to the CEQA Guidelines, please visit OPR's website at: <http://opr.ca.gov/ceqa/updates/guidelines/> and California Natural Resources Agency's website at: <http://resources.ca.gov/ceqa/guidelines/>

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 17/18 Overall Work Program (080.SCG00153.04: Regional Assessment).

**ATTACHMENT/S:**

1. Preliminary SCAG Staff Comments on Updates to CEQA Guidelines
2. PowerPoint Presentation on Preliminary SCAG Staff Comments on Updates to CEQA Guidelines

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## Proposed Updates to CEQA Guidelines

### Preliminary Staff Comments for Discussion and Input Only (2/13/18)

#### 1. Clarification on Environmental Baseline (Proposed Amendments to Section 15125)

OPR's package proposes to amend subdivision (a) of section 15125 regarding the environmental setting. Specifically, OPR's package proposes to add a statement of purpose and three subdivisions to subdivision (a).

In the body of subdivision (a), OPR proposes to add a sentence stating that the purpose of defining the environmental setting is to give decision-makers and the public an accurate picture of the project's likely impacts, both near-term and long-term. The purpose of adding this sentence to subdivision (a) is to guide lead agencies in the choice between alternative baselines. When in doubt, lead agencies should choose the baseline that most meaningfully informs decision-makers and the public of the project's possible impacts (Page 98).

In the body of subdivision (a)(1), OPR's package sets forth a general rule: "normally, conditions existing at the time of the environmental review should be considered the baseline." However it further states that "the lead agency may describe both existing conditions as well as future conditions" (Page 99).

In the body of subdivision (a)(2), OPR's package sets forth the exception to the general rule and the conditions allowing lead agencies to use an alternative baseline. Subdivision (a)(2) explains that existing conditions may be omitted in favor of an alternate baseline where "use of existing conditions would be either misleading or without informative value to decision-makers and the public" (Page 99). It further clarifies that if future conditions are to be used, "they must be based on reliable projections grounded in substantial evidence" (Page 100).

In the body of subdivision (a)(3) OPR's package specifies that hypothetical conditions may not be used as a baseline. Specifically, the subdivision states that "lead agencies may not measure project impacts against conditions that are neither existing nor historic, such as those that might be allowed under permits or plans" (Page 100).

SCAG appreciates OPR's efforts on providing additional language with regard to baseline and base year existing conditions. There has been an on-going debate as to how agencies should properly evaluate long range plans. The updated guidelines appear to give the lead agency the freedom to choose either setting for assessing existing conditions, as appropriate.

However, further clarifications are needed for the following questions:

- If the lead agency decides to describe both existing and future conditions, and if future conditions resulted in less than significant impacts, whereas existing conditions resulted in significant impacts, could the lead agency override the significant impact determination under existing conditions and conclude that overall impacts would be less than significant,

as long as they provided substantial evidence and data (i.e., regulations, modeling and emerging technology), to justify their statement?

- Additionally, is the lead agency required to mitigate for impacts under existing conditions, even though they would be unnecessary for future conditions?

## **2. Clarification on Tiering**

OPR's package proposes to amend section 15152(h) to further assist lead agencies to determine if tiering is appropriate for a given project. OPR proposes to rewrite this section that tiering is only "one of several streamlining mechanisms that can simplify the environmental review process" (Page 25). The proposed amendment states: "The rules in this section govern tiering generally. Several other methods to streamline the environmental review process exist, which are governed by the more specific rules of those provisions. Where other methods have more specific provisions, those provisions shall apply, rather than the provisions in this section. Where multiple methods may apply, lead agencies have discretion regarding which to use" (Page 27). Additionally, proposed amendments under section 15152(h) now include "infill projects (Section 15183.3)" for potential projects qualified for tiering (Page 28).

SCAG appreciates OPR including "infill projects" as potential projects qualified for tiering. Local jurisdictions who wish to tier off of their Specific Plan PEIRs or gain CEQA exemptions for Transit Oriented Development projects would highly benefit from this addition.

OPR's efforts on providing clarification for tiering and CEQA streamlining is much appreciated. Redundancy has become a major issue when conducting environmental analysis. However, it would be helpful if the CEQA guidelines were revised to describe all CEQA streamlining options under one unified section. Currently, CEQA streamlining and tiering is described under Section 15152, 15183, Appendix M and other sections throughout the CEQA guidelines. Streamlining the Guidelines itself would provide clarity to a project applicant.

While not applicable to the CEQA guidelines itself, it would be helpful if OPR hosted workshops with respect to CEQA streamlining and providing materials (i.e., examples, flowcharts) to lead agencies. Educating lead agencies and CEQA practitioners would facilitate the environmental review process.

## **3. Promoting the use of existing regulatory standards in the CEQA process**

OPR's package promotes the use of existing regulatory standards in the CEQA process. OPR proposes to update sections 15064 and 15064.7 to expressively provide that lead agencies may use thresholds of significance in determining significance, and that some regulatory standards may be appropriately used as thresholds of significance.

SCAG has been a proponent of using existing regulatory standards in the CEQA process and has done so for the 2016 RTP/SCS Programmatic Environmental Impact Report. We believe that using regulatory standards for determining significance would bring cohesiveness and consistency throughout the region. By doing so, not only are we able to reach statewide goals together but are able appropriately assess statewide impacts from a macro (program level) to micro (project

level) scale with ease. However, when using existing regulatory standards, it is not simply enough to state a standard and determine that a project would result in less than significant impacts, should it fall within or below the standard. The usage of regulatory standards to determine a level of significance should be fully explained and supported by adopted policies and scientific evidence within the CEQA document.

#### **4. Discussion of energy based impacts under Appendix G**

OPR's package proposes to amend Section 15126.2 to discuss energy based impacts under Appendix G.

SCAG appreciates OPR's effort into integrating energy based impact discussion under Appendix G. Appendix F of the CEQA guidelines has contained guidance on energy analysis for decades but was often overlooked. Even though Appendix F was revised in 2009 to clarify that analysis is mandatory, the discussion of energy impacts was limited. SCAG believes that in order to reach our greenhouse gas emissions reduction targets for the future, it is important that we identify any wasteful energy use and identify appropriate mitigation measures to reduce emissions and to promote sustainable features for any given project.

#### **5. Updates to evaluating greenhouse gas impacts (Proposed Amendments to Section 15064.4)**

OPR's package proposes to amend Section 15064.4. First, the proposed amendments clarify that a project must make a good faith effort to estimate or describe a project's greenhouse gas emissions. More importantly, the focus of the lead agency's analysis should be on the project's effect on climate change (Page 87). This clarification is necessary to avoid an incorrect focus on the quantity of emissions, and in particular how that quantity of emissions compare to global emissions (Page 88). OPR's package further clarifies that lead agencies should consider the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change (Page 88). Second, the proposed amendments clarify that lead agencies should consider a timeframe for the analysis that is appropriate for the project, due to the fact that in some cases, it would be appropriate for agencies to consider a project's long-term greenhouse gas impacts, such as for projects with long time horizons for implementations (Page 88). Third, the proposed amendments clarify that an agency's analysis must reasonably reflect evolving scientific knowledge and state regulatory schemes (Page 88). Fourth, the proposed amendments clarify that an agency's analysis may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change (Page 89).

SCAG supports OPR's proposed amendments on evaluating greenhouse gas impacts. As mentioned previously, it is important that we work towards reducing emissions. In the past, when greenhouse gas emissions were evaluated, emissions were often analyzed with little or no mention of climate change. Proposed changes would ensure that we focus on a project's contribution (or no contribution) to climate change, thereby allowing us to quantify our distance to the region's greenhouse gas emissions target goals. SCAG agrees that an appropriate

timeframe setting is important when evaluating greenhouse gas emissions. Projects that have significant development or operational periods and have potential to emit significant amount of greenhouse gas emissions, should have a level of analysis that captures a longer timeframe as it allows us to determine if we can achieve long term State targets in reducing greenhouse gas emissions.

SCAG also agrees that an agency's analysis must reasonably reflect evolving scientific knowledge and state regulatory schemes. The purpose of a CEQA document is to fully inform the public and decision makers on a project's potential impacts. Therefore, it is important that when conducting CEQA documentation, agencies should make the best effort to use the best data and modeling tools available. This is highly critical as scientific research and knowledge is a dynamic process, which is continuously evolving rather than a static one. It is also important that discussion and analysis revolves around existing and new regulatory standards that are and were codified during the preparation of the environmental document. As referenced before, should an agency decide to use regulatory standards as a threshold for significance, standards should be fully explained and supported by adopted polices and scientific evidence within the CEQA document.

Since the enactment of Executive Orders B-16-2012, B-30-15, S-3-04, Assembly Bill 32 and the codification of Senate Bill 32, there has been an on-going debate as to how to appropriately analyze greenhouse gas emission impacts, particularly cumulative impacts. Greenhouse gas emissions by nature are "global", as opposed to localized with respect to cumulative impacts. To clarify, greenhouse gas emission impacts are not confined within the boundaries of a project area, a city or even a state, but contribute to a global inventory by nature, thus making it difficult to analyze within CEQA as it hard to bridge the gap of analysis for a local project (i.e. manufacturing factory, small refinery, or retail projects) and it's impacts on the state or the entire world. SCAG requests that OPR work with MPOs and local jurisdictions to develop a sound roadmap as to how to properly analyze cumulative greenhouse gas emission impacts, in an effort to facilitate the CEQA process, minimize litigation and to achieve statewide targets.

## **6. Discussion of Project Benefits (Proposed Amendments to Section 15124)**

OPR's package proposes to amend subdivision (b) of Section 15124. Currently, subdivision (b) states that a project description shall include a statement of objectives sought by the project. The proposed language has been revised to state: "The statement of objectives should include the underlying purpose of the project and may discuss the project benefits" (Page 152).

SCAG supports the proposed amendments to Section 15124. Allowing a discussion of project benefits within the project description would be beneficial to lead agencies. Previously, project benefits have been discussed solely within the Findings of Facts and Statement of Overriding Considerations Section within the Final Environmental Impact Report. Unfortunately, this section is highly overlooked from the general public. As such, readers often do not understand as to why a certain project is being developed and will often focus on the environmental impacts, thus creating a negative bias. By describing the project benefits up front, the reader will be offered a more balanced perspective, prior to making their decision.

## **7. Discussion of Wildfire Impacts under Appendix G**

OPR's package proposes to amend Appendix G by adding the discussion of wildfires as one of its primary environmental topics.

SCAG supports proposed amendments to Appendix G, allowing for a discussion of wildfire impacts. Over the past decades, the State of California has experienced a multitude of wildfires. The wildfires of 2017 were considered the most destructive fire events in California's history. According to the California Department of Forestry and Fire Protection, a total of 9,133 fires burned through 1,381,405 acres, which resulted in an economic toll of at least \$180 billion. As such, it is clear that a discussion revolving around wildfire impacts is greatly needed. The discussion of wildfire impacts will be beneficial, as it will potentially inform the general public about potential wildfire risks. Additionally, should any potential risks or impacts be identified, appropriate mitigation measures to minimize such hazards would be developed.

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# Proposed Updates to the State CEQA Guidelines

## Preliminary Staff Comments for Discussion

SCAG Energy and Environment Committee  
March 1, 2018

**Roland Ok**  
Senior Regional Planner  
Southern California Association of Governments



# Proposed Updates to the State CEQA Guidelines

- OPR transmitted the proposed CEQA Amendments to the California Natural Resources Agency (November 27, 2017)
- Key updates focus on Efficiency, Substantive and Technical Improvements
- SCAG will be drafting a comment letter in response to the proposed updates to the State CEQA Guidelines
- We encourage your input into the content & focus of the letter

# Overview of Updates

- **Efficiency**
  - *Regulatory Standards, Updates to Appendix G, Tiering and CEQA exemptions*
- **Substantive**
  - *Energy, Water Supply, Transportation, and Greenhouse Gas Emissions Analysis*
- **Technical**
  - *Evaluation of Hazards, Environmental Baseline, Mitigation Measures*

# Status of Staff Review

- SCAG hosted a CEQA Guidelines Update/SB 743 Workshop on January 31<sup>st</sup> at Caltrans District 7, attended by about 120 participants
- Comments & feedback received at the Workshop will be incorporated into SCAG comment letter, as appropriate
- SCAG has assembled a preliminary list of staff comments for discussion & input
- We seek the counsel & feedback of this committee on these initial comments
- Our final comment letter will be submitted to the Natural Resources Agency following their Public Hearing on March 14<sup>th</sup>

## Preliminary Staff Comments

- **Clarification on Environmental Baseline**
  - The proposed update clarifies when it may be appropriate to use project future conditions as the environmental baseline.
- **SCAG's preliminary response**
  - SCAG appreciates OPR's effort's on providing additional language with regards to baseline and base year existing conditions.
  - If the lead agency decides to describe both existing and future conditions, but each scenario resulted in opposite impacts, could the lead agency override the significant impact determination under existing conditions and conclude that overall impacts would be less than significant?

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## Preliminary Staff Comments

- **Clarification on Tiering**
  - The proposed update includes several changes to clarify the rules on tiering and includes several changes to make the existing programmatic environmental review process easier for lead agencies. Also includes "infill projects" for projects potential projects qualified for tiering.
- **SCAG's preliminary response**
  - SCAG is appreciative with OPR's efforts on providing clarification for tiering and CEQA streamlining in general.
  - However, it would be helpful if the CEQA guidelines itself were revised to describe all CEQA streamlining options under one unified section.
  - It would also be helpful if OPR hosted workshops with respect to CEQA streamlining.

# Preliminary Staff Comments

- **Promoting the use of existing regulatory standards in the CEQA Process**
  - The proposed update promotes the use of existing regulatory standards as a threshold for determining significance.
- **SCAG's preliminary response**
  - SCAG is a proponent of using existing regulatory standards in the CEQA process and has done so for the 2016 RTP/SCS PEIR.
  - Usage of regulatory standards should be fully explained and supported by adopted policies and scientific evidence.

# Preliminary Staff Comments

- **Discussion of energy based impacts under Appendix G**
  - The proposed update proposes to amend Section 15126.2 to discuss energy based impacts under Appendix G
- **SCAG's preliminary response**
  - SCAG supports OPR's effort into integrating energy based impact discussion under Appendix G.
  - In the past, the discussion of energy based impacts was under Appendix F, and while mandatory, was often overlooked.

# Preliminary Staff Comments

- **Discussion of energy based impacts under Appendix G**
  - The proposed update includes updates related to the analysis of impacts from greenhouse gas emissions and clarifies that the lead agency's analysis should focus on the project's effect on climate change.
- **SCAG's preliminary response**
  - SCAG agrees that the analysis should focus on a project's effect on climate change, in an effort to provide context.
  - SCAG requests that OPR work with MPOs and local jurisdictions to develop a sound roadmap as to how to properly analyze cumulative greenhouse gas emission impacts, in an effort to facilitate the CEQA process, minimize litigation and to achieve statewide targets.

# Preliminary Staff Comments

- **Discussion of Project Benefits**
  - The proposed update revises language under Section 15124 to state "The statement of objectives should include the underlying purpose of the project and may discuss project benefits".
- **SCAG's preliminary response**
  - SCAG supports the proposed amendments. Allowing a discussion of project benefits within the project description would be beneficial to lead agencies. Previously, project benefits have been discussed solely towards the end of the PEIR (Findings of Facts and Statement of Overriding Considerations), and are often overlooked.
  - A discussion of benefits up front, will give the reader a balanced perspective.

# Preliminary Staff Comments

- **Discussion of Wildfire Impacts under Appendix G**
  - OPR's package proposes to amend Appendix G by adding the discussion of wildfires as one of its primary environmental topics.
- **SCAG's preliminary response**
  - SCAG supports proposed amendments to Appendix G, allowing for a discussion of wildfire impacts.
  - In 2017, a total of 9,133 fires burned through 1,381,405 acres, which resulted in an economic toll of at least \$180 billion.
  - The discussion of wildfire impacts will be beneficial, as it will potentially inform the general public about potential wildfire risks. Additionally, should any potential risks or impacts be identified, appropriate mitigation measures to minimize such hazards would be developed.

## Next Steps

- SCAG encourages local jurisdictions to submit your own comment letters to the Natural Resources Agency to express concerns specific to your community.
- The California Natural Resources Agency will be conducting a Public Hearing at the California Science Center on Wednesday, March 14<sup>th</sup> from 1:30-4:30pm.
- The Public Hearing provides a valuable opportunity to express concerns & questions directly to the agency responsible for finalizing the rule.
- Once the Natural Resources Agency reviews comments received & makes any changes (if necessary), the proposal goes to the Office of Administrative Law for final adoption.

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# Thank you!

<http://opr.ca.gov/ceqa/updates/guidelines/>

**Roland Ok**  
**(213) 236-1819**  
[ok@scag.ca.gov](mailto:ok@scag.ca.gov)



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

**Agenda Item No. 3**  
**March 1, 2018**

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**To:** Transportation Committee (TC)  
Regional Council (RC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Stephen Patchan, Program Manager, (213) 236-1923,  
[patchan@scag.ca.gov](mailto:patchan@scag.ca.gov)



**Subject:** Augmented 2017 Regional Active Transportation Program:  
Status Update

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**RECOMMENDED ACTION:**

Receive and File

**EXECUTIVE SUMMARY:**

*On January 31, 2018, the California Transportation Commission (CTC) approved, with minor administrative corrections, the Augmented 2017 Regional Active Transportation Program (ATP) which was previously reviewed and approved by the Regional Council on October 5, 2017 and January 11, 2017, respectively. With this action, successful project sponsors may now pursue allocation of funding awards from the CTC in the fiscal year the project is programmed. SCAG has reached out to successful project sponsors to inform them of their awards and provide direction on project initiation.*

*The CTC adopted Augmented Regional ATP is attached, with technical corrections highlighted and further described below.*

**STRATEGIC PLAN:**

This item supports SCAG Strategic Plan, Goal 7 Secure funding to support agency priorities to effectively and efficiently deliver work products. Objective A. Pursue innovative funding opportunities for planning and infrastructure investments. Funding for staff's work is included in SCAG's FY 2017-18 Overall Work Program (OWP) Budget in project 050-0169.06 Active Transportation Program.

**BACKGROUND:**

The Augmented 2017 ATP Regional Program was approved by the Regional Council on October 5, 2017 and amended by the Executive Administrative Committee on behalf of the Regional Council January 11, 2018. The California Transportation Commission adopted the Augmented 2017 Regional Active Transportation Program: Amended Recommended Project in January 31, 2018 with minor administrative amendments to several projects, as described below.

- Per the request of the Ventura County Transportation Commission (VCTC), the project programming year for the City of Ventura Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project was changed to fund Plans, Specifications & Estimate Phase (PS&E) in fiscal year 18-19.
- The Los Angeles County MTA Reconnecting Union Station to the Historic Cultural Communities of DTLA project's Recommended ATP Funding amount was corrected to reflect the Augmented 2017 ATP amount only (as opposed to the previously awarded amount that included both the 2017 ATP award and the Augmented 2017 ATP).

The *Total Project Costs* (see attached) were corrected to align with Project Program Requests (PPR). The amendments have no impact on the project scopes, project award amount or total regional program award amount.

**FISCAL IMPACT:**

Funding for staff's work is included in SCAG's FY 2017-18 Overall Work Program (OWP) Budget in project 050-0169.06 Active Transportation Program.

**ATTACHMENT/S:**

CTC Approved Augmented 2017 Regional Active Transportation Program

**2017 Active Transportation Program Augmentation - MPO Component (3 of 10)**  
**Staff Recommendations**  
**(\$1,000's)**

#	Applicant	MPO	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18*	18-19*	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS
<b>2017 ATP Funded Projects Requesting Advances</b>																			
1	Pasadena	SCAG	LA	Pasadena - PUSD SRTS Education and Encouragement Program	X	X	832	462	0	462	0	0	462	0	0	0	0	Non Infrastructure	X
2	Commerce	SCAG	LA	City of Commerce Active Transportation & SRTS Plan	X	X	245	245	245	0	0	0	0	245	0	0	0	Plan	X
3	Office of Exposition Park Management	SCAG	LA	Exposition Park Active Transportation Plan	X	X	240	200	200	0	0	0	0	200	0	0	0	Plan	
4	Santa Ana	SCAG	ORA	West Willits Street Protected Bicycle Lanes	X		2,970	2,970	0	495	2,475	0	2,475	0	30	465	0	Infrastructure	X
5	Santa Ana	SCAG	ORA	SRTS Davis Elementary ADA Compliance	X		5,754	5,754	0	920	4,834	0	4,834	0	20	900	0	Infrastructure	X
6	Riverside County DPH (Injury Prevention Services)	SCAG	RIV	Riverside County SRTS Program			1,099	849	0	849	0	0	0	849	0	0	0	Non Infrastructure	X
7	Coachella Valley AOG	SCAG	RIV	CV Link - Multi-Modal Transportation Corridor	X		99,962	5,584	0	5,584	0	0	5,584	0	0	0	0	Infrastructure	
8	Ventura	SCAG	VEN	Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project	X	X	1,560	1,380	88	155	0	1,137	1,137	0	88	155	0	Infrastructure	X
							<b>112,662</b>	<b>17,444</b>	<b>533</b>	<b>8,465</b>	<b>7,309</b>	<b>1,137</b>	<b>14,492</b>	<b>1,294</b>	<b>138</b>	<b>1,520</b>	<b>0</b>		

<b>New Projects Recommended for Funding</b>																			
5	Imperial County	SCAG	IMP	Sidewalk Improvements on Rio Vista Street in Seeley California	X	X	1,584	369	193	176	0	0	141	0	0	193	35	Infrastructure	X
6	Los Angeles County MTA	SCAG	LA	Reconnecting Union Station to the Historic Cultural Communities of DTLA	X		6,276	2,169	0	0	2,169	0	2,169	0	0	0	0	Infrastructure	
7	Pasadena	SCAG	LA	Pasadena - PUSD SRTS Education and Encouragement Program	X	X	832	318	0	318	0	0	0	318	0	0	0	Non Infrastructure	X
8	Pasadena	SCAG	LA	Union Street Cycle Track	X		6,314	1,877	0	0	1,877	0	1,877	0	0	0	0	Infrastructure	
9	Santa Monica	SCAG	LA	Pico Blvd and Santa Monica College Pedestrian Safety Improvements	X	X	1,178	943	113	830	0	0	830	0	25	88	0	Infrastructure	
10	Glendora	SCAG	LA	Glendora Urban Trail and Greenway Network			2,242	1,792	100	168	1,524	0	1,524	0	100	168	0	Infrastructure	
11	Artesia	SCAG	LA	Norwalk Artesia Boulevards Safe Streets Project	X		2,327	1,987	1,987	0	0	0	1,987	0	0	0	0	Infrastructure	X
12	Montebello	SCAG	LA	Montebello Boulevard Bike Lane and Sidewalk Improvement Project	X		5,755	4,187	4,187	0	0	0	4,187	0	0	0	0	Infrastructure	
13	Los Angeles County DPW	SCAG	LA	Marvin Braude Beach Trail Gap Closure	X		2,936	2,936	200	2,736	0	0	1,836	0	200	900	0	Infrastructure	
14	Carson	SCAG	LA	Dominguez Channel Bicycle Path Extension from Avalon to 223rd/Wilmington	X		2,225	2,225	0	2,225	0	0	2,225	0	0	0	0	Infrastructure	
15	Los Angeles County DPW	SCAG	LA	Temple Avenue Complete Street Improvements	X		1,847	1,847	60	1,787	0	0	1,517	0	60	270	0	Infrastructure	X
16	Artesia	SCAG	LA	Mitigate Pedestrian and Bicycle Safety Deficiencies	X	X	623	563	0	563	0	0	563	0	0	0	0	Infrastructure	X
17	Orange County	SCAG	ORA	Hazard Avenue Bikeway Project	X		3,566	3,566	0	3,566	0	0	3,566	0	0	0	0	Infrastructure	
18	Orange County	SCAG	ORA	OC Loop Coyote Creek Bikeway (Segments O,P,Q)	X		2,064	1,415	0	0	1,415	0	0	0	0	1,415	0	Infrastructure	
19	La Habra	SCAG	ORA	La Habra Union Pacific Rail Line Bikeway (Walnut to Cypress)	X		863	863	0	0	863	0	0	0	0	0	863	Infrastructure	X
20	Seal Beach	SCAG	ORA	Lampson Avenue Bike Lane Gap Closure Project 2016			1,265	637	27	0	105	505	505	0	27	105	0	Infrastructure	

**2017 Active Transportation Program Augmentation - MPO Component (3 of 10)**  
**Staff Recommendations**  
(\$1,000's)

#	Applicant	MPO	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18*	18-19*	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS
21	Buena Park	SCAG	ORA	Go Human Event: Explore Beach Boulevard		X	220	200	200	0	0	0	0	200	0	0	0	Non Infrastructure	
22	Coachella Valley AOG	SCAG	RIV	CV Link - Multi-Modal Transportation Corridor	X		99,962	5,208	0	5,208	0	0	5,208	0	0	0	0	Infrastructure	
24	Redlands	SCAG	SBD	East Valley Corridor Bike Route Interconnect Project	X	X	2,640	49	0	0	0	49	49	0	0	0	0	Infrastructure	
25	Yucaipa	SCAG	SBD	Safe Routes to Dunlap Elementary School	X	X	532	402	0	402	0	0	402	0	0	0	0	Infrastructure	X
26	Rialto	SCAG	SBD	Cactus Avenue Multi-Use Path	X		1,760	1,260	0	1,260	0	0	1,260	0	0	0	0	Infrastructure	
27	San Bernardino County	SCAG	SBD	Sunburst Avenue Class II Bike Lanes, Joshua Tree	X		1,118	1,118	20	1,098	0	0	942	0	15	161	0	Infrastructure	
28	Victorville	SCAG	SBD	Arrowhead Drive/Seventh Avenue Complete Streets	X		2,303	1,329	0	1,329	0	0	1,329	0	0	0	0	Infrastructure	X
29	Ventura	SCAG	VEN	Harmon Barranca Corridor Gap Closure for Montalvo and Portola ES	X		507	501	0	19	50	432	432	0	19	50	0	Infrastructure	X
30	Thousand Oaks	SCAG	VEN	Conejo School Road and Willow Lane SRTS Sidewalk Improvements	X		3,924	775	0	775	0	0	775	0	0	0	0	Infrastructure	X
31	Ventura County	SCAG	VEN	Potrero Road Bike Lanes - Phase I			2,530	467	0	467	0	0	467	0	0	0	0	Infrastructure	
32	SCAG	SCAG	VAR	SCAG 2017 Active Transportation Safety and Encouragement Campaign Phase 2	X	X	431	320	0	320	0	0	0	320	0	0	0	Non Infrastructure	X
33	SCAG	SCAG	VAR	SCAG 2017 Active Transportation Local Planning Initiative	X	X	1,529	1,289	1,289	0	0	0	0	1,289	0	0	0	Plan	X
<b>Totals</b>							<b>159,353</b>	<b>40,612</b>	<b>8,376</b>	<b>23,247</b>	<b>8,003</b>	<b>986</b>	<b>33,791</b>	<b>2,127</b>	<b>446</b>	<b>3,350</b>	<b>898</b>		

**Administrative Adjustments**

Updated to Reflect CTC Program

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

**Agenda Item No. 4**  
**March 1, 2018**

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**To:** Transportation Committee

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Annie Nam, Manager Goods Movement and Transportation  
Finance, [nam@scag.ca.gov](mailto:nam@scag.ca.gov), 213-236-1827  
Alison Linder, Senior Regional Planner, [linder@scag.ca.gov](mailto:linder@scag.ca.gov),  
213-236-1934



**Subject:** San Pedro Bay Ports Clean Air Action Plan (CAAP) Update

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**RECOMMENDED ACTION:**

For Information Only - No Action Required

**EXECUTIVE SUMMARY:**

*Heather Tomley, Director of Environmental Planning at the Port of Long Beach and Chris Cannon, Director of Environmental Management at the Port of Los Angeles, will give a presentation on the Clean Air Action Plan (CAAP) 2017 Update. On, November 2, 2017, the governing boards of the Ports of Los Angeles and Long Beach unanimously approved the 2017 Clean Air Action Plan (CAAP) Update. This document builds on the successes of the first CAAP of 2006 and its update in 2010. The CAAP includes a vision and a set of supporting strategies to accelerate progress towards a zero-emission future while protecting and strengthening the Ports' competitive position in the global economy. The document identifies four categories of coordinated strategies: 1) clean vehicles, equipment technology and fuels; 2) infrastructure investment and planning; 3) operational efficiency throughout the supply chain; and 4) energy resource planning. This presentation will focus on the strategies and technologies included in the plan.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1) Produce innovative solutions that improve the quality of life for Southern Californians, A. Create plans that enhance the region's strength, economy, resilience and adaptability by reducing greenhouse gas emissions and air pollution.

**BACKGROUND:**

On November 2, 2017, the governing boards of the Ports of Los Angeles and Long Beach unanimously approved the 2017 San Pedro Bay Ports Clean Air Action Plan (CAAP) Update. This update builds on two earlier versions of the plan. The first was created and approved in 2006, and the second in 2010. Since the adoption of the original CAAP in 2006, diesel particulate emissions (DPM) from mobile sources in and around the Ports are down 84%, nitrogen oxides (NOx) are down 56%, sulfur oxides (SOx) have nearly been eliminated, and greenhouse gas (GHG) emissions have also dropped 18%.

The 2017 CAAP update includes four main goals that also align with the California Sustainable Freight Action Plan. The first, Clean Vehicles, New Equipment Technology and Fuels, will address mobile emission sources in and around the Ports. For instance, the 2017 CAAP update has advanced the Clean Trucks Program to phase out older trucks and transition to zero-emission trucks by 2035, and shares the state goal of fully zero-emission terminal equipment by 2030. The second is Freight Infrastructure Planning and Investments, which will look for ways to expand use of on-dock rail, and will develop charging standards for electric terminal equipment. The third is a focus on Freight Efficiency and System Wide Changes including plans to implement a port truck reservation system and a green terminal program. Finally, there is a focus on Energy Resource Planning which includes proposals for cleaner and more reliable sources of energy through each Port's respective energy program.

The update is the result of a collaborative process between the two ports that has also relied on extensive stakeholder engagement including over 70 stakeholder meetings and over 400 individual comment letters. Implementing the updated CAAP will rely on a framework to assess the feasibility of new technologies including costs, operations and supporting infrastructure.

The Ports' Technology Advancement Program, which funds the demonstration of advanced technologies will continue as part of this update. The estimated cost of implementing the 2017 CAAP Update ranges from \$7 billion to \$14 billion.

**FISCAL IMPACT:**

No Fiscal Impact; not a SCAG-funded project.

**ATTACHMENT/S:**

PowerPoint Presentation

SAN PEDRO BAY PORTS | CLEAN AIR ACTION PLAN

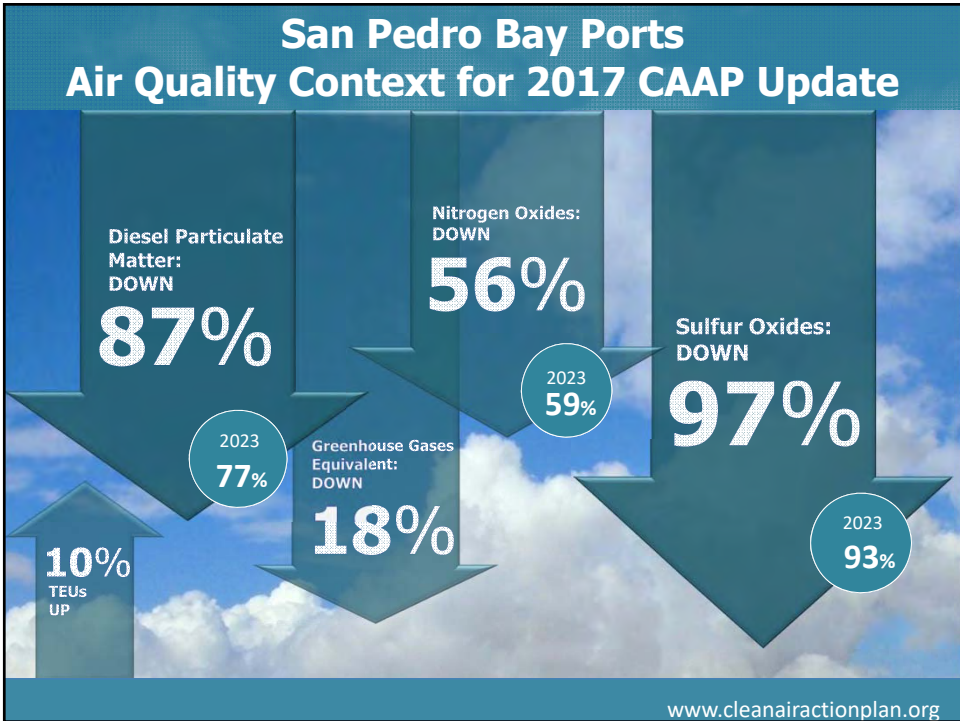
SCAG Transportation Committee  
March 1, 2018

SAN PEDRO BAY PORTS  
**CLEAN AIR ACTION PLAN**

OVERVIEW, NEAR-TERM PRIORITIES &  
NEXT STEPS

**Chris Cannon**  
Chief Sustainability Officer  
Director of Environmental Management  
Port of Los Angeles

**Heather Tomley**  
Director of Environmental Planning  
Port of Long Beach





# Overview



- OCEAN-GOING VESSELS
- HARBOR CRAFT
- ON-ROAD TRUCKS
- TERMINAL EQUIPMENT
- EFFICIENCY IMPROVEMENTS

## 2017 CAAP Update Strategies

# Near-Term Truck Priorities



- Tariff Changes for MY 2014 New Registration Requirements and Fee Waiver
- Feasibility Assessment
- Truck Rate-Setting Study
- Begin Establishing Rate Collection Mechanism
- Begin Developing Truck Reservation System



# Near-Term CHE Priorities



- Feasibility Assessment
- Zero Emission Infrastructure Planning

# Technology Development



- Demonstrations of Zero Emission Terminal Equipment
- Development of 50-100 Truck Pilot Deployment
- RFPs for Harbor Craft and Vessel At-Berth Technologies
- Near-Zero Switcher Locomotive Demonstration



# Technology Development

POLB's Zero Emission Terminal Equipment Transition Project

Convert 4 LNG trucks to plug-in hybrid electric

Demonstrate 12 battery-electric yard tractors and charging infrastructure

Convert 9 RTGs from diesel to electric

# Technology Development

C-PORT:  
Commercialization of the Port of Long Beach Off Road Technology Demonstration Project

Demonstrate 1 battery-electric top pick, 1 battery-electric yard tractor and 1 fuel cell yard tractor

Demonstrate 2 battery-electric top picks



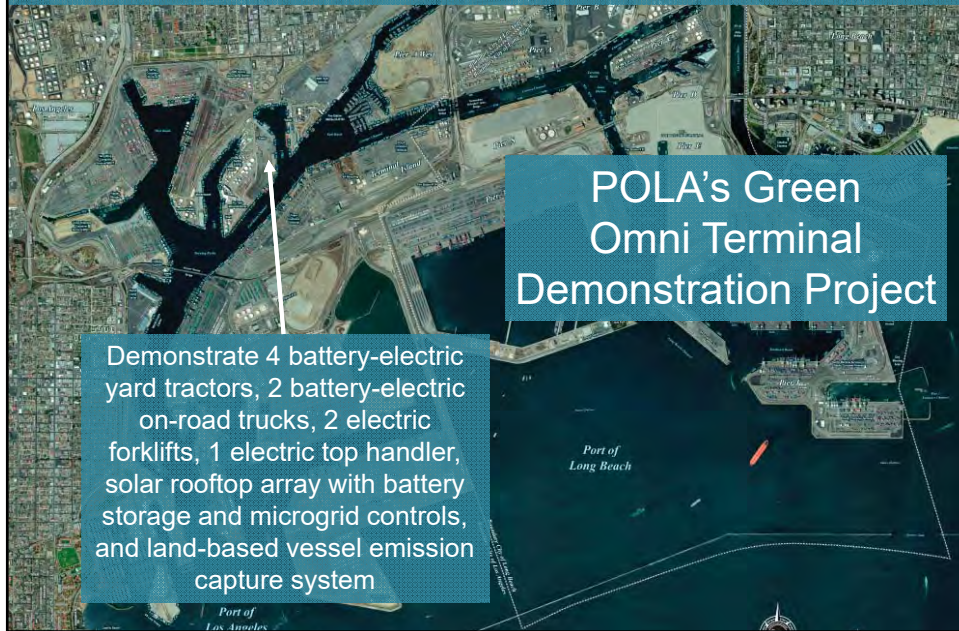
# Technology Development



Install solar panels, battery storage, and microgrid controls to allow JCCC to continue operations during an outage

POLB Microgrid – Resilience for Critical Facilities

# Technology Development



POLA's Green Omni Terminal Demonstration Project

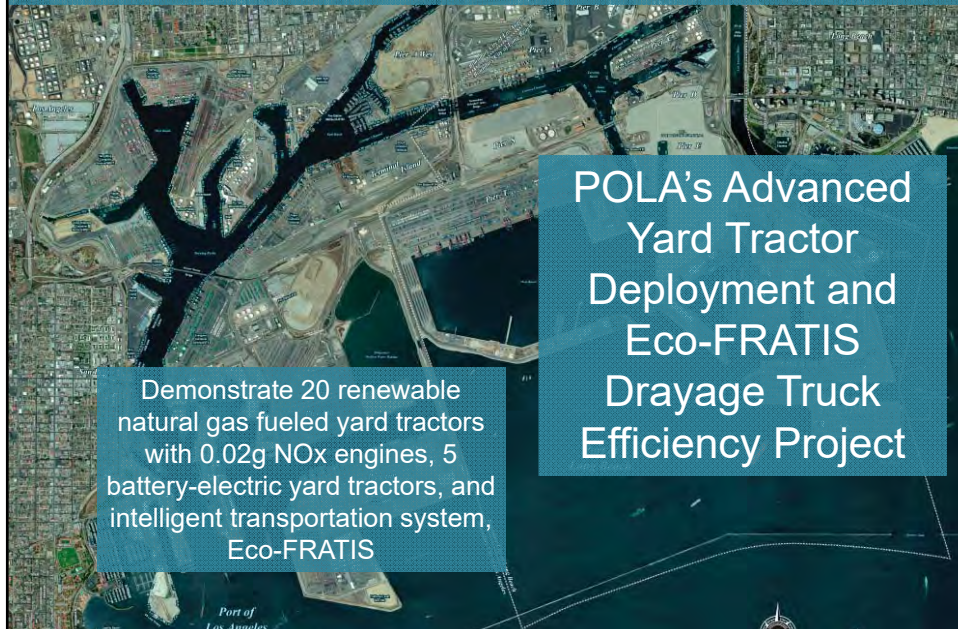
Demonstrate 4 battery-electric yard tractors, 2 battery-electric on-road trucks, 2 electric forklifts, 1 electric top handler, solar rooftop array with battery storage and microgrid controls, and land-based vessel emission capture system



## Technology Development



## Technology Development



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

**Agenda Item No. 5**  
**March 1, 2018**

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**



**From:** Mike Gainor, Senior Regional Planner, 213-236-1822,  
[gainor@scag.ca.gov](mailto:gainor@scag.ca.gov)

**Subject:** Office of Planning and Research Proposed  
SB 743 Implementation Guidelines

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**RECOMMENDED ACTION FOR CEHD, EEC & TC:**

For Information Only - No Action Required

**RECOMMENDED ACTION FOR RC:**

Receive and File.

**EXECUTIVE SUMMARY:**

*On November 27, 2017, the Governor's Office of Planning and Research (OPR) transmitted the final proposed Senate Bill 743 (SB 743) Implementation Guidelines to the California Natural Resources Agency for final rulemaking. OPR's final proposal reflects and incorporates substantial input provided by a wide array of statewide stakeholders, including metropolitan planning organizations (MPOs), County Transportation Commissions, local implementation agencies, and environmental advocacy organizations. Since the time SB 743 was signed by the Governor in 2013, OPR has provided multiple forums for stakeholder discussion and various opportunities for input and comment into how the new law should be implemented. SCAG has worked closely and cooperatively with OPR throughout this process.*

*The final rulemaking process now being conducted by the California Natural Resources Agency allows for an additional opportunity for public review and comment. The Natural Resources Agency has established a public comment period which will end on March 15, 2018. SCAG will be drafting a comment letter in response to the proposed SB 743 Implementation Guidelines. We encourage input from our local jurisdictions and stakeholders as to the letter's final content and focus.*

*To provide current information to our local stakeholders, SCAG hosted a CEQA Guidelines and SB 743 Workshop on January 31, 2018 at the Caltrans District 7 offices. Comments and feedback received at the Workshop will be incorporated into SCAG's draft comment letter, as appropriate.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 2: Advance Southern California's policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

**BACKGROUND:**

The California Environmental Quality Act (CEQA) requires public agencies, as part of the project approval decision-making process, to evaluate and mitigate (as needed) a project's potential environmental impacts. OPR is charged with developing the administrative regulations to implement CEQA, and the Natural Resources Agency adopts those regulations following a formal rulemaking process. Among the analyses required by CEQA is a transportation impact analysis.

In response to the passage of SB 743, OPR initiated a process to update the transportation impact analysis language in the CEQA Guidelines and to develop a corresponding 'Technical Advisory' to provide methodological assistance and implementation recommendations for local agencies. Last November, OPR transmitted its final proposed SB 743 Implementation Guidelines to the California Natural Resources Agency for final rulemaking.

**PROPOSED UPDATES TO THE SB 743 IMPLEMENTATION GUIDELINES**

SB 743 charged OPR with the task of updating the CEQA Guidelines to emphasize current State planning priorities, including the reduction of greenhouse gas (GHG) emissions, streamlining infill and mixed-use transit-oriented development, and facilitating active transportation and transit improvement projects. The final OPR proposal contains several key revisions from the previous draft CEQA Guidelines and Technical Advisory proposal released in January, 2016.

The final proposed SB 743 Implementation Guidelines include several key revisions to the CEQA Guidelines:

Transportation Impact Analysis: The proposed final SB 743 Implementation Guidelines includes significant changes related to the analysis of CEQA transportation impacts. SB 743 required OPR to develop an alternative methodology to replace the existing 'Level of Service' (LOS) analysis for evaluating CEQA transportation impacts. The proposed OPR update designates vehicle miles travelled (VMT) as the most appropriate metric for evaluating transportation impacts for most projects. VMT was selected by OPR as the preferred methodology to replace LOS because of its potential value in facilitating transit-oriented projects in existing urbanized areas and for encouraging bicycle and pedestrian improvements in mixed use urban centers.

Among the guiding principles of SB 743 were to encourage infill development, facilitate the use of active transportation, and reduce greenhouse gas (GHG) emissions. The adoption of a VMT-based metric eliminates the exclusive focus on automobile delay as the primary parameter for evaluating CEQA transportation impacts as was the focus of LOS analysis. Transportation impact analysis based on VMT will improve the viability of infill and transit-oriented development projects, as well as other projects that serve to reduce GHG emissions through decreased dependency on single occupancy vehicles and increased use of active transportation and transit options.



VMT Implementation Changes: The final version of the proposed SB 743 Implementation Guidelines includes some significant revisions from the previous draft proposal released by OPR in January, 2016. These modifications are primarily related to implementation of the VMT methodology and were developed largely in response to concerns expressed by local implementation agencies and other statewide stakeholders. These proposed implementation changes include:

- Use of the VMT methodology for evaluating CEQA transportation impacts is now optional for highway capacity projects.
- Analysis of freight VMT is no longer required.
- Only the number of residential units prescribed in the Sustainable Communities Strategy (SCS) may be used to reference the average VMT for a city.
- Mixed-use development projects may limit VMT-based transportation impact analysis only to the predominant land use.

#### **STATUS OF STAFF REVIEW**

SCAG staff has reviewed the proposed final SB 743 Implementation Guidelines and Technical Advisory, and are appreciative of the considerations OPR has made in response to our concerns and those of our local stakeholders, most notably for the provision for added flexibility in the use of VMT analysis for transportation capacity improvement projects. Staff will continue its review and will also consider comments received at the workshop described further below. Throughout the more than four years since the passage of SB 743, OPR has collaborated closely with SCAG and the other state MPOs to ensure that implementation of this ground-breaking new law will be implemented with minimal added burden to our local jurisdictions. Please refer to Attachment #1 for a preliminary draft list of SCAG staff comments regarding the proposed SB 743 implementation guidelines.

#### **PUBLIC REVIEW AND NEXT STEPS**

As part of its final rulemaking process, the California Natural Resources Agency has initiated a public review period for the proposed SB 743 Implementation Guidelines. The public comment period will conclude on March 15, 2018.

To provide information to our regional stakeholders in regard to this important rulemaking, SCAG hosted a CEQA Guidelines and SB 743 Workshop on January 31, 2018 at the Caltrans District 7 offices. OPR staff provided information and answered questions regarding the proposed regulatory modifications. The Workshop was attended by approximately 120 participants.

For a copy of the CEQA Guidelines/SB 743 Workshop presentation materials, please visit:

<http://scag.ca.gov/NewsAndMedia/Pages/Presentations.aspx>

SCAG will be drafting a comment letter in response to the proposed SB 743 implementation guidelines. The comment letter will incorporate comments from SCAG staff and input received at the Workshop, as appropriate. SCAG has also requested local jurisdictions and regional stakeholders to

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provide comments to us by February 28, 2018. Comments received by that date will be incorporated into the SCAG comment letter, as appropriate.

The California Natural Resources Agency will be conducting a public hearing in Los Angeles on March 14<sup>th</sup> at the following time and location:

Date: Wednesday, March 14, 2018  
Time: 1:30 – 4:30 PM  
Location: California Science Center  
Annenberg Building  
Muses Room  
700 Exposition Park Drive, Los Angeles, CA 90037

For more information on the rule-making process and public comment period, please visit: <http://resources.ca.gov/ceqa/docs/update2018/notice-of-proposed-rulemaking.pdf>

**FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 17/18 Overall Work Program (080.SCG00153.04: Regional Assessment).

**ATTACHMENT/S:**

1. Draft SCAG Comments Regarding Proposed SB 743 Implementation Guidelines
2. Powerpoint Presentation



## Proposed SB 743 Implementation Guidelines

### Preliminary Staff Comments for Discussion & Input Only (2/15/18)

1. SCAG appreciates the efforts that the Office of Planning and Research (OPR) staff have made over the past four years to ensure that the process of guidelines development for the implementation of SB 743 are as inclusive and participatory as possible. On numerous occasions, OPR staff have reached out, in a meaningful manner, to obtain feedback and input from stakeholders throughout the state. In collaboration with OPR staff, SCAG has hosted six stakeholder workshops during the guidelines development process to receive input.
2. It is clear that this ground-breaking legislative initiative will have far-reaching impacts on the way land use and transportation planning is conducted throughout California, and it has been critical that the concerns and feedback of our regional partners and implementing agencies be heard and addressed throughout this extended process. OPR has demonstrated generosity of their staff time and resources to ensure that the implementation of these new regulations are successful, without placing an undue burden on implementing agencies.
3. One major modification provided by OPR in its final proposal was to make VMT analysis for highway capacity projects optional rather than required. This significant accommodation was made in direct response to the expressed concerns of many of our regional stakeholders. Highway capacity improvement projects that are already included in the adopted SCAG RTP/SCS are critical to our region's long-term mobility objectives, and collectively contribute to the Plan's overall regional sustainability and climate goals.
4. The proposed VMT-based analysis for the assessment of potential transportation impacts pursuant to SB 743 is of great interest to SCAG and to our local jurisdictions and stakeholders. SCAG believes that the proposed methodological change, from the previously used 'Level of Service' (LOS) analysis, will ultimately serve to enhance the ability of our state and our region to achieve our GHG reduction goals, while still preserving our critically needed regional mobility investments.
5. It is critical that lead agencies be provided sufficient time to adequately prepare for the methodological changes that will be required through implementation of SB 743. The currently targeted implementation date of January 1, 2020, as prescribed in the proposed new Guidelines Section 15064.3 (c) entitled 'Applicability', should be revised to allow for a full two-year implementation opt-in period from the effective date of the final rule-making.
6. The proposed regulatory text provided on the California Natural Resources website indicates a statewide implementation effective date of July 1, 2019 (page 11, Section (c) entitled, 'Applicability'). This inconsistency should be corrected.

7. Since these regulations represent a substantial change in methodology from previously used CEQA transportation impact analysis processes, it is critical that, after rule adoption, the state provide additional implementation assistance and guidance opportunities to our local jurisdictions for enacting the new procedures at the local level. The establishment of a set of best practices for implementation of the new methodology over a variety of settings and project types will assist lead agencies to evaluate and anticipate potential impacts of their planned projects. SCAG has already engaged with other MPOs in this direction and looks forward to assisting OPR in this effort.
  
8. The Technical Advisory states that if a local jurisdiction uses city VMT per capita, the "Proposed development referencing city VMT per capita must not cumulatively exceed the number of units specified in the SCS for that city, and must be consistent with the SCS." (Technical Advisory, Page 12, 'Recommended Numeric Thresholds for Residential, Office, and Retail Projects', November, 2017). Since total number of housing units is not a variable in SCAG's growth forecasts, it is not included in the adopted SCS. SCAG uses the variable of "households", or occupied housing units, which is a slightly smaller subset of housing units, depending upon the vacancy factor. Therefore, there is no number of units inventory for a local jurisdiction in SCAG's SCS from which to make a determination as to whether or not a proposed project exceeds the number of units specified in the SCS. We request that OPR clarify this methodological ambiguity in the SB 743 guidelines.

# Proposed SB 743 Implementation Guidelines

## Preliminary Staff Comments for Discussion

SCAG Regional Council Committees  
March 1, 2018

**Mike Gainor**  
Senior Regional Planner  
Southern California Association of Governments



# Proposed SB 743 Implementation Guidelines

- OPR has transmitted its final proposed SB 743 Implementation Guidelines to the Natural Resources Agency for final rulemaking
- The final OPR proposal reflects & incorporates substantial input provided by a wide array of stakeholders, including SCAG
- A public comment period, now underway, will conclude on March 15<sup>th</sup>
- SCAG will be drafting a comment letter in response to the proposed SB 743 Implementation Guidelines
- We encourage your input into the content & focus of the letter

## Proposed SB 743 Implementation Guidelines

- SCAG hosted a CEQA Guidelines Update/SB 743 Workshop on January 31<sup>st</sup> at Caltrans District 7, attended by about 120 participants
- Comments & feedback received at the Workshop will be incorporated into SCAG comment letter, as appropriate
- SCAG has assembled a preliminary list of staff comments for discussion & input
- We seek the counsel & feedback of this committee on these initial comments
- Our final comment letter will submitted to the Natural Resources Agency following their Public Hearing on March 14<sup>th</sup>

3

## Preliminary Staff Comments

- SCAG appreciates the efforts OPR staff have made over the past 4 years to ensure that the SB 743 implementation guidelines development process was as inclusive & participatory as possible.
- OPR staff have reached out, on numerous occasions & in various formats, to obtain feedback & input from statewide & regional stakeholders.
- SCAG has collaborated with OPR staff to host 6 stakeholder workshops during the guidelines development process to receive input.
- SB 743 will have far-reaching impacts on how land use & transportation planning is conducted in California & it was critical that the concerns of our region were heard & addressed throughout the development process.

4

## Preliminary Staff Comments

- One major modification provided by OPR in its final proposal was to make VMT analysis for highway capacity projects optional rather than required.
- This important accommodation was made in response to the expressed concerns of many of our regional stakeholders.
- Highway capacity projects already included in the adopted SCAG RTP/SCS are critical to our region's long-term mobility objectives, & collectively contribute to the Plan's overall regional sustainability & climate goals.
- The revised OPR proposal will serve to enhance the ability of our state & our region to achieve our GHG reduction goals, while still preserving our critically needed regional mobility investments.

5

## Preliminary Staff Comments

- It is critical that lead agencies be provided sufficient time to adequately prepare for the significant methodological changes that will be required through implementation of SB 743.
- The currently targeted implementation date of January 1, 2020 should be modified to allow for a full two-year implementation opt-in period from the effective date of the final rule-making.
- Since these regulations represent a substantial change in methodology from previously used analytical processes, it is critical that, after rule adoption, the state provide additional implementation assistance to our local jurisdictions for enacting the new procedures at the local level.

6

## Next Steps

- SCAG encourages local jurisdictions to submit your own comment letters to the Natural Resources Agency to express concerns specific to your community.
- The California Natural Resources Agency will be conducting a Public Hearing at the California Science Center on Wednesday, March 14<sup>th</sup> from 1:30-4:30pm.
- The Public Hearing provides a valuable opportunity to express concerns & questions directly to the agency responsible for finalizing the rule.
- Once the Natural Resources Agency reviews comments received & makes any changes (if necessary), the proposal goes to the Office of Administrative Law for final adoption.

7

# Thank you!

<http://opr.ca.gov/ceqa/updates/guidelines/>

**Mike Gainor**  
**(213) 236-1822**  
[gainor@scag.ca.gov](mailto:gainor@scag.ca.gov)



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

**Agenda Item No. 6**  
**March 1, 2018**

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**To:** Transportation Committee (TC)

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Philip Law, Transit/Rail Manager, 213-236-1841,  
[law@scag.ca.gov](mailto:law@scag.ca.gov)



**Subject:** Orange County Streetcar Project

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**RECOMMENDED ACTION:**

For Information Only - No Action Required.

**EXECUTIVE SUMMARY:**

*Kelly Hart, Project Manager, Orange County Transportation Authority (OCTA), will present an overview of the OC Streetcar project.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan, Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians; Objective E. Facilitate inclusive and meaningful engagement with diverse stakeholders to produce plans that are effective and responsive to community needs.

**BACKGROUND AND SUMMARY:**

The OC Streetcar project is planned to serve ten stops in Orange County between the Santa Ana Regional Transportation Center (SARTC) and a new transit hub at Harbor Boulevard and Westminster Avenue in Garden Grove. OCTA is the lead agency for project development, engineering, construction, operations and maintenance. The OC Streetcar is currently in the engineering phase and is expected to begin operation in late 2020. The construction cost is \$299 million (year of expenditure) and the funding comes from Measure M local transportation sales tax, Federal Congestion Mitigation and Air Quality Improvement Program, and State Cap-and-Trade Funds. OCTA is also pursuing funding from the Federal Capital Investment Grant Program (New Starts). Kelly Hart, OCTA's Project Manager, will provide an overview of the project of the Committee.

**FISCAL IMPACT:**

None.

**ATTACHMENTS:**

1. Fact Sheet
2. PowerPoint Presentation (will be provided at the meeting)

# OC STREETCAR SANTA ANA – GARDEN GROVE



Conceptual image of future streetcar

**CITIES**  
Santa Ana, Garden Grove

## AT A GLANCE

**COST TO BUILD:** \$299.34 Million  
(Year of Expenditure)

**FUNDING SOURCE:** Measure M, Federal Congestion Mitigation and Air Quality Improvement Program, and State Cap-and-Trade Funds. OCTA is also pursuing funding from the Federal Transit Administration's (FTA) New Starts program and is currently in the Engineering Phase of the program.

**COMMUNITY OUTREACH:** Tresa Oliveri  
Community Relations Officer  
(714) 560-5374  
ocstreetcar@octa.net

**WEBSITES:** OC Streetcar  
ocstreetcar.com

**HELPLINE:** (844) 7-GoOCSC  
(844) 746-6272

Fact Sheet Updated 11/22/17

170C\_028

## OVERVIEW

### OC STREETCAR BY THE NUMBERS

#### PROJECT FEATURES

**OCTA BUS CONNECTIONS: 18**

**FLEET SIZE: 8**

**FREQUENCY: 10-15 MINUTES**

**STOPS: 10 (IN EACH DIRECTION)**



**STREETCAR CAPACITY:  
UP TO 150 PEOPLE**

**DAILY TRAIN CONNECTIONS  
AT SARTC: 65+**

**ROUTE: 4.15 MILES** (in each direction)

OC Streetcar is the first modern streetcar project to be built in Orange County and will serve Santa Ana's historic and thriving downtown, which includes federal, state and local courthouses, government offices, colleges, an artists' village and a thriving restaurant scene. Expected to begin carrying passengers in late 2020, it will operate along a 4.15-mile route that connects the Santa Ana Regional Transportation Center (SARTC) and a new transit hub at Harbor Boulevard and Westminster Avenue in Garden Grove.

Through Transit Extensions to Metrolink, a Measure M program, Santa Ana and Garden Grove pioneered the streetcar project. In cooperation with those cities, OCTA became the lead agency in 2014 for project development, engineering, construction, operations, and maintenance.

## SCHEDULE

**Project  
Development**

**2015**

**Design and  
Engineering**

**2016**

**Construction**

**2018**

**Testing and  
Operations**

**2020**

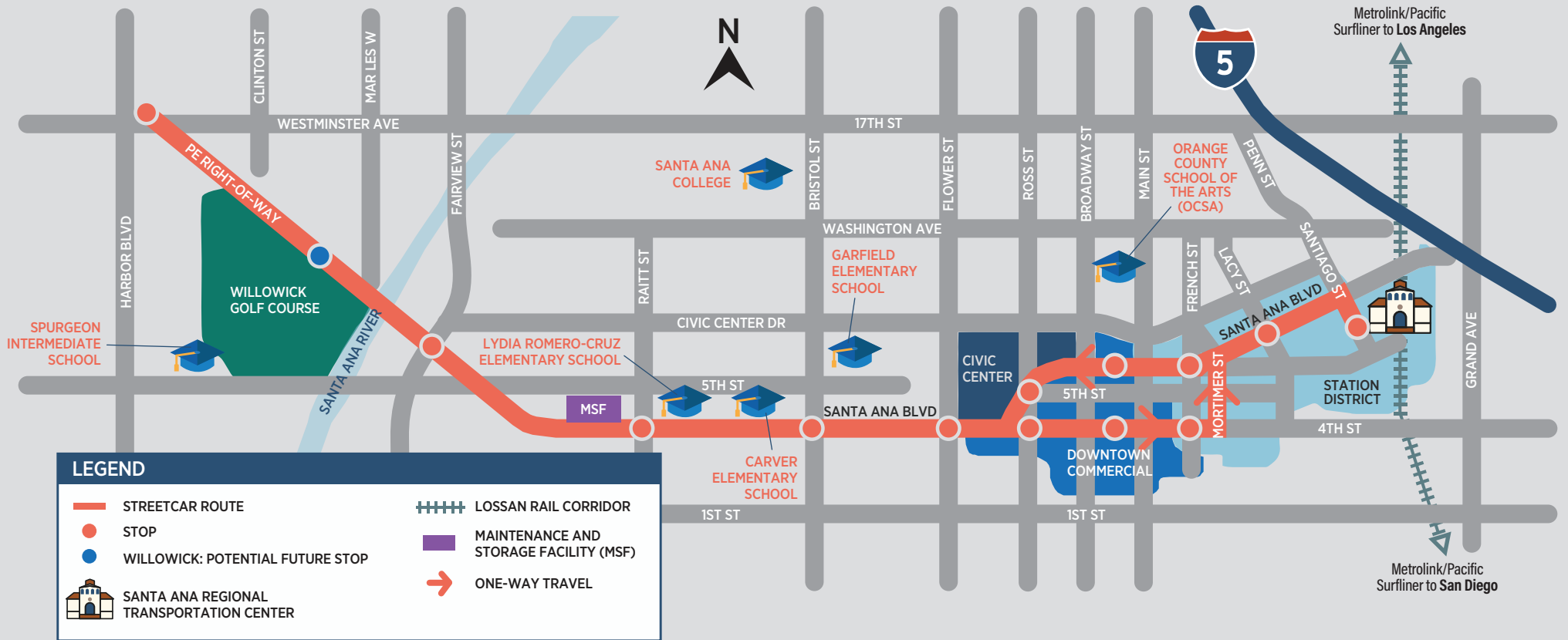


Orange County Transportation Authority  
550 S. Main Street  
P.O. Box 14184  
Orange, CA 92863-1584  
(714) 560-OCTA  
www.octa.net





# OC STREETCAR PROJECT MAP



OC Streetcar will provide a convenient “last mile” connection between Metrolink trains and other transportation modes at SARTC and important employment, restaurant and retail centers in Santa Ana, Garden Grove and surrounding areas. The route alignment will run along Santa Ana Boulevard and Fourth Street and will use the former path of the old Pacific Electric. **TC Packet 03.01.18**  
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