



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

#### REGIONAL COUNCIL OFFICERS

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County of San Bernardino

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Energy & Environment  
Luis Plancarte  
County of Imperial

Transportation  
Tim Sandoval, Pomona

## MEETING OF THE

# ENERGY AND ENVIRONMENT COMMITTEE

***Members of the Public are Welcome to Attend  
In-Person & Remotely***

***Thursday, June 6, 2024***

***9:30 a.m. – 11:30 a.m.***

***To Attend In-Person:***

**SCAG Main Office – Policy A Meeting Room  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017**

***To Watch or View Only:***

**<https://scag.ca.gov/scag-tv-livestream>**

***To Attend and Participate on Your Computer:***

**<https://scag.zoom.us/j/82916839134>**

***To Attend and Participate by Phone:***

**Call-in Number: 1-669-900-6833**

**Meeting ID: 829 1683 9134**

#### ***PUBLIC ADVISORY***

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov). Agendas & Minutes 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) 630-1420. 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.



## Instructions for Attending the Meeting

**To Attend In-Person and Provide Verbal Comments:** Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Policy A Meeting Room on the 17<sup>th</sup> floor starting at 9:30 a.m.

**To Attend by Computer:** Click the following link: <https://scag.zoom.us/j/82916839134>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

**To Attend by Phone:** Call (669) 900-6833 to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 829 1683 9134**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

## Instructions for Participating and Public Comments

**Members of the public can participate in the meeting via written or verbal comments.**

- In Writing:** Written comments can be emailed to: [ePublicComment@scag.ca.gov](mailto:ePublicComment@scag.ca.gov). Written comments received **by 5pm on Wednesday, June 5, 2024** will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, June 5, 2024, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to [aguilarm@scag.ca.gov](mailto:aguilarm@scag.ca.gov).
- Remotely:** If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or \*9 by phone and wait for SCAG staff to announce your name/phone number.
- In-Person:** If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

## General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

***In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.***

### OUR MISSION

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

### OUR VISION

Southern California’s Catalyst for a Brighter Future

### OUR CORE VALUES

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



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

### TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS\*

<p><b>Ana Beltran</b> 351 W. Main Street Westmorland, CA 92281</p>	<p><b>Art Bishop</b> Town of Apple Valley - Town Hall 14955 Dale Evans Pkwy Conference Room A Apple Valley, CA 92307</p>	<p><b>Margaret Clark</b> 3109 Prospect Avenue Rosemead, CA 91770</p>
<p><b>Robert D. Copeland</b> City of Signal Hill - City Hall 2175 Cherry Avenue Signal Hill, CA 90755</p>	<p><b>Ned E. Davis</b> City of Westlake Village - City Hall 31200 Oak Crest Drive Westlake Village, CA 91361</p>	<p><b>Rick Denison</b> 762 Malibu Circle Lake Havasu City, AZ 86403</p>
<p><b>Carmen Hernandez</b> City of Barstow - City Hall 220 E Mountain View Barstow, CA 92311</p>	<p><b>Shari L. Horne</b> City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637</p>	<p><b>Dan Kalmick</b> 16772 Glenhaven Lane Huntington Beach, CA 92647</p>
<p><b>Joe Kalmick</b> City of Seal Beach - City Hall 211 8th Street, Council Chambers Seal Beach, CA 90740</p>	<p><b>Steven Leash</b> Cahuilla Band of Indians 52701 Highway 371 Anza, CA 92539</p>	<p><b>Elaine Litster</b> City of Simi Valley - City Hall 2929 Tapo Canyon Road Simi Valley, CA 93063</p>
<p><b>Vianey Lopez</b> Ventura County Government Center 800 S. Victoria Avenue Ventura, CA 93009</p>	<p><b>Nick Schultz</b> City of Burbank - City Hall 275 East Olive Ave 2nd Floor, Council Office Burbank, CA 91502</p>	<p><b>Jennifer Stark</b> City of Claremont - City Hall 207 Harvard Avenue 2nd Floor, Citrus Room Claremont, CA 91711</p>
<p><b>Tamala Takahashi</b> City of Burbank - City Hall 275 East Olive Avenue 2nd Floor, Council Office Burbank, CA 91502</p>	<p><b>Connor Traut</b> 7661 Silver Street Buena Park, CA 90620</p>	<p><b>Stephanie Virgen</b> City of Coachella - City Hall Library Conference Room 1 1500 Sixth Street Coachella, CA 92236</p>
<p><b>Edward H.J. Wilson</b> City of Signal Hill - City Hall 2175 Cherry Avenue Signal Hill, CA 90755</p>		

\* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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### EEC - Energy and Environment Committee *Members – June 2024*

1. **Sup. Luis Plancarte**  
EEC Vice Chair, Imperial County
2. **Hon. Damon Alexander**  
San Bernardino, SBCTA
3. **Hon. Ana Beltran**  
Westmorland, ICTC
4. **Hon. Arthur Bishop**  
Apple Valley, SBCTA
5. **Hon. Phil Brock**  
Santa Monica, WSCCOG
6. **Hon. Margaret Clark**  
Rosemead, RC District 32
7. **Hon. Robert Copeland**  
Signal Hill, GCCOG
8. **Hon. Jenny Crosswhite**  
Santa Paula, RC District 47
9. **Hon. Ned Davis**  
Westlake Village, LVMCOG
10. **Hon. Rick Denison**  
Yucca Valley, SBCTA
11. **Hon. Carmen Hernandez**  
Barstow, SBCTA
12. **Hon. Shari Horne**  
Laguna Woods, OCCOG
13. **Hon. Britt Huff**  
Rolling Hills Estates, SBCCOG
14. **Hon. Dan Kalmick**  
Huntington Beach, OCCOG
15. **Hon. Joe Kalmick**  
Seal Beach, RC District 20

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## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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- 16. Hon. Steven Leash**  
Cahuilla Band of Indians
- 17. Hon. Elaine Litster**  
Simi Valley, VCOG
- 18. Hon. Vianey Lopez**  
Ventura County
- 19. Hon. Lauren Meister**  
West Hollywood, RC District 41
- 20. Hon. Daniel Ramos**  
Adelanto, SBCTA
- 21. Hon. Jose Sanchez**  
Los Angeles County, CoC
- 22. Hon. Jeannette Sanchez-Palacios**  
Ventura, VCOG
- 23. Hon. Nicholas Schultz**  
Burbank, AVCJPA
- 24. Hon. Jennifer Stark**  
Claremont, SGVCOG
- 25. Hon. Ali Taj**  
Artesia, GCCOG
- 26. Hon. Tamala Takahashi**  
Burbank, SFVCOG
- 27. Hon. Connor Traut**  
Buena Park, OCCOG
- 28. Hon. Stephanie Virgen**  
Coachella, CVAG
- 29. Hon. Dale Welty**  
Canyon Lake, WRCOG
- 30. Hon. Edward Wilson**  
Signal Hill, GCCOG

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## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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Southern California Association of Governments  
900 Wilshire Boulevard, Suite 1700 - Policy A Meeting Room  
Los Angeles, CA 90017  
**Thursday, June 6, 2024**  
**9:30 AM**

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

### **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** *(The Honorable Luis Plancarte, Chair)*

### **PUBLIC COMMENT PERIOD (Matters Not on the Agenda)**

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is *not* listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

### **REVIEW AND PRIORITIZE AGENDA ITEMS**

### **CONSENT CALENDAR**

#### Approval Items

1. Minutes of the Meeting – April 4, 2024 PPG. 7
2. Transmittal to South Coast Air Quality Management District of Final 2024 PM2.5 State Implementation Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures PPG. 14

#### Receive and File

3. Energy and Environment Committee Outlook and Future Agenda Items PPG. 31
4. Update on U.S. Environmental Protection Agency's Proposed Action on South Coast Air Quality Management District's Plan to Meet the 1997 Ozone Standard PPG. 36
5. Highways to Boulevards Regional Study PPG. 47



## ENERGY AND ENVIRONMENT COMMITTEE AGENDA

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### ACTION ITEM

6. Release of Draft Transportation Conformity Analyses of Draft 2025 Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 1 10 Mins. PPG. 61  
*(Lijin Sun, Principal Regional Planner)*

### RECOMMENDED ACTION:

Recommend that the Regional Council (RC) authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2025 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 1 for public review and comment.

### INFORMATION ITEMS

7. Connect SoCal 2024: Sustainable Communities Strategy Submittal 5 Mins. PPG. 66  
*(Camille Guiriba, Senior Regional Planner)*
8. Agrihoods: Housing Developments with Agricultural Amenities 20 Mins. PPG. 69  
*(Scott Snodgrass, Partner, Meristem Communities)*
9. California Department of Food and Agriculture Healthy Soils Initiative 20 Mins. PPG. 76  
*(Virginia Jameson, Deputy Secretary for Climate and Working Lands, California Department of Food & Agriculture)*

### CHAIR'S REPORT

*(The Honorable Luis Plancarte, Chair)*

### STAFF REPORT

*(Rachel Wagner, Government Affairs Officer, SCAG Staff)*

### ANNOUNCEMENTS

### ADJOURNMENT



**MINUTES OF THE MEETING  
ENERGY AND ENVIRONMENT COMMITTEE  
THURSDAY, APRIL 4, 2024**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Energy and Environment Committee (EEC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically). A quorum was present.

**Members Present**

***Hon. Deborah Robertson (Chair) Rialto***  
***Sup. Luis Plancarte (Vice Chair)***

Hon. Damon L. Alexander  
Hon. Art Bishop  
Hon. Phil Brock  
Hon. Margaret Clark  
Hon. Robert Copeland  
Hon. Jenny Crosswhite  
Hon. Ned Davis  
Hon. Rick Denison  
Hon. Carmen Hernandez  
Hon. Shari Horne  
Hon. Britt Huff  
Hon. Dan Kalmick  
Hon. Joe Kalmick  
Hon. Elaine Litster  
Hon. Vianey Lopez  
Hon. Lauren Meister  
Hon. Daniel Ramos  
Hon. Jeannette Sanchez-Palacios  
Hon. Jennifer Stark  
Hon. Ali Taj  
Hon. Tamala Takahashi  
Hon. Connor Traut

*San Bernardino*  
*Town of Apple Valley*  
*Santa Monica*  
*Rosemead*  
*Signal Hill*  
*Santa Paula*  
*Westlake Village*  
*Yucca Valley*  
*Barstow*  
*Laguna Woods*  
*Rolling Hills Estates*  
*Huntington Beach*  
*Seal Beach*  
*Simi Valley*  
  
*West Hollywood*  
*Adelanto*  
*Ventura*  
*Claremont*  
*Artesia*  
*Burbank*  
*Buena Park*

***District 8***  
***Imperial County***  
District 7  
SBCTA  
WSCCOG  
SGVCOG  
GCCOG  
District 47  
LVMCOG  
District 11  
SBCTA  
OCCOG  
SBCCOG  
OCCOG  
District 20  
VCOG  
Ventura County  
District 41  
SBCTA  
VCOG  
SGVCOG  
Pres. Appt  
SFVCOG  
OCCOG



Hon. Dale Welty	<i>Canyon Lake</i>	WRCOG
Hon. Edward H.J. Wilson	<i>Signal Hill</i>	GCCOG

**Members Not Present**

Hon. Ana Beltran	<i>Westmoreland</i>	ICTC
Hon. Maria Davila	<i>South Gate</i>	GCCOG
Hon. Steven Leash	<i>Cahuilla Band of Indians</i>	
Hon. Oscar Ortiz	<i>Indio</i>	CVAG
Hon. Nick Schultz	<i>Burbank</i>	AVCJPA
Hon. Stephanie Virgen	<i>Coachella</i>	CVAG

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Chair Robertson called the meeting to order at 9:32 a.m. and Policy Committee member Britt Huff, Rolling Hills Estates, SBCCOG, led the Pledge of Allegiance. Staff confirmed a quorum was present.

**PUBLIC COMMENT PERIOD**

Chair Robertson opened the public comment period and provided detailed instructions on how to provide public comments. She noted that this was the time for members of the public to offer comment for matters that are within SCAG’s jurisdiction but are not listed on the agenda.

She reminded the public to submit comments via email to [EECPublicComment@scag.ca.gov](mailto:EECPublicComment@scag.ca.gov). She noted that public comments received via email after 5:00 p.m. on Wednesday, April 3, 2024, would be announced and included as part of the official record of the meeting.

SCAG staff acknowledged there were no public comments received before the 5:00 p.m. deadline on April 3, 2024.

Seeing no public comment, Chair Robertson closed the public comment period for matters not listed on the agenda.

**REVIEW AND PRIORITIZE AGENDA ITEMS**

There were no requests to prioritize agenda items.

**ELECTION OF CHAIR AND VICE CHAIR**

Chair Robertson asked Legal Counsel to announce the nominations that had been received by March 28, and also asked him to walk them through the process.



Chief Counsel Jeffery Elder stated one nomination had been received for Chair, Luis Plancarte, Imperial County. He stated that in addition to nominees received before the meeting, SCAG’s rules allowed for nominations from the floor. He then described the process for nominations from the floor and the election.

Chair Robertson stated the floor was open for nominations for Chair. Seeing no nominations from the floor, Chair Robertson closed the nomination period.

A MOTION to select Luis Plancarte as Chair of Energy and Environment Committee passed by the following votes:

**AYES:** Alexander, Bishop, Brock, Copeland, Crosswhite, Davis, Denison, Horne, Huff, D. Kalmick, J. Kalmick, Litster, Meister, Plancarte, Ramos, Robertson, Sanchez-Palacios, Taj, Takahashi, Traut, and Welty (21)

**NOES:** None (0)

**ABSTAINS:** None (0)

Chair Robertson thanked everyone for their support.

Chair Robertson once again asked Legal Counsel to announce the nominations that had been received by March 28 for Vice Chair, and to walk them through the process.

Chief Counsel Elder stated one nomination had been received for Vice Chair, for Jenny Crosswhite, Ventura County. He stated that in addition to nominees received before the meeting, SCAG’s rules allowed for nominations from the floor. He then described the process for nominations from the floor and the election.

Chair Robertson stated the floor was open for nominations for Vice Chair. Seeing no nominations from the floor, Chair Robertson closed the nomination period.

A MOTION to select Jenny Crosswhite as Vice Chair of Energy and Environment Committee passed by the following votes:

**AYES:** Alexander, Bishop, Brock, Copeland, Crosswhite, Davis, Denison, Hernandez, Horne, Huff, D. Kalmick, J. Kalmick, Litster, Meister, Plancarte, Ramos, Robertson, Sanchez-Palacios, Taj, Takahashi, Traut, and Welty (22)

**NOES:** None (0)

**ABSTAINS:** None (0)

**CONSENT CALENDAR**

There were no public comments on the Consent Calendar.

Approval Items

1. Minutes of the Meeting – February 1, 2024

Receive and File

2. Energy and Environment Committee Outlook and Future Agenda Items
3. Transmittal to South Coast Air Quality Management District of Transportation Control Measure Reasonably Available Control Measures Analysis for Inclusion in Draft 2024 Coachella Valley Extreme Ozone Nonattainment Area State Implementation Plan

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

**AYES:** Alexander, Bishop, Brock, Copeland, Crosswhite, Davis, Denison, Hernandez, Horne, Huff, D. Kalmick, J. Kalmick, Litster, Meister, Plancarte, Ramos, Robertson, Schez-Palacios, Taj, Takahashi, Traut, and Welty (22)

**NOES:** None (0)

**ABSTAINS:** None (0)

**ACTION ITEM**

4. Clean Cities Coalition Strategic Plan

There were no public comments on item 4.

Marisa Laderach, Principal Regional Planner, provided a brief report about the clean cities coalitions and stated SCAG’s clean cities coalition responsibilities. She also presented SCAG’s clean technology program and discussed the strategic plan topics. Lastly, she shared SCAG anticipated completing FY25 draft by June to October 2024.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

Policy Committee members had questions about how they could become members of the coalition, if particular cities were included in the plan and if the plan included standardization in charge ports. Additionally, members asked if hydrogen was included as part of the plan, if staff could elaborate on the UCI study and inquired about the type of data being collected. Staff addressed the comments and questions by the members.

A MOTION was made (Ramos) to approve Recommend the Regional Council approve the Southern California Clean Cities Coalition Strategic Plan. Motion was SECONDED (Huff) and passed by the following votes:

**AYES:** Alexander, Bishop, Brock, Copeland, Crosswhite, Davis, Denison, Hernandez, Horne, Huff, D. Kalmick, J. Kalmick, Litster, Meister, Plancarte, Ramos, Robertson, Sached-Palacios, Taj, Takahashi, Traut, and Welty (22)

**NOES:** None (0)

**ABSTAINS:** None (0)

#### **INFORMATION ITEMS**

##### 5. California's 30x30 Conservation Framework

There were no public comments on item 5.

Meghan Hertel, Deputy Secretary of Biodiversity and Habitat, California Natural Resources Agency made a presentation before the committee on Item 5. Ms. Hertel stated there was a loss of biodiversity and climate crisis that California residents were facing. She stated that international scientists and international government agencies have started an effort called 30 by 30 which is the goal to protect 30% of Earth's land and water by 2030 to halt the loss of biodiversity. She stated Governor Newsom signed Executive Order N-82-20 committed to conserve 30% of lands and coastal waters by 2030. She discussed the conservation framework and areas that will be conserved. She reported that California had reached 24.4% land conservation and 16.2% coastal waters conservation. Lastly, she asked members to help with improving data and implementation.

Policy committee members asked for metrics for the conservation areas, opportunities for urbanized areas and involvement from Bureau Land Management.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

6. Stormwater Capture and Flood Adaptation Options

There were no public comments on item 6.

Brett Sanders, Professor of Civil and Environmental Engineering, Urban Planning and Public Policy, UC Irvine, provided a presentation before the committee on Item 6. Professor Sanders reported that the UC Irvine research lab mapped flood risk in San Diego and Newport Beach. He reported that models have been built for Los Angeles and Orange County. He stated land use changes heightened flood risk and more development leads to more runoff which puts additional stress on drainage systems. He provided background on the NOAA Effects of Sea Level Rise (ESLR) program. He reported the timeline of the NOAA project will run through October 2024 and the closing symposium will be held in the summer of 2025.

Policy committee members expressed interest in the NOAA program and asked about coastal erosion, improvements along the LA river and freeway flooding.

The comprehensive staff report was included in the agenda packet and posted on the SCAG website. The meeting video is also available on the SCAG website.

**CHAIR'S REPORT**

Chair Robertson reported that there was still time to register for SCAG's 59th Annual Regional Conference and General Assembly at the JW Marriott Desert Springs Resort & Spa in Palm Desert from May 2-3 and online registration would end on April 26.

**STAFF REPORT**

Rachel Wagner, Government Affairs Officer, reported that applications for the 2024 SCAG Scholarship Program closed on March 22 and 115 applications were received. She stated the Scholarship Committee would meet on April 15 to select up to 9 awardees.

**ANNOUNCEMENT**

There were no announcements.

**ADJOURNMENT**

There being no further business, Chair Robertson adjourned the Energy and Environment Committee meeting at 11:41 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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**ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT**

**2023-2024**

MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Jun	Total Mtgs Attended To Date
Alexander, Damon L.	San Bernardino, RC Distirct 7	1	1			1	1		0	0		1			5
Beltran, Ana	Westmoreland, ICTC	0	0			1	0		1	0		0			2
Bishop, Art	Apple Valley, SBCTA	0	1			1	1		1	1		1			6
Brock, Phil	Santa Monica, WSCCOG	1	0			1	1		1	1		1			6
Clark, Margaret	Rosemead, RC District 32	1	1			1	1		1	1		1			7
Copeland, Robert	Signal Hill, GCCOG	1	0	D		1	1	D	1	1		1			6
Crosswhite, Jenny	Santa Paula, RC District 47	1	1			1	1		1	1		1			7
Davila, Maria	South Gate, GCCOG	0	0			0	0		0	0		0			0
Davis, Ned	Westlake Village, LVMOG	0	0			1	1		1	1		1			5
Denison, Rick	Yucca Valley, RC District 11	1	1	A		1	1	A	1	1		1			7
Hernandez, Carmen	Barstow, SBCTA								0	0		1			1
Horne, Shari	Laguna Woods, OCCOG	1	0			1	1		1	1		1			6
Huff, Britt	Rolling Hills Estates, SCBCOG	1	1			1	0		1	1		1			6
Kalmick, Dan	Huntington Beach, OCCOG	1	1			1	1		1	1		1			7
Kalmick, Joe	Seal Beach, RC District 20	1	1			1	1		1	1		1			7
Leash, Steven	Cahuilla Band of Indians									1		0			1
Litster, Elaine	Simi Valley, VCOG	1	1	R		1	1	R	1	1		1			7
Lopez, Vianey	Ventura County	1	1			1	1		1	0		1			6
Meister, Lauren	West Hollywood, RC District 41	1	1			1	1		1	1		1			7
Ortiz, Oscar	Indio, RC District 66	1	1			0	1		1	1		0			5
Plancarte, Luis	Imperial County	1	1	K		1	1	K	1	1		1			7
Ramos, Daniel	Adelanto, SBCTA					1	1		1	1		1			5
Robertson, Deborah	Rialto, RC District 8	0	1			1	1		0	1		1			5
Sanchez-Palacios, Jeanette	Ventura, VCOG	0	1			1	0		0	0		1			3
Schultz, Nick	Burbank, AVCJPA						1		1	1		0			3
Stark, Jennifer	Claremont, SGVCOG	1	1			1	1		1	1		0			6
Taj, Ali	Artesia, Gateway Cities									1		1			2
Takahashi, Tamala	Burbank, SFVCOG	1	1			1	0		1	1		1			6
Traut, Connor	Buena Park, OCCOG	0	1			1	1		1	1		1			6
Virgen, Stephanie	Coachella, CVAG	0	1			1	0		1	1		0			4
Welty, Dale	Canyon Lake, WRCOG	0	1			1	1		1	1		1			6
Wilson, Edward H.J.	Signal Hill, GCCOG	0	0			1	1		1	1		1			

Attachment: EEC Attendance Sheet 2023-24 (Minutes of the Meeting - April 4, 2024)



**AGENDA ITEM 2**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

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

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Rongsheng Luo, Planning Supervisor  
(213) 236-1994, luo@scag.ca.gov

**Subject:** Transmittal to South Coast Air Quality Management District of Final 2024  
PM2.5 State Implementation Plan Appendix IV-C Regional Transportation  
Plan/Sustainable Communities Strategy and Transportation Control  
Measures

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council (RC) approve transmittal to the South Coast Air Quality Management District of the Final 2024 PM2.5 State Implementation Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures.

**RECOMMENDED ACTION FOR RC:**

Approve transmittal to the South Coast Air Quality Management District of the Final 2024 PM2.5 State Implementation Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*The South Coast Air Quality Management District (AQMD) is developing an air quality state implantation plan (SIP) to address the 2012 National Ambient Air Quality Standard for fine particulate matter (PM<sub>2.5</sub>) in the South Coast Air Basin. Pursuant to the California Health and Safety Code, staff prepared a portion of the air plan relating to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and transportation control measures (TCMs), which is commonly known as "Appendix IV-C" of the air plan. As authorized by the RC in October 2023, the Draft Appendix IV-C was subsequently transmitted to the South Coast AQMD for inclusion in the Draft PM2.5 SIP for public review. The public comment period has concluded, and no public comments were received on the Draft Appendix IV-C. Except for staff initiated minor technical revisions, no other changes have been made in the Final Appendix IV-C. Track-changed and clean versions of the Executive Summary of the Final Appendix IV-C are included as attachments to this staff report. Because the public comment period ended after the May 2024 RC*

***and Policy Committees meetings and the South Coast AQMD Governing Board needs to consider approval of the PM<sub>2.5</sub> SIP at its next meeting on June 7, 2024, staff is seeking authorization of the EEC and the RC on the same day, June 6, 2024, to transmit the Final Appendix IV-C to the South Coast AQMD for inclusion in the Final 2024 PM<sub>2.5</sub> SIP for approval.***

**BACKGROUND:**

Submitted to the U.S. Environmental Protection Agency (EPA) in April 2017, the South Coast AQMD's 2016 Air Quality Management Plan (AQMP) included a PM<sub>2.5</sub> SIP to address the 2012 PM<sub>2.5</sub> National Ambient Air Quality Standard. However, due to significant concerns raised by the EPA regarding the PM<sub>2.5</sub> SIP in response to a lawsuit filed against the EPA in January 2023, the South Coast AQMD withdrew the PM<sub>2.5</sub> SIP to prevent EPA disapproval and initiated the development of a new PM<sub>2.5</sub> SIP. As a result, the South Coast AQMD has been determined to have failed to submit the required SIP to implement the 2012 PM<sub>2.5</sub> standard by the EPA, effective June 26, 2023. In addition, the new PM<sub>2.5</sub> SIP must be submitted to and deemed complete by the EPA by December 26, 2024 to avoid imposition of the stationary sanction and by June 26, 2025 to avoid imposition of the highway sanction in the South Coast Air Basin.

The new 2024 PM<sub>2.5</sub> SIP is being jointly prepared by three responsible agencies: the South Coast AQMD, the lead agency, the California Air Resources Board (ARB), and SCAG. SCAG's role in the PM<sub>2.5</sub> SIP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the South Coast AQMD for use in estimating and forecasting emission inventories and airshed modeling; and vehicle activity data to the ARB for use in developing on-road emissions. Because there have been no significant changes to the socio-economic growth forecast and the travel activity projections since the South Coast AQMD's 2022 AQMP, the PM<sub>2.5</sub> SIP will use the same socio-economic growth forecast and travel activity projection data that SCAG previously provided for the 2022 AQMP.

In addition to the technical data, SCAG is also responsible for writing a portion of the PM<sub>2.5</sub> SIP on the region's RTP/SCS and TCMs as they relate to air quality. The document, commonly referred to as "Appendix IV-C," primarily includes an overview of the adopted Connect SoCal (2020 RTP/SCS); an updated list of committed TCMs in the South Coast Air Basin that are federally enforceable and subject to timely implementation; and, pursuant to Clean Air Act requirements, an analysis of the best available and the most stringent TCMs. SCAG staff had prepared the Draft Appendix IV-C and, as authorized by the EEC and the RC, subsequently transmitted it to the South Coast AQMD for inclusion in the Draft 2024 PM<sub>2.5</sub> SIP for public review. The public comment period concluded on May 7, 2024, but no public comments were received on the Draft Appendix IV-C. For the Final Appendix IV-C, staff initiated and made minor technical revisions to update the estimated emission reduction benefits. No other changes have been made. Track-changed and clean version of the Executive Summary of the Final Appendix IV-C are included as attachments to this staff report.



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Upon approval by the EEC and the Regional Council, the Final Appendix IV-C will be transmitted to South Coast AQMD for inclusion into the Final 2024 PM<sub>2.5</sub> SIP.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2023-24 Overall Work Program (025.0164.01: Air Quality Planning and Conformity).

**ATTACHMENT(S):**

1. Executive Summary of Final 2024 South Coast 2012 PM<sub>2.5</sub> SIP Appendix IV-C clean version
2. Executive Summary of Final 2024 South Coast 2012 PM<sub>2.5</sub> SIP Appendix IV-C track version

# **Final 2024 PM<sub>2.5</sub> State Implementation Plan Appendix IV-C**

## **Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures**

## SCAG MISSION STATEMENT

*Under the guidance of the Regional Council and in collaboration with our partners, our mission is to foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.*

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# Executive Summary

This Appendix IV-C (Appendix or Appendix IV-C throughout) describes the Southern California Association of Government’s (SCAG) Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCMs) to address the 2012 annual PM<sub>2.5</sub> standards in the South Coast Air Basin as part of South Coast Air Quality Management District’s (South Coast AQMD) Draft 2024 PM<sub>2.5</sub> State Implementation Plan (SIP). This Appendix IV-C is based on SCAG’s Final 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS, also known as Connect SoCal) and 2023 Federal Transportation Improvement Program (FTIP), as amended. The RTP/SCS and FTIP were developed in consultation with federal, state and local transportation and air quality planning agencies and other stakeholders. The four County Transportation Commissions (CTCs) in the South Coast Air Basin, namely Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, Orange County Transportation Authority and the San Bernardino County Transportation Authority, were actively involved in the development of the regional transportation measures of this Appendix.

This Appendix consists of the following three Sections.

## Section I. Introduction

As required by federal and state laws, SCAG is responsible for ensuring that the regional transportation plan, program, and project are supportive of the goals and objectives of applicable Air Quality Management Plans and State Implementation Plans (AQMPs/SIPs). SCAG is also required to develop demographic projections and regional transportation strategy and control measures for the South Coast AQMD’s AQMP/SIP.

As the Metropolitan Planning Organization (MPO) for the six county region comprising SCAG’s jurisdiction, SCAG is obligated to develop an RTP/SCS every four years. The RTP/SCS is a long-range regional transportation plan that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG region. The RTP/SCS also outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and enhance transportation investments. The RTP/SCS is required by federal laws to demonstrate transportation conformity and also to achieve regional greenhouse gas (GHG) reduction targets set by the California Air Resources Board (CARB) pursuant to SB 375. Pursuant to the California Health and Safety Code, the RTP/SCS constitutes the Regional Transportation Plan/Sustainable Communities and Transportation Control Measures of the South Coast AQMD’s AQMPs/SIPs.

In addition, SCAG develops the biennial FTIP. The FTIP is a list of multimodal capital improvement projects to be implemented over a six year period. The FTIP implements the programs and projects in the RTP/SCS.

## Section II. Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures (TCMs)

The SCAG region faces many critical challenges including demographics, transportation system preservation, transportation funding, goods movement, housing, air quality, climate change, and public health. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, SCAG's governing board, the Connect SoCal was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. Connect SoCal represents the culmination of more than three years of work involving dozens of public agencies, 197 local jurisdictions in the SCAG region, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. Connect SoCal was adopted by SCAG's governing board, the Regional Council, on May 7, 2020 for transportation conformity purposes only and on September 3, 2020 for all purposes.

To realize a sustainable and connected region, Connect SoCal includes a Core Vision that centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets; five Key Connections that augment the Core Vision to address trends and emerging challenges while closing the gap between what can be accomplished through intensification of core planning strategies alone and what must be done to meet increasingly aggressive greenhouse gas reduction goals; as well as action-oriented transportation strategies and Sustainable Communities Strategy.

### Core Vision

- Sustainable Development
- System Preservation and Resilience
- Demand & System Management
- Transit Backbone
- Complete Streets
- Goods Movement

### Key Connections

- Smart Cities and Job Centers
- Housing Supportive Infrastructure
- Go Zones
- Accelerated Electrification
- Shared Mobility and Mobility as a Service

### Transportation Strategies

- Preserve and Optimize Our Current System
  - Congestion Management
  - Congestion Pricing
  - Transportation Demand Management (TDM)
  - Transportation System Management (TSM)

- Completing Our Transportation System
  - Transit
  - Passenger Rail
  - Active Transportation
  - Transportation Safety
  - Highway and Arterial Network
  - Regional Express Lane Network
  - Goods Movement
  - Aviation
  - Technological Innovations and Emerging Technology

### Sustainable Communities Strategy

- Focus Growth Near Destinations & Mobility Options
- Promote Diverse Housing Choices
- Leverage Technology Innovations
- Support Implementation of Sustainability Policies
- Promote a Green Region

### Transportation Control Measures (TCMs)

Connect SoCal includes, as a subset of transportation strategies, SIP-committed transportation programs and projects that reduce vehicle use or change traffic flow or congestion conditions for the purposes of reducing emissions from transportation sources and improving air quality, better known as Transportation Control Measures or “TCMs.” In the South Coast Air Basin, TCMs include the following three main categories of transportation improvement projects and programs that have funding programmed for right-of-way and/or construction in the first two years of the 2023 FTIP:

1. Transit and non-motorized modes;
2. High Occupancy Vehicle (HOV) Lanes and their pricing alternatives; and
3. Information-based strategies (e.g., traffic signal synchronization).

Attachment A of Appendix IV-C is a list of transportation control measure projects that are from SCAG’s 2023 FTIP and specifically identified and committed to in the 2024 PM<sub>2.5</sub> SIP. Per the federal Clean Air Act (CAA), these committed TCMs are required to receive funding priority and be implemented in a timely manner. In the event that a committed TCM cannot be delivered or will be significantly delayed, there must be a substitution for the TCM. It is important to note that as the SCAG’s FTIP is updated every two years, new committed TCMs are automatically added to the applicable SIP from the previous FTIP.

### Plan Emissions Reduction Benefits

If the future vehicle fleet mix and emission factors are held constant as those in the Connect SoCal base year 2016, Connect SoCal is estimated to yield a reduction in NO<sub>x</sub> emissions by about 2.0 tons per day (tpd) in 2025, 5.1 tpd in 2035, and 6.9 tpd in 2045 compared with their respective Baselines without Connect SoCal. However, if accounting for mandated future improvement in vehicle fleet mix and emission factors, the estimated NO<sub>x</sub> emission reduction from Connect SoCal is reduced by 65 to 94 percent, because the vehicles as a whole are becoming much cleaner and reduction of every vehicle mile traveled from Connect SoCal yields less reduction in NO<sub>x</sub> emissions.

## Plan Investment

The total expenditure for the various strategies in Connect SoCal is forecasted to be \$638.9 billion for the entire six-county SCAG region. Connect SoCal has identified the same amount of total revenues from both existing and several new funding sources that are reasonably expected to be available.

## Cost-Benefit Analysis

Implementation of Connect SoCal will secure a safe, efficient, sustainable and prosperous future for the SCAG region. To demonstrate how effective Connect SoCal would be toward achieving our regional goals, SCAG conducted a Connect SoCal vs. Connect SoCal Baseline cost-benefit analysis utilizing the Cal-B/C Model to calculate regional network benefits – essentially comparing how the region would perform with and without implementation of the Connect SoCal.

Compared with the alternative without the Plan, Connect SoCal would result in significant benefits to our region, not only with respect to mobility and accessibility, but also in the areas of air quality, economic growth and job creation, sustainability and environmental justice. Altogether, the transportation investments in Connect SoCal will provide a return of two dollars for every dollar invested compared with the Baseline alternative.

## Section III. TCM Best Available Control Measure (BACM) and Most Stringent Measure (MSM) Analysis

The South Coast Air Basin has been reclassified as a Serious nonattainment area under the 2012 PM<sub>2.5</sub> NAAQS effective December 9, 2020. In addition, the South Coast AQMD's 2016 AQMP included a 2012 PM<sub>2.5</sub> Serious Area SIP that demonstrated attainment by 2025. However, due to significant concerns raised by the US EPA regarding the PM<sub>2.5</sub> SIP in response to a lawsuit filed against EPA for failure to act on the SIP, the South Coast AQMD withdrew the SIP to prevent EPA disapproval and initiated the development of a new SIP. Further, the new SIP needs and will include a request to extend the attainment date to 2030 consistent with CAA Section 188(e) to allow more time for implementation. As a result, the South Coast Air Basin is required to implement BACMs and MSMs including TCMs for the control of direct PM<sub>2.5</sub> and PM<sub>2.5</sub> precursors from on-road mobile sources. This section serves as the TCM BACM and MSM component for the South Coast 2012 PM<sub>2.5</sub> standard SIP.

Following the applicable U.S. EPA guidance and updating the previous TCM BACM analysis in the South Coast AQMD's 2016 AQMP that has received EPA approval, the TCM BACM and MSM analysis consists of a review of the on-going implementation of TCMs in the South Coast Air Basin, a review of TCM measures implemented in other Moderate and Serious PM<sub>2.5</sub> nonattainment areas as well as Serious PM<sub>10</sub> nonattainment areas throughout the country, and a review of TCMs not implemented in the SCAG region. The analysis demonstrates that the TCM projects being implemented in the South Coast Air Basin are both the best available and the most stringent TCMs.

~~Draft~~ Final 2024 PM<sub>2.5</sub> State Implementation  
Plan Appendix IV-C

Regional Transportation Plan/Sustainable Communities  
Strategy and Transportation Control Measures

~~November 30, 2023~~

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- System Preservation and Resilience
- Demand & System Management
- Transit Backbone
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- Goods Movement

### Key Connections

- Smart Cities and Job Centers
- Housing Supportive Infrastructure
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- Preserve and Optimize Our Current System
  - Congestion Management
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  - Transportation Demand Management (TDM)
  - Transportation System Management (TSM)

- Completing Our Transportation System
  - Transit
  - Passenger Rail
  - Active Transportation
  - Transportation Safety
  - Highway and Arterial Network
  - Regional Express Lane Network
  - Goods Movement
  - Aviation
  - Technological Innovations and Emerging Technology

### Sustainable Communities Strategy

- Focus Growth Near Destinations & Mobility Options
- Promote Diverse Housing Choices
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- Support Implementation of Sustainability Policies
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### Plan Emissions Reduction Benefits

If the future vehicle fleet mix and emission factors are held constant as those in the Connect SoCal base year 2016, Connect SoCal is estimated to yield a reduction in NOx emissions by about 1-52.0 tons per day (tpd) in 2025, 45.1 tpd in 2035, and 6.98 tpd in 2045 compared with their respective Baselines without Connect SoCal. However, if accounting for mandated future improvement in vehicle fleet mix and emission factors, the estimated NOx emission reduction from Connect SoCal is reduced by 659 to 73-94 percent, because the vehicles as a whole are becoming much cleaner and reduction of every vehicle mile traveled from Connect SoCal yields less reduction in NOx emissions.

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Compared with the alternative without the Plan, Connect SoCal would result in significant benefits to our region, not only with respect to mobility and accessibility, but also in the areas of air quality, economic growth and job creation, sustainability and environmental justice. Altogether, the transportation investments in Connect SoCal will provide a return of two dollars for every dollar invested compared with the Baseline alternative.

## Section III. TCM Best Available Control Measure (BACM) and Most Stringent Measure (MSM) Analysis

The South Coast Air Basin has been reclassified as a Serious nonattainment area under the 2012 PM<sub>2.5</sub> NAAQS effective December 9, 2020. In addition, the South Coast AQMD's 2016 AQMP included a 2012 PM<sub>2.5</sub> Serious Area SIP that demonstrated attainment by 2025. However, due to significant concerns raised by the US EPA regarding the PM<sub>2.5</sub> SIP in response to a lawsuit filed against EPA for failure to act on the SIP, the South Coast AQMD withdrew the SIP to prevent EPA disapproval and initiated the development of a new SIP. Further, the new SIP needs and will include a request to extend the attainment date to 2030 consistent with CAA Section 188(e) to allow more time for implementation. As a result, the South Coast Air Basin is required to implement BACMs and MSMs including TCMs for the control of direct PM<sub>2.5</sub> and PM<sub>2.5</sub> precursors from on-road mobile sources. This section serves as the TCM BACM and MSM component for the South Coast 2012 PM<sub>2.5</sub> standard SIP.

Following the applicable U.S. EPA guidance and updating the previous TCM BACM analysis in the South Coast AQMD's 2016 AQMP that has received EPA approval, the TCM BACM and MSM analysis consists of a review of the on-going implementation of TCMs in the South Coast Air Basin, a review of TCM measures implemented in other Moderate and Serious PM<sub>2.5</sub> nonattainment areas as well as Serious PM<sub>10</sub> nonattainment areas throughout the country, and a review of TCMs not implemented in the SCAG region. The analysis demonstrates that the TCM projects being implemented in the South Coast Air Basin are both the best available and the most stringent TCMs.



**AGENDA ITEM 3**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Energy and Environment Committee (EEC)  
**From:** Ryan Wolfe, Manager for Sustainable and Resilient Development  
213-630-1527, wolfe@scag.ca.gov

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**Subject:** Energy and Environment Committee Outlook and Future Agenda Items

**RECOMMENDED ACTION:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

**EXECUTIVE SUMMARY:**

*The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Energy and Environment Committee on April 7, 2022. Following the Regional Council adoption of the Framework on June 2, 2022, staff developed a 12- month Committee EEC Outlook, to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities that will become final recommendations in Connect SoCal 2024. For FY2024, the EEC Outlook reflects outcomes of the 2023 Executive Administration Committee (EAC) Retreat and discussions with the EEC Chair and Vice Chair. The Committee Outlook and Future Agenda Items will be updated monthly as a receive and file item.*

**BACKGROUND:**

**Policy Development Framework for Connect SoCal 2024**

The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the EEC on April 7, 2022, and was adopted by the Regional Council at the June 2, 2022 meeting. The Policy Framework is intended to facilitate the engagement of SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in Connect SoCal 2024. In furtherance of the adopted Policy Development Framework, staff have developed a “Committee

Outlook” for each of the three policy committees (CEHD, TC, and EEC) organized around three areas: Connect SoCal, Local Assistance Program, and Regional Updates.

### **EEC Committee Outlook and Framework**

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff updated the Outlook for the EEC Policy Committee for FY2024.

The Committee Outlook organizes content into three programmatic areas:

- 1. Connect SoCal:** Items within this area will center on efforts to implement Connect SoCal 2020, updates on the plan development process for 2024, and discussion of key policy issues and emerging trends for the 2024 Connect SoCal Plan. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on land use, housing, and economic development. The FY2024 Outlook summarizes the items that came before the EEC Committee related to the development of Connect SoCal 2024.
- 2. Local Assistance Program:** In this programmatic area, staff will present informational and action items related to programs that provide assistance to local partners. The Local Assistance Program includes items that align with the climate action and water action resolutions, local policies and best practices, and climate, mitigation, adaptation, and resilience funding.
- 3. Regional Updates:** This programmatic area will focus on regional policy issues, such as conservation, clean transportation, clean energy, and the alignment of state policies and programs with SCAG regional goals and objectives.

The Committee Outlook is tracked to when the draft 2024 Connect SoCal was published. Staff brought the various policy and strategy recommendations in Connect SoCal 2024 for review and discussion to the SCAG policy committees through April 2024.

The topics and panels covered may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. To request future agenda items, Policy Committee members may request that the agenda item be pulled for discussion, or they may send a request directly to the Chair or committee staff for consideration and reporting out at the next meeting. Agenda items that are recommended by Policy Committee members will be discussed with the Chair and Vice Chair to assess relevance to the EEC and the considerations noted above. A new EEC Outlook will be developed following the EAC retreat and in consultation with the EEC Chair and Vice Chair.



**FISCAL IMPACT:**

Work associated with this item is included in the FY24 Indirect Cost Program (810.0120.20: Planning Policy Development).

**ATTACHMENT(S):**

1. EEC June Outlook

# Energy & Environment Committee Agenda Outlook

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
July-Aug	<ul style="list-style-type: none"> <li>Connect SoCal 2024 Outreach Update</li> <li>Connect SoCal 2024: Performance Measures Update</li> <li>Connect SoCal 2024: Resilience Policies and Strategies</li> </ul>	<ul style="list-style-type: none"> <li>REAP 2.0 Update</li> </ul>	<ul style="list-style-type: none"> <li>Climate Resolution Bi-Annual Update</li> </ul>
Sept	<b>Joint Policy Committee: Connect SoCal 2024 Draft Plan Review</b>		
Oct - Nov	<ul style="list-style-type: none"> <li>Authorization to Release the Connect SoCal 2024 Draft PEIR</li> <li>Release of Draft Transportation Conformity Analysis for Public Review and Comment</li> <li>Transmittal to South Coast AQMD of Draft 2024 PM2.5 State Implementation Plan Appendix IV-C RTP/SCS and Transportation Control Measures</li> </ul>	<ul style="list-style-type: none"> <li>Climate Pollution Reduction Grant Program</li> <li>Urban Greening (Added to November EEC)</li> <li>Department of Energy State and Community Energy Programs</li> </ul>	<ul style="list-style-type: none"> <li>EEC 12-Month Lookahead</li> </ul>
Jan - Feb	<ul style="list-style-type: none"> <li>Connect SoCal 2024: Implementation Strategies</li> <li>Transmittal to South Coast AQMD of Final 2024 PM2.5 State Implementation Plan Appendix IV- RTP/SCS and Transportation Control Measures</li> <li>Greenprint Tool Data Standards</li> <li>Clean Technology Compendium Findings</li> </ul>	<ul style="list-style-type: none"> <li>Water White Paper Update</li> <li>Highways to Boulevard's Regional Study</li> </ul>	
Mar	<b>Joint Policy Committee: Connect SoCal 2024 Final Review</b>		

# Energy & Environment Committee Agenda Outlook

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
April	<ul style="list-style-type: none"> <li>Proposed Final Transportation Conformity Analysis for Connect SoCal 2024</li> <li>Clean Cities Coalition Strategic Plan</li> </ul>		<ul style="list-style-type: none"> <li>California's 30 x 30 conservation framework: Outside Presenter</li> <li>Stormwater Capture and Flood Adaptation Options: Outside Presenter</li> </ul>
May		<b>General Assembly</b>	
June	<ul style="list-style-type: none"> <li>Release of Draft Conformity Analysis of Draft Federal Transportation Improvement Program (FTIP) and Draft Connect SoCal 2024 Amendment 1</li> <li>Connect SoCal 2024: Sustainable Communities Strategy Submittal</li> </ul>	<ul style="list-style-type: none"> <li><del>Climate Pollution Reduction Grant Program (Moved to Fall 2024)</del></li> <li><del>Grey Water: Local Policies &amp; Best Practices (Moved to Fall 2024)</del></li> <li>Agrihoods: Outside Presenter</li> </ul>	<ul style="list-style-type: none"> <li><del>Climate Resolution Bi-Annual Update (Moved to Fall 2024)</del></li> <li>Healthy Soils Initiative: Outside Presenter</li> <li><del>Clean Energy &amp; Storage: Outside Presenter (Moved to Fall 2024)</del></li> <li><del>California Air Resources Board Advanced Clean Cars Program: Outside Presenter (Moved from April)</del></li> </ul>



**AGENDA ITEM 4  
REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Energy & Environment Committee (EEC)  
Transportation Committee (TC)  
Regional Council (RC)  
**From:** Rongsheng Luo, Planning Supervisor  
(213) 236-1994, [luo@scag.ca.gov](mailto:luo@scag.ca.gov)  
**Subject:** Update on U.S. Environmental Protection Agency's Proposed Action on  
South Coast Air Quality Management District's Plan to Meet the 1997  
Ozone Standard

EXECUTIVE DIRECTOR'S  
APPROVAL

**RECOMMENDED ACTION FOR TC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR RC, EAC AND EEC:**

Receive and File

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*On February 2, 2024, U.S. Environmental Protection Agency (EPA) published in the Federal Register a proposed disapproval of South Coast Air Quality Management District's (AQMD) 2019 Contingency Measure State Implementation Plan (SIP) for the 1997 federal ozone standard in the South Coast Air Basin. The EPA action was a follow-up to a proposed consent decree regarding the two lawsuits filed respectively by the AQMD and three environmental organizations to compel EPA to act on the SIP. If finalized as proposed, the disapproval would trigger a 24-month highway sanction clock. Furthermore, if the underlying issue is not fully addressed within the 24-month highway sanction clock period, a highway sanction and a federal air plan would be imposed in the South Coast Air Basin, which covers the entire Orange County and the urbanized areas of Los Angeles, Riverside, and San Bernardino counties. Dr. Sarah Rees, Deputy Executive Officer of the South Coast AQMD, will provide an update regarding the EPA's proposed action, including background on the need for federal actions to reduce emissions and potential pathways forward.*

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**BACKGROUND:****I. Notices of Intent (NOIs) to Sue EPA and Subsequent Lawsuits**

Staff previously provided RC and Policy Committees with a comprehensive update on the potential lawsuits that the South Coast Air Quality Management District (AQMD) and Earthjustice (a non-profit environmental law organization) intended to file against the U.S. Environmental Protection Agency (EPA). The July 7, 2022 staff report covered background information on AQMD's 2019 Contingency Measure State Implementation Plan (SIP and also referred as "Plan") for the 1997 federal 8-hour ozone standard, summary of two separate notices of intent (NOIs), and implications of the NOIs (<https://scag.ca.gov/sites/main/files/file-attachments/rc070722fullpacket.pdf>, Item 24).

Subsequently in April and May 2023, AQMD and three environmental organizations (East Yard Communities for Environmental Justice, People's Collective of Environmental Justice, and Sierra Club) followed through on their respective NOIs and sued EPA. The lawsuits alleged that EPA had failed to act on AQMD's 2019 Contingency Measure SIP by the statutory deadline of July 1, 2021 and were filed to compel EPA to take action on the SIP. In November 2023, the two lawsuits were consolidated into one lawsuit (collectively, "AQMD et al.").

**II. Proposed Consent Decree**

On January 18, 2024, EPA published a notice of proposed consent decree in the Federal Register (<https://www.govinfo.gov/content/pkg/FR-2024-01-18/pdf/2024-00827.pdf>). The proposed consent decree is to address the consolidated lawsuit and is a complete settlement of all claims mutually agreed by AQMD et al. and EPA.

Pursuant to the proposed consent decree, EPA must take one of four actions on AQMD's 2019 Contingency Measure Plan no later than July 1, 2024: 1) fully approve; 2) fully disapprove; 3) conditionally approve; or 4) approval in part and disapprove in part. In response to public comments, the July 1, 2024 deadline has been extended to July 31, 2024. Additionally, under the proposed Consent Decree, AQMD et al., through CARB, has the option to withdraw the Plan. Then, EPA does not need to take any action on the Plan. Although the proposed consent decree establishes a deadline for EPA's final action, it does not indicate or imply which action EPA must take. The proposed consent decree is scheduled to be finalized by July 31, 2024, and dismissal of the consolidated lawsuit is expected to occur afterwards.

**III. EPA Proposed Disapproval of AQMD's 2019 Contingency Measure Ozone SIP**

On February 2, 2024, EPA published a proposed rule to disapprove AQMD's 2019 Contingency Measure SIP in the Federal Register (<https://www.govinfo.gov/content/pkg/FR-2024-02-02/pdf/2024-02082.pdf>). In the proposed rule, EPA identified two deficiencies in AQMD's 2019 Contingency Measure SIP to support the proposed disapproval. First, CARB/AQMD portion of contingency measures could not be implemented because they were not yet developed at the time when the Plan was submitted. This was inconsistent with the federal CAA provisions, which require

submission of contingency measures that can be implemented in the event the Extreme ozone nonattainment area fails to attain as a result of the state's inability to fully implement new technology measures. Second, AQMD's 2019 Contingency Measure's assignment of NOx emission reductions to federal measures and sources subject to federal authority is not approvable as a matter of law. Specifically, states (e.g., CARB/AQMD) do not have authority under the federal CAA or the U.S. Constitution to assign or shift SIP responsibilities to federal government. The deadline for EPA to finalize the proposed action has also been extended to July 31, 2024.

#### IV. Sanction Clocks and Sanctions

Pursuant to federal CAA, local air districts and the CARB are responsible for preparing air quality SIPs in California to fulfill air quality planning requirements to attain applicable national ambient air quality standards established by EPA. A SIP deficiency (e.g., SIP disapproval or finding of failure to submit a required SIP) and, if finalized by EPA, will trigger: an 18-month stationary sanction clock and a 24-month highway sanction clock.

If the underlying deficiency is not resolved within 18 months, the first imposed sanction would be the offset sanction on stationary sources impacting the AQMD's ability to issue new or modified permits for major facilities. Major facilities may include, but not limited to, refineries, landfills, manufacturing facilities, water treatment and recycling facilities, and waste management facilities that are located within the South Coast Air Basin portion of the AQMD's jurisdiction.

If within six additional months (or 24 months after disapproval becomes effective) the underlying deficiency is still not resolved, highway sanction will apply. A highway sanction is prohibition on federal approval or award of any federal grants to highway projects in the sanctioned area unless projects are exempt. It is important to note that a highway sanction was previously imposed in Imperial County in 2012, triggered by EPA's disapproval of a rule of the Imperial County Air Pollution Control District that is not directly related to any transportation plan, program, or project.

Both offset and highway sanctions are federal CAA-mandatory sanctions (not discretionary) (CAA Section 179). To turn off the sanction clocks that are triggered by EPA disapproval, AQMD/CARB must complete their respective public process to develop, adopt, and submit a subsequent SIP revision to correct deficiencies identified in EPA's disapproval, and then EPA must approve the corrective actions before the highway sanction imposition deadline.

In this case, given the extraordinary difficulty in resolving the underlying issues identified in AQMD's 2019 Contingency Measure SIP, there are no easy solutions to resolve the deficiencies and lift the highway sanction once imposed.

Highway sanction has serious consequences on transportation projects and the region's economy and jobs. If EPA finalizes disapproval of AQMD's 2019 Contingency Measure SIP by July 31, 2024, and the underlying deficiencies are not resolved within the 24-month highway sanction clock period, imposition of highway sanction is anticipated around August 2026 – during the year (2026) when the Los Angeles area is set to host the 2026 FIFA World Cup matches and two years before Los Angeles hosts the 2028 Summer Olympics.

V. Federal Implementation Plan (FIP)

In addition to the sanctions, EPA's disapproval of AQMD's 2019 Contingency Measure SIP, if finalized as proposed, would trigger a requirement on EPA to promulgate a non-discretionary FIP within 24 months upon effectiveness of final disapproval (CAA Section 110(c)). The highway sanction and FIP clock commence in parallel when EPA's disapproval is effective. In other words, the FIP clock also runs for 24 months when EPA finalizes the disapproval. The FIP is turned off only after EPA approves a subsequent SIP revision before the promulgation. Based on a review of EPA's recent proposed FIP for the San Joaquin Valley's PM<sub>2.5</sub> Contingency Measure Plan, a FIP can include state and local measures, not limited to only federal measures.

VI. SCAG's Effort to Address the Proposed SIP Disapproval

SCAG staff at all levels takes the potential highway sanction from the EPA proposed disapproval very seriously and has been actively tracking, evaluating, reporting on, and addressing the proposed disapproval in collaboration with the management, legal, and planning staff of EPA, the South Coast AQMD, as well as the four County Transportation Commissions within the South Coast AQMD jurisdiction. As part of the effort, SCAG staff submitted two separate comment letters to EPA to request a 30-day extension of the public comment period on the proposed consent decree and on the proposed SIP disapproval, respectively. As noted above, both public comment periods were subsequently extended by one month.

SCAG President Curt Hagman led a small delegation to Washington, D.C. from Tuesday, May 14, through Thursday, May 16, to advocate for SCAG's federal legislative priorities. Included in those priorities was an update on South Coast AQMD and CARB's 2019 Contingency Measure Plan (Plan). Joined by SCAG's First Vice President Cindy Allen, Second Vice President Ray Marquez, Legislative/Communications and Membership Committee Vice Chair José Luis Solache, Executive Director Kome Ajise, Chief Operating Officer Darin Chidsey, Chief Government and Public Affairs Officer Javiera Cartagena, Legislative Affairs Manager Kevin Gilhooley, and Senior Legislative Affairs Analyst Francisco Barajas, the delegation was able to meet with key federal agencies, Congressional representatives and staff. Meetings where the EPA's proposed action were discussed directly included Mr. Joseph Goffman with the U.S. Environmental Protection Agency, Representatives Pete Aguilar, Robert Garcia, Young Kim, Jay Obernolte, Michelle Steel, Mark Takano, and Norma Torres,



the offices of Representatives Grace Napolitano and Adam Schiff, and the office of Senator Alex Padilla.

Additionally, SCAG has been working with Mobility 21, a coalition of public, business, and community stakeholders pursuing regional solutions to the transportation challenges facing Southern California, as they prepared for their Washington, D.C. advocacy trip from June 4 through June 5. As part of our collaborative efforts, we worked with the group to have an update on the Plan included in their leave behind for discussion during meetings with agency and Congressional representatives.

Staff will provide periodic updates to RC, EAC, EEC, and/or the TC in the future as appropriate.

**FISCAL IMPACT:**

Work associated with this item is included in the current FY 2023-24 Overall Work Program (24-025.0164.01: Air Quality Planning and Conformity).

**ATTACHMENT(S):**

1. PowerPoint Presentation - Update on USEPA Proposed Action on South Coast AQMD 2019 Contingency Measure Plan

# Update on U.S. EPA's Proposed Action on South Coast AQMD's Plan to Meet the 1997 Ozone Standard

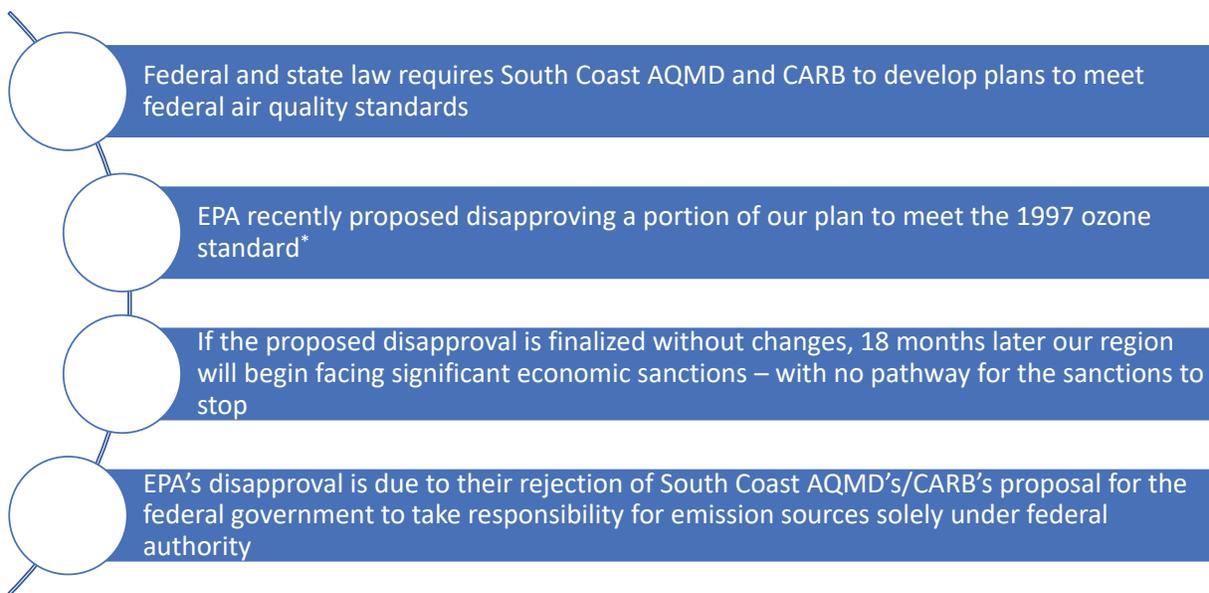
SCAG Transportation Committee Meeting

June 6, 2024

Sarah Rees, Ph.D.  
Deputy Executive Officer  
South Coast Air Quality Management District



## Overview



\* 89 FR 7320, <https://www.federalregister.gov/documents/2024/02/02/2024-02082/air-plan-disapproval-california-los-angeles-south-coast-air-basin-1997-8-hour-ozone>

# Background

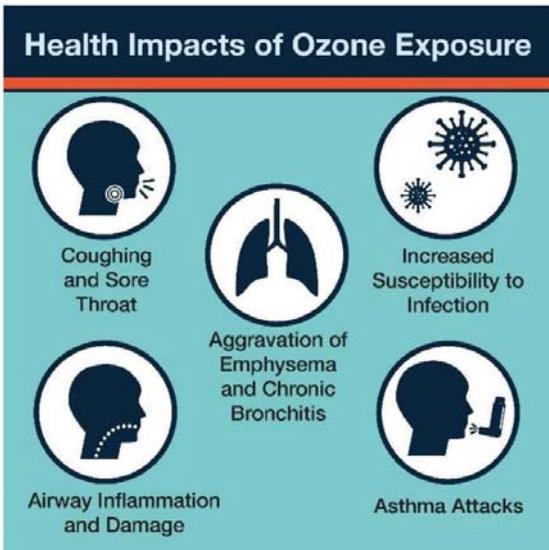
- Under the Clean Air Act, U.S. EPA sets multiple health-based air quality standards that all areas of the country must meet on specified timelines
- In 2017, South Coast AQMD and CARB submitted a plan to meet the federal 1997 ozone standard by the attainment date in 2023
  - Key pollutant = Nitrogen Oxides (NOx)
- The plan relied on flexibility within the Clean Air Act to define specific actions in the future
  - Called 182(e)(5) or 'black box' measures
- In 2019, South Coast AQMD and CARB developed a required, supplemental Contingency Measure Plan to address the 'black box'



Contingency Measure Plan

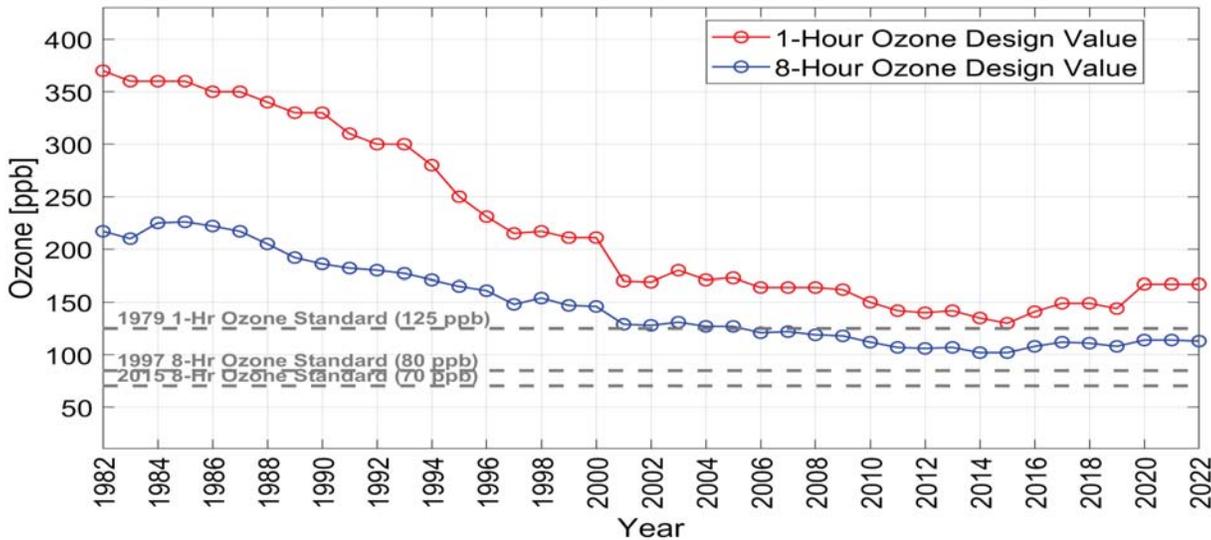


# Health Effects of Ozone

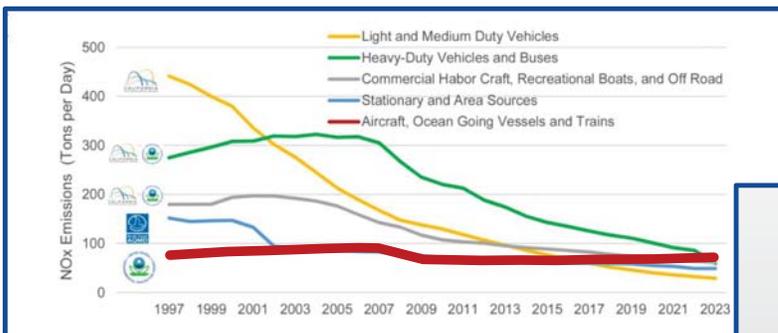


- Clean Air Act requires air quality standards to be solely based on protection of public health
- Attaining air quality standards in our region would avoid:
  - 1,600 premature deaths per year
  - More than \$19 billion per year in monetized public health impacts

# Ozone Trends in the South Coast Air Basin

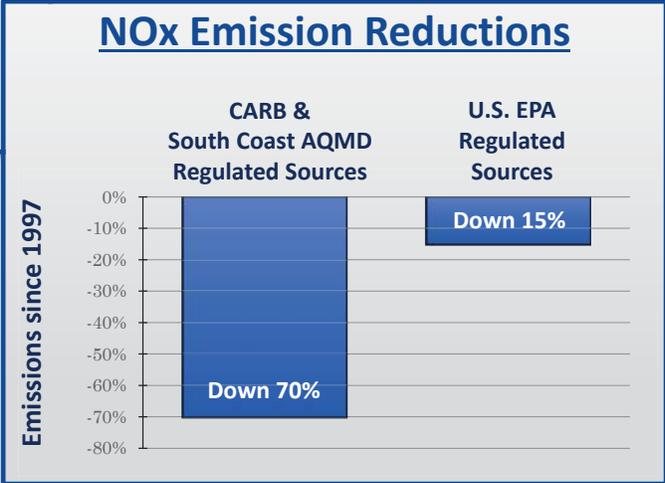


## NOx Emissions and the Importance of Federal Sources



Nitrogen oxides (NOx) are most important contributor to ozone

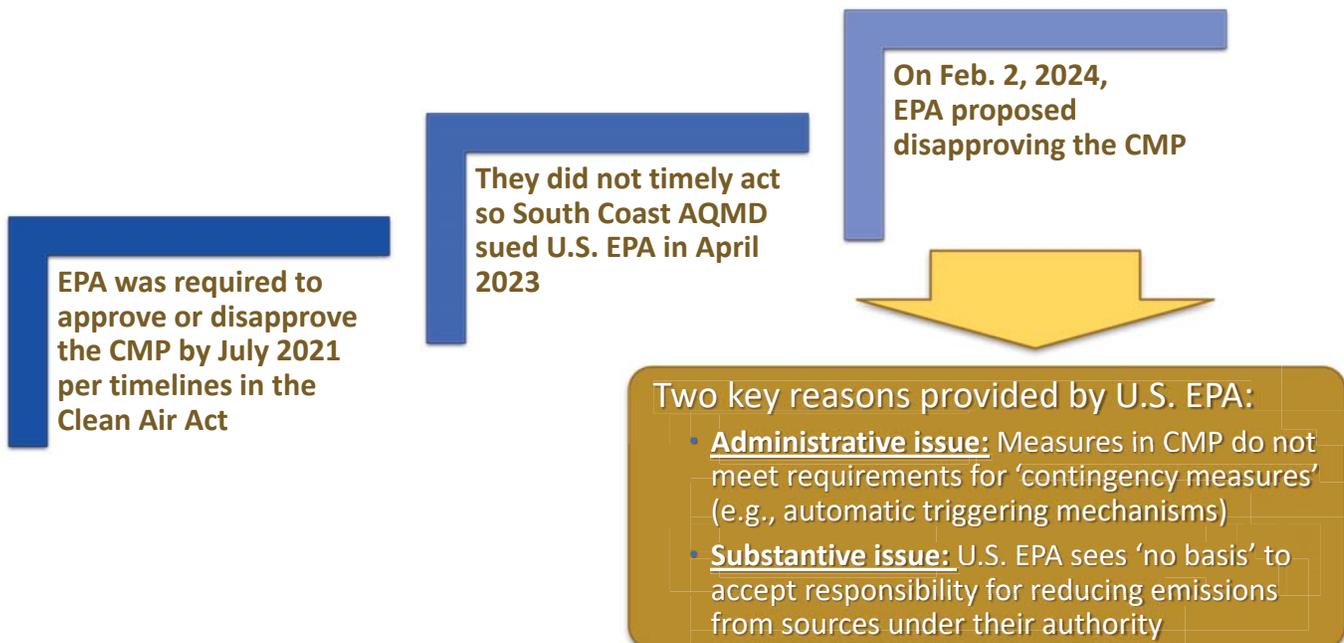
Over 80% of NOx in our region is from mobile sources



# Contingency Measure Plan (CMP)

- Proposed approach in CMP required all three agencies (U.S. EPA, CARB, South Coast AQMD) to reduce emissions from sources within each agency's authority
- Almost 2/3<sup>rd</sup> of needed emission reductions are under federal authority
  - U.S. EPA was asked to address these emission sources in the CMP
    - Specific potential approaches were included in CMP
  - Precedent exists for U.S. EPA to accept this responsibility

## U.S. EPA Proposed Action



# Two Types of Consequences Mandated by Federal Clean Air Act

1. Planning deficiencies (e.g., disapproval of a plan, failure to submit a plan, etc.)
  - **Sanction 1: Permit emission reduction offsets increase from 1.2:1 to 2:1**  
[18 months after EPA finding]
  - **Sanction 2: Prohibition on federal highway funding (except safety and transit)**  
[24 months after EPA finding]
  - **Federal Implementation Plan**  
[24 months after EPA finding]
2. Failure to attain a standard by due date 
  - Increased fees for major permitted sources (about \$25 million/year total from all sources)
  - A new plan is required that must include measures required by U.S. EPA
- Consequences continue until deficiency is resolved
  - U.S. EPA has not proposed any resolution to address federal emission sources

## South Coast AQMD Response to Proposed U.S. EPA Disapproval of CMP

- Requested 30-day extension of comment period; comment period closed April 3<sup>rd</sup>, 2024
- Detailed comment letter and background materials available at <https://www.aqmd.gov/home/air-quality/air-quality-management-plans/contingency-measure-plan-for-1997-ozone-standard>
- Key points:
  - Federal government must take responsibility for emission sources under its authority
    - This is consistent with Congressional intent of Clean Air Act amendments of 1990
    - U.S. EPA has previously accepted federal responsibility (approval of our 1994 Plan)
    - It's impossible to meet 1997 ozone standard, or other ozone standards, without federal action
  - South Coast AQMD and CARB have strictest rules in the country, yet we will have no way to avoid or turn off sanctions absent federal action

## Next Steps

- We believe there can be paths forward that avoid or minimize federal sanctions, but EPA must work with South Coast AQMD and CARB to achieve this
  - EPA has to address federal sources, either by voluntarily agreeing to do so in a plan with CARB and AQMD, or through a FIP
  - The only difference is sanctions
- South Coast AQMD will continue to engage with stakeholders and EPA about this issue
- U.S. EPA currently expected to take final action on CMP by July 31, 2024



**AGENDA ITEM 5**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Energy & Environment Committee (EEC)  
Transportation Committee (TC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Hina Chanchlani, Associate Regional Planner  
213-236-1829, chanchlani@scag.ca.gov

**Subject:** Highways to Boulevards Regional Study

**RECOMMENDED ACTION FOR TC:**

Information Only – No Action Required

**RECOMMENDED ACTION FOR EEC:**

Receive and File

**STRATEGIC PLAN:**

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region.

**EXECUTIVE SUMMARY:**

*On November 2, 2023, the SCAG Regional Council authorized staff to accept Community Project Funding/Congressionally Directed Spending grant funds to support SCAG’s Highways to Boulevards Regional Study. The Study will identify opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity, and further Connect SoCal’s vision for a more resilient and equitable future. SCAG anticipates engaging stakeholders from across the region from November 2023 through April 2025. Through the Study, SCAG will support local jurisdictions by positioning the region to compete for Federal Reconnecting Communities and Neighborhoods Grant funds and supporting implementation through the development of a best practices report and a local jurisdiction guide. SCAG and the consultant team have been engaging Project Advisory Committee members, reviewing existing projects and plans, and developing an approach for identifying, screening, and prioritizing six to ten projects which can be positioned to apply for Federal Reconnecting Communities and Neighborhood Access grant programs.*

**BACKGROUND:**

The Study will identify opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community

connectivity, and further Connect SoCal's vision for a more resilient and equitable future. Staff anticipates that the results of this Study will help the region to compete for additional funding going forward, including the Bipartisan Infrastructure Law's (BIL) Reconnecting Communities Pilot (RCP) discretionary grant program, which provides \$1 billion supporting planning, technical assistance, and construction through fiscal year 2026.

Southern California's highways and arterials system plays a significant and vital role in the overall transportation network in the SCAG region. The region's highways and arterials system has approximately 23,000 centerline miles or 73,000 lane miles, on which the region's residents often experience significant congestion. A substantial portion of the highway network is the result of 20th century major expansions in transportation infrastructure that were motivated by a stimulus of federal funding. In 1911, the newly established California Highway Commission implemented federal policy direction toward the creation of the Interstate Highway System, which included the 1921 and 1944 Federal Aid Highway Acts. As described in SCAG's *Racial Equity Baseline Conditions Report*,<sup>1</sup> the Commission determined project locations, and both state and local officials routed new freeways through many existing communities of color, displacing thousands of households through eminent domain. Much of this freeway construction was in service of a suburban housing boom that was segregationist. Racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways and the delivery of transit services. This transportation infrastructure helped reinforce divides, constrain growth, and physically isolate communities.<sup>2</sup>

Many of these past investments in transportation projects led to a rapid expansion of freeways, which resulted in physical barriers, divided communities, and amplified racial inequities among the region's most vulnerable populations. Issues persist to this day.<sup>3</sup> Many of these communities experience higher than average transit ridership and lower than average vehicle ownership, and yet the transportation systems that serve them are often largely focused on motor vehicle throughput. Furthermore, these communities often experience harmful environmental impacts from roadway usage and restricted access to opportunities and economic growth. They also experience higher than average rates of transportation collisions involving vulnerable pedestrians and bicyclists.<sup>4</sup>

With these historical and enduring issues in mind, SCAG procured the services of Arup (consultant) and Here LA and Nelson Nygard (sub-consultants) to conduct the Highways to Boulevards Regional Study, which kicked off in November 2023 and is expected to conclude in April 2025.

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<sup>1</sup> <https://scag.ca.gov/post/racial-equity-baseline-conditions-report>

<sup>2</sup> DFID (2013), *Social Dimensions of Transport – A Resource for Social Impact Appraisals*, UK Dept. for International Development (<https://bit.ly/2QKouwp>); at <http://tinyurl.com/o3mvpbe>.

<sup>3</sup> CNU (2019), *Freeways Without Futures*, Congress for New Urbanism ([www.cnu.org](http://www.cnu.org)); at [www.cnu.org/highwaysboulevards/freeways-without-futures/2019](http://www.cnu.org/highwaysboulevards/freeways-without-futures/2019).

<sup>4</sup> Samikchhya Bhusal, Evelyn Blumenberg and Madeline Brozen (2021), *Access to Opportunities Primer*, UCLA Institute of Transportation Studies ([www.its.ucla.edu](http://www.its.ucla.edu)); at <https://bit.ly/3F93EQC>.

The Study’s overall goals include:

- Identifying opportunities to reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways or railways that create barriers to community connectivity including to mobility, access, or economic development;
- Offering a path for communities to reknit by removing, retrofitting, or mitigating transportation facilities so that what remains is a better fit for the context of their surroundings and serves all people;
- Providing a framework to identify and evaluate potential transportation facilities to reconnect communities for performance improvements to provide more multi-modal travel options;
- Focusing on areas that intersect with Priority Equity Communities;
- Preserving local communities and creating opportunities for safer and healthier communities; and
- Positioning the region to compete for future federal funding and eventual implementation.

Key tasks and anticipated timeframes are as follows.

Task	Timeframe
Task 1 Project Management	Nov 2023 - April 2025
Task 2 Stakeholder Engagement	Nov 2023 - Feb 2025
Task 3 Best Practices and Policy & Planning Context	Nov 2023 - May 2024
Task 4 Existing Conditions Assessment	Jan 2024 - August 2024
Task 5 Priority Projects Identification and Scoring	May 2024 - Jan 2025
Task 6 Local Jurisdiction Guidance	Sept 2024 - Feb 2025
Task 7 Final Report	Nov 2024 - April 2025

The project team has completed Task 3 Best Practices and Policy & Planning Context and the Best Practices report can be found at <https://scag.ca.gov/corridor-planning-documents>. The team is currently working on stakeholder engagement (Task 2), existing conditions assessment (Task 4), and project identification and scoring (Task 5).

**Key Takeaways from Best Practices and Planning and Policy Report**

As part of Task 3, SCAG staff and the consultant team conducted a thorough review of existing highways to boulevard projects and existing regional plans and policies including projects in the SCAG region to develop a Best Practices and Planning and Policy report. This report includes the following key takeaways:

- **Prioritize Underserved Communities:** The project prioritization process should include a preliminary screen to confirm that the project is located in, and will directly serve, communities in areas of high need that have been unduly burdened by previous transportation decisions and other structural injustices, such as redlining. Projects should be

supported by the community, and successful projects are often those initiated by communities.

- **Leverage overlapping goals:** As communities develop their project concepts and prepare their applications, considering the ways in which these projects serve the dual purpose of addressing climate change and housing in addition to reconnecting communities may position them to be competitive for funding from a wider range of state and federal sources.
- **Think beyond highway caps:** Context-sensitive solutions are key. Projects like complete streets, bus rapid transit lines to disconnected communities, pedestrian walkways and overpasses, linear parks and trails, main street revitalization, and even the redevelopment of rail yards are all eligible for reconnecting communities funds and should be considered in the pool of potential priority projects.
- **Ensure consistency across all levels of planning:** The federal Reconnecting Communities Program requires projects applying for capital construction grants to be consistent with their state's long-range transportation plan and their MPO's long-range plan (if applicable), and included in the state, MPO, or Tribal Transportation Improvement Program (TTIP). As priority projects are selected, the likelihood of support from both a bottom-up and top-down perspective should be considered.
- **Plan for inclusion and affordability from the start:** Infrastructure projects that substantially improve quality of life in a neighborhood often contribute to rising real estate values, which can price out existing residents and small businesses. Getting ahead of this by implementing anti-displacement measures early on is key. As SCAG reviews potential projects, those committed to preventing displacement may be prioritized, and early stage projects should be encouraged to do so.
- **Find a Project Champion:** Individuals and organizations who are passionate about reconnecting their community and will steward the project through a multi-year process are incredible assets. Projects with strong community support, especially those initiated by the community, are likely to be good candidates to undertake a major project. As projects are reviewed, existing advocates or an established framework for support like a neighborhood group or business improvement district should be considered a plus.

The key takeaways will inform our project prioritization, conceptual designs, local jurisdiction guidance, and a final report.

### **Stakeholder Engagement**

SCAG staff and the consultant understand the Highways to Boulevards Regional Study stakeholder engagement process requires a multitude of perspectives to properly implement a comprehensive approach that captures community needs and issues to be addressed by the Study. Input and feedback from Two Project Advisory Committees (PACs) inform two stages of this Study. PAC#1 includes stakeholders involved in corridor planning, including highways planning, transit and

passenger rail planning, active transportation planning, and community-based planning. PAC#2 will be formed to provide guidance on specific projects or locations and will consist of staff and stakeholders affiliated with the jurisdictions where the projects are located.

SCAG staff and the consultant engaged PAC#1 two times (January 2024 and May 2024) and solicited feedback to inform the development of the study. In the first meeting, committee members identified their goals and vision in the discussion and in feedback through surveys, which are summarized in the following seven themes. These main themes serve as the project’s Guiding Principles, which will inform our screening criteria, prioritization criteria, and guide the entirety of the project.

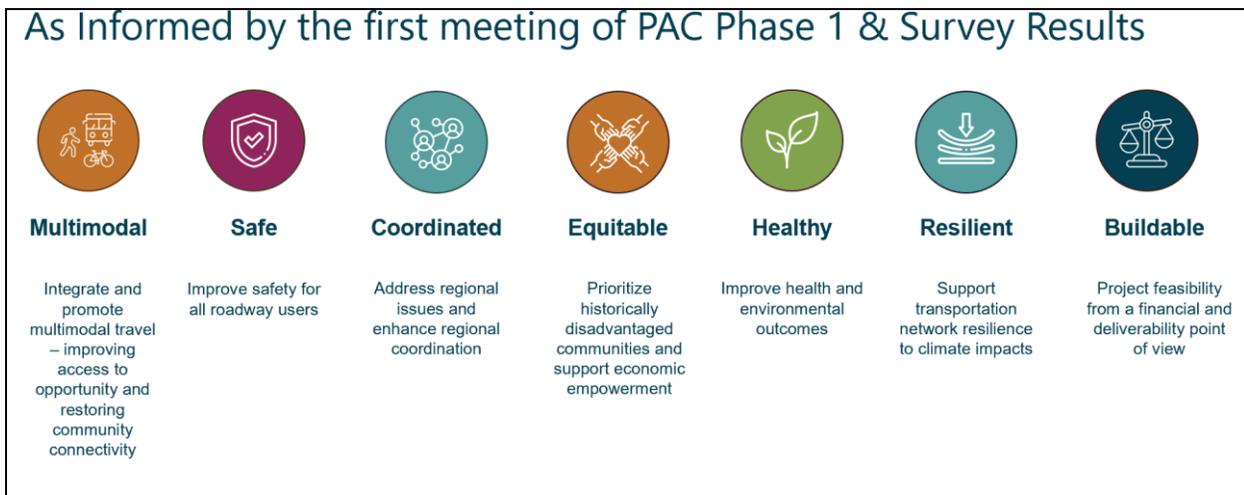


Figure 1 Project Guiding Principles as informed by Project Advisory Committee #1

The guiding principles align with Connect SoCal’s four main goals of Mobility, Communities, Environment, and Economy.

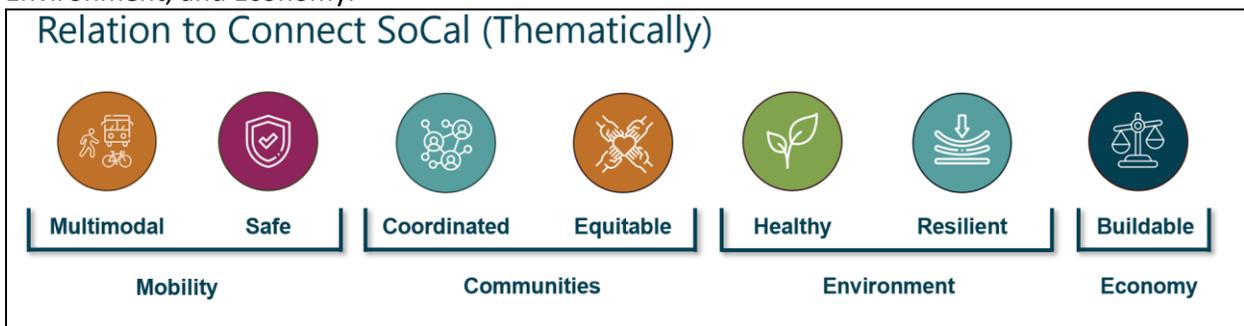


Figure 2 Linking Guiding Principles with Connect SoCal

In the second PAC#1 meeting, PAC members provided input and feedback on the existing conditions methodology and recommended additional data to review as part of the assessment. SCAG staff

and the consultant team will continue to engage the PACs at future meetings to gather feedback on project prioritization, conceptual design, and overall study development. The next PAC #1 meeting is planned for September 2024.

### **Existing Conditions Assessment**

For the existing conditions assessment, SCAG staff and the consultant team identified existing projects from three buckets:

- Existing plans and the Federal Transportation Improvement Program (FTIP)
- Projects identified by community-based organizations, and
- Council or Governments (COG) and County Transportation Commission (CTC) identified projects

These identified projects will be screened considering the USDOT Reconnecting Communities Grant Program criteria, such as proximity to disadvantaged communities, proximity to areas with poor access to jobs, education, healthcare, food, and recreation, and project features that include removing, retrofitting, or mitigating transportation facilities that create barriers. Projects passing these screening criteria (“screened project list”) will undergo an existing conditions assessment using publicly available data which were selected based on the guiding principles. This assessment is underway and will inform the Priority Projects Identification and Scoring.

### **Priority Projects Identification and Scoring**

The screened project list from the existing conditions analysis will undergo a prioritization and scoring process that will lead to a shortlist of 6-10 prioritized projects. Prioritization criteria will be developed with the consultation of PAC#1 and engagement with Community Based Organizations (CBOs). This process began in May 2024 and will continue to advance as further stakeholder input is received this summer. This task will inform the development of the local jurisdiction guide and the final report.

### **NEXT STEPS**

SCAG staff will continue to provide Study updates to the Transportation Committee at key milestones. More information about the Study is available at <https://scag.ca.gov/corridor-planning>.

### **FISCAL IMPACT:**

Funding for work on the study is included in the FY23/24 Overall Work Program, Tasks 060.0124.01 Multimodal Corridor Planning and 275.4923.01 Highways to Boulevards Regional Study.

### **ATTACHMENT(S):**

1. Highways to Boulevards Presentation



# Highways to Boulevards Regional Study

Transportation Committee

Hina Chanchlani – Associate Regional Planner

Mobility Planning and Goods Movement

June 6, 2024

[WWW.SCAG.CA.GOV](http://WWW.SCAG.CA.GOV)

## Connect SoCal 2024 and SCAG's Racial Equity Early Action Plan



Mobility: Build and maintain an integrated multimodal transportation network



Communities: Develop, connect and sustain communities that are livable and thriving



Environment: Create a healthy region for the people of today and tomorrow



Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents

*"As central to SCAG's work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life."*

# Federal, State, and Regional Opportunities

- Highways to Boulevards Regional Study
- Funded via \$480,000 federal earmark
- Aligned with recent federal and state support for this work:
  - **Reconnecting Communities Pilot (RCP) Program:** \$1 billion over the next 5 years in dedicated funding to restore community connectivity
  - **Neighborhood Access and Equity Grants:** \$3 billion over the next 5 years to support neighborhood equity, safety, and affordable transportation access to reconnect communities divided by existing infrastructure barriers
  - **Caltrans Reconnecting Communities Highways to Boulevards Pilot Program** \$150 million for a Highways to Boulevards conversion pilot program

## Defining the Project

### Highways to Boulevards Regional Study

Aims to identify areas to remove, retrofit, or mitigate the negative impacts of highways and railways through highway to boulevard conversions, freeway caps, and railroad conversions.

# Study Goals and Scope

 <b>Identify locations for conversion and mitigation</b>	 <b>Develop methodology to identify potential conversions</b>
 <b>Position the region for federal funding &amp; implementation</b>	 <b>Reknit communities</b>
 <b>Lift up Priority Equity Communities</b>	 <b>Preserve and create safer &amp; healthier communities</b>

- Review existing conditions
- Establish a framework and a set of metrics
- Identify and evaluate potential projects (6-10)
- Develop guide to support locals
- Robust stakeholder engagement

## Review of Local Plans

<b>Imperial County</b>	<ul style="list-style-type: none"> <li>• Our Imperial Valley, Our Future, Our Growth Long Range Transportation Plan</li> </ul>
<b>Los Angeles County</b>	<ul style="list-style-type: none"> <li>• Los Angeles County Metropolitan Transportation Authority (LA Metro) Vision 2028 Plan</li> <li>• LA Metro Our Next LA Long Range Transportation Plan</li> </ul>
<b>Orange County</b>	<ul style="list-style-type: none"> <li>• Beach Boulevard Corridor Study</li> <li>• Orange County Transportation Authority (OCTA) Direction 2045 Long Range Transportation Plan</li> <li>• OCTA State Route 91 Comprehensive Multimodal Corridor Plan</li> <li>• South Orange County Multimodal Transportation Study</li> </ul>
<b>San Bernardino County</b>	<ul style="list-style-type: none"> <li>• Active San Bernardino</li> <li>• Inland Empire Comprehensive Multimodal Corridor Plan</li> <li>• San Bernardino Countywide Transportation Plan Update</li> </ul>
<b>Riverside County</b>	<ul style="list-style-type: none"> <li>• Riverside County's Long Range Transportation Study</li> <li>• Inland Empire Comprehensive Multimodal Corridor Plan</li> </ul>
<b>Ventura County</b>	<ul style="list-style-type: none"> <li>• Ventura County's Comprehensive Transportation Plan</li> <li>• Ventura County Freight Corridors Study</li> <li>• VCTC US 101 Communities Connected Multimodal Corridor Study</li> </ul>

# Best Practices Key Takeaways

## PLAN FOR INCLUSION AND AFFORDABILITY FROM THE START



Infrastructure projects that substantially improve quality of life in a neighborhood often contribute to rising real estate values, which can price out existing residents and small businesses. Getting ahead of this by implementing anti-displacement measures early on is key. As SCAG reviews potential projects, those committed to preventing displacement may be prioritized, and early stage projects should be encouraged to do so.

## PRIORITIZING UNDERSERVED COMMUNITIES



As additional relevant projects in the SCAG area are identified and considered as priority projects for this study, they should be screened to verify they are located in underserved communities.

## LEVERAGE OVERLAPPING GOALS



As communities develop their project concepts and prepare their applications, considering the ways in which these projects serve the dual purpose of addressing climate change in addition to reconnecting communities may position them to be competitive for funding from a wider range of state—and federal—sources

## FIND A PROJECT CHAMPION



Individuals and organizations who are passionate about reconnecting their community and will steward the project through a multi-year process are incredible assets. Projects with strong community support, especially those initiated by the community, are likely to be good candidates to undertake a major project. As projects are reviewed, existing advocates or an established framework for support, like a neighborhood group or business improvement district, should be considered a plus.

## THINK BEYOND HIGHWAY CAPS



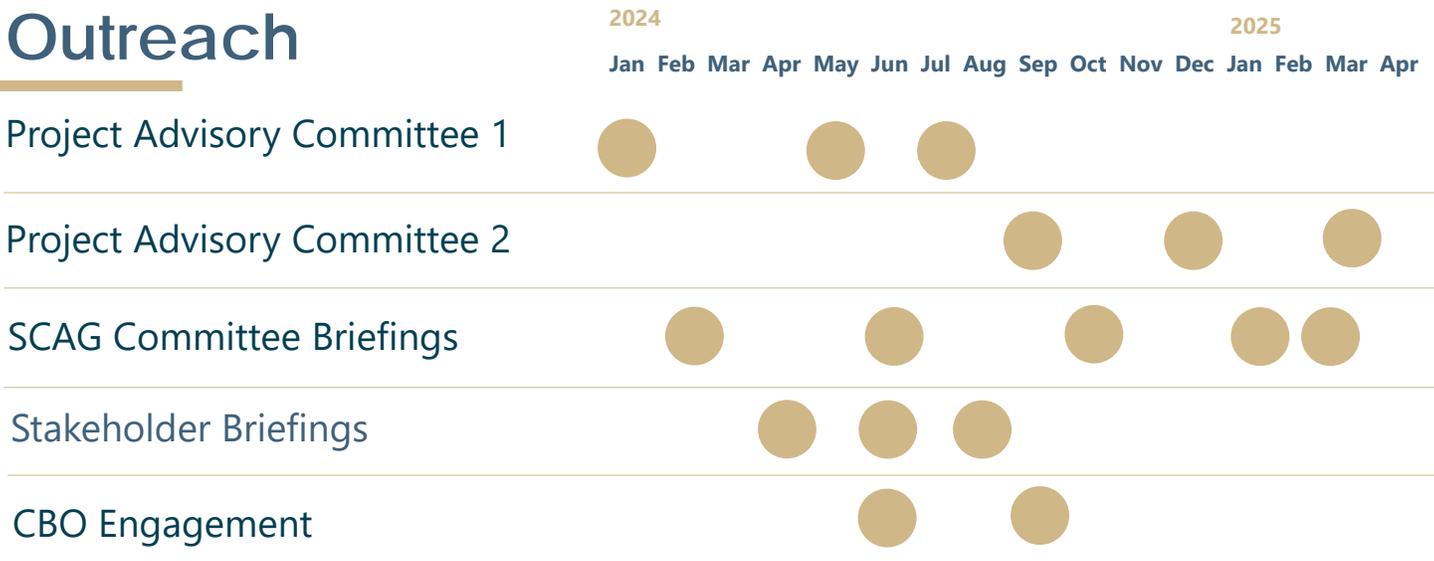
Context-sensitive solutions are key. Projects like complete streets, bus rapid transit lines to disconnected communities, pedestrian walkways and overpasses, linear parks and trails, main street revitalization, and even the redevelopment of railyards are all eligible for reconnecting communities funds and should be considered in the pool of potential priority projects.

## CONSISTENCY ACROSS LEVELS OF PLANNING



Reconnecting Communities Pilot Program requires projects applying for capital construction grants to be consistent with their state's long-range transportation plan and their MPO's long-range plan (if applicable), and included in the state, MPO, or Tribal Transportation Improvement Program (TIP). As priority projects are selected, the likelihood of support from both a bottom-up and top-down perspective should be considered.

## Outreach



# Stakeholder Engagement

Project Advisory Committee (PAC)	Meeting #	Meeting Topics	Schedule
PAC 1	1	Introduction, visioning, goal setting, planning context, and case studies	Completed 1/31
	2	Methodologies, screening and prioritization criteria	Completed 5/9
	3	Corridor identification and selecting priority projects	September 2024
PAC 2	1	Introduction, and showcase of context sensitive design strategies	Oct 2024 – April 2025
	2	Preliminary designs and anti-displacement strategies	Oct 2024 – April 2025
	3	Final designs, implementation, and funding strategies	Oct 2024 – April 2025

Attachment: Highways to Boulevards Presentation (Highways to Boulevards Regional Study)

## Guiding Principles

As informed by the first meeting of PAC 1 & Survey Results



### Multimodal

Integrate and promote multimodal travel – improving access to opportunity and restoring community connectivity



### Safe

Improve safety for all roadway users



### Coordinated

Address regional issues and enhance regional coordination



### Equitable

Prioritize historically disadvantaged communities and support economic empowerment



### Healthy

Improve health and environmental outcomes



### Resilient

Support transportation network resilience to climate impacts



### Buildable

Project feasibility from a financial and deliverability point of view

# Guiding Principles & Connect SoCal

## Relation to Connect SoCal (Thematically)



# Identification & Screening of Projects

## Identify Projects

## Screen Projects



1. Is this project located within or adjacent to a disadvantaged community?
2. Is this project located in an area with poor access to jobs, education, healthcare, food, and recreation?
3. Does this project include project elements that remove, retrofit, or mitigate highways or other transportation facilities that create barriers?

*Criteria and data informed by USDOT Reconnecting Communities Grant*

# Prioritization of Projects

## Identify Projects



## Screen Projects

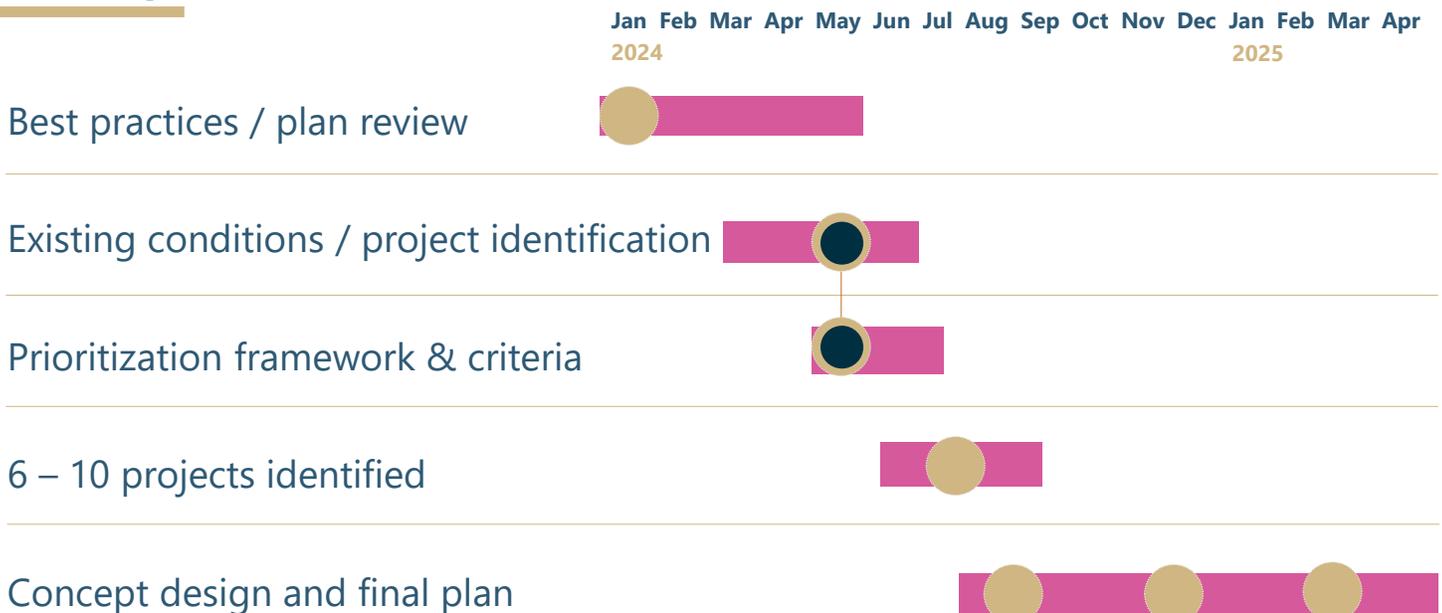
1. Is this project located within or adjacent to a disadvantaged community?
2. Is this project located in an area with poor access to jobs, education, healthcare, food, and recreation?
3. Does this project include project elements that remove, retrofit, or mitigate highways or other transportation facilities that create barriers?

## Prioritize

Existing Conditions Data for each project relating to the Guiding Principles



# Study Timeline



- PAC mtg
- We are here



## QUESTIONS OR COMMENTS?

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For more information on the study, please contact:

Hina Chanchlani at [chanchlani@scag.ca.gov](mailto:chanchlani@scag.ca.gov)

or

Visit <https://scag.ca.gov/corridor-planning>



**AGENDA ITEM 6**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

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

**From:** Lijin Sun, Principal Planner  
213-236-1804, sunl@scag.ca.gov

**Subject:** Release of Draft Transportation Conformity Analyses of Draft 2025  
Federal Transportation Improvement Program (FTIP) and Draft Connect  
SoCal 2024 Amendment 1

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**EXECUTIVE DIRECTOR'S  
APPROVAL**

*Kome Ajise*

**RECOMMENDED ACTION FOR EEC:**

Recommend that the Regional Council (RC) authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2025 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 1 for public review and comment.

**RECOMMENDED ACTION FOR CEHD AND TC:**

Receive and File

**RECOMMENDED ACTION FOR RC:**

Authorize the Executive Director to release the draft transportation conformity analyses as part of the draft 2025 FTIP and the draft Connect SoCal 2024 (2024 RTP/SCS) Amendment 1 for public review and comment.

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*SCAG is responsible for developing and maintaining the Federal Transportation Improvement Program (FTIP) and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including the associated transportation conformity analyses, in cooperation with the State (Caltrans), the county transportation commissions (CTCs), and public transit operators.*

*SCAG, in cooperation with its stakeholders, has developed the draft 2025 FTIP and draft Amendment 1 to Connect SoCal 2024, including the associated draft transportation conformity analyses. The draft transportation conformity analyses update the final transportation conformity analysis for Connect SoCal 2024 that the Regional Council (RC) approved unanimously at its*

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*meeting on April 4, 2024. On May 10, 2024, SCAG received the final transportation conformity determination from Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) and met the federal transportation conformity requirements as required under the federal Clean Air Act and U.S. Environmental Protection Agency (EPA) Transportation Conformity Regulations.*

*The draft transportation conformity analyses are under development and are anticipated to demonstrate that the draft 2025 FTIP and Connect SoCal 2024 Amendment 1 meet all federal transportation conformity requirements. Since there will be no EEC and RC meetings in July 2024, staff is seeking the EEC's recommendation that the RC authorize SCAG Executive Director to release the draft transportation conformity analyses as part of the draft 2025 FTIP and draft Connect SoCal 2020 Amendment 1. Pending authorization by the EEC, the Transportation Committee (TC), and the RC at their respective meetings today, the draft 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated draft transportation conformity analyses will be released for a 30-day public review and comment period beginning on July 11, 2024. Upon completion of the public review and comments, the proposed response to comments will be presented to the TC and the TC will be asked to recommend that the RC approve the proposed final 2025 FTIP and proposed final Connect SoCal 2024 Amendment 1 in September 2024. The EEC will consider the associated proposed final transportation conformity analyses and the EEC will be asked to recommend that the RC approve the associated proposed final transportation conformity analyses in September 2024. The RC is scheduled to consider adoption of the 2025 FTIP and Connect SoCal 2024 Amendment 1, including the associated transportation conformity analyses in October 2024.*

#### **BACKGROUND:**

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP and RTP/SCS in cooperation with the State (Caltrans), the CTCs, and public transit operators.

As the MPO for Southern California, SCAG is mandated to comply with federal and state transportation and air quality planning regulations. Federal transportation regulations authorize federal funding for highway, highway safety, transit, and other surface transportation programs. The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various criteria air pollutants.

#### **I. Introduction to Transportation Conformity**

Transportation conformity is required by the federal CAA to ensure that regional transportation plans, programs, and projects are consistent with or “conform” to an air quality state

implementation plan (SIP) for meeting the National Ambient Air Quality Standards (NAAQS). Specifically, conformity for the purpose of the SIP means that federally supported transportation plans, programs, and projects are required to not create new violation of the federal air quality standards, worsen the existing violation, or delay the timely attainment of the applicable federal air quality standards.

The transportation conformity regulations apply nationwide to areas that are designated nonattainment, and those redesignated to attainment after 1990, maintenance areas, with plans developed for the specific transportation-related criteria air pollutants. The RTP and the FTIP are subject to transportation conformity requirements for three criteria air pollutants: carbon monoxide, ozone, and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>) in all nonattainment and maintenance areas within the SCAG region.

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. EPA's transportation conformity regulations, the FTIP, the RTP, and their amendments are required to pass five transportation conformity tests: (1) consistency with the adopted Connect SoCal 2024; (2) regional emissions analysis; (3) timely implementation of transportation control measures (TCMs); (4) financial constraint; and (5) interagency consultation and public involvement. Specifically,

1. Consistency with the adopted RTP: The FTIP project listing must be consistent with the policies, programs, and projects of the adopted RTP.
2. Regional emission analysis: The RTP and FTIP regional emissions must not exceed the motor vehicle emissions budgets/caps in the applicable SIPs. Where there are no applicable budgets, the build scenario's emission must not exceed the no-build scenario's emissions and/or the build scenario's emission must not exceed the base year emissions.
3. Timely implementation of TCMs: The RTP and FTIP must demonstrate that the TCM project categories listed in the applicable SIPs have been given funding priority, implemented on schedule, and, in the case of any delays, any obstacles to implementation have been overcome.
4. Financial constraint: The RTP and FTIP must be financially constrained, in other words, the RTP and FTIP must be based on reasonable estimates about future revenues. In addition, in the first two years of the FTIP, projects must be limited to those for which funds are known to be available and committed.
5. Interagency consultation and public involvement: The SCAG's Transportation Conformity Working Group (TCWG) serves as the forum for interagency consultation. The RTP and FTIP amendment(s) also must go through an extensive and on-going public outreach effort throughout the RTP and FTIP amendment(s) development process including public workshops, release for public review, public hearings, and adoption by the Regional Council. All public comments must be documented and responded to.

Many public agencies are involved in the transportation conformity process. At the federal level, U.S. EPA is responsible for the NAAQS, conformity regulations, adequacy finding or approval of motor vehicle emission budgets, and SIP approval. U.S. EPA concurrence is also required for TCM substitution upon adoption by SCAG Regional Council. FHWA/FTA is responsible for approving the final conformity determination in consultation with U.S. EPA.

At the state level, the California Air Resources Board (CARB) is responsible for developing the emission model (EMFAC, short for Emission FACTor), setting motor vehicle emission budgets, and submitting the SIP to U.S. EPA. CARB concurrence is also required for TCM substitution upon adoption by SCAG Regional Council. Caltrans is responsible for reviewing and approving financial constraint of the FTIP.

At the regional and local level, SCAG staff performs the conformity analysis, and the Regional Council adopts the initial conformity determination. SCAG staff also prepares final TCM substitution report in collaboration with project lead CTCs. TCM substitution also requires adoption by SCAG Regional Council. The five local air districts in the SCAG region develop and adopt their respective air quality management plans (AQMPs)/SIPs. There are six CTCs in the SCAG region, and the CTCs submit transportation projects for the RTP and FTIP and their amendments. Five of the six CTCs are also responsible for preparing initial needed TCM substitution analysis.

## **II. Draft Transportation Conformity Analyses for the Draft 2025 FTIP and Draft Connect SoCal 2024 Amendment 1**

In consultation and continuous communication with the CTCs throughout the region, staff has been developing the draft 2025 FTIP. The draft 2025 FTIP is a programming document containing new transportation projects and modification to existing transportation projects covering a six-year period. Concurrent with the draft 2025 FTIP, staff has also been developing the draft Connect SoCal 2024 Amendment 1, which serves as a consistency amendment to the 2025 FTIP, allowing for changes to long-range RTP/SCS projects in addition to changes to state and local highway and transit projects currently in the FTIP that will be carried forward as part of the 2025 FTIP.

Staff is performing the federally required transportation analyses. The draft transportation conformity analyses for the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 are anticipated to demonstrate positive transportation conformity by meeting all five required transportation conformity tests. In addition, they update the final transportation conformity analysis that the Regional Council adopted as part of Connect SoCal 2024 on April 4, 2024 and the FHWA/FTA subsequently reviewed, in consultation with U.S. EPA, and approved on May 10, 2024.

### III. Next Steps

At its meeting today, the TC is considering recommended approval to the RC to authorize the Executive Director to release the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for a 30-day public review and comment period beginning on July 12, 2024. On a separate but parallel track, staff is seeking EEC's recommendation that the RC on the same day today also authorize the Executive Director to release the associated draft transportation conformity analyses as part of the draft 2025 FTIP and draft Connect SoCal 2024 Amendment 1 for the same 30-day day public review and comment period on July 12, 2024.

Upon completion of the public review and comment period, SCAG staff will provide responses to all comments on the proposed final 2025 FTIP and the proposed final Amendment 1 to Connect SoCal 2024, including the associated transportation conformity analyses in time (anticipated for September 2024) for the TC and the EEC to recommend RC adoption and then RC's adoption in October 2024. Federal approval of the 2025 FTIP and Connect SoCal 2024 Amendment 1 is expected to occur in December 2024. Once approved by the federal agencies, the 2025 FTIP and Connect SoCal 2024 Amendment 1 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation.

#### **FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2023-24 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).



**AGENDA ITEM 7  
REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Energy & Environment Committee (EEC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** Camille Guiriba, Senior Regional Planner  
(213) 236-1809, guiriba@scag.ca.gov

**Subject:** Connect SoCal 2024: Sustainable Communities Strategy Submittal

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*In April 2024, the Regional Council adopted Connect SoCal 2024, SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Following adoption of the RTP/SCS, SCAG is required to provide an SCS submittal package to the California Air Resources Board (CARB) who will determine if SCAG’s SCS will, if implemented, achieve the region’s greenhouse gas emission target of 19% by 2035.*

**BACKGROUND:**

As required by federal and state law, SCAG prepares a long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable development. The Regional Council adopted the latest RTP/SCS, Connect SoCal 2024, in April 2024. SCAG led an extensive planning and visioning process in developing Connect SoCal 2024, including meetings with 164 jurisdictions in the region to review their growth forecasts, an extensive public outreach process, and policy discussions with elected leaders from around the region. The plan identifies a series of outcomes including increased transit ridership; an emphasis on Priority Development Areas that bring housing, jobs and mobility options closer together; safe and efficient goods movement; and streets that prioritize people and safety.

Pursuant to California Government Code Section § 65080(b)(2)(J)(ii), after adoption of its RTP/SCS, a metropolitan planning organization (MPOs) shall then submit its SCS to CARB for review. The SCS submittal package includes the quantification of the greenhouse gas emission reductions of the SCS and a Technical Methodology explaining how SCAG estimated the reductions. Review by CARB is

limited to acceptance or rejection of a MPO's determination that it's SCS would, if implemented, achieve the region's greenhouse gas emission reduction target. Acceptance of SCAG's determination by CARB is important to the implementation of projects included in Connect SoCal 2024 that may be seeking certain state funding sources that require that projects are included in a RTP and consistent with an approved SCS.

Staff first presented a draft of the Technical Methodology to the Policy Committees in February 2023.

#### **SUSTAINABLE COMMUNITIES STRATEGY SUBMITTAL**

SCAG staff is currently preparing the materials and data for the SCS Submittal Package.

In accordance with California Government Code Section § 65080(b)(2)(J)(i), SCAG submitted a draft of its SCS Technical Methodology to CARB in February 2023 before initiating the SB 375 required formal public participation process in March 2023. Since then, staff has received feedback from CARB and made revisions to the Technical Methodology to address that feedback.

One point of disagreement during the ongoing coordination with CARB staff was related to the methods and assumptions of the calculation of Auto Operating Costs (AOC). AOC plays a pivotal role as a fundamental parameter within the travel demand model. This parameter represents the expenses associated with the usage of vehicles, expressed in cents per mile or dollars per mile. AOC is used as key variable across several major model components of the travel demand model, such as vehicle ownership, destination choice, and mode choice.

In developing the Connect SoCal 2024 AOC methodology, SCAG collaborated with technical staff from the three other largest MPOs in the state (the Metropolitan Transportation Commission, Sacramento Area Council of Governments, and San Diego Association of Governments). The AOC methodology included in the Technical Methodology for Connect SoCal 2024 reflects the newest available data and considerations of electric vehicle adoption.

Review by CARB is limited to acceptance or rejection of a MPO's determination that it's SCS would, if implemented, achieve the region's greenhouse gas emission reduction target. Acceptance of SCAG's determination by CARB is important to the implementation of projects included in Connect SoCal 2024 that may be seeking certain state funding sources that require that projects are included in a RTP and consistent with an approved SCS. If CARB rejects SCAG's determination of meeting the greenhouse emission target, SCAG would need to revise the SCS or adopt an alternative planning strategy (APS) demonstrating the ability to achieve the target.



**NEXT STEPS:**

SCAG staff is submitting the SCS to CARB this month, June, and CARB will have 60 business days to evaluate it and make its determination.

**FISCAL IMPACT:**

Work associated with this item is included in the FY 23-24 Overall Work Program (310.4874.01: Connect SoCal Development).



**AGENDA ITEM 8**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Energy & Environment Committee (EEC)  
**From:** Alisha James, Senior Public Affairs Specialist  
(213) 236-1884, james@scag.ca.gov

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**Subject:** Agrihoods: Housing Developments with Agricultural Amenities

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Agrihoods are planned communities that integrate farming, green space, recreation, and other amenities that can strengthen resilience by allowing communities to supply themselves with locally produced food. Scott Snodgrass is a former farmer and founding partner at Meristem Communities, a real estate development firm that specializes in agriculture-centered residential neighborhoods. Scott will speak on the ecosystem and resilience benefits of agrihoods, as well as strategies that local jurisdictions can adopt to facilitate these types of communities.*

**BACKGROUND:**

As a former farmer and real estate developer, Scott Snodgrass works at the intersection of people + plants + place to create healthy communities. His work at Meristem Communities pushes the envelope in real estate development by focusing on creating “places for people.” Meristem is a resiliency-focused developer whose guiding principles create human-centric design by thoughtfully, sustainably, and holistically connecting the land and its natural resources with people. Scott is an innovative entrepreneur and former farmer who leads with respect for the land and the environment, carefully strategizing an interconnected resilience of all systems—natural, human, and built. Scott’s vision has been to create neighborhoods that honor and nurture local ecosystems, empowering people to live a more holistic way of life with renewed appreciation for their natural surroundings. This vision is being brought to fruition in Indigo, one of Meristem’s first developments in the suburbs of Houston, designed with a foundational connection to agriculture and built around a human-scale working farm and pasture. Scott is a member of several community organizations including the Urban Land Institute (ULI), currently serving on a national and most recently

contributed to their 2018 ULI Agrihood Report. Scott holds a Bachelor of Arts in political science and government from The University of Texas at Austin.

Agrihoods are defined as, “an organized community that integrates agriculture into a residential neighborhood.”<sup>1</sup> Agrihoods typically feature a central working farm that facilitates food production, provides recreation and creates community for its residents. Some developments use a broader sense of the term, opting for an emphasis on sustainable, protected outdoor space such as orchards or community garden space. These new housing developments involving community farming are a recent trend in real estate development- ranging from luxury single family developments with a staffed farm and walking trails to affordable housing developments with farming amenities used as a job training program. Due to the open space used for the farming aspect, most agrihoods are suburban or located further on the outer edge of established communities. The agricultural component is the center of the community, usually interspersed amongst residences - similar to a golf course within a residential community. However, infill agrihoods do exist that are focused on multifamily residences, adaptive reuse, and centered around urban agriculture (e.g. vertical farming, rooftop farms, hydroponics, smaller farms, etc). Infill agrihood projects have the potential to qualify for various sources of support from the federal and state government. The United States Department of Agriculture (USDA) and California Department of Food and Agriculture (CDFA) offer competitive grants for the planning and implementation of urban agriculture projects.

Properly sited and carefully planned agrihoods can have a variety of environmental and social benefits. Building developments within existing farmlands can preserve healthy soils, allowing them to “continue to function as a vital living ecosystem that sustains plants, animals, and humans.”<sup>2</sup> Farming with healthy soils can sequester carbon (the process in which CO<sub>2</sub> is removed from the atmosphere and stored in the ground<sup>3</sup>) and produce healthy fresh produce for its residents. Local food also cuts down on individual trips to the grocery store and transportation of the produce from the farm to store, reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions. Job creation is another benefit of agrihoods, as many employ farm staff to maintain the grounds and some even supply subsidized housing for those workers. The presence of a working farm on site can also create a sense of community for the residents, as they recreate, help maintain, and participate in farmers markets and community-supported agriculture farm shares. Finally, agricultural land in strategically sited agrihoods can provide a buffer for climate hazards such as wildfires.

Concerns related to agrihoods include housing affordability and environmental impacts. Where the development occurs in natural land or rural areas, environmental impacts such as air quality, noise,

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<sup>1</sup> Agrihoods: The Sustainable Communities of the Future Ryan J. Hauser California Polytechnic State University San Luis Obispo, CA <https://digitalcommons.calpoly.edu/cgi/viewcontent.cgi?article=1301&context=cmsp>

<sup>2</sup> <https://www.fs.usda.gov/nac/topics/soil-health.php#:~:text=Soil%20health%20is%20defined%20as,go%20far%20beyond%20crop%20production.>

<sup>3</sup> <https://www.colorado.edu/ecenter/2021/03/04/carbon-sequestration-through-soil-health>

displacement, energy use, and an increase in traffic may occur and should be considered carefully. Additionally, the impacts and number of residences built can result in a substantial net reduction in high importance agricultural land. Development costs of these projects are also frequently high due to the cost of new infrastructure and maintenance of the agricultural elements. These high costs often result in agrihoods existing in the “luxury housing” market, unaffordable to many. Affordability can be achieved, however, with models such as Community Land Trusts (CLTs) that guarantee affordability in perpetuity.

With careful planning that thoroughly considers their costs and benefits, agrihoods have the potential to support several policies and strategies of Connect SoCal, such as:

- Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience;
- Support communities across the region to advance innovative sustainable development practices;
- Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region;
- Encourage the conservation and viability of agricultural lands to protect the regional and local food supply and ensure the sustainability of local agriculture as a vital part of the region’s economy; and,
- Encourage policy development of the link between natural and agricultural conservation with public health.

Examples of agrihoods from California and other locations in the United States include:

- Indigo Communities: Richmond, Texas. Includes single-family, townhomes and duplexes and a 42-acre farm <https://www.indigocommunity.com/>;
- Rancho Mission Viejo: Orange County, California. Includes single-family, townhomes and duplexes on a working ranch and farm, which uses orchards as fire breaks to reduce the risks from potential wildfires <https://www.ranchomissionviejo.com/>;
- Skokomish Farms: Puget Sound, Washington. Five acres of residential parcels and 35 acres of working farmland under a conservation easement. <https://www.skokomishvalleyfarms.com/>;
- Miralon: Palm Springs, California. 1,150 units, 97 (out of 309) acres of open space, including olive groves, community gardens, walking trails. <https://discovermiralon.com/>;
- The Cannery: Davis, California. 550 homes, trail/park network, edible landscaping, community gardens, and 7.4 acre urban farm. <https://www.swagroup.com/projects/the-cannery/>; and,
- Agrihood: Santa Clara, California. Low-income senior community. 272 units and 1.5 acre farm <https://liveatagrihood.com/#about>.

**FISCAL IMPACT:**

None – this is not SCAG funded work.



**ATTACHMENT(S):**

1. PowerPoint Presentation - Agrihoods

Scott Snodgrass

# Cultivating Community w/ Agriculture



Meristem Communities



AGMENITY



Scott Snodgrass

Attachment: PowerPoint Presentation - Agrihoods 2spp (Agrihoods: Housing Developments with Agricultural Amenities)

FOOD SYSTEMS

- Education 1
- Resilience 2
- Equity 3

HUMAN HEALTH

- Nutrition 1
- Physical Activity 2
- Nature Exposure 3
- Social Connectedness 4
- Gut Health 5

ENVIRONMENTAL

- Cooling 1
- Fire Breaks 2
- Carbon Sequestration 3
- Groundwater Recharging 4
- Bio-Diversity 5
- Reduced VMT 6

The Benefits



Indigo Plan

- Indigo Commons 1
- Linear Mews 2
- Community Hub 3
- Community Farm 4

- Orchard 5
- Passive Agriculture 6
- East Farm + Agriculture 7
- Dog Park 8

- Nature Park + Trails 9
- Boat Launch 10
- Wetlands 11
- Habitat Island 12

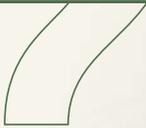
Attachment: PowerPoint Presentation - Agrihoods 2spp (Agrihoods: Housing Developments with Agricultural Amenities)

# Incentivizing Urban Agriculture



- 1 Evolve your land use codes
- 2 Use your entitlement processes thoughtfully
- 3 Create "by-right" developer incentives
- 4 Promote the marketing value
- 5 Gather your local ag community
- 6 Share ag resources

Thank You



Questions





**AGENDA ITEM 9**  
**REPORT**

Southern California Association of Governments  
June 6, 2024

**To:** Energy & Environment Committee (EEC)

**EXECUTIVE DIRECTOR'S  
APPROVAL**

**From:** India Brookover, Senior Regional Planner  
(213) 236-1919, brookover@scag.ca.gov

**Subject:** California Department of Food and Agriculture Healthy Soils Initiative

**RECOMMENDED ACTION:**

Information Only – No Action Required

**STRATEGIC PLAN:**

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

**EXECUTIVE SUMMARY:**

*Agricultural and natural lands play an important role in achieving Connect SoCal goals and objectives and supporting California’s efforts to comprehensively reduce greenhouse gas emissions. Implementation of Connect SoCal’s regional growth vision with a focus on preserving lands is projected to result in substantially fewer vehicle trips, vehicle miles travelled (VMT), and emissions from transportation. Healthy agricultural and natural land soils also sequester carbon and provide an array of important co-benefits such as increased crop yields, water retention, and improved biological diversity and wildlife habitat. Virginia Jameson, Deputy Secretary for Climate and Working Lands at the California Department of Food and Agriculture (CDFA), will provide a presentation on the California Healthy Soils Initiative, a joint effort among state agencies and departments aimed at fostering the cultivation of healthy soils.*

**BACKGROUND:**

According to the US Department of Agriculture, soil health is the “continued capacity of soil to function as a vital living ecosystem that sustains plants, animals, and humans.” The benefits of healthy soil include carbon sequestration and reduced greenhouse gas emissions, improved plant health and crop yields, increased water retention and infiltration, erosion prevention and sediment reduction, improved water quality, and improved biological diversity and wildlife habitat.

Because of its capacity for carbon sequestration and reduced greenhouse gas emissions, improving soil health is a key strategy for meeting the greenhouse gas reduction goals set forth by California’s AB 32 Scoping Plan. The 2022 Scoping Plan lays out the path to reduce human-caused greenhouse gas emissions to 85 percent below 1990 levels no later than 2045 and includes soil health in a

specific action to “implement smart practices for annual crops on ~80,000 acres annually.” Preserved agricultural and natural lands with healthy soils can maximize greenhouse gas reduction by reducing VMT and sequestering carbon, effectively supporting regional and state climate targets. Connect SoCal 2024 recognizes this alignment and includes the following strategies related to the role of agricultural and natural lands, and by consequence healthy soils, in reducing greenhouse gas emissions and centering the importance of these lands to the regional economy and resilience:

- Encourage the conservation and viability of agricultural lands to protect the regional and local food supply and ensure the sustainability of local agriculture as a vital part of the region’s economy;
- Support nature-based solutions to increase regional resilience of the natural and built environment; and,
- Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment.

#### *California Healthy Soils Initiative*

The California Healthy Soils Initiative is a joint effort among state agencies and departments aimed at fostering the cultivation of healthy soils. This initiative combines innovative agricultural and land management techniques to build sufficient soil organic matter, enhancing carbon sequestration and reducing greenhouse gas emissions. Common agricultural practices to improve soil health include cover cropping, reduced tillage, organic amendments, and crop rotation.

The Healthy Soils Initiative involves interagency collaboration, including the On-Farm Compost Workgroup and healthy Soils Week. The On-Farm Compost Workgroup led by CDFA, United States Department of Agriculture (USDA), California Environmental Protection Agency (CalEPA) and the Environmental Protection Agency (EPA) is committed to developing a regulatory pathway to address permitting challenges and create incentives to support on-farm composting of agricultural materials to decrease nutrient loading, reduce agricultural burning, and improve soil health. Meanwhile, Healthy Soils Week, which takes place in December, raises awareness about Healthy Soils through a series of webinars and regional workshops, from state, non-profit and academic agencies.

#### **Presenter’s Biography**

Virginia Jameson was appointed Deputy Secretary for Climate and Working Lands at the California Department of Food and Agriculture by Governor Newsom in 2021. She is responsible for developing, managing, and implementing CDFA’s strategy to address climate change. Prior to CDFA, Jameson served as Climate and Conservation Program Manager at the California Department of Conservation where she managed a variety of programs including the Sustainable Agriculture Lands



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Conservation Program, the California Farmland Conservancy Program, and the Transformative Climate Communities Program, among others. Jameson holds a Dual Master of Arts in International Affairs and Natural Resources and Sustainable Development from American University and the United Nations University for Peace, and a bachelor's degree in Environmental Studies from the University of California at Santa Cruz.

Prior to that, she served as Deputy State Director for American Farmland Trust's California office, where she led the organization's state policy advocacy efforts. Prior to that, Jameson was a Management Specialist for the Monterey County Agricultural Commissioner's Office in 2012, a Board Aide for Monterey County Office of District 4 Supervisor Jane Parker. She also served as Associate Director of the Ag Land Trust in Salinas from 2009 to 2011.

**FISCAL IMPACT:**

None – this is not SCAG funded work.

**ATTACHMENT(S):**

1. PowerPoint Presentation - California Agriculture

# CALIFORNIA AGRICULTURE

Feeding & Leading the World

VIRGINIA JAMESON | DEPUTY SECRETARY OF CLIMATE AND WORKING LAND  
CALIFORNIA DEPARTMENT OF FOOD AND AGRICULTURE



## CALIFORNIA AGRICULTURE

- **\$59 billion+** worth of agricultural production, more than the next two largest states' production combined (2022)
- **11% of all US production** - Nearly half of the country's fruits, nuts and vegetables are from California
- **400+ commodities** are produced here including 14 commodities that are solely produced in California such as almonds and raisins
- Lead the nation in growing almost **80 commodities**



# THE WAY WE GROW

Responsible stewardship of agricultural land and the use of climate smart ag practices are steps toward a circular bioeconomy.



## Carbon Sequestration

Carbon is sequestered in both the plants and soil

Soil contains 3x as much carbon as all plants on earth



## Nutrient Cycling

Farmers promote local nutrient cycling by re-using waste as compost and inedible food as animal feed



## Water Retention & Filtration

Management for soil health improves water holding capacity

Healthy soil can hold 20x its weight in water



## Pollinator/Wildlife Habitat

Farmers and ranchers provide habitat and forage for both pollinators and wildlife



## Resilient Food System

Climate smart agriculture improves the land's resilience to the impacts of climate change so that we can feed the world no matter the conditions



## HEALTHY SOILS PROGRAM (HSP)

*\$105.4 million invested in the Healthy Soils Program since 20XX*

- Came out of the **Healthy Soils Initiative**, a collaboration of state agencies and departments to promote the development of healthy soils on CA farmlands and ranchlands
- Provides incentives to growers and ranchers to implement conservation management practices that **sequester carbon, reduce GHG emissions and improve soil health**
- Funds **26 practices** (compost application, cover cropping, no or reduced till, hedgerow planting, whole orchard recycling, etc.)

Projects	Progress	GHG Benefit
<b>1,500</b> Projects selected for funding	<b>130,000</b> acres	<b>1.1M</b> MTCO <sub>2</sub> e reduced over the projects' lifetime

# AB 1757: CALIFORNIA CLIMATE TARGETS

9% of California is covered by irrigated croplands (9.5 million acres)

Nature-Based Solutions (NBS) harness the power of nature to remove and store carbon from our atmosphere, buffer climate impacts, and build California's resilience to future climate-driven extremes.

*"The croplands NBS climate targets support resiliency in agriculture by improving soils health and water holding capacity, improving nutrient management, and reducing the use of synthetic inputs—supporting California's climate commitments while improving the lives of those who live and work in the agricultural community."*



Nature-Based Solution Targets	2030	2038	2045
Healthy Soils Practices	140K acres/year	190K acres/year	190K acres/year
Conservation of Croplands	12K acres/year	16K acres/year	19.5K acres/year
Conversion to Organic Systems	10%	15%	20%



## TECHNICAL ASSISTANCE

- Climate Smart Ag Technical Assistance Grant Program
- Annual Meeting for Technical Assistance Providers
- California Conservation Planning Partnership (C2P2): CDFA, University of California, California Association of Resource Conservation Districts, USDA NRCS
- New Technical Assistance Programs for Conservation Agriculture Planning (CAPGP) and Water Efficiency (WETA)

"We are pleased to partner with so many different organizations and technical experts to help our agricultural community mitigate greenhouse gases and adapt to climate change."

- California Agriculture Secretary Karen Ross

- 75 technical assistance providers statewide
- \$5.1 million in technical assistance grant funding to universities, conservation organizations and non-profits
- \$1.2 million to fund 10 outreach community specialists at the University of Agriculture and Natural Resources Cooperative Extension
- 3-year grant program to provide pre- and post-award assistance (AB2377, 2018)

## OTHER PROJECTS

- **Below Ground Biodiversity Report:** developed by the CDFA EFA SAP, the report provides recommendations to enhance soil health and conserve biodiversity.
- **Cover Cropping in the SGMA Era:** a report assembled by Sustainable Conservation in partnership and coordination with the California Association of Resource Conservation Districts, the Natural Resources Conservation Service California, University of California Agriculture and Natural Resources, and CDFA.
- **Climate Resilience Strategy for California Agriculture:** a new and underway project at CDFA to provide an overview of current agricultural actions and activities to promote climate resilience in California and identify opportunities for further action.

