



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

TECHNICAL WORKING GROUP (TWG)

Thursday, February 20th 2013: 10:00 a.m.

SCAG Offices
818 West 7th Street, 12th Floor
Board Room
Los Angeles, CA 9007
(213) 236-1800

Teleconferencing Information:
Number: 1-888-808-6929

Silent Live Web PowerPoint Presentations: <https://www.connectmeeting.att.com>
Meeting #: 8888086929 | Participant Code: 2361866

AGENDA

Introductions

Discussion Items

1. SB 375 GHG Target and AB 32 Scoping Plan Update (Jonathan Nadler) 15 min.
2. MAP-21 Performance Measure Update (Tarek Hatata) 15 min.

Technical Update Items

3. Growth Forecast One-On-One Meeting Status Report Update (Kimberly Clark) 5 min.
4. Public Participation Plan Update (Jeff Liu) 5 min.
5. OPR Workshop on Environmental Goals and Policy Report Announcement (Ping Chang)
 - February 20, 2014 from 1:30pm to 3:30pm
 - Videoconferencing available at the SCAG Regional Offices and additional videoconferencing sites
 - Teleconferencing available at: Dial-in: 866-390-1828; Participant code: 3819875 min.
6. Comments/Around the Table Discussion 5 min.



TECHNICAL WORKING GROUP (TWG)

January 16, 2014

Meeting Summary

Following is a summary of discussions of the Technical Working Group meeting of January 16, 2014.

Introduction Item

1. Update on the Schedule for the 2016 Regional Transportation Plan/Sustainable Communities Strategy

Naresh Amatya, SCAG staff, provided an update on the schedule for the 2016 RTP/SCS. Mr. Amatya noted in response to the agenda outlook draft submitted December 2013 some modal items have been modified including the inclusion of toll roads and the addition of emerging new technology applications and zero and near zero technologies. Additionally, a preliminary schedule/milestones list for the 2016 RTP/SCS was provided indicating important milestones and dates leading up to adoption of the 2016 RTP/SCS in April 2016 and conformity certification in June 2016.

Discussion Items

2. Pavement and Bridge Condition Database/Management

Tarek Hatata, System Metrics Group, reported on pavement and bridge condition database/management. Mr. Hatata stated research includes review of the State Highway Operation and Protection Program which invests in capital operations and preservation of the state highway system. Also, the statewide needs assessments for transit and local roads. Maps were provided showing pavement conditions per county noting areas of concern. Next, bridge conditions were reviewed and it was noted FHWA analysis can test different “what if” funding scenarios through the year 2022 which can assess impacts at various funding levels annually.

The working group discussed pavement and bridge condition information.

3. Implementation/Monitoring Framework for the 2012-2035 RTP/SCS

Ping Chang, SCAG staff, provided an update on the implementation/monitoring framework for the 2012 RTP/SCS. Mr. Chang stated this is a follow-up to a previous

discussion and can be viewed as a starting point for the monitoring framework the 2012-2035 RTP/SCS and the development of monitoring indicators for the 2016-2040 RTP/SCS. Mr. Chang provided a draft of monitoring and implementation actions and noted the Local General Plan/Zoning monitoring is currently being conducted through the local implementation survey which has been distributed to jurisdictions. Further, a draft list of monitoring of implementation outcomes was provided and it was noted the draft does not delete any monitoring indicators in the 2012-2035 RTP/SCS. Additionally, a draft of MAP-21 rulemaking is anticipated in May 2014 and it will be finalized by April 2015.

The working group discussed the draft implementation/monitoring framework.

4. SB743 – OPR’s Preliminary Evaluation of Alternative Methods of Transportation Analysis

Ping Chang, SCAG staff, provided an update on the Governor’s Office of Planning and Research preliminary evaluation of alternative methods of transportation analysis relating to SB 743. Mr. Chang noted SB 743 provides CEQA exemption and streamlining opportunities. Subsequently the OPR seeks to develop an alternative matrix to replace the current Level of Service (LOS) analysis approach. OPR has been convening working groups to discuss this matter and seeks to provide a draft by July 1, 2014. Mr. Chang provided OPR’s preliminary evaluation of the alternative metrics set forth in SB 743 as well as other suggested metrics. The preliminary evaluation seeks to determine if the development satisfies the objectives of SB 743 and seeks to identify which mitigation measures and project alternatives might flow from each metric. It also seeks to identify the level of difficulty of using each metric including availability of models and data required.

The working group provided input on the preliminary evaluation.

Technical Update Items

5. State Active Transportation Program Draft Guidelines

Alan Thompson, SCAG staff, provided an update on California Active Transportation Program Draft Guidelines. Mr. Thompson noted the ATP was created by SB 99 and AB 101 to encourage increased use of active modes of transportation, such as biking and walking. Further, 50% of funding is to be awarded to statewide projects, 40% to large MPOs and 10% to rural areas. It was further noted the draft guidelines will be submitted to the legislative committee by February 3, 2014 for adoption. The guidelines are to be adopted by March 20, 2014. The call for projects will begin soon after adoption and a two-month period will be provided for projects to be submitted. Mr. Thompson noted cities and counties are encouraged to start the application process as soon as possible in order to provide ample time.

6. Current Schedule of One-on-One Meetings with Local Jurisdictions

Ping Chang, SCAG staff, provided an update on one-on-one meetings with local jurisdictions. Mr. Chang reported that SCAG staff has been working with each subregion to coordinate one-on-one meetings. It is anticipated by the end of January 2014 one-on-one meetings will be completed with SANBAG and Coachella as well as Imperial County. Additional meetings are anticipated for February and March 2014 and April and May 2014 have been made available for follow-up meetings.

7. Update on Subregional Delegation Deadline

Peter Brandenburg, SCAG staff, provided an update on subregional delegation. Mr. Brandenburg noted the framework and guidelines for subregional delegation was approved by the Regional Council at the January 2014 meeting. Mr. Brandenburg reminded the working group that the deadline for a subregion requesting delegation is February 28, 2014.

The next meeting of the TWG will be Thursday, February 20, 2014.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Item 1 Attachment: SB 375 GHG Target and AB 32 Scoping Plan Update

**Proposed First Update to the Climate Change Scoping Plan:
Building on the Framework**

February 2014

Pursuant to AB 32
The California Global Warming Solutions Act of 2006

Prepared by:
California Air Resources Board
for the State of California

Edmund G. Brown, Jr.
Governor

Matt Rodriguez
Secretary, California Environmental Protection Agency

Mary D. Nichols
Chairman, Air Resources Board

Richard W. Corey
Executive Officer, Air Resources Board

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Appendices

Appendix A: AB 32 Text

Appendix B: Status of Scoping Plan Measures (pending)

Appendix C: Focus Group Working Papers (pending)

Appendix D: Local and Regional Efforts to Implement Climate Protection Strategies

Appendix E: AB 32 Environmental Justice Advisory Committee Initial

Recommendations to Inform Development of the 2013 Update to the
AB 32 Scoping Plan, August 6, 2013

Appendix F: Environmental Analysis (pending)

EXECUTIVE SUMMARY

The 2006 adoption of Assembly Bill 32 propelled California further into an international leadership role in the fight against global climate change. By building on decades of successful actions to cut pollution and promote cleaner and more efficient energy, AB 32 solidified California's commitment to tackling climate change in a comprehensive way.

Since 2006, the State has continued to steadily implement a set of actions that are driving down greenhouse gas emissions, cleaning the air, diversifying the energy and fuels that power our society, and spurring innovation in a range of advanced technologies. These efforts have put California on course to achieve the near-term 2020 emissions limit, and have created a framework for ongoing climate action that can be built upon to maintain and continue reductions beyond 2020 as required by AB 32.

California's approach to climate change is not simply about reducing greenhouse gas emissions. It is built upon the principle that economic prosperity and environmental sustainability are one and the same. And it continues the state's long and successful legacy of building a world-class economy in concert with some of the most effective environmental and public health policies on the planet.

By remaining steadfastly committed to this approach, we can not only do our part to tackle climate change, we can also forge a cleaner, healthier, and more sustainable future for all Californians.

In the words of Governor Brown, our collective challenge is to "build for the future, not steal from it." That is what this Plan is designed to do.

PROPOSED FIRST UPDATE TO THE CLIMATE CHANGE SCOPING PLAN

This Proposed First Update to California's Climate Change Scoping Plan was developed by ARB in collaboration with the Climate Action Team and reflects the input and expertise of a range of state and local government agencies. A Draft Update was released on October 1, 2013, and presented to the Board at a public meeting on October 24, 2013. This version of the Update reflects public input and recommendations from business, environmental, environmental justice, and community-based organizations provided in response to the October draft. ARB will hold a public informational presentation on the Proposed Update at its February 20, 2014, meeting, and will formally present the Update to the Board at its meeting in Spring 2014.

Progress to Date

California is on track to meet the near-term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32. The set of actions the State is taking are driving down greenhouse emissions and moving us steadily in the direction of a cleaner energy economy. Many of these actions have been

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bold, ambitious, and truly trail-blazing. Some are more recent, while others precede the passage of AB 32.

Collectively, these actions are evidence of California's ability to show that it is possible to break the historical connection between economic growth and associated increases in energy demand, combustion of carbon-intensive resources, and pollution. We have shown it is possible to break this chain by relying on cleaner technologies, more efficiency, and more renewable energy sources. And we know that preventing the worst impacts of climate change will require accelerated development and diffusion of these technologies across the world. Stable, flexible, yet durable policies like those developed under AB 32 are key.

Cleaner and More Efficient Energy

California continues to be a global leader in energy efficiency. Since energy efficiency efforts began 40 years ago, Californians have saved \$74 billion in reduced electricity costs. As the State's first priority for providing for its energy needs, ongoing efficiency efforts—like new green building standards now in effect for homes and businesses and new standards for appliances, televisions, and other “plug loads”—continue to reduce energy use and emissions, make our businesses and economy more efficient, and cut energy costs.

California has also made tremendous strides in harnessing its abundant renewable energy resources. Currently, about 23 percent of the State's electricity comes from renewable power. This will increase to at least 33 percent by 2020 under new requirements set in place by Governor Brown and the Legislature in 2011. Renewable energy is rapidly coming down in cost and is already cost-effective in California for millions of homes and businesses, and in certain utility applications. Once thought of as exotic and alternative, renewable energy technologies have now become an integral part of California's energy mix.

Cleaner Transportation

California has taken a number of innovative actions to cut emissions from the transportation sector. Collectively, the State's set of vehicle, fuels, and land use policies will cut in half emissions from passenger transportation and drivers' fuel costs over the next 20 years.

California's Low Carbon Fuel Standard (LCFS) is beginning to drive the production of a broad array of cleaner fuels. Since its launch in 2011, the regulation has generated a multitude of unique approaches for cleaner fuels. The LCFS is driving the necessary transition to cleaner fuels and is providing California businesses and consumers with more choices for the fuels they use. Companies in California and elsewhere are rising to the challenge by finding innovative ways to produce cleaner, low carbon fuels.

The cars on California's roads are also undergoing a transformation. California's vehicle GHG standards—authorized by AB 1493 (Pavley) in 2002, first approved in 2004, and extended in 2012—are delivering both carbon dioxide (CO₂) reductions and

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savings at the pump. These standards are now federal law and the benefits of California's policies will be realized nationwide, dramatically scaling up emission reductions. The transition to a fleet of lower-emitting, more-efficient vehicles in California will continue beyond 2020, as these rules cover model years through 2025, and turnover of the fleet will deliver additional benefits from these rules for many more years. And now, ARB is working with the U.S. EPA on national GHG standards for medium- and heavy-duty trucks.

California's pioneering zero emission vehicle (ZEV) regulation is also driving a transformation of the fleet. As a result of ARB's 2012 ZEV program and Governor Brown's Executive Order B-16-12, California will see 1.5 million zero emission vehicles on the State's roads by 2025. Each day, more and more zero emission vehicles and cleaner, more efficient cars are driving on our streets and highways—visible signs of the transformation of California's transportation sector.

California is also making major strides toward reducing the number of miles people drive, through more sustainable local and regional housing, land use, and transportation planning. To date, seven Metropolitan Planning Organizations have adopted Sustainable Community Strategies. In addition to helping drive GHG emission reductions, these plans will help create more livable communities that offer greater housing and transportation options; improved access to resources and services; safer, more vibrant neighborhoods; and healthier lifestyles where people can live, work, and play without having to travel long distances or sit through congestion.

Cap-and-Trade Program

Last year, California successfully launched the most comprehensive greenhouse gas Cap-and-Trade Program in the world. As the emissions cap is gradually reduced over time, and as additional sources are brought under the cap to include the vast majority of emissions in the State, the program will ensure that California remains on track to continually reduce emissions and meet the 2020 limit. Looking out into the future, the Cap-and-Trade Program will play a critical role in keeping California on the right emissions reduction trajectory to meet ongoing reduction targets at the lowest possible cost. The program is also sending a clear signal that investment in clean, low carbon technologies will pay off.

On January 1, 2014, California linked its Cap-and-Trade Program with Québec's. By successfully linking cap-and-trade programs across jurisdictions and increasing opportunities for emission reductions, this linkage represents another important step in California's efforts to collaborate with other partners around the globe to address climate change.

Building on the Framework

Through AB 32, California has established an effective framework for climate action. This version of the Update includes a more in-depth discussion of climate change science, reflecting the Intergovernmental Panel on Climate Change's recently released

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Fifth Assessment and input from a distinguished team of scientific expert reviewers. The science clearly highlights the need for action—greenhouse gas emissions must be cut 80% below 1990 levels by mid-century to stave off the worst impacts of climate change. Setting a mid-term target and sector-specific targets will help guide our path.

Reaching our ultimate objective—reducing California’s greenhouse gas emissions to the scientifically recognized level necessary for climate stabilization— will require California to keep building on the framework by continuing to pursue the maximum technologically feasible and cost-effective actions that will steadily drive down greenhouse gas emissions over the coming decades. It is also clear that many of these same actions are needed to reduce emissions of smog-forming and toxic pollutants to meet federal air quality requirements and ensure that all Californians have healthy air quality.

This Plan lays out a set of new actions that will move the State further along the path to a low-carbon, sustainable future, including specific recommended actions with lead agency assignments and anticipated due dates. Some of the actions are near-term, while others are focused on longer-term efforts that will provide major benefits well into the future.

Every major economic sector in the state will need to play an increasing role in this effort. Success will require the creation of new policies in some sectors, and expanding and refining existing policies in others. We must continue working to find the right combination of policy-based “push” and incentive-based “pull” to accelerate commercial markets for clean energy and efficiency. And we have to coordinate and align public investments in ways that most effectively leverage private resources.

The Great Unifier

Climate change presents an unprecedented set of challenges for California. We are already experiencing its impacts and know that they will only increase. But it can also be a great unifier. It gives us the opportunity to focus on doing more with less; to work across programmatic, policy and political boundaries; and to figure out ways to achieve various goals more quickly and more effectively. The task is to continue building on the steps we have already taken by further integrating climate thinking and sustainability programming into the range of actions we take to grow the economy, protect the environment and public health, and plan for the future.

The strategies we pursue to cut greenhouse gas emissions from our cars, trucks, buses, trains and industries can support ongoing efforts to improve air quality up and down the state, especially in our most heavily impacted communities. Efficiency and conservation programs in the water sector needed to cut emissions will also drive critically needed efforts to enhance supply and reliability priorities. We can cut emissions from our waste stream while also increasing home-grown sources of low-carbon energy and fuels. And we can manage our natural lands and valuable agricultural resources in ways that both achieve climate objectives and enhance their long-term sustainability.

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With strategic investment and coordinated policy-making, California can slash emissions from trucks and trains while at the same time building a world-class goods movement and freight-delivery system. We can modernize our rail and passenger transportation systems to move people in ways that both reduce greenhouse gases and increase mobility options and safety. We can take actions to cut emissions of potent short-lived climate pollutants that will also deliver key public health benefits. And we can align strategies that both support reduction goals and bolster our ability to deal with the impacts of climate change already underway.

The reality is that while climate change demands it, these and myriad other examples described in this Plan are exactly the types of actions California must take in any case to build for our future.

Mid-Term Target

A key step needed to build on California's framework for climate action is to establish a mid-term statewide emission reduction target. Cumulative emissions drive climate change, and a continuum of action is needed to reduce emissions not just to stated limits in 2020 or 2050, but also every year in between. The target will ensure that the State stays on course and expands upon the successes we have achieved to date so that we can achieve our long-term objective of reducing California's greenhouse gas emissions to the scientifically recognized level necessary for climate stabilization. A mid-term target, informed by climate science, will be critical in helping to frame the additional suite of policy measures, regulations, planning efforts, and investments in clean technologies that are needed to continue driving down emissions. It will also send a clear signal that California is solidifying its commitment to a low-carbon future, giving businesses the long-term certainty they need to plan for the future.

Each of the major sectors highlighted in this Plan must play a role in supporting the statewide effort to continue reducing emissions. As steps are taken to develop a statewide target, sector targets will also be developed that reflect the opportunities for reductions that can be achieved through existing and new actions, policies, regulations and investments.

Sector-Specific Actions

Energy

The actions outlined in this Plan support California's efforts to build a state-of-the-art energy generation, supply and distribution system that is clean, affordable and reliable. Many of the actions expand upon existing policy frameworks that have made our state a global leader in areas like energy efficiency, demand response, and renewable energy generation. Others reflect the need to incorporate new and rapidly evolving technologies like energy storage, demand response, and a smarter grid into the fabric of California's energy system.

A core element of the Plan is the development of a comprehensive greenhouse gas reduction program for the state's electric and energy utilities by 2016. This approach

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will enable California to pull together and coordinate a range of policies, technologies, and investments needed to achieve the most cost-effective emissions reductions across the sector, in-line with meeting mid-term and long-term statewide targets. It also will give utilities, electricity providers and a range of other businesses the flexibility and the right incentives to pursue the most innovative strategies to cut emissions.

Transportation, Land Use, Fuels, and Infrastructure

Over the past several decades, California has pioneered a host of innovative policies in the transportation sector that have cut air pollution and greenhouse emissions. This Plan builds on a set of existing policies and lays out new strategies that will continue to push down emissions and scale up clean, advanced technologies across the entire transportation sector. It calls for targeted investment in critical infrastructure projects that will be necessary to keep California on track to meet our ongoing climate objectives. And it recognizes the need to closely integrate climate planning with efforts to meet California's air quality goals.

Meeting California's long-term air quality and climate objectives will require the State to continue building on efforts underway to put more low and zero-emission vehicles on the road. These efforts also need to be expanded to include an increasing focus on cleaner medium- and heavy-duty vehicles. At the same time, we must continue working to figure out the right mix of policies and incentives for increasing reductions in the carbon content of transportation fuels. And we must invest in building the cleanest, most advanced systems and infrastructure to move people and goods in the state.

Agriculture

California's agricultural industry provides hundreds of thousands of jobs and tens of billions of dollars in economic value to the state each year. The long-term sustainability of the sector is vital to California's economic future. This Plan describes a set of actions to ensure California's agricultural sector continues to thrive in the face of a changing climate and plays a key role in the state's efforts to continue reducing greenhouse emissions.

There is a range of opportunities for greenhouse gas emissions reductions and sequestration in the agriculture sector. Technology advancements allow for more precise irrigation techniques, which cut energy costs and preserve valuable water resources. Strategic approaches to conservation will keep valuable agricultural lands in operation and help eliminate greenhouse gas emissions that result from conversion. And capturing methane from agriculture operations will provide climate benefits while also affording opportunities to produce bioenergy and biofuels. The coordinated effort to develop the right mix of policies and incentives described in this Plan will help keep California's agriculture sector thriving into the future.

Water

Water is the lifeblood of our state and economy, and integrally connected to our food supply and energy systems. The state needs to employ a range of approaches that will cut emissions, maximize efficiency and conservation, and enhance water quality and

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supply reliability, while also addressing growing climate resiliency requirements.

A greater focus on integrated policy design in the water sector is needed as California implements strategies that will support our state's longer-term climate objectives. State policy and regulatory frameworks must be developed that allow for, and incentivize, effective regional integrated planning and implementation. We need to employ pricing policies that will maximize efficiency and conservation efforts in the water sector, and put in place mandatory conservation measures to reduce greenhouse gas emissions and maintain water supply reliability during drought periods.

Waste

California's goal of reaching 75 percent recycling and composting by 2020 provides an opportunity to achieve substantial GHG reductions across the waste sector, while providing other significant economic and environmental co-benefits. Much of what is traditionally considered "waste" can be a resource for other uses. California must take advantage of waste materials to generate energy to power our homes and cars, and to improve our working lands.

Compostable organics represent over a third of California's disposed waste, and are the primary source of fugitive methane emissions at landfills. A new organics management approach for California that will divert this material to minimize emissions at landfills and provide feedstock for critically needed alternatives to agricultural amendments and for low carbon fuel manufacturing.

Achieving the 75 percent waste diversion goal will require substantial expansion of the collection, recycling, and manufacturing industries within California. This Plan sets forth a series of actions to support this industrial growth and calls on California to manage its waste at home in ways that will support greenhouse gas emission reductions, environmental co-benefits, and job growth.

Natural and Working Lands

Three-quarters of California's landmass comprises natural and working lands, such as forests, rangelands, and wetlands. These lands provide a multitude of economic and environmental benefits, and must play an increasingly important role in California's efforts to prepare for and adapt to the impacts of climate change. Natural and working lands must also play a key role to help achieve California's long-term climate objectives. We have to start investing now in strategies that ensure these lands are managed in ways that maximize their carbon benefits while also ensuring landscape resilience; protecting and enhancing the state's water supplies; safeguarding the state's wildlife, fish, and plants, and promoting sustainable rural communities.

This Plan describes a series of policies, actions, and strategic investments to enhance, protect, and conserve California's natural and working lands in ways that will provide important climate benefits as well as a more resilient California that is better prepared for climate risks such as more frequent and severe wildfires, varying and unpredictable water availability, and stressors on species and natural communities. A key element of

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this approach is the development of a “Forest Carbon Plan” by 2016 that will set mid and long-term greenhouse gas reduction planning targets, and identify funding and investment needs.

Short-Lived Climate Pollutants

Over the past several decades, California’s actions to improve air quality and protect public health have resulted in significant reductions in potent short-lived climate pollutants, which include black carbon, methane, and hydrofluorocarbons. These pollutants remain in the atmosphere for shorter periods of time and have much larger global warming potentials compared to CO₂.

While we must continue taking steps to rapidly reduce CO₂, additional efforts to cut emissions of short-lived climate pollutants can yield immediate climate benefits. In addition, fast and sustainable action to reduce these emissions can help to achieve other benefits though avoided impacts on agriculture, water availability, ecosystems and human health. The reduction of methane would reduce tropospheric ozone concentrations and ozone precursors, which would help with progress towards healthy air quality and avoid crop yield losses due to direct action of ozone on crop growth. Black carbon deposits accelerate glacial melting and impact cloud formation and precipitation. Further reducing black carbon and methane emissions will help reduce premature deaths and associated medical expenses each year.

California is committed to continuing to reduce emissions of short-lived climate pollutants, particularly where efforts will result in air quality and public health co-benefits. ARB will develop a short-lived climate pollutant strategy by 2015 that will include an inventory of sources and emissions, the identification of additional research needs, and a plan for developing necessary control measures.

Green Buildings

Buildings in California represent a significant source of greenhouse gas emissions. Over the past five years, California has solidified its commitment to green building; leading the way with State buildings, improving building standards, continuing to raise the bar with voluntary programs at the local level, and greening existing buildings. We must continue to build on this approach by ensuring successful implementation of current initiatives and expanding the long term focus towards zero-carbon buildings.

This Plan describes a set of actions to continue cutting emissions from California’s building sector including the development of a comprehensive greenhouse gas emission reduction program for new construction, existing building retrofits, and operation and maintenance of certified green buildings.

Courage, Creativity, and Boldness

Climate change has presented us with unprecedented challenges—challenges that cannot be met with traditional ways of thinking or conventional solutions. As Governor

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Brown has recognized, meeting these challenges will require “courage, creativity, and boldness.”

It will require California to continue to lead the world in pioneering effective strategies toward a cleaner, more sustainable economy. It will require us to continue sharing our successful approaches to climate policy with others, including continuing to partner and collaborate with other state, national, and global leaders as we work toward common goals. And it will require further engaging California’s citizens, businesses, and its most creative minds to continue building a state that provides low carbon, high-quality lifestyles.

As we take these steps, we understand that we don’t have all of the answers today. But, we are on the right path. We have a framework for action in place that is driving down emissions, spurring innovation across a range of clean and advanced technology sectors, improving the air Californians breathe, and creating more livable communities. By building on this framework with the set of actions outlined in this Plan, we can do our part to meet the challenge of global climate change, and in the process, continue to build the clean, sustainable future that all Californians deserve.

SB 375 GHG Target and AB 32 Scoping Plan Update

At their January 23rd board meeting, the California Air Resources Board (ARB) staff presented an update on the status of implementing SB 375. The update included ARB staff's evaluation of the progress in implementing currently adopted SCSs, ongoing development of data and tools for future planning activities, and next steps. While there were many accomplishments highlighted, SCAG joined other MPOs in requesting additional resources and time to implement our SCS plans. To allow for this, SCAG and other MPOs requested that ARB not revise regional greenhouse gas reduction targets until eight years from the previous target setting. ARB staff is scheduled to present its recommendation on updating the next set of regional greenhouse gas reduction targets to the ARB in fall 2014.

ARB Staff Presentation

<http://www.arb.ca.gov/board/books/2014/012314/14-1-4pres.pdf>

MPO Presentation

<http://www.arb.ca.gov/board/books/2014/012314/14-1-4MPO.pdf>

On February 10, 2014, ARB released the proposed first update to the AB 32 Scoping Plan. The 2013 Scoping Plan update lays out the remaining steps to the 2020 limits set by ARB, and lays the foundation for midterm and long-term emission reductions as well as public health and economic goals.

The update identifies eight key sectors for ongoing action:

- Energy
- Transportation, fuels, land use and infrastructure
- Agriculture
- Water
- Waste management
- Natural lands
- Short-Lived Climate Pollutants (such as methane and black carbon)
- Green Buildings

The proposed update calls for a midterm statewide greenhouse gas reduction target, and specific reduction targets for each of the key sectors to guide California's path toward an 80 percent reduction by 2050.

The 2013 Scoping Plan update can be accessed

at: http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf



SOUTHERN CALIFORNIA
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Item 2 Attachment: MAP-21 Performance Measure Update

**Southern California Association of
Governments**



2012 Regional Transportation Plan (RTP) Implementation

MAP-21 Performance Measures

Los Angeles, CA
February 20, 2014

System Metrics Group, Inc.

Today, we will

- Provide brief update on MAP-21 Performance Measures requirements
- Summarize how the 2012 RTP/SCS relates to these requirements
- Provide an updated trend of roadway collisions
- Present the MAP-21 Implementation Schedule
- Answer your questions

MAP-21 establishes seven national goals to focus Federal-aid program investments

| Goal area | National goal |
|--|--|
| Safety | To achieve a significant reduction in traffic fatalities and serious injuries on all public roads |
| Infrastructure condition | To maintain the highway infrastructure asset system in a state of good repair |
| Congestion reduction | To achieve a significant reduction in congestion on the National Highway System |
| System reliability | To improve the efficiency of the surface transportation system |
| Freight movement and economic vitality | To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development |
| Environmental sustainability | To enhance the performance of the transportation system while protecting and enhancing the natural environment |
| Reduced project delivery delays | To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices |



These national goals map closely to the SCAG 2012 RTP/SCS goals

| Seven National Goal Areas to focus federal investment | SCAG RTP Goals |
|---|---|
| Safety | <ol style="list-style-type: none"> 1. Ensure travel safety and reliability for all people and goods in the region 2. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies |
| Infrastructure condition | <ol style="list-style-type: none"> 1. Preserve and ensure a sustainable regional transportation system |
| Congestion reduction | <ol style="list-style-type: none"> 1. Maximize mobility and accessibility for all people and goods in the region 2. Maximize the productivity of our transportation system |
| System reliability | <ol style="list-style-type: none"> 1. Ensure travel safety and reliability for all people and goods in the region |
| Freight Movement and economic vitality | <ol style="list-style-type: none"> 1. Maximize mobility and accessibility for all people and goods in the region 2. Align plan investments and policies with improving regional economic development and competitiveness |
| Environmental sustainability | <ol style="list-style-type: none"> 1. Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation) 2. Actively encourage and create incentives for energy efficiency, where possible 3. Encourage land use and growth patterns that facilitate transit and non-motorized transportation |
| Reduced project delivery delays | Partially addressed via recent environmental streamlining efforts and future implementation monitoring |



MAP-21 also establishes specific performance measures that address the goals

| National Goals | MAP-21 Performance Measures |
|---|--|
| Safety | Highway Safety Improvement Program: Serious injuries and fatalities per vehicle mile travelled (VMT) |
| | Highway Safety Improvement Program: Number of serious injuries and fatalities |
| | Transit Safety Plan with minimum safety performance criteria for all modes of public transportation |
| Infrastructure Condition | Condition of Pavements on the Interstate System |
| | Condition of Pavements on the remaining National Highway System |
| | Condition of Bridges on National Highway System |
| | Establish state of good repair (SGR) standards for measuring the condition of capital assets of recipients including: Equipment, rolling stock, infrastructure, facilities |
| Congestion Reduction/ System Reliability | Performance of the National Highway System |
| | Congestion Mitigation and Air Quality (CMAQ) Improvement Program: Traffic Congestion |
| Freight Movement & Economic Vitality | National Freight Movement on the Interstate System |
| Environmental Sustainability | Congestion Mitigation and Air Quality (CMAQ) Improvement Program: On-road mobile source emissions |



SCAG is already addressing many of the national performance measure areas

- Until finalized through rule-making, SCAG will not know how much or whether it will need to adopt additional measures and/or change the specific metrics
- SCAG and its stakeholders will eventually need to work with Caltrans to develop **performance targets** for each required federal measure and show in the next RTP that the data and information it collects to monitor performance is consistent with federal requirements

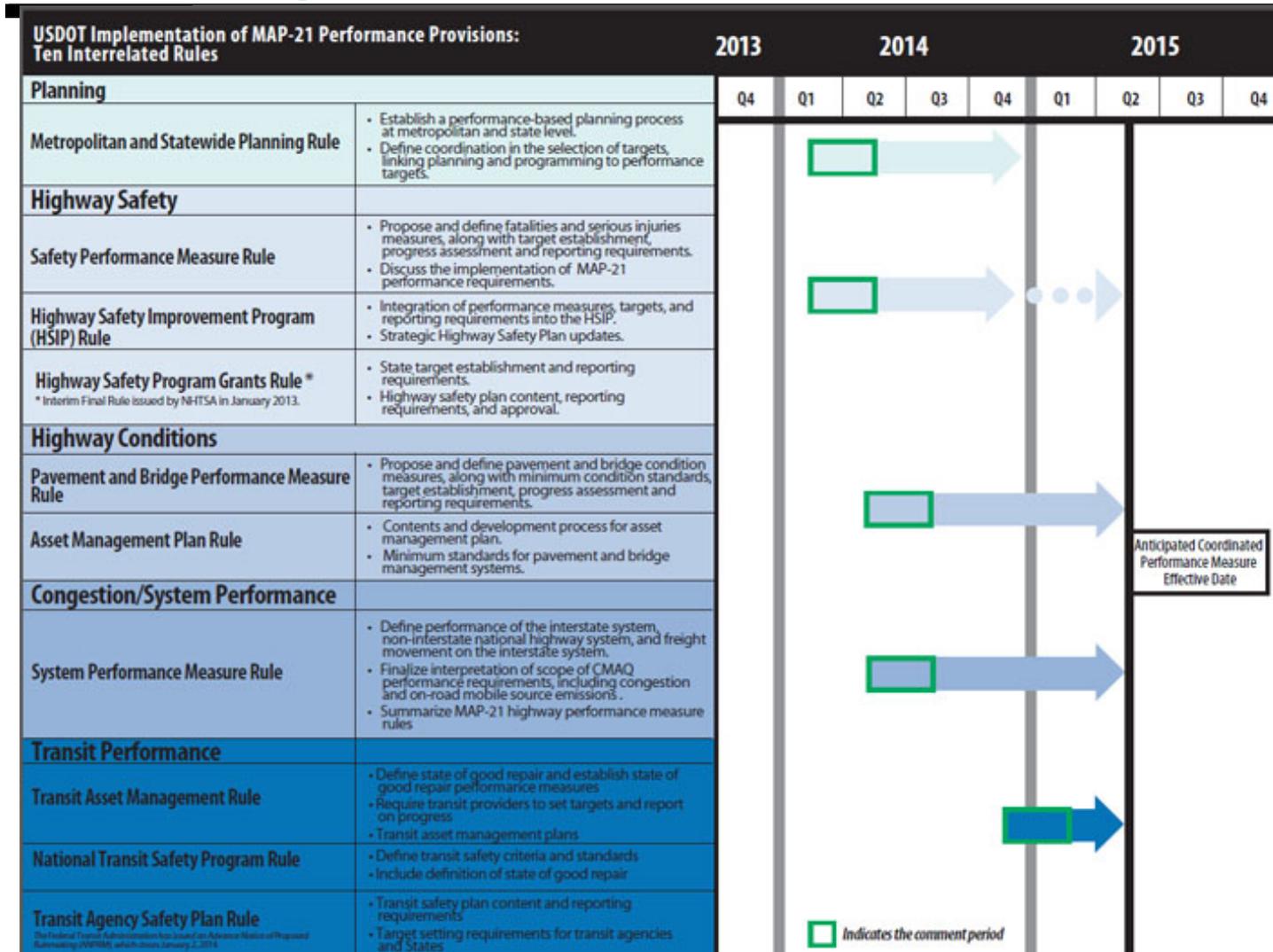
SCAG's current measures map well to the national goals and measurement areas

| SCAG RTP/SCS Outcome | MAP-21 Goal Area & Performance Measures SCAG Performance Measures | Safety | | | Infrastructure Condition | | | | Congestion Reduction/ System Reliability | | Freight/ Economic Vitality | Env. Sustainability |
|---------------------------------|--|---|--|---------------------|-------------------------------------|---|--------------------------------|---|---|--|--|--|
| | | Hwy Safety Improvement Program: Serious injury & fatality rates | Hwy Safety Improvement Program: Serious injuries & fatalities | Transit Safety Plan | Condition of Pavements on the IS | Condition of Pavements on the remaining NHS | Condition of Bridges on NHS | State of good repair standards for transit capital assets | Performance of the NHS | CMAQ Improvement Program: Traffic Congestion | National Freight Movement on the IS | CMAQ Improvement Program: On-road mobile source emissions |
| Location Efficiency | Land consumption (total & per capita) | Not required under MAP-21, but many of these measures could address environmental sustainability | | | | | | | | | | |
| | Median distance for work and non-work trips | | | | | | | | | | | |
| | Percent of work trips less than 3 miles | | | | | | | | | | | |
| | Share of growth in transit priority areas | | | | | | | | | | | |
| | Work trip length distribution | | | | | | | | | | | |
| Mobility/ Accessibility | Person delay per capita | | | | | | | | ◆ | ◆ | | |
| | Person delay by facility type (mixed flow, HOV, arterials) | | | | | | | | ◆ | ◆ | | |
| | Truck delay by facility type (Highway, Arterials) | | | | | | | | | | ◆ | |
| | Travel time distribution for transit, SOV, HOV for work and non-work trips | | | | | | | | ◆ | ◆ | | |
| Safety and Health | Collision/accident rates by severity by mode | ◆ | ◆ | ◆ | | | | | | | | |
| | Tons of pollutants | | | | | | | | | | | ◆ |
| Environmental Quality | Net tons of pollutants (criteria pollutants) and green house gas emissions | | | | | | | | | | | ◆ |
| Economic Well Being | Additional jobs supported by improving competitiveness | Not required under MAP-21 | | | | | | | | | | |
| | Additional jobs supported by transportation investment | | | | | | | | | | | |
| | Net contribution to Gross Regional Product | | | | | | | | | | | |
| Investment Effectiveness | Benefit/Cost Ratio | Not required under MAP-21 | | | | | | | | | | |
| System Sustainability | Cost per capita to preserve multi-modal system to current and state of good repair conditions. The 2012 RTP/SCS summarized asset condition of highways, arterials, and bridges | | | | ◆ | ◆ | ◆ | ◆ | ◆ | | | |



IMPLEMENTATION TIMELINE

MAP-21 implementation schedule



INFRASTRUCTURE CONDITION

The 2012 RTP/SCS documented highway and bridge conditions and stressed the need for more funding

FIGURE 2 Total Distressed Lane Miles (2007)

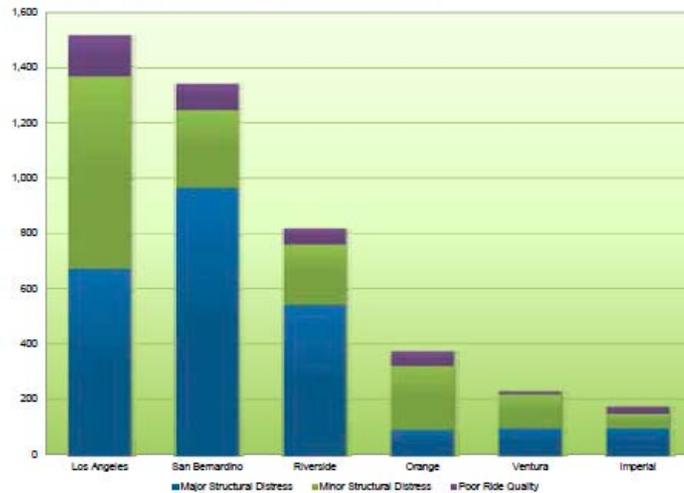
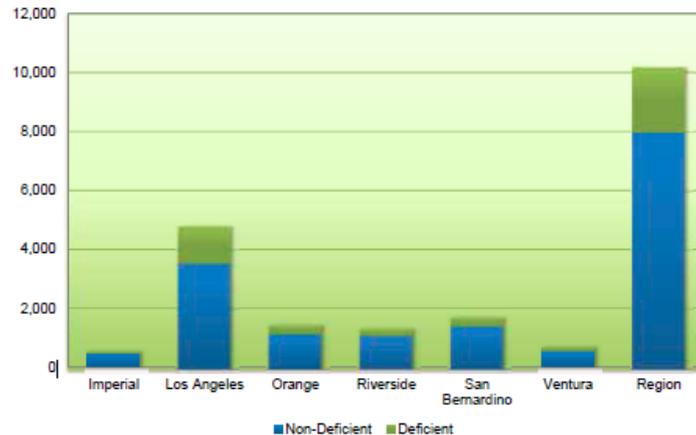
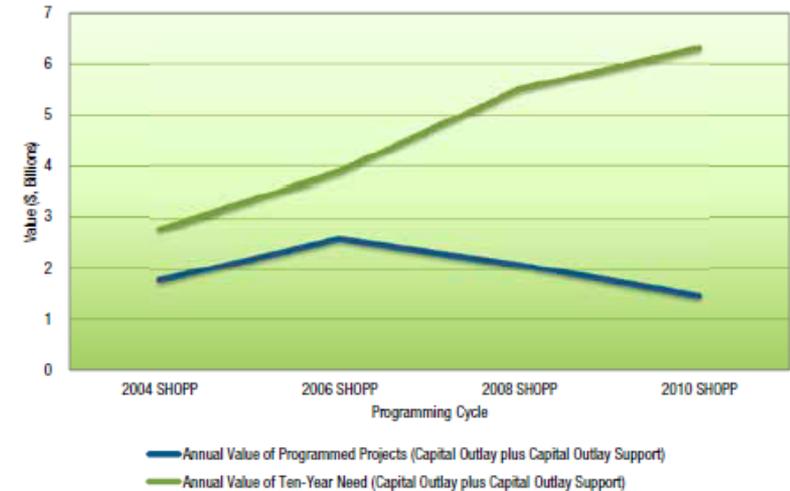


FIGURE 4 State Highway Bridge Conditions in the Region



Source: FHWA National Bridge Inventory (NIB), 4/06/2011 update

FIGURE 5 Programmed Project Expenditures versus Need



Source: California Transportation Commission 2009 SHOPP Plan

The 2012 RTP/SCS allocates \$217 billion (approximately \$400 per person) to maintain the system (including local streets and transit) in a state of good repair over the period of the plan



CONGESTION REDUCTION, NHS PERFORMANCE, AND NATIONAL FREIGHT MOVEMENT

The 2012 RTP/SCS documents delay impacts on person and goods movement

FIGURE 2 Daily Person Delay per Capita by County (minutes)

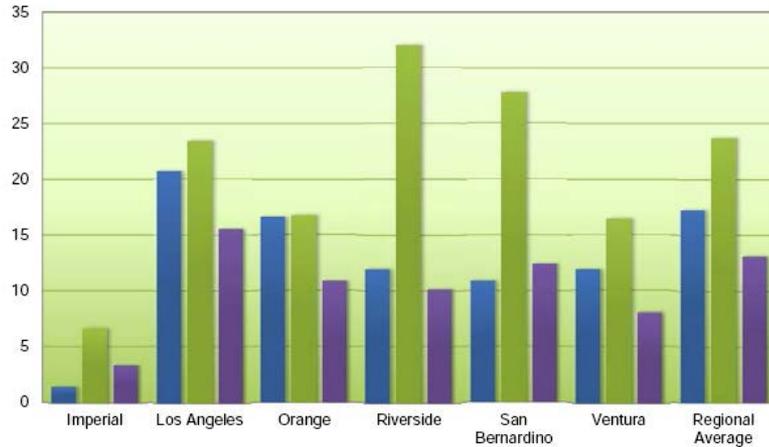


FIGURE 1 Daily Person-Hours of Delay by Facility Type

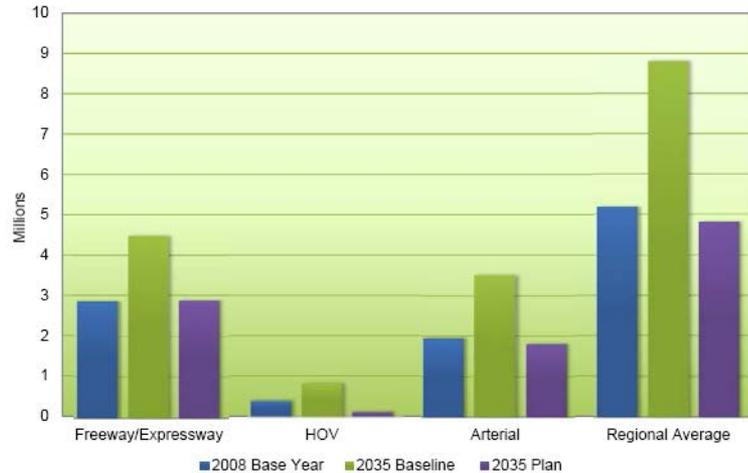
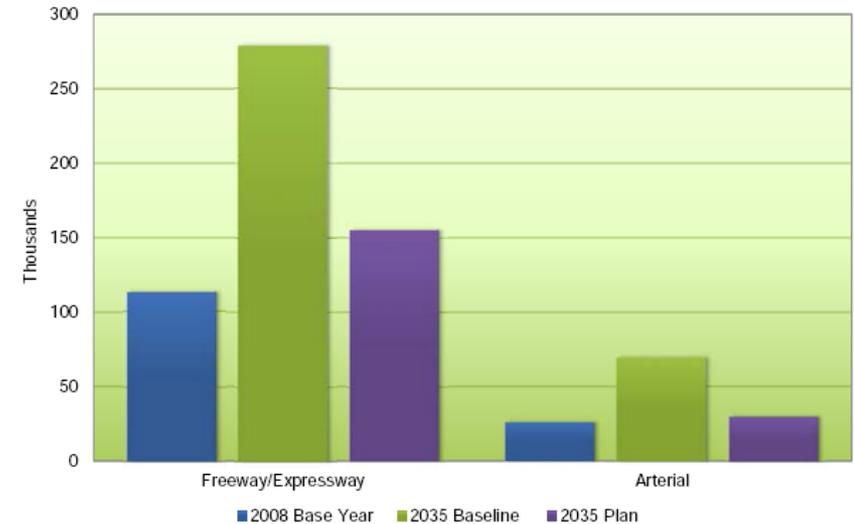


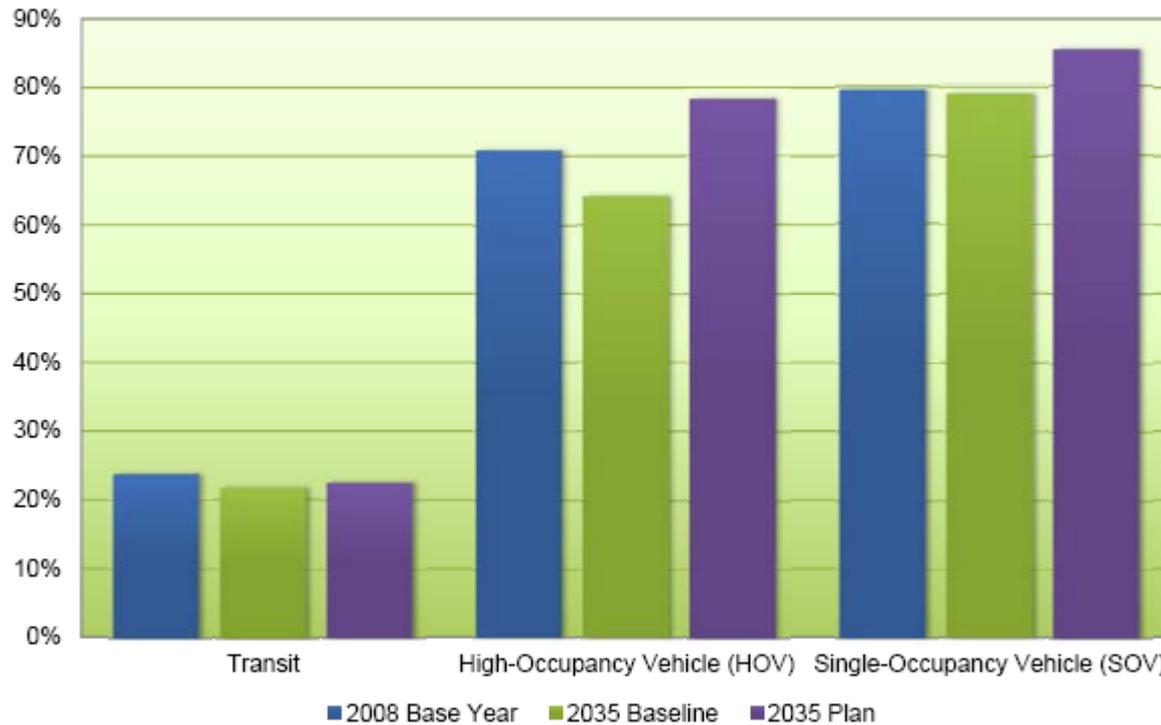
FIGURE 3 Daily Heavy-Duty Truck Hours of Delay



CONGESTION REDUCTION, NHS PERFORMANCE, AND NATIONAL FREIGHT MOVEMENT

The 2012 RTP/SCS also documents travel time distribution as a measure of accessibility

FIGURE 4 Percentage of PM Peak Period Home-Based Work Trips within 45 Minutes



ON ROAD EMISSIONS

The 2012 RTP/SCS documents mobile source emission and GHG emission reductions (SB 375)

SOUTH COAST AIR BASIN

TABLE 14 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

| Pollutant | | 2014 | 2017 | 2020 | 2030 | 2035 |
|---------------|--------|------|------|------|------|------|
| ROG | Budget | 150 | 131 | 116 | 116 | 116 |
| | Plan | 141 | 125 | 108 | 82 | 74 |
| Budget – Plan | | 9 | 6 | 8 | 34 | 42 |
| NOx | Budget | 287 | 232 | 190 | 190 | 190 |
| | Plan | 267 | 219 | 170 | 124 | 119 |
| Budget – Plan | | 20 | 13 | 20 | 66 | 71 |

TABLE 8 RTP/SCS Per Capita Greenhouse Gas Reductions

| Year | CO2 Per Capita (lb/day) | CO2 Per Capita Reductions Compared to 2005 | | |
|------|-------------------------|--|------------|-------|
| | | Travel Demand Model* | 4D Model** | Total |
| 2005 | 23.8 | N/A | N/A | N/A |
| 2020 | 21.6 | -9% | N/A | -9% |
| 2035 | 20.5 | -14% | -2% | -16% |

*Includes Transportation Demand Management (TDM), Transportation Systems Management (TSM), active transportation

**4D Model captures the benefits of land use and transportation coordination that are not captured directly by the Travel Demand Model.

TABLE 15 PM_{2.5} (Annual Emissions [Tons/Day])

| Pollutant | | 2012 | 2014 | 2020 | 2030 | 2035 |
|-------------------|--------|------|------|------|------|------|
| ROG | Budget | 154 | 132 | 132 | 132 | 132 |
| | Plan | 145 | 124 | 105 | 73 | 66 |
| Budget – Plan | | 9 | 8 | 27 | 59 | 66 |
| NO _x | Budget | 326 | 290 | 290 | 290 | 290 |
| | Plan | 308 | 270 | 184 | 111 | 109 |
| Budget – Plan | | 18 | 20 | 106 | 179 | 181 |
| PM _{2.5} | Budget | 37 | 35 | 35 | 35 | 35 |
| | Plan | 35 | 33 | 25 | 18 | 19 |
| Budget – Plan | | 2 | 2 | 10 | 17 | 16 |



SAFETY

The 2012 RTP/SCS documents safety impacts

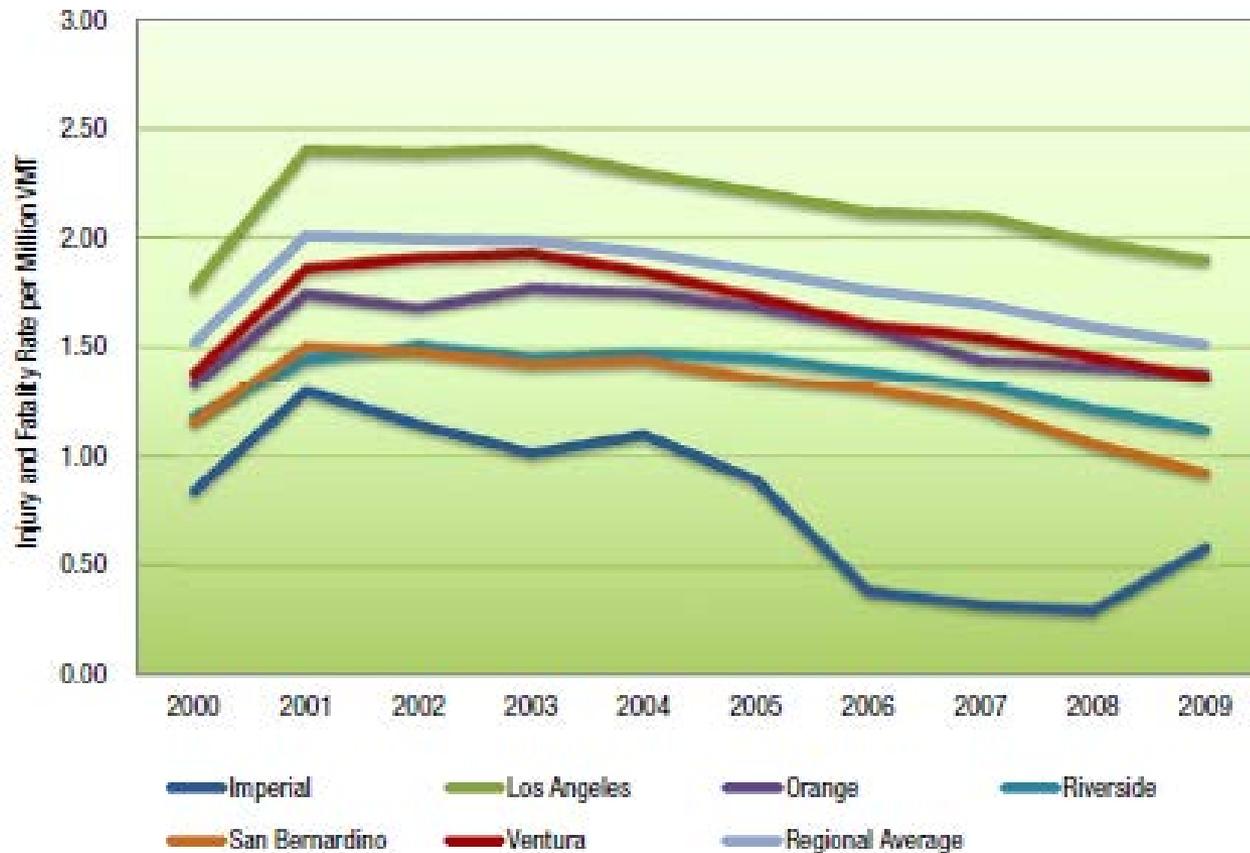
- MAP-21 aims to reduce the number of serious injuries and fatalities as well as injury and fatality rates through two National Safety Program performance measures
- Safety and health impacts of regional transportation improvements cannot be easily forecast
 - Accident rates can be partially projected by using mode specific accident rates (e.g., for highways, arterials, transit)
 - This approach does not account for safety improvements for each mode



SAFETY

The 2012 RTP/SCS documents safety impacts

FIGURE 8 Total Injury and Fatality Rates per Million Vehicle Miles



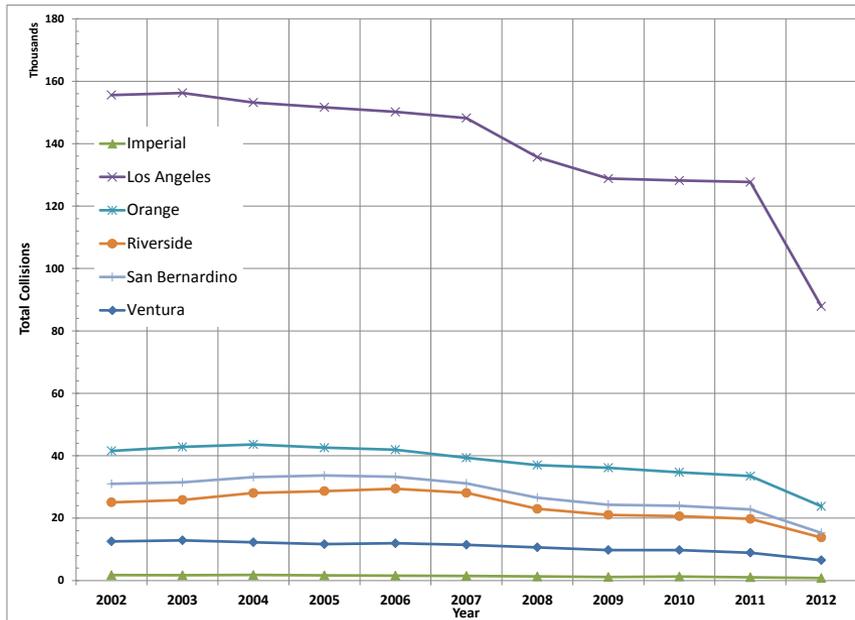
SAFETY

Preliminary Safety Analysis Update

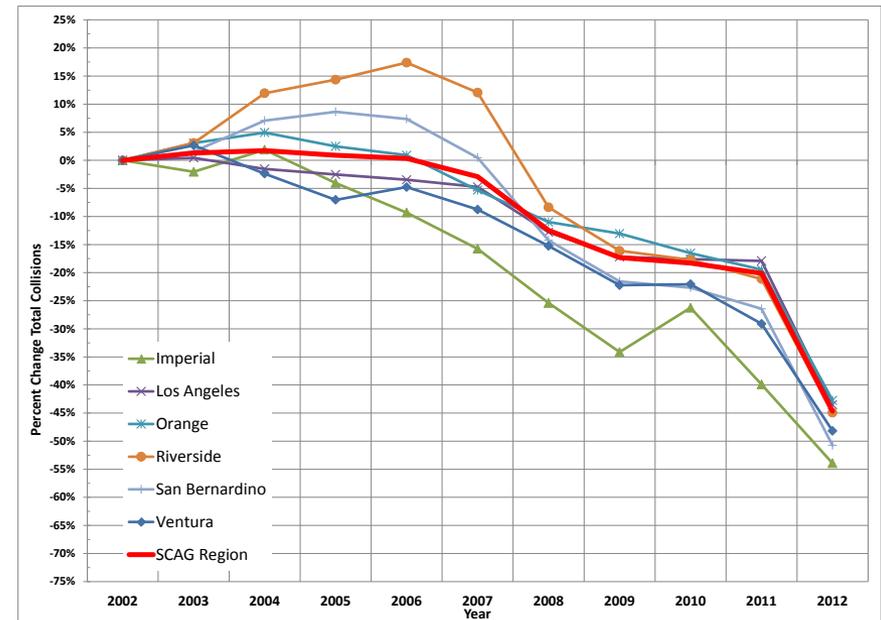
- We have begun analyzing accident data as part of the RTP/SCS Implementation
 - Obtained California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) database for the years 2002 to 2012
 - Developed basic trends for 2002 to 2012
 - Still working to add VMT data to calculate accident rates per million VMT

SAFETY AND HEALTH

Updated Total Collisions and Percent Change 2002-2012 – Promising trends for total collisions



Total Collisions by County

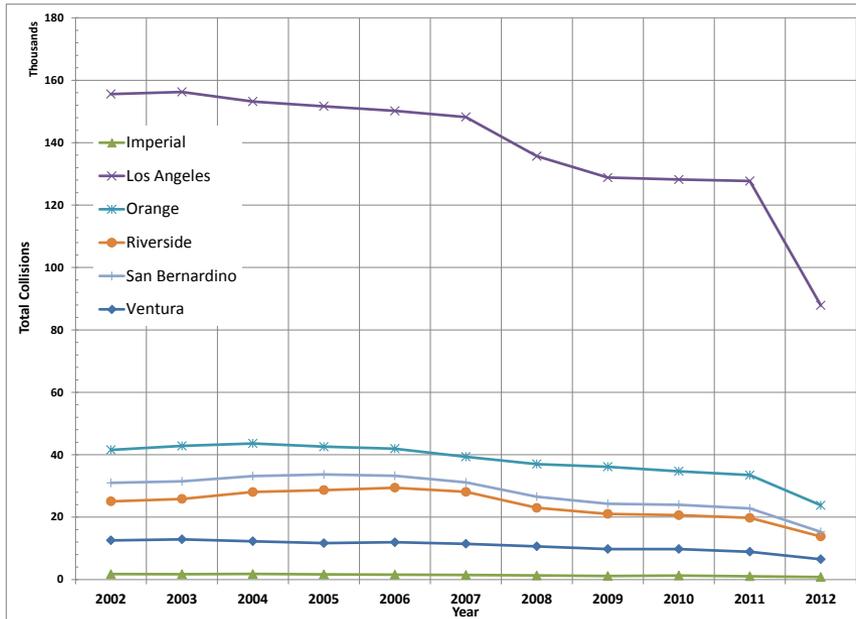


Percent Change in Total Collisions by County

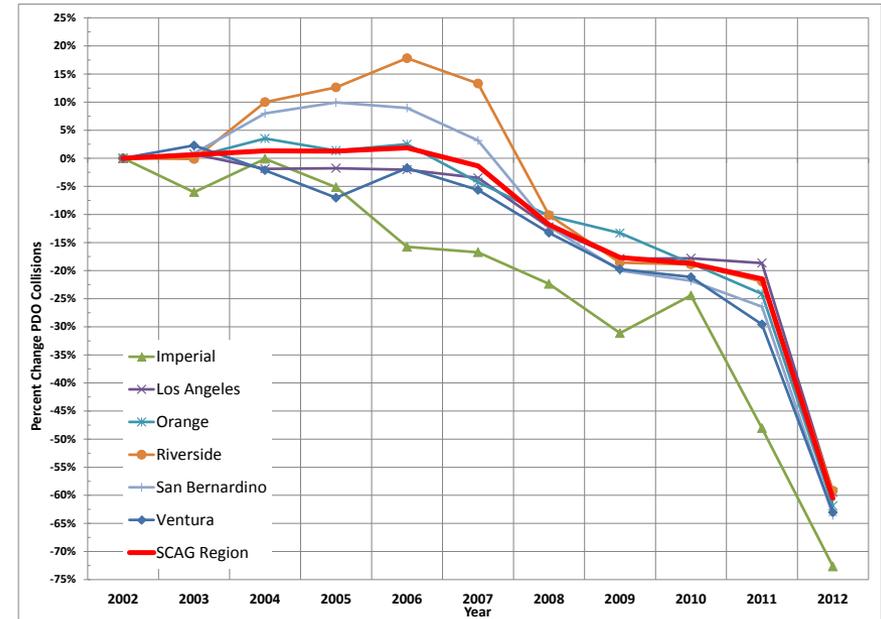


SAFETY AND HEALTH

Updated PDO Collisions and Percent Change 2002-2012 – Similar trends for property damage



Total PDO Collisions by County

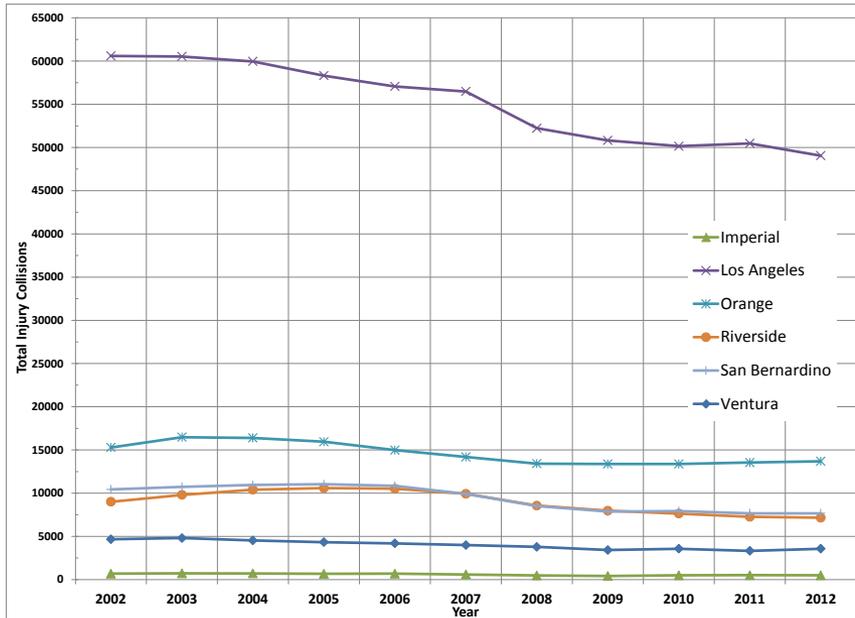


Percent Change in PDO Collisions by County from 2002

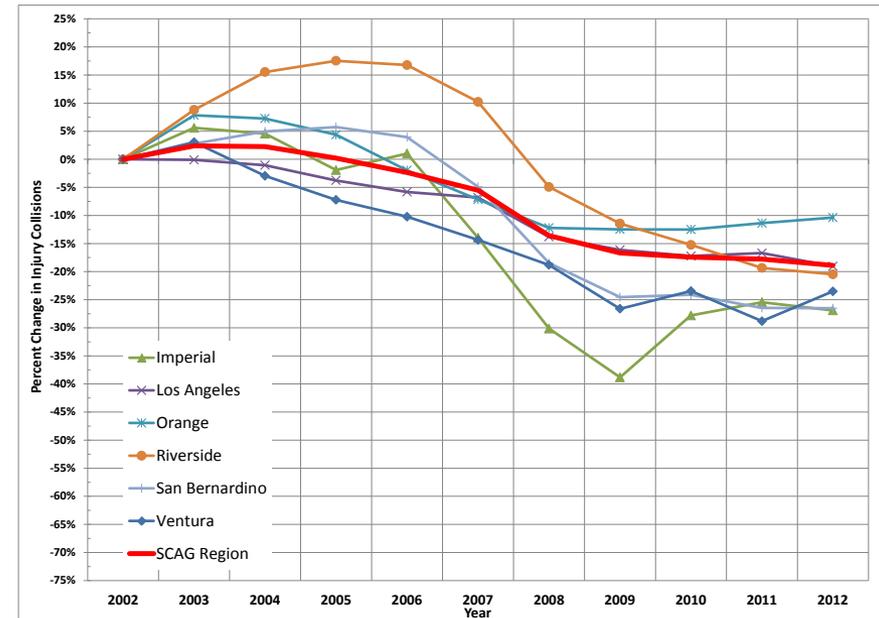


SAFETY AND HEALTH

Updated Injury Collisions and Percent Change 2002-2012 – less pronounced reductions



Total Injury Collisions by County

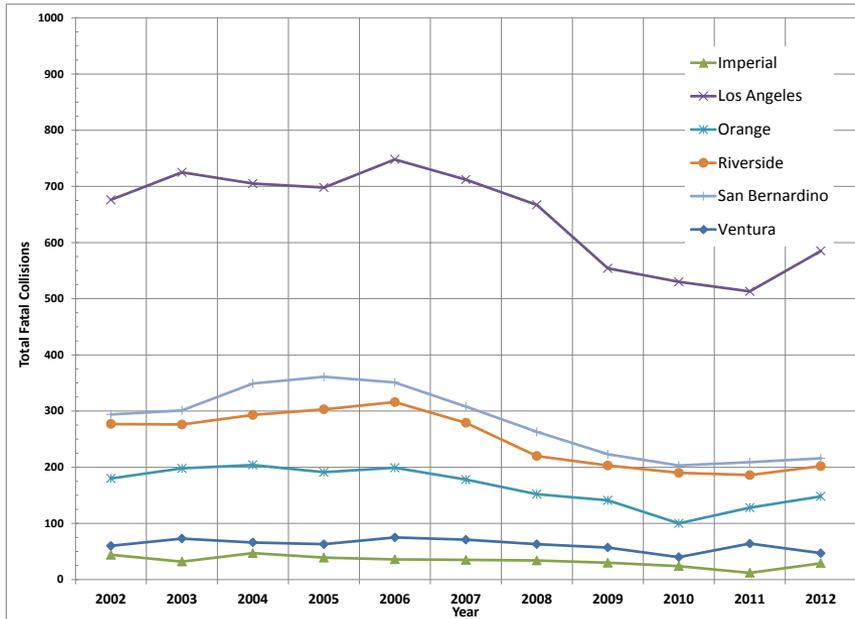


Percent Change in Injury Collisions by County from 2002

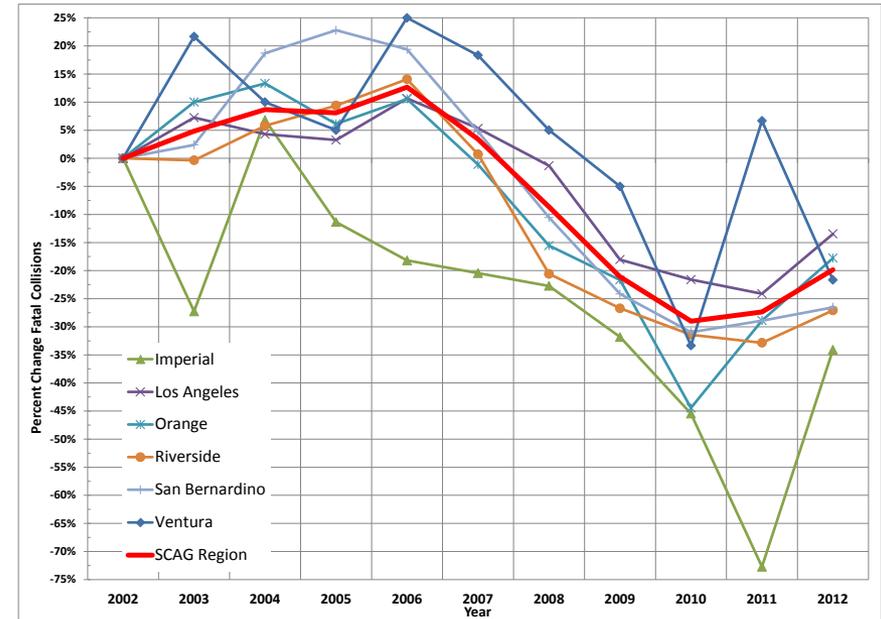


SAFETY AND HEALTH

Updated Fatal Collisions and Percent Change 2002-2012 – less pronounced reductions



Total Fatal Collisions by County



Percent Change in Fatal Collisions by County from 2002



Questions



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Item 3 Attachment: Growth Forecast One-On-One Meeting Status Report Update

Progress of One-on-One Meetings with Local Jurisdictions to Provide Assistance for a Bottom-up Local Input Process

February 20, 2014

As past practice, SCAG staff are engaging in a bottom-up local input process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS) employing a “local control - regional collaboration” strategy for the Plan update. At the October 3, 2013 CEHD meeting, staff presented the sample package for local input on SCAG’s growth forecast and land use datasets for the 2016 RTP/SCS. Starting in November, all 197 local jurisdictions in the SCAG region have been contacted and were requested to provide input on their current and anticipated population, households, and employment figures for 2012, 2020, 2035, and 2040. This is in accordance with Stage 2 of the Bottom-up Local Input Process (“local control – regional collaboration”) for the 2016 RTP/SCS, as outlined in previous communication with local jurisdictions:

- Stage 1 - Preliminary General Plan, Zoning, Existing Land Use, and Resource Data Collection and Review (March 2013 - September 13, 2013)
- Stage 2 - Review of Base Year 2012 Socioeconomic Data and Future Years’ (2020, 2035, and 2040) Growth Forecast, and Local Survey (November 2013 - May 2014); and
- Stage 3 - Land Use Scenario Planning Exercises (May 2014 –September 2014)

In order to facilitate the review of this data and to ensure that each jurisdiction is fully informed of the 2016 RTP/SCS planning process, SCAG staff are presenting at each subregion’s regularly scheduled planning directors’ sessions and are scheduling individual sessions with local jurisdictions to collect data, answer questions, and provide individual assistance.

With the assistance of the region’s 15 subregional organizations, these sessions are being scheduled with local jurisdictions during the months of January, February, March, and April of this year. A portion of April and the entire month of May will be reserved for second meetings with jurisdictions, as needed.

To date, presentations have been made at the Orange County COG Technical Advisory Committee, South Bay Cities COG Livable Communities Working Group, Ventura County City-County Planners’ Association, Coachella Valley Association of Governments Technical Planning Sub-Committee, Imperial County Transportation Commission Technical Advisory Panel, SANBAG Planning Directors Meeting, WRCOG Planning Directors Technical Advisory Committee, WRCOG City Managers Technical Advisory Committee, San Gabriel Valley Council of Governments Technical Advisory Panel, and the Meeting of the Gateway Cities Planning Directors. By March 6th, SCAG Staff will have met with 42% of all local jurisdictions, and future meetings are scheduled with 48% of jurisdictions in the remaining weeks of March. The schedule and anticipated progress of SCAG’s current and future engagement with local jurisdictions for this effort are included as Attachment 1.

To ensure adequate resources are allocated, staff from various departments will be involved and Frank Wen, Manager, Research & Analysis Department, will serve as the main point of contact and may be reached at: 213-236-1854 or RTPLocalInput@scag.ca.gov.

Schedule of One-on-One Meetings with Local Jurisdictions for the 2016 RTP/SCS by Subregion

Schedule is Subject to Modification

| January 2014 | | | | | | |
|--------------|----|----|----|----|----|----|
| Su | Mo | Tu | We | Th | Fr | Sa |
| 29 | 30 | 31 | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |

Imperial County Transportation Commission (ICTC)
Coachella Valley Association of Governments (CVAG)
Ventura Council of Governments (VCOG)
San Bernardino Associated Governments (SANBAG)

| February 2014 | | | | | | |
|---------------|----|----|----|----|----|----|
| Su | Mo | Tu | We | Th | Fr | Sa |
| 26 | 27 | 28 | 29 | 30 | 31 | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |

Gateway Cities Council of Governments (GCCOG)
South Bay Cities Council of Governments (GCCOG)
Western Riverside Council of Governments (WRCOG)
Los Angeles County

| March 2014 | | | | | | |
|------------|----|----|----|----|----|----|
| Su | Mo | Tu | We | Th | Fr | Sa |
| 23 | 24 | 25 | 26 | 27 | 28 | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | 1 | 2 | 3 | 4 | 5 |

San Gabriel Valley Association of Governments (SGVCOG)
Las Virgenes-Malibu Council of Governments (LVMCOG)
Arroyo Verdugo Subregion
North Los Angeles Subregion
City of Los Angeles Subregion
Orange County Council of Governments (OCCOG)

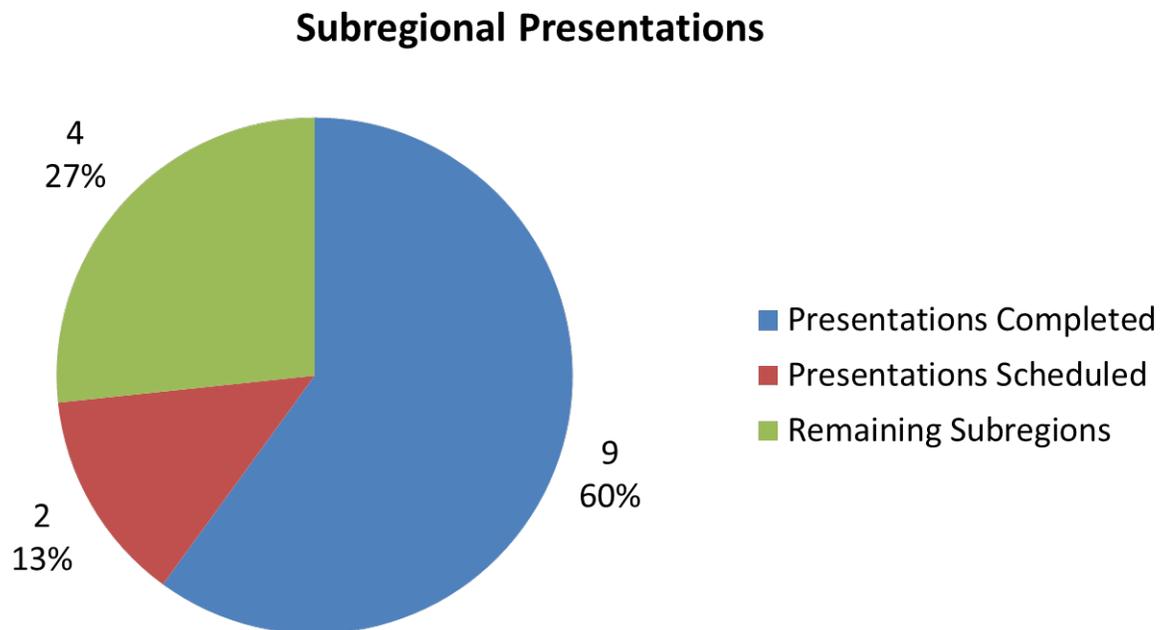
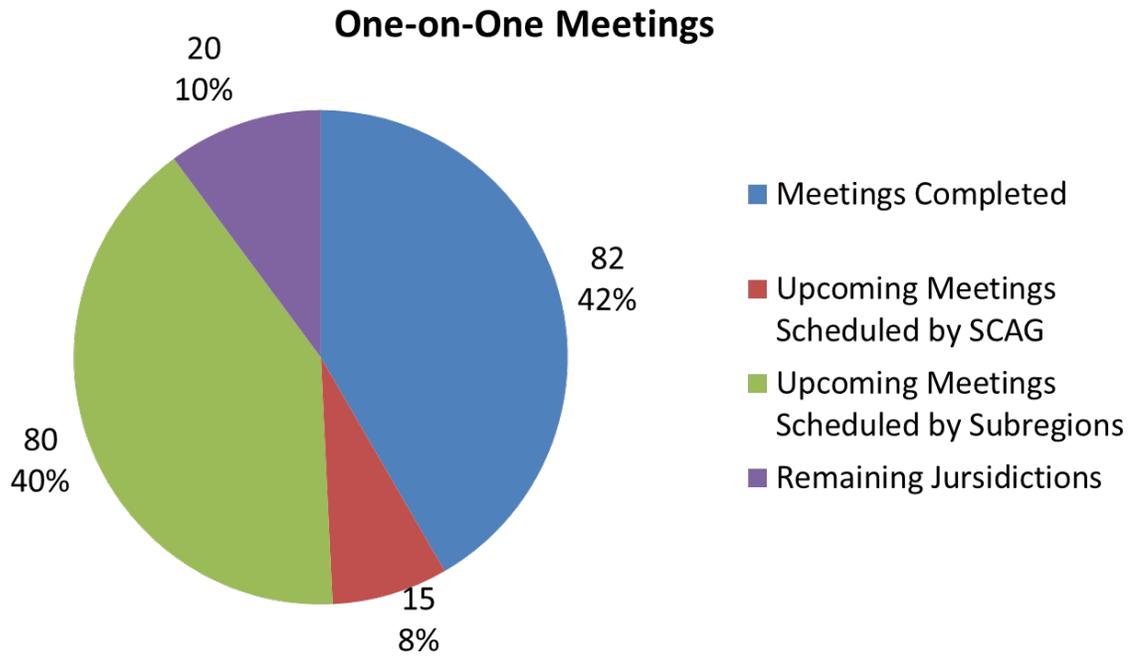
| April 2014 | | | | | | |
|------------|----|----|----|----|----|----|
| Su | Mo | Tu | We | Th | Fr | Sa |
| 30 | 31 | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |

Westside Cities Council of Governments
San Fernando Valley Council of Governments
Second Meetings with Local Jurisdictions, as Requested

| May 2014 | | | | | | |
|----------|----|----|----|----|----|----|
| Su | Mo | Tu | We | Th | Fr | Sa |
| 27 | 28 | 29 | 30 | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |

Second Meetings with Local Jurisdictions, as Requested

Anticipated Progress of One-on-One Meetings and Subregional Presentations as of March 6th, 2014





SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Item 4 Attachment: Public Participation Plan Update

Notice of Availability of the Draft 2014 Public Participation Plan WE INVITE YOUR INPUT!

SCAG's 2014 Draft Public Participation Plan
has been released for public review and comment
from January 22, 2014 through March 7, 2014



Deadline to submit comments is MARCH 7, 2014

As the Southern California Association of Governments (SCAG) prepares to develop the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, the agency is updating its Public Participation Plan and invites your input.

Consistent with federal and state requirements, SCAG regularly reviews and evaluates its public participation and outreach activities to ensure that the public and interested parties are given early, meaningful and substantive opportunities to be involved in SCAG's decision-making. To that end, SCAG released the 2014 Draft Public Participation Plan on January 22, 2014 for a mandatory 45-day public review and comment period, which ends at **5:00 p.m. on March 7, 2014**. SCAG invites your review and comments on the draft plan which is available to download at www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx.

HOW TO SUBMIT COMMENTS ON SCAG'S 2014 DRAFT PUBLIC PARTICIPATION PLAN

SCAG provides a variety of ways for you to submit your comments on the 2014 Draft Public Participation Plan. Choose the method most convenient for you:

1. Complete the Public Participation Comment form at: www.scag.ca.gov/participate/Pages/PublicComment.aspx
2. Email your comments to: contactus@scag.ca.gov
3. Fax your comments to: 213-236-1961 – **ATTENTION: Media & Public Affairs**
4. Mail or drop off your written comments at any SCAG Office:

Main Office

818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

Imperial County Office

1405 N. Imperial Avenue, Suite 1
El Centro, CA 92243

Orange County Office

600 S. Main Street, Suite 906
Orange, CA 92863

Riverside County Office

3403 10th Street, Suite 805
Riverside, CA 92501

San Bernardino County Office

1170 W. 3rd Street, Suite 140
San Bernardino, CA 92410

Ventura County Office

950 County Square Drive, Suite 101
Ventura, CA 93003

WHAT HAPPENS NEXT?

At the conclusion of the comment period, staff will review, address and incorporate as appropriate all comments received into a final, draft Public Participation Plan that will be presented to SCAG's Legislative/Communications & Membership Committee (LCMC) at its meeting on March 18, 2014. Upon approval by the LCMC, staff will present the 2014 Final Public Participation Plan to the SCAG Regional Council for adoption on April 3, 2014.

Questions? Please contact Angela Rushen Ross, Manager of Media & Public Affairs at ross@scag.ca.gov or call 213-236-1809.

We value and look forward to receiving your input on the 2014 Draft Public Participation Plan.



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Item 5 Attachment: OPR Workshop on Environmental Goals and Policy Report
Announcement



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

PUBLIC WORKSHOP ANNOUNCEMENT

The Governor's Office of Planning and Research is hosting a workshop to receive input on the discussion draft of the Governor's Environmental Goals and Policy Report (EGPR), currently available at http://opr.ca.gov/docs/EGPR_ReviewDraft.pdf.

Date and Time: Thursday, February 20th
1:30 to 3:30 pm

Location: Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Videoconference is also available through SCAG Regional Offices (at Imperial, Orange, Riverside, San Bernardino and Ventura counties) and additional videoconferencing sites (at Coachella Valley (CVAG), City of Palmdale and South Bay COG). For location information, please see <http://www.scag.ca.gov/about/Pages/SCAGOffices.aspx>

About the EGPR

The Governor's Office of Planning and Research is required to prepare the Environmental Goals and Policy Report (EGPR) every four years. The EGPR should take a 20-30 year look into the future, summarize the state's environmental goals, and identify the programs and policies in place to meet them.

The current discussion draft of the EGPR looks at the state's future with a population of 50 million people, a milestone the state is expected to hit by the middle of the century. The state's future is considered in the context of a changing climate. The report lays out a vision of the state's future and identifies five cross-cutting goals that are critical for achieving that vision:

- Decarbonizing the state's energy and transportation systems
- Conserving and stewarding the state's natural resources
- Building climate resilience into all policies and investments
- Supporting sustainable regions and communities
- Improving cross-agency coordination and data availability

For each of these goals, the report identifies key actions for achieving these goals and links them to metrics and indicators to track progress toward meeting them.

Goals of the Public Workshops

Through these workshops, OPR is striving to receive input from all regions of the state. The goals of this public workshop are to receive input on the overarching goals, key actions, and metrics to track progress. The workshops will pose the following questions:

- Do the goals in the report adequately capture long-term sustainability for your region?
- What are key actions that can support achieving these goals in your region, city, county, and/or sector?
- What metrics are meaningful to understand progress toward achieving these goals?

Attendees will have the opportunity to provide written and oral comments on the report. Comments can also be submitted to ca.50m@opr.ca.gov.