



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

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REMOTE PARTICIPATION ONLY

ENERGY AND ENVIRONMENT COMMITTEE

Thursday, June 3, 2021
9:30 a.m. – 11:30 a.m.

To Participate on Your Computer:
<https://scag.zoom.us/j/317727062>

To Participate by Phone:
Call-in Number: 1-669-900-6833
Meeting ID: 317 727 062

***Please see next page for detailed
instructions on how to participate in the meeting.***

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

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. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 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 Public Comments

You may submit public comments in two (2) ways:

1. **Submit written comments via email to: EECPublicComment@scag.ca.gov by 5pm on Wednesday, June 2, 2021.**

All written comments received after 5pm on Wednesday, June 2, 2021 will be announced and included as part of the official record of the meeting.

2. **If participating via Zoom or phone, during the Public Comment Period, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.**

If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: EECPublicComment@scag.ca.gov.

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.



Instructions for Participating in the Meeting

SCAG is providing multiple options to view or participate in the meeting:

To Participate and Provide Verbal Comments on Your Computer

1. Click the following link: <https://scag.zoom.us/j/317727062>
2. 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.
3. Select “Join Audio via Computer.”
4. 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.
5. During the Public Comment Period, use the “raise hand” function located in the participants’ window and wait for SCAG staff to announce your name. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

To Listen and Provide Verbal Comments by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 317 727 062**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.
5. During the Public Comment Period, press *9 to add yourself to the queue and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.



ENERGY AND ENVIRONMENT COMMITTEE AGENDA

EEC - Energy and Environment Committee *Members – June 2021*

1. **Hon. David Pollock**
EEC Chair, Moorpark, RC District 46
2. **Hon. Deborah Robertson**
EEC Vice Chair, Rialto, RC District 8
3. **Hon. Cindy Allen**
Long Beach, RC District 30
4. **Hon. Victoria Baca**
Moreno Valley, WRCOG
5. **Hon. Ana Beltran**
Westmorland, ICTC
6. **Hon. Daniel Brotman**
Glendale, AVCJPA
7. **Hon. Margaret Clark**
Rosemead, SGVCOG
8. **Hon. Robert Copeland**
Signal Hill, GCCOG
9. **Hon. Maria Davila**
South Gate, GCCOG
10. **Hon. Ned Davis**
Westlake Village, LVMCOG
11. **Hon. Rick Denison**
Yucca Valley, SBCTA
12. **Hon. Julian Gold**
Beverly Hills, WSCCOG
13. **Hon. Shari Horne**
Laguna Woods, OCCOG
14. **Hon. Britt Huff**
Rolling Hills Estates, SBCCOG
15. **Hon. Dan Kalmick**
Huntington Beach, OCCOG

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

- 16. Hon. Joe Kalmick**
Seal Beach, RC District 20
- 17. Hon. Elaine Litster**
Simi Valley, VCOG
- 18. Hon. Diana Mahmud**
South Pasadena, SGVCOG
- 19. Hon. Cynthia Moran**
Chino Hills, SBCTA
- 20. Hon. Oscar Ortiz**
Indio, CVAG
- 21. Sup. Luis Plancarte**
Imperial County
- 22. Hon. Randall Putz**
Big Bear Lake, RC District 11
- 23. Sup. Carmen Ramirez**
Ventura County
- 24. Hon. Greg Rath**
Mission Viejo, OCCOG
- 25. Hon. Richard Rollins**
Port Hueneme, VCOG
- 26. Hon. Jesus Silva**
Fullerton, Pres. Appointment (Member at Large)
- 27. Hon. Sharon Springer**
Burbank, SFVCOG
- 28. Hon. Connor Traut**
Buena Park, OCCOG
- 29. Hon. John Valdivia**
San Bernardino, SBCTA
- 30. Hon. Edward Wilson**
Signal Hill, GCCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments
Remote Participation Only
Thursday, June 3, 2021
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 David Pollock, Chair)*

PUBLIC COMMENT PERIOD

Members of the public are encouraged to submit written comments by sending an email to: EECPublicComment@scag.ca.gov by 5pm on Wednesday, June 2, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. Written comments received after 5pm on Wednesday, June 2, 2021 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Energy and Environment Committee will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting - April 1, 2021

Receive and File

2. Climate Action Plan for Transportation Infrastructure (CAPTI) Comment Letter

INFORMATION ITEMS

- | | |
|--|----------|
| 3. CalEnviroScreen 4.0 Overview
<i>(Andrew Slocombe, OEHHA)</i> | 30 Mins. |
| 4. Battery Storage Projects for SCAG Region
<i>(Josh Torres, Senior Policy Advisor, Southern California Edison)</i> | 15 Mins. |
| 5. Public Safety Power Shutoff Update
<i>(Bob Stiens, Sr. Public Affairs Manager, Southern California Edison)</i> | 20 Mins. |

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

CHAIR'S REPORT

(The Honorable David Pollock, Chair)

STAFF REPORT

(Grieg Asher, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT

OUR MISSION

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ENERGY AND ENVIRONMENT COMMITTEE
MINUTES OF THE MEETING
THURSDAY, APRIL 1, 2021

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.igm2.com/Citizens/>.

The Energy and Environment Committee (EEC) held its meeting telephonically and electronically given public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor’s recent Executive Order N-29-20. A quorum was present.

Members Present

Hon. David Pollock, Moorpark (Chair)	District 46
Hon. Deborah Robertson, Rialto (Vice Chair)	District 8
Hon. Cindy Allen, Long Beach	District 30
Hon. Victoria Baca, Moreno Vallery	WRCOG
Hon. Daniel Brotman, Glendale	AVCJPA
Hon. Margaret Clark, Rosemead	SGVCOG
Hon. Robert Copeland, Signal Hill	GCCOG
Hon. Ned Davis, Westlake Village	LVMCOG
Hon. Rick Denison, Yucca Valley	SBCTA
Hon. Julian Gold, Beverly Hills	WSCCOG
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Britt Huff, Rolling Hills Estates	SBCCOG
Hon. Dan Kalmick, Huntington Beach	OCCOG
Hon. Joe Kalmick, Seal Beach	District 20
Hon. Elaine Litster, Simi Valley	VCOG
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Cynthia Moran, Chino Hills	SBCTA
Hon. Oscar Ortiz, Indio	CVAG
Sup. Luis Plancarte	Imperial County
Hon. Randall Putz, Big Bear Lake	District 11
Sup. Carmen Ramirez	Ventura County
Hon. Greg Raths, Mission Viejo	OCCOG
Hon. Richard Rollins, Port Hueneme	VCOG

Hon. Rhonda Shader, Placentia	President's Appointment
Hon. Jesus Silva, Fullerton	President's Appointment
Hon. Sharon Springer, Burbank	SFVCOG
Hon. Connor Traut, Buena Park	OCCOG
Hon. Edward H.J. Wilson, Signal Hill	GCCOG

Members Not Present

Hon. Ana Beltran, Westmoreland	ICTC
Hon. Maria Davila, South Gate	GCCOG
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. John Valdivia, San Bernardino	SBCCOG

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair David Pollock called the meeting to order at 9:31 a.m. Staff confirmed that a quorum was present. Vice Chair Deborah Robertson led the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Chair Pollock opened the Public Comment Period.

SCAG staff announced that no public comments were received before or after the deadline for written public comments.

Seeing there were no public comment speakers, Chair Pollock closed the Public Comment Period.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

ELECTION OF EEC CHAIR AND VICE CHAIR

Counsel Ryan Guiboa announced that there was one nomination for EEC Chair received before the deadline for nominations. This nominee was Regional Councilmember David Pollock, Moorpark, District 47. Mr. Guiboa announced that SCAG's rules allow for nominations from the floor, and he explained the process for nominations from the floor. Nominations from the floor were opened. There were no nominations from the floor.

David Pollock was elected as the 2021-22 EEC Chair by the following roll call votes:



AYES: Allen, Baca, Brotman, Clark, Copeland, Denison, Gold, Horne, Huff, D. Kalmick, J. Kalmick, Litster, Mahmud, Ortiz, Plancarte, Pollock, Putz, Ramirez, Rath, Robertson, Rollins, Shader, Silva, Springer and Traut (25)

NOES: None (0)

ABSTAINS: None (0)

Counsel Ryan Guiboa announced that there was one nomination for EEC Vice Chair received before the deadline for nominations. This nominee was Regional Councilmember Deborah Robertson, Rialto, District 8. Mr. Guiboa restated that SCAG's rules allow for nominations from the floor. Nominations from the floor were opened. There were no nominations from the floor.

Deborah Robertson was elected as the 2021-22 EEC Vice Chair by the following roll call votes:

AYES: Allen, Baca, Brotman, Clark, Copeland, Davis, Denison, Gold, Horne, Huff, D. Kalmick, J. Kalmick, Litster, Mahmud, Moran, Ortiz, Plancarte, Pollock, Putz, Ramirez, Rath, Robertson, Rollins, Shader, Silva, Springer and Traut (27)

NOES: None (0)

ABSTAINS: None (0)

Chair Pollock thanked the Committee for their confidence. Vice Chair Robertson echoed his remarks and commented on the impact of climate change.

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting - February 4, 2021

Receive and File

2. Quarterly Update on Climate Change Action Resolution Activities
3. Updated Regional Early Action Planning (REAP) Program Subregional Allocation Amounts Based on Final Regional Housing Needs Assessment (RHNA) Allocation
4. Sustainable Communities Program - Housing & Sustainable Development Applications

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

AYES: Allen, Baca, Brotman, Clark, Copeland, Davis, Denison, Gold, Horne, Huff, D. Kalmick, J. Kalmick, Litster, Mahmud, Moran, Ortiz, Plancarte, Pollock, Putz, Ramirez, Rath, Robertson, Rollins, Shader, Silva, Springer and Traut (27)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS

5. 2024 Regional Transportation Plan/Sustainable Communities Strategy Development Framework

Jason Greenspan, Sustainability Manager, provided an overview of the 2024 Connect SoCal framework. Mr. Greenspan reviewed elements and requirements of SCAG's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). He began by describing past action taken for adoption of the 2020 RTP/SCS, and he shared further details on state requirements and federal requirements. He continued by explaining new elements of the 2024 plan cycle, including updated data and refined strategies based on stakeholder interaction and actions taken by the Regional Council. He elaborated on engagement and parties involved in Connect SoCal development, such as County Transportation Commissions, local jurisdictions, SCAG Policy Committees, stakeholder groups and the general public. He closed by sharing a high-level overview of milestones and action items, and he outlined four phases of next steps for the 2024 RTP/SCS, concluding with adoption in 2024.

6. Accelerated Electrification Strategies

Alison Linder, Senior Regional Planner, presented on accelerated electrification, one of five Key Connections focused on greenhouse gas (GHG) goals included in Connect SoCal. She stated that the accelerated electrification team is working on implementing that vision and setting a framework towards the 2024 RTP/SCS. She began her presentation with further background and objectives of accelerated electrification. She commented on Governor Newsom's recent executive order regarding elimination of tail-pipe emissions by 2035, which is expected to amplify the electric vehicle (EV) market, and other policies affecting fleet electrification. She reviewed three modes that accelerated electrification is focused on: light duty and micromobility, transit and goods movement. She then introduced a current zero emissions project catalogue and addressed relevant projects, including studies and grant administration related to electrification in the region. She elaborated on projects in the rail and goods movement group, such as a medium- and heavy-duty zero emissions

roadmap and the Last Mile Freight Program. She then talked about internal coordination activities to share, collaborate and advocate towards accelerated electrification. In closing, she discussed long term deliverables and next steps leading to the 2024 RTP/SCS.

Councilmember Dan Brotman, Glendale, AVCJPA, asked about developments in hydrogen fueling station infrastructure. Ms. Linder responded that hydrogen is thought to be potentially advantageous as it may not require the same amount of charging time as an electric, but hydrogen is less developed in terms of its economic viability. Councilmember Brotman asked about how SCAG is looking at hydrogen charging infrastructure for trucks and passenger vehicles. Ms. Linder commented that fleets, more so than passenger vehicles, are being considered as candidates for hydrogen charging, and she mentioned upcoming plans for updating a study for the heavy-duty charging market, which should inform the next RTP/SCS.

Councilmember Richard Rollins, Port Hueneme, VCOG, commented on the increasing availability of quick-charging stations. He also noted concern over home-charging stations being limited in multi-family developments. Ms. Linder responded that a site suitability analysis is ongoing and could address multi-family charging. She elaborated on equity issues related to the electric vehicle market.

Regional Councilmember Deborah Robertson, Rialto, District 8, requested status updates on relevant studies as they continue. She commented on development plans in terms of truck stations and external engagement. She asked for details on bi-monthly meetings relevant to electrification. Ms. Linder specified that the meetings mentioned are internal staff meetings, and she listed involved staff members, acknowledged the request for updates in the future and addressed ongoing external engagement.

Regional Councilmember Cindy Allen, Long Beach, District 30, spoke about a recent presentation by the California Hydrogen Fuel Cell Partnership for light- and heavy-duty fuel stations, and she recommended that a similar presentation be made at a future EEC meeting.

7. San Gabriel Mountain Access Programs

Bryan Matsumoto, Nature for All, presented on the San Gabriel Mountains Transit and Infrastructure Program. He began his presentation with background on Nature for All, their organizational mission and their coalition of organizations. He then addressed impacts of poor access to nature and discussed the benefits of access to nature. He talked about transit-to-trails programs and highlighted various natural resources in the region. He continued by outlining regional needs, based on lack of transportation and park-poor areas in Los Angeles County. He highlighted the opportunity provided by connecting public transit and public lands, particularly the San Gabriel Mountains, while listing multi-benefits of this opportunity. He subsequently displayed a

map of disadvantaged communities in Los Angeles County and their respective park needs. He also touched upon effects of COVID-19 on park access.

In terms of ongoing initiatives, Mr. Matsumoto presented on Metro Transit to Parks Strategic Plan in 2019 as well as Los Angeles County Measure A Recreation Access grant program. In reviewing historical transit-to-trails connections in the region, he discussed the Mt. Low Railway and other efforts in the past. In discussing current efforts, he highlighted the San Gabriel Mountains Transit-to-Trails Pilot Project occurring over the past four years, and he listed existing transit-to-trails lines. He then displayed a public transit map and various proposed transit-to-trail routes. He listed supporters and explained next steps, including funding for capital costs and operations and maintenance. He closed by supporting calls to action at the city-level and agency-level to encourage public's engagement with nature and acquire needed funding.

Councilmember Margaret Clark, Rosemead, SGVCOG, commented on nature-deficit disorder, trash collection in nature and a possible fee for transit riders. Mr. Matsumoto responded by acknowledging stewardship efforts and need for supportive components related to visitor services. He noted that a fare has not yet been determined.

Councilmember Diana Mahmud, South Pasadena, SGVCOG, commented on the Duarte pilot project and an area damaged by the Bobcat Fire. She asked for an idea of how this damage has affected access to the San Gabriel Mountains. Mr. Matsumoto spoke about a previous fire affecting service to the area, and he shared an estimate that 25 percent of the forest area has burned due to the Bobcat Fire. He expressed hope for revegetation and recommended speaking with the Forest Service for further details. Councilmember Mahmud encouraged building flexibility into the program allowing for adaptation to the accelerating effects of climate change. Mr. Matsumoto acknowledged this comment.

Supervisor Carmen Ramirez, Ventura County, thanked Mr. Matsumoto for his presentation and past work. She discussed the Ormand Beach wetlands restoration effort in Oxnard and the importance of access to natural resources. Mr. Matsumoto acknowledged her comments and advocated for members to be advocates themselves in encouraging transit agencies to study the need for access to parks.

Councilmember Cynthia Moran, Chino Hills, SBCTA, commented on the largest urban state park, Chino Hills State Park, and she expressed her excitement about the program and the possibility of engaging her transit agency.

Councilmember Richard Rollins, Port Hueneme, VCOG, commented on his work in various parks departments, and he asked about funding for field trips and initiatives for relevant programming to increase access to nature. Mr. Matsumoto acknowledged comments and encouraged members to



consider how they can support programming.

CHAIR'S REPORT

Chair Pollock announced that there will not be an EEC meeting next month due to SCAG's annual General Assembly, and the next EEC meeting will occur in June.

STAFF REPORT

There was no Staff Report provided.

FUTURE AGENDA ITEMS

There were no future agenda items requested.

ANNOUNCEMENTS

There were no announcements.

ADJOURNMENT

There being no further business, Chair Pollock adjourned the Energy and Environment Committee meeting at 10:59 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT

2020-21

MEMBERS	Representing	Jun (GA)	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Total Mtgs Attended To Date
Allen, Cindy	Long Beach, District 30									1		1		2
Baca, Victoria	Moreno Valley, WRCOG								1	1		1		3
Beltran, Ana	Westmoreland, ICTC		0		0	0	0		1	1		0		2
Brotman, Daniel	Glendale, AVCJPA		1		1	1	1		1	1		1		7
Clark, Margaret	Rosemead, SGVCOG		1		1	1	1		1	1		1		7
Copeland, Robert	Signal Hill, GCCOG		1		0	1	1		1	1		1		6
Davila, Maria	South Gate, GCCOG		0		0	0	0		0	0		0		0
Davis, Ned	Westlake Village, LVMCOG		1		1	1	1		1	1		1		7
Ehrenkranz, Jordan	Canyon Lake, WRCOG		0		0	0	1		0	1		0		2
Denison, Rick	Yucca Valley, SCBTA											1		1
Gold, Julian	Beverly Hills, WSCCOG								1	1		1		3
Horne, Shari	Laguna Woods, OCCOG		1		1	1	1		1	1		1		7
Huff, Britt	Rolling Hills Estates, SCBCOG						1		1	1		1		4
Kalmick, Dan	Huntington Beach, OCCOG											1		1
Kalmick, Joe	Seal Beach, District 20									1		1		2
Litster, Elaine	Simi Valley, VCOG		1		1	1	1		1	1		1		7
Mahmud, Diana	So. Pasadena, SGVCOG		1		1	1	1		1	1		1		7
Moran, Cynthia	Chino Hills, SBCTA	D	1	D	1	0	1	D	1	1	J	1		6
Ortiz, Oscar	Indio, CVAG	A	1	R	1	1	1	K	1	1	P	1		7
Plancarte, Luis	Imperial County	R	1	K	1	1	1	K	1	1	C	1		7
Pollock, David (CHAIR)	Moorpark, VCOG	K	1	K	1	1	1	K	1	1		1		7
Putz, Randall	Big Bear Lake, District 11									1		1		2
Ramirez, Carmen	Oxnard, RC District 45		1		1	1	1			1		1		6
Raths, Greg	Mission Viejo, OCCOG		1		1	1	0		1	1		1		6
Robertson, Deborah	Rialto, RC District 8		1		1	1	0		1	1		1		6
Rollins, Richard	Port Hueneme, VCOG		1		0	1	1		1	1		1		6
Shader, Rhonda	Placentia, President's Appointment		1		0	1	1		1	1		1		6
Silva, Jesus	Fullerton, President's Appointment				0	1	1		1	0		1		4
Springer, Sharon	Burbank, SFVCOG		1		1	1	1		1	1		1		7
Traut, Connor	Buena Park, OCCOG											1		1
Valdivia, John	San Bernardino, SBCCOG		1		0	1	1		1	1		0		5
Wilson, Edward H.J.	Signal Hill, GCCOG		1		0	1	1		0	1		1		5

Attachment: EEC Attendance Sheet 2020-21 (Minutes of the Meeting - April 1, 2021)



AGENDA ITEM 2
REPORT

Southern California Association of Governments
Remote Participation Only
June 3, 2021

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

From: Sarah Dominguez, Senior Regional Planner
(213) 236-1918, dominguezs@scag.ca.gov

Subject: Climate Action Plan for Transportation Infrastructure (CAPTI) Comment
Letter

**EXECUTIVE DIRECTOR'S
APPROVAL**

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

SCAG submitted a comment letter to the California State Transportation Agency (CalSTA) regarding the draft Climate Action Plan for Transportation Infrastructure (CAPTI). The CAPTI is a framework for aligning state transportation investments with the state’s climate, health, and social equity goals. The framework includes overarching guiding principles as well as investment strategies to guide the corresponding actions. This is founded in a “fix-it-first” approach established in Senate Bill (SB) 1 and builds on Executive Orders N-19-19 and N-79-20. SCAG’s letter emphasized the common goals between the CAPTI and SCAG’s Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal, and made specific suggestions to ensure that implementing the CAPTI supports SCAG’s implementation of Connect SoCal.

BACKGROUND:

CalSTA developed the draft CAPTI, which was released on March 10, 2021. The CAPTI is framework and set of strategies to align the state’s discretionary transportation investment spending with the state’s climate, health and social equity goals. This is a multi-agency effort from the state, reflecting coordination between CalSTA, the California Transportation Commission (CTC), California Air Resources Board (CARB), California Department of Housing and Community Development (HCD), the Strategic Growth Council (SGC) and the Office of Planning and Research (OPR).

With CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in infrastructure projects that align with its climate, health, and social equity goals. The CAPTI is rooted in Executive Orders N-19-19 and N-79-20 which are targeted at reducing greenhouse gas (GHG) emissions from transportation in order to achieve the state's ambitious climate goals. The CAPTI acknowledges that, as outlined in SB 1, California will continue the "fix-it-first" approach to maintaining the state's highways, roads and bridges.

The draft plan has 10 guiding principles:

- Building toward an integrated, statewide rail and transit network;
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure;
- Including investments in light-, medium- and heavy-duty zero-emission vehicle infrastructure;
- Strengthening the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits;
- Making safety improvements to reduce fatalities and severe injuries of all users toward zero;
- Assessing physical climate risk for transportation infrastructure projects;
- Promoting projects that do not substantially increase passenger vehicle travel;
- Promoting compact infill development while protecting residents and businesses from displacement;
- Developing a zero-emission freight transportation system; and
- Protecting natural and working lands.

These are then reflected in the key actions for each of the seven CAPTI strategies:

Strategy 1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments

Strategy 2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting Zero Emissions Vehicles (ZEV) Deployment, and Expanding Active Transportation Investments

Strategy 3. Elevate Community Voices in How We Plan and Fund Transportation Projects

Strategy 4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships

Strategy 5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands

Strategy 6. Support Local and Regional Innovation to Advance Sustainable Mobility

Strategy 7. Strengthen Transportation-Land Use Connections

The full draft CAPTI¹ and a Frequently Asked Question page² can be found on the CalSTA website.

¹ <https://calsta.ca.gov/-/media/calsta-media/documents/capti-2021-calsta.pdf>

SCAG submitted a comment letter on May 19, 2021 to voice the region’s perspective on the proposed action plan. While the goals of the action plan largely aligned with similar goals in Connect SoCal, SCAG offered comments to strengthen the alignment of specific strategies with our regional plans to achieve reductions sooner. SCAG staff worked with local partners to reflect a diversity of perspectives across the region within the letter.

CalSTA expects to adopt a final version no later than July 15, 2021 and then submit the final Plan to the Governor and the Legislature by July 15, 2021. SCAG staff are committed to working with state agency staff in the coming weeks and months as impacted programs are revised or reassessed.

FISCAL IMPACT:

Work associated with this item is included in the current Fiscal Year 2020.21 Overall Work Program (Connect SoCal Implementation 290.4871.01).

ATTACHMENT(S):

1. SCAG CAPTI Comment Letter

² <https://calsta.ca.gov/subject-areas/climate-action-plan/faq>



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

May 19, 2021

Mr. David S. Kim
Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Subject: Climate Action Plan for Transportation Infrastructure

Dear Secretary Kim:

On behalf of the Southern California Association of Governments (SCAG), we want to thank you for the opportunity to comment on the Climate Action Plan for Transportation Infrastructure (CAPTI). This document represents a significant opportunity to align the State’s transportation investments with the goals for reducing greenhouse gas emissions (GHG) and providing for a more equitable future. In the interest of having a strong and successful action plan, we offer the following suggestions based on over a decade of sustainable regional transportation planning in Southern California.

First, it is important to point out that the guiding principles articulated for the CAPTI largely reflect the strategies, investments and goals of Connect SoCal, SCAG’s recently adopted 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Connect SoCal is a product of our continued efforts to align transportation investments across six counties and 191 cities to reduce GHG and improve air quality, while also meeting the mobility needs of a growing population and economy. Rooted in the 2008 RTP and 2012 RTP/SCS plans, Connect SoCal’s “core vision” centers on maintaining and better managing the transportation network we have, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets.

This core vision enabled the SCAG region to achieve its 2020 greenhouse gas reduction target yielding the changes envisioned under SB 375, including a significant change in the projects our regional partners fund through local sales tax measures. The State’s ongoing partnership, including the financial support for the Active Transportation Program and Senate Bill (SB) 1 programs, has also been essential to moving this core vision forward. In the last five years alone, more than 500 bikeway miles have been added to the region’s active transportation network. The

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Attachment: SCAG CAPTI Comment Letter (Climate Action Plan for Transportation Infrastructure (CAPTI) Comment Letter)

transit backbone has been expanded to include the Metro Gold Line Foothill Extension in Los Angeles County and the Downtown San Bernardino Passenger Rail Project in San Bernardino County. Major strides were made in establishing a regional express lane network with the addition of the I-10 and I-110 Express Lanes in Los Angeles County and the expansion of the SR-91 Express Lanes between Orange and Riverside Counties. Complementary land-use changes, which have been supported through SCAG's Sustainable Communities Program, contributed to continued progress toward more compact development patterns as envisioned in our plan. Since Senate Bill 375 passed in 2008, nearly 60 percent of new household growth have occurred in high quality transit areas.

To meet higher GHG reduction targets, Connect SoCal expands upon this core vision to explore new strategies enabled through advancements in technology. Referred to as our "key connections," these new strategies account for thirty percent of the reductions needed to achieve our 2035 target. They include creating "smart cities" where virtual access reduces the need to travel for work and services; optimizing "mobility as a service" through better management of curb space and public right-of-way to encourage shared mobility; deploying next generation commute reduction strategies in job centers; leveraging parking policies and infrastructure investments to stimulate housing production in priority growth areas; and accelerating electrification and clean mobility through incentives and infrastructure. Beyond helping achieve our SB 375 GHG reduction targets, which focus on reductions from passenger vehicles, many of the key connections also address criteria pollutant emissions from goods movement sources that account for more than half of all mobile source emissions in the SCAG region.

As the evolution of our regional planning demonstrates, meeting the challenges of climate change requires a broad set of interconnected strategies to reduce greenhouse gas emissions. To achieve this level of connectivity in a rapidly changing mobility landscape, the development and implementation of local and regional plans has never been more critical. Our networks and operating systems must become more granular to facilitate seamless transitions at the curb, not just the on-ramp. Land-use plans must align with transportation networks at the neighborhood scale to make walking or rolling the easiest way to start every trip. While CAPTI recognizes that state transportation goals require local action, the emphasis of the plan on state-wide tools and metrics to inform project-level decisions ignores the local context and will require close coordination with regional agencies to ensure state efforts support, rather than constrain, local and regional plans. The State rightfully established a system under SB 375 of achieving greenhouse gas reductions that is bottom-up, not top-down, where state-established, regional performance metrics drive regional planning organizations to find innovative solutions that can be implemented in the context of California's diverse communities. For this model to be successful, regions need certainty that the State will be a funding partner in delivering innovative solutions and plans. The development of CAPTI provides this opportunity, though more time and a stronger engagement process is needed to ensure a successful outcome.

We offer the following overarching recommendations, followed by specific comments, to strengthen the alignment between CAPTI and regional plans with the aim of not only supporting

the implementation of Connect SoCal but also accelerating the implementation of strategies to achieve reductions sooner.

- **Recognize and support projects that restore and sustain transit as the backbone of sustainable mobility:** Transit serves as the backbone of Connect SoCal, a key strategy for meeting the region’s mobility and sustainability goals, supporting existing and future transit-oriented communities and providing a lifeline service to our most vulnerable populations. The COVID-19 pandemic has both amplified existing trends in ridership decline and brought new challenges. While CAPTI includes key transit-supportive actions including the California Integrated Travel Project and funding to help transit operators meet the State’s Innovative Clean Transit mandate for zero emission fleets, more must be done to support transit recovery and revitalization. CAPTI acknowledges that frequent, reliable and convenient transit systems are vital for advancing more livable and equitable communities. With nearly 80 percent of every transit trip in the SCAG region carried on buses, support and investment in road infrastructure and technology that prioritize transit—such as adding dedicated bus lanes and managed lanes—is critical
- **Expand—don’t limit—funding eligibility for systemic change and impact:** Our region is concerned that fixating on VMT analysis at the project level, as a proxy for GHG reduction, undermines long-term mitigation and runs counter to the State’s goals of advancing sustainable solutions that balance mobility, safety, economic and equity goals. When SCAG prepares the RTP/SCS, we balance these multiple goals alongside our GHG reduction targets. We encourage the CAPTI to take a similarly balanced approach and to respect the plans, programs and projects in the RTP/SCS that collectively support our regional goals, objectives and GHG target achievement. More specifically, the issue of “advancing the SCS” as mentioned in Strategy 6.3 runs counter to our understanding of the RTP/SCS as an integrated regional plan.. This strategy could result in the deprioritizing of projects, like our express lane network, that enjoy regional consensus and are critical to transit and pricing strategies that drive emission reductions in our plan.

SCAG would welcome more conversation and focus on opportunities to expand funding eligibility for more innovative solutions, like our “key connections.” A guiding principle of CAPTI is to promote projects that do not significantly increase passenger vehicle travel, including the use of technology to optimize operations. Yet, none of the CAPTI strategies truly address technology, aside from clean vehicles. Connect SoCal includes transportation systems management (TSM) and transportation demand management (TDM) strategies that use existing and innovative technology to achieve cost-effective mobility and sustainability benefits. SCAG is investing over \$2 million in planning and pilot development for curb space management over the next few years, and there are many examples of pilot demonstrations across the State that show the potential benefits of innovative new transportation options. CAPTI should more explicitly support technology and innovation, including as eligible components of capital projects. There is perhaps no clearer linkage between transportation infrastructure, technology, and GHG reduction

than in broadband deployment. Dig once/dig smart investments in broadband are critical not only to prepare us for an increasingly connected future, but also to ensure that all Californians benefit from new technologies that improve digital access to education, health care and employment, while reducing the need for travel.

- Plan for Transition:** For more than a decade the State has required regions to develop plans to meet greenhouse gas reduction targets. To achieve even greater reductions from transportation, the region supports and is encouraged by efforts to put more resources into regional and local planning and pilot programs. We will go further together by doing the hard work of engaging communities to find solutions. To this end, we support efforts like the “Highways to Boulevards” Conversion Pilot Program, both in terms of the vision and the piloting process proposed to advance this strategy. SCAG is currently seeking federal funding to pursue a similar project to conduct a regional assessment to address longstanding inequities in environmental justice areas, disadvantaged communities and communities of concern. We also strongly support the emphasis of CAPTI on equity and on community engagement as foundational to achieving more equitable outcomes. SCAG’s governing board, the Regional Council, recently adopted resolutions on equity¹ and resilience² to highlight the importance of meaningfully advancing justice, equity, diversity, and inclusion and commit to promoting regional climate adaptation, mitigation, and decarbonization in the transportation realm. SCAG endeavors to improve our RTP/SCS development and implementation by elevating community voices. Our Go Human program focuses on making changes at the neighborhood-level, to promote safe streets and healthy communities. These highly local conversations lead to local plans, and then percolate into county plans and regional plans, which result in projects that are put forward to the State for funding. We are encouraged by the State’s efforts to improve community engagement and conversations and look forward to resources flowing to the local level for meaningful engagement and community-driven change.
- No one-size-fits-all:** We greatly appreciate that the draft CAPTI recognizes the principle of “no one-size-fits-all” (page 15, first paragraph). How that principle is operationalized is of great interest to SCAG and our partners, given the size, geographic diversity, and economic diversity of our region and the diversity of our residents and businesses across the region. While the region is largely considered to be urbanized, well over half the region, by land area, is rural. There is also a great deal of diversity even within the urbanized portions, based on historical land use patterns and environment. Our request would be that the state recognize the wide range of needs and varying degrees of ability to achieve VMT reduction. We would request additional acknowledgement of this point in the final CAPTI document.

To advance these priorities, we offer the following recommendations to strengthen CAPTI:

¹ https://scag.ca.gov/sites/main/files/file-attachments/rcresolution206232_0.pdf?1605039926

² <https://scag.ca.gov/sites/main/files/file-attachments/rc010721resolution21-628-1.pdf?1610072923>

- Strategy 1.1 Prioritize Solutions for Congested Corridors Program (SCCP) Projects:** Updating the Solutions for Congested Corridors Program (SCCP) guidelines to prioritize projects that enable travelers to opt out of congestion is a praise-worthy goal. It highlights the importance of critical regional initiatives, such as express lanes, designed to improve travel times and reduce congestion, while generating revenues for reinvestment in the corridor. CAPTI, however, over-emphasizes VMT reduction as the primary metric, potentially impacting the funding and completion of many critical regional express lane projects that serve bus rapid transit and offer travelers important mobility choices.
- Strategy 1.4 Mainstream Zero-Emission Vehicle Infrastructure within the Trade Corridor Enhancement Program (TCEP):** With the Trade Corridor Enhancement Program guidelines development, it should be recognized that many of the near-term ZEV infrastructure projects will be private sector led initiatives—on private property. Currently the freight industry functions with minimal state funding. Public infrastructure buildout will require significant planning to better understand where the opportunities are and demand is on public rights-of-way and it will need to explore the potential for public-private-partnerships. Although the CAPTI proposal acknowledges that it is limited to the funding programs overseen by CalSTA, a zero-emission fueling/charging network developed and adopted by CalSTA and the CTC should be coordinated, in a transparent way, with funding decisions made by CARB and the CEC. Accordingly, the CTC should recognize regions like Southern California that proactively plan and develop blueprints for ZEV infrastructure. Similarly, Strategy 4.6 should take into account efforts at the regional level. Partnering with California’s ports on identifying a zero-emission freight network would further recognize the critical role of freight to the state’s economy and access to essential goods.
- Strategy 2.2 Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan:** In building from the State Rail Plan to prioritize statewide transit and intercity rail investments, it will be important to use a context sensitive evaluation to equally support the diverse range of communities across the State. In addition to the need for infrastructure investments, CAPTI must consider the funding needs of transit agencies and work to identify reliable support for their ongoing, operations and maintenance.
- Strategy 2.4 Increase Funding to Active Transportation Program (ATP):** We support the proposal to increase funding to the Active Transportation Program for high performing projects. Despite recent investments into the program, including \$100 million annually from SB 1, the ATP is significantly oversubscribed.
- Strategy 3.1 Elevate Community Voices:** We encourage the California Transportation Commission (CTC) and Caltrans to help state and local agencies pursue partnerships with community-based organizations (CBO) by identifying funding mechanisms to pay for CBO staff time. For example, SCAG leveraged Senate Bill 1 funding to compensate our CBO

partners for their time during our 2020 RTP/SCS outreach process. Similarly, one way to improve local public engagement is to offer childcare. Related to Strategy 3.1, we recommend that the CalSTA, Caltrans and the CTC fund the community representatives you find to participate in the panel and ensure representation from across the State.

- **Strategy 4 Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships:** Given the robust policy framework created under SB 375 to reduce greenhouse gas emissions and better align housing development with transportation investments, we strongly encourage reconsideration of strategies that add new VMT or GHG project-level targets or thresholds. This includes revisiting Strategies 4.1 Caltrans Strategic Investment Strategy and 4.5 Caltrans Climate Action Plan to consider whether these actions add value or would only serve to overly complicate the delivery of projects that have already been vetted as part of a sustainable transportation strategy for a region. We believe Strategy 4.4 is a far more productive approach to advance state leadership and look forward to partnering with Caltrans to develop a strong pipeline of innovative sustainable transportation solutions through better planning, particularly along conventional freeways that run through the heart of so many of our communities.
- **Strategy 6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts.** SCAG supports efforts to provide meaningful engagement opportunities and collaboration between the state and regional efforts. In the convening of a working group about roadway pricing, there needs to be a consideration of how roadway pricing may impact local toll collection. We are concerned about the state inhibiting or impeding toll pricing activities established by local independent authorities, like those in the SCAG region. Doing so could jeopardize the financial stability of a regional tolling operator. Additionally, local agencies that manage these programs should retain local authority to make operational decisions.
- **Strategy 6.3 Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities.** This strategy runs counter to our understanding of the RTP/SCS as an integrated regional plan. SCAG is concerned that state efforts at prioritization of projects within an RTP/SCS could lead to increased project costs and delays. SCAG would welcome the opportunity to work with CalSTA and other key state partners on this effort.
- **Strategy 7.3 Explore a “Highways to Boulevards” Conversion Pilot Program:** SCAG supports the “Highways to Boulevards” Conversion Pilot Program, as mentioned previously, and is currently seeking “Member Designated Project” funding at the federal level to conduct a comprehensive study on this topic in our region. SCAG suggests that CTC consider the incorporation of transit and active transportation modes for these projects, where feasible.

- **Additional Strategies:** In addition to the discussion of zero emission vehicle (ZEV) freight and transit fleets outlined in the strategies, the CAPTI should work to address ZEV barriers at the consumer level, particularly regarding ZEV charging permit streamlining (consistent with AB 1236) and tools for accelerated ZEV adoption for consumers. This would be consistent with supporting and ensuring the success of Executive Order N-79-20. Please also consider how the State can identify, encourage and support synergies between zero emission freight and zero emission transit investments. Similar to the comment made above for strategy 2.2, SCAG would welcome the state’s leadership in identifying funding sources for long term transit operating funds for all transit, not just rail. Supporting capital investments or leveraging existing infrastructure through expanded or more frequent service in order to achieve reductions in VMT and GHGs is dependent on transit agencies having sufficient and sustainable operating funds.

In conclusion, SCAG and our partner agencies support the vision and principles reflected in CAPTI as consistent with the goals and strategies of our own regional plans, but want to ensure that the resources directed by the State live up to these stated principles. Thank you for working in a collaborative manner that is respectful of the varying starting points of cities and counties across the State, including those in Southern California. If you have any questions or require additional information on any of the ideas discussed above, please do not hesitate to contact me directly, or Ms. Sarah Dominguez, Sustainable Communities Strategy Program Manager, at dominguezs@scag.ca.gov.

Sincerely,



Kome Ajise
Executive Director



AGENDA ITEM 3
REPORT

Southern California Association of Governments
Remote Participation Only
June 3, 2021

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

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Anita Au, Senior Regional Planner
(213) 236-1874, au@scag.ca.gov

Subject: CalEnviroScreen 4.0 Overview

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

RECOMMENDED ACTION FOR RC:

Receive and File

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

The Office of Environmental Health Hazard Assessment (OEHHA) released the draft CalEnviroScreen 4.0 (CES 4.0), the latest iteration of the California Communities Environmental Health Screening Tool, for public review and comment from February 22, 2021 to May 14, 2021. This version of CalEnviroScreen incorporates the most recent publicly available data for all indicators, improves the way some indicators are calculated to better reflect environmental conditions or vulnerabilities to environmental pollutants, and includes a new indicator on children’s lead risk from housing. OEHHA staff will review all comments received and update CES 4.0 in consultation with CalEPA and anticipate releasing the final version in late summer 2021. Andrew Slocombe, OEHHA Research Scientist, will present on the overview and next steps of the draft CalEnviroScreen 4.0.

BACKGROUND:

In 2010, the OEHHA developed CalEnviroScreen as part of CalEPA’s environmental justice program. CalEnviroScreen is a mapping tool that helps identify communities that face multiple burdens of pollution and socioeconomic disadvantages and is intended to help CalEPA prioritize work in the state’s most burdened communities. The first version, CalEnviroScreen 1.0, provided the first statewide assessment of cumulative impacts across California communities. Subsequent versions,

CalEnviroScreen 2.0 which was released in 2014 and CalEnviroScreen 3.0 which was released in 2017, were updated with more current available data and incorporated various improvements and recommendations from residents, stakeholders and government partners.

The CalEnviroScreen model is based on the CalEPA’s working definition of cumulative impacts, which reads “Cumulative impacts means exposures, public health or environmental effects from the combined emissions and discharges, in a geographic area, including environmental pollution from all sources, whether single or multi-media, routinely, accidentally, or otherwise released. Impacts will take into account sensitive populations and socioeconomic factors, where applicable and to the extent data are available.” The model is place-based and provides information for the entire State of California on a geographic basis. The geographic scale selected is intended to be useful for a wide range of decisions. The model is made up of multiple components cited in the above definition as contributors to cumulative impacts. The model includes two components (Exposures and Environmental Effects) representing Pollution Burden and two components (Sensitive Populations (e.g., in terms of health status and age) and Socioeconomic Factors) representing Population Characteristics and uses 21 statewide indicators as listed below.

Pollution Burden	Population Characteristics
<u>Exposures</u> <ul style="list-style-type: none"> - Ozone Concentrations - PM2.5 Concentrations - Diesel PM Emissions - Drinking Water Contaminations - Children’s Lead Risk from Housing - Pesticide Use - Toxic Releases from Facilities - Traffic Impacts 	<u>Sensitive Populations</u> <ul style="list-style-type: none"> - Asthma Emergency Department Visits - Cardiovascular Disease (Emergency Department Visits for Heart Attacks - Low Birth-Weight Infants
<u>Environmental Effects</u> <ul style="list-style-type: none"> - Cleanup Sites - Groundwater Threats - Hazardous Waste - Impaired Water Bodies - Solid Waste Sites and Facilities 	<u>Socioeconomic Factors</u> <ul style="list-style-type: none"> - Educational Attainment - Housing-Burdened Low-Income Households - Linguistic Isolation - Poverty - Unemployment

The most recent update, CalEnviroScreen 4.0, was released in February 2021 and included three major changes which are updates on all indicators with most recent available data, improvements for some indicators in the way they are calculated to better reflect environmental conditions or population vulnerability to pollution, and a new indicator on children’s lead risk in housing.

Improvements to the methods for calculating some indicators include refinements to the criteria for selection of contaminants and defining water system service areas used in calculating the Drinking Water Contaminants indicator, the addition of multiple pesticides to the Pesticide Use indicator, the addition of dairies and feedlots to the Groundwater Threats indicator, the addition of chrome metal plating facilities to the Hazardous Waste indicator and improvements in the methodology used to create the PM2.5 and Diesel PM air quality indicators.

The CalEnviroScreen tool is utilized in various government statutes, many with funding implications. The CalEnviroScreen tool was developed to help identify disadvantaged communities for funding allocation purposes like per SB 535, which requires 25% of cap-and-trade funds be spent on projects that benefit disadvantaged communities and 10% of the 25% be spent on projects located in disadvantaged communities, and AB 1550, which requires 25% of climate investments be in disadvantaged communities. More recently, CalEnviroScreen is also used to identify local jurisdictions with disadvantaged communities to update General Plans with environmental justice (EJ) considerations per SB 1000 and used to identify disadvantaged communities for community air quality planning per AB 617.

SCAG staff reviewed the draft report and supporting documents released by OEHHA and submitted a comment letter on the draft CalEnviroScreen 4.0 on May 14, 2021. Specifically, staff noted the absence of racial/ethnic and climate change indicators and wanted to provide recommendations that are in line with recently adopted board resolutions on racial equity and climate change. Staff also wanted to emphasize the importance of air pollution and outreach during the development process. Therefore, the comment letter (Attachment #1 - 2021 05 13 – SCAG Comments Letter – Office of Environmental Health Hazard Assessment – CalEnviroScreen 4.0) included four recommendations: (1) explicitly address racial inequity, (2) increase weighting of air pollution indicators, (3) add climate change indicators, and (4) strengthen outreach efforts.

OEHHA staff have indicated that they will review all comments received, incorporate improvements and recommendations as applicable and update CalEnviroScreen 4.0 with best available data before releasing the final version which is anticipated to be late summer 2021. Any methodology changes to CalEnviroScreen 4.0 from public comment will be updated in consultation with CalEPA.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2020-2021 Overall Work Program (020.0161.06: Environmental Justice Outreach and Policy Coordination).

ATTACHMENT(S):

1. 2021 05 13 - SCAG Comments Letter - Office of Environmental Health Hazard Assessment - CalEnviroScreen 4
2. PowerPoint Presentation - OEHHA CalEnviroScreen



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

May 13, 2021

Ms. Sofia Mitchell
Office of Environmental Health Hazard Assessment
Division of Scientific Programs
P. O. Box 4010
Sacramento, California 95812-4010

Subject: SCAG Comments on Draft CalEnviroScreen 4.0

Dear Ms. Mitchell:

Thank you for the opportunity to comment on the draft version of CalEnviroScreen 4.0. The Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for one of the largest and most diverse regions in California, representing six counties, 191 cities, and more than 19 million residents. Our region’s greatest asset is its diversity, particularly in its people. Analysis of our regional conditions continues to reinforce that where a person lives significantly influences their life outcomes. SCAG recognizes that for our region to become healthier, more livable, sustainable, and resilient, it needs to improve outcomes for low-income families and communities of color. To this end, we value and have been using CalEnviroScreen as a screening tool that supports more equitable and data-driven decision-making in our regional planning.

SCAG utilizes the CalEnviroScreen tool in many different work areas, such as the Sustainable Communities Program and environmental justice efforts. SCAG staff appreciates the opportunity to provide input on the proposed updates to the tool. SCAG staff has reviewed the draft report and supporting documentation on updates to the tool and has comments regarding the absence of racial/ethnic and climate change indicators and recommendations regarding an increased emphasis on air pollution indicators and improved outreach efforts. SCAG’s comments are detailed in the attachment to this letter (SCAG Comments on Draft CalEnviroScreen 4.0).

Should you have any questions regarding the attached comments, please contact Anita Au, Senior Regional Planner, at (213) 236-1874 or au@scag.ca.gov.

Sincerely,

Kome Ajise
Executive Director

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SCAG COMMENTS ON DRAFT CALENVIROSCREEN 4.0

EXPLICITLY ADDRESS RACIAL INEQUITY

On July 2, 2020, SCAG's Regional Council adopted [Resolution 20-623-2](#), declaring systemic racism a human rights and public health crisis. The resolution affirms SCAG's commitment to work in partnership with others to close the gap of racial injustice and meaningfully advance inclusion, diversity, equity, and awareness.

SCAG staff commends OEHHA's efforts to evaluate the relationship between race/ethnicity and the draft CalEnviroScreen 4.0 results in the *Preliminary Analysis of Race/Ethnicity and Draft CalEnviroScreen 4.0 Scores* (Preliminary Analysis). SCAG staff urges OEHHA to explore more options to incorporate race/ethnicity into the CalEnviroScreen tool. Explicitly incorporating a race/ethnicity lens allows us to examine the root causes and mechanisms of patterns of inequity we see today in our society. By intentionally naming race/ethnicity, we call out the relationships between historical oppression and inequities currently being experienced today by communities of color.

SCAG staff recommends OEHHA recognize the limitations of the datasets used to describe race/ethnicity. Whenever possible, OEHHA should further disaggregate race/ethnicity data. Many datasets, including the U.S. Census Bureau's American Community Survey, collapse multiple populations together, resulting in significant differences between categories, and this poses significant challenges for data comparison. This includes the limits of the reporting of the nuances of Hispanic/Latinx (or other ethnicities) in relation to race/ethnicity. For example, the Preliminary Analysis uses the category "Black" to describe the Census category African American (Not Hispanic or Latino). However, this category erases much of the Afro-Latinx (Black Hispanic/Latinx) experience by failing to untangle these intersectional identities.

SCAG staff also recommends a more thorough analysis of the environmental health outcomes of Indigenous communities in California. The Preliminary Analysis relies heavily on measures of the "most prevalent" race/ethnicity in each census tract. Due to the smaller population size, Indigenous communities are largely left out of the racial/ethnic analysis. Since this version of CalEnviroScreen incorporates more information from tribal communities (e.g., water quality), it may be appropriate to have an additional discussion on the changes to scores in Indigenous communities.

Environmental Justice is mentioned as a tenet by which CalEnviroScreen was developed, and OEHHA and CalEPA staff emphasized the importance of public engagement. SCAG staff is engaged in self-reflection on the use of this and other terms appropriated from advocacy groups throughout history and encourage OEHHA and CalEPA to revisit their definition of the term as well.

INCREASE WEIGHTING OF AIR POLLUTION INDICATORS

We appreciate OEHHA's ongoing effort to recognize and incorporate additional significant environmental indicators into the CalEnviroScreen tool. With the addition of the new indicator regarding lead exposure, SCAG staff recognizes the variability in the severity of health impacts of the indicators included in the Exposure component.

Air pollution has contributed to over six million deaths globally in 2019¹ and is one of the largest environmental health risks everyone faces daily. In 2019, the United States faced approximately 60,200 air pollution-related deaths, and from 2014-2016, California witnessed an annual average of 5,400 premature deaths from exposure to PM2.5.² Air pollution mortality rates in California and nationwide are much higher compared to those of other environmental hazards. For example, drinking water-associated outbreaks in 2013-2014³ resulted in 13 deaths, of which none were Californians.⁴ Additionally, between 1999 and 2019, there was a national annual average of six deaths due to accidental poisoning by exposure to pesticides; in California, the yearly average was one death per year during the same 21-year time period.⁵

As the most populous state in the country, Californians suffer greater adverse air pollution impacts. California is home to the only areas classified as extreme nonattainment for the current 2015 8-Hour Ozone National Ambient Air Quality Standard (NAAQS) and four out of the six nonattainment areas per the current 2012 Annual PM-2.5 NAAQS.

The statistics above illustrate that air pollution has much more serious public health impacts. Because of the widespread and much more significant health threat to all California residents, SCAG staff urges OEHHA to enhance the weighted structure for the indicators to emphasize the importance of the air pollution indicators.

We understand that CalEnviroScreen weights the Exposure component twice as much as the Environmental Effects component and agree that the possible pollutant burden from the Exposures component is more than the Environmental Effects component. For the next iteration of CalEnviroScreen, SCAG staff recommends a full reevaluation of the weighting structure of all components so that it is evidence-based and considers the severity of health impacts to prioritize areas with the greatest suffering.

The only exposure indicator with a higher mortality rate than air pollution is lead exposure, which, according to one study, is estimated to kill 412,000 people in the United States every year.⁶ As OEHHA has recognized, the health risks of childhood lead exposure, even with only slightly elevated Blood Lead Levels (BLL), can be severe. In 2018, 1.5 percent of children in California under the age of 6 had elevated BLL.⁷ SCAG staff suggests further investigation into lead exposure as an indicator with particularly severe health impacts and adjusting the weight within the CalEnviroScreen tool to reflect the difference in severity from other exposure indicators.

¹ State of Global Air/2020. Air Pollution's Impact on Health: A Global Snapshot. Accessed from: <https://www.stateofglobalair.org/sites/default/files/documents/2020-10/soga-global-profile-factsheet.pdf>

² California Air Resources Board. Inhalable Particulate Matter and Health (PM2.5 and PM10). Accessed from: <https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health>

³ This is the most recent data from the CDC's Surveillance Reports for Drinking Water-associated Disease & Outbreaks.

⁴ Benedict KM, Reses H, Vigar M, et al. Surveillance for Waterborne Disease Outbreaks Associated with Drinking Water — United States, 2013–2014. *MMWR Morb Mortal Wkly Rep* 2017;66:1216–1221. DOI: <http://dx.doi.org/10.15585/mmwr.mm6644a3External>.

⁵ Centers for Disease Control and Prevention, National Center for Health Statistics. Underlying Cause of Death 1999-2019 on CDC WONDER Online Database, released in 2020. Data are from the Multiple Cause of Death Files, 1999-2019, as compiled from data provided by the 57 vital statistics jurisdictions through the Vital Statistics Cooperative Program. Accessed from: <http://wonder.cdc.gov/ucd-icd10.html>

⁶ Lanphear, Bruce P et al. (2018). Low-level lead exposure and mortality in US adults: a population-based cohort study. *The Lancet Public Health*. Volume 3, Issue 4, e177 - e184. Accessed from: [https://www.thelancet.com/journals/lanpub/article/PIIS2468-2667\(18\)30025-2/fulltext](https://www.thelancet.com/journals/lanpub/article/PIIS2468-2667(18)30025-2/fulltext)

⁷ California Department of Public Health. 20018 Blood Lead Level Maps and Data. Accessed from: <https://www.cdph.ca.gov/Programs/CCDPHP/DEOD/CLPPB/Pages/BLLMapsTables.aspx>

ADD CLIMATE CHANGE INDICATORS

Climate change risks and vulnerabilities are an area missing from this and previous versions of CalEnviroScreen. According to California's Fourth Climate Change Assessment, Southern California can expect less predictable precipitation, a higher number of extreme heat health warning days, increased storm frequency and intensity, more wildfires, and rising seas.⁸ These primary climate change impacts are expected to result in secondary effects such as more extreme droughts, new disease vectors, worsened air quality leading to health risks such as respiratory illnesses, and increased landslides and debris flows.

Furthermore, a changing climate presents many potential hazards to Southern California residents now and into the future. Roughly 1.8 million people live in very high fire hazard severity zones, over 300,000 people reside in "100-year" flood hazard areas, more than 350,000 residents live in areas estimated to be impacted by three feet of sea-level rise. Additionally, over 6 million people live in areas subject to more than 30 days annually with extreme heat health events.

SCAG staff recommends OEHHA include climate change-related indicators like extreme heat days and tree canopy cover to the CalEnviroScreen tool to address growing concerns on climate change and its direct impact on public health. Some examples of available datasets include [CalAdapt's website](#), where historical observations and climate projections for several climate variables, including extreme heat days, are collected, and the U.S. Forest Service Geospatial Technology and Applications Center's tree canopy cover dataset, which is available on their [website](#). Additionally, OEHHA could include more traditional climate change indicators like proximity to wildfire hazard areas or flood hazard areas. Data for wildfire hazard areas is readily available from the California Public Utilities Commission, and data for flood hazard areas is available from the Federal Emergency Management Agency. SCAG has done robust research and analysis on climate change impacts and can serve as a resource should OEHHA decide to include new climate change indicators in the updated tool.

STRENGTHEN OUTREACH EFFORTS

SCAG staff appreciates the two-week extension of the public comment period. Given the significant application of the CalEnviroScreen tool, more outreach efforts are needed. We request that OEHHA provide a more robust explanation of the CalEnviroScreen development process, including how public feedback received on the previous version was considered and incorporated into the new version. The process by which OEHHA developed Draft CalEnviroScreen 4.0 is not obvious from the materials provided on the website or in webinars. SCAG staff participated in two public workshops (one statewide and one regional) hosted by OEHHA in April and watched the recorded webinar from March 16, 2021. In addition, SCAG staff reviewed public comments from CalEnviroScreen 3.0⁹ and found that many major comments are still applicable to this updated version. SCAG staff recommends OEHHA include its community outreach and public engagement approaches and processes as part of its supporting documentation for public review.

⁸ Bedsworth, Louise, Dan Cayan, Guido Franco, Leah Fisher, Sonya Ziaja. (California Governor's Office of Planning and Research, Scripps Institution of Oceanography, California Energy Commission, California Public Utilities Commission). 2018. Statewide Summary Report. California's Fourth Climate Change Assessment. Publication number: SUMCCA4-2018-013.

⁹ Responses to Major Comments on the CalEnviroScreen 3.0 Public Review Draft. Accessed from: <https://oehha.ca.gov/media/downloads/calenviroscreen/comment/ces3responsetocomments.pdf>

As one of the largest MPOs in the nation and representing over half of the state’s population, SCAG staff encourages OEHHA to consider conducting more outreach within the SCAG region. Part of SCAG’s mission is to promote innovative planning through information sharing and promoting best practices. SCAG can serve as a resource and provide valuable insight on environmental justice, climate change, and an array of other topic areas that can help further enhance the CalEnviroScreen tool now and in the future.

Draft CalEnviroScreen 4.0

SCAG EEC Presentation

June 3, 2021



What is CalEnviroScreen?

UPDATE TO THE CALIFORNIA
COMMUNITIES
ENVIRONMENTAL HEALTH
SCREENING TOOL:

CALENVIROSCREEN 4.0

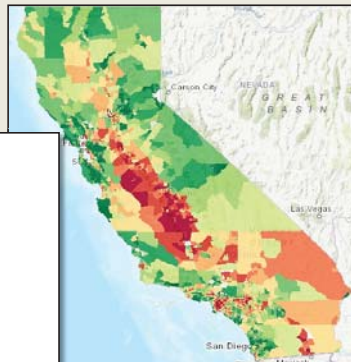
PUBLIC REVIEW DRAFT



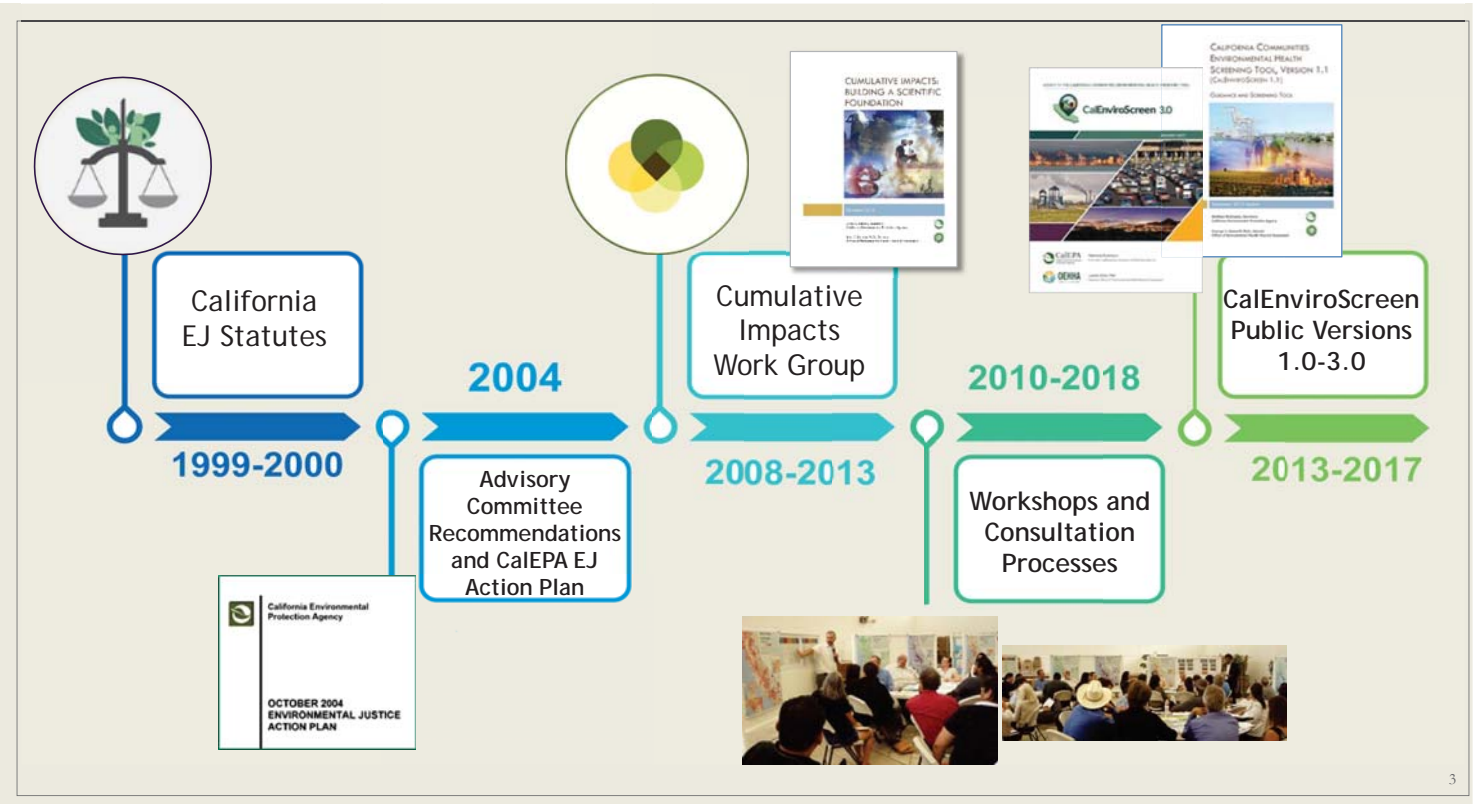
February 2021



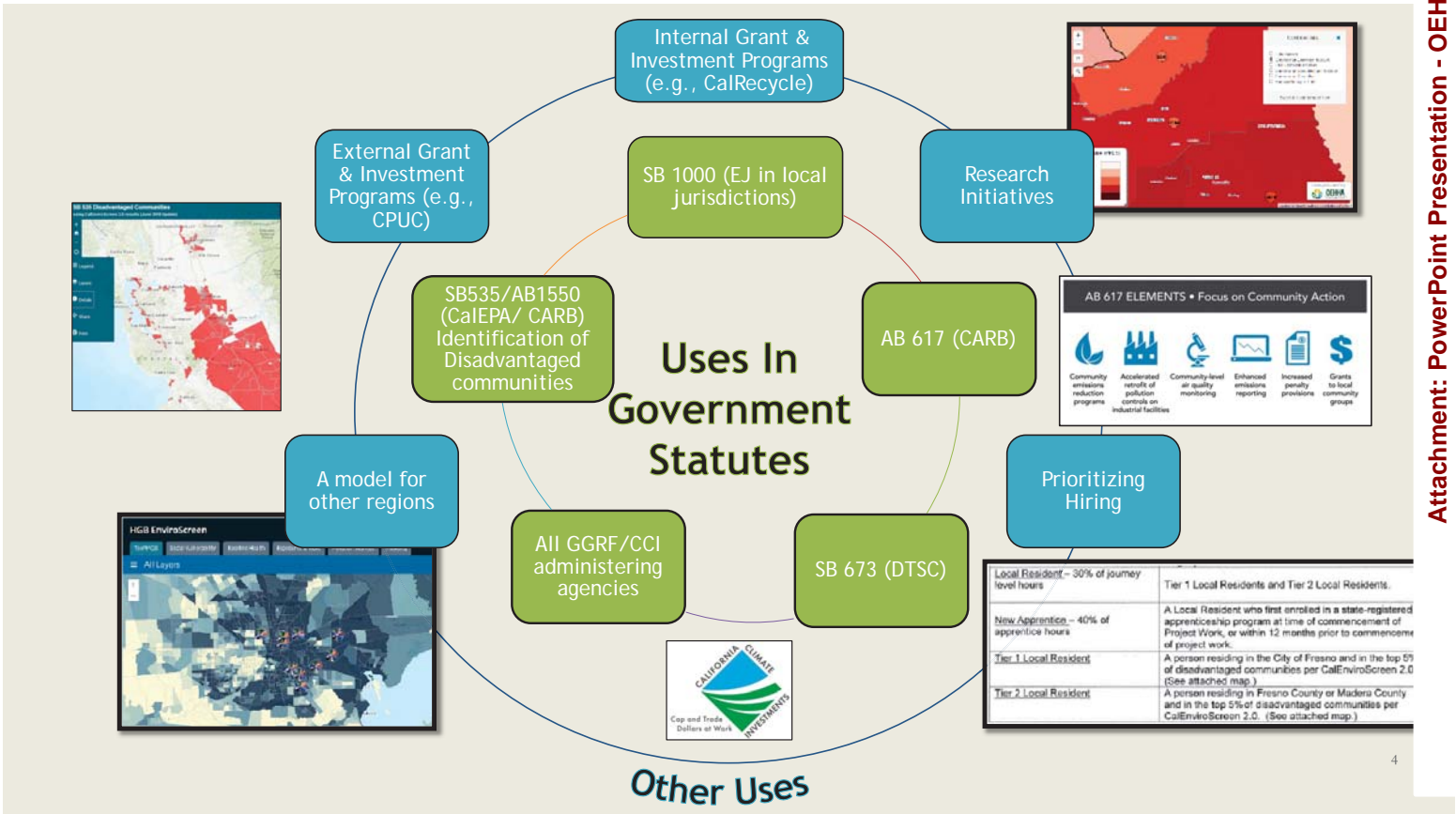
California Environmental Protection Agency
Office of Environmental Health Hazard
Assessment



- Spatial analysis of relative burdens in California communities from pollution and population vulnerability
- 21 indicators combined into a single score
- Census tract scale
- The draft of CalEnviroScreen 4.0 was released for public comment



Attachment: PowerPoint Presentation - OEHHA CalEnviroScreen (CalEnviroScreen 4.0 Overview)





Exposures:
Direct contact with pollution



Environmental Effects:
Adverse environmental conditions caused by pollutants



CalEnviroScreen Components



Sensitive Populations:
Populations with physiological conditions that result in increased vulnerability to pollutants



Socioeconomic Factors:
Community characteristics that result in increased vulnerability to pollutants



Draft CalEnviroScreen 4.0 Indicators



Pollution Burden		Population Characteristics	
Exposures	Environmental Effects	Sensitive Populations	Socioeconomic Factors
<ul style="list-style-type: none"> Ozone PM2.5 Diesel Particulate Matter Drinking Water Contaminants Toxic Releases from Facilities Traffic *New* Children's Lead Risk from Housing Pesticide Use 	<ul style="list-style-type: none"> Solid Waste Sites and Facilities Cleanup Sites Groundwater Threats Impaired Water Bodies Hazardous Waste Generators and Facilities 	<ul style="list-style-type: none"> Asthma Cardiovascular Disease Low Birth Weight Infants 	<ul style="list-style-type: none"> Educational Attainment Housing Burden Linguistic Isolation Poverty Unemployment

What's New in Draft CalEnviroScreen 4.0?



Indicator Data Updates



New Indicator:
Children's Lead Risk in Housing



CalEnviroScreen Hub Site



Race/Ethnicity Preliminary Analysis

CalEnviroScreen 4.0 Indicator Major Updates

Updated contaminants and service boundaries for the Drinking Water indicator

Incorporation of additional pesticides in the Pesticide Use indicator

Addition of dairies and feedlots to the Groundwater Threats indicator

Addition of chrome metal plating facilities to the Hazardous Waste indicator

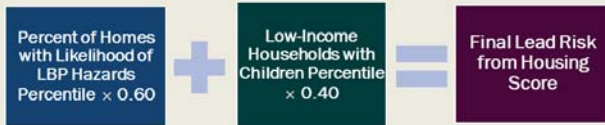
Improvements in the methodology for PM 2.5 and Diesel PM indicators

Incorporates better data at the California-Mexico border

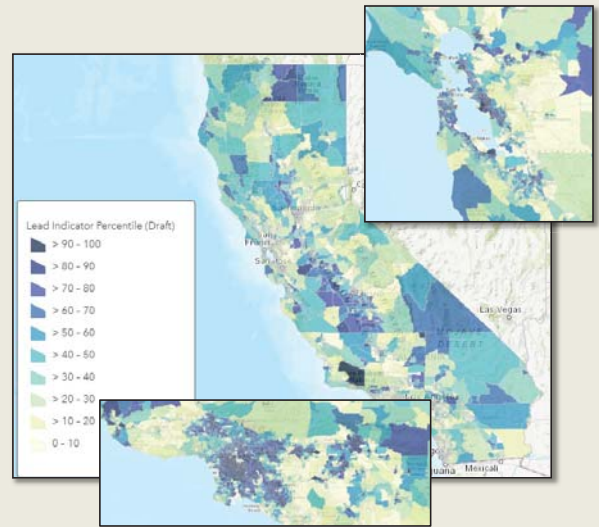


New Indicator: Children's Lead Risk from Housing

- Lead house paint remains the most significant source of lead exposure in children.
- Other sources of environmental lead exposure are already included in CalEnviroScreen (Toxic Releases, Drinking Water, Cleanup Sites, and Hazardous Waste).
- The indicator incorporates two measures of known risk factors: age of housing and low-income households and focuses on the vulnerable population - children.



- The indicator identifies communities that have the highest potential for lead exposure due to old housing.

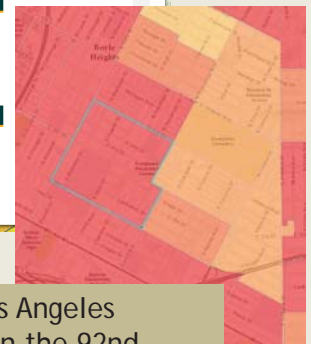
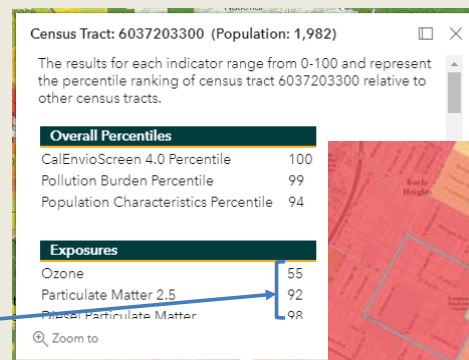


Indicator map is available to view

9

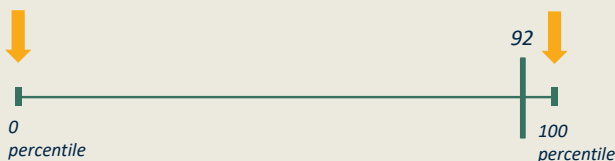
Indicator Scoring

- Each census tract's raw indicator score is assigned a percentile value based on where it falls among values state-wide
- Percentiles represent relative scores for each of the 21 indicators



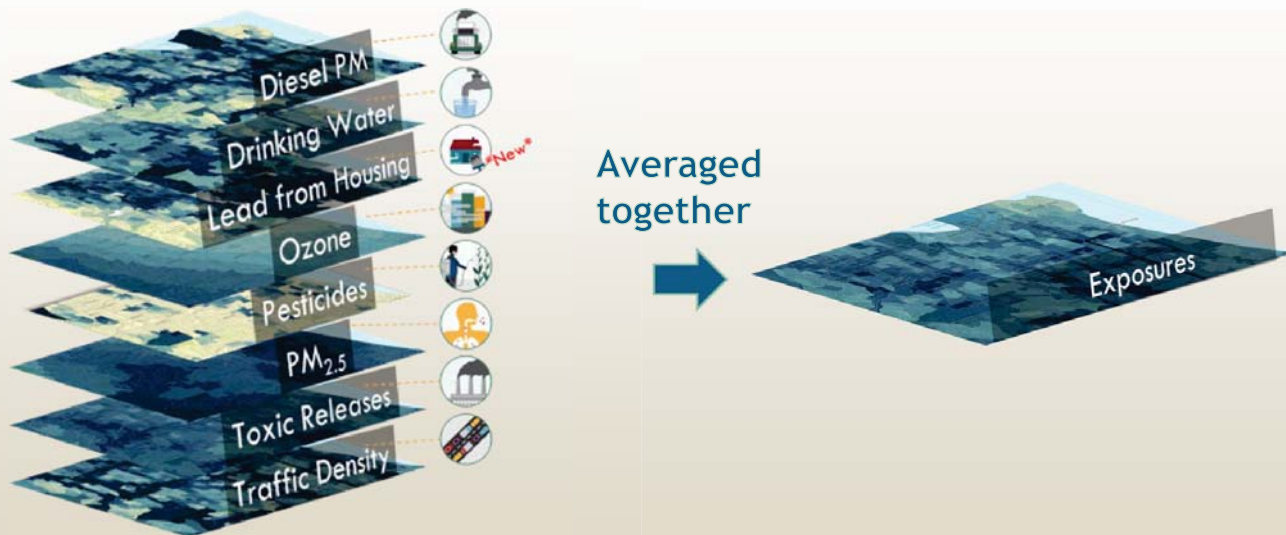
For example, this Los Angeles area census tract is in the 92nd percentile for PM2.5, meaning its value is higher than 92% of all other census tracts in California.

All ~8,000 tracts in California fall somewhere on this line

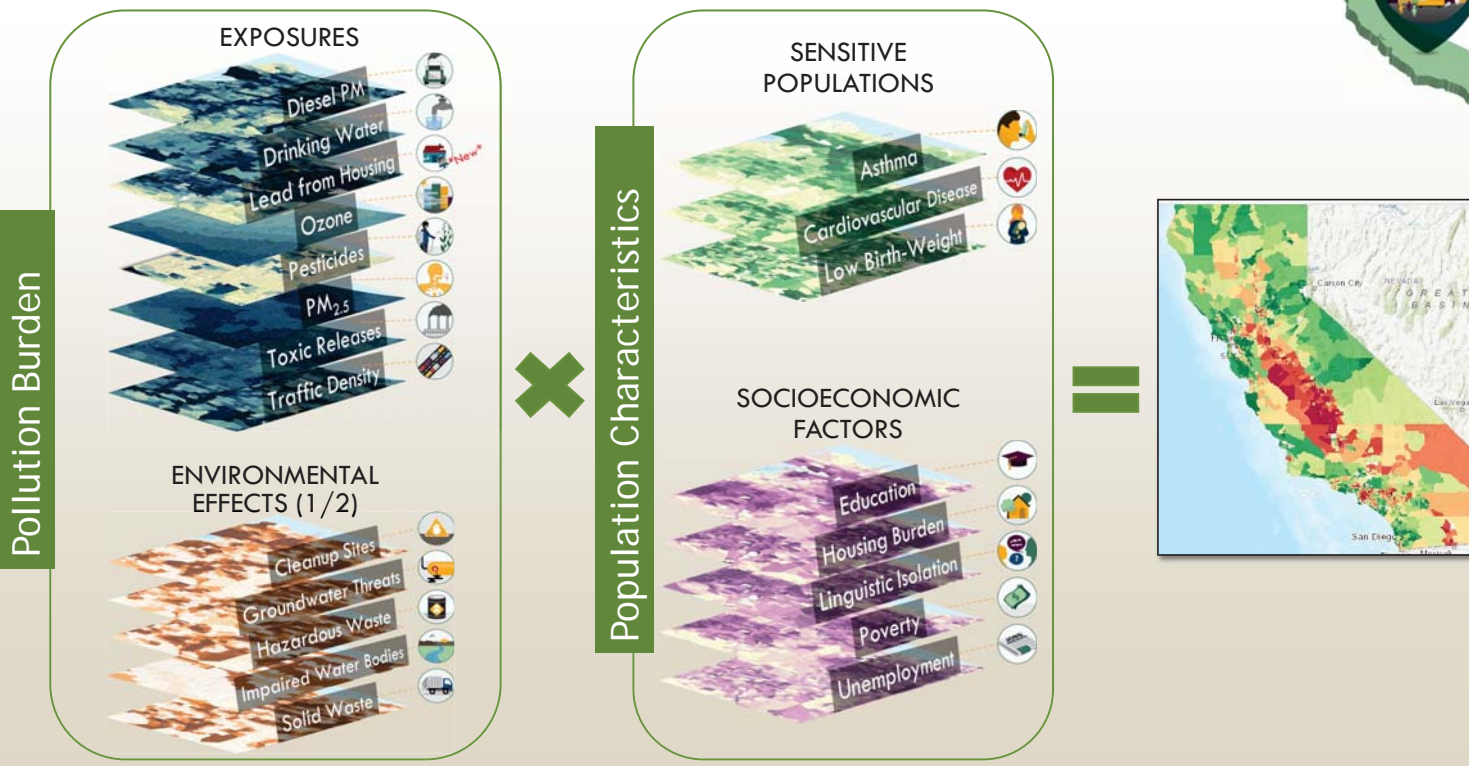


10

Combined Layers in Exposures Component

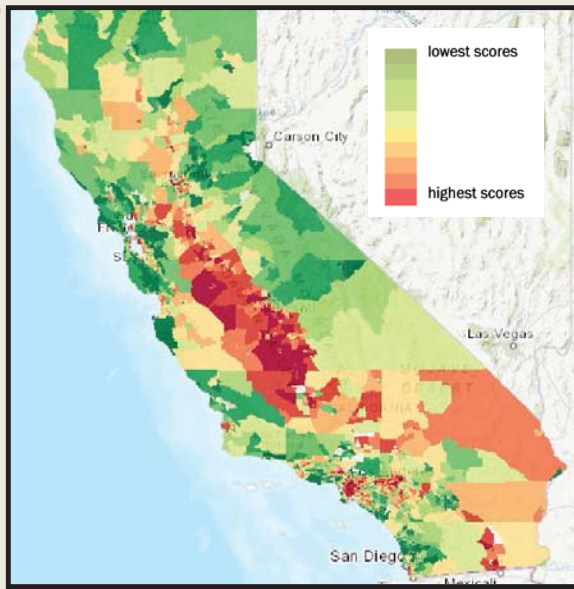


CalEnviroScreen Model





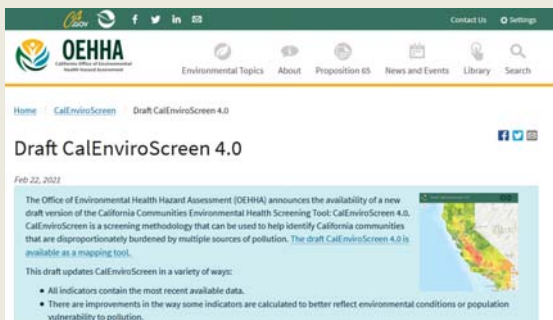
Overall Draft CalEnviroScreen 4.0 Results



The overall pattern of CalEnviroScreen scores from green to red look very similar to CalEnviroScreen 3.0 results.

Within the highest scoring 25% census tracts, there is a high level of similarity (86%) between versions.

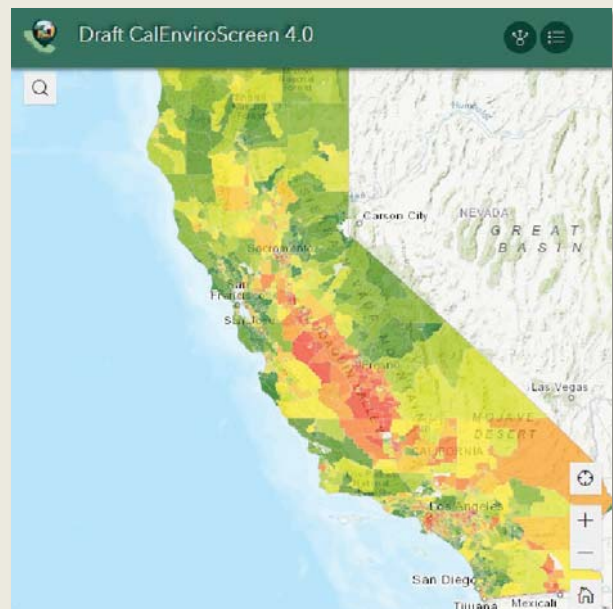
Online resources:



<https://oehha.ca.gov/calenviroscreen/>



<https://calenviroscreen-oehha.hub.arcgis.com/>





Q&A and Contact Info

Thank you!

Any questions?

Contact Email

CalEnviroScreen@oehha.ca.gov





AGENDA ITEM 4
REPORT

Southern California Association of Governments
Remote Participation Only
June 3, 2021

To: Energy and Environment Committee (EEC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Grieg Asher, Program Manager II
(213) 236-1869, asher@scag.ca.gov

Subject: Battery Storage Projects for SCAG Region

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Southern California Edison (SCE) has implemented an ambitious back-up battery energy program to augment renewable energy sources. Battery storage solutions are a key strategy for SCE in meeting their clean energy commitments to the Public Utilities Commission (CPUC) and the California Energy Commission. At the end of 2020, SCE had installed and procured battery storage capacity of approximately 2,050 megawatts. Josh Torres, Senior Policy Advisor (SCE), will brief the Committee on SCE’s battery energy program.

BACKGROUND:

SCE will be presenting on efforts to ensure energy reliability in advance of summer 2021. SCE, in coordination with state authorities, has worked to procure a variety of new battery electric resources to prepare for the upcoming hot summer months and augment grid reliability. SCE will also discuss future actions that SCE will take to contribute to grid reliability and reduction of wildfire risks. The CPUC has encouraged investor-owned utilities (IOU) to strengthen customer energy redundancy through investments in multiple energy supply sources, such as battery power banks, as well as advanced energy planning, in order to develop reliable electric energy sources, reducing wildfire risk, providing backup power and addressing regular energy reporting.

FISCAL IMPACT:

No Fiscal Impact. This is not a SCAG funded project.



ATTACHMENT(S):

1. PowerPoint Presentation - SCE Battery Storage

Preparing the Electric Grid for Summer 2021 and Beyond

Southern California Association of Governments
Energy and Environment Committee
June 3, 2021

Energy for What's AheadSM



Overview

- Review of Summer 2020
- How SCE is preparing for Summer 2021
- Different types of power outages
- Future grid reliability
- How you can help

Review of 2020 CAISO Rotating Outages

- CAISO directed the utilities to implement rotating outages
 - Aug. 14-15, 2020
 - Stage 3 emergency event
- Known factors causing the shortage of electricity supply included:
 - Abnormal, multi-state heat wave
 - Unexpected natural gas generation losses
 - Lower levels of wind generation
 - Lowered availability of electricity imports from out of state
- How customers helped
 - Reduced the peak in SCE's service area by more 1,200 megawatts of energy
 - Avoided rotating outages during Labor Day weekend 2020
- California vs. Texas

SCE rotating outage groups called during Aug. 14-15 CAISO rotating outage event

Rotating Outage Group	Date	Start Time	End Time
A057, A058	8/14/20	6:45 pm	7:49 pm
A059, A060	8/14/20	6:56 pm	7:59 pm
A061, A062	8/15/20	6:43 pm	6:51 pm

What Has Changed Since Summer 2020?

- SCE's Preparations
 - Signed 7 contracts for energy storage
 - 770 MWs of new storage online by 8/1
 - 1,000 MWs of SCE storage
 - 15 times more energy storage this year
 - Procure additional generation
 - Demand response programs
 - Existing programs
 - New procurements/enrollments
- Statewide Actions
 - CPUC Emergency OIR
 - Increase in Resource Adequacy requirements from 15% to 17.5%
 - CAISO Workshops
 - Flex Alerts
 - Multiple players collaborating on this, not just the IOUs
 - 2,000 MWs of storage statewide online by August



Power Outages


Unfortunately, sometimes power outages can happen because of weather conditions, unforeseen circumstances, public safety and critical work.

1. Maintenance
2. Repair
3. Emergency
4. Rotating
5. PSPS




How You Can Help:


Sign up for SCE outage alert notifications: Text, Voice, and/or Email.

 **Text Alerts**

To sign up, text "ENROLL" to 28954.

 **Voice Alerts**

To sign up for voice alerts, 1-855-549-3800.

 **Email Alerts**

To sign up for email alerts [click here.](#)

Grid Reliability in the Future

- The grid will be able to handle **increased load** from electrification (EVs, all-electric buildings)
 - We forecast grid needs over 5 and 10 years to determine capital upgrades needed
 - Ample time to plan accordingly: clean energy transition happening over next 25 years
 - Investing \$5 billion per year in the electric grid
 - Read our new white paper, [Reimagining the Grid](#), for more details
- We are also **hardening the grid** against climate impacts, such as wildfires and heatwaves
 - Our grid investment plan focuses on increasing reliability in addition to changing grid demands
 - Wildfire Mitigation Plan
 - Regular maintenance work



Grid Reliability in the Future (cont'd)

- Maintaining reliability as we **transition to 100% carbon-free electricity** will require multiple measures
 - Energy storage
 - Modernize distribution grid
 - Enhanced energy management
 - Smart technologies will help automate much of this
 - Can help customers save money while helping the grid
 - Examples: demand response, time-of-use rates, smart thermostats, electric vehicles, heat pump water heaters
 - Expand transmission



Energy for What's Ahead™ | 7

How You Can Help

- Avoid use of electricity during peak hours (M-F, 4-9 pm)
 - Don't charge EVs during peak hours
 - "Pre-cool" your home before 4 pm, then adjust thermostat up to give your AC a break – rebates available for smart thermostats
 - Adjust pool pumps to run in the morning or midday
 - BBQ outside or microwave to avoid heating up your home
 - Being on a time-of-use rate help maximize bills savings for taking these action
- Take advantage of SCE's Demand Response programs/opportunities
 - e.g., Our [Smart Thermostat program](#) rewards customers who use energy smarter
- Install building electrification technologies: reduce peak demand for electricity
 - e.g., Replace an older HVAC system with an energy-efficient heat pump HVAC system

Energy for What's Ahead™ | 8

Packet Pg. 46



AGENDA ITEM 5
REPORT

Southern California Association of Governments
Remote Participation Only
June 3, 2021

To: Energy and Environment Committee (EEC)

**EXECUTIVE DIRECTOR'S
APPROVAL**

From: Grieg Asher, Program Manager II
(213) 236-1869, asher@scag.ca.gov

Subject: Public Safety Power Shutoff Update

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

Robert Stiens, Senior Public Affairs Manager for Southern California Edison (SCE), will present an overview of recent developments in Public Safety Power Shutoff (PSPS) events in the SCE service territory and discuss the utility’s program and policies to address disruptive impacts.

BACKGROUND:

A PSPS is a temporary “de-energization” event that occurs when utility providers proactively turn off power in high fire risk areas to reduce the threat of wildfires. Weather conditions such as strong winds, high temperatures, low humidity and dry vegetation can contribute to infrastructure malfunction, possibly creating a wildfire. Although temporary and intended to improve community safety, PSPS events can be inconvenient for residents, businesses, and local governments; cause widespread disruption and economic losses; and have significant impacts on public health and welfare. In 2018, the California Public Utilities Commission (CPUC) strengthened customer notification requirements before PSPS events, ordered utilities to engage local communities in developing de-energization programs, and required utilities to submit a report within ten (10) days after each de-energization event.

At the July 2020 EEC meeting, Mr. Stiens, of Southern California Edison presented an overview of 2019 PSPS events in the SCAG region, and discussed opportunities to mitigate the disruptive impacts.



FISCAL IMPACT:

No Fiscal Impact. This is not a SCAG funded project.

ATTACHMENT(S):

1. PowerPoint Presentation - SCE Public Safety Power Shutoff Update



Our Commitment to California

Keeping our communities safe from wildfires



Energy and Environment Committee

June 3, 2021

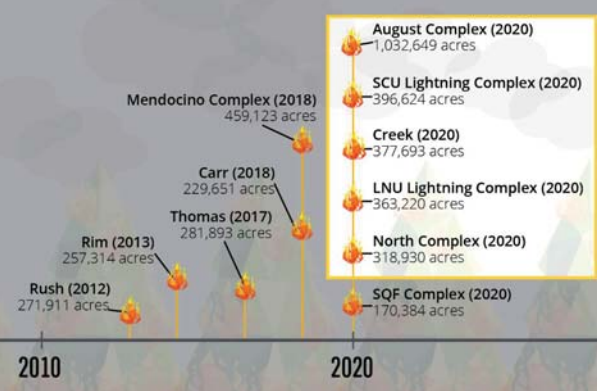


Attachment: PowerPoint Presentation - SCE Public Safety Power Shutoff Update (Public Safety Power Shutoff Update)

2020 WILDFIRE SEASON

California's wildfires in 2020 were the worst on record, with dry vegetation and strong winds threatening our communities during an unprecedented fire season

**5 OF THE 6
LARGEST CALIFORNIA
WILDFIRES
HAVE HAPPENED IN
2020***



Source: https://www.fire.ca.gov/media/4jandlh/top20_acres.pdf

OUR PSPS ACTION PLAN

We are implementing a plan to reduce the impact of PSPS to our customers and communities

Reducing the Need for PSPS

Expediting grid hardening and other measures

Executing PSPS More Effectively

Making decision-making process transparent, improving communications and notifications

Reducing the Impacts of PSPS

Increasing customer and community resiliency

Keeping Partners and Customers Informed

Educating and engaging our communities and stakeholders

Enhancing Post-Event Reporting

Improving our post-event reports to make them more transparent and clearer

REDUCING THE NEED FOR PSPS

- We are putting specific emphasis on those circuits most frequently impacted by PSPS while continuing work on other circuits subject to PSPS
- Grid hardening make circuits more resilient in the face of extreme weather events and reduce the scope, frequency and duration of future PSPS events
- For list of circuits selected for PSPS enhancements, visit sce.com/pspsenhancements



Above photos: SCE crew installing insulated wire

TOOLS TO REDUCE NEED FOR PSPS

Insulated Wires

Targeted replacement of bare wire with insulated wires (covered conductor) to be able to safely raise windspeed thresholds for PSPS

Segmentation

Installing additional automated devices to further isolate and reduce the number of customers that have to be de-energized per circuit

Weather Stations

Adding new weather stations to improve situational awareness and increase accuracy of PSPS operations – so only those circuits facing danger are in scope

Switching Protocols

Continuing to develop circuit-specific protocols to move customers to nearby circuits not impacted by PSPS, to reduce the number of customers remaining on an affected circuit

Operational Protocols

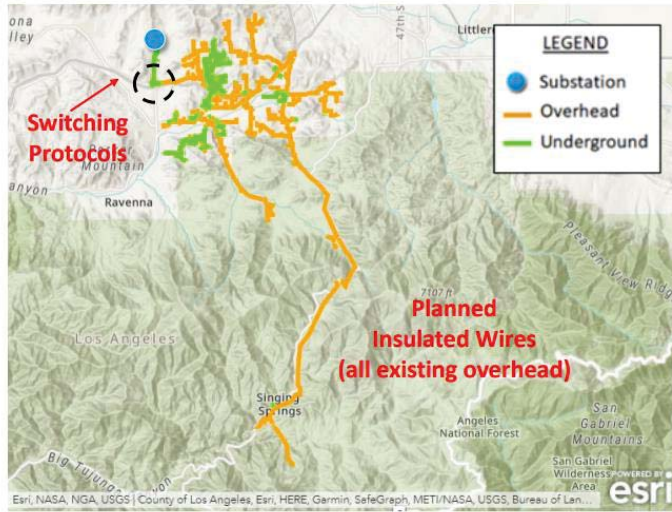
Up-to-date information on ground conditions, such as lack of vegetation, recent burn scars, and location of poles and wires are considered to assess wildfire threat and the need for PSPS

SCE's PSPS EXECUTION

- **To reduce the threat of wildfires, SCE implemented Public Safety Power Shutoffs (PSPS) that impacted about 138,000 customers, with some customers experiencing multiple PSPS outages**
- **We understand the significant impact that PSPS has on communities, especially during a pandemic when many people are working and learning from home**
- **PSPS is used as a measure of last resort to protect public safety under dangerous fire weather conditions**
- **We are working to reduce the impact of PSPS and are continuing to strengthen the electric grid to become more resilient in the face of extreme weather events**

GRID HARDENING EXAMPLE

Bootlegger Circuit Plan



Planned Work:

- Insulated Wires: Replace 27.6 miles of existing overhead wire with new insulated wire
- Switching Protocols: Implement switching protocol to remove some customers and critical businesses from PSPS

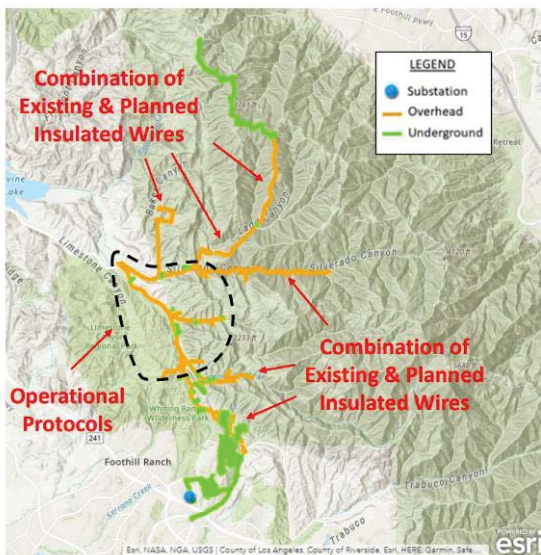
Expected Improvements:

- **100% reduction** in customer outage time, assuming the same weather conditions in 2020

Maps of 72 Frequency [72 Circuits Selected For PSPS Enhancements \(sce.com\)](https://www.sce.com)

GRID HARDENING EXAMPLE

Atento Circuit Plan



Planned Work:

- New insulated wire has already been installed in various places on the circuit
- Plan involves replacing an additional 22 miles of bare overhead wire with new insulated wire, to fully cover the circuit outside of the operational protocol area
- Implement operational protocols to raise PPS wind speed thresholds

Expected Completion Date:

- August 2021

Expected Improvements:

- **47% reduction** in customer outage time, assuming the same weather conditions in 2020

Maps of 72 Frequency [72 Circuits Selected For PPS Enhancements \(sce.com\)](https://www.sce.com)

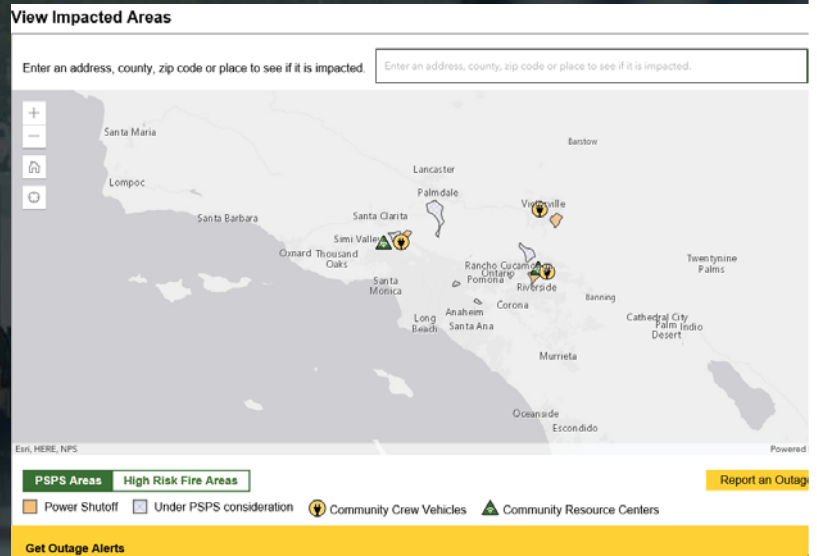
PSPS COMMUNICATIONS

Website

- Dedicated Wildfire and PSPS pages
- Fire Weather and PSPS information
- Map
 - Look-up PSPS events and status by address
 - Locations of Community Resource Centers and Community Crew Vehicles
 - Estimated restoration times

Notifications

- PSPS Alerts (text, voice, and email)
- Zip code alerts
- NextDoor alerts



PUBLIC SAFETY PARTNER PORTAL

- **Public Safety Partner Portal will be available to CPUC defined Public Safety Partners**
- **In order to access the Portal, customers will need to register for the site and approve a user agreement**
- **Information in the Portal only applies to PSPS circuits (not an entire city, etc.)**

PLANNING (PRE-EVENT) information to help for planning purposes when there is no active PSPS event. The section will include the following:

- PSPS planning maps: GIS layers, Google Earth file (KMZ), Shapefile, PDF, File Geodatabase, GeoJSON, Feature Collection
- Circuit maps
- Summary of potentially impacted customers
 - Critical facilities and identified medical baseline customers
- PSPS Policies & Procedures
- PSPS Sample Notifications

IN-EVENT (CURRENT AND PAST EVENTS) information used to get active PSPS information and archived PSPS event information. The section will include the following:

- Event-specific information and maps: GIS layers, Google Earth file (KMZ), Shapefile, PDF, File Geodatabase, GeoJSON, Feature Collection
- PSPS Outage areas (online interactive map) and estimated restoration times
- Summary of all impacted customers
 - List of critical facilities and identified medical baseline customers
- Reporting need: situational awareness and data
- Archive of inactive past event details

CUSTOMER CARE PROGRAMS

Rebates & Programs

- Fully subsidized Critical Care Battery Backup Program
 - Expanded to include all eligible Medical Baseline customers*
- \$50 rebate for small appliance & device battery backup
- \$300-\$500 generator rebate for well water dependent customers
- Self-Generation Incentive Program (SGIP)

*Income-qualified Medical Baseline customers living in high-risk fire areas

Care During Outages

- Community Crew Vehicles and Community Resource Centers
 - Information & Customer Support
 - Resiliency Kits
- Hotel discounts

Community Resiliency

- Resiliency zones under construction for back-up generation during PSPS
- Microgrids

ENGAGING OUR COMMUNITIES

- **Customer education and community outreach**
 - Use of digital, social media, media and radio channels
 - Community meetings for impacted communities
 - Annual PSPS newsletter to all customers
 - Engage our most vulnerable customers
 - Partner with community-based organizations to support resiliency and emergency preparedness
- **Ongoing engagement with government officials, public safety partners, essential service providers and other stakeholders**



HELP YOUR COMMUNITY BE PREPARED

LEARN MORE



- Visit sce.com/wildfire
- Sign up for the Energized by Edison Wildfire Mitigation Newsletter at energized.edison.com

SIGN UP



- PSPS alerts
- SCE's Medical Baseline program
- SCE programs and rebates

BE PREPARED



- Be prepared with a safety preparedness plan, some basic supplies and advance planning
- Power outage tips

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HELPFUL INFORMATION & RESOURCES

SCE Wildfire Webpage – sce.com/wildfire

SCE Notifications

- Sign up for PPS alerts – sce.com/pspsalerts
- Sign up for the Energized by Edison Wildfire Mitigation Newsletter – energized.edison.com/newsletter

Situational Awareness

- PPS maps and information – sce.com/psps
- PPS decision making – sce.com/pspsdecisionmaking
- Role of weather in PPS – sce.com/fireweather
- CPUC wildfire maps – cpuc.ca.gov/wildfiresinfo
- Fire cameras – alertwildfire.org

Preparedness

- SCE emergency preparedness – sce.com/beprepared
- CAL FIRE fire preparedness – readyforwildfire.org
- Red Cross emergency preparedness – redcross.org/prepare
- Listos California – listocalifornia.org

Vegetation Management

- Vegetation Management – sce.com/safety/power-lines; contact 1-800-655-4555 or safetrees@sce.com

Customer Programs & Rebates

- SCE Customer Programs & Resources – sce.com/customerresources
- SCE Marketplace (rebates and programs) – marketplace.sce.com
- SCE Medical Baseline Program – sce.com/medicalbaseline
- Self Generation Incentive Program (SGIP) – sce.com/sgip or selfgenca.com

Community Meetings

- Join SCE's wildfire safety community meetings – sce.com/wildfiresafetymeetings

Social Media

- Follow @SCE on Twitter and Facebook

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