

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

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MEETING OF THE REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE

**Wednesday, June 20, 2012
10:00 a.m. – 12:00 p.m.**

**SCAG Offices
818 W. 7th Street, 12th Floor
Policy Committee Room A
Los Angeles, California 90017
(213) 236-1800**

**Teleconferencing Available:
Please RSVP with Mariana Pulido at Pulido@scag.ca.gov
24 hours in advance.**

Videoconferencing Available:

Orange SCAG Office 600 S. Main St, Ste. 906 Orange, CA 92863	Ventura SCAG Office 950 County Square Dr, Ste 101 Ventura, CA 93003
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Imperial SCAG Office 1224 W. State St, Ste. B El Centro, CA 92243	Riverside SCAG Office 3403 10th Street, Suite 805 Riverside, CA 92501
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San Bernardino SCAG Office
1170 W. 3rd St, Ste. 140 San Bernardino, CA 92410

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Steve Fox at (213) 236-1855 or Fox@scag.ca.gov.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1993. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE AGENDA June 20, 2012

The Regional Transit Technical Advisory Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items. **TIME PG#**

1.0	<u>CALL TO ORDER</u> <i>(Linda Wright, Caltrans D7, Regional Transit TAC Vice-Chair)</i>		
2.0	<u>PUBLIC COMMENT PERIOD</u> - Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Regional Transit Technical Advisory Committee, must fill out and present a speaker's card to the assistant prior to speaking. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.		
3.0	<u>CONSENT CALENDAR</u>		
3.1	<u>Approval Items</u>		
3.1.1	<u>Minutes of the January 18, 2012 Regional Transit TAC Meeting</u>	5	1
4.0	<u>ACTION ITEMS</u>		
4.1	<u>Election of Chair and Vice Chair</u> <i>(Steve Fox, SCAG Staff)</i>	5	
5.0	<u>INFORMATION ITEMS</u>		
5.1	<u>Regional Rail Update</u> <i>(Steve Fox, SCAG Staff)</i>	5	4
5.2	<u>Sustainable Urban Transportation and Integrated Land Use, Latest Practical Innovations from Sweden</u> <i>(Paul Casey, Santa Monica Big Blue Bus Populus Felix en Urbe Felice)</i>	30	
5.3	<u>Clean Cities Update</u> <i>(Matt Horton, SCAG Staff)</i>	15	
6.0	<u>ADJOURNMENT</u>		

Regional Transit Technical Advisory Committee (RTTAC)
of the
Southern California Association of Governments

January 18, 2012

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE REGIONAL TRANSIT TECHNICAL ADVISORY COMMITTEE (RTTAC). AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Regional Transit Technical Advisory Committee held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Linda Wright, Vice-Chair.

Members Present:

Linda Wright	Caltrans
Wayne A. Wassell	MTA
Joyce Rooney	City of Redondo Beach
Karen Sakoda	Metrolink
Stacy Alameida	MTA
Scott Hartwell	MTA

Tele Conference:

Lisa Chen	LA County Public Works
Diana Chen	Golden City Bus

Video Conference:

Mayra Montejano	VCTC
Fabian Gallardo	VCTC
Michelle Buchman	
John Proctor	SCAG Staff
Gordon Robinson	RTA
Ana Ross	OmniTrans
David Salgado	ICTC
Tomás Oliva	SCAG Staff

SCAG Staff:

Steve Fox	Pablo Gutierrez
Matthew Gleason	Warren Whiteaker
Alfonso Hernandez	

1.0 CALL TO ORDER

Linda Wright, Vice-Chair, called the meeting to order at 10:36 a.m.

2.0 PUBLIC COMMENT PERIOD

There was no public comment.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 Minutes of the September 28, 2011 Regional Transit TAC Meeting

Motion was made to approve the minutes. Motion was seconded and unanimously approved. Motion passed.

4.0 INFORMATION ITEMS

4.1 2013 FTIP Development Update

Pablo Gutierrez, SCAG staff, provided members with a brief update on the 2013 Federal Transportation Improvement Program (FTIP). Mr. Gutierrez reported that staff is currently analyzing all of the projects that were submitted by the County Transportation Commissions (CTCs). The analysis work is scheduled to run until July and will include project modeling. The draft will then be taken to the Transportation Committee (TC) for release of the 30 day public review period and will then be sent to the Regional Council (RC) for final approval. Once the RC has approved, the 2013 FTIP will be sent to Caltrans, their review and approval is expected to be completed by November. Once Caltrans approves, it will then be sent to the federal agencies and are anticipating a final 2013 FTIP approval sometime in December 2012.

4.2 Caltrans FY 2012 – 2013 Transportation Planning Grant

Alfonso Hernandez, SCAG staff, provided an update on the Caltrans FY 2012-2013 Transportation Planning Grant Program. Mr. Hernandez further explained the funding amounts and match requirements for each of the programs. Furthermore, SCAG will be the lead applicant for all grant applications and are due to SCAG on February 17. As for the state program, those applications are due April 2.

4.3 2012 RTP Financial Plan Development

Warren Whiteaker, SCAG staff, provided a brief presentation on the development of the financial plan for the 2012 Regional Transportation Plan (RTP).

Joyce Rooney, City of Redondo Beach, asked who the target audience is for the vehicle miles traveled (VMT) fee and how carpool vehicles would be targeted. Mr. Whiteaker explained that theoretically the driver should be compensated for this and it would work the same as it does today however this is still in development and has not been decided on.

4.4 2012 RTP Transit and Passenger Rail Strategies Discussion

Steve Fox, SCAG staff, provided members with a status on the 2012 draft RTP. Mr. Fox announced that the draft RTP was released on December 20 with the public comment period closing on February 14. SCAG has also made available an interactive RTP on its website which will allow everyone access to provide comments on the RTP. Mr. Fox also went over the preferred transit strategies and the appendices that are a part of the 2012 draft RTP.

Transit TAC members were encouraged to provide feedback on any part of the 2012 draft RTP. All comments will be reviewed and incorporated into the final RTP which is expected to be released at the April 4, 2012 General Assembly.

5.0 ADJOURNMENT

The meeting adjourned at 11:18 a.m. The next meeting of the Regional Transit Technical Advisory Committee is to be determined.

MEMO

DATE: June 20, 2012

TO: Regional Transit Technical Advisory Committee

FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov

SUBJECT: Regional Rail Report

SUMMARY:

There are many recent developments in our region regarding intercity, commuter, and high-speed rail. This memo details these developments.

DISCUSSION:

LOSSAN Locally-Controlled JPA

In August 2011, the LOSSAN Board unanimously approved developing a governance initiative that would assume local control of the state-supported Amtrak Pacific Surfliner service by transferring administration and management of the service from the Caltrans' Division of Rail to a new locally-controlled JPA.

The LOSSAN Rail Corridor Agency consists of the: Ventura County Transportation Commission (VCTC); Orange County Transportation Authority (OCTA); North County Transit District (NCTD); San Diego Association of Governments (SANDAG); San Diego's Metropolitan Transit System (MTS); San Luis Obispo Council of Governments (SLOCOG); Santa Barbara County Association of Governments (SBCAG); Los Angeles County Metropolitan Transportation Authority (Metro); and the California Department of Transportation Division of Rail. SCAG, the California High Speed Rail Authority (CHSRA), Amtrak, and the Riverside County Transportation Commission (RCTC) are ex-officio members of the Joint Powers Board.

Amtrak's Pacific Surfliner is the designated intercity passenger rail service in the corridor, and Caltrans Division of Rail provides administration and management for the Surfliner. Both Amtrak and the Division of Rail currently provide operating subsidies for the Pacific Surfliner. Other rail operators in the corridor include NCTD (Coaster) and Metrolink, and freight service by Union Pacific and Burlington Northern Santa Fe. The goal of the new governance structure is to enhance LOSSAN's ability to implement speed, service and marketing improvements, especially in light of upcoming changes to federal operating subsidies per Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and the Southern California MOU improvements. The new joint powers structure would have direct control of Amtrak operations, similar to Northern California's Capital Corridor Joint Powers Authority for Amtrak Capital Corridor Service. The LOSSAN Board has reiterated that initial governance changes should focus only on the state-supported intercity rail service and not modifications to the Metrolink or NCTD Coaster governance structures. A similar effort is currently underway for the San Joaquin Valley's Amtrak San Joaquin service.

The benefits of local management of passenger rail service in the LOSSAN corridor include:

- More efficient resource allocation related to service expansion, frequencies, and schedules

MEMO

- A unified voice at the State and Federal level when advocating on passenger rail issues, including funding for capital improvements
- Consolidated services such as fares, ticketing, marketing, and passenger information systems
- Coordinated capital improvement prioritization
- More focused oversight of on-time performance, schedule integration, mechanical issues, and customer service.

Over the past few months the LOSSAN partners have developed a statute bill to implement the new JPA. It was introduced by State Senator Alex Padilla into the current legislative session on February 23, 2012, and was unanimously approved by the Senate on May 30, 2012. It has now moved to the Assembly for action. The bill requires formation of the new locally-controlled Pacific Surfliner Intercity Rail Corridor JPA by June 30, 2014.

Southern California HSR Memorandum of Understanding

Another regional effort has been underway to use some high-speed rail funding to improve the region's existing passenger rail services. Several Southern California transportation agencies and the CHSRA are about to finalize a MOU to fund local projects with up to \$1 billion in HSR funding. These agencies include Metro, SCAG, SANBAG, SANDAG, RCTC, OCTA, and the CHSRA. This effort was a result of the 2012 RTP/SCS development, and it also coincides with the CHSRA's new blended approach discussed in the next section. A similar MOU is about to be finalized between MTC member agencies and the CHSRA in Northern California to invest in the Caltrain corridor between San Jose and San Francisco.

California High-Speed Rail Authority 2012 Business Plan

In April 2012, the CHSRA released its revised draft 2012 Business Plan (Plan). This new plan includes significant changes and the new blended approach that incorporates existing passenger rail services into the HSR project. It also includes a stated decision to construct the southern end first from the Initial Construction Segment (ICS) in the San Joaquin Valley rather than the northern end. In the draft Plan this decision had not been made. The Plan calls for Amtrak San Joaquin service to first operate on the ICS from north of Bakersfield to north of Fresno at speeds of up to 125 mph. True high-speed rail service would not start until the ICS is extended south to Palmdale (and north to Merced), and this "Initial Operating Segment" (IOS) would initiate the first segment of the California high-speed train service with speeds operating up to 220 mph. This segment could be operational as early as 2021. As part of the blended approach, the project would be extended incrementally to the San Fernando Valley, San Jose, and Los Angeles Union Station, and eventually Anaheim with full Phase 1 build-out. Phase 2 details are not addressed in the plan.

The final Plan includes a \$30 billion reduction in cost, from \$98 billion to \$68 billion. (The original Phase 1 cost was \$43 billion.) These cost savings are largely due to the new "Phase 1 Blended System" being from San Jose to L.A. Union Station. For the ICS, about \$3.5 billion in federal funding has been allocated, but \$2.6 billion in state Prop 1A bonds have yet to be sold. The Plan also prioritizes investments in the segment between Palmdale and Bakersfield, often referred to as the "Bakersfield Gap."

The Plan assumes a large amount of federal funding in the future, and also AB 32 cap-and-trade revenues, although how much is not identified. The Plan also assumes an operating profit starting with

MEMO

the first IOS that is expected to attract private investment. Ticket prices are forecast at 80% of the average Los Angeles to San Francisco airfare.

Metrolink

Metrolink is implementing a number of service enhancements next month and is also raising fares to address rising operational costs. On July 2, Metrolink will add round-trip service from Riverside to Laguna Niguel on the Inland Empire-Orange County line, and also add an additional train between Laguna Niguel and Fullerton on the Orange County Line. On July 7, the agency is adding four weekend round-trip trains on its Orange County Line between Los Angeles Union Station and Oceanside. This will allow riders from across Southern California to take advantage of the \$10 weekend pass to visit destinations in Orange County such as Disneyland and the beach. Fares will increase an average of 7% system-wide on July 1, 2012.

NEXT STEPS:

Staff will regularly report regional rail developments to committee members.

ATTACHMENT:

1. Regional Rail Report Presentation



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Regional Rail Report

Transit Technical Advisory Committee

Steve Fox
Senior Regional Planner

June 20, 2012

Regional Rail Update

- LOSSAN Corridor Locally-Controlled JPA
- Southern California High-Speed Rail MOU
- New CHSRA Business Plan and Implementation Approach
- Metrolink

LOSSAN Locally-Controlled JPA

- LOSSAN Board approved developing locally-controlled JPA at its August 2011 meeting
- Goal to improve speed, service, and marketing
- Statute language developed over last few months by all member agencies
- SB 1225 authored by Senator Padilla introduced February 23 and passed by Senate 32-0 May 30.
- Assembly Trans. Comm. Hearing June 18
- JPA formation by June 2014

Southern California HSR MOU

- MOU between So. Cal. Agencies and CHSRA to use HSR funds on existing pax rail service
- Resulting from RTP/SCS and new CHSRA business plan
- \$1 billion in local funding
- In addition to 1A Interconnectivity funds
- List of performance criteria developed to rate projects

CHSRA Business Plan

- Revised Draft released on April 2
- Approved on April 12
- New theme of “blended/bookend” approach
- Phase 2 not addressed
- Next update in two years

CHSRA Business Plan

- “Initial Construction Segment” (ICS) north of Bakersfield to north of Fresno (130 miles)
- Amtrak San Joaquin service to first operate on this new infrastructure up to 125 mph in 2018
- Next segment is South: Bakersfield to Palmdale (also north to Merced) – “Initial Operating Segment” (IOS)
- First true high-speed operation with speeds up to 220 mph by 2021 to Palmdale
- Next segments to San Fernando Valley, San Jose and L.A. Union Station – “Phase 1 Blended”
- L.A. to Anaheim with full build-out of Phase 1

CHSRA Business Plan

- Cost reduced from \$98 to \$68 billion
- Difference between Prop 1A Phase 1 and Phase 1 Blended
- Large role of federal funding – 60%
- New funding: AB 32 Cap-and-Trade
- \$2.6 billion in state 1A funds yet to be sold
- IOS forecast to make healthy operating profit
- Ticket prices at 80% of L.A. to S.F. airfare

Metrolink

- New service improvements this summer
- New round trip on IEOC Line
- New train between Laguna Niguel and Fullerton
- 4 new weekend roundtrips on O.C. Line
- July 1 fare increase - average 7% system-wide
- 10-Trip ticket discontinued
- Free L.A. FlyAway for monthly pass holders

Next Steps

- Continue CHSRA MOU implementation working group
- Continue working with transportation partners on LOSSAN JPA formation
- Regularly update Transit TAC on regional rail matters

For more information
please contact

Steve Fox
Senior Regional Planner
fox@scag.ca.gov



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS
www.scag.ca.gov

REPORT

DATE: June 20, 2012

TO: Regional Transit Technical Advisory Committee

FROM: Matt Horton, Regional Affairs Officer, SCAG Clean Cities
Coordinator, horton@scag.ca.gov, (213) 236-1980
Jennifer Sarnecki, Senior Regional Planner, SCAG Clean Cities
Coordinator, sarnecki@scag.ca.gov, (213) 236-1829

SUBJECT: SCAG Clean Cities Coalition Update

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The Clean Cities Program, established by the U.S. Department of Energy and administrated directly by SCAG since 2010, is designated to support locally-based and government partnership efforts to expand the use of vehicles operating on alternative fuels in the SCAG region. SCAG staff will provide an annual update to the Energy and Environment Committee in regard to the Coalition's recent efforts.

BACKGROUND:

The Clean Cities Program was established by the U.S. Department of Energy (DOE) and designated to support locally based government/industry partnerships in the expanded use of vehicles operating on alternative fuels. The mission of the Clean Cities Program is to advance the nation's economic, environmental and energy security by supporting local decisions to adopt practices that contribute to the reductions of petroleum consumption. Clean Cities carries out this mission through a network of coalitions, which develop public/ private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction.

In 2010, the Regional Council directed SCAG staff to assume the lead administrative role of the Southern California Clean Cities Program. The SCAG (or Southern California) Clean Cities Coalition coordinates the activities of both private and public sector proponents of alternative fuel vehicles (AFVs) by providing a forum to discover commonalties, collaborate on public policy, investigate opportunities for joint projects, leverage scarce resources and cooperate on promoting the benefits of AFVs throughout the region.

2011 ANNUAL REPORT (Stakeholder Survey) UPDATE:

As part of its reporting to the DOE, the SCAG (Southern California) Clean Cities Coalition conducts a survey of its stakeholders each year in order to gauge the use of alternative fuels in the region. The 2011 Annual Report reflects the first survey effort of the SCAG Clean Cities Coalitions since the coalition came under direct administration of SCAG as of March 2010. SCAG received nearly 30 responses from SCAG member cities, local jurisdictions, transit operators and private fleets. The regional survey accounted for 42,290,437 of Gasoline Gallon Equivalents (GGE) displaced.

(note: Regional provider data is and has been instrumental in compiling this annual survey.)

REPORT

PROJECT UPDATE(S):

In coordination with other regional stakeholders and Clean Cities Coalitions, the SCAG Clean Cities program is currently engaged in four projects (three of which are connected with the American Recovery and Reinvestment Act (ARRA) of 2008). In the coming months SCAG Clean Cities, in coordination with the South Coast Air Quality Management District (SCAQMD) and other Clean Cities partners, will engage in an outreach campaign featuring public service announcements, designed to extoll the benefits of natural gas conversion technology, highlighting implementation measures and success stories throughout the region. Recent project accomplishments include:

Drayage- Natural Gas Truck Replacement

- The Project involves the replacement of old, heavy-duty diesel drayage trucks with new trucks powered by clean natural gas engines, corresponding with the deployment of approximately 180 natural gas trucks.

Liquefied Natural Gas (LNG) - Corridor Expansion

- This project makes the final connection between the existing public access LNG fuel infrastructure in So. California and the LNG fuel stations being developed in Utah, providing a 700-mile LNG fueling corridor along one of the nation's most heavily traveled goods movement truck routes between So. California and Salt Lake City, Utah.

Southern California Electric Vehicle Infrastructure Readiness Initiative

- The purpose of the proposed project is to develop a Regional Plug-in Electric Vehicle (PEV) Readiness Plan with complementary model subregional plans that advance strategies for the accelerated and streamlined deployment of PEV electric vehicle supply equipment (EVSE),
- Establish best practices for "EV-ready" building and public works guidelines, and help to streamline PEV EVSE permitting, installation, and inspection processes.
- This Plan would become part of a larger push to establish support for the growth in PEVs throughout California while promoting economic development within the green technology sector.

SANBAG/ Ryder Heavy Duty CNG Truck Replacement

- \$19.2 million to deploy 262 natural gas trucks and construct two fueling stations – currently over 130 vehicles have been deployed, with both fueling stations in development.
- \$130,000 for outreach and marketing

DOE RE-DESIGNATION UPDATE & NEXT STEPS:

In October 2011, the SCAG Clean Cities program was re-designated by the DOE for another three year cycle. The DOE found the SCAG Clean Cities program to be effective in its outreach and leadership efforts in the region, while continuing to exert a "significant impact on both petroleum displacement and air quality improvement in southern California in the coming years." Throughout the next three years, the DOE recommends the SCAG Clean Cities program consider pursuing the following measures:

- Continue outreach to all jurisdictions represented by SCAG to document as much petroleum displacement from alternative fuel use, idle reduction and other Clean Cities portfolio elements as possible, and to attract additional stakeholders to the coalition.
- Continue with efforts at the ports, and expand outreach efforts to include more private sector entities that may be interested in partnering with some of our stakeholders on future projects.

REPORT

- Contact the National Renewable Energy Lab (NREL) about scheduling a webinar on Clean Cities tools for SCAG Board members, and to discuss how to integrate those tools with the SCAG Clean Cities website. Work with NREL to develop additional video features for Clean Cities TV that focus on some of SCAG Clean Cities' recent successes.
- Continue to cultivate relationships with the regional providers, and encourage them to become Clean Cities stakeholders.
- Work with the DOE contact for the National Clean Fleets Partnership Program to encourage member fleets to play an active role in the SCAG Clean Cities coalition.
- Work closely with the other Clean Cities Coalitions in Southern California and the AQMD to develop a coordinated regional approach to meeting the national Clean Cities goals.
- Consider enhancing the Clean Cities section of the SCAG website so that it is more akin to the Compass Blueprint section.
- Continue to reach out to the Las Vegas Region Clean Cities Coalition (LVRCC), and their newly formed subsidiary, the Southern Nevada Fleet Association (SNFA), regarding ongoing and potential natural gas vehicle projects in the trucking and warehouse industries along the developing LNG corridor.

ATTACHMENT:

Clean Cities Coalition update February 2012- Power point
DOE re-designation letter



Department of Energy
Washington, DC 20585

November 28, 2011

Mr. Hasan Ikhata
Executive Director
Southern California Association of Governments
818 W. 7th St., 12th Floor
Los Angeles, CA 90017

Dear Mr. Ikhata,

The Department of Energy is pleased to congratulate you and your staff on a job well-done on the Southern California Clean Cities (SCAG) coalition's re-designation webinar held on October 20, 2011, and to inform you that we have re-designated the SCAG Clean Cities coalition as an official Clean Cities program for the next three years (effective date: 10-20-2011). As demonstrated in the webinar, the SCAG Clean Cities coalition is making great strides toward accomplishing the Clean Cities Program goals of reducing petroleum use in the transportation sector and improving our nation's energy, economic and environmental security.

Congratulations on SCAG Clean Cities' extensive community outreach, your partnerships with the Air Quality Management District and San Bernardino Associated Governments on Recovery Act and other projects, and your initiation of a working relationship with the Chamber of Commerce. While the size and complexity of the SCAG region pose formidable challenges, the SCAG Clean Cities coalition seems fully capable of successfully seizing opportunities to maximize petroleum displacement in the region.

In assessing the coalition's effectiveness, we conducted telephone interviews prior to the webinar with a number of SCAG Clean Cities stakeholders. On balance, they were pleased with the coalition, particularly its outreach efforts and leadership. Based on the stakeholder responses, and the information presented in the webinar, we believe that the SCAG Clean Cities coalition will continue to have a significant impact on both petroleum displacement and air quality improvement in southern California in the coming years.

To ensure the continuing success of the SCAG Clean Cities coalition, we present the following suggestions:

- Continue your outreach to all 190 jurisdictions represented by SCAG to document as much petroleum displacement from alternative fuel use, idle reduction and other Clean Cities portfolio elements as possible, and to attract additional stakeholders to the coalition.

- Several stakeholders mentioned the potential for large amounts of petroleum displacement from the trucking industry. In particular, they mentioned the goods movement sector, including container hauling trucks at ports and equipment used at warehouses, and private waste disposal firms. Continue with your efforts at the ports, and expand your outreach efforts to include more private sector entities that may be interested in partnering with some of your stakeholders on future projects.
- Contact Wendy Dafoe at the National Renewable Energy Lab (NREL) about scheduling a webinar on Clean Cities tools for SCAG Board members, and to discuss how to integrate those tools with the SCAG Clean Cities website. You may also want to work with NREL to develop additional video features for Clean Cities TV that focus on some of SCAG Clean Cities' recent successes.
- Continue to cultivate your relationship with the L.A. County Metropolitan Transportation Authority, and make sure it is one of your Clean Cities stakeholders. The MTA's natural gas project provides a tremendous opportunity to spread the word about CNG buses to other coalitions and transit authorities across the country. We will work with you to look for national opportunities to highlight MTA's success. Consider holding a future SCAG Clean Cities meeting at one of their bus garages where their CNG bus program can be showcased. Encourage Foothill Transit to become involved with the Clean Cities program, as well, and to share some of their successes with your other stakeholders.
- Work with Mark Smith, the DOE contact for the National Clean Fleets Partnership Program, to encourage member fleets to play an active role in the SCAG Clean Cities coalition.
- Work closely with the other Clean Cities coalition in southern California and the AQMD to develop a coordinated regional approach to meeting the national Clean Cities goals.
- Consider enhancing the Clean Cities section of the SCAG website, so that it is more akin to the Compass Blueprint section. The website is often the first contact potential stakeholders have with a coalition, and the more interesting and informative the website it, the more likely it is that there will be follow-up to the website visit.
- Reach out again to the Las Vegas Region Clean Cities Coalition (LVRCC), and their newly formed subsidiary, the Southern Nevada Fleet Association (SNFA), regarding ongoing and potential natural gas vehicle projects in the trucking and warehouse industries along the developing LNG corridor. The availability of funding from AQMD for projects involving vehicles registered in Nevada that accumulate at least 75% of their mileage in California should be a powerful incentive for cooperation between the two coalitions. Consider a conference call between SCAG Clean Cities, the AQMD and the LVRCC Board and/or a presentation at one of the SNFA's bi-monthly meetings, in order to develop a working relationship with them.

Again, congratulations on the good work you have done with the SCAG Clean Cities coalition to date, and we look forward to working closely with you in the future. Thank you for your commitment to the Clean Cities program.

Sincerely,



Dennis A. Smith
National Clean Cities Director



Linda Bluestein
National Clean Cities Co-Director

C: Sylvia Patsaouras, Interim Director, SCAG, Strategy, Policy & Public Affairs
Justine Block, Deputy Legal Counsel, SCAG, Legal Services
Matt Horton, Coordinator, SCAG Clean Cities Coalition
Jennifer Sarnecki, SCAG Clean Cities Coalition Co-Coordinator
Brett Aristegui, DOE Regional Manager, West Region
David Kirschner, DOE Regional Manager
Ellen Bourbon, Senior Analyst, New West Technologies




SCAG
(Southern California)
Clean Cities Coalition
Update

Matt Horton
SCAG, Regional Affairs Officer
horton@scag.ca.gov

June 20, 2012

Coalition Organization & Governance

The SCAG (Southern California) Clean Cities Coalition includes parts of Los Angeles County, Orange, San Bernardino, Ventura and Imperial

The SCAG region is composed of over 18 million residents

The Coalition was originally formed (designated) in 1996

Coalition Structure:

- Clean Cities is SCAG program component (since 2010)
- The Coalitions reports to SCAG's Energy & Environment Policy Committee
- 200 + stakeholders
- Coalition funded through DOE program reimbursement and Three (3) ongoing ARRA projects grants.



Coalition Statistics

2009 Annual Survey
Total GGEs Displaced =
15,399,471 GGEs or 67,391 tons

2010 Annual Report
Total GGEs Displaced =
41,735,350 GGEs or 84,389 tons



Current Projects and Activities

San Bernardino Associated Governments (SANBAG), Ryder Inc., CNG Truck replacement project

- \$19.2 million to deploy 262 natural gas trucks and construct two fueling stations
- SCAG Clean Cities portion = \$130,000
- The terms of the agreement are July 2010 – December 2013.

Current Projects and Activities

Natural Gas truck Replacement

Replacement of old, heavy-duty diesel drayage trucks with new trucks powered by clean natural gas engines, corresponding with the deployment of approximately 180 natural gas trucks.

LNG Corridor Expansion project

Makes the final connection between the existing public access LNG fuel infrastructure in So. California and the LNG fuel stations being developed in Utah, providing a 700-mile LNG fueling corridor along one of the nation's most heavily traveled goods movement truck routes between So. California and Salt Lake City, Utah.

Current Projects and Activities

Southern California Electric Vehicle Readiness Initiative

- Develop a Regional PEV Readiness Plan with complementary model subregional plans that advance strategies for the accelerated and streamlined deployment of PEV electric vehicle supply equipment (EVSE),
- Establish best practices for "EV-ready" building and public works guidelines, and help streamline PEV EVSE permitting, installation, and inspection processes.
- Support for the growth in PEVs throughout California while promoting economic development within the green technology sector.
- Key Partners
 - Edison,
 - California Energy Commission
 - AQMD,
 - Regional Coalitions

Goals for 2012 and Beyond

1. SCAG "Clean Corridors" and interactive web tool
2. "Did you Know" PSA/ strategic marketing campaign
3. Further integration of Clean Cities activities into overall SCAG regional outreach approach
4. Address DOE re-designation recommendations