

The S/CAP was identified as a **project** by consultants at the workshop on 12-15-2015: It was approved by the council to move ahead based on this status

http://iagenda21.com/wp-content/uploads/2017/02/Dec16_CC-presentation_Revised_MJ-2.pdf

What is a project considered "program"? The terms seem to be interchangeable.

Page 4, paragraph 3

The Sustainable Community Action Plan builds upon these existing plans and policies, best practices and **programs**. It organizes strategies based on feedback obtained during community engagement efforts including public workshops, interviews, and surveys. Implementation of the goals and actions outlined in this Plan are not the sole responsibility of any individual, department, agency, business, or neighborhood. The entire community has a role in and plays a part in creating a sustainable future. The Plan is a guide for the City to lead the way in those efforts.

Page 8, Paragraph

Phase 1:

The first phase started with a kickoff meeting with the consultant and city team members to review the schedule, objectives and desired outcomes of the Plan. This led to the review and analysis of pertinent documents. City staff helped identify relevant regional and local planning documents that would help inform the Plan and serve as a baseline for the team. Following the document analysis, the team held introductory meetings with the City Council, various City Departments, and community agencies/organizations as a way of introducing the **project** and the process for developing the Sustainable Community Action Plan.

IMHO, this ties the S/CAP to a project status that would qualify it as a enforceable action; thereby, requiring a CEQA notice of EIR exemption. Do you concur?

You mentioned:

- S/CAP must be on the agenda for 3-15 for feedback and
- that "action statements are subjective and that if the council votes on S/CAP on 3-15, then it means it is enforceable",
- Staff will make recommendation; staff will make determination...

Can you clarify you statements in correlation to the procedural requirements for the 2-24, public comment deadline and the 3-15 council meeting where the council will vote on the S/CAP?

Page 12, Last Paragraph

Plan Task Force

The Plan Task Force included members from local agencies, community organizations, educational institutions, and businesses. The Task Force members served an important role in helping to develop the Plan and served as **project** advocates to the broader community. This group reviewed the evaluation results and helped prioritize policies, programs, and other strategies to include in the Sustainable Community Action Plan. The Task Force met several times throughout planning process, providing critical input during different key points in the Plan's development.

Page 17, Paragraph 2

CEQA and Greenhouse Gas Emissions (Senate Bill 97): Passed in 2007, SB 97 required the Natural Resources Agency to prepare amendments to the CEQA Guidelines, providing direction to lead agencies on how to analyze and mitigate greenhouse gas emissions. According to the Governor's Office of Planning and Research, the amendments adopted in 2009 to the CEQA Guidelines helped to clarify that lead agencies must analyze the greenhouse gas emissions of proposed **projects**, and must reach a conclusion regarding the significance of those emissions. (See CEQA Guidelines § 15064.4.)

Page 27, Paragraph 4

The Healthy RC Strategic Plan lays out Rancho Cucamonga's community health priorities which include a clean environment and active living. The City also promotes Safe Routes to School (SRTS), a program that brings members of the community together, including students, parents, school officials, public safety officers, and teachers, to address pedestrian safety issues and encourage students to walk or bicycle to school. In addition to these programs, Rancho Cucamonga has completed several other **projects** and programs that promote alternative transportation options.

Page 31, Paragraph 3

...A list of key land use and open space completed programs and **projects** include...

Page 33, Top of List

LU 1.8 Support **projects** that facilitate access for bicyclists and pedestrians.

Page 34, Paragraph 2

A list of the key energy efficiency and renewable energy programs and **projects** in Rancho Cucamonga...

Page 36, Item 3

EE 1.11 Establish an energy revolving fund for municipal and community **projects**.

Paragraph 2, Page 37

A detailed list of green building performance **projects** and programs are listed.

Page 43, Paragraph 3

Some of the key programs and **projects** include...

Page 50, Paragraph 2

Rancho Cucamonga will continually monitor private and public funding sources for new grant and rebate opportunities and collaborate with larger agencies that have access to funds to be used for environmental sustainability programs and GHG reduction **projects**.

Page 50, Paragraph 4

Greenhouse Gas Reduction Goals

The estimated emissions reduction potential from implementation of this Plan exceeds the 15% requirement of the State's greenhouse gas reduction goals and is currently projected to be 16.9% percent below 2008 levels by 2020. The City plans to monitor progress by utilizing the Implementation Tracker Tool developed by SBCOG, and encourage **project** applicants for new development to sufficiently address GHG reductions.

Page 53

California Environmental Quality Act (CEQA) Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for **projects** anticipated to result in adverse impacts to the environment.

Page 54

Home Energy Renovation Opportunity (HERO) Program An energy efficient financing program for homeowners that utilizes a property assessment (see PACE) to fund **projects**.

Property Assessed Clean Energy (PACE) financing option available to property owners to fund energy efficient, water-saving and renewable energy upgrade projects through an assessment on their property tax bills.

Appendix C: Sustainability Expo: Page 2, Paragraph 2

Booth Activities During the expo, participants were encouraged to visit the various activity stations inside the Cultural Center including a photo booth exercise where participants shared their vision for sustainability in Rancho Cucamonga, a mapping exercise where participants used stickers to identify sustainability amenities they would like to see around the city, and an editing exercise where participants were invited to edit the draft objectives and vision statement for the **project**. Participation in the photo booth exercise was high, while the mapping and editing exercises had much lower participation.

Page 4, Paragraph 1

Objectives + Vision Statement Editing

Posters displaying the draft vision statement and **project** objectives were available for participants to edit using stickers, markers and pens.

Page 8

Handout B: Feedback

Provide more solar/wind **projects** around Victoria Gardens.

Page 10

Handout C: Feedback

Provide more public transportation with new development **projects** to help offset emissions.

Appendix D: SanBag GHG Reduction GHG Reduction Plan (558 Pages)

Page ES-1, Paragraph 2

In response to these initiatives, an informal **project** partnership, led by the San Bernardino Associated Governments (SANBAG), is cooperating in compiling an inventory of GHG emissions and an evaluation of reduction measures that could be adopted by the 21 Partnership Cities of San Bernardino County.

Page ES-2

Assessment of all GHG emission sources comprehensively and consistently instead of individually for different **projects**.

ES-11, Paragraph 1

Regional GHG Reductions—Sector View

Through this **project**, Partnership cities identified actions that could become the basis of each city's individual CAP, if it chooses to move forward with development and adoption of a local CAP. These actions include those mandated by the state such as the Pavley fuel economy standards (AB 1493), those enacted at the regional level such as the programs and policies in the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan, and those implemented individually by each Partnership city such as a green building code, local energy efficiency retrofits, or waste diversion requirements. Through the combination of these actions, each Partnership city and the region as a whole would be able to reduce GHG emissions. Reduction targets are only identified on a per city basis; however based on the identified reduction measures selected by the Partnership cities, the collective local and state actions would result in a reduction of emission for the region as a whole by 18% compared to 2008 baseline levels and 28% compared to 2020 business-as-usual (BAU) levels. These levels match and exceed the state's goals for reductions to meet AB 324.

ES-16, Paragraph 6

Tiering of CEQA Analysis of Greenhouse Gas Emissions—Those Partnership cities choosing to complete and adopt local CAPs that are consistent with this GHG Reduction Plan and with the Regional Plan Program EIR prepared by SANBAG will be able to tier their future **project**-level CEQA analyses of GHG emissions off of the Regional Plan Program EIR. This can help to streamline **project**-level CEQA review, as a benefit of local climate action planning.

Page 1-2, Paragraph 2

Program EIR to Streamline CEQA Compliance: The State California Environmental Quality Act (CEQA) Guidelines require lead agencies to describe, calculate, or estimate the amount of GHG emissions that would result from a **project**. CEQA Guidelines (Section 15183.5) also allow individual projects to tier off of a larger (and certified) GHG reduction plan. Thus, individual **projects** do not need to each conduct a GHG analysis as part of CEQA if they can demonstrate consistency with the larger plan. By completing a common basic plan and a subsequent program EIR, all projects in the region can tier off the EIR and be considered less than significant under CEQA if they show consistency with the regional reduction plan.

Page 2-5, Paragraph 2

2.1.2.6 Senate Bill 375—Sustainable Communities Strategy (2008)

SB 375 provides for a new planning process that coordinates land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires regional transportation plans, developed by metropolitan planning organizations (MPOs) to incorporate a sustainable communities strategy (SCS) in their regional transportation plans (RTPs). The goal of the SCS is to reduce regional vehicle miles traveled (VMT) through land use planning and consequent transportation patterns. SB 375 also includes provisions for streamlined CEQA review for some infill **projects** such as transit-oriented development.

Page 2-6, Paragraph 2

2.1.2.9 State CEQA Guidelines (2010)

The State CEQA Guidelines require lead agencies to describe, calculate, or estimate the amount of GHG emissions that would result from a **project**. Moreover, the State CEQA Guidelines emphasize the necessity to determine potential climate change effects of the **project** and propose mitigation as necessary. The State CEQA Guidelines confirm the discretion of lead agencies to determine appropriate significance thresholds, but require the preparation of an environmental impact report (EIR) if “there is substantial evidence that the possible effects of a particular **project** are still cumulatively considerable notwithstanding compliance with adopted regulations or requirements” (Section 15064.4).

The guidelines were updated in 2010 to address GHG emissions. State CEQA Guidelines section 15126.4 includes considerations for lead agencies related to feasible mitigation measures to reduce GHG emissions, which may include, among others, measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency’s decision; implementation of **project** features, **project** design, or other measures which are incorporated into the **project** to substantially

reduce energy consumption or GHG emissions; offsite measures, including offsets that are not otherwise required, to mitigate a **project's** emissions; and, measures that sequester carbon or carbon-equivalent emissions.

Page 2-12, Paragraph 5

2.2.3 SANBAG's Long Range Transit Plan SANBAG's Long Range Transit Plan (LRTP) (San Bernardino Associated Governments 2009) addresses San Bernardino County's current and future travel challenges, including addressing growing travel demand. The goal of the LRTP is to provide transit facilities and services to support this demand. The LRTP prioritizes goals and **projects** for transit growth and connects land use and transportation strategies. The draft LRTP considers four major alternatives to transit mobility, one of which will be designated the "final alternative." The LRTP identifies premium transit routes and station locations that helped to develop the SCS for areas in the county.