



SPECIAL JOINT MEETING OF THE REGIONAL COUNCIL; COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT; ENERGY AND ENVIRONMENT; AND TRANSPORTATION COMMITTEES

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Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

Please Note Date and Time
Thursday, August 6, 2015
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

See Videoconference Locations on next page

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at REY@scag.ca.gov. In addition, the Joint Meetings may be viewed live or on-demand at <http://www.scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx>

Agendas & Minutes for the Joint Meetings are also available at:
<http://www.scag.ca.gov/committees/Pages/default.aspx>

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) 236-1908. We request 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.

Available via Videoconference at the following SCAG Regional Offices:

IMPERIAL

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

ORANGE

OCTA Building
600 South Main Street, Suite 906
Orange, CA 92868

RIVERSIDE

3403 10th Street, Suite 805
Riverside, CA 92501

SAN BERNARDINO

1170 West 3rd Street, Suite 140
San Bernardino, CA 92410

VENTURA

950 County Square Drive, Ste. 101
Ventura, CA 93003

Also available via Videoconference at the following videoconferencing sites:

CITY OF PALMDALE

38250 Sierra Highway
Palmdale, CA 93550

Coachella Valley Association of Governments (CVAG)

73-710 Fred Waring Dr., Suite 200
Palm Desert, CA 92260

South Bay Cities Council of Governments (SBCCOG)

South Bay Environmental Services Center
20285 S. Western Avenue, Suite 100
Torrance, CA 90501

**SPECIAL JOINT MEETING OF THE
REGIONAL COUNCIL AND POLICY COMMITTEES
(COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE;
ENERGY AND ENVIRONMENT COMMITTEE; TRANSPORTATION COMMITTEE)
AGENDA
THURSDAY, AUGUST 6, 2015**

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Cheryl Viegas-Walker, President)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the Special Meeting Agenda, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker. The President has the discretion to reduce the time limit based upon the number of speakers. The President may limit the total time for all public comments to twenty (20) minutes.

Time Page No.

APPROVAL ITEM

- | | | |
|--|-------------------|----------|
| 1. <u>Minutes of the Special Joint Meeting of the Regional Council and Policy Committees – June 18, 2015</u> | Attachment | 1 |
|--|-------------------|----------|

PRESENTATION ITEMS

- | | | | |
|---|-------------------|-----------------|-----------|
| 2. <u>Designing a Sustainable Housing Industry</u>
<i>(Steve PonTell, President and CEO, National Community Renaissance – CORE)</i> | Attachment | 30 mins. | 5 |
| 3. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Summary of Feedback from Public Outreach Open Houses</u>
<i>(Mark Butala, Manager, Regional Services; and Jason Greenspan, Manager, Sustainability)</i> | Attachment | 20 mins. | 10 |
| 4. <u>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR) Status and Progress</u>
<i>(Huasha Liu, Director, Land Use and Environmental Planning)</i> | Attachment | 20 mins. | 32 |

DISCUSSION

ADJOURNMENT



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**MINUTES OF THE SPECIAL JOINT MEETING OF THE REGIONAL COUNCIL,
COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT (CEHD) COMMITTEE;
ENERGY AND ENVIRONMENT COMMITTEE (EEC); AND THE
TRANSPORTATION COMMITTEE (TC) OF THE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
JUNE 18, 2015**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS AND/OR DISCUSSIONS THAT OCCURRED AT THE JOINT MEETING. A VIDEO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT <http://scag.ca.gov/NewsAndMedia/Pages/SCAGTV.aspx>

The Joint Meeting of the Regional Council and Policy Committees of the Southern California Association of Governments (SCAG) held its meeting at the SCAG Los Angeles Office. There was a quorum of the RC, CEHD and EEC.

TC Members – Present:

Vice-Chair* 1.	Hon. Barbara Messina	<i>Alhambra</i>	District 34
* 2.	Hon. Diana Lee Carey	<i>Westminster</i>	OCCOG
* 3.	Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
* 4.	Hon. Gene Daniels	<i>Paramount</i>	District 24
* 5.	Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
6.	Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
* 7.	Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
8.	Hon. Dave Harrington	<i>Aliso Viejo</i>	OCCOG
* 9.	Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
* 10.	Hon. Jim Katapodis	<i>Huntington Beach</i>	District 64
11.	Hon. Linda Krupa	<i>Hemet</i>	WRCOG
* 12.	Hon. Clint Lorimore	<i>Eastvale</i>	District 4
* 13.	Hon. Ryan McEachron	<i>Victorville</i>	District 65
* 14.	Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
* 15.	Hon. Gene Murabito	<i>Glendora</i>	District 33
* 16.	Hon. Frank Navarro	<i>Colton</i>	District 6
17.	Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
18.	Hon. David Spence	<i>La Cañada/Flintridge</i>	Arroyo Verdugo Cities
* 19.	Hon. Karen Spiegel	<i>Corona</i>	District 63
* 20.	Hon. Jess Talamantes	<i>Burbank</i>	District 42
21.	Mr. Gary Slater	<i>Caltrans, District 7</i>	Ex-Officio

CEHD Members – Present:

Chair*	1.	Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
	2.	Hon. Wendy Bucknum	Mission Viejo	OCCOG
	3.	Hon. Carol Chen	<i>Cerritos</i>	GCCOG
*	4.	Hon. Steven Choi	<i>Irvine</i>	District 14
	5.	Hon. Debbie Franklin	<i>Banning</i>	WRCOG
*	6.	Hon. James Gazeley	<i>Lomita</i>	District 39
	7.	Hon. Paula Lantz	<i>Pomona</i>	SGVCOG
*	8.	Hon. Larry McCallon	<i>Highland</i>	District 7
*	9.	Hon. Victor Manalo	<i>Artesia</i>	District 23
*	10.	Hon. Carl Morehouse	<i>San Buenaventura</i>	District 47
	11.	Hon. Ray Musser	<i>Upland</i>	SANBAG
	12.	Hon. Steve Nagel	<i>Fountain Valley</i>	District 15
*	13.	Hon. John Nielsen	<i>Tustin</i>	District 17
	14.	Hon. Jim Predmore	<i>Holtville</i>	ICTC
	15.	Hon. John Procter	<i>Santa Paula</i>	VCOG
	16.	Hon. Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

EEC Members – Present:

Chair*	1.	Hon. Deborah Robertson	<i>Rialto</i>	District 8
*	2.	Hon. Margaret Clark	<i>Rosemead</i>	District 32
*	3.	Hon. Larry Forester	<i>Signal Hill</i>	GCCOG
	4.	Hon. Mark Gardner	<i>Riverside</i>	WRCOG
	5.	Hon. Sandra Genis	<i>Costa Mesa</i>	OCCOG
	6.	Hon. Ed Graham	<i>Chino Hills</i>	SANBAG
*	7.	Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
*	8.	Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
*	9.	Hon. Deborah Robertson	<i>Rialto</i>	District 8
	10.	Hon. Bonnie Wright	<i>Hemet</i>	WRCOG
*	11.	Hon. Jack Terrazas		Imperial County

*Regional Councilmember

Staff Present

Hasan Ikhata, Executive Director
 Debbie Dillon, Deputy Executive Director, Administration
 Joe Silvey, General Counsel
 Joann Africa, Chief Counsel
 Basil Panas, Chief Financial Officer
 Huasha Liu, Director, Land Use and Environmental Planning
 Darin Chidsey, Director, Strategy, Policy and Public Affairs
 Naresh Amatya, Acting Director, Transportation Planning
 Tess Rey-Chaput, Office of Regional Council Support

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Second Vice President Margaret Finlay called the meeting to order at 9:07 a.m. Former RC Member and City of Cerritos Councilmember Bruce Barrows led the Pledge of Allegiance.

Second Vice President Finlay asked the members introduce themselves at the videoconference sites beginning with the South Bay Cities Council of Governments (SBCCOG) location: Hon. Jim Gazeley, Lomita (CEHD); Hon. Judy Mitchell, Rolling Hills Estates (EEC); and City of Torrance Mayor Patrick Furey; at the San Bernardino County location: Hon. Larry McCallon, Highland (CEHD); Hon. Frank Navarro, Colton (TC); Hon. Ryan McEachron, Victorville (TC); Hon. Deborah Robertson, Rialto (EEC); and Hon. Deborah Franklin, Banning (CEHD); at the Ventura County location: Hon. Carl Morehouse, San Buenaventura (CEHD); Hon. John Procter, Santa Paula (CEHD); Hon. Carmen Ramirez, Oxnard (EEC); and Hon. Margaret Clark, Rosemead (EEC); at the City of Palmdale location: Mr. Mike Behen; at the Riverside County location: Hon. Linda Krupa, Hemet (TC); Hon. Jeff Giba, Moreno Valley (TC); Hon. Bonnie Wright, Hemet (EEC); Hon. Mike Gardner, Riverside (EEC); and Hon. Ed Graham, Chino Hills (EEC); at the Orange County location: Hon. John Nielsen, Tustin, (CEHD); Hon. Wendy Bucknum, Mission Viejo (CEHD); Hon. Steven Choi, Irvine (CEHD); Hon. David Harrington, Aliso Viejo (TC); Hon. Carol Moore, Laguna Woods (TC); Hon. Diana Lee Carey, Westminster (TC); Hon. Sandra Genis, Costa Mesa (EEC); and Hon. Ross Chun, Aliso Viejo (EEC); at the Imperial County location: Hon. Jack Terrazas, Imperial County (EEC); Hon. Jim Predmore, Holtville (CEHD); at Coachella Valley Council of Governments (CVAG) location: Hon. Clint Lorimore, Eastvale (TC); Hon. Jan Harnik, Palm Desert (TC); and at Los Angeles location: Hon. Paula Lantz, Pomona (CEHD); Carol Herrera, Diamond Bar (TC); Hon. Jim Katapodis, Huntington Beach (TC); Hon. Steve Nagel, Fountain Valley (CEHD); Hon. Barbara Messina, Alhambra (TC); Hon. Teresa Real Sebastian, Monterey Park (TC); Hon. Jess Talamantes, Burbank (TC); Hon. Gene Murabito, Glendora, (TC); Hon. Jonathan Curtis, La Cañada-Flintridge (TC); Hon. David Spence, La Cañada-Flintridge (TC); Hon. Ray Musser, Upland (CEHD); Gary Slater, Caltrans District 7 (TC); Hon. Larry Forester, Signal Hill (TC); Hon. Karen Spiegel, Corona (TC); Hon. Bert Hack, Laguna Woods (TC); Hon. Victor Manalo, Artesia (CEHD); Hon. Frank Zerunyan, Rolling Hills Estates (CEHD); Hon. Carol Chen, Cerritos (CEHD); Hon. Gene Daniels, Paramount (TC); and Hon. Margaret Finlay, Duarte (CEHD).

PUBLIC COMMENT PERIOD

There was no Public Comment received.

PRESENTATION ITEMS

1. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Goals, Guiding Principles and Performance Measures, and Preliminary Scenario Results Discussion (Land Use/Urban Form, Shared Mobility and Technology)

Hasan Ikhata, Executive Director, introduced the item and provided background information. Mr. Ikhata stated that this is the first of a series of three (3) Special Joint Regional Council and Policy Committees' meetings regarding the 2016 RTP/SCS. He provided an update to the 2012 RTP/SCS—its goals, guiding policies and performance measures, and provided an overview of the 2016 RTP/SCS.

2. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Scenario Results Focusing on Land Use and Urban Form

Mr. Ikhata welcomed and introduced Joe DiStefano, Principal, Calthorpe Analytics. Mr. DiStefano provide an overview of the key findings from the scenario analysis work associated with the 2016 RTP/SCS and potential benefits and impacts of key transportation and land use policies. He also discussed the perspectives on Southern California’s growth; scenario alternatives; land patterns; housing; land consumption; household driving; fuel use; costs of driving; active transportation and health impacts; building energy and water use; local infrastructure and greenhouse gas emissions.

3. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Road Charge and the Future of Transportation

Mr. Ikhata welcomed and introduced Jim Madaffer, Commissioner, California Transportation Commission (CTC). Mr. Madaffer discussed shared mobility and implications of future technology on mobility and sustainability, how an efficient transportation system is critical to California’s economy and quality of life, the state’s infrastructure card, revenue solutions, a summary of proposed funding legislation, the policy and principle of road charging; the role and composition of the Road Charge Technical Advisory Committee and the future of transportation.

DISCUSSION

Second Vice President Margaret Finlay opened the discussion and comments were made regarding drone technology and how this new technology could be applied to transportation; a request for copies of the RTP/SCS maps in the region; land use and how it relates to jobs; building public-private partnerships in infrastructure; range of technological options for transportation and road charge; and Oregon’s pilot program (Choi, Mitchell, Morehouse, Hack, Katapodis, Franklin and Talamantes).

On behalf of the Regional Council and Policy Committees, Hasan Ikhata, Executive Director, thanked Jim Madaffer and Joe DiStefano for their presentations.

ADJOURNMENT

There being no further business, Second Vice President Margaret Finlay adjourned the Joint Meeting of the Regional Council and Policy Committees at 11:05 a.m.

DATE: August 6, 2015

TO: Regional Council (RC)
Transportation Committee (TC)
Community, Economic and Human Development (CEHD)
Energy and Environment Committee (EEC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning; 213-236-1838;
liu@scag.ca.gov)

SUBJECT: Designing a Sustainable Housing Industry

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only - No Action Required.

EXECUTIVE SUMMARY:
Steve PonTell, President and CEO of National Community Renaissance, Southern California's largest nonprofit developer of affordable housing, will discuss challenges and solutions to the affordable housing issues facing the region and the state.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans and Objective c: Provide practical solutions for moving new ideas forward

BACKGROUND:
The housing crisis has made clear that achieving an adequate supply of appropriately-priced housing should be a principal policy concern for our nation. Across the country, incomes have not kept pace with rising housing prices. As a result, families today expend a far higher proportion of their income for housing than ever before. This has disproportionately impacted young, poor, minority, and working class populations. As a thought leader and one of the nation's largest nonprofit developers of affordable housing, National Community Renaissance (CORE) has commissioned groundbreaking studies on this issue to explore how the market can begin to produce an adequate supply of housing that is affordable for families.

The affordability of housing remains one of the biggest challenges facing Southern California. Researchers estimate Southern California is 600,000 housing units short of meeting demand—an overlooked crisis leading to overcrowding, long commutes, and negative health and education outcomes. Steve PonTell, President and CEO of National Community Renaissance, Southern California's largest nonprofit developer of affordable housing, outlines the challenges facing the region and the state in providing an adequate supply of housing of all types and at all price points. PonTell also provides recommended areas of focus for state and local leaders to combat, and ultimately solve, this problem.

REPORT

The solution – good economy or bad, housing bubble or not – is a sustainable, local, state and national policy that recognizes the social and economic consequences of an affordable housing crisis, supports public-private partnerships, and begins to tear down the silos that keep us from fixing the problem in a measurable way.

Part of the challenge is acknowledging just how serious all of this is. Layoffs and wage freezes, record foreclosures, and burgeoning demand for rental housing among former homeowners drove rents up – often to 30 or 40 percent of family income – exacerbating an already difficult situation for the young, poor and working-class people.

In California, the problem was magnified in January 2012, when the state eliminated redevelopment financing – an important tool for developing affordable housing. Suddenly, millions of dollars a city once had to replace blighted properties with quality, low-cost housing were taken away.

That money hasn't been replaced, and it appears increasingly unlikely that a pure public-funded alternative will take its place. Enter the private sector – in partnerships with communities and others who understand the bigger picture when it comes to affordable housing.

Therein lies the key – that this isn't just about affordable housing, but the ability of communities to revitalize themselves, of people and families to become self-sufficient, and businesses to prosper.

Joel Kotkin, a national housing expert and advisor to National CORE, points out that as families pay more for housing, *“they have less available for food, transportation and other key expenses. It also has severe societal ramifications: Depressing demand of employment-generating construction projects, lessening the opportunities for upward mobility, reducing the demand for other goods and services...all of which leads to slower overall economic growth.”*

In other words, fix affordable housing and everyone benefits.

FISCAL IMPACT:

None.

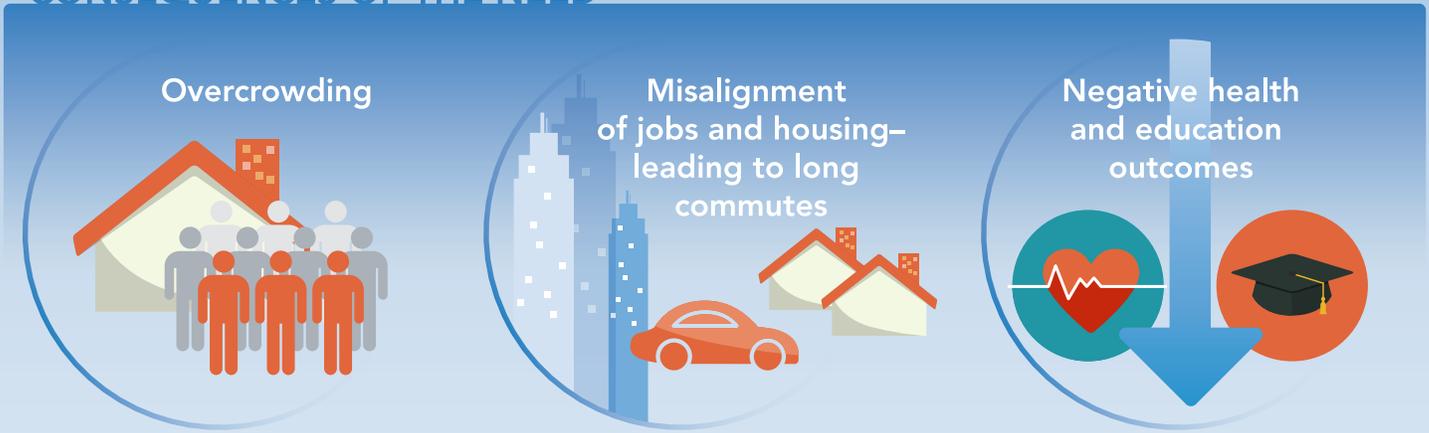
ATTACHMENTS:

1. Infographic: Designing a Sustainable Housing Industry
2. PowerPoint Presentation: *“Designing a Sustainable Housing Industry”*

Designing a Sustainable Housing Industry

Presented to the Southern California Association of Governments' Regional Council and Policy Committee

CONSEQUENCES OF THE NEED



CHALLENGES

▶ *Opposition to Housing Solutions*



▶ *Declining Resources, Increasing Costs*



▶ *Conflicting alignment of program priorities*



AREAS OF FOCUS

IDENTIFY

partners where there is alignment of mission i.e. Public Health, Social Justice, Education

BUST

the myths about housing (affordable housing specifically) – show the true impact on neighborhoods and residents

CUT

any costs that can be eliminated (time, design, CEQA, fees, etc.)

LINK

new funding sources— every policy should answer the housing question

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Designing a Sustainable Housing Industry

Steve PonTell
National Community Renaissance

Together, we transform lives and communities.



CONSEQUENCES OF THE NEED



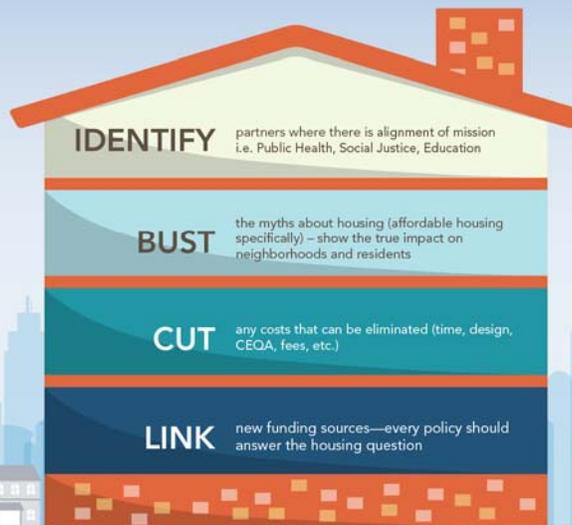
- Overcrowding**: Illustration of a house with four people icons inside.
- Misalignment of jobs and housing—leading to long commutes**: Illustration of a city skyline with a car and a house.
- Negative health and education outcomes**: Illustration of a heart rate monitor, a graduation cap, and a downward arrow.



CHALLENGES



AREAS OF FOCUS



DATE: August 6, 2015

TO: Regional Council (RC)
Transportation Committee (TC)
Community, Economic and Human Development (CEHD)
Energy and Environment Committee (EEC)

FROM: Mark Butala, Manager, Regional Services; (213) 236-1845; butala@scag.ca.gov
Jason Greenspan, Manager, Sustainability; (213) 236-1859; greenspan@scag.ca.gov

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy
(2016 RTP/SCS) – Summary of Feedback from Public Outreach Open Houses

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

To ensure a broad range of input from the general public and key stakeholders, SCAG hosted 23 RTP/SCS Open Houses between May 26 and July 23, 2015. The traveling open house made stops in each county in the SCAG region and provided an overview of some of the key topics that will be discussed in the plan, including – transportation, air quality, land use development, open space, poverty/jobs, and the region's vital goods movement industry. All of the Open House materials are accessible on-line at www.scagrtp.sc.s.net. Our initial review of the survey results shows considerable public support for system preservation, increased transit alternatives, safer walking and biking options and open space preservation.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans and Objective c: Provide practical solutions for moving new ideas forward

BACKGROUND:

SCAG kicked-off a slate of open houses beginning on May 26, 2015 to engage residents in all six (6) counties on the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). During a two-month period, SCAG held 23 Open Houses throughout the region in each of the six (6) counties: Imperial (1), Los Angeles (9), Orange (3), Riverside (4), San Bernardino (3) and Ventura (3). Through the use of 25 poster boards with informative narrative and graphics, the participants were provided an overview of some of the key topics that will be discussed in the plan, including – transportation, air quality, land use development, open space, poverty/jobs, and the region's vital goods movement industry. SGAG staff provided information, answered questions and took public comments, as needed. Additionally, participants were asked to take a quick survey at multiple computer kiosks that were strategically placed throughout the open houses and encouraged to provide

REPORT

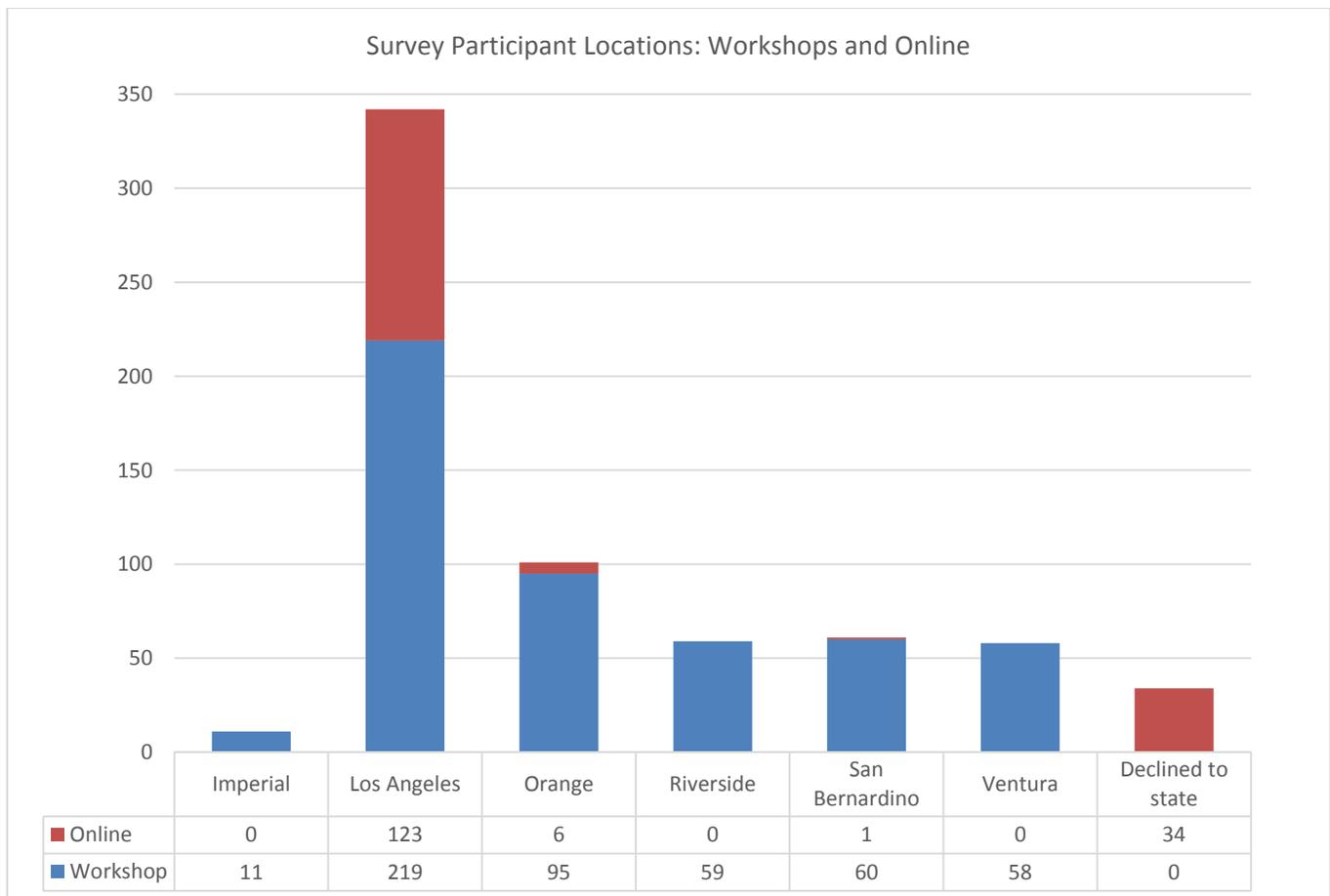
input on their priorities. To promote attendance, SCAG reached out to civic and non-profit service organizations, local events and media, as well as city and county agencies.

The following pages highlight some of the notable responses received at the Open Houses and on-line via electronic survey and public comment cards. The raw data for all questions will be made available on-line at www.scagrtpsc.net

Between the 23 RTP/SCS Open Houses and the 2016 RTP/SCS website, 666 residents from throughout the SCAG region participated in the survey. The majority of survey participants reside in Los Angeles County, making up 51% of the total, followed by Orange County at 15% and Riverside, San Bernardino and Ventura Counties each at 9%. Five (5) percent of on-line participants did not state in which county they reside. It is important to note that not all participants filled out each question in the survey, so questions differ in the number of responses received. The survey includes 37 questions.

PUBLIC OUTREACH SURVEY STAFF REPORT

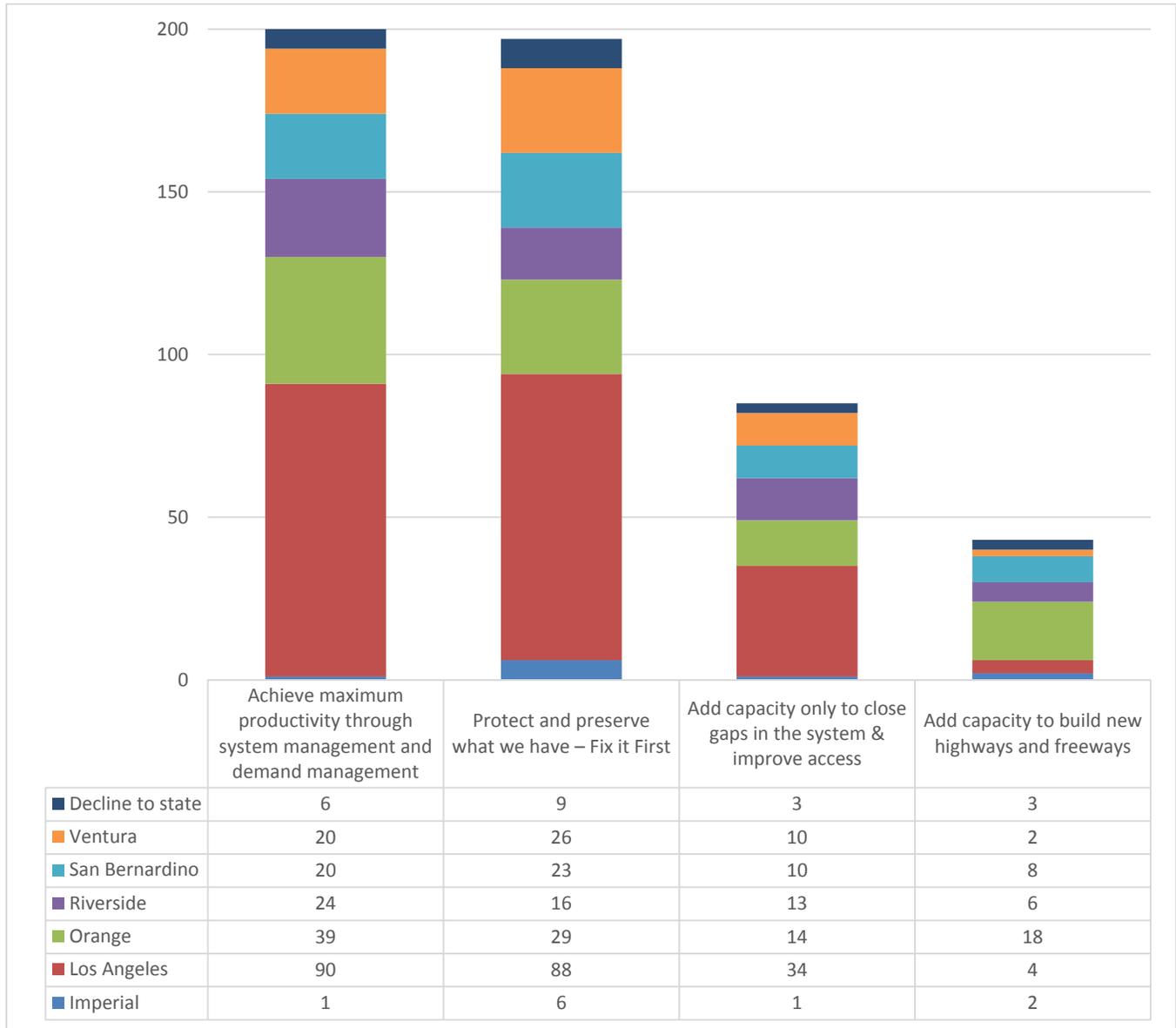
Total Surveys Completed as of 7/24/2015: (666 respondents)



REPORT

Transportation

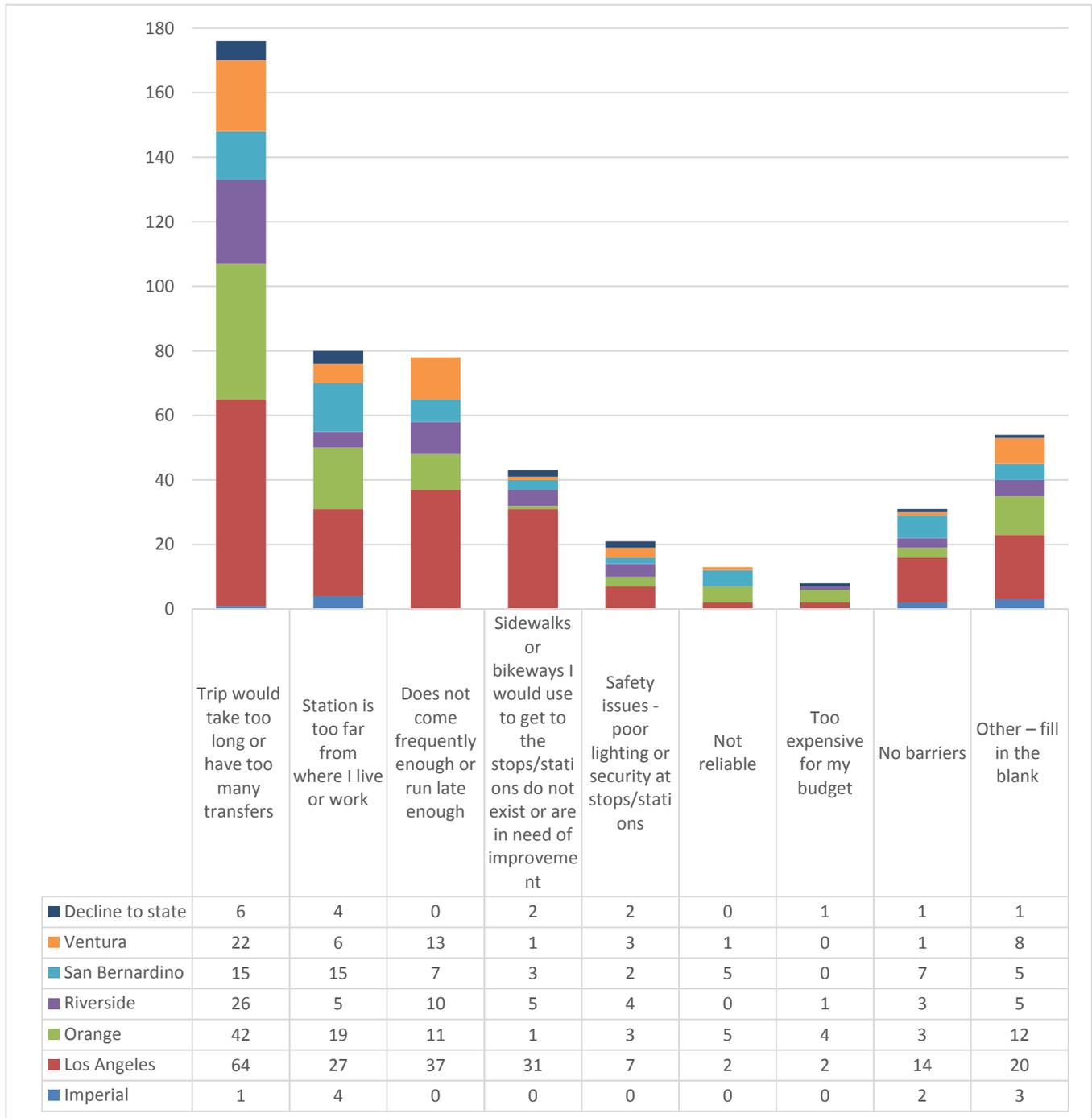
Question 1: What do you think the most important priority should be for managing our regional highway and road system? (525 respondents)



- The majority of participants were split between “Achieve maximum productivity through system management and demand management,” and “Protect and Preserve what we have—fix it first.” Both are at roughly 38%.
- Only 8 percent of participants selected “Add capacity to build new highways and freeways.”

REPORT

Question 2: What is your greatest barrier to using public transportation? (504 respondents)



- 35% of participants indicated that their biggest barrier to taking transportation is the trip taking too long and having too many transfers.

REPORT

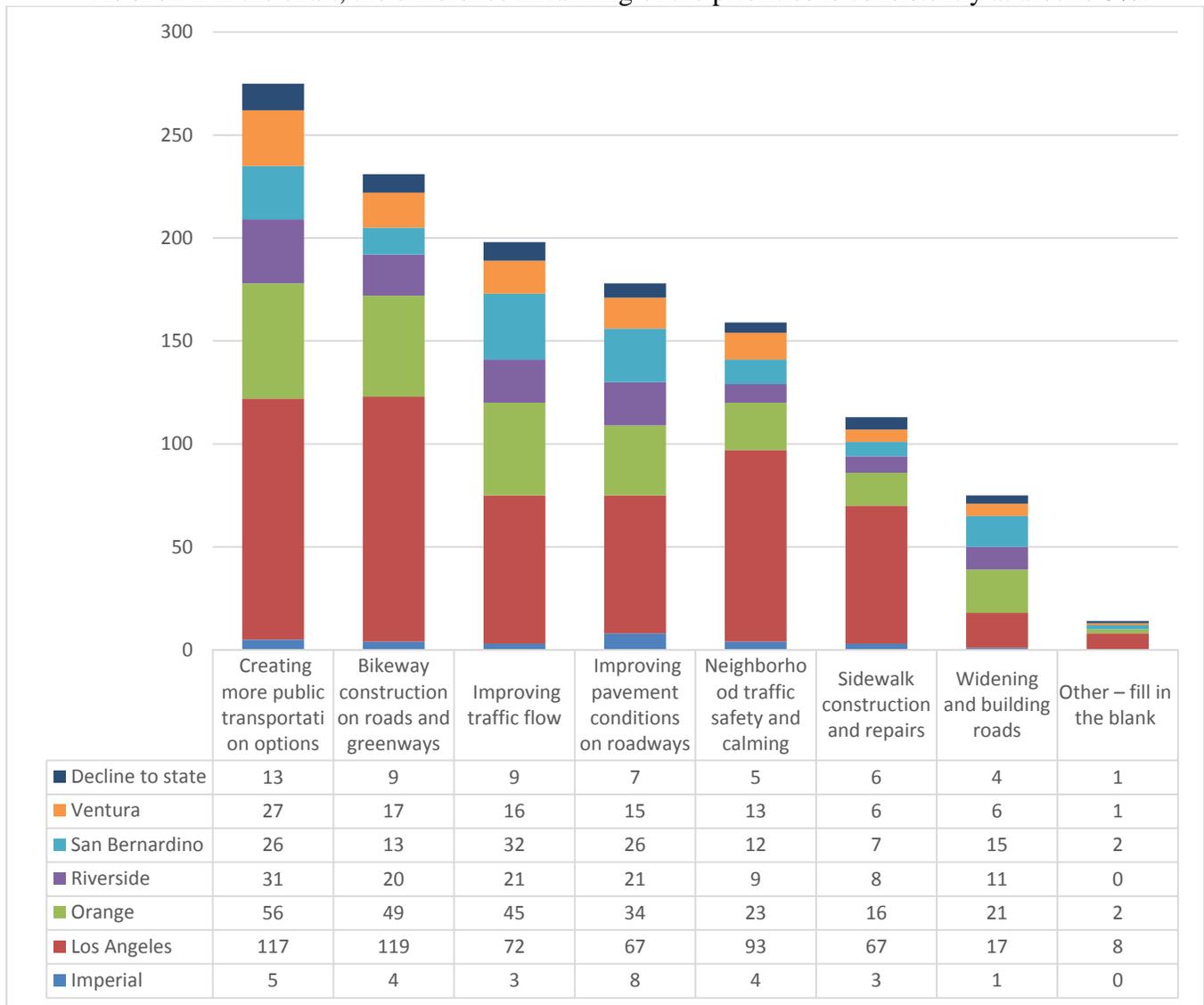
- The second leading two responses were “Station is too far from where I live or work, and “Does not come frequently or run late enough,” were less than half that, with 16% and 15% respectively.
- 71% of participants who selected “Sidewalks or bikeways I would use to get to the stops/stations do not exist or are in need of improvement,” were from Los Angeles while the remaining counties were each under 12 percent.
- Only 2% of participants found public transportation to be too expensive, and only 3% indicated that it is “not reliable.”
- 54 respondents included “Other” in their answer, and left a write-in response. The most common barriers mentioned were:
 - Lack of connectivity (between job centers and retail, as well as between modes of transportation.)
 - Work-related barriers, such being required to drive for work, or having multiple meetings at different locations throughout the day
 - Increased amount of time required for travel on transit.

REPORT

Question 3: If you had control over the transportation budget, how would you rank the following in importance? (482 respondents)

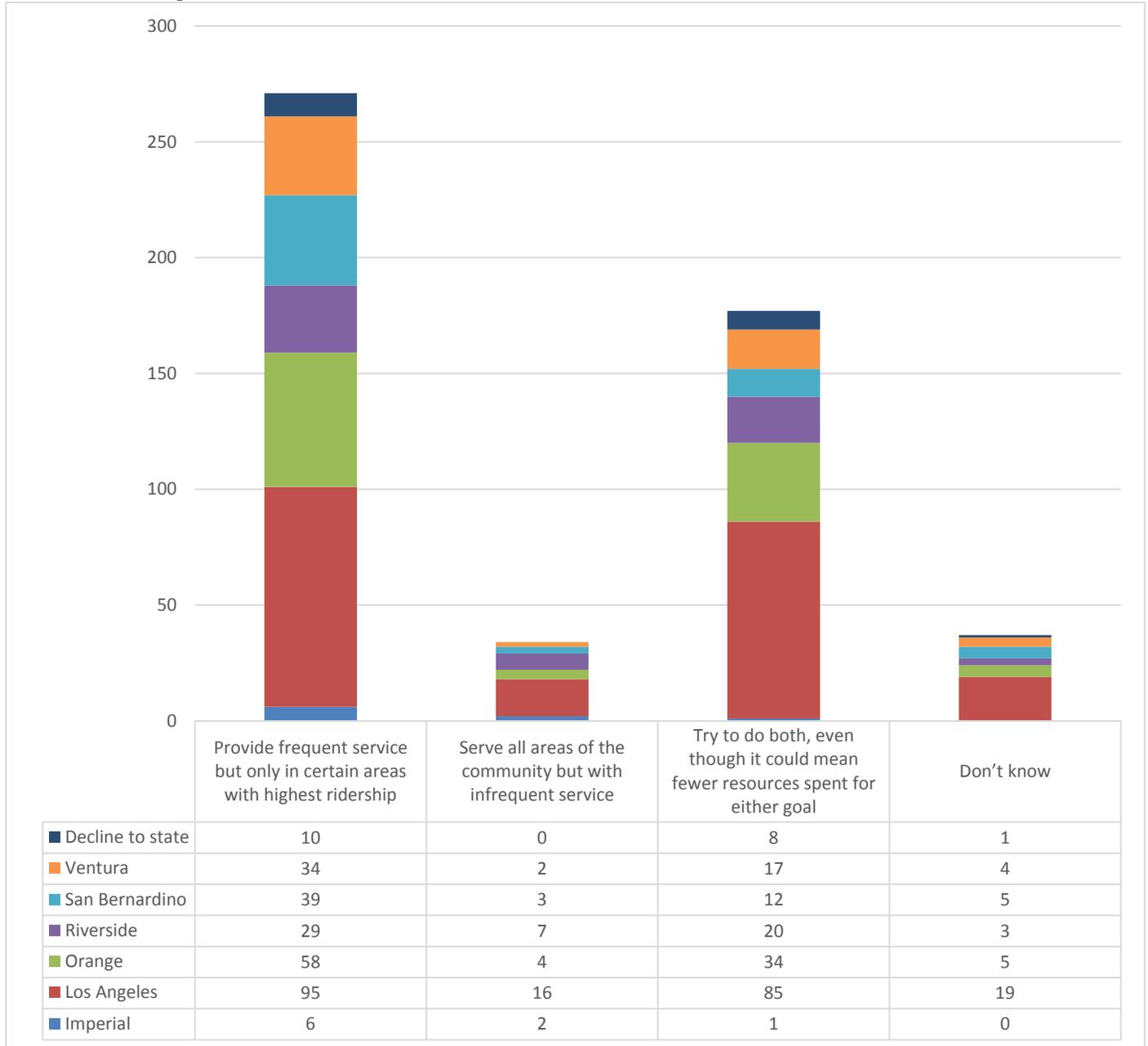
- The priorities rank as follows:
 1. Creating more public transportation options: 22%
 2. Bikeway Constructions and Greenways: 19%
 3. Improving traffic flow: 16%
 4. Improving Pavement conditions on roadways: 14%
 5. Neighborhood traffic safety and calming: 13%
 6. Sidewalk construction and repairs: 9%
 7. Widening and building roads: 6%
 8. Other: 1%

- As shown in the chart, the difference in ranking of the priorities is consistently at around 3%.



REPORT

Question 4: If we don't have the money to provide public transit to all communities, what should we do? (519 respondents)

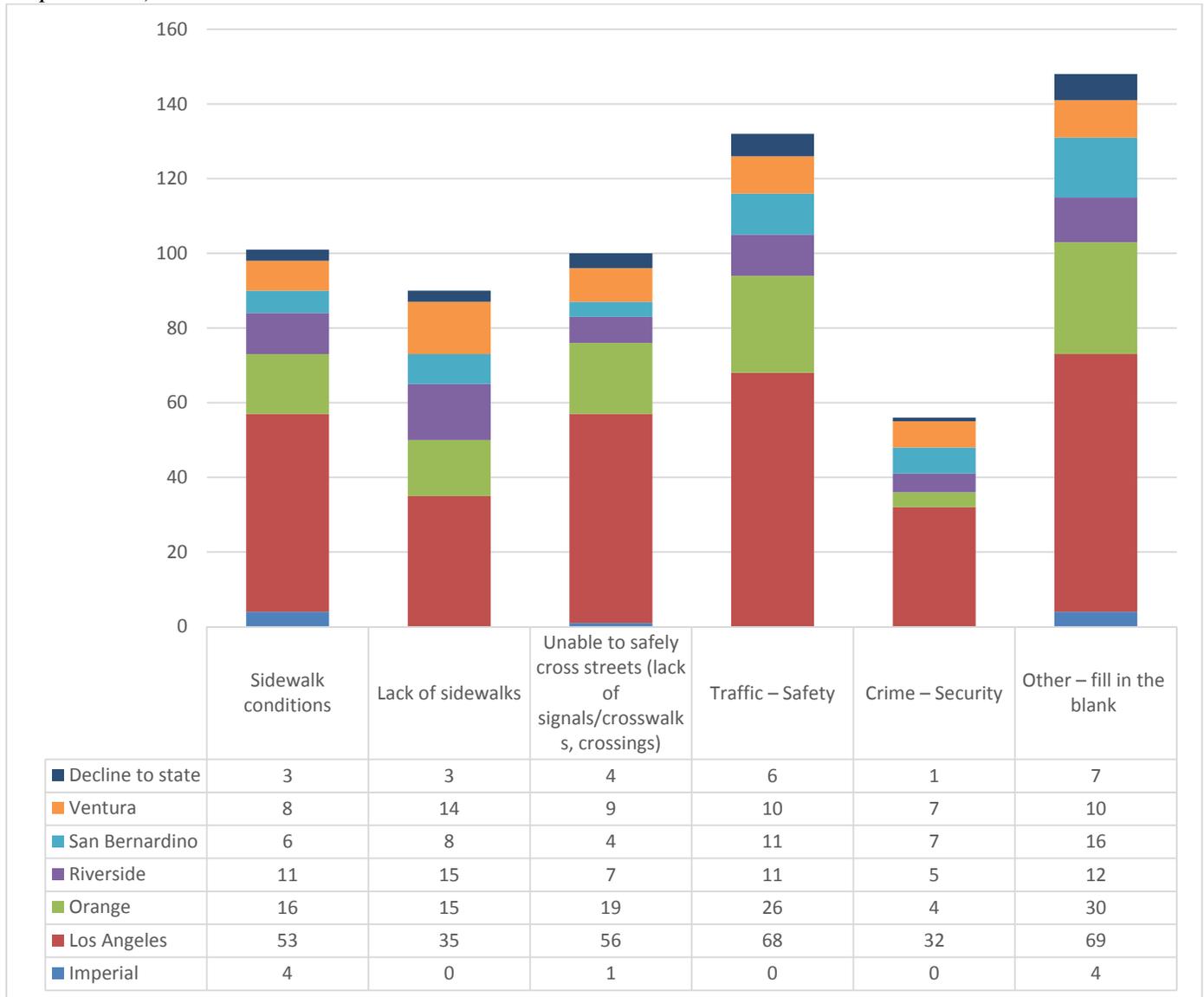


- The lead response is “Provide frequent service but only in certain areas with highest ridership at 52%, followed by “Try to both” (34%). Slightly more participants indicated marks “don't know” than “serve all areas of the community but with infrequent service.”

REPORT

Active Transportation

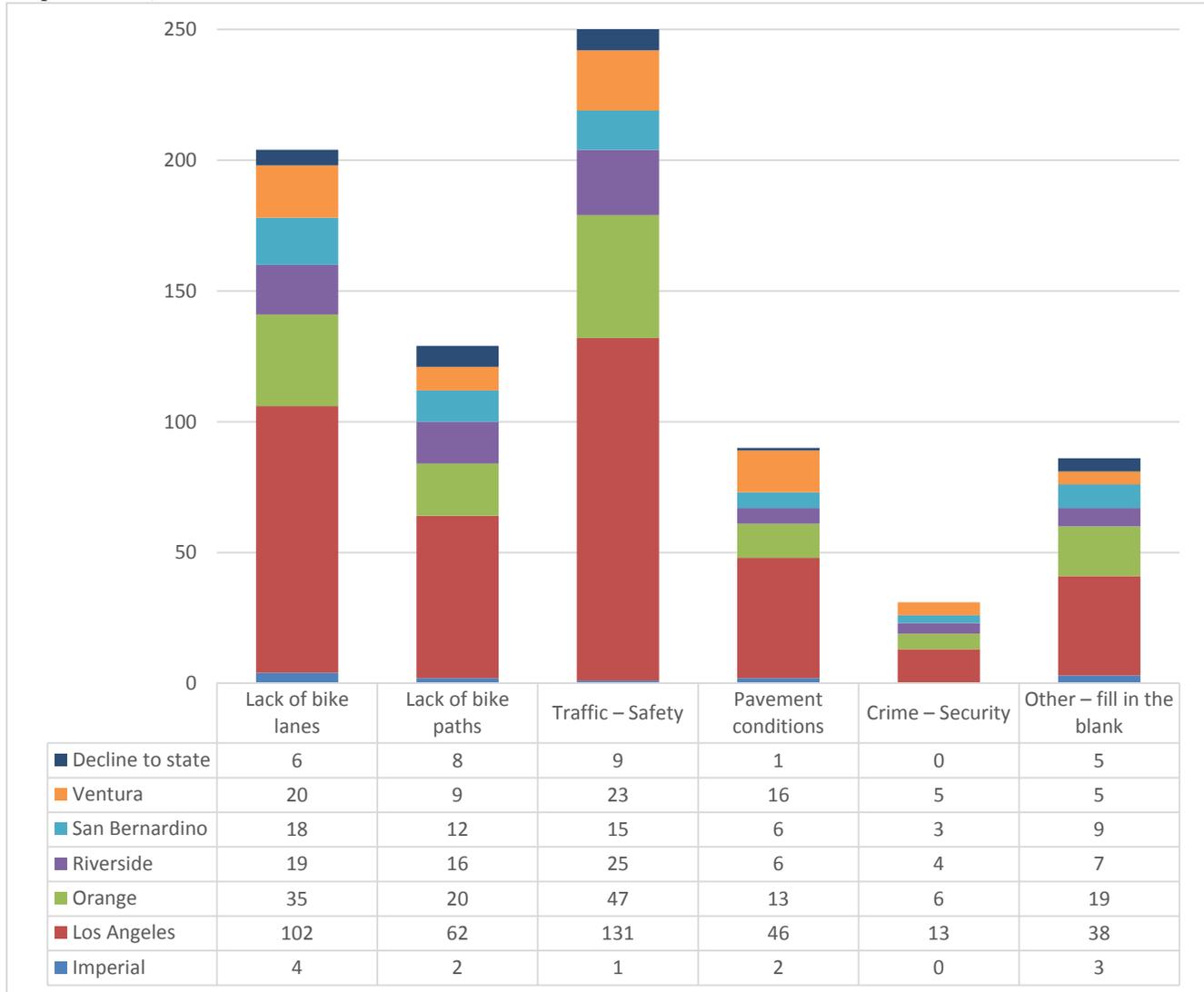
Question 1: What do you see is the main problem keeping you from walking more often? (539 respondents)



- Most respondents (148) selected “other” as one of their options, and wrote in a response. The most common responses were:
 1. Distance to and between destinations. (26%)
 2. No barriers to walking (17%)
 3. Time it takes to walk (10%)
- After “Other”, the most selected answer was “Traffic—Safety,” followed by “Unable to safely cross streets” and “Sidewalk conditions.”
- At only 9%, “Crime-Security” is the least selected, indicating that infrastructure and vehicular safety are more of a challenge to respondents.

REPORT

Question 2: What do you see is the main problem keeping you from biking more often? (579 respondents)

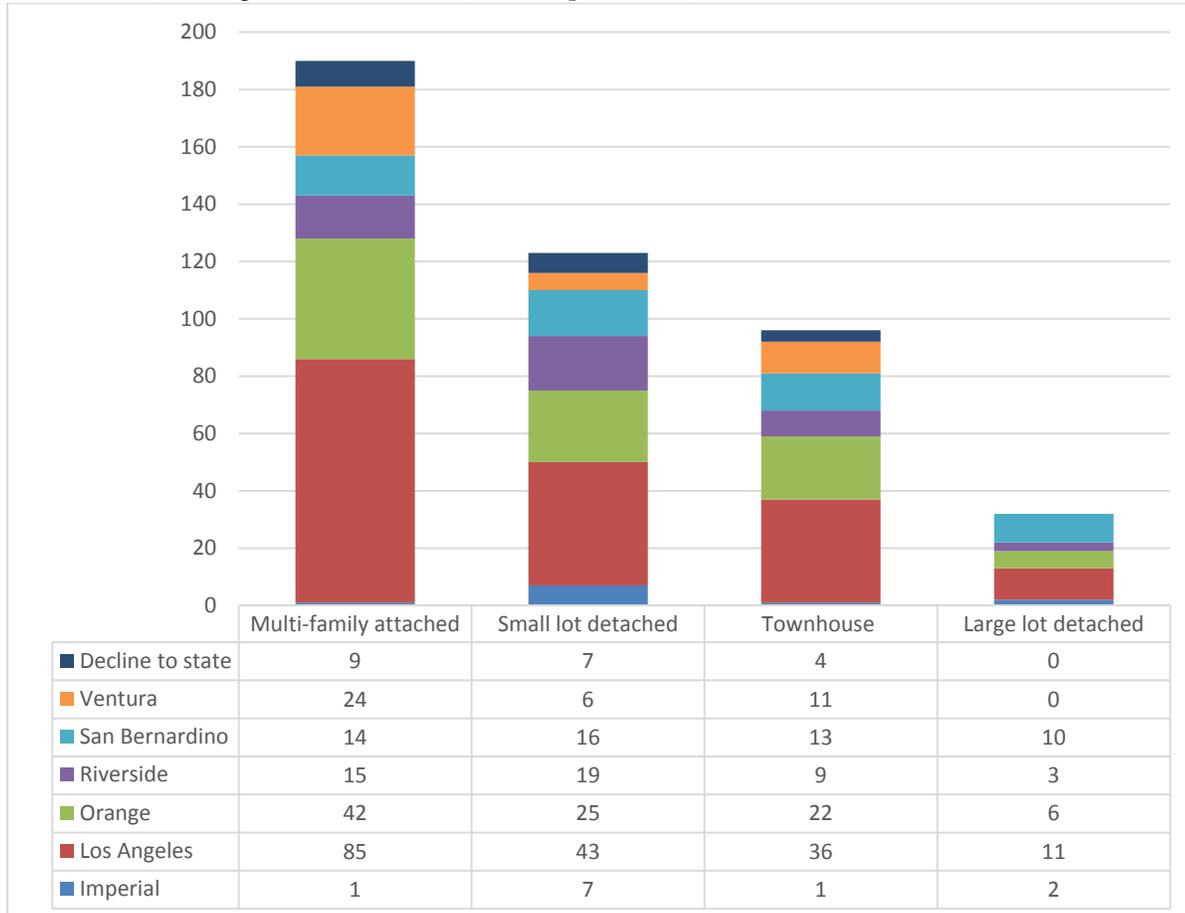


- Like the previous question, vehicular traffic and infrastructure deficiencies are the leading challenges to bicycling.
- Common write-in topics were:
 1. Distance between destinations
 2. Time
 3. Drivers not obeying the law
 4. Other cyclists not obeying the law.
- Again, at only 4%, Crime-Security is not indicated as a major problem. However, a few write-in answers mention bike theft and harassment aimed at female cyclists from drivers.

REPORT

Land Use

Question 1. To accommodate the region’s future population, new housing development and housing types in the coming decades should be primarily multi-family attached, small lot detached, townhouse, or large lot detached? (441 respondents)

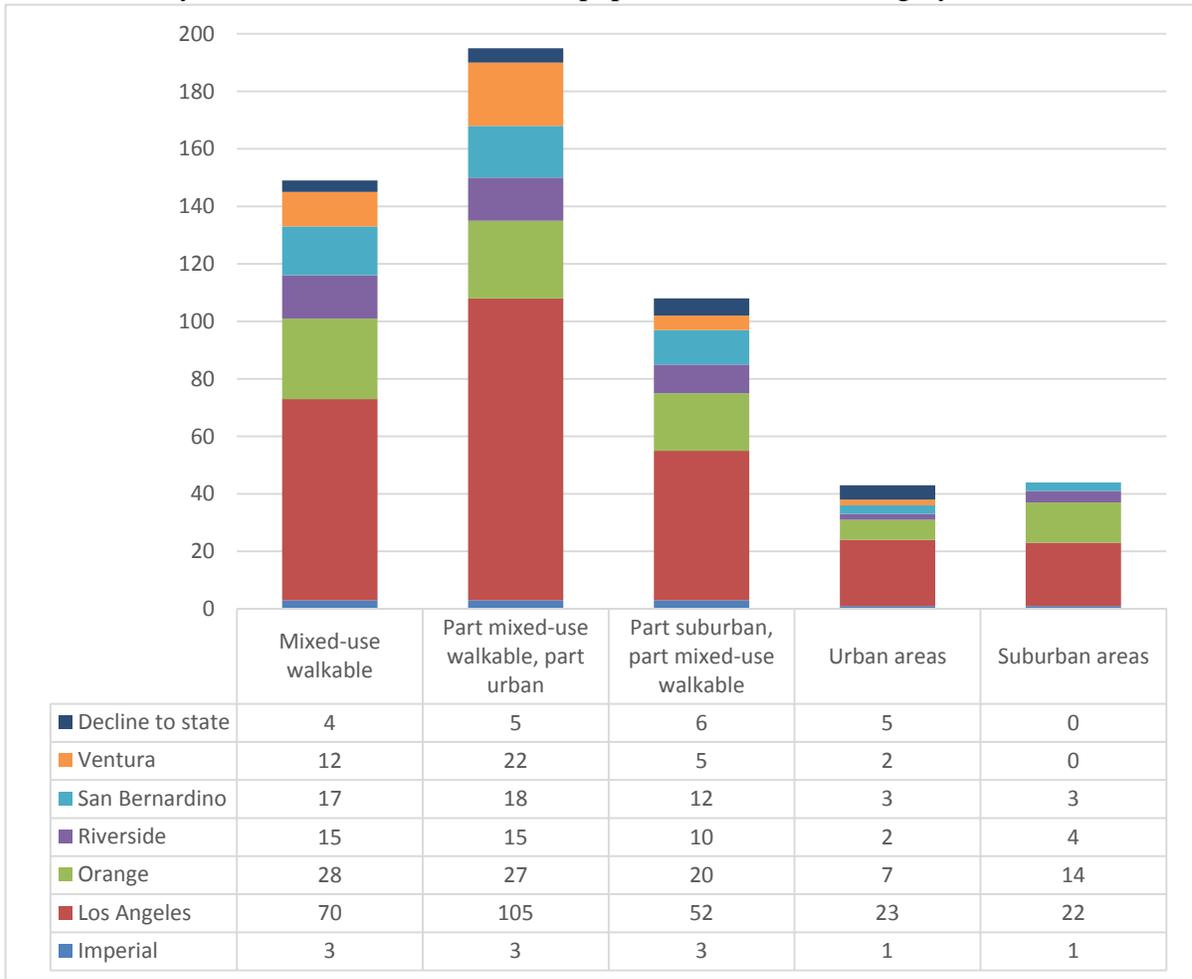


- 441 responses.
- Higher density is more popular, with “Multi-family attached” leading at 43%, followed by “small lot detached” with 28%.
- At 7% “large lot detached” was the least popular, with only 1/3rd of “townhouse,” the next lowest selection’s responses.

REPORT

Question 2. Future development of residential areas should mostly occur in Mixed-use walkable; part mixed-use walkable, part urban; urban; or suburban areas? (539 respondents)

- Participants lean towards some density, with “part mixed-use walkable, part urban” in the lead at 36%, followed by “mixed use walkable” at 28%.
- Neither strictly urban nor suburban areas are popular, with each at roughly 8%.

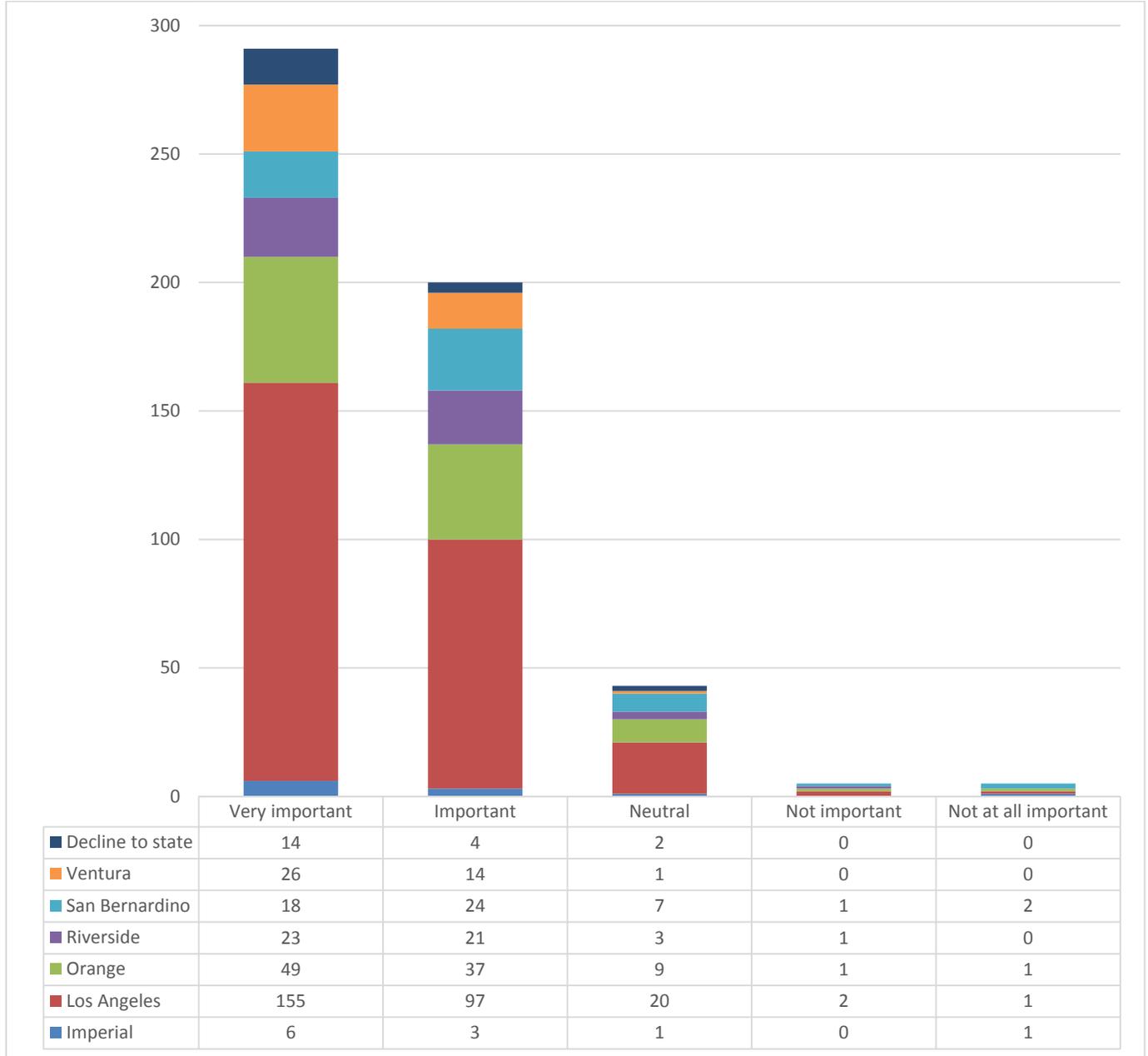


- While the least popular in total, Los Angeles residents were nearly equally divided on “suburban” and “urban.”

REPORT

Natural Lands Conservation

Question 1. How important is protecting Southern California’s biodiversity and natural habitat areas to you? (544 respondents)

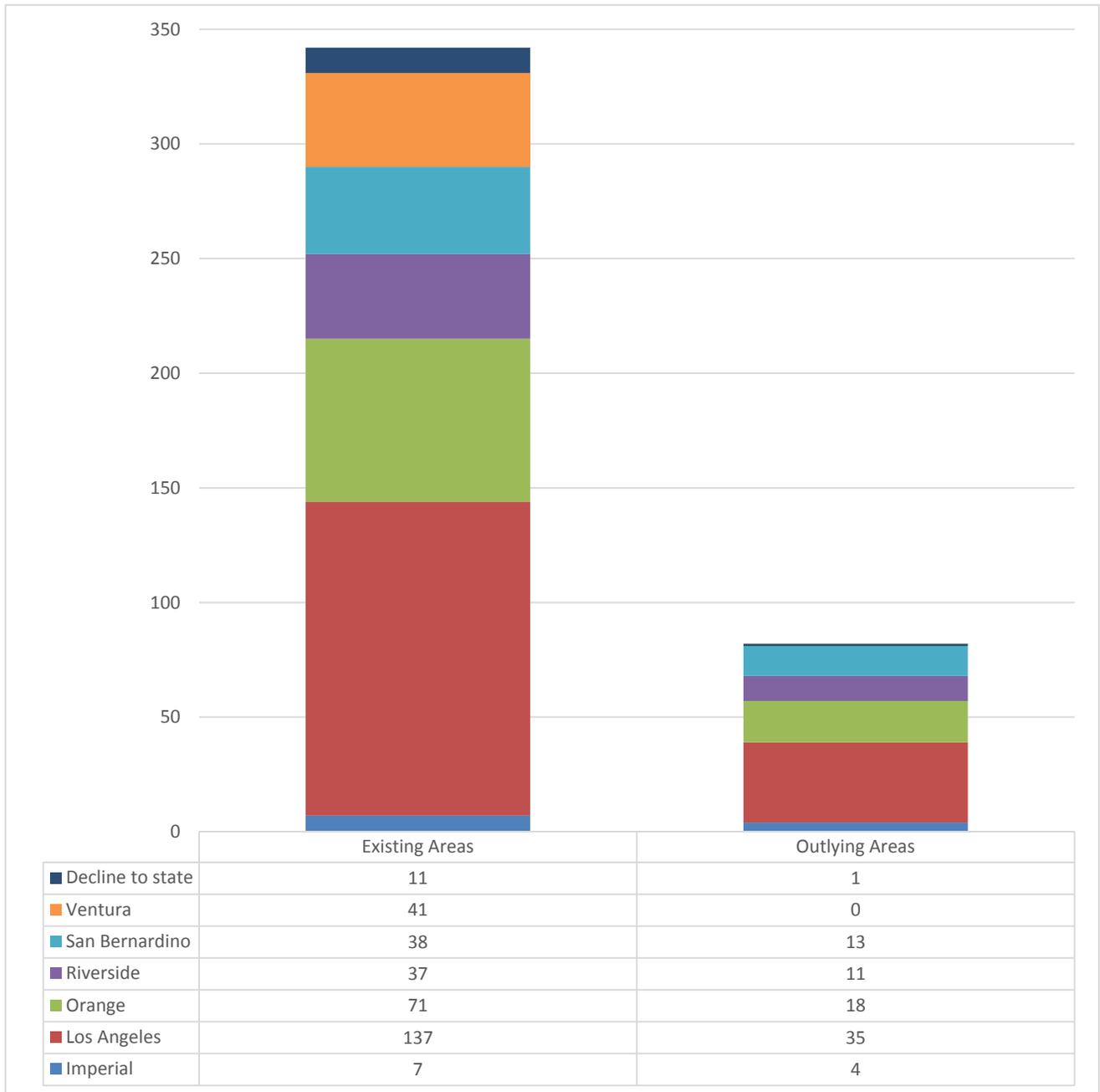


- Environmental conservation in the SCAG region is a priority to survey respondents, as 90% selected either “very important” or “Important.”
- 8% selected “Neutral. “Not important” and “not at all important” made up less than 2% of the responses combined.

REPORT

Question 2. Should future growth in Southern California occur in outlying areas or within the existing urban/suburban areas? (424 respondents)

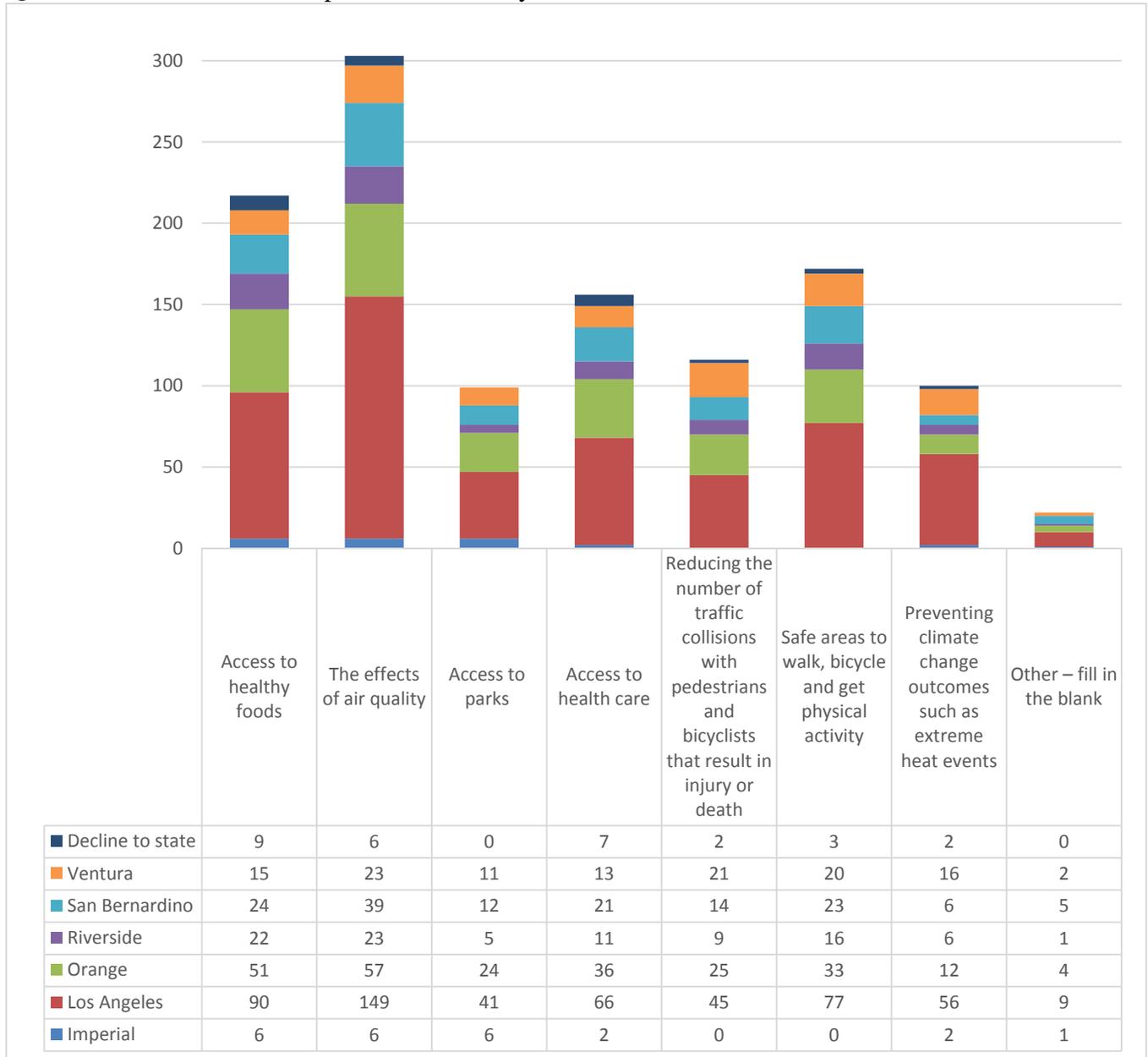
- Respondents indicate a preference for infill development, as 80% selected “existing areas” as the best location for future development.



REPORT

Public Health

Question 1. Which areas of public health are you most concerned about?



- 517 responses, but chart reflects an aggregation of participants’ top 3 selections.
- Air quality is a priority to survey participants, with 26% of responses, followed by access to healthy foods at 18%.
- Access to parks and preventing climate change outcomes were the lowest concern, with each at roughly 8%.

Summary of Open House Comments

In addition to the responses to the survey questions, Open House and on-line participants submitted 181 Public Comment Cards. The themes of these comments are summarized by topic area as follows:

Active Transportation

There was significant feedback that active transportation should be prioritized in the RTP/SCS and promote better policies and guidelines to enable transportation networks that serve all users. Suggested strategies include:

- Fund road improvements that simultaneously update pedestrian infrastructure
- Improve policy and increase funding for complete streets and protected bike lanes
- Improve accessibility to existing infrastructure (i.e. lighting, sidewalk repair, placement of bike lanes) to encourage biking and walking
- Explore the use of creative programs that provide incentives for people not to drive cars
- Provide free or low cost public education for motorists, cyclists, and pedestrians to enable cultural change in the way roads are shared

Comments received state that providing better non-motorized infrastructure is a means to improve transit and overall connection between transportation options. The outcomes of improved active transportation policy can encourage public health, create more vibrant communities, and combat climate change.

Demographics

Comments received support housing strategies to accommodate specific populations (i.e. seniors, low-income, minorities, etc.) and provide increased access to jobs and housing.

Highways

In general, workshop participants agreed that road and highway improvements are a high priority. Suggested improvements include the expansion of capacity to close gaps in system in order to improve accessibility, connectivity. In contrast, it was also suggested that there should be less focus on constructing new roads and lanes to build capacity.

Specific areas in the SCAG region were also suggested as being in need of highway improvements. For example, more effort to examine how traffic congestion between the Inland Empire and Los Angeles/Orange Counties can be improved via the expansion of alternative roadways is needed.

Transit

Suggested transit improvements are both small and large in scale. The most prevalent comments include:

- More efficient posting of time schedules
- More accurate system maps
- Better integration of fare systems (i.e. TAP)
- Increase space for bicycles on public transit

REPORT

- Coordinate regional agency cooperation to bring disparate municipalities together to create a comprehensive, large-scale efficient bus system
- Explore opportunities such as double-decker freeways that explicitly allow transit operations on one level
- Get more people into fewer vehicles on freeways through creating more transit commuter options for people

Transportation Finance

Comments received made note of SCAG's Regional Congestion Pricing Strategy as an important tool needed to pay for transportation improvements, while also reducing congestion and GHG emissions. Further collaboration between SCAG and transportation planning agencies is needed to find workable, fundable, near-term transportation solutions.

A greater balance of investment decisions is needed through, for example, focusing on walkability/mobility projects rather than highway expansions and bridges. A concern that tax dollars are not used to duplicate existing private inter-city services was also raised.

Next Steps

SCAG staff will continue analyzing the feedback received at the open houses and on-line to identify any important differences and/or omissions from policies/strategies considered in the Draft Plan. This information will be provided to the applicable Policy Committees and/or Regional Council as policy discussions continue on key issue areas. Concurrently, staff will continue targeted stakeholder outreach to key constituencies and organizations to ensure we receive broad-based input among interests throughout the six-county region prior to the release of the Draft 2016 RTP/SCS in November.

FISCAL IMPACT:

None.

ATTACHMENT:

PowerPoint Presentation: "*RTP Outreach Summary Joint 8-6-2015*"



2016 RTP/SCS

2016 RTP/SCS OUTREACH UPDATE

2016 RTP/SCS Outreach Requirements

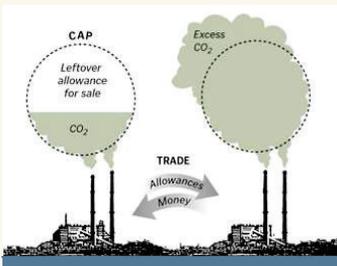
- Federal Requirements
 - Develop a Public Participation Plan (adopted April, 2014)
- State Requirements
 - 16 Public Workshops – Pre-Draft RTP/SCS (completed July, 2015)
 - 12 Elected Officials Briefings – Post-Draft RTP/SCS (Winter 2015-16)
 - 3 Public Hearings – (Winter 2015-16)



What Has Changed Since 2012 Plan?



What Has Changed Since 2012 Plan?



2016 RTP/SCS Open House Summary

2016 RTP/SCS Open Houses (May – July, 2015)

- 23 RTP/SCS Open Houses throughout 6-County SCAG Region
- 10 Open Houses were conducted during traditional “non-work” hours
- 669 participants signed registration sheets
- 502 participants submitted input via RTP/SCS survey
- 110 participants submitted input via public comment card

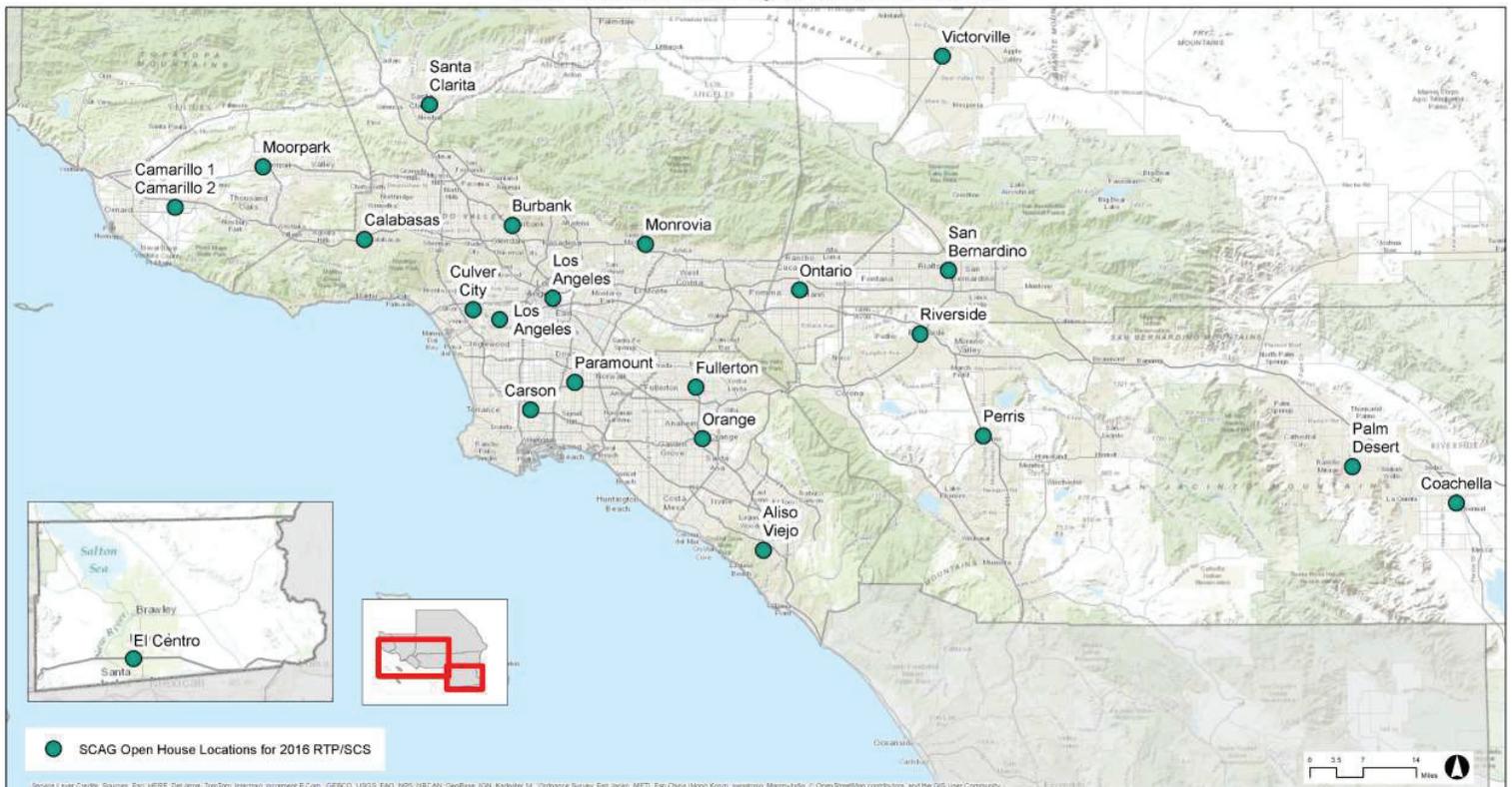


Virtual Open House (May – July, 2015)

- All Open House materials including survey were available on-line
- Materials were translated into Chinese, Korean, Spanish and Vietnamese
- 164 participants submitted input via RTP/SCS survey
- 71 participants submitted input via public comment card

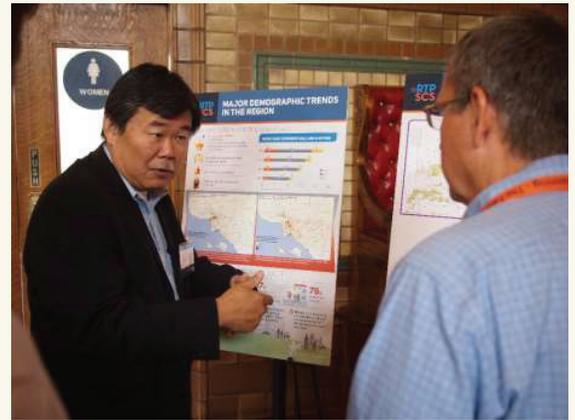


2016-2040 RTP/SCS Open House Locations



Summary of Input

- Fix-it-First, System Management
- More Bikeways & Greenways
- Additional Public Transit Options
- Better Fare Integration
- Improved Air Quality
- Better Access to Healthy Foods
- Safe Areas to Walk, Bike or Get other Physical Activity
- Better Access to Health Care Services



Summary of Input

- Preference for Multi-family, Small-lot Detached and Townhouses
- Preference for Mixed-use Walkable Communities, whether Urban or Suburban
- Open Space and Habitat Preservation important to 90% of the respondents
- 80% of respondents prefer new development to be in areas with existing development



Next Steps

- Continue analyzing the feedback received and identify any important differences and/or omissions from policies/strategies considered in the Draft Plan.
- Continue policy discussions at the Policy Committees and Regional Council to develop consensus on critical issue areas.
- Targeted stakeholder outreach to key constituencies and organizations to ensure broad-based input among interests throughout the six-county region



Upcoming Schedule

- **Draft 2016 RTP/SCS & PEIR Release**
November 5, 2015
- **2016 RTP/SCS Public Comment Period**
November 5, 2015 – January 17, 2016
- **2016 RTP/SCS REIR Public Comment Period**
November 5, 2015 – January 17, 2016
- **Elected Officials Briefings**
December, 2015 – January, 2016
- **Public Hearings**
December, 2015 – January, 2016
- **Final Adoption of 2016 RTP/SCS & PEIR**
April 7, 2016





Thank you !

Learn more by visiting scagrtpscs.net



DATE: August 6, 2015

TO: Regional Council (RC)
Transportation Committee (TC)
Community, Economic and Human Development (CEHD)
Energy and Environment Committee (EEC)

FROM: Huasha Liu, Director, Land Use and Environmental Planning, liu@scag.ca.gov,
213-236-1838

SUBJECT: 2016-2040 Regional Transportation Plan /Sustainable Communities Strategy
(2016 RTP/SCS) – Program Environmental Impact Report (PEIR) Status and Progress

EXECUTIVE DIRECTOR’S APPROVAL: 

RECOMMENDED ACTION:
For Information Only – No Action Required.

EXECUTIVE SUMMARY:
This report is intended to provide an overview of the contents and key approaches to the Program Environmental Impact Report (PEIR) for the 2016 RTP/SCS. Staff has previously updated the Energy and Environment Committee (EEC) on the progress of the PEIR. This report will provide a status update, including an update on SCAG’s outreach to stakeholders. Finally, staff will provide an updated schedule of milestones during the next few months relating to the preparation and recommended approval to release the Draft PEIR by the Regional Council (RC) currently scheduled for November 2015.

STRATEGIC PLAN:
This item supports SCAG’s Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaboration and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
The RTP/SCS includes a long-range transportation plan that provides a vision for regional transportation investments over a 20-year period. In accordance with applicable federal and state laws, SCAG updates the RTP/SCS every four (4) years to reflect changes to the transportation network, the most recent planning assumptions, economic trends, and population, household, and employment growth forecasts.

The California Environmental Quality Act (“CEQA”, Pub. Res. Code § 21000 et seq.) and its implementing regulations (“CEQA Guidelines”, codified at 14 C.C.R. § 15000 et seq.) require SCAG as the Lead Agency to prepare an Environmental Impact Report (“EIR”) for any discretionary government action, including programs and plans that may cause significant environmental effects. The 2016 RTP/SCS necessitates preparation of a Program EIR (“PEIR”), which is a “first-tier” CEQA document designed to consider “broad policy alternatives and program-wide mitigation measures” (CEQA Guidelines §15168). As such, SCAG is preparing a PEIR for the 2016 RTP/SCS in accordance to provisions of CEQA and other applicable federal and state environmental laws and regulations.

REPORT

The PEIR for the 2016 RTP/SCS will serve as a programmatic document that conducts a region-wide assessment of potential significant environmental effects of the 2016 RTP/SCS. The PEIR provides an opportunity to inform decision-makers and the public about these effects. The PEIR must evaluate region-wide, potential significant environmental effects, including direct and indirect effects, growth-inducing impacts, and cumulative impacts of the 2016 RTP/SCS at a programmatic level. The PEIR must also evaluate proposed feasible mitigation measures capable of avoiding or reducing the significant effects of the proposed 2016 RTP/SCS, and consider alternatives to the proposed 2016 RTP/SCS, including the no-project alternative and alternatives capable of achieving most of the basic objectives of the RTP/SCS and that may be capable of avoiding or reducing the significant effects of the proposed 2016 RTP/SCS.

UPDATE ON THE 2016 RTP/SCS PEIR OUTREACH:

Staff released the Notice of Preparation (NOP) of a PEIR for the 2016 RTP/SCS for a 30-day public review and comment period from March 9 through April 7, 2015 in accordance with provisions of CEQA. As part of the scoping process required under the CEQA, two NOP scoping meetings were conducted on March 17 and 18, 2015. SCAG received 26 public comments in response to the NOP, including three (3) public comments received after the NOP closed on April 7, 2015. Public comments in response to the NOP included both PEIR and RTP/SCS topics. For more information on the breakdown of the commenters as well as the breakdown of comments by RTP/SCS and PEIR topic areas, please visit:

http://www.scag.ca.gov/committees/CommitteeDocLibrary/eec070215agn09_PeirUpdateRevised.pdf

The PEIR team (comprising SCAG staff and consultants) held meetings with stakeholders on the topics of the 2016 RTP/SCS PEIR prior to today's Joint Meeting of the RC and Policy Committees. Accordingly, PEIR outreach meetings with stakeholders, each providing similar types of information, were conducted on July 1, 8, and 9, 2015. These stakeholders included representatives from the business and development sectors; representatives from the air districts within the SCAG region, the State Attorney General's Office and the Governor's Office of Planning and Research; and representatives from local jurisdictions. The purpose of these meetings was to solicit input on the 2016 RTP/SCS PEIR proposed approaches. On July 16, 2015, similar information on the PEIR for the 2016 RTP/SCS was presented to members of the Technical Working Group (TWG). For more information on the PEIR presentation at the July, 16, 2015 TWG, please visit: <http://www.scag.ca.gov/committees/CommitteeDocLibrary/twg071615fullagn.pdf>. Overall the PEIR team received positive input from the stakeholders and the TWG regarding the proposed approaches to the 2016 RTP/SCS PEIR, with no significant changes to the approaches being requested.

PRELIMINARY CONTENTS AND APPROACHES TO THE PEIR:

The following discussion summarizes proposed contents and approaches to the PEIR as was presented to stakeholders and the TWG, including proposed refinements to the 2012 RTP/SCS PEIR.

Preliminary Contents of the 2016 RTP/SCS PEIR

Staff has prepared preliminary contents of the PEIR for the 2016 RTP/SCS. Key information of the preliminary contents of the body of the PEIR is summarized below, and appendices will be included as appropriate.

- **Executive Summary:** This summarizes key information presented in the PEIR, including a table depicting significant impacts and proposed SCAG and potential project-level mitigation measures for each significant impact discussed in Chapter 3.

- Chapter 1 – Introduction: This chapter provides background information on SCAG’s roles and responsibilities. The introduction will summarize the results of the scoping process, and describe the PEIR as a first tier Program EIR. This Chapter will describe the CEQA process, emphasizing the early identification of stakeholders and engagement through the scoping process. Supplemental materials, including the NOP of the 2016 RTP/SCS PEIR and comments received on the NOP, will be attached, as appropriate, in appendices to the Draft PEIR document. It also describes consideration of CEQA streamlining opportunities, the environmental review process, and an overview of the contents of the PEIR.
- Chapter 2 – Project Description: The project will briefly summarize the 2016 RTP/SCS vision, goals, policies, performance measures, programs, and public participation process, highlighting any refinements or enhancements in relation to the 2012 RTP/SCS. The project description will summarize the factors addressed in the 2016 RTP/SCS that would have the potential to result in physical adverse and beneficial effects on the environment. Although the PEIR does not require federal approval (federal environmental review is not required), a discussion of purpose and need for the 2016 RTP/SCS will be included along with the CEQA-required project objectives. Regional growth projections and major components of the 2016 RTP/SCS will also be summarized in this chapter.
- Chapter 3 – Environmental Impact Analysis and Mitigation Measures: For each of the 17 resource categories identified in Appendix G of the State CEQA Guidelines, the analysis will address Regulatory Framework; Environmental Setting; Evaluation Methods; Significance Thresholds; Analysis of Direct, Indirect, and Cumulative Impacts; Mitigation Measures; and Level of Significance after Mitigation. This chapter of the PEIR will describe the federal, state, and local statutes and regulations that are taken in to consideration in evaluating the environmental effects of the RTP/SCS. This chapter will identify the PEIR baseline (conditions, as they existed at the time of publication of the Notice of Preparation for the PEIR, against which potential environmental impacts will be analyzed in the PEIR. It will focus on addressing current federal and state regulations and policies, recent CEQA case law; and conduct a programmatic analysis of potential environmental impacts of the 2016 RTP/SCS for the region. Seventeen (17) resource categories included in the Appendix G of the CEQA Guidelines will be analyzed in this section, and as required by the provisions of CEQA, determination of impacts will be based on a comparison of the proposed project (i.e., the proposed 2016 RTP/SCS) to existing conditions.
- Chapter 4 – Alternatives: This chapter will describe a range of reasonable alternatives to the proposed 2016 RTP/SCS, which would feasibly attain most of the basic objectives of the proposed 2016 RTP/SCS but would avoid or substantially lessen any of the significant effects of the proposed 2016 RTP/SCS at a programmatic and region-wide level. It will include a comparison of the proposed 2016 RTP/SCS to the No Project Alternative and other reasonable alternatives to the proposed 2016 RTP/SCS.
- Chapter 5 – Long Term CEQA Considerations: This chapter will identify the significant unavoidable environmental effects, significant irreversible environmental effects, irreversible damage from environmental accidents, and growth inducing impacts of the 2016 RTP/SCS.
- Chapter 6 - Persons and Sources Consulted: This chapter lists the contributors to the preparation of the PEIR and includes a list of sources consulted and used in making of the PEIR.
- Chapter 7 – Glossary: This chapter includes the acronyms used in the PEIR.

- Chapter 8 – Maps: This chapter includes a compilation of maps referenced in the PEIR.

Preliminary Approaches to the 2016 RTP/SCS PEIR

Staff has identified that the legal and regulatory landscape has changed since the adoption of the 2012 RTP/SCS, and that it continues to change during the preparation of the Draft PEIR for the 2016 RTP/SCS. A few highlights of the issues addressed in the PEIR include: 1) CEQA litigation related to air quality and greenhouse gas emissions impacts; 2) legal framework and pending legislation related to greenhouse gas emissions impacts under CEQA; 3) CEQA streamlining laws; and 4) new law related to Native American resources and tribal consultation.

In response to comments received on the NOP of the PEIR and considering the changing legal and regulatory landscape, staff has prepared a set of preliminary approaches to the 2016 RTP/SCS PEIR. This set of preliminary approaches focuses on proposed refinements to the PEIR for the 2012 RTP/SCS. While staff continues to evaluate various appropriate approaches to the PEIR during preparation of the Draft PEIR document, which is ongoing at this time, staff intends to inform RC and Policy Committee members about the current thinking of the PEIR team with respect to key approaches to the PEIR and to offer RC and Policy Committee members the opportunity to become familiar with the PEIR's approaches such that a recommendation for approval to release the Draft PEIR document may be made to the RC currently planned at the November 2015 meeting.

The following discussion summarizes the preliminary approaches to the 2016 RTP/SCS PEIR.

Structure and Theme

Contents of the Draft PEIR document for the 2016 RTP/SCS will be structured to closely resemble sample questions included in the Appendix G of the CEQA Guidelines. Analysis of CEQA topic areas, where applicable, will include Plan benefits that are anticipated to result from region-wide, ongoing implementation of policies and programs that promote active transportation, public health, and quality of life and that also integrate transit and transportation facilities with land use planning and sustainable communities strategies in the SCAG region.

Greenhouse Gas Emissions and Climate Change Analysis

The PEIR will include an analysis of Greenhouse Gas Emissions and Climate Change. The analysis will include a discussion and consistency analysis of the proposed 2016 RTP/SCS with the greenhouse gas emissions reduction goals as set forth in the Executive Order S-3-05 (80 percent reduction below 1990 levels by 2050), Executive Order B-16-12 (80 percent less than 1990 levels for 2050 from the transportation sector), and Executive Order B-30-15 (40 percent reduction below 1990 levels by 2030). Other important considerations will be discussed including climate adaptation, the First Update to the Climate Change Scoping Plan, pending legislation related to the greenhouse gas emissions, and the California Cap and Trade Program.

Consideration of Health Information

The PEIR will acknowledge California legislation and initiatives on public health. Analysis of CEQA topic areas will be conducted through the public health lens, where appropriate and applicable.

REPORT

Alternative Analysis Approach

As noted above, the PEIR will include the evaluation of a reasonable range of potential alternatives to the 2016 RTP/SCS. While a preliminary approach to the alternatives analysis was provided in the NOP, the PEIR team is currently in the process of evaluating the appropriate approach to the PEIR Alternative Analysis. Because the development of alternatives in a PEIR is focused on avoiding or reducing potentially significant impacts of the 2016 RTP/SCS, the final alternatives are normally developed as impacts of the proposed 2016 RTP/SCS are identified.

Performance-Based Mitigation Approach

Also noted above, the PEIR, among others, is designed to consider “[...] program-wide mitigation measures.” Staff has identified a performance-based mitigation approach for the 2016 RTP/SCS PEIR so as to be more in line with the current legal and regulatory landscape. The performance-based mitigation approach will include three components: 1) SCAG mitigation measures; 2) a “catch-all” mitigation measure for each of the CEQA resource categories, stating that lead agencies “can and should” (rather than “shall”) comply with the generally applicable performance standards for the CEQA resource category under analysis; and 3) project-level mitigation measures which may be potentially utilized by implementing agencies to meet the specified performance standards. The performance-based mitigation approach fulfills SCAG’s responsibilities as a lead agency pursuant to the provisions of CEQA, recognizes the limits of SCAG’s authority, distinguishes between SCAG commitments and project-level lead agency responsibilities; optimizes flexibility for project implementation, and facilitates CEQA streamlining and tiering where appropriate on a project-by-project basis determined by each implementing agency.

SCHEDULE:

Key dates for the development and completion of the PEIR for the 2016 RTP/SCS are listed below:

Milestones	Dates (Expected)
Review of preliminary approaches to the Draft PEIR for the 2016 RTP/SCS*	August 6, 2015
Review of Preliminary Findings of the Environmental Analysis and Mitigation Recommendations for the Draft PEIR for the 2016 RTP/SCS	October 2015
Release of the Draft PEIR for the 2016 RTP/SCS for a minimum 45-day public review and comment	November 2015
Two (2) workshops during the minimum 45-day public review and comment period of the Draft PEIR	November/December 2015
Stakeholders outreach during preparation of the proposed Final PEIR for the 2016 RTP/SCS	January/February 2016
Review by EEC/Policy Committees of the summary of comments/proposed responses to comments in the proposed Final PEIR for the 2016 RTP/SCS	March 2016
Consideration of proposed Final PEIR for the 2016 RTP/SCS for adoption and certification by SCAG Regional Council	April 2016

*SCAG staff is continuing with the evaluation of all appropriate approaches to greenhouse gas emission analysis, mitigation measures, and alternative analysis for the 2016 RTP/SCS PEIR. Staff plans to continue to work with stakeholders and other interested parties on topics of the PEIR for the 2016 RTP/SCS and intends to provide additional information at the September/October 2015 (Joint Policy Committees or EEC) meetings.

REPORT

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 14/15 Overall Work Program (15-020.SCG00161.04: Regulatory Compliance) and in the Fiscal Year 15/16 Overall Work Program (16-020.SCG00161.04: Regulatory Compliance).

ATTACHMENT:

PowerPoint Presentation: “Program Environmental Impact Report (PEIR)”



2016 2040 RTPSCS

PROGRAM ENVIRONMENTAL IMPACT REPORT

Joint Regional Council and Policy Committee Meeting

A Presentation by the Southern California Association of Governments
August 6, 2015

Organization of Presentation

- PEIR Project Team
- Schedule
- Outreach
- Background and Project Description
- Legal Landscape
- Results of Scoping
- 2016 PEIR Scope of Content and Approaches
- Discussion

SCAG 2016 RTP/SCS PEIR

PEIR Project Team

3

Introduction: SCAG PEIR Project Team

- Huasha Liu, SCAG Director, Land Use & Environmental Planning
- Ping Chang, SCAG Acting Manager
- Lijin Sun, SCAG Project Manager
- Joann Africa, SCAG Chief Counsel/Director of Legal Services
- Justine Block, SCAG Deputy Legal Counsel
- Pat Chen, Special Counsel
- Marie Campbell, Sapphos Environmental, Inc. Strategic Environmental Compliance
- Lucy Lin, Sapphos Environmental, Inc. Manager Environmental Services
- Eric Charlton, Sapphos Environmental, Inc. PEIR PM
- Victoria Hsu, Sapphos Environmental, Inc. PEIR Assistant PM/ Air Quality and Greenhouse Gas Emissions Coordinator
- Jim Dill, Kleinfelder, Inc., Health Risk Assessment

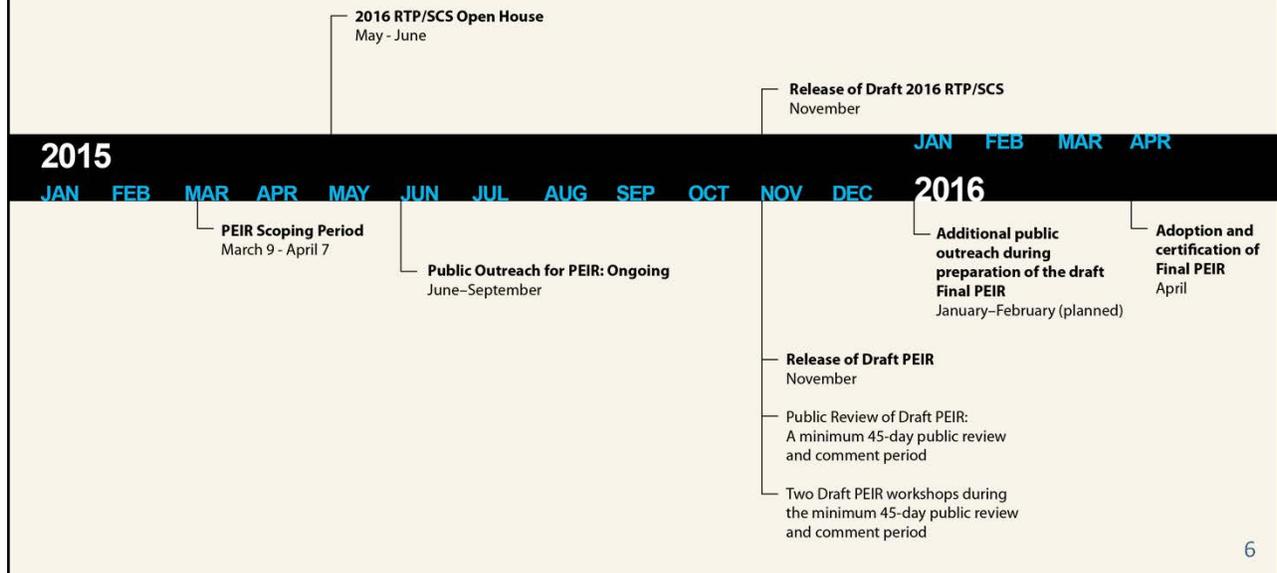
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SCAG 2016 RTP/SCS PEIR

Schedule

5

2016 RTP/SCS and PEIR Schedule



SCAG 2016 RTP/SCS PEIR

Public Outreach

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2016 RTP/SCS PEIR Outreach Approach

- Early Identification and ongoing engagement of stakeholders
- Solicited input on the Scope of Environmental Analysis, Alternatives, and Mitigation Measures to be addressed in the Draft PEIR as part of the outreach process
- Sought to address stakeholder issues that were identified during preparation of the 2012 RTP/SCS PEIR
 - Commitment to fulfill SCAG's responsibilities as a lead agency pursuant to the California Environmental Quality Act (CEQA)
 - Recognize the limits of SCAG's authority
 - Distinguish between SCAG commitments and project-level lead agency responsibilities
 - Maintain flexibility for lead agencies at project-level implementation
 - Allow for efficient and effective implementation of RTP/SCS projects
 - Facilitate CEQA streamlining and tiering

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2016 RTP/SCS PEIR Outreach/Public Participation Opportunities

- Public Review of the Notice of Preparation
 - Two Public Workshops
 - 3:00–5:00 p.m. Tuesday March 17, 2015
 - 5:00–7:00 p.m. Wednesday March 18, 2015
- Stakeholder outreach during preparation of Draft PEIR and RTP/SCS (June-September, 2015)
- Public Review of the Draft PEIR (November 2015)
 - Two public workshops will be held during public review of the Draft PEIR
- Stakeholder outreach during preparation of the proposed Final PEIR (January/February 2016)
- Review by EEC or Policy Committees of the summary of comments/proposed responses to comments in the proposed Final PEIR (March 2016)
- Consideration of proposed Final PEIR for the 2016 RTP/SCS for adoption and certification by SCAG Regional Council

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SCAG 2016 RTP/SCS PEIR

Background and Project Description

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Project Description of the 2016 RTP/SCS

Requirements and Compliance:

- Federal (23 USC § 134(i)) and State law (Cal. Govt. Code § 65080) require that the RTP be updated every 4 years
- SB 375 requires the RTP to contain an SCS component to reduce the per capita greenhouse gas emissions from automobiles and light-duty trucks
- SCAG Regional Council approved the 2012 RTP/SCS in April 2012

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Project Description of the 2016 RTP/SCS

Approach for 2016 RTP/SCS:

- Refined vision, goals, and policies of the 2016 RTP/SCS expected to remain substantively aligned with the 2012 RTP/SCS
- Refined performance measures for the 2016 RTP/SCS
- Expanded discussions of key issues:
 - Public health
 - Scenario planning
 - Technology
 - Active transportation (e.g., develop first mile/last mile to transit stations)
 - Environmental Justice
 - RTP/SCS public participation

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SCAG 2016 RTP/SCS PEIR

Legal Background

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CEQA Litigation Related to Air Quality / GHG Impacts

- *Cleveland National Forest Foundation et al. v. San Diego Association of Governments (SANDAG)* (pending before the California Supreme Court)
 - Whether the EIR for a RTP/SCS must include an analysis of the plan's consistency with the GHG emission reduction goals reflected in EO S-03-05, to comply with CEQA
 - Appellate Court found the SANDAG PEIR **improperly deferred mitigation measures** for air quality impacts and **failed to set performance standards**; and certain GHG mitigation measures did not qualify as mitigation since they required too little effort to implement, while others were unrealistic
- *Sierra Club v. County of Fresno* (pending before the California Supreme Court)
 - Whether an EIR must correlate the project's expected air emissions with adverse health impacts

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Legislative Background: GHG Impacts Under CEQA

- Executive Order S-03-05
- California Global Warming Solutions Act of 2006 (AB 32)
- Sustainable Communities and Climate Protection Act of 2008 (SB 375)
- Executive Order B-16-12
- First ARB Update to the Climate Change Scoping Plan (adopted May 2014)
 - State is on track to meet 2020 GHG emissions reduction targets set by AB 32
 - Includes recommendations for establishing a mid-term emissions limit that aligns with the State's long-term goal of a statewide emissions limit 80% below 1990 levels by 2050

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Legislative Background: GHG Impacts Under CEQA (continued)

- Executive Order B-30-15
 - Reiterates the 2050 GHG emissions reduction target (under S-03-05) of 80% below 1990 levels
 - Sets a **new interim GHG level target** of 40% below 1990 levels by 2030
- SB 32 (passed by the Senate, pending in the Assembly)
 - If SB 32 becomes law in its current state, it would:
 - Codify both the 2050 target under Executive Order S-03-05 (80% below 1990 levels by 2050) and the 2030 target in Executive Order B-30-15 (40% below 1990 levels by 2030)
 - Provide discretion to ARB to set a new interim GHG emissions level target to be achieved by 2040
- ARB's current plans to develop interim GHG targets
 - Initiate public process this summer
 - Update Scoping Plan in 2016 to provide framework for achieving the 2030 target

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Other New Legislation to be Considered during Preparation of the Draft PEIR

- AB 52
 - Native American resources and tribal consultation
- SB 743
 - CEQA streamlining in transit priority areas (TPAs)
- SB 226
 - CEQA streamlining for infill projects

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SCAG 2016 RTP/SCS PEIR

Scoping

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2016 RTP/SCS PEIR Scoping: Comments in Response to the NOP by Topic

SCAG received 26 letters of comment in response to the NOP

	Breakdown of the NOP Comments by Topic Areas	Number
PEIR	Project Description	2
	Air Quality	6
	Biological Resources and Open Space	3
	Cultural Resources	2
	Greenhouse Gas Emissions and Climate Change	1
	Hydrology and Water Resources	2
	Land Use and Planning	1
	Population, Housing and Employment	2
	Transportation, Traffic and Safety	4
	Mitigation Measures	9
	Alternatives	6
2016 RTP/SCS	Vision, Goals, Policies, and Performance Measures	6
	Transportation Infrastructure and Technology	1
	Land Use Strategies	2
	RTP/SCS Scenario Planning	4
	Public Participation Process	3

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SCAG 2016 RTP/SCS PEIR Approaches

Proposed Refinements to 2012 RTP/SCS PEIR

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SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 1: Structure and Theme

- Structure the contents of the Draft PEIR to more closely resemble sample questions included in Appendix G of the CEQA Guidelines
- Include discussions of Plan (2016 RTP/SCS) benefits in the analysis of PEIR topic areas, where applicable
 - Analyze PEIR topic areas with a public health lens, where applicable

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SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 2: Greenhouse Gas Emissions and Climate Change Analysis

- Include a discussion and consistency analysis of the 2016 RTP/SCS with the 2030 GHG emissions reduction target as established in Executive Order B-30-15, and the 2050 GHG emissions reduction target as established in Executive Orders S-3-05, B-16-12, and B-30-15
- Include consideration of climate adaptation
- Include a discussion of the First Update to the Climate Change Scoping Plan
- Include consideration of SB 32, in the event that SB 32 becomes law
 - Discussion of the potential interim 2040 target, in addition to the 2030 and 2050 GHG emissions limits
- Include a discussion on the California Cap and Trade Program

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SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 3: Air Quality / Health Risk Assessment (HRA)

- Increase the number of transportation segments in the HRA analysis from 8 to 16
- Follow OEHHA's revised Guidance Manual and the updated cancer risk tool, including greater sensitivity of children and infants
- Characterize population (age and income) data for areas within 500 feet of transportation corridors with diesel emissions

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SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 3: Consideration of Health Information

- Acknowledge applicable California legislation and initiatives
- Consider Research Results on Land Use, Transportation, and Community Design
 - Residents in walkable neighborhoods are more likely to meet physical activity guidelines
 - Public transit users are more likely to meet Surgeon General recommendations for physical activity
 - Greater health benefits can be achieved by increasing the amount of physical activity

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SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 4: Alternatives Analysis

- Consider a range of reasonable alternatives to the proposed 2016 RTP/SCS which would feasibly attain most of the basic objectives of the 2016 RTP/SCS but would avoid or substantially lessen any of the significant effects of 2016 RTP/SCS including:
 - No Project Alternative
 - Refined 2012 RTP/SCS Alternative
 - Intensified Transportation and Land Use Integration Alternative
- Alternatives will be developed and refined as impacts of the proposed 2016 RTP/SCS are identified

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SCAG 2016 RTP/SCS PEIR Proposed Refinements to 2012 RTP/SCS PEIR

Area 5: Mitigation Measures

- Recent CEQA litigation warrants evaluation of the mitigation approach for the 2016 RTP/SCS PEIR
- Program EIRs must identify mitigation for significant impacts
- Formulation of mitigation measures should not be deferred until some future time. However measures may specify performance standards (rather than prescriptive measures) which would mitigate the significant effect of the 2016 RTP/SCS and which may be accomplished in more than one specified way
- SCAG has considered a wide range of mitigation approaches
- Primary goal is to satisfy SCAG's responsibilities as the lead agency under CEQA within the confines of its limited authority. The PEIR will strive to maintain flexibility at the project level while retaining legal defensibility

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SCAG 2016 RTP/SCS PEIR Proposed Mitigation Approach: Performance-Based Approach

- Recognizes the limits of SCAG’s authority
- Each potential significant impact would include SCAG mitigation measures
- Each potential significant impact would include a “catch-all” mitigation measure, stating that local agencies “can and should” (rather than “shall”) comply with the generally applicable performance standards for the resource area
- Mitigation measures with applicable performance standards that may be utilized by implementing agencies
- Optimizes flexibility for mitigation/permit approach at project-level implementation
- Facilitates CEQA streamlining and tiering
- Performance-based measures used successfully in SANDAG (Implementing Agency) 2011 Draft PEIR
- Used selectively in SACOG (Non-implementing Agency) 2012 document
- Normally Used at Program-Level

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SCAG 2016 RTP/SCS PEIR

DISCUSSION

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Thank you!

Learn more by visiting www.scag.ca.gov. Contact Ms. Lijin Sun at: 2016PEIR@scag.ca.gov

