



# SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

## TECHNICAL WORKING GROUP (TWG)

Thursday, August 20, 2015: 1:30 p.m.

SCAG Offices  
818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
**Board Room**  
Los Angeles, CA 90017  
(213) 236-1800

**Teleconferencing Information: Number: 1-800-832-0736 – Participant Code: 7334636**

Please use for web connection: <http://scag.adobeconnect.com/twg91814/>

### AGENDA

#### Introductions

#### Receive and File

1. Meeting Summary 7-16-15 (Attachment)
2. 2016 RTP/SCS Agenda Outlook (Attachment)
3. 2016 RTP/SCS Policy Committee Meetings Outlook (Attachment)
4. 2016/2040 RTP/SCS Open House Surveys & Public Comments (Attachment)

#### Information Items

5. Local Input Coordination (Frank Wen) (Attachment)
6. Environmental Justice Update (Ma'Ayn Johnson/Kimberly Clark) (Attachment)
7. PEIR Update (Lijin Sun) (Attachment)



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Item 1 Attachment:  
Meeting Summary



## TECHNICAL WORKING GROUP (TWG)

July 16, 2015

### **Meeting Summary**

The following is a summary of discussions at the Technical Working Group meeting of July 16, 2015.

### **Receive and File**

- 1. Meeting Summary 6-18-15**
- 2. 2016 RTP/SCS Agenda Outlook**
- 3. 2016-2040 Potential Policy Committee Meetings Outlook**

### **Information Items**

#### **4. Public Health Update**

Rye Baerg, SCAG staff, provided an update on the public health work program, outlining the strategies and actions for the program. The three (3) key strategies include: 1) leadership and collaboration; 2) policy analysis; and 3) regional support for local jurisdictions. Mr. Baerg stated that these strategies address the six (6) key focus areas, which are: 1) access; 2) air-quality; 3) economic well-being; 4) climate resiliency and adaptation; 5) physical activity; and 6) transportation safety. Mr. Baerg emphasized that these key elements will support a health in all policies approach throughout the region. Mr. Baerg reported that on July 14, 2015, SCAG held a joint meeting of the scenario planning model and the public health working group. Minutes and materials from that meeting will be available on SCAG's website.

Several members inquired if there would be a conflict regarding health concerns in terms of the 500 foot buffer advisory recommendation and housing development in high-quality transit corridors.

Terry Roberts, representing California Air Resources Board (CARB), stated that the 500 foot buffer advisory recommendation is based on scientific literature; however, the final decision regarding land use and housing development is still under the purview of local Government.

#### **5. Policy Growth Forecast: Local Review and Input Process**

Frank Wen, SCAG staff, stated that as part of the scenario planning exercise performed in accordance with SB 375, SCAG developed a Draft Policy Growth Forecast, which was sent out for review to local jurisdictions and subregions on June 24, 2015. Comments must be submitted by July 31, 2015. Dr. Wen stated that the goal of the Draft Policy

Growth Forecast is to maximize the reductions of GHG/VMT and maximize the degree of other related co-benefits (e.g. public health).

**6. 2016 RTP/SCS PEIR Overview**

Marie Campbell, President of Sapphos Environmental Inc., provided an overview of the Program Environmental Impact Report (PEIR) for the 2016-2040 RTP/SCS. Ms. Campbell emphasized that the PEIR is a tool provided to the Regional Council to assist in their decision-making. Ms. Campbell also provided an overview of the litigation that has taken place over the last several years and how it affects the preparation of the PEIR.

Ms. Campbell further addressed concerns regarding the public health policy, which discourages development within 500 feet of a major corridor. Ms. Campbell stated that the PEIR will be consistent with the statewide guidance; however, it may not be feasible for individual projects to achieve this standard. If the standard cannot be met, there are mitigation measures available for consideration. Ms. Campbell recited a portion of the public health policy directly from the Air-Quality and Land Use Handbook: A Community Health Perspective.

Ms. Campbell addressed an inquiry as to how the PEIR would resolve conflicts between public health and active modes of transportation and housing development in high-quality transit areas. Ms. Campbell reiterated that the PEIR is not a decision-making document, but rather a document to inform the Regional Council.



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Item 2 Attachment:  
2016 RTP/SCS Agenda Outlook

## **Agenda Outlook for the Development of the 2016 RTP/SCS**

(Note: Revised to put the outlook in chronological order as suggested at the Sept. 2014 TWG)

- Strikethrough signifies item was not covered

### June 2013

- Potential approach/process, coordination between various technical working groups and policy committees, and updated overall schedule for the development of the 2016 RTP/SCS

### January 2014

- System Preservation and system operation focus in the 2012 RTP/SCS and our current efforts on Pavement and Bridge condition database/management

### February 2014

- System Performance Measures and MAP-21 requirements under Performance Based Planning and implications of MAP-21
- Local Input Process for Growth Forecast/Land Use (Scenario Planning) for 2016 RTP/SCS, including growth forecast and technology

### March 2014

- Performance Based Planning and implications of MAP-21: Safety Performance Measures
- Overview of baseline and innovative funding sources adopted in the 2012 RTP/SCS including underlying technical assumptions/methodology/analysis under Transportation Finance
- Overview of cost assumptions/cost modal for the 2012 RTP/SCS under Transportation Finance
- Model and Tools and Datasets to be used in the 2016 RTP/SCS
- Overview of Aviation program in the 2012 RTP/SCS with a focus on ground transportation improvements

### May 2014

- OCTA Draft Long Range Plan Update
- System Preservation Update
- Draft Paper on TOD benefits, challenges and best practices
- Active Transportation Program Update
- Local Input Survey Update
- MAP-21 Safety NPRM Update
- CalEnviro Screen Tool

### June 2014

- SCAG Active Transportation Results from the 2011 Household Travel Survey
- 2016 RTP/SCS Modeling variables matrix
- Statewide and MPO Planning Rules NPRM Update
- California Active Transportation Program Update

### July 2014

- 2016 RTP/SCS Modeling Variables Matrix

### September 2014

- 2016 RTP/SCS Development Agenda Outlook
- Status of Local Input for the 2016 RTP/SCS; Growth Forecast Update
- Modeling Update
- CAL LOTS Update

### October 2014

- Overview of SCS in the 2012 RTP/SCS
- Current status of SCS implementation (Local Implementation survey)
- Environmental Justice (First EJ Workshop will be held on 10/23)
- Map Collaborator Database (A web based tool to collect data and develop open space plan.)

### November 2014

- Discussion on existing and proposed Performance Measures
- Role of Technology in the 2016 RTP/SCS
- Development of alternative scenarios (Scenario Planning) for 2016 RTP/SCS, including growth forecast, technology
- Emerging issues/themes that could influence 2016 SCS
- ~~Zero/Near Zero/Clean Technology Applications, including Slow Speed/ Electric Vehicle programs (Nov. 2014)~~
- ~~Emerging New Technology Applications~~

### December 2014

- ~~Technical assumptions/methodology/data/analysis in the 2012 RTP/SCS~~
- ~~Potential changes in the 2016 RTP/SCS to technical assumptions/methodology/data/analysis~~
- ~~Updated forecast/land use distribution for 2016 RTP/SCS~~
- ~~Updated SCS for 2016 RTP/SCS~~
- ~~Overview of Active Transportation Strategy in the 2012 RTP/SCS~~
- ~~Progress update on Active Transportation Strategy and emerging issues and their implications to the 2016 RTP/SCS~~
- **Zero/Near Zero/Clean Technology Applications, including Slow Speed/ Electric Vehicle programs (Nov. 2014)**
- **Update on 2016 RTP/SCS Schedule**
- **Update on research and analysis for RTP/SCS strategies**

### January 2015

- ~~Asset Management and Infrastructure Performance Measures~~
- ~~Overview of Goods Movement (GM) Strategy in the 2012 RTP/SCS with a focus on technical assumptions (including technology assumptions)/data/analysis~~
- ~~Progress update on the GM Strategy with focus on emerging issues and implications on the 2016 RTP/SCS~~
- ~~Technical assumptions/methodology/data/analysis in the 2012 RTP/SCS~~
- ~~Potential changes in the 2016 RTP/SCS to technical assumptions/methodology/data/analysis~~

- ~~Updated forecast/land use distribution for 2016 RTP/SCS~~
- ~~Updated SCS for 2016 RTP/SCS~~
- ~~Overview of Active Transportation Strategy in the 2012 RTP/SCS~~
- ~~Progress update on Active Transportation Strategy and emerging issues and their implications to the 2016 RTP/SCS~~
- Draft 2016-2040 RTP/SCS Datasets for two Scenarios 1) Local Input 2) Updated 2012-35 RTP/SCS and analysis relative to HQTAs, TPAs and Local Specific Plans
- Preview of the Progress Report/General Framework presentation for the 2016 RTP/SCS to be given at the February 5 Joint Regional Council/Policy Committee Meeting

#### February 2015

- Program EIR
- Overview of RTP/SCS Transit Element
- Overview of RTP/SCS Passenger Rail Element
- **2015 Active Transportation Program**
- **Public Health Framework for 2016-2040 RTP/SCS**
- **Environmental Justice Framework**
- **Draft Scenario Planning Matrix**
- **2015 Local Profiles Status Update**
- **Best Practices Research Project Status Update**

#### March 2015

- **Affordable Housing Sustainable Communities Grant Criteria**
- **Draft Scenario Matrix**
- **2016 RTP/SCS Performance Measures**
- **Asset Management and Condition Overview**
- **Active Transportation Program (ATP) Regional Guidelines**
- **2016 RTP/SCS Active Transportation Progress Update**
- **California Transportation Plan 2040**
- ~~Public Participation Plan~~

#### April 2015

- **Progress Update on Active Transportation and the 2016 RTP/SCS**
- **Public Health Analysis Framework**
- **Scenario Planning Model**
- ~~Overview of Goods Movement (GM) Strategy in the 2012 RTP/SCS with a focus on technical assumptions (including technology assumptions)/data/analysis~~
- ~~Progress update on the GM Strategy with focus on emerging issues and implications on the 2016 RTP/SCS~~

#### May 2015

- Overview of Aviation Program Update in the RTP/SCS
- **2016 RTP/SCS Performance Measures**



- Scenario Planning Model- Performance Results
- Overview of Highways/Arterials in the RTP/SCS
- 2016 RTP/SCS Workshop Overview and Schedule
- Progress update on the PEIR development for the 2016 RTP/SCS

#### June 2015

- 2016 RTP/SCS Transportation Finance
- 2016 RTP/SCS Overview of HOV/HOT/Toll Roads/Express Lanes
- California's Active Transportation Program – Cycle 2 Update
- Governor's Climate Change Executive Order Update

#### July 2015

- Overview of the PEIR for the 2016 RTP/SCS
- Policy Growth Forecast: Local Review and Input Process
- Public Health Update

#### August 2015

- **Summary of Findings from the 2016 RTP/SCS Workshops**
- **Local Input Coordination**
- **Environmental Justice Update**
- **PEIR Update**

#### September 2015

- Draft 2016 RTP/SCS Document Components
- Transportation Conformity

Note: The Agenda Outlook is intended as a reference for TWG and is subject to change as needed and appropriate as things progress.

Legend:

Light Grey Font: Items already presented

Regular Grey Font: Future Agenda Items

Bold Face Fonts: New or revised Agenda Items



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Item 3 Attachment:  
2016 RTP/SCS Policy Committee Meetings Outlook

**2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)  
Policy Committee Meetings Outlook**

2015 Meeting Dates	Topic	Committee <sup>1</sup>			
		Joint	TC	CEHDC	EEC
March 5	Draft Scenario Planning Matrix		X	X	X
	Environmental Justice Framework		X	X	X
	Public Health Planning & Analysis Framework		X	X	X
	Release of Notice of Preparation of Program Environmental Impact Report (PEIR)				X
April 2	Focus on System Operation and Preservation	X			
May 7	Draft Scenario Planning and SCS Workshops Rollout	General Assembly			
June 4	Active Transportation		X		
	Rail and Transit		X		
	Regional Aviation		X		
	Regional Goods Movement		X		
	2016 South Coast Air Quality Management Plan				X
June 18	Goals/Objectives/Performance Measures	X			
	Scenario Results - Land Use/Urban Form Focus	X			
	Subject Matter Speaker: Jim Madaffer, CTC	X			
July 2	Highways/Arterials		X		
	HOV/HOT/Toll Roads/Express Lanes		X		
	Emerging Technology Consideration in 2016 RTP/SCS		X		
	Active Transportation			X	X
	Public Health			X	X
	Environmental Justice, Policy Choices & Mitigations				X
	PEIR Approaches to Mitigation Measures				X
July 23	Regional Aviation		X		
	Highways/Arterials		X		
August 6	Summary of Findings from Workshops	X			
	PEIR Approaches to Alternatives	X			
	Affordable Housing Presentation by Steve PonTell	X			
August 20	Transportation Finance Overview	X			
	Potential Expert Subject Matter Speakers	X			
September 3	Draft Transportation Finance Strategy		X		
	Draft Transit and Passenger Rail Strategy		X		
	Draft Highway and Arterial Framework		X		
	Growth Forecast: Local Review and Input			X	
October 8	Review and Consider Ranges of Performance Measures	X			
November 5	Review and Consider Staff Recommendation on all Elements of Draft 2016 RTP/SCS	X			
	PEIR Findings, Draft Technical Studies, and Draft PEIR	X			
	Draft Transportation Conformity Determination	X			
	Transmittal of Draft 2016 South Coast Air Quality Management Plan Appendix IV-C	X			
December 3	Consideration of the Release of Draft PEIR and Draft 2016 RTP/SCS	X			

<sup>1</sup> Committee abbreviations include (in order of appearance): Joint (Joint Policy Committee); TC (Transportation Committee); CEHDC (Community, Economic & Human Development Committee); and EEC (Energy & Environment Committee).



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Item 4 Attachment:  
2016/2040 RTP/SCS Open House Surveys  
& Public Comments

# memo

To: Technical Working Group  
From: Mark Butala  
Date: 8/20/2015  
Re: 2016/2040 RTP/SCS Open House Surveys & Public Comments

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During a two-month period from May 26 to July 23, 2015, 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). Participants were asked to take surveys at multiple computer kiosks that were strategically placed throughout the open houses near informational posters and encouraged to provide input on their priorities. Public comment cards were available for additional feedback not addressed in the survey questions.

Additionally, from June 19 to July 27, 2015, the Open House materials, surveys and virtual public comment cards were made available on the 2016-2040 RTP/SCS website for the public to participate remotely.

The detailed survey responses and public comments have been compiled and are available on SCAG's website at [www.scagrtpscsc.net](http://www.scagrtpscsc.net).



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Item 5 Attachment:  
Local Input Coordination

## **Local Input Coordination on the Policy Growth Forecast**

Technical Working Group

Thursday, August 20<sup>th</sup>, 2015

Over the last three years, SCAG has been working diligently with cities and counties to develop locally informed figures on future population, households and employment. This information is instrumental in building a shared vision for regional growth, and is a key part of the technical framework for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Consistent with the scenario development exercise provided under applicable federal and state planning laws, SCAG developed a Policy Growth Forecast (PGF) that features local-input-based jurisdictional growth totals, along with targeted growth in opportunity areas that are well served by transit and are probable locales for mixed use and high density housing in the future. As part of this scenario planning effort, projected growth in population, households, and employment incurred from 2012 to 2040 was distributed according to specific guidelines:

- Future residential and employment are emphasized in High-Quality Transit Areas (HQTAs), and growth is targeted along “livable corridors” (arterial roadways with high-quality bus frequency, higher density residential/employment at key intersections, and increased active transportation infrastructure);
- A number of transportation assumptions are incorporated as part of the overall scenario, including (1) additional regional investments in “First/Last Mile” strategies to increase transit ridership, and (2) increased utilization of bikesharing and carsharing opportunities in urban areas;
- Lastly, new growth is diverted from undeveloped high-quality habitat areas to promote resource conservation, and there is an overall shift in new home construction from single-family residential toward multifamily residential to reflect current and anticipated market trends.

Based on modeling performed through SCAG’s Scenario Planning Model, the Policy Growth Forecast would improve the reduction of greenhouse gas emissions in the region, and increase public health and other co-benefits from large transportation investments and improvements in technology - particularly those that focus on transit and first/last mile strategies.

On June 24th and June 25th, SCAG distributed population, household, and employment figures at the neighborhood level from the Policy Growth Forecast for local review. Jurisdictions were requested to provide input on the dataset, with the guidance that:

- The draft Policy Growth Forecast is very similar to the land use patterns that the Regional Council adopted as part of the 2012 RTP/SCS;
- Although information on planned development projects and entitlements should have already been provided to SCAG in the last three years as part of local input process, staff welcomed any additional or new information to verify the technical data;

- A jurisdiction has no obligation to change its land use policies or regulations to be consistent with the SCS, but over the last 4 years, many jurisdictions actually have voluntarily used the 2012 RTP/SCS as guidance in their General Plan updates;
- SCAG’s sub-jurisdictional forecasts are not adopted as part of the RTP/SCS, and are to be used on an advisory purpose only. Staff plan to monitor the use of this data after the adoption of the RTP/SCS to encourage appropriate use;
- Determination of an individual development project’s consistency with the RTP/SCS for purposes of CEQA streamlining is at the discretion of local jurisdictions, not SCAG;
- When these growth opportunities were identified, SCAG maintained the jurisdictional totals, meaning that growth was not moved from one city to another;
- The policy question of what forecasted land use pattern for the region will be included in the draft RTP/SCS will be up to SCAG’s Regional Council to determine.

Input on the Policy Growth Forecast (PGF) was accepted through July 31st, and results are shown in the table below:

County	Number of Jurisdictions	Number of Jurisdictions that Provided Input	Jurisdictions that Agree with the PGF	Jurisdictions that Request SCAG Update the PGF with Additional Info	Jurisdictions that Suggest SCAG forgo the PGF and use Local Growth Figures
Imperial	8	3	2	1	0
Los Angeles	89	26	8	16	2
Orange	35	26	0	0	26
Riverside	29	8	4	3	1
San Bernardino	25	8	4	3	1
Ventura	11	5	3	2	0
Total	197	76	21	25	30
Percent of Total	100%	39%	11%	13%	15%

The results are that in total, 39% of jurisdictions provided input on the PGF and 24% either agreed with the figures or provided revisions to the dataset. 15% of jurisdictions requested that SCAG replace the PGF with neighborhood-level growth figures developed through local input. Through this process, local jurisdictions also provided information on specific planned development projects with entitlements that were not identified through the previous stage of local input, or through SCAG’s on-going Intergovernmental Review (IGR) program.

In the coming weeks, SCAG will continue working with jurisdictions to incorporate input from this effort to finalize the figures so that technical modeling can be conducted and completed for the upcoming 2016 RTP/SCS. The dataset will also be updated with a technical correction to improve the ratio of population to households



in a subset of jurisdictions, as the relative household size in the current version of the Policy Growth Forecast is inaccurate in certain locales.

For questions on this process, please contact Guoxiong Huang or Frank Wen at [RTPLocalInput@scag.ca.gov](mailto:RTPLocalInput@scag.ca.gov).



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Item 6 Attachment:  
Environmental Justice Update

# Environmental Justice Update for SCAG's Upcoming 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

August 20 , 2015

Ma'Ayn Johnson

Housing & Land Use Planner

Kimberly Clark

Regional Planner Specialist

Southern California Association of Governments



# Overview

- Outreach updates
- Methodology/analysis updates
- Next Steps



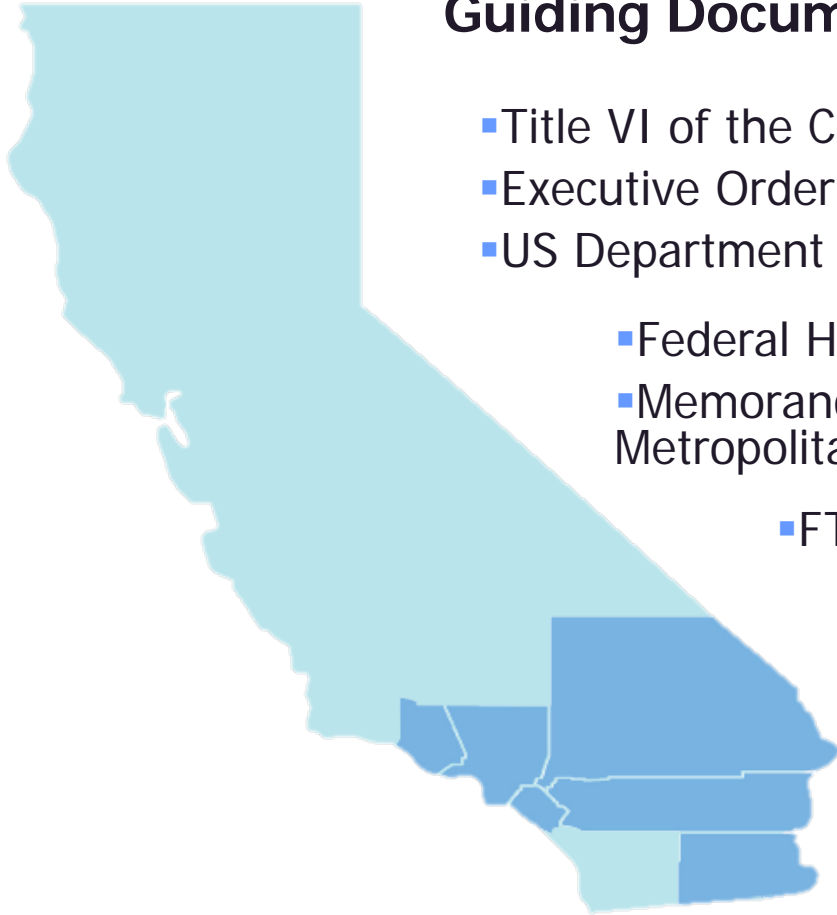
### Fundamental Principles

- 
- To **ensure the full and fair participation** by all potentially affected communities in the transportation decision-making process
  - To **avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations**
  - To **prevent the denial of, reduction in, or significant delay in the receipt of benefits** by minority and low-income populations

- U.S. Department of Transportation, An Overview of Transportation and Environmental Justice

## Guiding Documents:

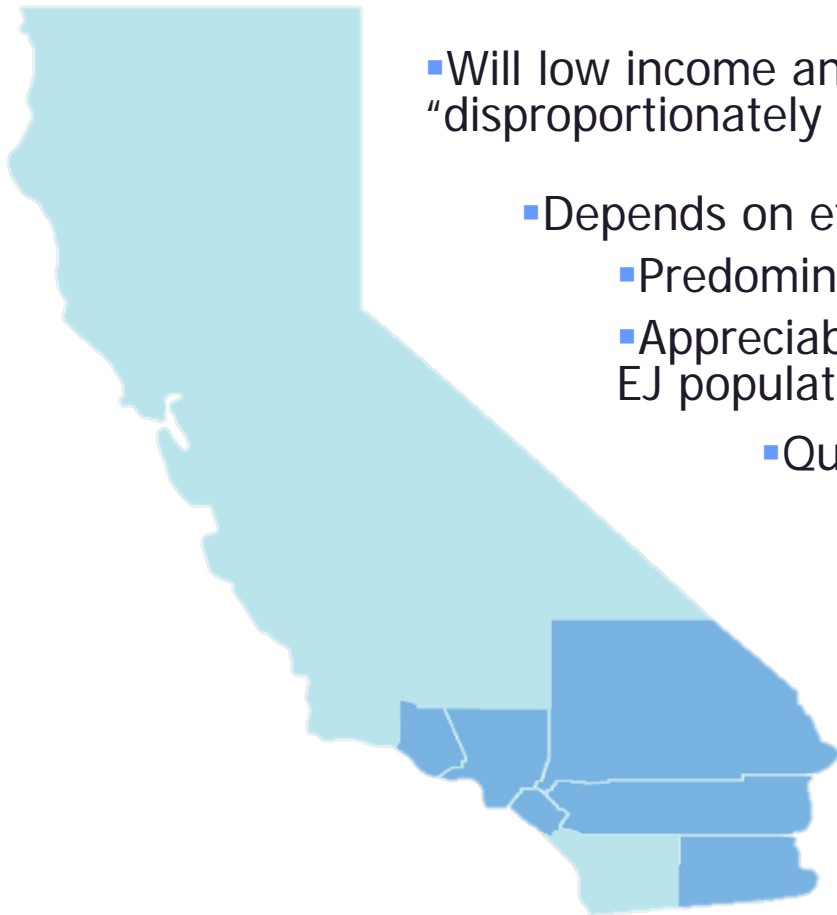
- Title VI of the Civil Rights Act of 1964
- Executive Order 12898 (1994)
- US Department of Transportation Order (1997)
  - Federal Highway Administration Order (1998)
  - Memorandum: Implementing Title VI Requirements in Metropolitan and Statewide Planning (1999)
- FTA Circular Title VI Guidelines (2007, 2011, 2012)
  - FTA Circular 4703.1 on Environmental Justice (2012)
  - SCAG's Environmental Justice Compliance Procedures (2000)
  - SCAG's Public Participation Plan (2014)



### SCAG's Environmental Justice Policy

- When disproportionately high and adverse impacts on minority or low-income populations are identified, SCAG takes steps to consider alternative approaches or propose mitigation measures for the SCAG region
- Continues to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG's regional plans
- If disproportionate impacts are found, SCAG will analyze the impacts and identify potential solutions to incorporate into the long-range transportation plan.

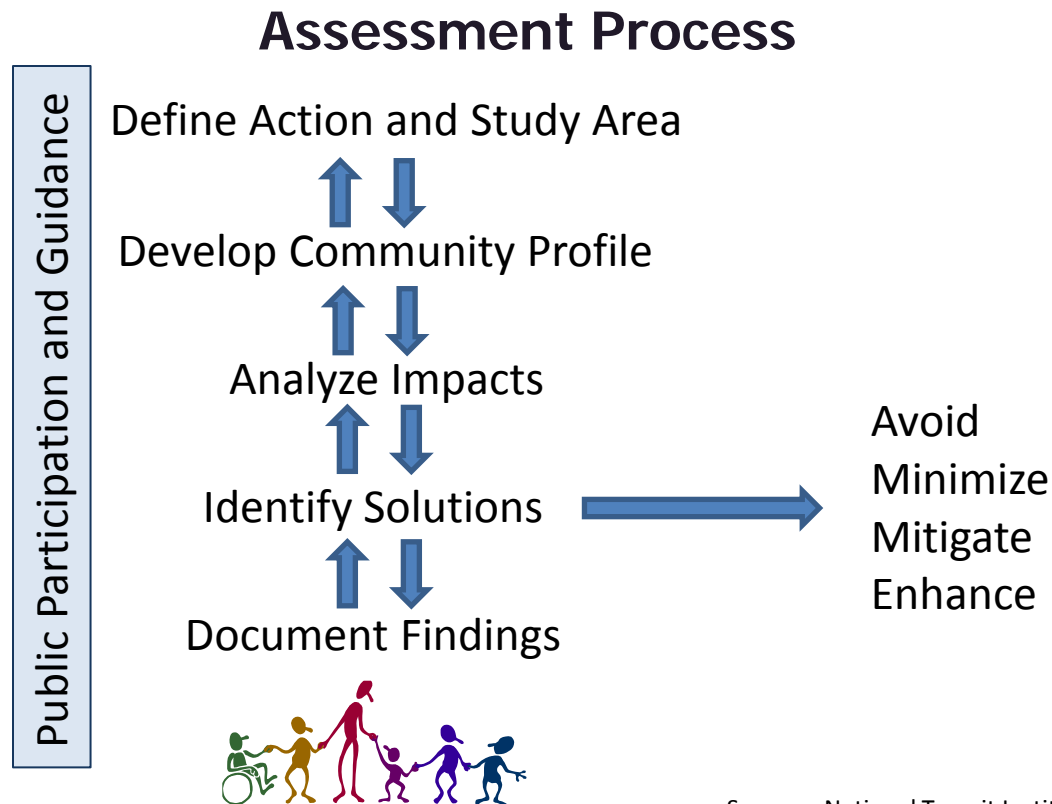
### Determination of Disproportionate Impacts:

- 
- Will low income and racial/ethnic minority groups bear “disproportionately high and adverse effects” from a project?
    - Depends on effects being:
      - Predominately borne by an EJ population group
      - Appreciably more severe than suffered by the non-EJ population
        - Questions to Consider:
          - Will the adverse effects on EJ populations exceed those borne by non-EJ populations?
          - Will cumulative or indirect effects adversely affect an EJ population?
          - Will mitigation and enhancement measures be taken for EJ and non-EJ populations?
          - Are there off-setting benefits to EJ populations as compared to non-EJ populations?

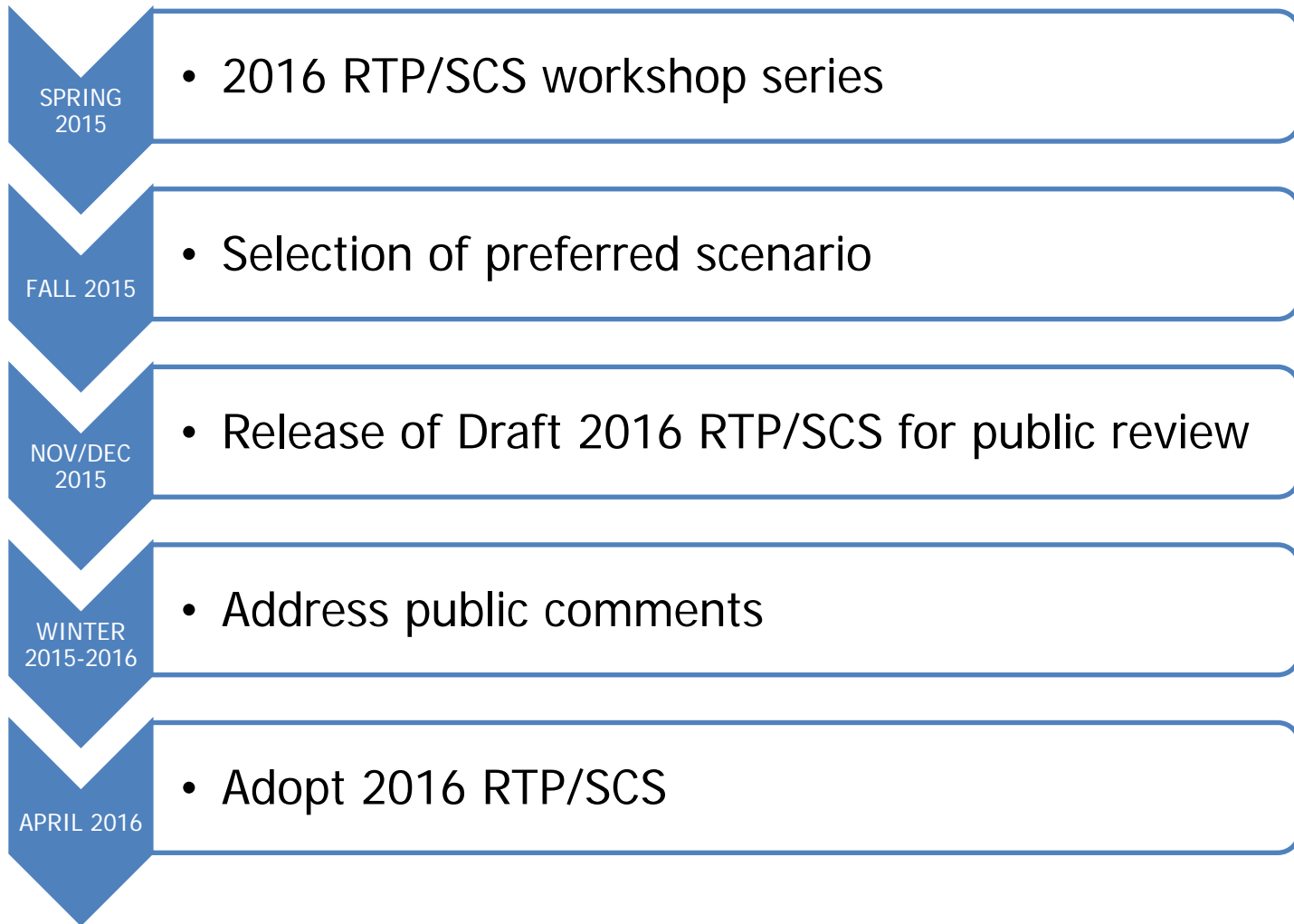


### Federal Guidance for Metropolitan Planning Organizations (MPOs)

- Analysis is Plan Specific - MPOs must conduct an evaluation of system-level environmental justice impacts from a collection of projects in long-range plans
- Environmental justice should also be considered when long-range plans are moved into the short-range Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP)



# SCAG 2016-2040 RTP/SCS Timeline



## EJ Outreach Status



# Identifying EJ Population Groups

## Minority:

- *A person who is African American, Hispanic or Latino, Asian American, American Indian, Alaskan Native, Native Hawaiian and Other Pacific Islander*

## Low-Income:

- *A person whose median income is at or below the Department of Health and Human Services (HHS) poverty guidelines*

## Other Groups:

- *Non-English speakers, Households without vehicles, Population without a high school degree or equivalent, Disabled individuals, Seniors, ages 65 and over, Young children, ages 4 and under*

# Regional, Local, and Community Analysis

## Regional Analysis:

- *Appropriate when determining system-wide impacts (e.g. Financial Benefits and Burdens)*

## Localized Analysis:

- *Appropriate for determining adverse impacts at the community level (emissions, noise, etc.)*

## Community Analysis:

- *Appropriate for tabulating impacts of the RTP/SCS in selected places according to a “Communities of Concern” approach*

# Regional Analysis Example

## Benefits and Burdens

### Share of Retail & Gasoline Taxes Paid & RTP Investments by Ethnicity (2012 RTP/SCS)

- Share of investments outpace retail & gasoline taxes paid for Hispanic and Non-Hispanic Black populations



# Localized Analysis Example

- Minority and low-income population is *concentrated* if the percentage of minority and low-income population of the affected area is “*meaningfully greater*” than the percentage of minority and low-income population in the general population

# Neighborhoods in Close Proximity to Highways/Railways

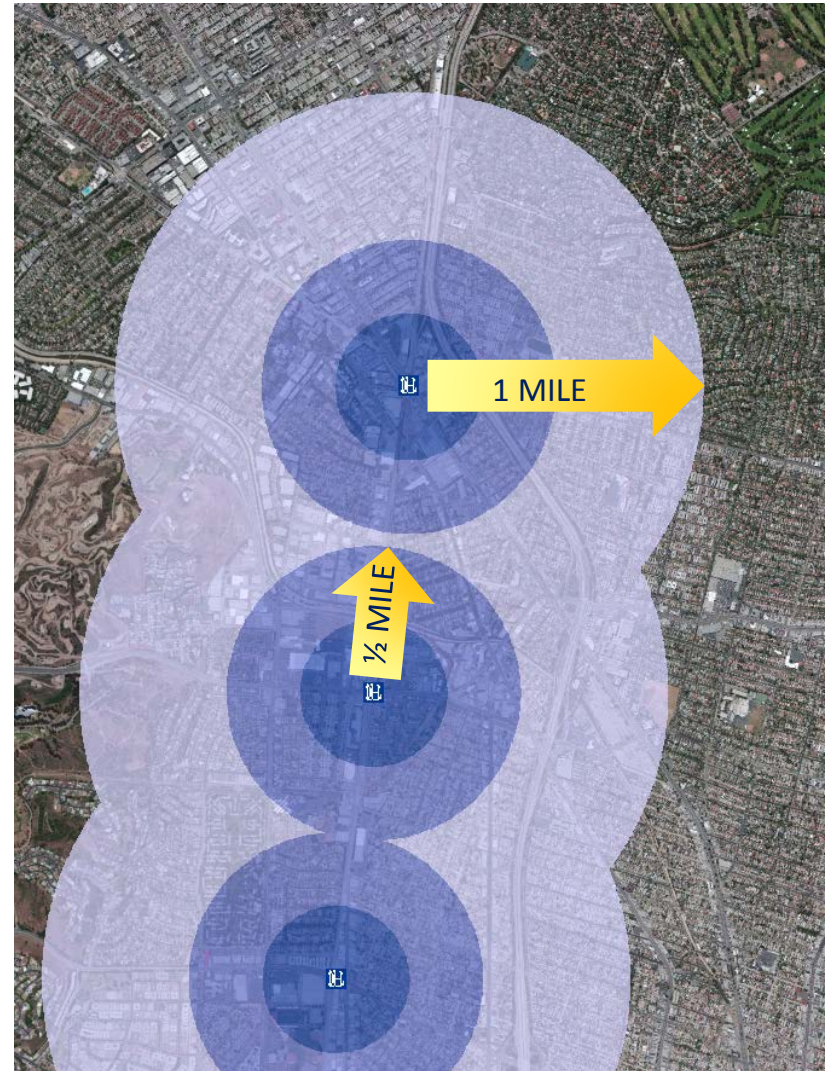
- Guidance and recommendations from various organizations
- 500 ft
- 1,000 ft
- Analysis for the upcoming plan will build on the 2012 RTP/SCS





# Gentrification/Displacement Analysis

- Population changes in areas close to rail transit stations
- ¼ Mile
- ½ Mile
- 1 Mile
- Analysis for the upcoming plan will build on the 2012 RTP/SCS



# Community Analysis

- **Environmental Justice Areas** - *Transportation Analysis Zones (TAZs)*, which are similar to block groups, that have a ***higher concentration of minority OR low income households*** than is seen in the region as a whole. The inclusion of this geography helps to fulfill SCAG's Title VI requirements, along with other state and federal environmental justice guidelines
- **SB 535 Disadvantaged Areas** – *Census tracts* that have been identified by *Cal/EPA as Disadvantaged Communities* based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution
- **Communities of Concern** – *Census Designated Places (CDPs) and City of Los Angeles Community Planning Areas (CPAs)* that fall in the upper 1/3<sup>rd</sup> of all communities in the SCAG Region for having the ***highest concentration of minority population AND low income households***

**DRAFT PROPOSED ENVIRONMENTAL JUSTICE AREAS**  
(2009-13 American Community Survey 5-Year Estimates)

CALIFORNIA

NEVADA

SAN BERNARDINO

VENTURA

LOS ANGELES

PACIFIC OCEAN

ORANGE


RIVERSIDE

ARIZONA

IMPERIAL

MEXICO

**Draft Proposed Environmental Justice Areas**

 Qualifying Transportation Analysis Zones (TAZs)

Environmental Justice Areas are Tier 2 TAZs that have a higher percentage of minority population OR households in poverty than is seen in the greater SCAG region

 1 cm = 13 km

**DRAFT PROPOSED ENVIRONMENTAL JUSTICE SB 535 DISADVANTAGED COMMUNITIES (2009-13 American Community Survey 5-Year Estimates)**

CALIFORNIA

NEVADA

SAN BERNARDINO

VENTURA

LOS ANGELES

PACIFIC OCEAN

ORANGE


RIVERSIDE

ARIZONA


IMPERIAL

MEXICO

**SB 535 Disadvantaged Communities in the SCAG Region**

 SB 535 Disadvantaged Areas

Census tracts that have been identified by Cal/EPA as Disadvantaged Communities based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution

 1 cm = 13 km

**DRAFT PROPOSED ENVIRONMENTAL JUSTICE COMMUNITIES OF CONCERN (2009-13 American Community Survey 5-Year Estimates)**

CALIFORNIA

NEVADA

SAN BERNARDINO

VENTURA

LOS ANGELES

PACIFIC OCEAN

ORANGE

RIVERSIDE

ARIZONA

IMPERIAL

MEXICO

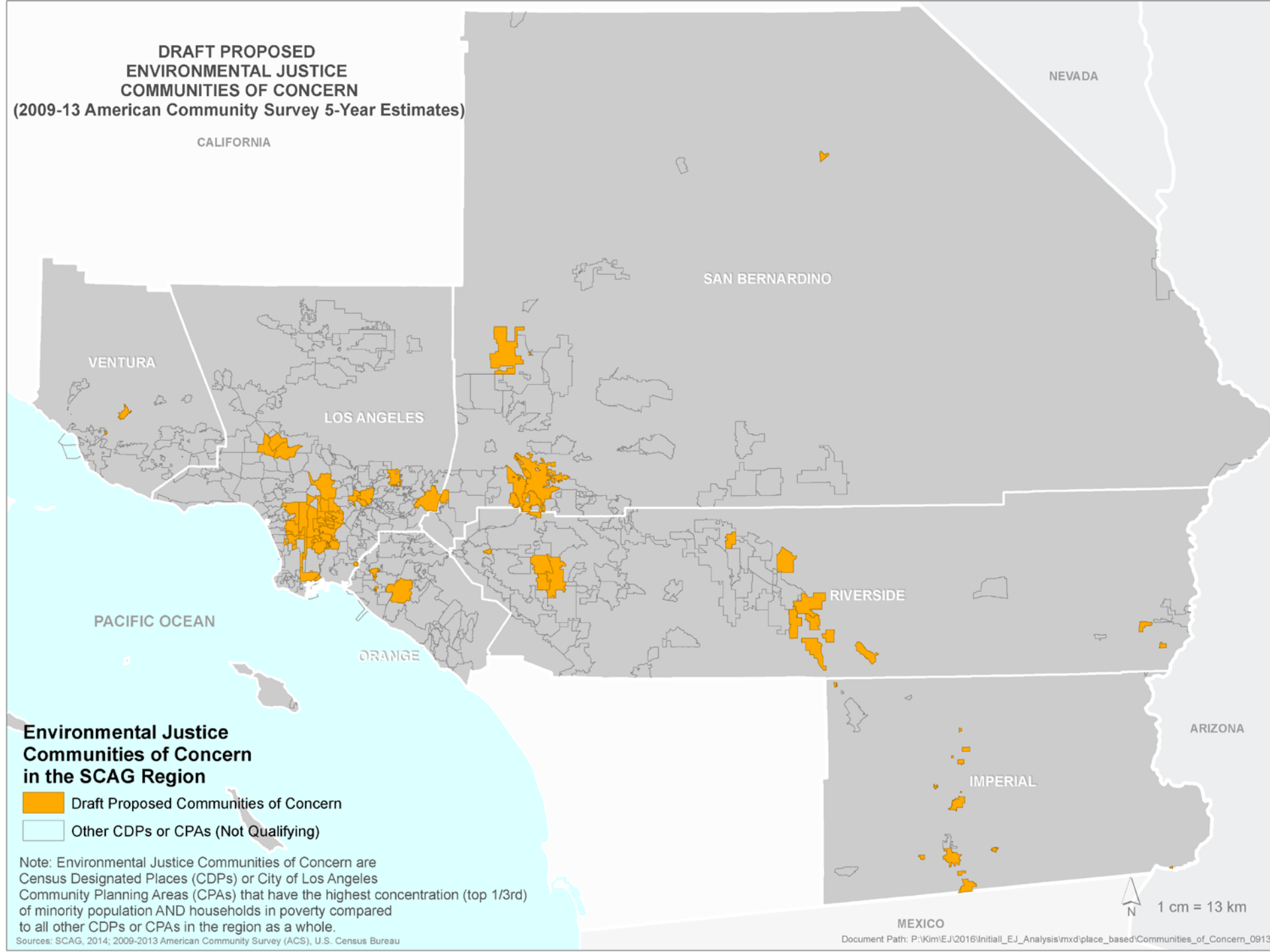
**Environmental Justice Communities of Concern in the SCAG Region**

- Draft Proposed Communities of Concern
- Other CDPs or CPAs (Not Qualifying)

Note: Environmental Justice Communities of Concern are Census Designated Places (CDPs) or City of Los Angeles Community Planning Areas (CPAs) that have the highest concentration (top 1/3rd) of minority population AND households in poverty compared to all other CDPs or CPAs in the region as a whole.

Sources: SCAG, 2014; 2009-2013 American Community Survey (ACS), U.S. Census Bureau

N  
1 cm = 13 km



## Performance Indicators

- Benefits and Burdens Analysis
  - RTP revenue sources in terms of tax burdens
  - Share of transportation system usage
  - RTP/SCS investments
- Distribution of travel time savings and travel distance reductions
- Jobs-housing imbalance or jobs-housing mismatch
- Accessibility to employment and services
- Accessibility to parks and natural lands
- Gentrification and displacement
- Air quality impacts along freeways
- Environmental impacts of plan and baseline scenarios
- Aviation noise impacts
- Roadway noise impacts
- Active transportation hazards (NEW in 2016)
- Public Health Impacts (NEW in 2016)
- Rail-related impacts
- Climate adaptation (NEW in 2016)

Thank you!

# Questions?

[EnvironmentalJustice@scag.ca.gov](mailto:EnvironmentalJustice@scag.ca.gov)





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Item 7 Attachment:  
PEIR UPDATE





# 2016 2040 RTPSCS

## PROGRAM ENVIRONMENTAL IMPACT REPORT

Technical Working Group

A Presentation by the Southern California Association of Governments  
August 20, 2015

# **SCAG 2016 RTP/SCS PEIR**

## **Purpose and Organization**

# Purpose and Organization

- Team Introduction
- PEIR Update
  - Schedule
  - Regulatory Framework
  - Highlights of the Approaches to Environmental Analysis
  - PEIR Alternative Analysis
  - Performance-Based Mitigation Measures
- Discussion

# SCAG 2016 RTP/SCS PEIR

## Team Introduction

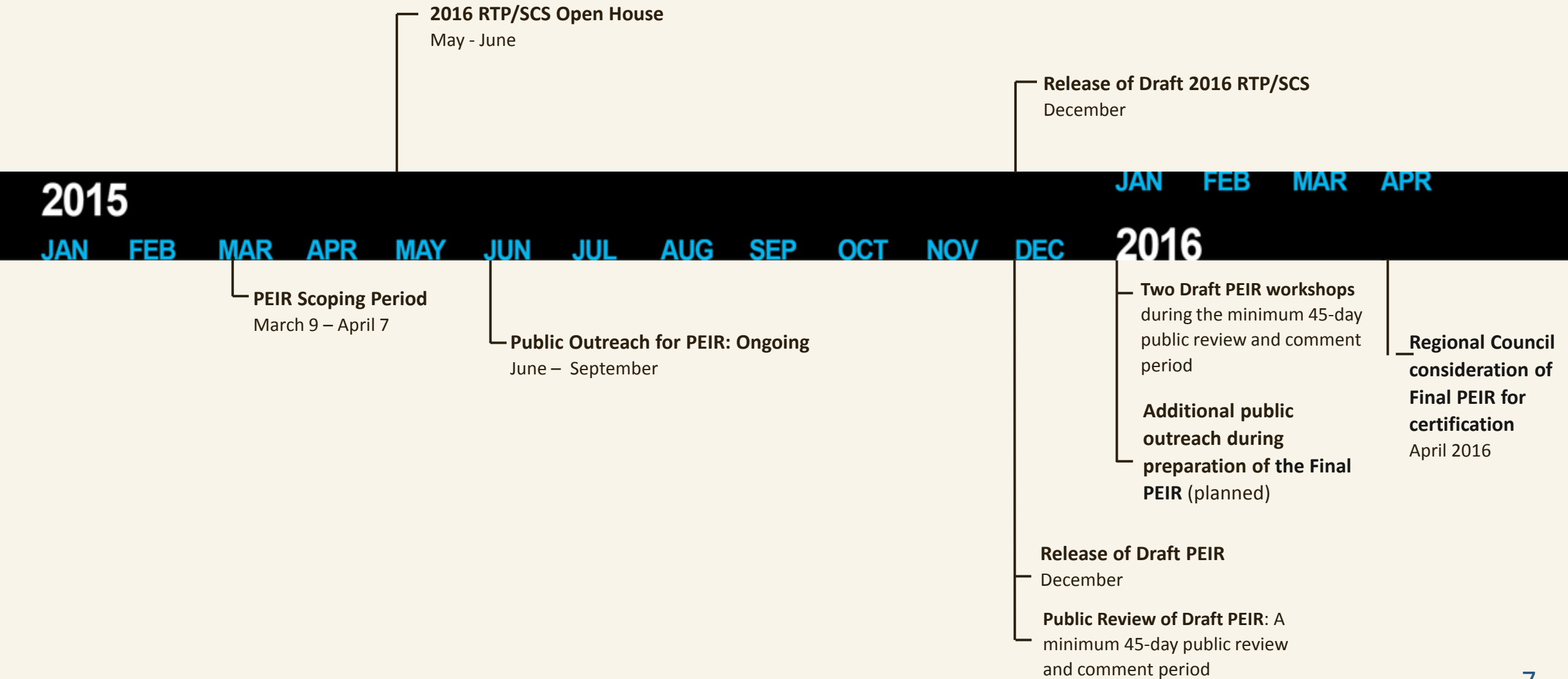
# Introduction: SCAG PEIR Project Team

- 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, PC Law Group, Special Counsel
- Marie Campbell, Sapphos Environmental, Inc. Strategic Environmental Compliance
- Lucy Lin, Sapphos Environmental, Inc. Director of Environmental Services
- Eric Charlton, Sapphos Environmental, Inc. PEIR PM
- Victoria Hsu, Sapphos Environmental, Inc. PEIR APM
- Jim Dill, Kleinfelder Associates

# **SCAG 2016 RTP/SCS PEIR UPDATE**

## **2016 RTP/SCS and PEIR Schedule**

# 2016 RTP/SCS and PEIR Schedule



# SCAG 2016 RTP/SCS PEIR Update

- Regulatory Framework
- Highlights of Approaches to Environmental Analysis
  - Air Quality and Health
  - Greenhouse Gas Emissions
  - Environmental Justice
- PEIR Alternatives Analysis
- Performance-based Mitigation Measures



# SCAG 2016 RTP/SCS PEIR Update: Regulatory Framework

- SB 350 (pending in the Assembly), if passed in its current state, would:
  - Reduce petroleum use in cars and trucks by up to 50% by January 1, 2030
  - Increase from 33% (set in existing California Renewables Portfolio Standard [RPS] Program) to 50% for the procurement of electricity from renewable sources by December 31, 2030
  - Double the efficiency of existing buildings by January 1, 2030

# SCAG 2016 RTP/SCS PEIR Update: Environmental Analysis, Air Quality and Health

- Health Risk Assessment (HRA)
  - Evaluates potential cancer risk impacts associated with diesel emissions from transportation corridors
  - Cancer risk = “vehicle fleet distribution” x “emission factors” x “VMT” x “risk calculation tool”
- HRA will:
  - Double the number of transportation segments from 8 to 16
  - Use the latest ARB-developed emissions model (EMFAC 2014) in anticipation of USEPA approval by the end of 2015\*
  - Follow OEHHA’s revised Guidance Manual and the updated cancer risk calculation tool, including greater sensitivity in children and infants
  - Characterize population (age and income) data for areas within 500 feet of transportation corridors with diesel emissions

*\*Source: CARB. EMFAC Web Database. <http://www.arb.ca.gov/emfac/>*

# SCAG 2016 RTP/SCS PEIR Update: Environmental Analysis, Air Quality and Health (continued)

- Preliminary Criteria for Recommendation for HRA Evaluated Segments
  - Proximity to sensitive receptors as identified from the TomTom and TeleAtlas GIS databases out to 500 meters from both sides of the freeway
    - Sensitive receptors: schools, hospitals, daycare centers, churches, senior centers
  - Daily vehicle miles traveled (VMT) of Heavy Duty Trucks (HDT) and Light/Medium Duty (LM) diesel-fueled vehicle on freeway corridors
  - Based on the SCAG 2012 Base Year Network Data
  - Considered carcinogenic health effects of the motor vehicle emissions including diesel particulate matter (DPM), acetaldehyde, benzene, 1,3-butadiene, and formaldehyde

# SCAG 2016 RTP/SCS PEIR Update: Environmental Analysis, Air Quality and Health (continued)

- Sixteen (16) transportation segments will be analyzed in the HRA

Existing 8 Segments Analyzed in the 2012 RTP/SCS PEIR	Preliminary 8 Additional Segments to be Analyzed in the 2016 RTP/SCS PEIR
I-8, East of El Centro (Imperial County)	SR 78 in Westmorland (Imperial County)
SR 60, Near Diamond Bar (Los Angeles County)	I-5 in the Santa Clarita area (Los Angeles County)
I-710 in Compton, North of the Intersection with SR 91 (Los Angeles County)	US 101 in the Calabasas area (Los Angeles County)
I-405 in Seal Beach, East of the I-605 Interchange (Orange County)	SR 91 near Villa Park (Orange County)
SR 60 in Ontario, West of the I-15 Interchange (San Bernardino County)	I-15 in the Victorville area (San Bernardino County)
I-15 in Ontario (San Bernardino County)	I-10, East of Cabazon (Riverside County)
SR 91 in Corona, East of the Intersection with SR 71 (Riverside County)	I-15 near Temecula (Riverside County)
US 101 in Thousand Oaks, East of SR 23 (Ventura County)	US 101 near Ventura Harbor (Ventura County)



# SCAG 2016 RTP/SCS PEIR Update: Environmental Analysis, Air Quality and Health (continued)

- Eight (8) Transportation Segments Analyzed in the 2012 RTP/SCS PEIR HRA (in blue)





# SCAG 2016 RTP/SCS PEIR Update: Environmental Analysis, Air Quality and Health (continued)

- Preliminary Eight (8) Additional Transportation Segments to be Analyzed in the 2016 RTP/SCS PEIR HRA (in red)



# SCAG 2016 RTP/SCS PEIR Update: Environmental Analysis, Air Quality and Health (continued)

- HRA will (continued):
  - Include consideration of health information
  - Summarize best available data acknowledging the correlation between increases in adverse health impacts
  - Acknowledge applicable California legislation and initiatives
  - Consider *Research Results on Land Use, Transportation, and Community*
    - Greater health benefits can be achieved by increasing the amount of physical activity guidelines.
    - 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
- Air quality analysis will integrate data and information from the 2016 RTP/SCS Environmental Justice analysis as appropriate

# SCAG 2016 RTP/SCS PEIR Update: Environmental Analysis, Greenhouse Gas Emissions

- Include the 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
  - “On track to meet or exceed” GHG emissions reduction targets as established in AB 32
  - The 2030 target “will make it possible to reach” the 2050 target as set forth in the 2005 Executive Order S-3-05 (80% below 1990 levels by 2050)
- Include consideration of climate adaptation
- Include a discussion of the First Update to the Climate Change Scoping Plan
- Include consideration of the 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 California Cap and Trade Program



# SCAG 2016 RTP/SCS PEIR Update: Environmental Analysis, Environmental Justice

- Environmental Justice analysis will be contained in the 2016 RTP/SCS. However, the PEIR will integrate or reference data/information from the Plan's Environmental Justice analysis into the PEIR as appropriate
- Use demographic data to identify location of sensitive receptors, where applicable
  - Air Quality (demographic analysis linked to HRA)
  - Noise
  - Population, Housing, and Employment

# SCAG 2016 RTP/SCS PEIR Update: Alternative Analysis

- Consider alternatives to the 2016 RTP/SCS that would attain most of the basic objectives and assess their ability to avoid or substantially lessen the significant impacts
- PEIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative
- Comparative analysis of impacts for the alternatives and the proposed 2016 RTP/SCS
- Evaluate the no-project alternative (no 2016 RTP/SCS) as required by CEQA
- Identify an environmentally superior action alternative that avoids or minimizes significant environmental impacts of the 2016 RTP/SCS
- PEIR should briefly describe the rationale for selecting the alternatives carried forward for comparative level of impacts
- Use the rule of reason to guide the range of alternatives necessary to permit a reasoned choice

# SCAG 2016 RTP/SCS PEIR Update: Alternative Analysis (continued)

- Alternatives to the proposed 2016 RTP/SCS are substantively aligned with the proposed Plan (2016 RTP/SCS) scenarios
- They include:
  - No Project Alternative (based on Scenario 1)
  - 2012 RTP/SCS Alternative Updated with Local Input Alternative (based on Scenario 2)
  - Intensified Land Use Alternative (based on similar transportation network of Scenario 3/Policy A and land use pattern of Scenario 4/Policy B)
- Alternatives are evaluated to assess ability to avoid or reduce the significant impacts of the proposed 2016 RTP/SCS

# SCAG 2016 RTP/SCS PEIR Update: Performance-Based 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) that would mitigate the significant effect of the 2016 RTP/SCS and that 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.

# SCAG 2016 RTP/SCS PEIR Update: Performance-Based Mitigation Measures (continued)

- Recognizes the limits of SCAG's authority
- Each potential impact area would include SCAG mitigation measures
- Each potential significant impact would include a "catch-all" mitigation measure, stating that local agencies "can and should" 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

# SCAG 2016 RTP/SCS PEIR Update: Performance-Based Mitigation Measures (continued)

## *Sample Language:*

### SCAG Mitigation Measures (Air Quality)

During the 2016 to 2040 Planning Horizon, pursuant to the ARB Air Quality and Land Use Handbook, SCAG shall pursue activities to reduce the impact associated with health risk within 500 feet of freeways and high-traffic volume roadways:

- Participate in ongoing statewide deliberations on health risks near freeways and high-traffic-volume roadways. This involvement includes supporting the statewide process by providing available data and information such as the current and projected locations of sensitive receptors relative to transportation infrastructure.
- Continuing work with air agencies including ARB, SCAQMD, and all air districts in the SCAG region to support their work in monitoring the progress on reducing exposure to emissions of PM<sub>10</sub> and PM<sub>2.5</sub> for sensitive receptors, including schools and residents within 500 feet of high-traffic-volume roadways.
- Work with stakeholders to identify planning and development practices that are effective in reducing health impacts to sensitive receptors.
- Share information on all of the above efforts with stakeholders, member cities, counties, and the public.

# SCAG 2016 RTP/SCS PEIR Update: Performance-Based Mitigation Measures (continued)

*Sample Language:*

## Project-Level Mitigation Measures (Air Quality)

Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed RTP/SCS projects or regionally significant projects would be located. Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project has the potential, to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by the California ARB and air district(s), or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.

# SCAG 2016 RTP/SCS PEIR Update:

## Performance-Based Mitigation Measures (continued)

*Sample Language:*

### Project-Level Mitigation Measures (Air Quality) (Continued)

#### Construction

- ARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD have generally identified project-level feasible measures to reduce construction emissions:
  - Minimize land disturbance
  - Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas
  - Suspend grading and earth moving when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes
  - Cover trucks when hauling dirt
  - Stabilize the surface of dirt piles if not removed immediately
  - Limit vehicular paths on unpaved surfaces and stabilize any temporary roads
  - Minimize unnecessary vehicular and machinery activities
  - Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway
  - Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities
  - On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications



# SCAG 2016 RTP/SCS PEIR

## DISCUSSION



Thank you!

Learn more by visiting [www.scag.ca.gov](http://www.scag.ca.gov). Contact Ms. Lijin Sun at: [2016PEIR@scag.ca.gov](mailto:2016PEIR@scag.ca.gov)

