



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

TECHNICAL WORKING GROUP (TWG)

Thursday, September 17, 2015: 10:00 a.m.

SCAG Offices
818 West 7th Street, 12th 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 8-20-15 (Attachment)
2. 2016 RTP/SCS Agenda Outlook (Attachment)
3. 2016 RTP/SCS Policy Committee Meetings Outlook (Attachment)

Information Items

4. Policy Growth Forecast (Frank Wen) (Attachment)
5. 2016 Draft RTP/SCS Public Health Strategies and Actions (Rye Baerg) (Attachments)
6. 2016 Draft RTP/SCS Active Transportation Plan (Alan Thompson) (Attachment)
7. Active Transportation Program (ATP) Update (Sarah Jepson) (Attachment)
8. OPR Proposed Updates to CEQA Guidelines – Preliminary Discussion Draft (Lijin Sun) (Attachments)



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Item 1 Attachment:
Meeting Summary



TECHNICAL WORKING GROUP (TWG)

August 20, 2015

Meeting Summary

The following is a summary of discussions at the Technical Working Group meeting of August 20, 2015.

Receive and File

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

Information Items

5. Local Input Coordination

Frank Wen, SCAG staff, stated that over the last three years, SCAG has been working 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 component of the technical framework for the 2016-2040 RTP/SCS. Dr. Wen reported that the policy growth forecast was provided to local jurisdictions in late June 2015, and their input was requested by July 17th. That date was extended to July 31st, to give the jurisdictions more time. A summary of the input received is included in the agenda packet. In the coming weeks, SCAG will continue working with jurisdictions to incorporate input on the draft Policy Growth Forecast so that the figures can be finalized and technical modeling can be completed for the upcoming 2016 RTP/SCS. Dr. Wen stated that the draft RTP/SCS will be released in December, and there will be a 55-day comment period for jurisdictions to provide their input.

6. Environmental Justice Update

Ma'Ayn Johnson and Kimberly Clark, SCAG staff, provided an overview of the Environmental Justice outreach program, the methodology, and the federal guidelines in terms of analyzing impacts of the Plan for minority and low income population.

7. PEIR Update

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 provided highlights of the PEIR schedule, regulatory framework, environmental analysis/alternative analysis, and performance-based mitigation measures.



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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

- **Policy Growth Forecast**
- **Draft 2016 RTP/SCS Public Health Strategies and Actions**
- **Draft 2016 RTP/SCS Active Transportation Plan**
- **Active Transportation Program (ATP) update**
- **OPR Proposed Updates to CEQA Guidelines (Preliminary Discussion Draft)**

October 2015

- **Performance Outcomes**
- **Draft 2016 RTP/SCS Components**
- **Transportation Conformity**

November 2015

- **Draft 2016 RTP/SCS Components**
- **Draft PEIR**

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



**SOUTHERN CALIFORNIA
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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 ¹			
		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			

¹ 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).



SOUTHERN CALIFORNIA
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Item 4 Attachment:
Policy Growth Forecast

2016-2040 RTP/SCS Draft Policy Growth Forecast Local Review/Input Process and Guiding Principles

Technical Working Group

Thursday, September 17, 2015

The Draft Policy Growth Forecast Local Review/Input Process

Consistent with the scenario development process and workshop feedback, SCAG developed the draft PGF to serve as the foundation for the 2016-2040 RTP/SCS. The draft PGF features local-input-based jurisdictional growth totals, along with targeted growth in opportunity areas that are well served by transit and are conducive to successful mixed-use and higher density housing in the future (based on future transit investments and recent construction trends for similar developments). In June 2015, SCAG distributed population, household, and employment figures at the neighborhood (or, Transportation Analysis Zone “TAZ”) level from a draft PGF for local review, and additional input was accepted through July 31, 2015. Overall, 80 jurisdictions provided input by this date (41% of the cities and counties in the region). To ensure the greatest degree of accuracy and expediency, staff worked with our local partners to incorporate all of the feedback provided during the review period. Recommended revisions specifically addressed development agreements, entitlements, projects currently under development, and projects that have been recently completed. In addition, the draft PGF with these technical corrections was sent out on September 15 to all local jurisdictions who provided input, and confirmation was requested to ensure that revisions were appropriately reflected in the data set.

The Draft Policy Growth Forecast Principles

At the September 3 CEHD Committee meeting, staff provided an overview of the development, scope and purpose of the draft PGF, and summarized guiding principles providing the framework for developing the draft 2016-2040 RTP/SCS. These guiding principles are as follows:

- **Principle #1:** The draft PGF for the 2016-2040 RTP/SCS should be adopted at the jurisdictional level, thus directly reflecting population, household and employment growth projections derived through the local input process. The draft PGF maintains projected jurisdictional growth totals, meaning future growth is not moved from one local jurisdiction to another.
- **Principle #2:** Transportation Analysis Zone (TAZ) level data or any data at geography smaller than the jurisdictional level is included in the draft PGF for regional modeling purposes only, and is advisory and non-binding. SCAG’s sub-jurisdictional forecasts are not adopted as part of the 2016-2040 RTP/SCS, and are to be used in local planning for advisory purposes only. Per SB 375, no jurisdiction has an obligation to change its land use policies, General Plan, or regulations to be consistent with the RTP/SCS.

- **Principle #3:** For the purposes of California Environmental Quality Act (CEQA) consistency for streamlining determinations, lead agencies such as local jurisdictions will have sole discretion in determining a local project's consistency with the 2016-2040 RTP/SCS.
- **Principle #4:** The draft PGF at the TAZ level is controlled to be within the density ranges of local general plans and input received from local jurisdictions
- **Principle #5:** SCAG staff continue to communicate with other agencies who use SCAG sub-jurisdictional level data to ensure that the “advisory & non-binding” nature of the dataset is appropriately maintained.

At the October 8 CEHD Committee meeting, staff will be seeking the Committee’s support of these guiding principles and the overall framework of the PGF to serve as the foundation of the region’s sustainable communities strategy for the Draft 2016 RTP/SCS.



**SOUTHERN CALIFORNIA
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Item 5 Attachments:
2016 Draft RTP/SCS Public Health
Strategies and Actions

Public Health Analysis for 2016 RTP/SCS

September 17, 2015

Rye Baerg
Active Transportation & Special
Programs



SCAG: Public Health Work Program Update

Goals and Strategies

Provide Leadership
through Collaboration
and Partnerships

FY 14-15 Action Plan Deliverables

Randall Lewis
Health Policy
Fellowship

Safety and
Encouragement
Campaign

Public Health
Working Group

Integrate Public Health
into Regional Planning
Activities

Active Transportation
Health and Economic
Impact Study

Public Health Analysis
Framework to inform
2016 RTP/SCS

Provide Regional Support
through Technical
Assistance

Active Transportation
Trainings and Toolkits

Website Upgrades



IP



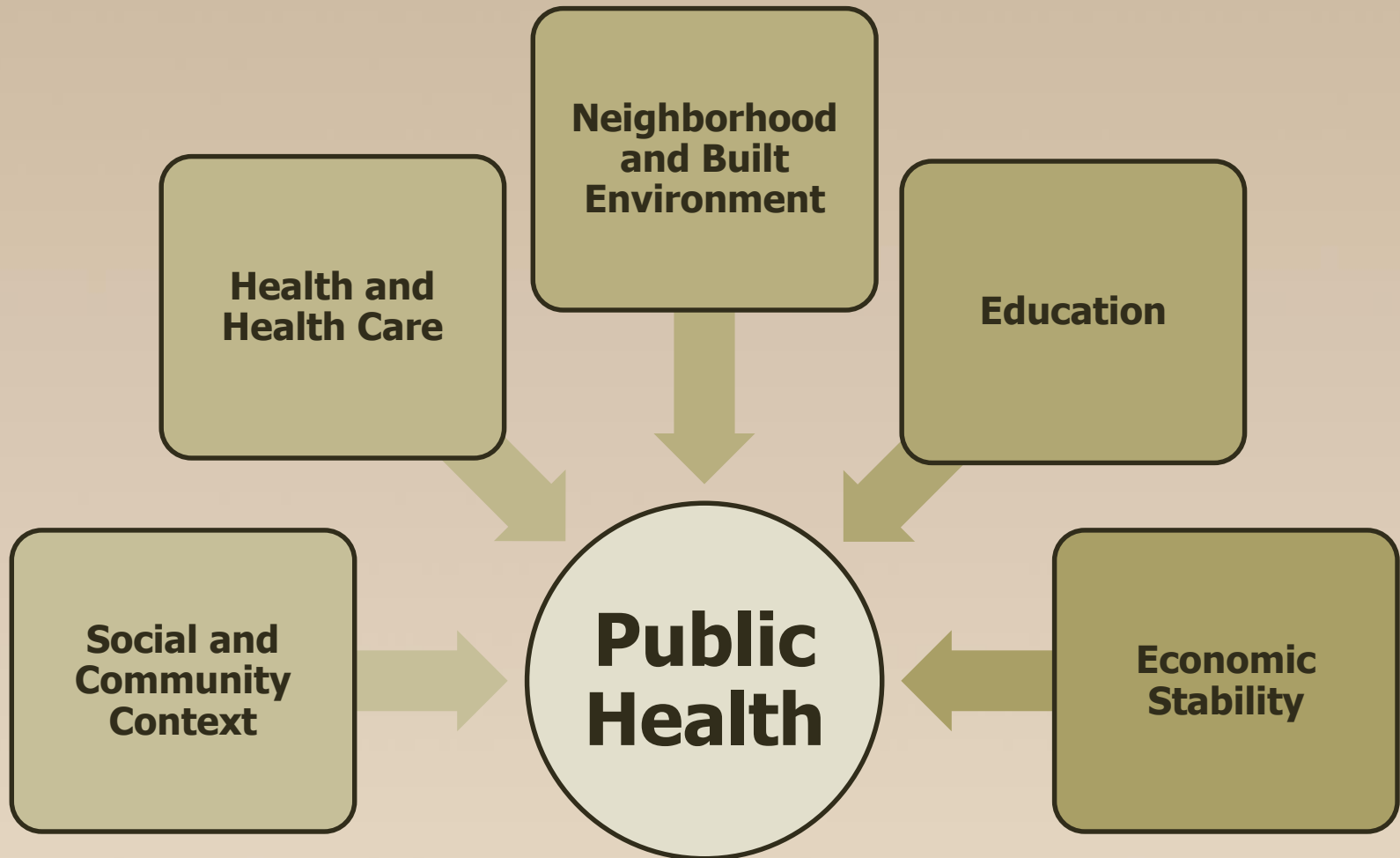
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Social Determinants of Health



Surgeon General Call to Action

- One out of every two U.S. adults is living with a chronic disease, such as heart disease, cancer, or diabetes.
- Increasing people's physical activity levels will significantly reduce their risk of chronic diseases and related risk factors.
- *Step It Up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities* recognizes the importance of physical activity for people of all ages and abilities. It calls on Americans to be more physically active through walking and calls on the nation to better support walking and walkability. Improving walkability means that communities are created or enhanced to make it safe and easy to walk and that pedestrian activity is encouraged for all people.



Health in All Policies

Public Health

```
graph TD; PH[Public Health] --> S[Sustainability]; PH --> CA[Climate Adaptation]; PH --> LU[Land Use]; PH --> T[Transportation]; PH --> E[Economy];
```

Sustainability

**Climate
Adaptation**

Land Use

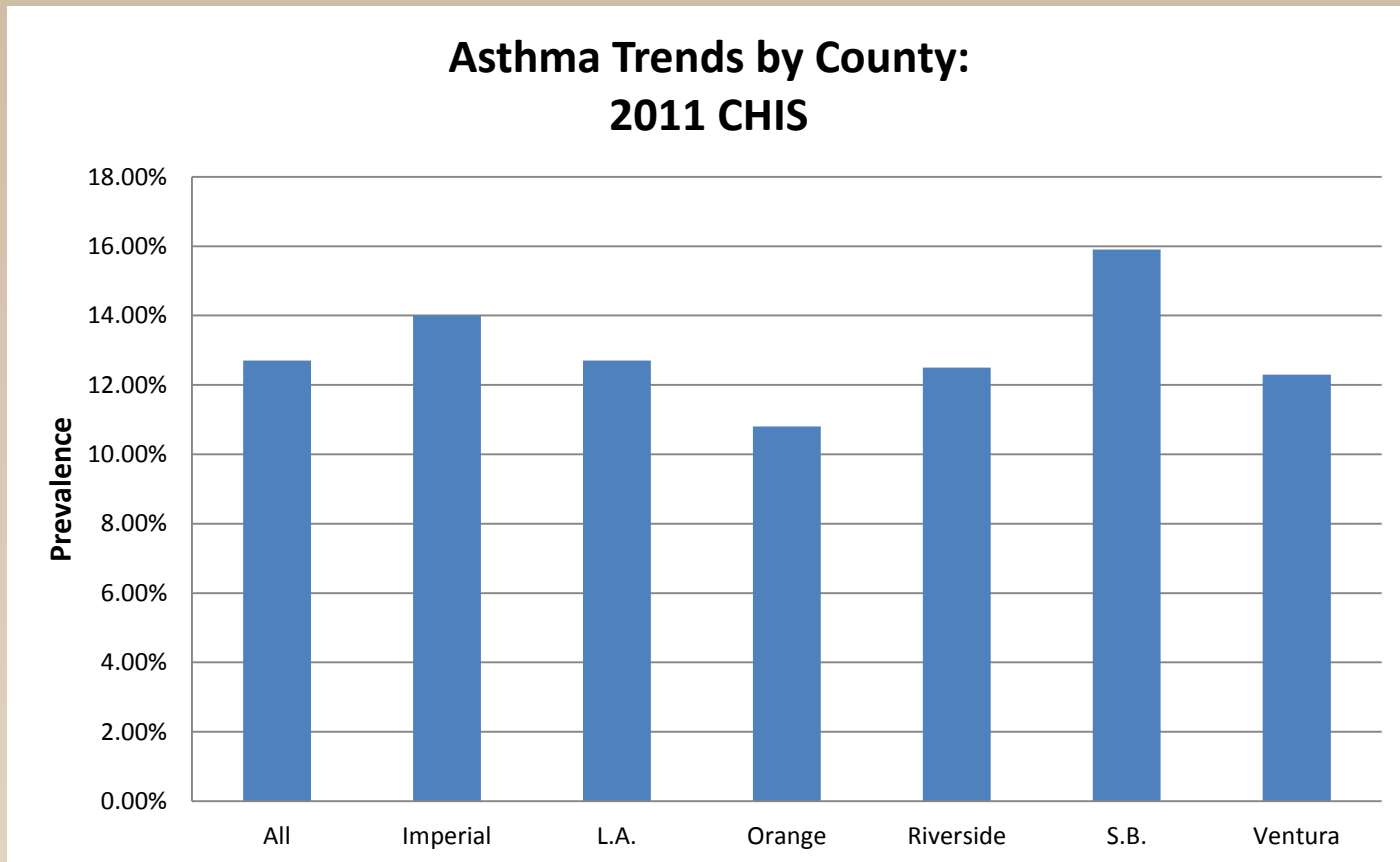
Transportation

Economy

Benefits to the Region

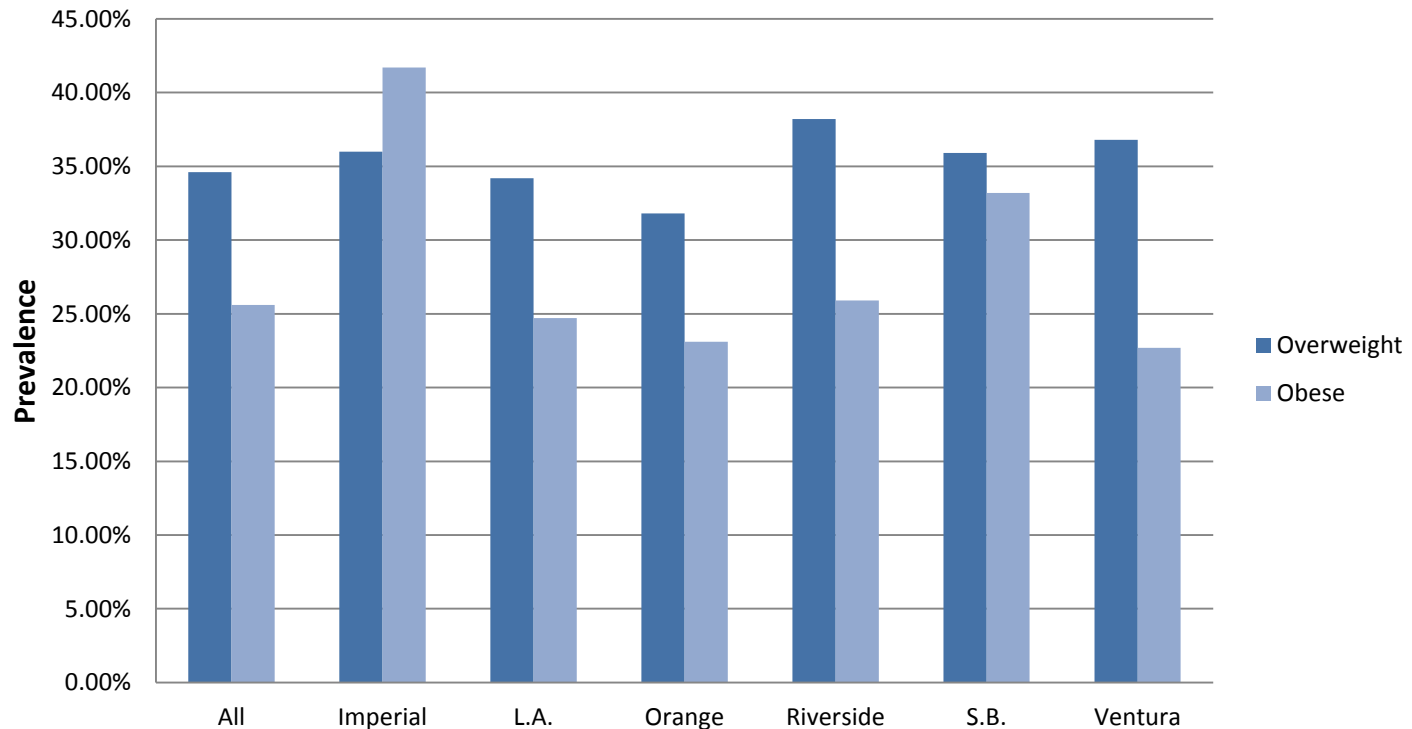
- Improved interagency coordination
- Improved policy analysis due to expanded benefit modeling
- Regional readiness for future federal and state grants and other funding sources
- A sustainable and healthy region
- Improved regional economic outcomes from health care savings

SCAG Region Public Health Outcomes



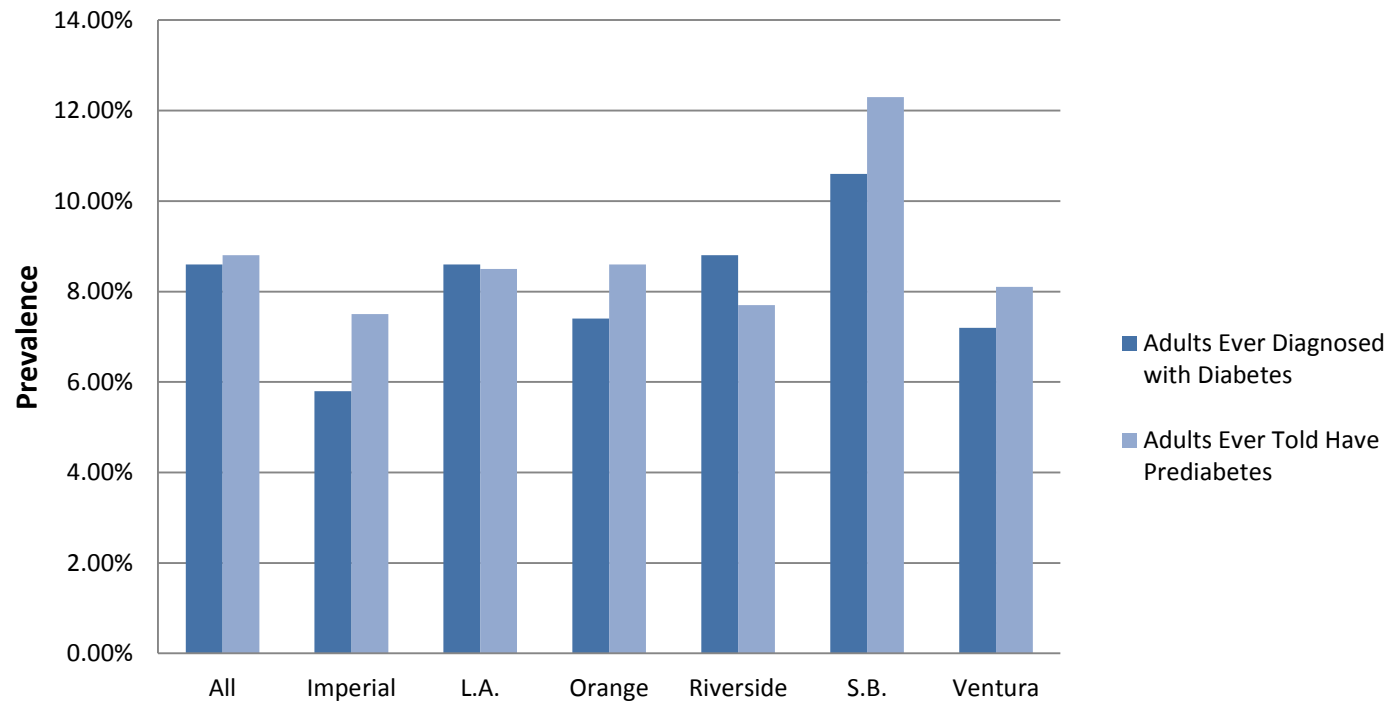
SCAG Region Public Health Outcomes

**Overweight and Obesity Trends by County:
2011 CHIS**

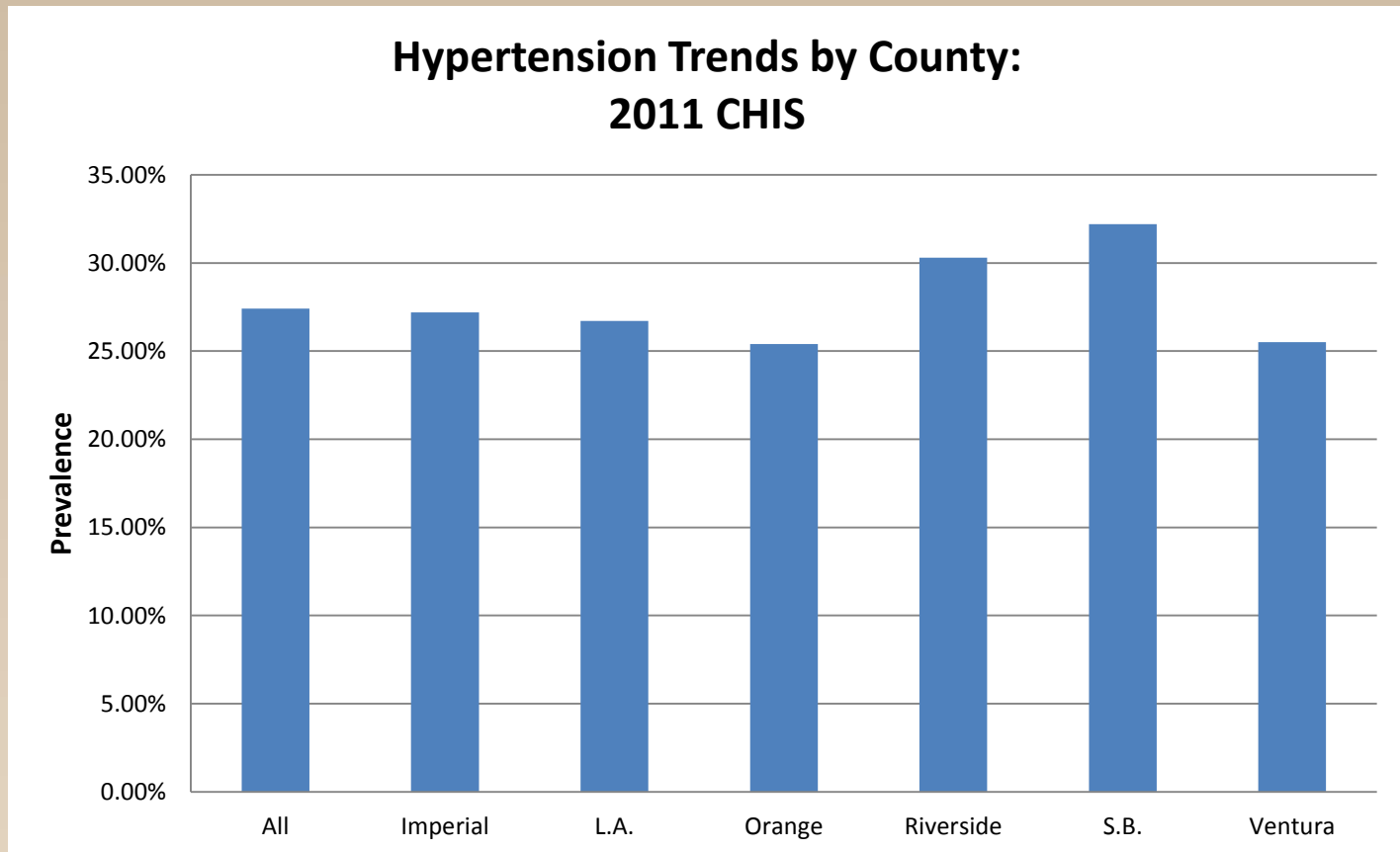


SCAG Region Public Health Outcomes

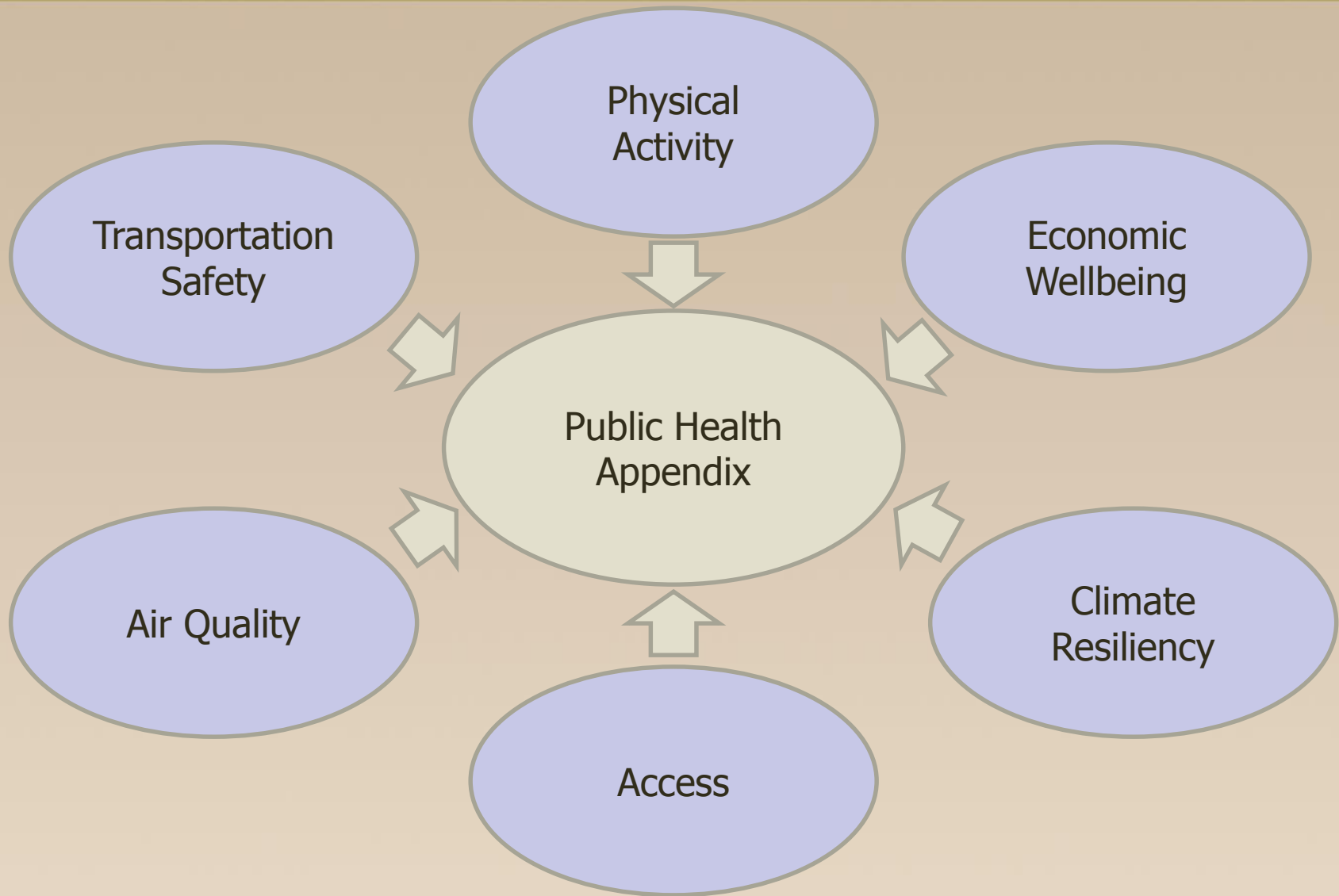
**Diabetes and Prediabetes Trends by County:
2011 CHIS**



SCAG Region Public Health Outcomes



2016 RTP/SCS Health Appendix Focus Areas



2016 RTP/SCS Goals

Focus Areas and Plan Goals

RTP Goals	Access to Essential Destinations	Air Quality	Climate Resiliency	Economic Wellbeing	Physical Activity	Transportation Safety
Align the plan investments and policies with improving regional economic development and competitiveness.	✓	✓		✓	✓	
Maximize mobility and accessibility for all people and goods in the region.	✓			✓	✓	✓
Ensure travel safety and reliability for all people and goods in the region.	✓					✓
Preserve and ensure a sustainable regional transportation system.		✓	✓	✓	✓	✓
Maximize the productivity of our transportation system.	✓			✓		
Protect the environment and health of our residents by improving air quality and encouraging active transportation.		✓	✓		✓	✓
Actively encourage and create incentives for energy efficiency, where possible.		✓	✓	✓		
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	✓	✓	✓		✓	
Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.						✓

Analysis

- Analysis will be performed at the regional level for baseline/plan
- Indicators based on literature review
- Compiled from Plan performance measures
- Environmental Justice Appendix also includes related health measures

Accessibility

Accessibility Performance Measures

Outcome	Performance Measures	Data Source
Location Efficiency	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data
	Average distance for work or non-work trips	Travel Demand Model
	Percent of trips less than 3 miles	Travel Demand Model
	Work Trip Length Duration	Travel Demand Model
Mobility and Accessibility	Person delay per capita	Travel Demand Model
	Person delay by facility type (mixed flow, HOV, arterials)	Travel Demand Model
	Travel time distribution for transit, SOV, HOV for work and non-work trips	Travel Demand Model
Safety and Health	Mode share of walking and bicycling	Travel Demand Model

Air Quality

Air Quality Performance Measure Outcomes		
Outcome	Performance Measures	Data Source
Location Efficacy	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data
	Vehicle Miles Traveled (VMT) per capita	Travel Demand Model
	Mode share of transit	Travel Demand Model
Safety and Health	Air pollution-related health measures	Scenario Planning Model
	Mode share of walking and bicycling	Travel Demand Model
Environmental Quality	Criteria pollutant and greenhouse gas emissions	Travel Demand Model/ ARB EMFAC Model

Climate Resiliency/Adaptation

Climate Resiliency Performance Measures		
Outcome	Performance Measures	Data Source
Location Efficacy	Land Consumption	Scenario Planning Model
	Vehicle Miles Traveled (VMT) per captia	Travel Demand Model
	Mode share of transit	Travel Demand Model
	Percent of trips less than 3 miles	Travel Demand Model
Safety and Health	Mode share of walking and bicycling	Travel Demand Model
Environmental Quality	Criteria pollutant and greenhouse gas emissions	Travel Demand Model/ ARB EMFAC Model
Resource Efficiency	Energy Consumption	Scenario Planning Model
	Water Consumption	Scenario Planning Model

Economic Well Being

Economic Wellbeing Performance Measures		
Outcome	Performance Measures	Data Source
Location Efficiency	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data
	Percent of trips less than 3 miles	Travel Demand Model
Mobility and Accessibility	Person delay per capita	Travel Demand Model
Safety and Health	Air pollution-related health measures	Scenario Planning Model
	Physical activity-related health measures	Scenario Planning Model
Economic Well Being	Additional jobs supported by improving competitiveness	Regional Economic Model REMI
	Additional jobs supported by transportation investments	Regional Economic Model REMI
	Net contribution to Gross Regional Product	Regional Economic Model REMI
	Benefit/Cost Ratio	California Benefit Cost Model
System Sustainability	Cost per capita to preserve multi-modal system to current and state of good repair conditions	Estimated using SHOPP Plan and recent California Transportation Commission 10-Year Needs Assessment, Pavement Management System (Caltrans), Local Arterial Survey Database
Resource Efficiency	Energy Consumption	Scenario Planning Model
	Water Consumption	Scenario Planning Model

Physical Activity

Physical Activity Performance Measures		
Outcome	Performance Measures	Data Source
Location Efficiency	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data
	Mode share of transit	Travel Demand Model
	Percent of trips less than 3 miles	Travel Demand Model
Safety and Health	Physical activity related health measures*	Scenario Planning Model
	Mode share of walking and bicycling	Travel Demand Model

* Daily Per Capita Recreation PA, Walking, Biking and Auto; Obesity, Poor Health, High Blood Pressure, Heart Disease, Diabetes

Transportation Safety

Transportation Safety Performance Measures		
Outcome	Performance Measures	Data Source
Safety and Health	Collison/accident rates by severity by mode	CHP Accident Data Base, Travel Demand Model Mode Split Outputs

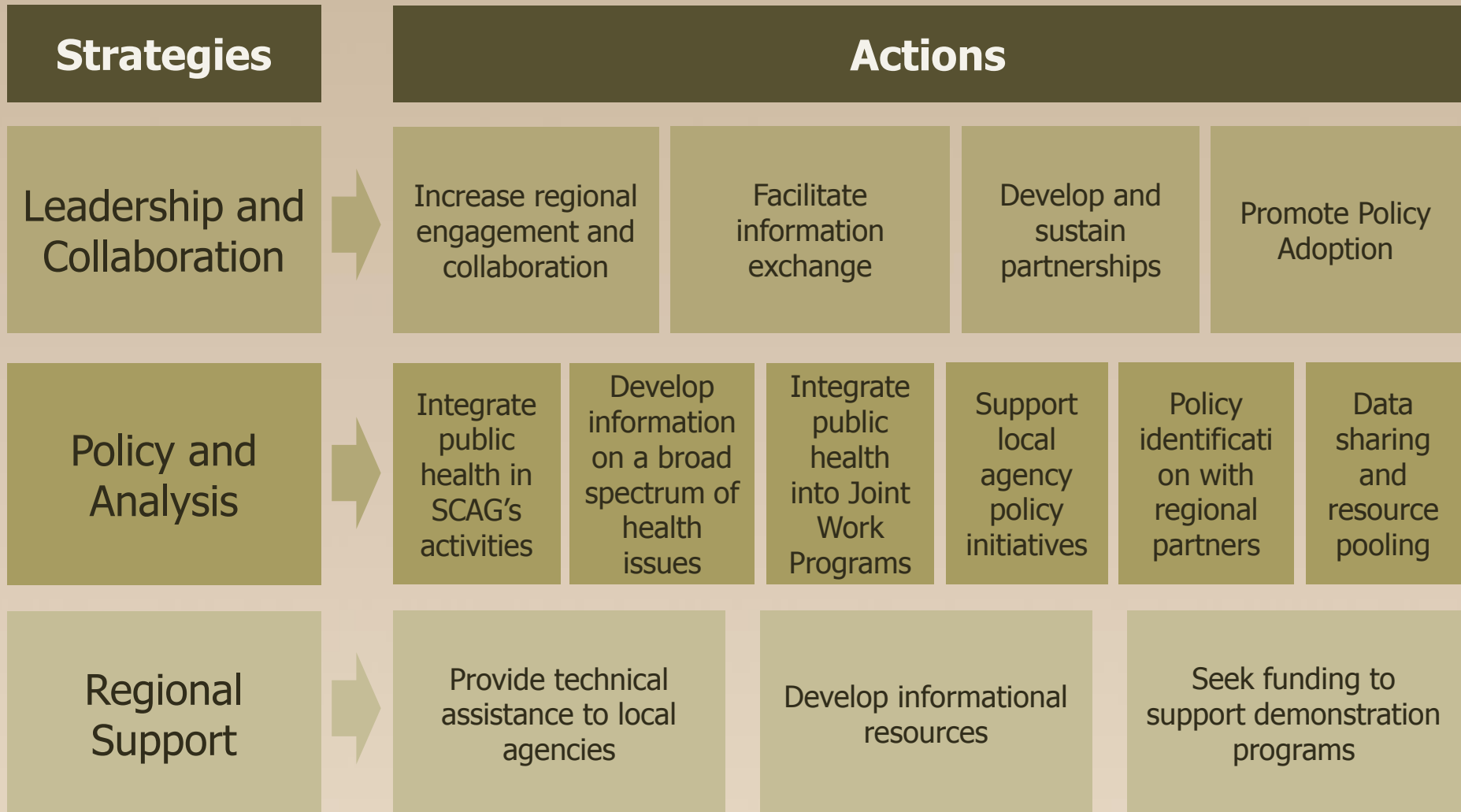
Public Health Strategies and Actions

- Provide umbrella direction for Supporting Public Health in Regional Planning
- Specific modal public health strategies are included in the appendices for each mode

Strategy and Action Development

- Public Health Subcommittee (2012-2013)
- Public Health Work Program (Fall 2014)
- Public Health Analysis Framework (Spring 2015)
- Public Health Working Group (2014-Ongoing)
- Technical Working Group (2014-Ongoing)
- Policy Committees (2014-Ongoing)
- Stakeholder Meetings (Ongoing)

2016 RTP/SCS Public Health Strategies and Actions



Draft Focus Areas and Performance Measures for the 2016 RTP/SCS

Accessibility Performance Measures		
Outcome	Performance Measures	Data Source
Location Efficiency	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data
	Average distance for work or non-work trips	Travel Demand Model
	Percent of trips less than 3 miles	Travel Demand Model
	Work Trip Length Duration	Travel Demand Model
Mobility and Accessibility	Person delay per capita	Travel Demand Model
	Person delay by facility type (mixed flow, HOV, arterials)	Travel Demand Model
	Travel time distribution for transit, SOV, HOV for work and non-work trips	Travel Demand Model
Safety and Health	Mode share of walking and bicycling	Travel Demand Model
Air Quality Performance Measure Outcomes		
Outcome	Performance Measures	Data Source
Location Efficacy	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data
	Vehicle Miles Traveled (VMT) per captia	Travel Demand Model
	Mode share of transit	Travel Demand Model
Safety and Health	Air pollution-related health measures	Scenario Planning Model
	Mode share of walking and bicycling	Travel Demand Model
Environmental Quality	Criteria pollutant and greenhouse gas emissions	Travel Demand Model/ ARB EMFAC Model
Climate Resiliency Performance Measures		
Outcome	Performance Measures	Data Source
Location Efficacy	Land Consumption	Scenario Planning Model
	Vehicle Miles Traveled (VMT) per captia	Travel Demand Model
	Mode share of transit	Travel Demand Model
	Percent of trips less than 3 miles	Travel Demand Model
Safety and Health	Mode share of walking and bicycling	Travel Demand Model
Environmental Quality	Criteria pollutant and greenhouse gas emissions	Travel Demand Model/ ARB EMFAC Model
Resource Efficiency	Energy Consumption	Scenario Planning Model
	Water Consumption	Scenario Planning Model
Economic Wellbeing Performance Measures		
Outcome	Performance Measures	Data Source
Location Efficiency	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data
	Percent of trips less than 3 miles	Travel Demand Model
Mobility and Accessibility	Person delay per capita	Travel Demand Model

Safety and Health	Air pollution-related health measures	Scenario Planning Model
	Physical activity-related health measures	Scenario Planning Model
Economic Well Being	Additional jobs supported by improving competitiveness	Regional Economic Model REMI
	Additional jobs supported by transportation investments	Regional Economic Model REMI
	Net contribution to Gross Regional Product	Regional Economic Model REMI
	Benefit/Cost Ratio	California Benefit Cost
System Sustainability	Cost per capita to preserve multi-modal system to current and	Estimated using SHOPP
Resource Efficiency	Energy Consumption	Scenario Planning Model
	Water Consumption	Scenario Planning Model
Physical Activity Performance Measures		
Outcome	Performance Measures	Data Source
Location Efficiency	Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data
	Mode share of transit	Travel Demand Model
	Percent of trips less than 3 miles	Travel Demand Model
Safety and Health	Physical activity related health measures	Scenario Planning Model
	Mode share of walking and bicycling	Travel Demand Model
Transportation Safety Performance Measures		
Outcome	Performance Measures	Data Source
Safety and Health	Collison/accident rates by severity by mode	CHP Accident Data Base, Travel Demand Model Mode Split Outputs

Draft Public Health Strategies and Actions for the 2016 RTP/SCS

Strategies and Actions

Strategy 1 - Leadership and Collaboration: Provide leadership in collaboration with regional partners (the county transportation commissions, the county and city departments of public health, subregional partners, health industry leaders, local cities, and other local stakeholder groups) to measure and improve public health and health equity outcomes by increasing awareness of the relationship between the social determinants of health and the built environment throughout the region.

Action A: Increase regional engagement and collaboration on the issue of public health, as related to the built environment and SCAG core planning functions, by defining the issue and raising awareness among policy leaders, agency staff, businesses, and the public.

Action B: Facilitate information exchange and region-wide collaboration through SCAG Committees, health forums, and issue integration within other SCAG-led forums (active transportation, poverty, economy, etc.).

Action C: Develop and sustain partnerships with governmental agencies, local non-profit organizations, colleges and universities, private foundations, and other stakeholder groups to identify, coordinate and leverage existing and planned public health activities.

Action D: Promote, develop and where feasible accelerate the adoption of policies that support public health considerations across the region in day to day planning activities that relate to the built environment.

Strategy 2 - Policy and Analysis: Develop, support, and implement balanced regional policies using a Health in All Policies approach to drive positive, equitable health outcomes for all residents of the SCAG region related to accessibility, air quality, climate resiliency, economic wellbeing, physical activity, and transportation safety.

Action A: Integrate public health considerations as related to the built environment throughout SCAG's decision making processes and planning activities.

Action B: Collaborate with regional partners to develop information on a broad spectrum of health issues through data/statistics collection, modeling enhancements, and research.

Action C: Collaborate with interested County Transportation Commissions to integrate public health related analyses and planning projects into the Joint Work Programs.

Action D: Support local and regional agencies in the application of health, equity and sustainability consideration in transportation and land use policy efforts.

Action E: In collaboration with regional partners, identify policies and examples of existing conditions that may create barriers to improving public health outcomes and identify solutions.

Action F: Support opportunities for cooperative multiagency/multi-municipality data systems, data sharing and resource pooling.

Strategy 3 - Regional Support: Provide support to regional and local initiatives, agencies, and partners, including the sharing of data, statistics, benchmarks, analysis tools and best practices, to help local

agencies integrate public health and health equity considerations into the multimodal transportation, economic development, job creation and land use planning processes.

- Action A: Provide technical assistance to local agencies to support implementation of the 2016 RTP/SCS, such as continued support through the Sustainability Program Grants for transportation, land-use, and sustainability planning efforts that support improved health outcomes or providing support and assistance to local agencies seeking grant funding for projects that align with the public health goals of the RTP/SCS.
- Action B: Eliminate knowledge gaps by developing resources such as fact sheets, documentation of best practices, policy templates, Toolbox Tuesday trainings, and website resources to support local jurisdictions interested in incorporating public health considerations into their planning processes.
- Action C: Seek funding to support local planning efforts and consider implementing regional demonstration programs aimed at integrating elective public health considerations into planning efforts.

DRAFT



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Item 6 Attachment:
2016 Draft RTP/SCS Active Transportation Plan

Proposed Active Transportation Plan Investment Framework	2012 (Existing)	Proposed Improvements	2040 (Existing and Proposed)	Preliminary Cost Estimates
Regional-Trip Strategy				\$2.8 Billion
Greenways	755 miles	1,543 additional miles of Class 1 and Class 4 Bikeways	2,233 Miles with wayfinding and connections to Regional/local Bikeways	
Reg. Bikeways	476 miles (excluding Greenways)	1,215 additional miles of Class 2, 3 bikeways (excluding greenways)	1,701 miles, excluding greenways. With Greenways, 2,220 miles	
Transit Integration Strategy				\$2.2 Billion
1st/Last Mile	0	Bike/Ped Improvements out to 1 mile from 224 HQT stations	224 HQT stations (fixed rail/guideway)	
Bike-Share	0	880 stations (8,800 bikes)	880 stations (8,800 bikes)	
Livable Corridors	0	Bike/ped and land-use improvements along and connecting to commercial/retail/bus transit corridors	Estimated 670 miles of bike/ped improvements	
Short-Trip Strategy				\$7.6 Billion
Sidewalks		Maintenance/improvements to existing sidewalks	10,582 miles	
Local Bikeways	2,686 miles, excluding greenways and Regional Bikeways	6,016 additional Miles, excluding greenways and regional bikeways	8,702 miles, excluding greenways or Regional Bikeway Network	
Neighborhood Mobility Areas	0	Complete Streets policies/provisions for residential areas, connecting to local attractors	Focus on areas not served by transit, with favorable demographic and street characteristics	
Education and Encouragement Strategy				\$288 Million
Safe Routes to School	28% of local jurisdictions covered	Collaboration with Cities and Counties in implementing SRTS Policies/Programs	% of jurisdictions covered increases to 50%	
Safety/ Encouragement Campaigns	0	Continuation of current campaign every 5 years	5 campaigns between 2016 and 2040	
TOTAL ESTIMATE				\$12.9 Billion

Notes:

Includes all projects provided by County Transportation Commissions and local active transportation plans.

Bikeway Miles assigned to one of three categories (Greenway, Regional Bikeway or Local Bikeway) to prevent double counting. However, in many cases, these facilities will serve multiple purposes

Preliminary Cost Estimates reflect total costs for each integrated strategy



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Item 7 Attachment:
Active Transportation Program (ATP) Update

Active Transportation Program Cycle 2 Project Selection Process Timeline

- September 15, 2015 California Transportation Commission (CTC) Staff Recommendation for **Statewide and Rural/Small Urban Component**
- October 8th, 2015 SCAG Regional Council, Policy Committees Schedule Update
- October 16, 2015 October CEOs Meeting- SCAG Staff to Present Preliminary **MPO Component** Project List
- *October 22, 2015* *CTC Meeting: **Statewide and Rural/Small Urban Component** Approval (Action)*
- October/November 2015 County Transportation Commissions **MPO Component** Project List Approvals
- *January, 2016* *SCAG Regional Council: **MPO Component** Project List Recommendations Consideration/Approval (Action)*
- January, 2016 SCAG **MPO Component** Project List Submitted to CTC
- *January 20, 2016* *CTC adopts **MPO Component** for SCAG region (Action)*



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Item 8 Attachments:
OPR Proposed Updates to CEQA Guidelines



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

Possible Topics to be Addressed in the 2014 CEQA Guidelines Update

December 30, 2013

I. Introduction

During the summer of 2013, the Governor's Office of Planning and Research (OPR) and the Natural Resources Agency distributed a [Solicitation for Input](#) on possible changes to the CEQA Guidelines. Over forty organizations, public agencies, and individuals submitted [written suggestions](#) for changes. Several [broad themes](#) emerged.

This document identifies the specific suggestions that appear consistent with the California Environmental Quality Act (Pub. Resources Code §§ 21000 et seq.) and case law, as well as the goals described in the Solicitation for Input. Note, some suggestions were modified to be consistent with legal authority or to fit within the structure of the Guidelines. Please also note that because OPR and the Natural Resources Agency continue to engage in outreach with various stakeholders, additional topics and changes may be considered beyond those listed in this document.

II. Input Requested

OPR and the Natural Resources Agency seek your input on this preliminary list of topics. In particular, we seek the following:

1. Are these topics appropriate for the CEQA Guidelines Update?
2. Are there any important topics that we missed and that should be addressed?
3. If you have not already provided specific suggested language, do you have any that we should consider?

Input may be submitted electronically to CEQA.Guidelines@ceres.ca.gov. While electronic submission is preferred, suggestions may also be mailed or hand delivered to:

Christopher Calfee, Senior Counsel
Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Please submit all suggestions before **February 14, 2014 at 5:00pm.**

III. Specific Suggested Changes

The following briefly describes the topics that OPR intends to address in this comprehensive update.

Section 15051 (Criteria for Identifying the Lead Agency)

Clarify when the determination of lead agency may be made by agreement. Specifically, provide that the agency that acts first shall “normally” be the lead agency, which leaves open the possibility of designating another by agreement.

Section 15060.5 (Pre-application Consultation)

Recast this section to address consultation more generally. Add provisions to address specific consultation requirements, and include suggestions on tribal consultation. Address consultation with regional air districts.

Section 15061 (Preliminary Review)

In subdivision (b)(3), replace the phrase “general rule” with “common sense exemption” to be consistent with the terminology used by the Supreme Court in *Muzzy Ranch v. Solano County ALUC* (2007) 41 Cal. 4th 372.

Section 15063 (Initial Study)

Clarify that initial studies may be prepared by contract to the lead agency, consistent with Section 15084. Also clarify in subdivision (g) that the lead agency may share an administrative draft of the initial study with the applicant in order to ensure accuracy in the project description and mitigation measures.

Section 15064 (Determining the Significance of the Environmental Effects Caused by a Project)

Add a definition of regulatory standard, and explain when a standard may be used appropriately in determining the significance of an impact under CEQA.

Add loss of open space as an example of potential cumulative impacts in subdivision (h)(1).

Add explanation of baseline in this section, since 15125 technically addresses the contents of an environmental impact report.

Section 15064.4 (Determining the Significance of Impacts From Greenhouse Gas Emissions)

Clarify that analysis of greenhouse gas emissions is required, and the role of the Scoping Plan in determining the significance of greenhouse gas emissions.

Further clarify that “business as usual” (or hypothetical baseline) analysis is not appropriate. Also clarify that, particularly for long range plans, lack of complete precision in projections of emissions will not make the use of models inadequate for information disclosure purposes.

Section 15065 (Mandatory Findings of Significance)

Add roadway widening and the provision of excess parking as examples of projects that may achieve short-term environmental goals (congestion relief) to the disadvantage of long-term environmental goals (reducing greenhouse gas emissions).

Section 15082 (Notice of Preparation)

Clarify that NOPs must be posted at the County Clerk’s office.

Section 15083 (Early Public Consultation)

Clarify that the lead agency may share an administrative draft of the EIR, or portions thereof, with the applicant in order to ensure accuracy in the project description and mitigation measures.

Section 15087 (Public Review of Draft EIR)

Revise section 15087 to require that all documents “incorporated by reference” into the environmental impact report be made available for public inspection, but not necessarily every document cited in the EIR.

Clarify that copies provided to the public and to libraries may be electronic copies.

Section 15088 (Evaluation of and Response to Comments)

Clarify that proposed responses to public agency comments may be provided electronically.

Clarify that responses may correspond to the level of detail contained in the comment, and specifically that responses to general comments may be general. Provide further that comments that do not explain the basis for the comments or the relevance of evidence submitted with the comment do not require a response. *Citizens for Responsible Equitable Environmental Development v. City of San Diego*

(2011) 196 Cal. App. 4th 515; Gilroy Citizens for Responsible Planning v. City of Gilroy, 140 Cal. App. 4th 911.

Section 15091 (Findings)

Clarify requirements regarding the need for findings on alternatives, as well as the difference between feasibility for the purpose of analysis in the environmental impact report versus actual feasibility for the purpose of making findings.

Section 15107 (Completion of a Negative Declaration)

Provide that a lead agency may request an extension of time (under the Permit Streamlining Act) to be consistent with Section 15108.

Section 15124 (Project Description)

In the description of the project's technical, economic, and environmental characteristics, allow the lead agency to discuss the project's benefits.

Section 15125 (Environmental Setting)

Provide guidance on appropriateness of use of alternative baselines, including changes resulting from climate change, future baselines to address large-scale infrastructure, historic use, and unpermitted uses.

Provide that the description of the environmental setting may include a description of the community within which the project is proposed in order to better analyze the specific impacts to that community.

Clarify the analysis of consistency with adopted plans, both local and regional.

Section 15126.4 (Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects)

Provide guidance on when an agency may appropriately defer mitigation details.

Discuss mitigation banking.

Mention vectors as an example of potential impacts that result from mitigation measures.

Provide additional guidance on mitigation of energy impacts.

Section 15126.6 (Consideration and Discussion of Alternatives to the Proposed Project)

Provide guidance on the feasibility of alternatives.

Section 15152 (Tiering)

Clarify that tiering is only one streamlining mechanism, and this section does not govern the other types of streamlining.

Section 15155 (City or County Consultation with Water Agencies)

Provide further guidance on the adequacy of water supply analysis under CEQA. Also account for increasing variability in water supply.

Section 15168 (Program EIR)

Provide further guidance on determining whether a later project is “within the scope” of a program EIR.

Section 15182 (Projects Pursuant to a Specific Plan)

Add description of new specific plan exemption in Section 21155.4.

Section 15222 (Preparation of Joint Documents)

Clarify that CEQA lead agencies may enter into a memorandum of understanding to facilitate joint review with a federal lead agency.

Section 15269 (Emergency Projects)

Clarify that emergency exemption does not preclude projects responding to emergencies that require some long-term planning, consistent with the *CalBeach Advocates v. City of Solana Beach* (2002) 103 Cal. App. 4th 529 decision.

Section 15301 (Existing Facilities)

Revise to incorporate holding in *Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal. 4th 310, regarding the level of historic use, so that the exemption

cannot be used to expand the use of a facility beyond its historic use (rather than use at the time of the lead agency's determination).

Clarify that this exemption includes alterations for bike lanes, pedestrian crossings, street trees, and implementation of other complete streets features.

Section 15357 (Discretionary Project)

Augment the definition of a "discretionary project" to provide further guidance about whether a project is ministerial or discretionary.

Section 15370 (Mitigation)

Clarify that preservation in perpetuity can be appropriate mitigation.

Section 15378 (Project)

Revise the definition of "project" to more clearly address pre-approval agreements.

Appendix G: Environmental Study Checklist

Several suggestions recommended changes to the Appendix G sample environmental checklist. Some of the topics that may be addressed include the following:

- Add a question about conversion of open space generally, and then give examples (agriculture, forestry, habitat connectivity, etc.) of possible impacts.
- Add a question about the cumulative loss of agricultural land.
- Add fire hazard questions (SB 1241).
- Move the question about geologic features and paleontological features from the cultural resources section to the geology section.
- Remove question (c) in land use planning because it is already covered in the section on biological resources.
- Add a question about providing excess parking.
- Revise the section on utilities to be clearer and remove redundancy, and add questions related to energy infrastructure.
- Revise the questions regarding biological resources and mandatory findings of significance to be consistent with Section 15065.

Appendix J (Examples of Tiering)

Revise to provide better guidance on use of different and new streamlining tools.

New Appendix (Mitigation Monitoring and Reporting Program)

Provide a sample Mitigation Monitoring and Reporting Program.

New Appendix (Supplemental Review Checklist)

Provide a checklist to guide supplemental review, including guidance on fair argument

New Appendix (Transportation Analysis)

Provide guidance on a non-LOS analysis of transportation impacts. Also address local conditions, safety, mode conflicts.

IV. Issue That Will Not Be Addressed at This Time

Many commenters suggested providing further clarification of Section 15126.2, and the required analysis of a project's relationship with its environment. The California Supreme Court recently accepted review of *California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2013) 218 Cal. App. 4th 1171. Review in that case is limited to the following question: "Under what circumstances, if any, does the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) require an analysis of how existing environmental conditions will impact future residents or users (receptors) of a proposed project?" The Office of Planning and Research will not suggest any changes to this section until after the Supreme Court rules on this issue.

Proposed
Updates
to the
CEQA
Guidelines

August 11

2015

Section 21083 of the Public Resources Code requires regular updates to the Guidelines Implementing the California Environmental Quality Act. This is a preliminary discussion draft of potential updates.

Preliminary
Discussion
Draft

August 11, 2015

LETTER FROM THE DIRECTOR

The Governor's Office of Planning and Research is pleased to provide this discussion draft of changes to the CEQA Guidelines. In recent years, updates have responded to specific statutory directives to address new topics. In 2013, OPR and the Natural Resources Agency broadly solicited suggestions from stakeholders regarding what updates, if any, should be made to the CEQA Guidelines. This package reflects input received from stakeholders. The concepts in this package have been discussed in various forums, including professional conferences hosted by the Association of Environmental Planners, the California Chapter of the American Planning Association and the California State Bar. Today, we ask for your input on this draft.

This is, first and foremost, a *discussion* draft. We seek input from all parts of California and all aspects of our economy, population, and environment. Please let us know what you think. Send comments to: CEQA.Guidelines@resources.ca.gov by October 12, 2015.

We look forward to hearing from you.

A handwritten signature in black ink that reads "Ken Alex". The signature is written in a cursive, flowing style.

Ken Alex
Director

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Executive Summary

Preliminary Discussion Draft of Amendments to the CEQA Guidelines

Background

The last comprehensive update to the CEQA Guidelines occurred in the late 1990s. Since 2011, the Governor’s Office of Planning and Research (OPR) has informally collected ideas on possible improvements to the CEQA Guidelines. In 2013, OPR distributed a formal [Solicitation for Input](#) on possible improvements. Specifically, OPR asked for suggestions on efficiency improvements, substantive improvements, and technical improvements. Stakeholders offered many [ideas](#). After considering this input, OPR developed a [possible list of topics](#) to address in the update, and again sought and received substantial [public input](#). This document contains initial thoughts on possible amendments to the CEQA Guidelines. It reflects not only input that the OPR received during public comment on the Solicitation for Input and possible list of topics, but also input received during informal stakeholder meetings, conferences, and other venues.

What is in this Package?

The preliminary discussion draft contains changes or additions involving nearly thirty different sections of the Guidelines addressing nearly every step of the environmental review process. It is a **balanced** package that is intended to make the process easier and quicker to implement, and better protect natural and fiscal resources consistent with other state environmental policies.

Efficiency Improvements

The discussion draft proposes several changes intended to result in a smoother, more predictable process for agencies, project applicants and the public.

First, the package promotes use of existing **regulatory standards** in the CEQA process. Using standards as “thresholds of significance” creates a predictable starting point for the analysis, and allows agencies to rely on the expertise of the regulatory body, without foreclosing consideration of possible project-specific effects.

Second, the package proposes to update, consolidate and streamline the **environmental checklist** that most agencies use to conduct their environmental review. Redundant questions in the existing checklist would be eliminated, some questions would be updated to address contemporary topics, and some topics would be reorganized to make better use of existing data, particularly related to open space. The checklist has also been updated with new questions related to tribal cultural resources, transportation and wildfire, pursuant to Assembly Bill 52 (Gatto, 2014), Senate Bill 743 (Steinberg, 2013), and Senate Bill 1241 (Kehoe, 2012), respectively.

Third, the package includes several changes to make existing programmatic environmental review easier to use for later projects. Specifically, it clarifies the rules on **tiering**, and provides additional guidance on when a later project may be considered **within the scope** of a program EIR.

Fourth, the package enhances several **exemptions**. For example, consistent with Senate Bill 743 (Steinberg, 2013), it expands an existing exemption for projects implementing a specific plan to include not just residential, but also commercial and mixed-use projects near transit. It also clarifies the rules on the exemption for changes to existing facilities so that vacant buildings can more easily be redeveloped. Changes to that same exemption would also promote pedestrian, bicycle and streetscape improvements within an existing right of way.

Finally, the package includes a new section to assist agencies in complying with CEQA in response to a court's **remand**, and help the public and project proponents understand the effect of the remand on project implementation.

Substantive Improvements

The package also contains substantive improvements related to environmental protection.

First, the package would provide guidance regarding **energy** impacts analysis. Specifically, it would require an EIR to include an analysis of a project's energy impacts that addresses not just building design, but also transportation, equipment use, location, and other relevant factors.

Second, the package proposes guidance on the analysis of **water supply** impacts. The guidance is built on the holding in the California Supreme Court decision in *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal. 4th 412. It requires analysis of a proposed project's possible sources of water supply over the life of the project and the environmental impacts of supplying that water to the project. The analysis must consider any uncertainties in supply, as well as potential alternatives.

Technical Improvements

The package also includes many technical changes to conform to recent cases and statutory changes. For example, one of the changes clarifies when it may be appropriate to use projected future conditions as the **environmental baseline**. Another change addresses when agencies may defer specific details of **mitigation measures** until after project approval. The package also proposes a set of changes related to the duty of lead agencies to provide detailed **responses to comments** on a project. The changes would clarify that a general response may be appropriate when a comment submits voluminous data and information without explaining its relevance to the project. Other changes address a range of topics such as **selecting the lead agency**, **posting notices** with county clerks, clarifying the definition of **"discretionary,"** and others.

What is Not in the Package?

This package does not contain several elements that have been discussed among stakeholders.

First, changes related to transportation analysis, required by SB 743, were released for public review in August 2014. OPR is still revising that proposal in response to stakeholder comments. The revised proposal will be released separately.

Second, OPR had originally included changes related to the analysis of greenhouse gas emissions among the topics that it might cover in a comprehensive update. Similarly, stakeholders suggested that the CEQA Guidelines should clarify whether CEQA requires analysis of impacts of the environment on a project. The California Supreme Court, however, is now considering those issues in several cases. OPR does not propose to address those topics while they are under consideration at the Supreme Court.

How Can I Provide Input?

This is a preliminary discussion draft, which we expect to change for the better through public input. We hope that you will share your thoughts and expertise in this effort.

When and Where to Submit Comments

Input may be submitted electronically to CEQA.Guidelines@resources.ca.gov. While electronic submission is preferred, suggestions may also be mailed or hand delivered to:

Christopher Calfee, Senior Counsel
Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

Please submit all suggestions before **October 12, 2015 at 5:00 p.m.** Once the comment period closes, OPR will review all written input and revise the proposal as appropriate. If substantial changes are made, OPR may seek additional public input. Once the draft has advanced to the point that most issues have been aired, it will submit the draft to the Natural Resources Agency, which will then commence a formal rulemaking process. Once the Natural Resources Agency adopts the changes, they undergo review by the Office of Administrative Law.

Tips for Providing Effective Input

OPR would like to encourage robust engagement in this update process. We expect that participants will bring a variety of perspectives. While opposing views may be strongly held, discourse can and should proceed in a civil and professional manner. To maximize the value of your input, please consider the following:

- In your comment(s), please clearly identify the specific issues on which you are commenting. If you are commenting on a particular word, phrase, or sentence, please provide the page number and paragraph citation.
- Explain why you agree or disagree with OPR's proposed changes. Where you disagree with a particular portion of the proposal, please suggest alternative language.

- Describe any assumptions and support assertions with legal authority and factual information, including any technical information and/or data. Where possible, provide specific examples to illustrate your concerns.
- When possible, consider trade-offs and potentially opposing views.
- Focus comments on the issues that are covered within the scope of the proposed changes. Avoid addressing rules or policies other than those contained in this proposal.
- Consider quality over quantity. One well-supported comment may be more influential than one hundred form letters.
- Please submit any comments within the timeframe provided.

Tips for Reviewing This Document

This document is lengthy, in part because it includes both existing and proposed changes to the CEQA Guidelines. The following pages contain an index of proposed changes grouped into categories. Each amendment listed in the index is hyperlinked to the full discussion of that amendment. You can jump directly to that discussion by pressing the “Ctrl” and clicking on the link. Each discussion contains background, detailed explanation of the proposed changes, and the text of the proposed amendments in underline/~~strikeout~~ format.