



**Main Office**

818 West 7th Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

## A JOINT MEETING

# REGIONAL COUNCIL AND POLICY COMMITTEES (COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT; ENERGY AND ENVIRONMENT; AND TRANSPORTATION COMMITTEES)

***Please Note Date and Time***  
***Thursday, March 3, 2016***  
***10:00 a.m. – 12:00 p.m.***

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

**Officers**

President

Cheryl Viegas-Walker, El Centro

First Vice President

Michele Martinez, Santa Ana

Second Vice President

Margaret Finlay, Duarte

Immediate Past President

Carl Morehouse, San Buenaventura

**Executive/Administration  
Committee Chair**

Cheryl Viegas-Walker, El Centro

**Policy Committee Chairs**

Community, Economic and  
Human Development  
Bill Jahn, Big Bear Lake

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Alan Wapner, San Bernardino  
Associated Governments

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

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

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**A JOINT MEETING OF THE REGIONAL COUNCIL  
AND POLICY COMMITTEES  
(COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE;  
ENERGY AND ENVIRONMENT COMMITTEE; TRANSPORTATION COMMITTEE)  
AGENDA  
THURSDAY, MARCH 3, 2016**

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**CALL TO ORDER & PLEDGE OF ALLEGIANCE**

*Hon. Bill Jahn, Chair, Community, Economic, and Human Development (CEHD) Committee*

*Hon. Deborah Robertson, Chair, Energy and Environment Committee (EEC)*

*Hon. Alan Wapner, Chair, Transportation Committee (TC)*

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

**CONSENT CALENDAR**

**Page No.**

**Approval Items**

- |   |                   |          |
|---|-------------------|----------|
| 1. <u>Minutes of the Joint Meeting of the Regional Council and Policy Committees, April 2, 2015</u> | <b>Attachment</b> | <b>1</b> |
| 2. <u>Minutes of the Joint Meeting of the Policy Committees, November 5, 2015</u>                   | <b>Attachment</b> | <b>6</b> |

**Receive and File**

- |   |                   |           |
|---|-------------------|-----------|
| 3. <u>Letters of Support for Electric Program Investment Charge (EPIC) Program Grants</u> | <b>Attachment</b> | <b>18</b> |
| 4. <u>2017 Active Transportation Program (ATP) Guidelines and Application</u>             | <b>Attachment</b> | <b>20</b> |
| 5. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u>                    | <b>Attachment</b> | <b>23</b> |

**DISCUSSION ITEMS**

- |  |                   |           |
|--|-------------------|-----------|
| 6. <u>Overview of Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Comments and Revision Approach</u><br><i>(Hasan Ikhata, Executive Director)</i> | <b>Attachment</b> | <b>31</b> |
|--|-------------------|-----------|

**A JOINT MEETING OF THE REGIONAL COUNCIL  
AND POLICY COMMITTEES  
(COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT COMMITTEE;  
ENERGY AND ENVIRONMENT COMMITTEE; TRANSPORTATION COMMITTEE)  
AGENDA  
THURSDAY, MARCH 3, 2016**

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**DISCUSSION ITEMS**

**Page No.**

- |   |                   |           |
|---|-------------------|-----------|
| 7. <u>Overview of Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR) Comments, Revision Approaches and Summary of Contents of the Proposed Final PEIR</u><br><i>(Hasan Ikhata, Executive Director)</i> | <b>Attachment</b> | <b>58</b> |
|---|-------------------|-----------|

**ADJOURNMENT**

*The next Joint Meeting of the Policy Committees is scheduled for Thursday, March 24, 2016 at the SCAG Los Angeles Office. The Joint Meeting is not available for video- or tele-conference.*

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**MINUTES OF THE JOINT MEETING OF THE REGIONAL COUNCIL,  
COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT (CEHD) COMMITTEE;  
ENERGY AND ENVIRONMENT COMMITTEE (EEC); AND THE  
TRANSPORTATION COMMITTEE (TC) OF THE  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
APRIL 2, 2015**

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

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

**TC Members – Present:**

<b>Chair* 1.</b>	<b>Hon. Alan Wapner</b>	<b>Ontario</b>	<b>SANBAG</b>
<b>Vice-Chair* 2.</b>	<b>Hon. Barbara Messina</b>	<b>Alhambra</b>	<b>District 34</b>
* 3.	Hon. Dante Acosta	<i>Santa Clarita</i>	District 67
4.	Hon. John Addleman	<i>Rolling Hills Estates</i>	SBCCOG
* 5.	Hon. Rusty Bailey	<i>Riverside</i>	District 68
* 6.	Hon. Ben Benoit	<i>Wildomar</i>	WRCOG
7.	Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
* 8.	Hon. Art Brown	<i>Buena Park</i>	District 21
* 9.	Hon. Diana Lee Carey	<i>Westminster</i>	OCCOG
* 10.	Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
* 11.	Hon. Gene Daniels	<i>Paramount</i>	District 24
12.	Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
* 13.	Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
14.	Hon. Dave Harrington	<i>Aliso Viejo</i>	OCCOG
* 15.	Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
* 16.	Hon. Steve Hofbauer	<i>Palmdale</i>	District 43
* 17.	Hon. Jim Hyatt	<i>Calimesa</i>	District 3
* 18.	Hon. Jim Katapodis	<i>Huntington Beach</i>	District 64
19.	Hon. Linda Krupa	<i>Hemet</i>	WRCOG
20.	Hon. Severo Lara	<i>Ojai</i>	VCOG
* 21.	Hon. Clint Lorimore	<i>Eastvale</i>	District 4

**TC Members – Present (continued)**

* 22.	Hon. Ray Marquez	<i>Chino Hills</i>	District 10
* 23.	Hon. Michele Martinez	<i>Santa Ana</i>	District 16
24.	Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
* 25.	Hon. Dan Medina	<i>Gardena</i>	District 28
* 26.	Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
* 27.	Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
* 28.	Hon. Kris Murray	<i>Anaheim</i>	District 19
* 29.	Hon. Frank Navarro	<i>Colton</i>	District 6
* 30.	Hon. Pam O’Connor	<i>Santa Monica</i>	District 41
* 31.	Hon. Sam Pedroza	<i>Claremont</i>	District 38
* 32.	Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
33.	Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
34.	Hon. Dwight Robinson	<i>Lake Forest</i>	OCCOG
* 35.	Hon. Marty Simonoff	<i>Brea</i>	District 22
36.	Hon. David Spence	<i>La Cañada/Flintridge</i>	Arroyo Verdugo Cities
* 29.	Hon. Karen Spiegel	<i>Corona</i>	District 63
* 37.	Hon. Michelle Steel		Orange County
* 31.	Hon. Jess Talamantes	<i>Burbank</i>	District 42
32.	Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
* 38.	Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
* 39.	Hon. Chuck Washington		Riverside County
* 40.	Hon. Michael Wilson	<i>Indio</i>	District 66

**CEHD Members – Present:**

<b>Chair*</b>	1.	<b>Hon. Margaret E. Finlay</b>	<b><i>Duarte</i></b>	<b>District 35</b>
<b>Vice Chair*</b>	2.	<b>Hon. Bill Jahn</b>	<b><i>Big Bear Lake</i></b>	<b>District 11</b>
	3.	Hon. Carol Chen	<i>Cerritos</i>	GCCOG
*	4.	Hon. Steven Choi	<i>Irvine</i>	District 14
	5.	Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
	6.	Hon. Kerry Ferguson	<i>Sam Juan Capistrano</i>	OCCOG
	7.	Hon. Debbie Franklin	<i>Banning</i>	WRCOG
*	8.	Hon. James Gazeley	<i>Lomita</i>	District 39
	9.	Hon. Tom Hansen	<i>Paramount</i>	GCCOG
	10.	Hon. Robert Joe	<i>South Pasadena</i>	Arroyo Verdugo Cities
	11.	Hon. Paula Lantz	<i>Pomona</i>	SGVCOG
	12.	Hon. Joe Lyons	<i>Claremont</i>	SGVCOG

**CEHD Members – Present (continued)**

* 13.	Hon.	Larry McCallon	<i>Highland</i>	District 7
14.	Hon.	Joseph McKee	<i>Desert Hot Springs</i>	CVAG
15.	Hon.	Charles Martin	<i>Morongo Band of Mission Indians</i>	Tribal Government
* 16.	Hon.	Carl Morehouse	<i>San Buenaventura</i>	District 47
17.	Hon.	Ray Musser	<i>Upland</i>	SANBAG
* 18.	Hon.	John Nielsen	<i>Tustin</i>	District 17
* 19.	Hon.	Jim Predmore	<i>Holtville</i>	ICTC
20.	Hon.	John Procter	<i>Santa Paula</i>	VCOG
* 21.	Hon.	Julio Rodriguez	<i>Perris</i>	District 69
22.	Hon.	Sonny R. Santa Ines	<i>Bellflower</i>	GCCOG
23.	Hon.	Becky Shevlin	<i>Monrovia</i>	SGVCOG
24.	Hon.	Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

**EEC Members – Present:**

<b>Chair*</b>	1.	<b>Hon. Deborah Robertson</b>	<b><i>Rialto</i></b>	<b>District 8</b>
*	2.	Hon. Ross Chun	<i>Aliso Viejo</i>	TCA
	3.	Hon. Laura Friedman	<i>Glendale</i>	Arroyo Verdugo Cities
	4.	Hon. Larry Forester	<i>Signal Hill</i>	GCCOG
	5.	Hon. Sandra Genis	<i>Costa Mesa</i>	OCCOG
	6.	Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
*	7.	Hon. Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
*	8.	Hon. Mike Munzing	<i>Aliso Viejo</i>	District 12
	9.	Hon. David Pollock	<i>Moorpark</i>	VCOG
*	10.	Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
	11.	Hon. Lupe Ramos Watson	<i>Indio</i>	District 66
	12.	Hon. Eric Schmidt	<i>Hesperia</i>	SANBAG
	13.	Mr. Steve Schuyler	<i>BIASC</i>	Ex-Officio Member
*	14.	Hon. Jack Terrazas		Imperial County
	15.	Hon. Diane Williams	<i>Rancho Cucamonga</i>	SANBAG
	16.	Hon. Edward Wilson	<i>Signal Hill</i>	GCCOG

\*Regional Councilmember

**RC Members – Present who are not in Policy Committees**

1.	Hon. Sean Ashton	<i>Downey</i>	District 25
2.	Mr. Randall Lewis	<i>Lewis Group of Companies</i>	Business Representative

**Staff Present**

Hasan Ikhata, Executive Director  
 Sharon Neely, Chief Deputy Executive Director  
 Debbie Dillon, Deputy Executive Director, Administration  
 Joe Silvey, General Counsel  
 Joann Africa, Chief Counsel  
 Basil Panas, Chief Financial Officer  
 Rich Macias, Director, Transportation Planning  
 Huasha Liu, Director, Land Use and Environmental Planning  
 Darin Chidsey, Director, Strategy, Policy and Public Affairs  
 Lilian Harris-Neal, Clerk of the Board  
 Tess Rey-Chaput, Office of Regional Council Support

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

President Carl Morehouse called the meeting to order at 10:45 a.m. Councilmember Alan Wapner, SANBAG, led the Pledge of Allegiance.

**PUBLIC COMMENT PERIOD**

President Morehouse opened the Public Comment period.

Heather Severin, Principal, Environmental Specialist, Los Angeles County Transportation Authority (Metro), announced that Metro and the Los Angeles Sustainability Coalition (LASC) would like to invite the members to attend the 2015 Sustainability Construction Forum on April 13 – 14, 2015, at Metro. The purpose of the forum is to provide a venue for public agencies, such as LA Metro, public agencies and construction industry leaders to interact and address issues and solutions to ensure the seamless implementation of sustainability strategies in our regions for construction projects.

President Morehouse closed the Public Comment period.

**CONSENT CALENDAR****Approval Item**

1. Minutes of the February 5, 2015 Joint Meeting of the Regional Council and Policy Committees

A MOTION was made (Jahn) to approve the Minutes of the February 5, 2015 Regional Council and Policy Committees' Meeting. Motion was SECONDED (Hack) and passed by the following votes:

**AYE/S:** Addleman, Bailey, Benoit, Betts, Carey, Chen, Chun, Espinoza, Forester, Franklin, Friedman, Gazeley, Genis, Hack, Hansen, Harnik, Harrington, Herrera, Joe, McKee, McLean, Munzing, Musser, Pollock, Predmore, Procter, Ramirez, Robinson, Santa Ines, Real Sebastian, Shevlin, Spence, Tercero, Terrazas, Williams and Wilson (36).

**NOE/S:** Lyons (1).

**ABSTAIN:** Krupa, Lara, Mitchell, Moore and Schmidt (5).



## **DISCUSSION ITEM**

### **2. Southern California's Transportation System Preservation and Operations**

Hasan Ikhata, Executive Director, announced that Transportation Committee Chair Alan Wapner will be moderating the workshop and reported that SCAG is in the process of reviewing and updating the system preservation and operation elements of the 2012 RTP/SCS. The purpose of the workshop is to provide an opportunity to hear from the experts and leaders on this important topic in preparation of the development of the 2016 RTP/SCS. Mr. Ikhata began the workshop by presenting a video regarding infrastructure.

Councilmember Wapner stated that one of the priorities of the RTP/SCS is the preservation of transportation infrastructure and to ensure the system is operating efficiently and effectively. He introduced the following presenters: Susan Bransen, California Transportation Commission (CTC), Deputy Executive Director; Tarek Hatata, SCAG consultant; Ali Zaghari, Caltrans District 7, Deputy Director of Operations; Alexandre Bayen, University of California, Berkeley, Director of the Institute of Transportation Studies; and Harry Voccola, Vice President of Nokia HERE.

Ms. Bransen provided an overview on State Highway System (SHS) needs, deferred maintenance, and associated risks in light of the latest draft State Highway Operation and Protection Plan (SHOPP), 10-year plan.

Mr. Hatata provided an update on the infrastructure condition of the local roads based on the most recent data collection efforts commissioned by SCAG since the adoption of the 2012 RTP/SCS.

Mr. Zaghari provided an overview of the role of operations and discussed the current State initiative.

Mr. Bayen provided a presentation on “Technology and the Future of Transportation Management;” components of the smart/connected city concept; resilient energy/transportation networks; connected corridors; collaborative commuting; and provided a specific example of an operation strategy with a focus on the I-210 Corridor.

Mr. Voccola, provided a private sector's perspective on the role of technology in improving operations and transportation network with the following: mobility, safety, environment and the economy of the neighborhood.

At the conclusion of the presentations and due to time constraints, Councilmember Wapner asked the members to write their questions and submit those to SCAG staff.

## **ADJOURNMENT**

There being no further business, President Morehouse adjourned the Joint Meeting of the Regional Council and Policy Committees at 11:58 a.m.

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**MINUTES OF THE JOINT MEETING OF THE  
COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT (CEHD) COMMITTEE;  
ENERGY AND ENVIRONMENT COMMITTEE (EEC); AND THE  
TRANSPORTATION COMMITTEE (TC) OF THE  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS  
NOVEMBER 5, 2015**

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

A Joint Meeting of the Policy Committees of the Southern California Association of Governments (SCAG) was held at the SCAG Los Angeles Office. There was a quorum.

**TC Members – Present:**

Chair*	1.	Hon. Alan Wapner	<i>Ontario</i>	SANBAG
	* 2.	Hon. Michael D. Antonovich		Los Angeles County
	* 3.	Hon. Sean Ashton	<i>Downey</i>	District 25
	4.	Hon. Ben Benoit	<i>Wildomar</i>	WRCOG
	5.	Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
	* 6.	Hon. Art Brown	<i>Buena Park</i>	District 21
	7.	Hon. Don Campbell	<i>Brawley</i>	ICTC
	8.	Hon. Diana Lee Carey	<i>Westminster</i>	OCCOG
	* 9.	Hon. Jonathan Curtis	<i>La Cañada/Flintridge</i>	District 36
	* 10.	Hon. Gene Daniels	<i>Paramount</i>	District 24
	* 11.	Hon. Jeffrey Giba	<i>Moreno Valley</i>	District 69
	12.	Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
	* 13.	Hon. Jan Harnik	<i>Palm Desert</i>	RCTC
	* 14.	Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
	* 15.	Hon. Steve Hofbauer	<i>Palmdale</i>	District 43
	* 16.	Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	* 17.	Hon. Randon Lane	<i>Murrieta</i>	District 5
	18.	Hon. Severo Lara	<i>Ojai</i>	VCOG
	* 19.	Hon. Clint Lorimore	<i>Eastvale</i>	District 4
	* 20.	Hon. Ray Marquez	<i>Chino Hills</i>	District 10
	* 21.	Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	* 22.	Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
	23.	Hon. Marsha McLean	<i>Santa Clarita</i>	North L.A. County
	* 24.	Hon. Dan Medina	<i>Gardena</i>	District 28

* 25.	Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
26.	Hon. Carol Moore	<i>Laguna Woods</i>	OCCOG
* 27.	Hon. Kris Murray	<i>Anaheim</i>	District 19
* 28.	Hon. Frank Navarro	<i>Colton</i>	District 6
29.	Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
* 30.	Hon. Ali Saleh	<i>Bell</i>	District 27
* 31.	Hon. Karen Spiegel	<i>Corona</i>	District 63
* 32.	Hon. Michelle Steel		Orange County
* 33.	Hon. Jess Talamantes	<i>Burbank</i>	District 42
34.	Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
35.	Hon. Olivia Valentine	<i>Hawthorne</i>	SBCCOG
* 36.	Hon. Cheryl Viegas-Walker	<i>El Centro</i>	District 1
* 37.	Hon. Chuck Washington		Riverside County
* 38.	Hon. Michael Wilson	<i>Indio</i>	District 66
39.	Mr. Randall Lewis	<i>Lewis Group of Companies</i>	

**CEHD Members – Present:**

Chair*	1.	Hon. Bill Jahn	<i>Big Bear Lake</i>	District 11
Vice-Chair*	2.	Hon. Larry McCallon	<i>Highland</i>	District 7
	3.	Hon. Dante Acosta	<i>Santa Clarita</i>	SFVCOG
	4.	Hon. Al Austin	<i>Long Beach</i>	GCCOG
	5.	Hon. Stacy Berry	<i>Cypress</i>	OCCOG
	6.	Hon. Wendy Bucknum	<i>Mission Viejo</i>	OCCOG
	7.	Hon. Carol Chen	<i>Cerritos</i>	GCCOG
	8.	Hon. Jeffrey Cooper	<i>Culver City</i>	WSCCOG
	9.	Hon. Rose Espinoza	<i>La Habra</i>	OCCOG
	10.	Hon. Kerry Ferguson	<i>San Juan Capistrano</i>	OCCOG
*	11.	Hon. Margaret E. Finlay	<i>Duarte</i>	District 35
	12.	Hon. Debbie Franklin	<i>Banning</i>	WRCOG
*	13.	Hon. James Gazeley	<i>Lomita</i>	District 39
	14.	Hon. Tom Hansen	<i>Paramount</i>	GCCOG
	15.	Hon. Bob Joe	<i>South Pasadena</i>	Arroyo Verdugo Cities
*	16.	Hon. Barbara Kogerman	<i>Laguna Hills</i>	District 13
	17.	Hon. Paula Lantz	<i>Pomona</i>	SGVCOG
	18.	Hon. Joe Lyons	<i>Claremont</i>	SGVCOG
*	19.	Hon. Victor Manalo	<i>Artesia</i>	District 23
	20.	Hon. Charles Martin		Morongo Band of Mission Indians
	21.	Hon. Joseph McKee	<i>Desert Hot Springs</i>	CVAG
*	22.	Hon. Carl Morehouse	<i>Ventura</i>	District 47

	23.	Hon.	Ray Musser	<i>Upland</i>	SANBAG
*	24.	Hon.	Steve Nagel	<i>Fountain Valley</i>	District 15
*	25.	Hon.	John Nielsen	<i>Tustin</i>	District 17
	26.	Hon.	Edward Paget	<i>Needles</i>	SANBAG
*	27.	Hon.	Erik Peterson	<i>Huntington Beach</i>	District 64
	28.	Hon.	Jim Predmore	<i>Holtville</i>	ICTC
	29.	Hon.	John Procter	<i>Santa Paula</i>	VCOG
*	30.	Hon.	Mary “Maxine” Resvaloso	<i>Torres-Martinez Desert Cahuilla Indians</i>	Tribal Nations Representative
*	31.	Hon.	Rex Richardson	<i>Long Beach</i>	District 29
	32.	Hon.	Sonny R. Santa Ines	<i>Bellflower</i>	GCCOG
	33.	Hon.	Becky Shevlin	<i>Monrovia</i>	SGVCOG
*	34.	Hon.	Tri Ta	<i>Westminster</i>	District 20
	35.	Hon.	Frank Zerunyan	<i>Rolling Hills Estates</i>	SBCCOG

**EEC Members – Present:**

	Chair*	1.	Hon.	Deborah Robertson	<i>Rialto</i>	District 8
	Vice-Chair*	2.	Hon.	Carmen Ramirez	<i>Oxnard</i>	District 45
		3.	Hon.	Denis Bertone	<i>San Dimas</i>	SGVCOG
*		4.	Hon.	Ross Chun	<i>Aliso Viejo</i>	TCA
*		5.	Hon.	Margaret Clark	<i>Rosemead</i>	District 32
		6.	Hon.	Jordan Ehrenkranz	<i>Canyon Lake</i>	WRCOG
		7.	Hon.	Larry Forester	<i>Signal Hill</i>	GCCOG
		8.	Hon.	Mike Gardner	<i>Riverside</i>	WRCOG
		9.	Hon.	Sandra Genis	<i>Costa Mesa</i>	OCCOG
		10.	Hon.	Shari Horne	<i>Laguna Woods</i>	OCCOG
*		11.	Hon.	Steve Hwangbo	<i>La Palma</i>	District 18
		12.	Hon.	Diana Mahmud	<i>South Pasadena</i>	SGVCOG
*		13.	Hon.	Judy Mitchell	<i>Rolling Hills Estates</i>	District 40
*		14.	Hon.	Mike Munzing	<i>Aliso Viejo</i>	District 12
		15.	Hon.	David Pollock	<i>Moorpark</i>	VCOG
		16.	Hon.	Meghan Sahli-Wells	<i>Culver City</i>	WCCOG
		17.	Hon.	Betty Sanchez	<i>Coachella</i>	CVAG
*		18.	Hon.	Jack Terrazas		Imperial County
		19.	Hon.	Edward Wilson	<i>Signal Hill</i>	GCCOG
		20.	Mr.	Steve Schuyler	<i>Building Industry Association of Southern California (BIASC)</i>	

\*Regional Councilmember

**Staff Present**

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

**CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Chair Alan Wapner, Transportation Committee, called the meeting to order at 9:30 a.m. and asked the members to observe a moment of silence in honor of San Bernardino Police Officer Bryce Hanes who was fatally struck this morning by an alleged drunk driver. Councilmember Larry McCallon, Highland, District 7, led the Pledge of Allegiance.

Chair Wapner introduced Leor Alpern, South Coast Air Quality Management District (SCAQMD), who invited the members to SCAQMD's second Environmental Justice Community event, "*The Impact of Air Pollution on Human Health*," in partnership with the Long Beach Alliance for Children with Asthma, on November 10, 2015.

Chair Wapner announced that Public Comments will be entertained after the presentation of each of the Action Items.

**ACTION/DISCUSSION ITEMS**

1. Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Proposed Major Components

Transportation Committee Chair Alan Wapner provided background information and overview of the importance of the state-mandated Regional Transportation Plan/Sustainable Communities Strategy (Plan) that is required to be updated every four (4) years. He explained the Plan must meet federal requirements, demonstrate air quality conformity and meet financial constraints. Chair Wapner also explained the Plan is required to meet greenhouse reduction goals as set forth by the California Air Resources Board (ARB). He emphasized the role of the members to think regionally as they consider the Plan.

President Cheryl Viegas-Walker stated the 2016 RTP/SCS is the culmination of several years of hard work. She reported the three (3) Policy Committees met many times to collectively discuss, debate and provide policy direction on each of the elements of the draft Plan and emphasized the respect for local land use control. President Viegas-Walker also reported on the public outreach and media campaign throughout the SCAG region to ensure a wide-range of participation in the development of the Plan. She stated each of the Policy Committee Chairs would provide a presentation of their respective committees with respect to the 2016 RTP/SCS.

Transportation Committee (TC) Chair Alan Wapner discussed the highways and arterials-related strategies; alternative transportation strategies; regional economic strategies; the 2016 RTP/SCS financial plan; and the future of technology with respect to mobility, electric vehicles and ridesourcing.

Community, Economic, and Human Development (CEHD) Committee Chair Bill Jahn reported on the committee's demographic research and economic analysis; land use and housing; adoption of Policy Growth Forecast Guiding Principles; and the Environmental Justice outreach and analysis framework.

Energy and Environment Committee (EEC) Chair Deborah Robertson reported on the committee's work Environmental Justice; 2016 RTP/SCS – PEIR Mitigation Measures, Guiding Principles and Performance-Based Approach; the review of the PEIR alternatives analysis, development progress updates; open-space, conservation, natural lands and water resources.

Hasan Ikhata, Executive Director, provided a presentation on the 2016 RTP/SCS and discussed the importance of meeting its performance objectives; the changes in growth and demography; the rapid advancements in technology; the new state and federal guidelines and building from the 2012 RTP/SCS. Mr. Ikhata also discussed the preliminary scenarios of GHG changes from 2005 including its updated reduction goals that meet state targets while promoting sustainability. Mr. Ikhata discussed the SCS benefits and public health outcomes. Lastly, he introduced Wallace Walrod, Chief Economic Adviser, Orange County Business Council, to discuss the economic benefits of the Plan.

Mr. Walrod discussed the critical importance of transportation for regions key industries; the job creation from infrastructure investment; network benefits in the form of efficiency and competitiveness gains; the agglomeration economies and the need for access; congestion and employment; and the economic analysis activities of the SCAG region to date.

Mr. Ikhata informed the members of the schedule leading up to the approval of the 2016 RTP/SCS and the accompanying PEIR. He also announced the upcoming January 2016 schedule of Elected Official Briefings and Public Hearings throughout the SCAG region and the anticipated adoption of the Plan in April 2016. In summary, Mr. Ikhata stated the Plan has a multi-modal approach while providing quality of life for all Southern Californians.

President Viegas-Walker reminded the members to vote on the communicator keypad using their pre-coded identifying smartcard and to insert the smartcards in the keypad when voting; to remove the cards if they need to leave the meeting room; and to re-insert the cards when they return to the meeting. The electronically-recorded votes will indicate how each member voted, by selecting "1" for a "Yes" vote; "2" for a "No" vote and "3" for an "Abstention." These votes will be a part of the official record of the Joint Minutes of the Meeting. Joe Silvey, General Counsel, cautioned the members when voting and emphasized the importance of getting an accurate record of their votes. He also stated the scrolling of the vote results on screen will be delayed to allow members to view their votes to ensure they are properly recorded. Should an error be identified during the scrolling of a vote, Mr. Silvey instructed the members to bring the matter to his attention before the vote was closed.

### **PUBLIC COMMENT PERIOD**

Chair Alan Wapner opened the Public Comment period.

Carla Blackmore, Public Health Alliance of Southern California, commended SCAG staff and the members for the draft 2016 RTP/SCS. She stated the emerging technologies provide an accurate picture of the region's significant health challenges between now and 2040. Ms. Blackmore stated that the Plan took meaningful steps to address these health challenges and acknowledged the importance of local investment in the implementation of the RTP/SCS.

Bill Sadler, Safe Routes to School National Partnership, commended SCAG for doubling the investment in active transportation in the RTP/SCS and for taking meaningful steps to advance public health. He suggested creating a strong framework for the Plan by putting safety as a performance measure and identifying ways to improve network and transportation choices to create a safer place to live, work, learn and play.

Melanie Schlotterbeck, Friends of Harbors, Beaches and Parks, commended the members and SCAG for its leadership for putting forth policy decisions on specific strategies such as having natural lands preservation in parallel with growth in the region. Lastly, she recited a quote from Maya Angelou, "*Do the best you can until you know better; then when you know better, do better.*"

Robert Ackerman, Vice President, Alliance for Regional Solution to Airport Congestion, expressed appreciation for Councilmember Alan Wapner in acknowledging concerns with regard to the use of ranges in the aviation forecast. He asked for definite numbers to be developed prior to the release of the Plan.

Richard Lambros, Director, Southern California Leadership Council (SCLC), discussed the parallel approach of SCLC and SCAG with respect to the Plan that honors local control and has a significant role in economic development and job creation.

Gerard Wright, Move L.A., commended the RTP/SCS and the process that focuses on environment, equity and economy.

Chair Alan Wapner closed the Public Comment period.

Councilmember Margaret Clark, Rosemead, District 32, stated she is "*in favor of probably 98 – 99%*" of the Plan; however, during the 2012 RTP/SCS, she stated she "*voted for the good of the body but had some reservations.*" She expressed concerns regarding vehicle miles traveled and that "*CEHD received confirmation from AQMD that it would not conflict with the state implementation plan.*" She also expressed concerns regarding high-speed rail and the word "support" in the Plan and stated, "*I have a real problem with the fact they have not met what the voters voted on, and even there's an article in the Sacramento Bee from Dan Walters saying it might increase emissions...and I can't really vote when it says 'support.'* So is there a way we can either change those words or put some kind of disclosure that wouldn't use, because at the Mobility 21 conference, when I went to the little break-out session on the vehicle miles traveled, the statement that was made: SCAG supports this unanimously. And I didn't. I voted for it for the whole plan, for the good of the body, but when that one thing if it's going to be taken that we all, hundred percent agree with everything in it, then I have a problem with it...and I don't want to vote against it."

Chair Alan Wapner reminded the members the RTP/SCS is not going to be voted for approval today; rather, staff are seeking a recommendation to the Regional Council to released the draft RTP/SCS for a public review and comment period.



Councilmember Clark asked about the “airport issue.”

Chair Wapner responded and reminded the members that the RTP/SCS will come back to the Regional Council in December and reiterated that staff is seeking a recommendation to the Regional Council to release the draft Plan for a public review and comment period.

Councilmember Clark inquired when is the opportunity to make changes to the Plan?

To address Councilmember Clark’s concern with regard to high-speed rail, Hasan Ikhata, Executive Director, responded that the Regional Council approved a Memorandum of Understanding (MOU) between California High-Speed Rail Authority (CHSRA) and SCAG and partner agencies and reminded the members that CHSRA will allocate a billion dollars to be invested in Southern California for the existing systems.

Councilmember Ed Wilson, Signal Hill, GCCOG, expressed support for the Plan and suggested “alternative funding” or “revenue-based” funding for the Plan.

Councilmember Marsha McLean, Santa Clarita, North L.A. County, echoed Councilmember Clark’s concerns regarding high-speed rail and stated she “*cannot vote to put this document forward with that wording in it.*” However, Councilmember McLean stated she would like to make a motion to “*get that wording changed somehow in order to send this document on.*”

Councilmember Bert Hack, Laguna Woods, OCCOG, commented regarding weather patterns and its effects on active transportation; and the economic information pertaining to the unemployment data.

Councilmember Kris Murray, Anaheim, District 19, made a request to extend the public review and comment period from 50 days to 55 days considering the upcoming holidays.

Councilmember Eric Peterson, Huntington Beach, District 64, suggested addressing these issues before releasing the Plan.

Councilmember Russell Betts, Desert Hot Springs, CVAG, commented the gas tax is the most efficient means for funding the system and stated that “*vehicle miles traveled as a recommendation is wildly insufficient.*”

Chair Wapner responded that these types of funding exist and they may be able to help meet the gap as there are potential sources of funding.

Supervisor Antonovich, Los Angeles County, urged responsible state funding that carries out the state’s responsibilities to fund those projects that local governments have provided payment for..

Chair Wapner reminded the members of the timeline process of the 2016 RTP/SCS and submittal to the federal government in June 2016.

Councilmember Diana Mahmud, South Pasadena, SGVCOG, commented regarding local control and expressed concerns on previously approved projects from the 2012 RTP/SCS that get grandfathered into the current Plan. She also commented that “*an unfortunate growing mismatch between our transportation needs and transportation funding*” and suggested that we “*undertake a grounds-up examination of the*

*transportation projects to ensure it is reflected in the projects that we prioritize are the ones that are most deserving of obtaining funding.”*

Councilmember Jeffrey Giba, Moreno Valley, District 69, expressed appreciation for Hasan Ikhata for his recent presentation in Moreno Valley and commented regarding the entire corridor from Eastvale, Jurupa Valley, Riverside, Moreno Valley, Calimesa and Beaumont that has not been studied since 1996 and noticed its exclusion in the draft Plan. Due to the increasing population in the Riverside County, Councilmember Giba asked to include a study—as the draft Plan moves forward—for the benefit of the region and the district.

Councilmember Barbara Kogerman, Laguna Hills, District 13, inquired whether the appendices for the RTP/SCS and PEIR will be released at the same time.

Chair Wapner responded both the Plan and the Appendices will be released at the same time.

Councilmember Sean Ashton, Downey, District 25, expressed concerns regarding specific issues that were communicated by some members and asked about the opportunity to address those issues such as aviation and high-speed rail as it relates to the timing of the release of the draft Plan for public review and comment period.

Mr. Ikhata responded that over the last two (2) years, certain elements of the Plan have been presented to and approved by the committee members with specific recommendations. While the Plan responds to multiple elements, Mr. Ikhata stated it also has to meet state and federal requirements and assured that SCAG staff will continue to work with members on specific recommendations for certain elements in the Plan.

Councilmember Joe Lyons, Claremont, SGVCOG, commented that by conceding local control and not aggressively addressing the elements of the character of Southern California that contribute to the problem, we are not leading the processes rather allowing the slow accumulation of negative consequences and therefore, he suggested local government representatives needed to act aggressively to change the process.

Councilmember David Pollock, Moorpark, VCOG, commented on how technology has transformed transportation.

Councilmember Michael Wilson, Indio, District 66, commented on the purpose of the draft Plan and the incorporation of the issues that were raised and to move forward in releasing the Plan for public review and comment period.

Councilmember Michele Martinez, Santa Ana, District 16, expressed support for the Plan and to take action by supporting staff's recommendations and proceeded to make a motion that staff finalize the Draft 2016 RTP/SCS and formally recommend to the Regional Council at its December 3, 2015 meeting the release of the Plan for public review and comment. Motion was SECONDED (Richardson).

Councilmember Marsha McLean, Santa Clarita, North L.A. County, stated she already made a motion.

Chair Wapner clarified that after all comments from members are heard, he will entertain all motions.

Councilmember Ross Chun, Aliso Viejo, TCA, expressed concerns over comments made by members who felt the draft Plan contains language that may not be representative of their personal opinion and suggested a preamble in the Plan to address the proposed changes.

Chair Wapner confirmed that not only does the preamble make sense; rather, it is a federal law that when the Plan is released, it is subject to changes based from the comments received.

Councilmember Paula Lantz, Pomona, SGVCOG, expressed support of the Plan and commented on the safety component of active transportation. She stated her community has had a dramatic increase in pedestrian and bicycle accidents despite of a focused enforcement and suggested a strong education component be included in the Plan.

Mr. Ikhata echoed Councilmember Lantz's comments and reported SCAG recently received a grant that resulted in the GoHuman Campaign that promotes safety for all be a priority.

Councilmember Jonathan Curtis, La Cañada/Flintridge, District 36, inquired regarding the use of 2007 versus 2014 air quality model and asked if the approach would be accepted by the federal government and be consistent with Caltrans requirements.

Mr. Ikhata responded that the Plan meets the state and federal requirements using the 2014 air quality model.

Councilmember Meghan Sahli Wells, Culver City, expressed concerns with respect to moving forward with the draft Plan after hearing comments from others and stated, *“individual members of this body have a written record of where they stand which does not preclude accepting the Plan as a whole but does make clear to themselves and to their constituents where they stand as individuals.”* Councilmember Sahli Wells suggested allowing *“an opportunity to give written comments those members could write/speak individually with SCAG staff...to go on the record with their opinions as elected leaders; we have records to be proud of and also to protect.”*

Chair Wapner acknowledged the suggestion.

Councilmember Dante Acosta, Santa Clarita, SFVCOG, expressed concerns with respect to certain elements of the Plan and commented on aviation, high-speed rail, and vehicle miles travelled tax; and reiterated the importance of being in agreement with the Plan.

Councilmember Jan Harnik, Palm Desert, RCTC, supported the idea of a preamble and stated that elected officials are also members of the public and are able to provide input.

Councilmember Karen Spiegel, Corona, District 63, commented on the diverse perspectives coming from members from different counties; support of the Plan, as a whole; and the opportunity to comment and provide input at a future Transportation Committee or Regional Council meetings and not wait until the Plan's final adoption in April 7, 2016.

Councilmember Margaret Finlay, Duarte, District 35, commented on the overall positive input received from members and asked how to address the issues on certain elements of the Plan as expressed by other members.

Mr. Ikhrata echoed Councilmember Spiegel’s suggestion that elected officials provide input during the public comment period and offered to have staff meet to further discuss specific elements of the Plan.

Chair Wapner announced there were no further comments on the floor and acknowledged the first motion made by Councilmember Marsha McLean, Santa Clarita, North L.A. County. Councilmember McLean reiterated Chair Wapner’s reference with respect to the issue on high-speed rail and stated, *“I understand that this is controversial and we’re not supporting high-speed rail, per se, but supporting the dollars that we want to get and I am totally 100 percent in support of that....what we want them to do is to be understanding that our communities are very concerned.”* Councilmember McLean stated, *“My motion is to add a qualifier to that statement, ‘that SCAG support California High Speed-Rail Phase One,’ to say that we support the promised dollars as listed in the SCAG MOU, for improved transit infrastructure. It is simply adding those words so that we are not making the blanket statement. So, that is my motion.”* Motion was SECONDED (Acosta).

Councilmember Michele Martinez, Santa Ana, District 16 made a SUBSTITUTE MOTION to accept staff’s recommendations without any changes. Motion was SECONDED (Richardson).

Chair Wapner reminded the members to vote on the communicator keypad using their pre-coded identifying smartcard and to insert the smartcards in the keypad when voting; to remove the cards if they need to leave the meeting room; and to re-insert the cards when they return to the meeting. The electronically-recorded votes will indicate how each member voted, by selecting “1” for a “Yes” vote; “2” for a “No” vote and “3” for an “Abstention.” These votes will be a part of the official record of the Regional Council minutes of the meeting.

Chair Wapner provided a summary the two (2) motions made on the floor with the ORIGINAL MOTION (McLean) was to change the language specific to state high-speed rail project; and the SUBSTITUTE MOTION (M. Martinez) was to accept the staff recommendation [direct staff to prepare and finalize the Draft 2016 RTP/SCS document based upon the comprehensive summary of its major components and key policy recommendations as described in this staff report, and formally recommend that the Regional Council at its December 3, 2015 meeting release the Draft 2016 RTP/SCS for formal public review and comment].

The members voted on the SUBSTITUTE MOTION. Chair Wapner asked the members to view their respective votes on the screen to ensure their vote is recorded as intended.

Councilmember James Predmore, Holtville, ICTC, stated for the record that he intended to vote “For” in support of recommending the release of the draft Plan, instead of an “Abstention.”

Councilmember David Pollock, Moorpark, VCOG, stated for the record that he intended to vote “For” in support of recommending the release of the draft Plan, instead of a “No” vote.

Taking the two (2) votes of Councilmember Predmore and Councilmember Pollock into consideration, the MOTION passed by the following votes:

**AYES:** Ashton, Austin, Benoit, Berry, Betts, Brown, Campbell, Carey, Chun, Cooper, Curtis, Daniels, Ehrenkranz, Espinoza, Finlay, Franklin, Gardner, Gazeley, Giba, Hack, Hansen, Herrera, Hofbauer, Horne, Hyatt, Jahn, Kogerman, Lara, Lorimore, Mahmud, Manalo, Marquez, Martin, M. Martinez, McCallon, McKee, Millhouse, Mitchell, Morehouse,

Murray, Musser, Nagel, Navarro, Paget, Pollock, Predmore, Proctor, Ramirez, Real Sebastian, Resvaloso, Richardson, Robertson, Sahli-Wells, Saleh, Sanchez, Santa Ines, Shevlin, Spiegel, Ta, Talamantes, Tercero, Terrazas, Valentine, Viegas-Walker, Wapner, Washington, E. Wilson, M. Wilson and Zerunyan (68).

**NOES:** Acosta, Antonovich, Bucknum, Chen, Clark, Ferguson, Forester, Genis, Harnik, Hwangbo, Lantz, McLean, Medina, Munzing, Nielsen, Peterson and Steel (17).

**ABSTAIN:** Lyons (1).

Being the SUBSTITUTE MOTION passed, the members did not proceed with the ORIGINAL MOTION.

2. 2016-2040 Draft Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) - Program Environmental Impact Report (PEIR): Framework, Approaches to Major Components, and Summary of Contents

Chair Wapner introduced the item. Huasha Liu, Director, Land Use and Environmental Planning, provided background information. She stated the PEIR is a legal document that meets all legal requirements.

Chair Wapner confirmed there were no public comment speakers on this item.

A MOTION was made (M. Martinez) to direct staff to prepare and finalize the Draft PEIR for the Draft 2016 RTP/SCS (Draft 2016 RTP/SCS PEIR) based upon the framework, approaches to major components of the Draft PEIR, and summary of contents described in the staff report; and recommend that the Regional Council (RC) at its December 3rd meeting authorize release of the Draft 2016 RTP/SCS PEIR for a 55-day public review and comment period concurrent with the 55-day public review and comment period for the Draft 2016 RTP/SCS. Motion was SECONDED (Robertson) and passed by the following votes:

**AYES:** Acosta, Antonovich, Austin, Benoit, Berry, Betts, Brown, Bucknum, Carey, Chen, Chun, Cooper, Curtis, Daniels, Ehrenkranz, Espinoza, Finlay, Ferguson, Forester, Franklin, Gardner, Gazeley, Genis, Giba, Hack, Hansen, Harnik, Herrera, Hofbauer, Horne, Hwangbo, Hyatt, Jahn, Kogerman, Lara, Lantz, Lorimore, Lyons, Mahmud, Manalo, Marquez, Martin, M. Martinez, McCallon, McKee, McLean, Medina, Millhouse, Mitchell, Morehouse, Murray, Musser, Nagel, Navarro, Pollock, Predmore, Ramirez, Real Sebastian, Resvaloso, Richardson, Robertson, Sahli-Wells, Saleh, Sanchez, Santa Ines, Shevlin, Spiegel, Ta, Talamantes, Valentine, Viegas-Walker, Wapner, Washington, E. Wilson, M. Wilson and Zerunyan (76).

**NOES:** Clark, Munzing, Nielsen, Peterson and Steel (5).

**ABSTAIN:** None (0).

## **CONSENT CALENDAR**

### **Receive and File**

3. 2015 Active Transportation Program: Statewide and Regional Funding Awards Update
4. Southern California Active Transportation Safety and Encouragement Campaign Update
5. SCAG Sustainability Planning Grants Program – Monthly Update

A MOTION was made (Finlay) to approve the Consent Calendar. Motion was SECONDED (Jahn) and passed by the following votes:

**AYES:** Acosta, Antonovich, Ashton, Austin, Benoit, Berry, Betts, Brown, Bucknum, Carey, Chen, Chun, Clark, Cooper, Curtis, Daniels, Ehrenkranz, Espinoza, Finlay, Ferguson, Forester, Franklin, Gardner, Gazeley, Genis, Giba, Hack, Harnik, Herrera, Horne, Hwangbo, Hyatt, Jahn, Kogerman, Lara, Lantz, Lorimore, Lyons, Mahmud, Manalo, Marquez, Martin, M. Martinez, McCallon, McKee, McLean, Medina, Millhouse, Mitchell, Morehouse, Munzing, Murray, Musser, Nagel, Navarro, Nielsen, Peterson, Pollock, Predmore, Proctor, Ramirez, Real Sebastian, Resvaloso, Richardson, Robertson, Sahli-Wells, Saleh, Sanchez, Santa Ines, Shevlin, Spiegel, Steel, Ta, Talamantes, Terrazas, Valentine, Viegas-Walker, Wapner, Washington, E. Wilson and Zerunyan (81).

**NOES:** None (0).

**ABSTAIN:** None (0).

## **ADJOURNMENT**

There being no further business, Chair Wapner adjourned the Joint Meeting of the Policy Committees at 12:18 p.m.

**DATE:** March 3, 2016

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

**FROM:** Alan Thompson, Senior Regional Planner, (213) 236-1940 thompson@scag.ca.gov

**SUBJECT:** Letters of Support for Electric Program Investment Charge (EPIC) Program Grants

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**

Receive and File

**EXECUTIVE SUMMARY:**

*SCAG provided Letters of Support to four (4) EPIC grant applicants, representing the: 1) City of Carson; 2) City of Claremont; 3) South Bay Cities Council of Governments, and 4) the Cities of Corona, Indio, Rialto, San Bernardino and Stanton. The Grant funds a competition that will challenge project teams to develop innovative and replicable approaches for accelerating the deployment of Advanced Energy Communities. The letters of support are included in the Board Information Packet and distributed along with the Executive Director's Monthly Report.*

**STRATEGIC PLAN:**

This item supports SCAG Goal 2: Obtain Regional Transportation Infrastructure and Sustainability Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective a) Identify new infrastructure funding opportunities with State, Federal and private partners

**BACKGROUND:**

EPIC funds a competition that will challenge project teams comprised of building developers, local governments, technology developers, researchers, utilities, and other project partners to develop innovative and replicable approaches for accelerating the deployment of Advanced Energy Communities in Pacific Gas & Electric (PG&E), Southern California Edison (SCE) and San Diego Gas and Electric (SDG&E) service territories. The project teams that develop the best approaches will then be eligible to compete for additional funding to fully realize their vision of being an Advanced Energy Community. Advanced Energy Communities are communities that:

- Minimize the need for new energy infrastructure costs such as transmission and distribution upgrades.
- Provide energy savings by achieving and maintaining zero net energy community status (accounting for behavior and increasing loads from vehicle and appliance electrification).
- Support grid reliability and resiliency by incorporating technologies such as energy storage.

# REPORT

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- Provide easier grid integration and alignment with the California Public Utilities Commission's (CPUC) Long-Term Procurement Plan, and the California Independent System Operator's local capacity requirements process.
- Can be replicated and scaled-up to further drive down costs.
- Are financially attractive from a market standpoint (developers, home buyers, renters).
- Provide affordable access to renewable energy generation, energy efficiency upgrades, and water efficiency and reuse technologies that reduce electricity consumption for all electric ratepayers within the community.
- Makes use of smart-grid technologies throughout the community.
- Align with other state energy and environmental policy goals at the community level such as the Sustainable Communities and Environmental Protection Act (Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) and Governor Brown's Executive Order B-29-15 for the drought.

Projects will be funded in two phases. Phase I focuses on the development of innovative planning, permitting, and financing approaches for Advanced Energy Communities, as well as the development of a real world conceptual design of an Advanced Energy Community. Recipients of Phase I funding will be eligible to compete for Phase II funding, which will support the build-out of an Advanced Energy Community that was proposed during Phase I.

**FISCAL IMPACT:**

No Fiscal Impact. Grant is external to SCAG.

**ATTACHMENT:**

None



**DATE:** March 3, 2016

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

**FROM:** Huasha Liu, Director, Land Use and Environmental Planning, [liu@scag.ca.gov](mailto:liu@scag.ca.gov), 213-236-1838

**SUBJECT:** 2017 Active Transportation Program (ATP) Guidelines and Application

**EXECUTIVE DIRECTOR'S APPROVAL:** 

**RECOMMENDED ACTION:**

Receive and File

**EXECUTIVE SUMMARY:**

*The California Transportation Commission (CTC) has released the Draft 2017 Active Transportation Program (ATP) Guidelines for public comment. The 2017 ATP budget is anticipated to be approximately \$240 million and will cover federal fiscal years 2017/18 through 2020/2021. The CTC is expected to adopt the Guidelines on March 17, 2016 and host a call for projects from March 30, 2016 to June 15, 2016. Similar to previous ATP cycles, 40% of funding will be dedicated to projects selected by Metropolitan Planning Organizations (MPOs), including SCAG, through regional competitions. The draft 2017 ATP Guidelines require SCAG, in collaboration with the county transportation commissions, to submit guidelines for the regional competition by June 1, 2016. The Regional Council is tentatively scheduled to consider adoption of the regional guidelines in June 2016.*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners

**BACKGROUND:**

The California Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). The goals of the Active Transportation Program are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

# REPORT

Funds awarded through the ATP program are selected by the State (60% of total funds) as well as regional MPOs (40% of total funds).

## ATP Guidelines and Application

The CTC plans to adopt the Draft 2017 ATP Guidelines on March 16, 2016. The guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the ATP, including providing direction for the development of the regional guidelines. The CTC also plans to approve the application for the 2017 ATP Guidelines during their March meeting. Several significant changes are proposed to the guidelines and application from previous cycles, as described below:

- Funds for planning projects will be capped at 2%, down from 3% in the 2015 ATP and 5% in the 2014 ATP.
- Disadvantaged Communities scoring weight has been reduced from a maximum of 10 points to a maximum of 5 points on a 100 point scale.
- Applicants that are requesting ATP construction funds for a project that was awarded ATP funds for pre-construction components in a prior ATP cycle will receive 5 points.
- If two or more projects applications receive the same score that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded:
  - Construction readiness
  - Highest score on Question 1
  - Highest score on Question 2

SCAG has been monitoring and providing input on the draft guidelines and application through participation in the Caltrans' ATP Technical Advisory Committee and public workshops. To ensure the region remains competitive for funding, SCAG's comments have focused on opportunities to maintain funding for planning, reinforce the need for technical assistance to be provided to disadvantaged communities, and establishing a schedule and process to facilitate successful project delivery by reducing the delay between project selection and implementation. Staff has significant concern with the current timeline proposed by CTC in the Draft 2017 Guidelines, which would require some projects to wait four to five years for funding awards. This could jeopardize planning and program efforts, as well as, antiquate outreach efforts for construction projects. SCAG, in partnership with the county transportation commissions and CALCOG, have asked the CTC to delay adoption of the guidelines to May 2016, in order to build consensus on administrative or legislative solutions to this issue. For information on the Draft 2017 ATP Guidelines and application, visit <http://www.catc.ca.gov/programs/ATP.htm>.

## Regional Guidelines

SCAG is collaborating with the County Transportation Commissions to develop the Draft 2017 Regional ATP Guidelines. The Guidelines will inform the process for selecting projects for the Regional Program. They must be consistent with the CTC adopted ATP Guidelines and be approved by the CTC. In prior ATP cycles, the Regional Program projects were selected from the pool of projects remaining once the statewide selections were approved. SCAG did not host a supplemental Call for Projects. A set aside was provided for planning projects of 5% in 2014 and 3% in 2015, the maximum

# REPORT

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allowed by the ATP guidelines for each cycle. The remaining funds were dedicated to the highest scoring implementation projects in each county using population-based funding targets to meet legislative requirements for geographic equity. Over the next few months, SCAG will work with the County Transportation Commissions, local agencies, active transportation stakeholders and the Policy Committees (led by the Transportation Committee) to determine whether modifications to the Regional ATP Guidelines should be made to better address local needs and to ensure the region remains competitive for the statewide competition.

## Next Steps

SCAG staff will continue to work with the County Transportation Commissions, CTC, Caltrans and other partners on the 2017 ATP Guidelines and Regional ATP Guidelines and provide an update to the Policy Committees in April. Staff will also conduct outreach to ensure eligible applicants are aware of the ATP funding opportunity and provide resources and support as requested to facilitate regional competitiveness.

## **FISCAL IMPACT:**

Funding is included in SCAG's FY 2015-16 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year is included in FY 2015-16 OWP 050-SCG00169.01.

## **ATTACHMENT:**

None

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**DATE:** March 3, 2016

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

**FROM:** Huasha Liu, Director of Land Use and Environmental Planning, [liu@scag.ca.gov](mailto:liu@scag.ca.gov),  
213-236-1838

**SUBJECT:** SCAG Sustainability Planning Grants Program – Monthly Update

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
Receive and File.

**EXECUTIVE SUMMARY:**

*SCAG is providing a final monthly update (attached) regarding successful implementation of seventy-five (75) Sustainability Grants to member agencies. Forty-four (44) of the 75 approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. The remaining projects were funded in the fall of 2014. At the time this report was distributed, five (5) grant projects removed themselves from the program and declined funding, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, selected consultants, and have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).*

**STRATEGIC PLAN:**

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

**BACKGROUND:**

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects comprised Phase III and are proceeding as additional funds have become available in FY 2014/2015. An additional fifteen (15) projects were funded in the summer of 2014. On August 7, 2014 the Regional Council approved adding two (2) Sustainability Planning Grant projects to the approved list for a new total of seventy-five (75) projects. On October 2, 2014 the Regional Council approved funding for the remaining projects on the list.

# REPORT

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SCAG staff has provided monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, five (5) grant project removed themselves from the program and declined funding, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-nine (69) grant projects have had Request for Proposals (RFPs) released, have selected consultants, and have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized). The single project that is still awaiting a released RFP, and executed contract is a proposed Memorandum of Understanding between SCAG and the City of Dana Point for \$125,000. This funding contribution is also consistent with the Sustainability Grant amount the Regional Council previously authorized.

In addition, at the time this report was distributed, thirty-two (32) grant projects have been completed, thirty-one (31) grant projects are scheduled to be completed by the end of FY 2015-2016, and the remaining seven (7) grant projects are scheduled to be completed by the end for FY 2016-2017.

**FISCAL IMPACT:**

Funding is included in SCAG's FY 2015-16 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2015-16 OWP 065.SCG02663.02.

**ATTACHMENT:**

Summary Progress Chart

# SCAG Sustainability Planning Grants

February 9, 2016

Regional Council Progress Update

Rank	Applicant	Project	Current / Declined	Scope / RFP	Selection	Contract	Complete
<b>Phase 1 (Available funds FY 13-14)</b>							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - <b>Public health; Active transportation; Livability; Open space</b>		x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - <b>Economic development; TOD; Livability</b>		x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - <b>Active transportation; performance measures</b>		x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - <b>Public health; Multi-jurisdiction coordination; Sustainability</b>		x	x	x	x
5	Santa Ana	Complete Streets Plan - <b>Complete streets; Active transportation; Livability</b>		x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - <b>GHG reduction; Multi-jurisdiction coordination; Implementation</b>		x	x	x	x
7	Riverside	Restorative Growthprint Riverside - <b>GHG reduction; Infrastructure investment; Economic development</b>	x	x	x	x	
8	Orange County Parks	Orange County Bicycle Loop - <b>Active transportation; Multi-jurisdictional; Public health</b>		x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - <b>Active transportation; Public health; Adaptive re-use</b>		x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - <b>Multi-modal; Active transportation</b>		x	x	x	x
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - <b>Complete Streets; TOD</b>		x	x	x	x

Rank	Applicant	Project	Current / Declined	Scope / RFP	Selection	Contract	Complete
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - <b>Active transportation; Public health; Adaptive re-use</b>		x	x	x	x
13	Eastvale	Bicycle & Pedestrian Master Plan - <b>Active Transportation</b>		x	x	x	x
14	West Covina	Downtown Central Business District - <b>Multi-modal; Active transportation</b>	x	x	x	x	
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - <b>General Plan Update; Sustainability Plan</b>		x	x	x	x
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - <b>Active transportation; multi-jurisdiction</b>		x	x	x	x
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - <b>Active Transportation</b>	x	x	x	x	
<b>Phase 2 (Available funds)</b>							
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - <b>Active transportation; Livability; Demonstration project</b>	x	x	x	x	
19	Beaumont	Climate Action Plan - <b>GHG reduction</b>		x	x	x	x
20	Palm Springs	Sustainability Master Plan Update - <b>Leverages larger effort; commitment to implement</b>	x	x	x	x	
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - <b>Multi-modal; Economic development; Open space</b>		x	x	x	x
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - <b>Integrated planning, Sustainability</b>		x	x	x	x
23	Anaheim	Bicycle Master Plan Update - <b>Active transportation</b>	x	x	x	x	
24	Ontario	Ontario Airport Metro Center - <b>Multi-modal; Visualization; Integrated planning</b>	N/A				
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - <b>Active transportation; Public health; Multi-jurisdiction</b>		x	x	x	x



Rank	Applicant	Project	Current / Declined	Scope / RFP	Selection	Contract	Complete
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - <b>Multi-modal; Livability; Multi-jurisdiction</b>		x	x	x	x
27	Chino Hills	Climate Action Plan and Implementation Strategy - <b>GHG reduction; Implementation; Sustainability</b>	x	x	x	x	
28	Coachella	La Plaza East Urban Development Plan - <b>Mixed-use, TOD, Infill</b>		x	x	x	x
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - <b>Active transportation; implementable; good value</b>		x	x	x	x
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - <b>Multi-modal; Active transportation; GHG reduction</b>		x	x	x	x
31	Chino	Bicycle & Pedestrian Master Plan - <b>Multi-modal; Active transportation</b>		x	x	x	x
32	Stanton	Green Planning Academy - <b>Innovative; Sustainability; Education &amp; outreach</b>		x	x	x	x
33	Hermosa Beach	Carbon Neutral Plan - <b>GHG reduction; Sustainability</b>		x	x	x	x
34	Palm Springs	Urban Forestry Initiative - <b>Sustainability; Unique; Resource protection</b>		x	x	x	x
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - <b>Sustainability; implementation</b>	x	x	x	x	
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - <b>Active transportation; Resource protection</b>	x	x	x	x	
37	Western Riverside Council of Governments	Climate Action Plan Implementation - <b>GHG Reduction; Multi-jurisdiction; implementation</b>		x	x	x	x
38	Lynwood	Safe and Healthy Community Element - <b>Public health &amp; safety, General Plan update</b>	x	x	x	x	

Rank	Applicant	Project	Current / Declined	Scope / RFP	Selection	Contract	Complete
39	Palmdale	Avenue Q Feasibility Study - <b>Mixed-use; Integrated planning</b>	x	x	x	x	
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - <b>Open Space; Resource protection</b>		x	x	x	x
41	Indio	General Plan Sustainability and Mobility Elements - <b>Sustainability; Multi-modal, General Plan update</b>	x	x	x	x	
42	Glendale	Space 134 - <b>Open space/Freeway cap; Multi-modal</b>		x	x	x	x
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - <b>Urban Infill; Mixed-use; Multi-modal</b>		x	x	x	x
44	Moreno Valley	Nason Street Corridor Plan - <b>Multi-modal; Economic development</b>		x	x	x	x
<b>Phase 3 (Pending additional funds)</b>							
45	Park 101/City of Los Angeles	Park 101 District - <b>Open space/Freeway cap; Multi-modal</b>	x	x	x	x	
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - <b>Multi-jurisdiction; Economic development; Sustainability</b>	x	x	x	x	
47	San Dimas	Downtown Specific Plan - <b>Mixed use; Infill</b>	x	x	x	x	
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - <b>CEQA streamlining</b>	x	x	x	x	
49	Pico Rivera	Kruse Road Open Space Study - <b>Open space; Active transportation</b>	x	x	x	x	
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	x	x	x	x	
51	San Bernardino Associated Governments	Safe Routes to School Inventory - <b>Active transportation; Public health</b>		x	x	x	x
52	Burbank	Mixed-Use Development Standards - <b>Mixed use; Urban infill</b>	x	x	x	x	

Rank	Applicant	Project	Current / Declined	Scope / RFP	Selection	Contract	Complete
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - <b>Open Space; Active Transportation</b>	N/A				
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - <b>Public health; implementation</b>	x	x	x	x	
55	Pasadena	Form-Based Street Design Guidelines - <b>Complete Streets; Multi-modal; Livability</b>	x	x	x	x	
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - <b>Land Use Design; Mixed Use; Active Transportation</b>	x	x	x	x	
57	Lancaster	Complete Streets Master Plan - <b>Complete Streets Plan</b>	x	x	x	x	
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - <b>Transit Access</b>	x	x	x	x	
59	Santa Clarita	Soledad Canyon Road Corridor Plan - <b>Land Use Design; Mixed Use Plan</b>	N/A				
60	Seal Beach	Climate Action Plan - <b>Climate Action Plan</b>	x	x	x	x	
61	La Mirada	Industrial Area Specific Plan - <b>Land Use Design</b>	N/A				
62	Hemet	Downtown Hemet Specific Plan - <b>Land Use Design; Mixed Use Plan</b>	x	x	x	x	
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - <b>Open Space/Freeway Cap; Multi-modal</b>	x	x	x	x	
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - <b>Active Transportation</b>	N/A				
65	Cathedral City	General Plan Update - Sustainability - <b>General Plan Update; Sustainability Plan</b>	x	x	x	x	
66	Westminster	General Plan Update - Circulation Element - <b>General Plan Update; Complete Streets</b>	x	x	x	x	
67	La Canada Flintridge	Climate Action Plan - <b>Climate Action Plan</b>	x	x	x	x	
68	Huntington Beach	Neighborhood Electric Vehicle Plan - <b>Electric Vehicle</b>	x	x	x	x	
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - <b>Climate Action Plan</b>	x	x	x	x	


Rank	Applicant	Project	Current / Declined	Scope / RFP	Selection	Contract	Complete
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - <b>Active Transportation</b>	x	x	x	x	
71	Dana Point	General Plan Update - <b>General Plan Update</b>	x	x			
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - <b>Active Transportation; Infill</b>	x	x	x	x	
73	Barstow	Housing Element and Specific Plan Update - <b>Housing; Land Use Design</b>	x	x	x	x	
74	Bell	General Plan Update - <b>General Plan Update</b>	x	x	x	x	
75	Fountain Valley	Euclid/I-405 Overlay Zone - <b>Mixed use; Urban infill</b>	x	x	x	x	

**DATE:** March 3, 2016

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

**FROM:** Hasan Ikhata, Executive Director, 213-236-1944, [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov)

**SUBJECT:** Overview of Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Comments and Revision Approach

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For information and discussion only.

**EXECUTIVE SUMMARY:**  
*The purpose of today's joint meeting is to inform and receive input from the Regional Council and Policy Committee members on staff's intended approach for responding to comments and preparing revisions to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS.)*

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

**BACKGROUND:**  
Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the RTP takes into account all modes of transportation and is accomplished by a "continuing, cooperative and comprehensive" (the 3 C's) planning approach, which is also performance-driven and outcome-based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the RTP must conform to applicable air quality standards.



The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon. Finally, the development of the RTP/SCS is subject to the California Environmental Quality Act (CEQA). Therefore, SCAG also prepares a Program Environmental Impact Report (PEIR) for the RTP/SCS that evaluates the potential environmental impacts associated with the Plan.

Through a continuing, cooperative, and comprehensive planning process with its stakeholders, SCAG developed the Draft 2016 RTP/SCS (also referred to herein as the “Plan”), which meets state and federal requirements and lays out a collective vision for improving the region’s mobility, economy, and sustainability. SCAG released the Draft 2016 RTP/SCS for a 60-day public comment period that began on December 4, 2015 and ended on February 1, 2016. The public review and comment period caps off more than three years of dialogue and consultation on this planning effort. During the public review and comment period, SCAG conducted a large-scale outreach campaign throughout the six-county region to educate and solicit feedback on the Plan. Throughout the month of January, SCAG held 14 elected official briefings and four public hearings, three of which were video-conferenced simultaneously to the regional offices to make them more accessible to residents throughout the region. In addition, SCAG held two PEIR workshops to inform interested parties about the comprehensive environmental analysis that accompanies the Plan. All of materials for the briefings, public hearings, and workshops were posted on SCAG’s website. During our outreach, many expressed their support of the Plan and offered feedback on how the Plan could be further improved. Most of the comments addressed broad themes, such as transportation investments, growth and development patterns, environmental issues (e.g., air quality), implementation of the Plan, and the role of local/regional government.

SCAG encouraged the public to comment on the Plan at the aforementioned outreach events and through the [www.scagrtpscs.net](http://www.scagrtpscs.net) online commenting form and regular mail. SCAG received 158 separate communications (both oral and written) containing approximately 1,000 comments on the Draft 2016 RTP/SCS. A total of 117 comments were received from agencies/organizations and 41 were received from individuals. A summary list of commenters is attached to this report (Attachment 1).

Based on staff’s review, the majority of comments regarding the Draft 2016 RTP/SCS were generally supportive of the Plan. At a summary level, comments can be combined into fifteen (15) major categories as described below. Staff seeks to inform the Regional Council and Policy Committee members and receive input on the intended approach for responding to comments



and preparing revisions. The major categories of RTP/SCS comments and requests for clarification, with a proposed approach described, are as follows.

## 1. ACTIVE TRANSPORTATION

Areas Seeking Clarification– While there were no comments requiring major revisions to the Active Transportation Appendix, many commenters, including advocacy groups and public health agencies and organizations, encouraged SCAG to increase the proposed funding for active transportation investments over the levels identified in the Draft 2016 RTP/SCS of \$12.9 billion. Many also encouraged SCAG to front-load or prioritize investments in active transportation over highway investments. Additionally, commenters wanted a greater emphasis on complete streets in all transportation projects.

Proposed Approach – SCAG will prepare appropriate responses regarding the proposed funding for active transportation in the Final 2016 RTP/SCS. SCAG will propose to pursue greater documentation of active transportation expenditures, and attempt to provide a more complete picture related to local efforts that are not fully captured in the regional plan. These include projects funded through lump-sum maintenance programs and active transportation components of larger multi-modal construction projects.

## 2. AVIATION

Areas Seeking Clarification – Numerous comments were received regarding the aviation demand forecast methodology and the forecast for LAX. The comments focused on SCAG’s justification for developing a forecast that was higher than the expired Settlement Agreement, which through a Gate Cap, limited the airport to 78.9 million annual passengers. Also in regards to LAX, there were questions about the inclusion of ground access projects that had not completed the environmental review process.

Proposed Staff Approach – Most of the comments surrounding the LAX portion of the forecast can be addressed through having a more detailed description on the process and methodology that SCAG went through for the aviation demand forecast. The process was conducted in an open and transparent manner that went before not only SCAG’s Transportation Committee but also the Aviation Technical Advisory Committee. The forecast for the 2016 RTP/SCS used a market based approach, understanding that airlines are deregulated and have the freedom to fly the routes that they want. Due to the nature of the comments, SCAG staff will spend more time in the Final 2016 RTP/SCS better explaining how the regional forecast and the airport specific forecasts were derived.

In terms of including ground access projects in the RTP/SCS that have not received full environmental clearance, there are no regulatory or statutory restrictions that prohibit inclusion of such projects in the RTP/SCS. In fact, inclusion of a project in the RTP/SCS can be viewed as the first step towards implementation of the project. Should the scope and nature of a project

change in the course of the environmental review process, such changes can be reflected in the future RTP/SCS either through the regular update process or through an amendment.

### 3. CONGESTION MANAGEMENT

Areas Seeking Clarification – Comments indicated preference or priority for one transportation strategy or mode over another (e.g., SCAG should invest in transit or active transportation rather than adding new carpool lanes or investing in other Transportation Demand Management/Transportation Systems Management strategies).

Proposed Approach – The 2016 RTP/SCS includes a wide variety of transportation strategies and investments, recognizing that improvements to all transportation modes are necessary in order to reduce congestion and improve the transportation system in the SCAG region. These include transportation demand management, transportation systems management, active transportation investments, land use strategies and multi-modal capital and operating improvements.

### 4. ENVIRONMENTAL JUSTICE

Areas Seeking Clarifications – Many respondents reported satisfaction with the expansion of the technical analysis in the Environmental Justice Appendix, which was well served from an extensive stakeholder engagement process. A number of comments have specifically expressed concern regarding gentrification and displacement as a result of transit investments from the Plan, and have suggested that SCAG expand its analysis in the Appendix. Others requested that SCAG track trends and foster coordination between advocacy groups and local jurisdictions to address these challenges.

Proposed Approach – Staff will expand the gentrification and displacement section of the Environmental Justice Appendix to include additional variables, such as an analysis on the cost burdens for renters and owners for neighborhoods that are within close proximity to rail transit stops. For future updates of the RTP/SCS, SCAG will also continue to work with stakeholders and jurisdictions to look at ways to address social equity challenges, particularly in terms of gentrification and displacement.

### 5. GOODS MOVEMENT

Areas Seeking Clarification – Many of the comments focused on the goods movement environmental strategy including availability and unresolved issues with zero- and near zero-emission technologies and the implementation of these technologies.

Proposed Approach – SCAG recognizes that there are numerous issues to resolve in order to achieve our regional objective of a zero-emissions goods movement system. Our proposed action plan outlined in the Goods Movement Appendix appropriately includes broad timeframes to accommodate different technology readiness levels and allows for technologies to be deployed as they meet necessary criteria.





## 6. HOUSING

Areas Seeking Clarification – Several comments requested that there be more emphasis in the RTP/SCS on housing affordability and the undermining impact unaffordability has on the goals of the RTP/SCS. Moreover, commenters suggested that SCAG track affordable housing building activity to measure local and regional progress.

Proposed Approach – SCAG is committed to working with its local jurisdictions to ensure that their housing elements are in compliance with State housing law and offers technical assistance for affordable housing grant programs. Additionally, SCAG is developing a pilot survey to determine affordable housing building activity in the region. Currently available data by jurisdiction is incomplete and inconsistent and SCAG will be working to increase the State-mandated annual progress report submittal rates in the region so as to provide more information regarding housing affordability in future RTP/SCS updates.

## 7. NATURAL/FARM LANDS

Areas Seeking Clarification – Many commenters expressed general support for policies in the Natural/Farm Lands Appendix, and a strong desire to see SCAG take a leadership role in implementation of a regional conservation program. Many commenters also expressed support for Regional Wildlife corridors and crossings and expressed a desire to see SCAG's recognition and promotion of conservation mechanisms other than Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCPs), such as the programs of local, regional, state and federal agencies and non-profit and non-governmental conservation organizations who help facilitate, coordinate and find funding for land conservation transactions.

Proposed Approach – In the coming years, SCAG will be working with local entities to assist in the cross-jurisdictional coordination of habitat conservation strategies. Conservation groups are encouraged to participate in the effort. In addition, SCAG intends to work with local entities to assist in the cross-jurisdictional coordination of habitat conservation. Suggestions for strategies and mechanisms in addition to HCPs and NCCPs will be encouraged and appreciated.

## 8. MOBILITY INNOVATIONS

Areas Seeking Clarification – Comments noted that the Plan identified specific examples of technology and that ultimately, the marketplace would determine dominant technologies. Commenters suggested that it should be noted that technologies referenced were only examples and that future technologies should not be ignored or excluded from meeting the goals of the RTP/SCS. Commenters also noted that the Plan should consider how to support autonomous vehicles.

Proposed Approach – SCAG's policies are technology neutral with regard to supporting zero and/or near-zero emissions vehicles. SCAG will continue to support natural gas fleet vehicles by



hosting and administering the Southern California Clean Cities Coalition. In addition, SCAG has met regularly with Hydrogen Fuel Cell industry partners. Plug-in Electric vehicles are specifically analyzed in the RTP/SCS due to the transportation/land use policy nexus regard station siting. Regarding car sharing, and ridesourcing, SCAG does not view these as specific technologies, but rather as emerging transportation modes. In the Mobility Innovations Appendix, SCAG identifies various new technologies that show promise in meeting the goals of the RTP/SCS.

In addition, SCAG staff are aware that automated vehicles will be available within the timeframe of the 2016 RTP/SCS. However, SCAG staff note that there is still significant uncertainty regarding the time, and the ownership model for these vehicles. SCAG staff will continue to assemble new sources of data and refine methodologies to analyze these emerging modes.

## 9. PASSENGER RAIL

Areas Seeking Clarification – A comment stated that the California High-Speed Rail Authority (CAHSRA) Draft 2016 Business Plan may include a new strategy to pursue an Initial Operating Segment connecting to the San Francisco Bay Area rather than to the SCAG region as previously envisioned. Another comment requested that clarifying language should be inserted in the RTP/SCS to indicate that SCAG’s support for the California High-Speed Train is contingent upon the MOU commitment of \$1 billion towards local rail improvements.

Proposed Approach – The CAHSRA has reiterated its commitment to the Southern California High-Speed Rail MOU, which calls for \$1 billion in investments in the Metrolink and Los Angeles-San Diego-San Luis Obispo (LOSSAN) systems in Southern California. The CHSRA Board is not expected to adopt the final 2016 Business Plan until after the Regional Council adopts the 2016 RTP/SCS. Consequently, staff proposes that any impacts to the RTP/SCS resulting from the final 2016 Business Plan be reflected through a future RTP/SCS amendment, if necessary. Chapter 5 of the Draft 2016 RTP/SCS already discusses in detail the MOU commitment towards investing \$1 billion in improvements to the Metrolink and LOSSAN systems in advance of the High-Speed Train project, as part of the "blended approach" to delivering high-speed rail service to the SCAG region that was adopted by the Regional Council as part of the 2012 RTP/SCS.

## 10. PUBLIC HEALTH

Areas Seeking Clarification – Many commenters, including advocacy groups and public health agencies and organizations, supported the inclusion of the Public Health Appendix in the Draft 2016 RTP/SCS. Additionally, comments encouraged SCAG to expand analysis of public health outcomes through improved modeling in collaboration with stakeholders for the 2020 RTP/SCS. Several comments suggested that the Plan did not go far enough to curb the use of automobiles and expand the use of transit and active transportation.



Proposed Approach – SCAG will prepare appropriate responses to address the comments received and will document suggestions for further analysis to be included in the 2020 RTP/SCS. These suggestions will be reviewed internally and with stakeholders to ensure that they are implemented in an appropriate manner. SCAG will also monitor the progress made in achieving the goals set in the 2016 RTP/SCS over the next four years and consider developing measurable goals and targets related to public health in future plan updates.

## 11. SUSTAINABLE COMMUNITIES STRATEGY

Areas Seeking Clarification – Comments were received on CEQA incentive eligibility, and other incentive and funding programs, and how to utilize SCAG’s Forecasted Development Type Maps (as shown in the SCS Background Documentation Appendix) to determine SCS consistency. There were some comments requesting for further detailed maps, and some requesting the maps not be utilized to determine any SCS consistency. Additionally, other commenters encouraged SCAG to address possible negative impacts on public health, lower income communities, housing affordability, and rural areas.

Proposed Approach – SCAG will provide clarifying responses to each of the comments submitted and will consider incorporating edits to the text in the Final 2016 RTP/SCS. For CEQA streamlining purposes, the consistency determination of a project with the SCS will be at the discretion of lead agencies. For other incentive and funding programs, SCS consistency will be determined as stated in the respective program’s guidelines.

## 12. TRANSIT

Areas Seeking Clarification – Comments were specific to individual projects, including questions regarding project alignments and termini, costs, technologies and service delivery strategies, and project completion dates. Comments criticized the geographic distribution of investments within the Plan or argued for project acceleration. Also, comments offered criticism of ongoing service realignments at local agencies.

Proposed Approach – SCAG will review and address project specific comments on a case-by-case basis. Generally, SCAG works with the county transportation commissions to identify specific transportation projects for inclusion in the RTP/SCS. In many cases, projects are funded through local option sales tax expenditure plans. Neither funds nor projects can be re-allocated from one county to another. Final determinations regarding transit technologies, project costs, project alignments, and project completion dates are the responsibility of the appropriate lead agency and determined through local planning and project development processes. Service realignments are local issues to be addressed by the appropriate lead agency, in conjunction with the relevant county transportation commission.

## 13. TRANSPORTATION FINANCE

Areas Seeking Clarification – Many of the comments focused on new revenue sources (e.g., mileage-based user fee) and the need for more evaluation, including assurances about the distribution of funds and consideration of the impacts of the fee on different segments of the population.

Proposed Approach – SCAG agrees that additional work is needed including but not limited to evaluating options for implementation, accountability and approaches for protecting privacy as well as addressing income and geographic (e.g., urban vs. rural) equity impacts before the mileage-based user fee (or road charge) would become effective—which is why the Plan does not assume revenues from this source before 2025. Further, state agencies will be conducting a 9 month long pilot test of road charging during the summer of 2016 to address some of these issues. SCAG, in collaboration with local, regional, state and federal stakeholders, will continue to actively participate in efforts to make transportation funding more sustainable in the long-run.

## 14. CONCERNS OR QUESTIONS ON INDIVIDUAL PROJECTS

Areas Seeking Clarification – Several commenters support or oppose, or seek clarification on, individual projects in the RTP/SCS. For example, SCAG received multiple comments supporting or opposing the SR-710 North Project.

Proposed Approach – SCAG will acknowledge and document all support and oppose positions submitted on individual projects as part of the ‘Comments and Responses’ documentation. SCAG will also make every effort to be responsive to all comments seeking clarification through our responses to the comments.

With regard to the SR-710 North Project, SCAG recognizes that the project is currently pending environmental review, and as with other projects included within the Plan’s Project List Appendix, when the SR-710 North Study environmental review process is complete and a locally preferred alternative (LPA) is identified in the final environmental document, SCAG will work with Metro to amend the RTP/SCS as necessary to update the project description and associated modeling analysis. The SR-710 North Project is currently modeled as four toll lanes in each direction. SCAG believes that modeling the SR-710 North Project as a toll lane is justified as it represents a conservative scenario (worst-case) with respect to potential environmental impacts and adequately serves as a placeholder benchmark to analyze the SR-710 North Project’s effect on the entire SCAG region.

## 15. OTHER

Areas Seeking Clarification – Other comments raise questions or concerns that do not fit into the above categories. For example, SCAG received several comments regarding the need to update the Plan to note the latest federal surface transportation legislation, the Fixing America’s Surface



Transportation Act, or “FAST Act,” which was signed into law on December 4, 2015, the day after the Draft 2016 RTP/SCS was approved for release.

Proposed Approach – SCAG will consider revisions to the RTP/SCS generated by other comments on a case-by-case basis. In general, staff will consider revisions where adequate justification has been provided by the commenter (e.g., factual errors). For example, the Plan has been updated to incorporate updated information regarding the FAST Act.

## **UPDATE TO THE DRAFT 2016 RTP/SCS**

In addition to refining the Draft 2016 RTP/SCS in response to the comments and input received through the public comment process, SCAG staff has also worked with each of the County Transportation Commissions (CTCs) to update the list of projects with most current information available. The nature of the updated project information included minor changes to the scope of existing projects, changes to completion years, and minor changes to project costs, etc. SCAG staff has also worked to update the growth forecast to reflect the most updated information, including jurisdictional level for the population and households for the Riverside County unincorporated area, March Joint Powers Authority (JPA) area, and sub-jurisdictional level adjustments for Los Angeles, Simi Valley and Oxnard. The updated information acquired during this time helped SCAG make additional adjustments to the Plan and further refine the Plan’s technical analysis. Accordingly, all of the technical analysis associated with the Draft 2016 RTP/SCS will be updated to reflect the most current information available for the Proposed Final 2016 RTP/SCS. Based on the review of the proposed changes to the projects, which are relatively minor in nature, staff does not anticipate deviating from any of the conclusions presented in the Draft 2016 RTP/SCS, including meeting the greenhouse gas emissions reduction targets pursuant to SB 375 and the Transportation Conformity requirements pursuant to the Federal Clean Air Act.

## **NEXT STEPS**

Staff will provide the proposed Final 2016 RTP/SCS and comment responses at the March 24, 2016 Special Joint Policy Committee meeting. At that meeting, staff will seek a recommendation from the Policy Committees to forward a recommendation to the Regional Council on April 7, 2016 to certify the Final PEIR and adopt the Final 2016 RTP/SCS.

## **FISCAL IMPACT:**

Work associated with this item is included in the Fiscal Year 2015-2016 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation).

## **ATTACHMENTS:**

1. Summary List of Commenters on the Draft 2016 RTP/SCS
2. PowerPoint Presentation on Draft 2016 RTP/SCS Public Comments



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Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy  
Summary List of Commenters (See Note\*)

**Agencies/Organizations:**

- Albert Perdon and Associates
- Alliance for a Healthy Orange County
- Alliance for a Regional Solution to Airport Congestion
- Banning Ranch Conservancy
- Bel Air Skycrest Property Owner's Association
- Bolsa Chica Land Trust
- California Construction and Industrial Materials Association
- California Cultural Resources Preservation Alliance
- California Department of Transportation
- California High-Speed Rail Authority
- California Native Plant Society – Orange County Chapter
- California State Legislature (Senators Ed Hernandez & Tony Mendoza; Assemblymembers Ed Chau & Roger Hernandez)
- Center for Demographic Research
- City of Alhambra
- City of Anaheim
- City of Calimesa
- City of Claremont
- City of Diamond Bar
- City of Eastvale
- City of El Segundo
- City of Glendale
- City of Irvine
- City of Irwindale
- City of La Cañada Flintridge
- City of La Habra
- City of Laguna Niguel
- City of Lake Forest
- City of Los Angeles
- City of Los Angeles – Department of City Planning
- City of Los Angeles – Department of Transportation
- City of Mission Viejo
- City of Montclair
- City of Monterey Park
- City of Moreno Valley
- City of Rancho Mirage
- City of Riverside
- City of San Clemente
- City of San Gabriel
- City of Santa Clarita
- City of Santa Paula
- City of South Pasadena
- City of Tustin
- Climate Plan
- Cyrus Planning
- Eastern Coachella Valley Coalition
- Encino Neighborhood Council
- Endangered Habitats League
- Environmental Coalition Support for Natural and Farmland Policies
- Five Point Communities
- Friends of Harbors, Beaches, and Parks
- Gateway Cities Council of Governments
- Golden State Gateway Coalition
- Grants To You
- Highgrove Municipal Advisory Council
- Hills for Everyone
- Imperial County Transportation Commission
- Inland Action
- Inland Empire Biking Alliance
- John Wayne Airport
- La Habra 2025
- Laguna Canyon Foundation
- Laguna Greenbelt, Inc.
- Latham and Watkins LLP

\*Reflects comments received and logged as of February 16 and may not be complete. Provided for informational purposes at this time. Commenters wishing to confirm receipt of any comment not shown may contact SCAG staff.

Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy  
Summary List of Commenters (See Note\*)

- Leadership Counsel for Justice and Accountability
- Letterly Environmental and Land Planning Management
- Local Agency Formation Commission for San Bernardino County
- Los Angeles Area Chamber of Commerce
- Los Angeles County Business Federation
- Los Angeles County – Department of Public Health
- Los Angeles County – Department of Regional Planning
- Los Angeles County – Metropolitan Transportation Authority
- Los Angeles World Airports
- Los Cerritos Wetlands Trust
- March Joint Powers Authority
- Metro Gold Line Foothill Extension Construction Authority
- Move LA
- National Trust for Historic Preservation
- Naturalist For You
- No 710 Action Committee
- Ontario Chamber of Commerce
- Orange County Bicycle Coalition
- Orange County Business Council
- Orange County Council of Governments
- Orange County Health Care Agency
- Orange County League of Conservation Voters
- Orange County Public Works
- Orange County Transportation Authority
- Port of Hueneme
- Port of Los Angeles
- PTS Staffing Solutions
- Public Health Alliance of Southern California
- Puente-Chino Hills Task Force Sierra Club
- Redlands Tea Party Patriots
- Riverside County Transportation Commission
- Rural Canyons Conservation Fund
- Saddleback Canyons Conservancy
- Safe Routes to School National Partnership
- San Bernardino Associated Governments
- San Gabriel Valley Council of Governments
- Sea and Sage Audubon Society
- Sequoyah School
- Sherman Oaks Homeowners Association
- Skirball Cultural Center
- South Bay Cities Council of Governments
- Southern California Gas Company
- Southern California Leadership Council
- SR 60 Coalition
- Transportation Corridor Agencies
- United States Environmental Protection Agency
- Ventura County 350 HUB
- Ventura Hillside Conservancy
- Ventura County Air Pollution Control
- Ventura County Planning Division
- Ventura County Public Works
- Western Riverside Council of Governments
- XpressWest
- 5-Cities Alliance

\*Reflects comments received and logged as of February 16 and may not be complete. Provided for informational purposes at this time. Commenters wishing to confirm receipt of any comment not shown may contact SCAG staff.



Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy  
Summary List of Commenters (See Note\*)

**Contacts With No Affiliation:**

- Margarita Assael
- Enrique Ayala
- Fabricio Bautista
- Keshav Boddula
- Lana Butler
- Michael Cahn
- Tressy Capps
- Bruce Culp
- Sally Dhahbi
- Joyce Dillard
- Hank Fung
- Victor Gar
- John Paul Garcia
- Om Garg
- Jeffrey Giba
- Whitley Gilbert
- Terry Goller
- Ezequiel Gutierrez
- Eileen Harris
- Patricia Bell Hearst
- Richard Helgeson
- Robin Hvidston
- Anna Jaiswal
- Thomas Jatich
- Mark Jolles
- Dolly Leland
- Robert Newman
- Pat Nig
- Kirsty Norman
- Marven Norman
- Eva Okeefe
- Bill Oliver
- Betty Robinson
- Vivian Romero
- Irene Sandler
- Melody Segura
- Kristi Snyder
- Cari Swan
- Carol Teutsch
- Vicki Tripoli
- Jane West

\*Reflects comments received and logged as of February 16 and may not be complete. Provided for informational purposes at this time. Commenters wishing to confirm receipt of any comment not shown may contact SCAG staff.

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# 2016 RTP/SCS

## Proposed Approach to Plan Revisions

March 3, 2016

### Draft 2016 RTP/SCS Public Comments

- December 4, 2015: Official release of the Draft 2016 RTP/SCS for a 60-day public comment period
- February 1, 2016: Close of the public comment period
- Public Comments Highlights
  - **158** separate communications (i.e., letters, online comments, public hearing statements, etc.)
  - **117** Agencies/Organizations
  - **41** Individuals
  - **1,000** public comments
  - Natural/Farm Lands, Land Use, Active Transportation, and Highways/Arterials categories received the most comments
  - Most comments supportive of the overall Plan



## 15 Major Categories of Public Comments Requesting Clarifications and Changes

- Active Transportation
- Aviation
- Congestion Management
- Environmental Justice
- Goods Movement
- Housing
- Natural/Farm Lands
- Mobility Innovations
- Passenger Rail
- Public Health
- Sustainable Communities Strategy
- Transit
- Transportation Finance
- Individual Projects
- Other



## Transportation Committee–related public comments

## Active Transportation

- Areas Seeking Clarification
  - Many commenters encourage SCAG to increase the proposed funding for active transportation investments over the levels identified in the Draft 2016 RTP/SCS.
  - Many encourage SCAG to front-load or prioritize investments in active transportation over highway investments.
  - Additionally, commenters wanted a greater emphasis on complete streets in all transportation projects.
  
- Proposed Approach
  - Propose to pursue greater documentation of active transportation expenditures, and attempt to provide a more complete picture related to local efforts that are not fully captured in the regional plan.

## Aviation

- Areas Seeking Clarification
  - Aviation demand forecast methodology and forecast for LAX.
  - Forecast higher than expired Settlement Agreement.
  - Question inclusion of ground access projects that have not gone thru environmental review process.
  
- Proposed Staff Approach
  - Provide additional clarification on how regional forecast and airport specific forecasts were derived.
  - Full environmental clearance not a criteria for inclusion in RTP/SCS.

## Congestion Management

- Areas Seeking Clarification
  - Comments indicated preference or priority for one transportation strategy or mode over another.
- Proposed Approach
  - Plan includes a wide variety of transportation strategies and investments, recognizing that improvements to all transportation modes are necessary in order to reduce congestion and improve the transportation system.

## Goods Movement

- Areas Seeking Clarification
  - Environmental strategy - availability and unresolved issues with zero- and near zero-emission technologies and implementation of technologies.
- Proposed Approach
  - Proposed action plan in the Goods Movement Appendix includes broad timeframes to accommodate different technology readiness levels and allows for technologies to be deployed as they meet necessary criteria.

## Mobility Innovations

- Areas Seeking Clarification
  - Comments noted that the Plan identified specific examples of technology and that ultimately, the marketplace would determine dominant technologies.
  - Commenters suggested that technologies referenced were only examples and that future technologies should not be ignored or excluded from meeting the goals of the RTP/SCS.
  - Commenters also noted that the Plan should consider how to support autonomous vehicles.
- Proposed Approach
  - SCAG's policies are technology neutral with regard to supporting zero and/or near-zero emissions vehicles.
  - SCAG staff are aware that automated vehicles will be available within the timeframe of the 2016 RTP/SCS. However, SCAG staff note that there is still significant uncertainty regarding the time, and the ownership model for these vehicles.
  - SCAG staff will continue to assemble new sources of data and refine methodologies to analyze these emerging modes.

## Passenger Rail

- Areas Seeking Clarification
  - CAHSRA Draft 2016 Business Plan may include a new strategy to pursue an Initial Operating Segment connecting to the San Francisco Bay Area rather than to the SCAG region as previously envisioned.
  - Requested that clarifying language should be inserted in the RTP/SCS to indicate that SCAG's support for the California High-Speed Train is contingent upon the MOU commitment of \$1 billion towards local rail improvements.
- Proposed Approach
  - CAHSRA has reiterated its commitment to the Southern California High-Speed Rail MOU, which calls for \$1 billion in investments in the Metrolink and LOSSAN systems in Southern California.
  - CHSRA Board not expected to adopt the final 2016 Business Plan until after the Regional Council adopts the 2016 RTP/SCS.
  - Staff proposes that any impacts to the RTP/SCS resulting from the final 2016 Business Plan be reflected through a future RTP/SCS amendment, if necessary.
  - Chapter 5 of the Draft 2016 RTP/SCS already discusses in detail the MOU commitment towards investing \$1 billion in improvements to the Metrolink and LOSSAN systems in advance of the High-Speed Train project, as part of the "blended approach" to delivering high-speed rail service to the SCAG region that was adopted by the Regional Council as part of the 2012 RTP/SCS.

## Transit

- Areas Seeking Clarification
  - Comments were specific to individual projects, including questions regarding project alignments and termini, costs, technologies and service delivery strategies, and project completion dates.
  - Comments criticized the geographic distribution of investments within the Plan or argued for project acceleration.
  - Comments offered criticism of ongoing service realignments at local agencies.
- Proposed Approach
  - SCAG will review and address project specific comments on a case-by-case basis.
  - Generally, SCAG works with the county transportation commissions to identify specific transportation projects for inclusion in the RTP/SCS.

## Transportation Finance

- Areas Seeking Clarification
  - Many comments focused on new revenue sources (e.g., mileage-based user fee) and need for more evaluation.
- Proposed Approach
  - Additional work needed including, but not limited to evaluating options for implementation, accountability and approaches for protecting privacy as well as addressing income and geographic (e.g., urban vs. rural) equity impacts before the mileage-based user fee (or road charge) would become effective.



## Individual Projects

- Areas Seeking Clarification
  - Several commenters support or oppose, or seek clarification on individual projects in the RTP/SCS.
  - Example: SR-710 North Project
- Proposed Approach
  - Acknowledge and document all support and oppose positions submitted on individual projects.
  - Make every effort to be responsive to comments seeking clarification through responses to the comments.

## Other

- Areas Seeking Clarification
  - Other comments raise questions or concerns that do not fit into the above categories.
  - Example: Inclusion of FAST Act
- Proposed Approach
  - SCAG will consider revisions to the RTP/SCS generated by other comments on a case-by-case basis.

## Community, Economic and Human Development Committee–related public comments

### Housing

- Areas Seeking Clarification
  - Requests for more emphasis in the RTP/SCS on housing affordability and the undermining impact unaffordability has on the goals of the RTP/SCS.
  - Suggested SCAG track affordable housing building activity to measure local and regional progress.
  
- Proposed Approach
  - SCAG is committed to working with its local jurisdictions to ensure that their housing elements are in compliance with State housing law and offering technical assistance for affordable housing grant programs.
  - SCAG is developing a pilot survey to determine affordable housing building activity in the region.
  - SCAG will be working to increase the State-mandated annual progress report submittal rates in the region.

## Natural/Farm Lands

- Areas Seeking Clarification
  - Many commenters expressed a strong desire to see SCAG take leadership role in implementation of a regional conservation program.
  - Many also expressed support for Regional Wildlife corridors and crossings.
  - Expressed a desire to see SCAG's recognition and promotion of conservation mechanisms other than Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCPs).
- Proposed Approach
  - SCAG will be working with local entities to assist in the cross-jurisdictional coordination of habitat conservation strategies.
  - SCAG intends to work with local entities to assist in the cross-jurisdictional coordination of habitat conservation.

## Sustainable Communities Strategy

- Areas Seeking Clarification
  - How to use SCAG's Forecasted Development Type Maps to determine SCS consistency.
  - Requests for further detailed maps.
  - Some requests that the maps not be used to determine any SCS consistency.
  - Others encouraged SCAG to address possible negative impacts on public health, lower income communities, housing affordability, and rural areas.
- Proposed Approach
  - For CEQA streamlining purposes, the consistency determination of a project with the SCS will be at the discretion of lead agencies.
  - For other incentive and funding programs, SCS consistency will be determined as stated in the respective program's guidelines.

## Energy and Environment Committee– related public comments

### Environmental Justice

- Areas Seeking Clarifications
  - A number of comments expressed concern regarding gentrification and displacement as a result of transit investments from the Plan, and requested that the analysis in the Appendix be expanded.
  - Suggested SCAG track trends and foster coordination between advocacy groups and local jurisdictions to address these challenges.
- Proposed Approach
  - SCAG will expand the gentrification and displacement section of the Appendix to include additional variables, such as the difference in housing cost burdens for renters and owners

## Public Health

- Areas Seeking Clarification
  - Encouraged SCAG to expand analysis of public health outcomes through improved modeling in collaboration with stakeholders for the 2020 RTP/SCS.
  - Suggested that the Plan did not go far enough to curb the use of automobiles and expand the use of transit and active transportation.
- Proposed Approach
  - Monitor progress made in achieving the goals set in the 2016 RTP/SCS over the next four years and consider developing measurable goals and targets related to public health in future plan updates.

## Next Steps

**Special Joint Policy Committee Meeting**  
Recommend Certification of the PEIR and  
Adoption of the Final 2016 RTP/SCS

March 24, 2016

**Regional Council**  
Certifies Final PEIR and Adopts  
Final 2016 RTP/SCS

April 7, 2016

**California Air Resources Board**  
Certifies Sustainable Communities Strategy

May 2016

**Deadline for Conformity Determination**  
By FHWA and FTA, in consultation with  
EPA

June 2016



## Looking Ahead - Beyond 2016 RTP/SCS Adoption

### ○ Moving Forward Transportation Priorities

#### - **Transportation**

- System Preservation – Focus on performance-based regional transportation system management – work with CTCs and Caltrans
- Monitor and prepare for MAP-21 rulemaking on Performance Measures/Targets
- Support implementation of airport regionalization
- Potential New Sales Tax Measure in LA County – may need to initiate amendment to 2016 RTP/SCS shortly after adoption

#### - **Transit/Rail**

- Work on LA-San Bernardino inter-county transit planning studies
- Work on LA-Orange inter-county transit planning studies
- Continue monitoring progress of HSR MOU implementation
- Continue to research and monitor technology impacts to transit and rail

23

## Looking Ahead - Beyond 2016 RTP/SCS Adoption

### ○ Moving Forward Transportation Priorities

#### - **Goods Movement**

- Continue to refine and engage with partner agencies to advance the East-West Freight Corridor
- Collaborate on the implementation of FAST Act freight provisions
- Further encourage the development of clean truck technologies

#### - **Active Transportation**

- Cycle 3 for California Active Transportation Program (ATP)
- GoHuman Campaign

#### - **Mobility Innovations**

- Continue evaluating innovations and data regarding their usage/impacts

24

## Looking Ahead - Beyond 2016 RTP/SCS Adoption

### o Maximizing our Investments

#### - **Economic Benefits**

- Monitor jobs in highway and rail construction, transportation and transit operations and maintenance resulting from the Plan
- With the Plan's guidance, promote and measure economic competitiveness in the region by making it a more attractive place to do business and to live

#### - **Transportation Finance**

- Continue refinement of key value pricing/transportation user fee initiatives
- Continue business case financial assessment of key goods movement initiatives

25

## Looking Ahead - Beyond 2016 RTP/SCS Adoption

### o Building a Shared Vision

#### - **Sustainability**

- Encourage sustainable integration of land use and transportation at the local level through SCAG's New Call for Sustainability Grants
- Expand collaboration with local jurisdictions through Partners in Sustainability Planning Program
- Increase regional share of Cap and Trade grant funding through Round 2 of the Affordable Housing and Sustainable Communities (AHSC) Grants

#### - **Housing**

- Build on affordable housing strategies through SCAG's Upcoming Housing Summit
- Fulfill state's affordable housing initiative through administration of 6th Cycle of the Regional Housing Needs Assessment (RHNA)

26

## Looking Ahead - Beyond 2016 RTP/SCS Adoption

### ○ Building a Shared Vision

#### - **Demographics**

- Continue technical collaboration with regional stakeholders and local jurisdictions through the upcoming Annual USC/SCAG Demographic Workshop

#### - **GIS Services, Data/Modeling Support**

- Further refinement of Trip Based Model and Activity Based Model
- Training for local jurisdictions on Scenario Planning Model (SPM)
- Integrate new technology and other mobility innovations into the technical framework for the 2020 RTP/SCS

27

## Looking Ahead - Beyond 2016 RTP/SCS Adoption

### ○ Tracking Our Progress

#### - **Air Quality**

- Comply with federal requirements through the upcoming 2017 FTIP Air Quality Conformity Analysis

#### - **Performance Monitoring**

- Develop REVISION tool for monitoring SCS implementation both at the local and regional levels

28





Thank you!

Learn more by visiting [www.scagrtpsc.net](http://www.scagrtpsc.net).



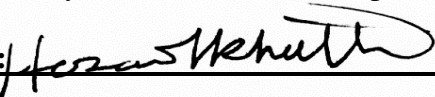
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**DATE:** March 3, 2016

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

**FROM:** Hasan Ikhata, Executive Director, 213-236-1944, [ikhata@scag.ca.gov](mailto:ikhata@scag.ca.gov)

**SUBJECT:** Overview of Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR) Comments, Revision Approaches, and Summary of Contents of the Proposed Final PEIR

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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**RECOMMENDED ACTION:**  
For information and discussion only.

**EXECUTIVE SUMMARY:**  
*As reported at the February 4, 2016 Regional Council (RC) meeting, the 60-day public review and comment period for the Draft PEIR for the 2016 RTP/SCS ("Draft PEIR"), concurrent with the 60-day public review and comment period for the Draft 2016 RTP/SCS, closed on February 1, 2016. While comments were related to both the Draft 2016 RTP/SCS and the Draft PEIR, this staff report provides an overview of comments on the Draft PEIR. For information on the overview of Draft 2016 RTP/SCS comments and revision approaches, please see the Agenda Item No. 6. At today's meeting, staff will speak to and is seeking input from the RC and Policy Committees members on the approaches for responding to comments on the Draft PEIR as described in this report, to serve as the basis of the proposed Final 2016 RTP/SCS PEIR document. Additionally, this staff report provides a summary of contents of the proposed Final PEIR document and a schedule of milestones in March and April 2016 relating to preparation and recommended actions for the proposed Final PEIR. At the Joint Meeting of the Policy Committees on March 24, 2016, staff will seek the Policy Committees' support of the approaches and contents of the proposed Final PEIR, and a joint recommendation by the Policy Committees to the RC to certify the proposed Final PEIR for the 2016 RTP/SCS at the April 7<sup>th</sup> meeting.*

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

**BACKGROUND:**  
Every four years, SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, is required by federal law (23 USCA §134 et seq.) to prepare and update a long-range (minimum of 20 years) Regional Transportation



Plan (RTP) that provides for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area. The process for development of the RTP takes into account all modes of transportation and is accomplished by a “continuing, cooperative and comprehensive” (the 3 C’s) planning approach, which is also performance-driven and outcome-based. In addition, because the SCAG region is designated as nonattainment for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. §7401 et seq.), the RTP must conform to applicable air quality standards.

The passage of California Senate Bill 375 (SB 375) in 2008 requires that an MPO prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas emissions from automobiles and light duty trucks (Govt. Code §65080(b)(2)(B)). The SCS outlines certain land use growth strategies that provide for more integrated land use and transportation planning, and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

### **FRAMEWORK AND BASIS FOR A PEIR:**

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

The PEIR serves as a programmatic document that conducts a region-wide assessment of potential significant environmental effects of the 2016 RTP/SCS. The PEIR is an informational document which “will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project” (CEQA Guidelines § 15121). The PEIR provides an opportunity to inform decision-makers and the public about the potential significant environmental effects of the 2016 RTP/SCS. The PEIR must evaluate region-wide, potential significant environmental effects, including direct and indirect effects, growth-inducing impacts, and cumulative impacts of the 2016 RTP/SCS at a programmatic level. The PEIR considers a range of reasonable alternatives to the 2016 RTP/SCS, including the no-project alternative and alternatives capable of achieving most of the basic objectives of the 2016 RTP/SCS and that may be capable of avoiding or substantially lessening any of the significant environmental effects the 2016 RTP/SCS. The PEIR also evaluates proposed feasible mitigation measures capable of avoiding or reducing the significant effects of the 2016 RTP/SCS.

Based upon the joint recommendation of SCAG’s three (3) Policy Committees, at the December 3, 2015 meeting, the RC authorized the release of the Draft PEIR for a 60-day public review and comment period beginning December 4, 2015, concurrent with 60-day public review and comment period for the Draft 2016 RTP/SCS. Subsequently, SCAG released the Draft PEIR from December 4, 2015 through

# REPORT

February 1, 2016. Additionally, staff reported to the EEC members at the February 4, 2016 meeting that two public workshops, each providing the same information, were conducted on January 19<sup>th</sup> during 60-day public review and comment period. The purpose of the public workshops was to provide an overview of the Draft 2016 RTP/SCS and Draft PEIR, as well as information on the schedule and how to submit comments on the Draft PEIR. Five (5) people, including representatives from SCAG member jurisdiction and organizations participated in the workshops. Two (2) public comments were received at the workshops. To obtain more information on the materials presented at the workshops, please visit SCAG’s website, at: <http://scagrtpscs.net/Pages/DRAFT2016PEIR.aspx>.

## OVERVIEW OF THE DRAFT PEIR COMMENTS:

The following discussion provides an overview of comments on the Draft PEIR and proposed approaches to responses to the Draft PEIR comments. Agenda Item No. 6 for today’s meeting provides an overview of the Draft 2016 RTP/SCS comments and intended revision approaches.

SCAG received eighty-one (81) comment letters on the Draft PEIR, including six (6) comment letters that were received after the closing of the 60-day public review and comment period. The 81 comment letters represent seventy-nine (79) commenting parties. Two commenters provided comment letters twice during the noticed comment period. The 81 comment letters were organized into eight (8) categories of commenters: 1) sovereign nation; 2) federal agency; 3) state agency; 4) regional agency; 5) SCAG member jurisdiction; 6) SCAG subregional government; 7) county transportation commission; and 8) organization and individual. Among the 81 comment letters, most (45 out of 81) were provided by organizations and individuals, following by SCAG member jurisdictions (21 out of 81) and state agency (7 out of 81). A summary list of the Draft PEIR comment letters by categories of commenters is included as an **Attachment 2** to this staff report.

Among the 81 comment letters, there were approximately 250 comments on the Draft PEIR. While some comment letters included substantively similar or duplicative comments, a broad range of Draft PEIR topic areas was raised by the comments. A matrix summarizing comments on the Draft PEIR by Draft PEIR topic areas is included as an **Attachment 3** to this staff report.

Staff appreciates all of the public comments on the Draft PEIR. Based upon the staff’s review, a majority of comments on the Draft PEIR were constructive as they requested additional clarifying information on the data, assumptions, and methodology underlying the environmental impact analysis in the Draft PEIR. While some commenters generally supported the contents, framework, and approaches to major components of the Draft PEIR, they requested corrections and text changes to the Draft PEIR document.

The CEQA Guidelines permit corrections and additions in the EIR after public notice of its availability. Based upon the staff’s review, the requested additions and corrections merely clarify or amplify or make insignificant modifications to the Draft PEIR (CEQA Guidelines § 15088.5 (b)). These changes, as well as staff-initiated text changes, that were made since publication of the Draft PEIR do not result in finding of a new impact that was not analyzed in the Draft PEIR, or result in a substantial increase in the severity of a significant impact identified in the Draft PEIR. Thus, the conclusions regarding the



significance of the impacts in the Draft PEIR were not affected, and the Draft PEIR need not be recirculated prior to certification.

### **PROPOSED APPROACHES TO RESPONSES TO COMMENTS ON THE DRAFT PEIR:**

Comments on the Draft PEIR can be summarized into seven (7) major categories: (A) Impact Analysis; (A1) Air Quality (including Health Risk Assessment); (A2) Greenhouse Gas Emissions and Climate Change (including cumulative impacts analysis); (A3) Noise; (B) Thresholds of Significance; (C) Performance Standards-based Mitigation Measures; and (D) Alternatives. A matrix organized by these seven (7) major categories of Draft PEIR comments is included as an **Attachment 4** to this staff report. The matrix is intended to highlight recurring themes of Draft PEIR comments and identify areas where clarifications or additional clarifying information were requested. The matrix also includes the staff-proposed approach to responding to comments. Staff seeks to inform the RC and Policy Committee members and receive input on the proposed approach for responding to comments that will serve as the basis for the proposed Final PEIR.

### **SUMMARY OF CONTENTS OF THE PROPOSED FINAL PEIR:**

Staff has prepared key information about the contents of the proposed Final PEIR document for the 2016 RTP/SCS. In order to adequately address the comments provided by public agencies, organizations, and interested parties in an organized manner, the contents of the proposed Final PEIR includes the following items.

- The Draft 2016 RTP/SCS PEIR: The seven (7) chapters of the Draft 2016 RTP/SCS PEIR, inclusive of the appendices, will be included as part of the proposed Final PEIR.
- Chapter 8 of the Final PEIR – Comments on the Draft PEIR and Response to Comments on the Draft PEIR: This chapter provides background information on the Final PEIR for the 2016 RTP/SCS and includes public written comments on the Draft PEIR and responses to comments. It includes all of the public comment letters received on the Draft PEIR. It includes Master Responses to comments that recurred in a number of comment letters, and responses to written comments made by public agencies, organizations, and interested parties. The Plan-related comments were reviewed and addressed separately as part of the RTP/SCS process. This chapter includes the pertinent responses to the Plan-related comments, and specifies the location where the 2016 RTP/SCS (Plan) document and final responses to Plan-related comments can be downloaded and viewed. Comments on the Draft 2016 RTP/SCS are included, as an appendix, to the final 2016 RTP/SCS (Plan) document.
- Chapter 9 of the Final PEIR – Clarifications and Revisions to the Draft 2016 RTP/SCS PEIR: This chapter provides clarifications and revisions, including staff-initiated revisions, to the Draft PEIR. Based on the staff’s review, none of the corrections or additions constitutes significant new information that results in finding of a new mitigation measure that is not analyzed in the Draft PEIR; no finding of a new impact or any increase in existing impacts that have been identified in the Draft PEIR; and thus, none of the corrections or additions significantly change the conclusions presented in the Draft PEIR.

# REPORT

- **Mitigation Monitoring and Reporting Program:** The Mitigation Monitoring and Reporting Program (MMRP) is a standalone document that is prepared in compliance with the requirements of § 21081.6 of the California Public Resources Code and CEQA Guidelines § 15091 (d) and § 15097. The MMRP, the monitoring plan, applies to the goals, policies, and strategies articulated in the 2016 RTP/SCS and related mitigation measures to be implemented by SCAG, and project-level performance standards-based mitigation measures which are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.
- **Findings of Fact and Statement of Overriding Considerations:** The statement of Findings of Fact is prepared in compliance with the requirements of § 21081.6 of the California Public Resources Code and CEQA Guidelines § 15091. It describes facts, discussions, and conclusions reached in the environmental review relative to impacts, mitigation measures, and selection of an alternative. This chapter also includes a Statement of Overriding Considerations that is prepared in compliance with § 21081 of Public Resources Code and CEQA Guidelines § 15093. The existence of significant unavoidable impacts as identified in the Draft PEIR requires the preparation of a Statement of Overriding Considerations. The Statement of Overriding Consideration explains why SCAG is willing to accept the residual significant impacts. It describes the economic, social, environmental and other benefits of the 2016 RTP/SCS that override the significant unavoidable environmental impacts. It “reflect[s] the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment” (CEQA Guidelines § 15021 (d)).

**SCHEDULE:**

Staff is reviewing and will respond to all of the public written comments on the Draft PEIR to be included as a component of the proposed Final PEIR (CEQA Guidelines §15132), and intends to seek support of the proposed Final PEIR at the Joint Meeting of the Policy Committees on March 24, 2016. Additionally, staff intends to seek joint action by the Policy Committees to recommend that the RC at its April 7, 2016 meeting certify the proposed Final PEIR. As such, the proposed Final PEIR will be posted on SCAG’s website on March 29, 2016 to comply with the CEQA requirement that the Final PEIR be published at least 10 days prior to the proposed April 7, 2016 certification date (CEQA Guidelines § 15088). These milestones are reflected in the schedule below:

Milestones	Scheduled Dates
Review by the EEC on the status of the Notice of Preparation (NOP) for the Draft 2016 RTP/SCS PEIR and preliminary draft outline of the document	July 2, 2015
Review of the RC and PC on the contents and key approaches to the Draft 2016 RTP/SCS PEIR	August 6, 2015
Review by the EEC on the highlights of key approaches to the Draft 2016 RTP/SCS PEIR	September 3, 2015
Action by the EEC to support for purposes of preparing the Draft 2016	October 8, 2015



# REPORT

RTP/SCS PEIR, the Guiding Principles and performance standards-based approach to the development of the mitigation measures	
Recommendation by the Joint Policy Committees directing staff to prepare and finalize the Draft 2016 RTP/SCS PEIR based upon the framework, approaches to major components of the Draft PEIR, and summary of contents presented to the Joint Policy Committees; and recommend that the RC at its December 3 meeting authorize release of the Draft 2016 RTP/SCS PEIR for a public review and comment period concurrent with the public review and comment period for the Draft 2016 RTP/SCS	November 5, 2015
Presentation on the Draft 2016 RTP/SCS PEIR. The RC will consider approving the recommendation made jointly by SCAG's three (3) Policy Committees to release the Draft 2016 RTP/SCS PEIR for a 60-day public review and comment period concurrent with the 60-day public review and comment for the Draft 2016 RTP/SCS, beginning December 4, 2015 and ending February 1, 2016.	December 3, 2015
Initiate the 60-day public review and comment period of the Draft 2016 RTP/SCS PEIR	December 4, 2015
Two (2) public workshops during the 60-day public review and comment period of the Draft 2016 RTP/SCS PEIR	January 19, 2016
Close the 60-day public review and comment period of the Draft 2016 RTP/SCS PEIR	February 1, 2016
Stakeholders outreach during preparation of the proposed Final 2016 RTP/SCS PEIR	January to March, 2016
<b>Review by the RC and Policy Committees members of an overview of the comments on the Draft PEIR and proposed approaches to responses to comments in the proposed Final 2016 RTP/SCS PEIR</b>	<b>March 3, 2016</b>
<b>Presentation of the proposed Final 2016 RTP/SCS PEIR. Review by Joint Policy Committees of the proposed Final 2016 RTP/SCS PEIR and recommendation by Policy Committees to the RC for consideration of the certification of proposed Final 2016 RTP/SCS PEIR</b>	<b>March 24, 2016</b>
<b>Posting of the proposed Final 2016 RTP/SCS PEIR at least 10 days prior to the proposed April 7, 2016 certification date</b>	<b>March 29, 2016</b>
<b>Presentation of the proposed Final 2016 RTP/SCS PEIR. RC consideration and certification of Final 2016 RTP/SCS PEIR.*</b>	<b>April 7, 2016</b>

Note: \* Prior to approving the 2016 RTP/SCS, the Final PEIR for the 2016 RTP/SCS must first be certified by the RC (CEQA Guidelines §15090).





# REPORT

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## **FISCAL IMPACT:**

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

## **ATTACHMENTS:**

1. PowerPoint Presentation: Program Environmental Impact Report
2. Summary List of the Draft 2016 RTP/SCS PEIR Comment Letters by Categories of Commenters
3. Summary of Comments on the Draft 2016 RTP/SCS PEIR by Draft 2016 RTP/SCS PEIR Topic Areas
4. Summary of Comments on the Draft 2016 RTP/SCS PEIR and Proposed Staff Approach to Response

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# 2016 2040 RTPSCS

## PROGRAM ENVIRONMENTAL IMPACT REPORT

March 3, 2016

### 2016 RTP/SCS Program Environmental Impact Report

#### Framework and Basis for a Program Environmental Impact Report (PEIR)

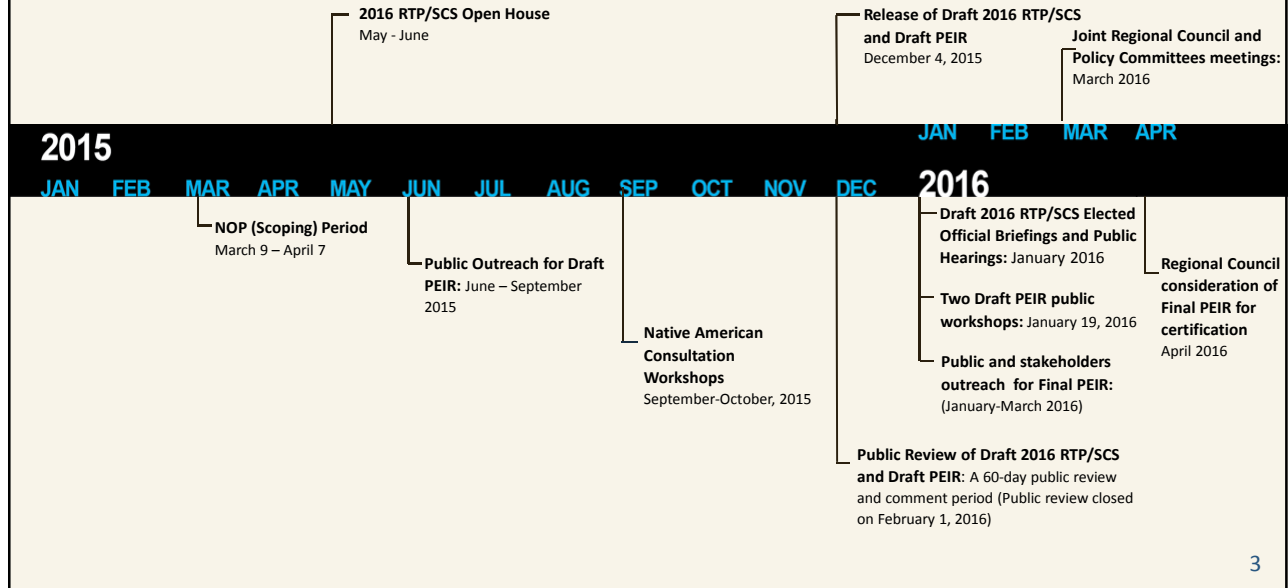
##### California Environmental Quality Act (CEQA)

- SCAG is the lead agency to prepare a PEIR
- A programmatic, region-wide assessment of potential significant environmental effects
- A “first-tier” CEQA document designed to consider “broad policy alternatives and program-wide mitigation measures” (CEQA Guidelines §15168)
- Assesses direct and indirect, growth-inducing and cumulative effects
- Considers a range of reasonable alternatives, including the “no project” alternative
- Identifies feasible mitigation measures

##### SCAG’s Policy Committees and Regional Council (RC)

- Energy & Environment Committee (EEC) authorized the release of the Notice of Preparation of the Draft PEIR on March 5, 2015
- EEC reviewed framework, summary of contents and approaches to major components of the Draft PEIR between July and November 2015
- EEC approved Guiding Principles and performance standards-based approach to mitigation measures in October 2015
- SCAG’s three (3) Policy Committees supported the framework, approaches and contents of the Draft PEIR and jointly recommended to the RC for release for public review and comment in November 2015
- The RC authorized the release of the Draft PEIR for a 60-day public review and comment period in December 2015

## 2016 RTP/SCS Program Environmental Impact Report Schedule



## 2016 RTP/SCS Program Environmental Impact Report

### CEQA Process:

- Notice of Preparation (NOP)
- 30-day Scoping Period \*
- Draft PEIR Preparation
- Notice of Completion (NOC)/Notice of Availability (NOA)
- 60-day Draft PEIR Public Review and Comment Period (minimum 45 days) \*
- Responses to Comments/preparation of the proposed Final PEIR
- 10-day Public and Agency Review of the proposed Final PEIR
- Consideration of the Final PEIR for Certification by the Regional Council\*
- Notice of Determination (April 2016)

\* Indicates opportunities for public review

4

## 2016 RTP/SCS Program Environmental Impact Report

### CEQA Environmental Review Process

- NOP: March 9, 2015
- 30-day public review and comment period (scoping): March 9-April 7, 2015
  - Scoping Meeting 1: March 17, 2015
  - Scoping Meeting 2: March 18, 2015
- Draft PEIR Preparation: April-November 2015
  - Ongoing stakeholder outreach
  - Native American Consultation Workshops: September-October 2015
  - SCAG Policy Committees review and feedbacks: July-November 2015
- Draft PEIR was authorized by the Regional Council for a 60-day public review and comment period: December 3, 2015
- 60-day public review and comment period: December 4, 2015-February 1, 2016
  - Two (2) public workshops: January 19, 2016 (2-4 p.m. and 5-7 p.m.)\*

\* For more information on the public workshops materials, please visit: <http://scaqrtpscs.net/Pages/DRAFT2016PEIR.aspx>

5

## 2016 RTP/SCS Program Environmental Impact Report

### Overview of the Draft PEIR Comments: 81 Comment Letters\*

By Categories of Commenters	Number of Comment Letters
Sovereign nation	0
Federal agency	1
State agency**	6
Regional agency	3
SCAG member jurisdiction***	20
SCAG subregional government	2
County Transportation Commission	2
Organization and individual	45
<b>Total:</b>	<b>81</b>

\* Includes seventy-five (75) timely submission of comment letters and six (6) comment letters that were received after the comment period ended. \*\* Includes two (2) letters from the same state agency.  
 \*\*\* Includes two (2) letters from the same SCAG member jurisdiction.

6

## 2016 RTP/SCS Program Environmental Impact Report

### Scope of Impact Analysis: 18 Resource Categories (Draft PEIR Chapter 3)

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality (including Health Risk Assessment)
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change (including cumulative impacts)
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Mineral Resources
- Population, Housing, and Employment
- Recreation
- Transportation, Traffic, and Safety
- Public Services
- Utilities and Services Systems

7

## 2016 RTP/SCS Program Environmental Impact Report

### CEQA Basis for Revisions to the Draft PEIR

- CEQA permits clarifications and revisions to the EIR in response to public comments(CEQA Guidelines Section 15088.5(b)).

### Seven (7) Major Categories of the Draft PEIR Comments:

1. Impact Analysis
2. Air Quality (including Health Risk Assessment)
3. Greenhouse Gas Emissions and Climate Change (including cumulative impacts analysis)
4. Noise
5. Thresholds of Significance
6. Performance Standards-based Mitigation Measures
7. Alternatives

### Initial Staff Review of the Draft PEIR Comments:

- Comments were generally constructive
- Comments requested clarifications and revisions to the Draft PEIR
- Requested additions and corrections:
  - clarify or amplify the environmental analysis in the Draft PEIR
  - do not result in finding of a new impact that was not analyzed in the Draft PEIR
  - do not result in a substantial increase in the severity of a significant impact identified in the Draft PEIR
  - do not affect the conclusions regarding the findings in the Draft PEIR

8

## 2016 RTP/SCS Program Environmental Impact Report

### Overview of the Draft PEIR Comments: Approximately 250 Comments

By Draft PEIR 18 Resource Categories	Number of Comments
Aesthetics	3
Agriculture and Forestry Resources*	21
Air Quality (Including Health Risk Assessment)*	21
Biological Resources*	22
Cultural Resources	0
Energy	0
Geology and Soils	1
Greenhouse Gas Emissions and Climate Changes (Cumulative Impacts only)	10
Hazards and Hazardous Materials	1
Hydrology and Water Quality	6
Land Use and Planning*	30
Mineral Resources	1
Noise	3
Population, Housing, and Employment	15
Public Services	0
Recreation	12
Transportation, Traffic and Safety**	22
Utilities and Service Systems	3
<b>SUBTOTAL (by Draft PEIR 18 Resource Categories):</b>	<b>171</b>

\* Includes substantively similar or duplicative comments. \*\*Most of the comments on the Transportation, Traffic, and Safety topic areas were related to the transportation investments and strategies in the Draft 2016 RTP/SCS.

9

## 2016 RTP/SCS Program Environmental Impact Report

### Overview of the Draft PEIR Comments: Approximately 250 Comments (Continued)

By Other Draft PEIR Topic Areas	Number of Comments
Introduction	2
Project Description*	38
Maps and Figures (those were included in the environmental analysis for each resource category in Chapter 3 of the Draft PEIR)*	15
Performance Standards-based Mitigation Measures (those were included in the environmental analysis for each resource category in Chapter 3 of the Draft PEIR)*	15
Alternatives	6
<b>SUBTOTAL (by Other Draft PEIR Topic Areas):</b>	<b>76</b>
<b>TOTAL (by Draft PEIR 18 Resource Categories and other Draft PEIR Topic Areas):</b>	<b>247</b>

\* Includes substantively similar or duplicative comments.

10

## 2016 RTP/SCS Program Environmental Impact Report

### Summary of the Draft PEIR Comments and Proposed Approach to Response

#### 1. Impact Analysis:

- **Areas Seeking Clarification**

- Program versus project or site-specific environmental impact analysis
- Baseline

- **Proposed Approach**

- Draft PEIR has a programmatic focus on the regional scale of the Draft 2016 RTP/SCS as a whole (CEQA Guidelines Section 15168)
- Regional conditions for each Draft PEIR resource categories at the time of the Notice of Preparation (NOP) (March 2015)
- Include clarifications on data, transportation modeling assumptions, process, and air quality emissions calculation methodology

11

## 2016 RTP/SCS Program Environmental Impact Report

### Summary of the Draft PEIR Comments and Proposed Approach to Response

#### 2. Air Quality (Including Health Risk Assessment):

- **Areas Seeking Clarification**

- Transportation modeling assumptions
- Transportation segments selection methodology
- The 500-foot “buffer”

- **Proposed Approach**

- Include clarifications on the transportation modeling assumptions for the air quality impact analysis
- Clarify that Appendix D, Health Risk Assessment Technical Report, to the Draft PEIR described the methodology, which was presented to TWG, EEC and Joint Policy Committees for input in Aug-Nov 2015
- Include references to CARB’s 2005 advisory and a recent draft technical advisory on reduction strategies for existing or planned development within 500 feet of a high-volume roadway

12



## 2016 RTP/SCS Program Environmental Impact Report

### Summary of the Draft PEIR Comments and Proposed Approach to Response

#### 3. Greenhouse Gas Emissions and Climate Change (including cumulative impacts analysis):

##### • Areas Seeking Clarification

- GHG emissions data at a regional and local jurisdictional level
- GHG emissions modeling assumptions and reporting methodology
- GHG emissions from induced travel demand

##### • Proposed Approach

- Clarify CARB's latest 2014 EMFAC was used and propose to include information from the OPR's draft list of climate change-related plans and initiatives by jurisdictions within the region\*
- Clarify the GHG emissions modeling assumptions, reporting methodology and reporting for on-road and off-road vehicles
- Clarify that induced travel demand at any project level, if any, is part of the regional travel demand modeling

\* Draft 2016 California Jurisdictions Addressing Climate Change: [https://www.opr.ca.gov/docs/2016\\_California\\_Jurisdictions\\_Addressing\\_Climate\\_Change\\_Summary.pdf](https://www.opr.ca.gov/docs/2016_California_Jurisdictions_Addressing_Climate_Change_Summary.pdf)

13

## 2016 RTP/SCS Program Environmental Impact Report

### Summary of the Draft PEIR Comments and Proposed Approach to Response

#### 4. Noise:

##### • Areas Seeking Clarification

- Approach, assumptions, and methodology for the aviation noise impact analysis

##### • Proposed Approach

- Include references to airport land use plans at major airports in the SCAG region
- Provide clarifications on the spatial analysis for the aviation noise impact analysis

14

## 2016 RTP/SCS Program Environmental Impact Report

### Summary of the Draft PEIR Comments and Proposed Approach to Response

#### 5. Thresholds of Significance:

- Areas Seeking Clarification

- How the thresholds of significance were developed

- Proposed Approach

- Thresholds were relevant to the consideration of the 2016 RTP/SCS reflecting the scope of questions articulated in the Appendix G and Appendix F of the State CEQA Guidelines

15

## 2016 RTP/SCS Program Environmental Impact Report

### Summary of the Draft PEIR Comments and Proposed Approach to Response

#### 6. Performance Standards-based Mitigation Measures:

- Areas Seeking Clarification

- The “can and should” language and project-level mitigation measures

- Proposed Approach

- Clarify that performance standards-based mitigation measures recognize SCAG’s limited authority and responsibilities as lead agency, and maintain local flexibility
- The EEC approved in Oct. 2015
- The “can and should” language facilitates the findings required by CEQA Guidelines Section 15091

16

## 2016 RTP/SCS Program Environmental Impact Report

### Summary of the Draft PEIR Comments and Proposed Approach to Response

#### 7. Alternatives:

- **Areas Seeking Clarification**

- Support the proposed Plan and does not support the Intensified Land Use Alternative as the preferred alternative for the Plan

- **Proposed Approach**

- Propose to acknowledge the support and opposition
- Present it to the Regional Council, as part of its decision-making process, for determination at the time of considering the certification of the Final PEIR and the adoption of a preferred alternative for the 2016 RTP/SCS

17

## 2016 RTP/SCS Program Environmental Impact Report

### Summary of the Contents of the proposed Final PEIR

- Chapters 1 – 7 of the Draft PEIR, inclusive of the appendices
- Chapter 8 of the Final PEIR – Comments on the Draft PEIR and Response to Comments on the Draft PEIR
- Chapter 9 of the Final PEIR – Clarifications and Revisions to the Draft PEIR
- Mitigation Monitoring and Reporting Program
- Findings of Fact and Statement of Overriding Considerations

18

## 2016 RTP/SCS Program Environmental Impact Report

### Next Steps

#### Special Joint Policy Committee Meeting

Recommend Certification of the Final PEIR and Adoption of the Final 2016 RTP/SCS

March 24, 2016

#### Regional Council

Considers the certification of the Final PEIR and Adopts the Final 2016 RTP/SCS

April 7, 2016

#### California Air Resources Board

Certifies Sustainable Communities Strategy

May 2016

#### Deadline for Conformity Determination

By FHWA and FTA, in consultation with EPA

June 2016

19

## Looking Ahead – Beyond 2016 RTP/SCS Program Environmental Impact Report

- Helping local jurisdictions reduce the burdens for CEQA work at project level
- Fulfilling SCAG's Mitigation Measures Responsibilities
- Facilitating CEQA reviews for 2016 RTP/SCS amendments

20



Thank you!

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



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## Summary List of the Draft 2016 RTP/SCS PEIR Comment Letters by Categories of Commenters\*

Categories	Number of Comment Letters
Sovereign nation	0
Federal agency	1
State agency**	7
Regional agency	3
SCAG member jurisdiction***	21
SCAG subregional government	2
County Transportation Commission	2
Organization and individual	45
<b>Total:</b>	<b>81</b>

**Notes:** \* Includes seventy-five (75) timely submission of comment letters and six (6) comment letters that were received after the comment period ended. \*\* Includes two (2) letters from the same state agency. \*\*\* Includes two (2) letters from the same SCAG member jurisdiction.

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**Summary of Comments on the Draft 2016 RTP/SCS PEIR by Draft 2016 RTP/SCS PEIR Topic Areas**

Draft 2016 RTP/SCS PEIR Topic Areas		Raw Number of Comments
Chapter 1	Introduction	2
Chapter 2	Project Description	38*
Chapter 3	Aesthetics	3
	Agriculture and Forestry Resources	21*
	Air Quality (including Health Risk Assessment)	21*
	Biological Resources	22*
	Cultural Resources	0
	Energy	0
	Geology and Soils	1
	Greenhouse Gas Emissions and Climate Change (including cumulative impacts)	10
	Hazards and Hazardous Materials	1
	Hydrology and Water Resources	6
	Land Use and Planning	30*
	Mineral Resources	1
	Noise	3
	Population, Housing and Employment	15
	Public Services	0
	Recreation	12
	Transportation, Traffic and Safety	22**
	Utilities and Service Systems	3
	Maps and Figures (included in the environmental analysis in Chapter 3)	15*
Mitigation Measures (included in the environmental analysis in Chapter 3)	15*	
Chapter 4	Alternatives	6*
Chapter 5	Long term CEQA Considerations	0
Chapter 6	Persons and Sources Consulted	0
Chapter 7	Glossary	0
<b>Total:</b>		<b>247</b>

Notes: \* The number represented a raw number of comments, including substantively similar or duplicative comments.

\*\* Most of the comments on the Transportation, Traffic, and Safety topic areas were related to the transportation investments and strategies in the Draft 2016 RTP/SCS.

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Summary of Comments on the Draft 2016 RTP/SCS PEIR and Proposed Staff Approach to Response

Category	Summary of Comments	Proposed Staff Approach to Response
<p><b>A. Impact Analysis</b></p>	<p>Requested project or site-specific environmental impact analysis (e.g., 710 North project) in the Draft PEIR, particularly in the Air Quality (including Heath Risk Assessment), Noise, and Transportation, Traffic, and Safety impact analyses.</p>	<p>Staff proposes to prepare a Master Response to clarify that the Draft PEIR is a programmatic document that provides a region-wide assessment of the potential significant environmental effects of implementing goals, policies, strategies, programs, and projects included in the Draft 2016 RTP/SCS. The focus of the environmental analysis in the Draft PEIR is on potential regional scale and cumulative impacts of the Draft 2016 RTP/SCS. The conclusions presented in the Draft PEIR were on a regional-level and based upon Plan-level results of the Draft 2016 RTP/SCS as a whole. The Draft PEIR has been prepared consistent with the provisions of Section 15168 of the State CEQA Guidelines, in connection with issuance of the Draft 2016 RTP/SCS that evaluates the transportation improvement and development projects anticipated to be undertaken in the SCAG region. The use of a program approach ensures consideration of the cumulative effects of the thousands of projects contemplated over the 25-year planning horizon and avoids duplicative reconsideration of the policy considerations in the RTP/SCS related to land use pattern, alternative modes of travel, active transportation, public health, and sustainability. As specified by Section 15168(c) of the State CEQA Guidelines, subsequent activities analyzed in the Draft PEIR must be examined to determine whether an additional environmental document must be prepared. If a later activity would have new or more severe effects that were not examined in the Draft PEIR, a new initial study would need to be prepared leading to a negative declaration, a mitigated negative declaration, or an EIR. Project or site-specific environmental analysis to assess impacts at the project level must be separately assessed for each individual project to determine whether any individual project would have significant impacts and warrant the consideration of mitigation measures. Additionally, in order to assess potential regional health risk, the health risk assessment was prepared for the Draft PEIR. It analyzed potential cancer risks to diesel particulate matters at sixteen (16) representative transportation segments in the SCAG region to yield a reasonable worst-case assessment of the potential cancer risk associated with the Draft 2016 RTP/SCS.</p>
	<p>Requested clarifications on the baseline for the determination of significance of environmental effects</p>	<p>Staff proposes to clarify that the significant impacts were determined by applying thresholds of significance to compare the future Plan conditions to the existing environmental setting (CEQA Guidelines Section 15126.2(a)). The existing environmental setting was described in detail in each resource section of Chapter 3 of the Draft PEIR, and represented the most recent, reliable, and representative data to describe current regional conditions at the time of publication of the NOP for the PEIR (March 2015). The transportation modeling, which was the basis for the characterization of the existing environmental settings in air quality, greenhouse gas emissions and climate change, and transportation, traffic, safety sections, was based on the 2012 “base year” transportation network, updated to reflect project information from the 2015 Federal Transportation Improvement Program (FTIP) adopted in September</p>

		2014 and approved by Federal Highway Administration in December 2014, as well as projects listed in the 2012 RTP/SCS as last amended in September 2014. As such, in most instances, the most recent available data at the time of publication of the NOP was for 2014, while in some instances the most recently available data was 2012, in which case the 2012 data was projected to characterize the existing conditions appropriate for the CEQA resource categories.
<b>A1. Air Quality (including Health Risk Assessment)</b>	Requested clarifying information on transportation modeling and assumptions that were used to quantify air quality emissions	Staff proposes to include in a Master Response, additional clarifying information, as appropriate, on the data, transportation modeling assumptions, methodology and process, and air quality emissions calculation methodology.
	Requested clarifications on how the sixteen (16) transportation segments were selected for the health risk assessment	The methodology on how the sixteen (16) transportation segments were selected for the health risk assessment was included in the Appendix D, Health Risk Assessment Technical Report, to the Draft PEIR. Staff presented the approach and methodology SCAG’s Technical Working Group for input at the August 2015 meeting, to the Energy & Environment Committee for input at the September 2015 meeting, and to the Joint Meeting of Policy Committees at the November 2015 meeting. Staff proposes to include this information in the response.
	Requested clarifications on whether the references to the 500-foot “buffer” are intended to create restrictions on new development adjacent to a freeway or busy transportation corridor	Staff proposes to provide clarifications that the Air Quality and Land Use Handbook published by the California Air Resources Board in 2005 is an informational and advisory guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process, and that the references to the 500-foot “buffer” are not restrictions on new development adjacent to a freeway or busy transportation corridor. Additionally, staff proposes to include a reference to the California Air Resources Board’s recent draft technical advisory that summarizes a variety of strategies that can be employed to reduce near-roadway air pollution exposure when development exists or is planned within 500 feet of a high-volume roadway.
<b>A2. Greenhouse Gas Emissions and Climate Change (including cumulative impact analysis)</b>	Requested information on the greenhouse gas emissions data at a regional and local jurisdictional level	Staff proposes to clarify that the greenhouse gas emissions data presented in the Draft PEIR were based off transportation modeling and scenario planning model that SCAG conducted. Transportation modeling data was input to the California Air Resources Board’s latest EMFAC model (EMFAC 2014) to generate the greenhouse gas emissions. Estimates of greenhouse gas emissions from energy and water use were derived from the scenario planning model. Staff proposes to include applicable information on climate change plans and initiatives that have been adopted by jurisdictions within the SCAG region to facilitate greenhouse gas emissions data availability to the extent that is feasible and appropriate.
	Requested information on the data, modeling assumptions, and reporting methodology underlying the greenhouse gas emissions in the Draft PEIR	Staff proposes to include additional clarifying information on the data, modeling assumptions, and methodology that were used to calculate and report greenhouse gas emissions. Additionally, staff proposes to clarify the greenhouse gas emissions impact analysis by accounting for greenhouse gas emissions from both on-road (e.g., light and medium duty vehicles, heavy duty trucks, and buses) and off-road (aviation, rail, and ocean-going vessels) vehicles.
	Requested that the greenhouse gas emissions analysis for induced travel demand, which was also a comment raised in the transportation, traffic,	Staff proposes to include in a Master Response, clarification that SCAG’s regional transportation modeling, which covers the entire six-county SCAG region over the planning horizon of the Draft 2016 RP/SCS, is the basis for the greenhouse gas

	and safety impact analysis in the Draft PEIR	emissions modeling. The transportation modeling for the Draft 2016 RTP/SCS has a focus on the regional transportation network. Modeling input and assumptions for SCAG’s transportation modeling include, but are not limited, to socioeconomic data, highway networks, parking, biking, walking, and transit networks. This regional transportation modeling also includes all of the transportation projects that were included in the Plan’s Project List Appendix which were provided by the six County Transportation Commissions (CTCs). As such, staff proposes to clarify that increased travel demand has already been factored in as part of the regional transportation modeling and how this was done.
<b>A3. Noise</b>	Requested information to detail the approach, assumptions, and methodology that were used in the aviation noise impact analysis	Staff proposes to include additional details to clarify the approach, assumptions, and methodology that were used in the aviation noise impact analysis. Specifically, staff proposes to include clarifications on the references to airport land use plans at major airports in the SCAG region. These plans provide guidance on noise levels and land use in adjacent areas to major airports. Staff proposes to include additional clarifications on the data and methodology for the spatial analysis that was conducted for the aviation noise impact analysis.
<b>B. Thresholds of Significance</b>	Requested clarifications on the thresholds of significance that were used for the environmental impact analysis in the Draft PEIR, in particular the aesthetics, greenhouse gas emissions and climate change, and transportation, traffic, and safety section	Staff proposes to clarify that the organization of the Draft PEIR’s environmental impact analysis follows the organization of CEQA resource categories as outlined in the Appendix G of the CEQA Guidelines, with the exception of the energy section (Appendix F of the CEQA Guidelines), and that thresholds of significance that were used for the Draft PEIR’s environmental impact analysis are substantively aligned with the sample questions in the Appendix G. Additionally, staff proposes to clarify that the lead agency, pursuant to the provisions of the State CEQA Guidelines Section 15064.7, has discretion to set its own thresholds of significance. This requires the lead agency to make a judgment about how to distinguish impacts which are adverse, but significant, from impacts which are adverse, but not significant. The lead agency may select a threshold of significance based on its judgment about an appropriate standard of significance. The thresholds of significance used in the environmental impact analysis may also rely upon policies adopted and implemented by the lead agency. SCAG, as lead agency for the 2016 RTP/SCS, developed the thresholds of significance that were relevant to the consideration of the RTP/SCS and reflected the scope of questions articulated in the Appendix G and Appendix F of the State CEQA Guidelines.
<b>C. Performance Standards-based Mitigation Measures</b>	Requested clarifications on the performance standards-based mitigation measures, in particular, the “can and should” language in the project-level mitigation measures.	Staff proposes to clarify that the Draft PEIR used the performance standards-based mitigation measures in light of existing CEQA Guidelines (Section 15126.4) and recent CEQA litigation which reiterates that program-level documents are required to include mitigation measures and that deferral of the formulation of mitigation measures to a later date should not occur unless performance standards are identified. The use of performance standards-based rather than prescriptive mitigation measures allows flexibility in the consideration and adoption of second-tier subsequent projects. The “can and should” language also facilitates the findings required pursuant to CEQA Guidelines Section 15091. Staff proposes to clarify that the performance standards-based mitigation measures component of the Draft PEIR recognize SCAG’s limited authority; fulfill SCAG’s responsibilities as a lead agency under CEQA; distinguish SCAG

		<p>commitments and project-level lead agency responsibilities; maintain flexibility for lead agency at project-level implementation; and allow efficient and effective implementation of RTP/SCS projects and help facilitate CEQA streamlining and tiering, where appropriate. Guided by these principles, performance standards-based mitigation measures included three components: 1) SCAG mitigation measures; 2) a “catch-all” mitigation measures for each of the CEQA resource categories, stating that stating that lead agencies “can and should” (rather than “shall”) comply with the generally applicable performance standards that are linked to existing statutes, regulations, and adopted general plans for the CEQA resource category that the PEIR analyzes; and 3) project-level mitigation measures which may be utilized by implementing agencies to meet the specified performance standards, or other comparable measures. SCAG’s EEC reviewed and took action to approve the guiding principles and performance standards-based mitigation measures of the PEIR for the 2016 RTP/SCS on October 8, 2015.</p>
<p><b>D. Alternatives</b></p>	<p>Comments from SCAG’s local jurisdictions showed support for the proposed Plan (based on Draft 2016 RTP/SCS scenario 3/Policy A)</p>	<p>Staff appreciates the support for the proposed Plan to serve as the preferred alternative under CEQA. This information will be presented to SCAG’s Regional Council at the time it considers the certification of the Final PEIR and the adoption of a preferred alternative for the 2016 RTP/SCS.</p>
	<p>Comments did not support the consideration of the Intensified Land Use Alternative (based on a combination of a transportation network of Draft 2016 RTP/SCS scenario 3 and land use/growth forecast of Draft 2016 RTP/SCS scenario 4) as the preferred alternative for the Plan</p>	<p>Staff appreciates the input that the Intensified Land Use Alternative is not supported as the preferred alternative for the Plan. This information will be presented to SCAG’s Regional Council at the time it considers the certification of the Final PEIR and the adoption of a preferred alternative for the 2016 RTP/SCS.</p>