



# 2016 2040 RTPSCS

## PROGRAM ENVIRONMENTAL IMPACT REPORT

### Native American Consultation Workshop

A Presentation by the Southern California Association of Governments  
October, 2015

## Purpose and Organization

- Introduction
- Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Overview
- Draft 2016 RTP/SCS Programmatic Environmental Impact Report (PEIR)
- Discussion

## Purpose and Organization

SCAG will hold two workshops, each providing the same information, about the Draft 2016 RTP/SCS and Draft 2016 RTP/SCS PEIR:

### Workshop 1

Wednesday, Oct. 14, 2015

2:00 p.m. to 3:30 p.m.

SCAG Main Office

818 West 7th St., 12th Floor

Los Angeles, CA 90017

### Workshop 2

Monday, Oct. 19, 2015

10:30 a.m. to 12:00 p.m.

Coachella Valley Association of Governments

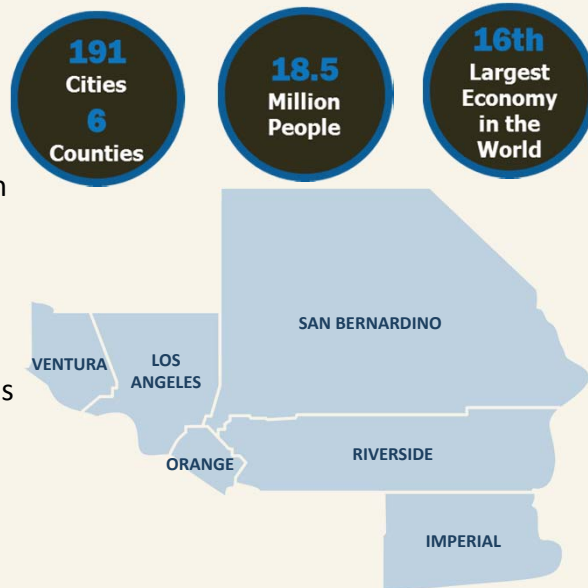
73-710 Fred Waring Dr., Suite 115

Palm Desert, CA 92260

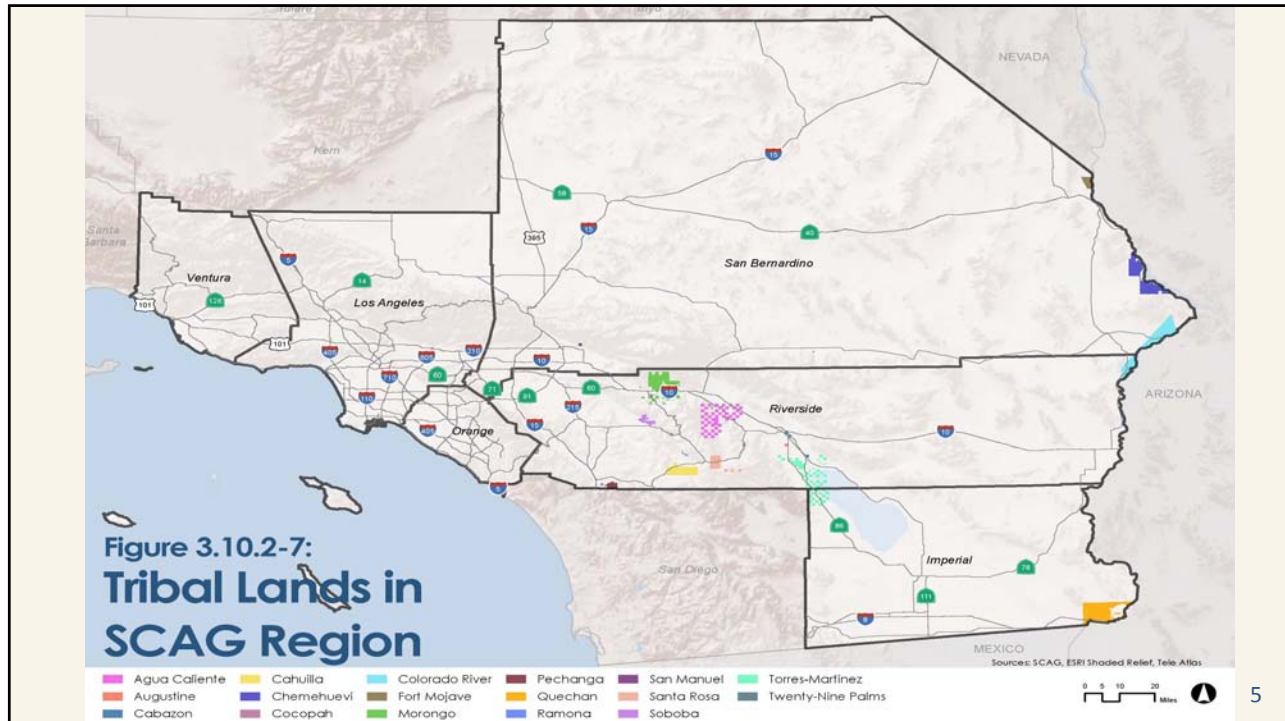
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## What is an RTP/SCS?

- Long-term vision and investment framework
- Federal Requirements
  - Updated every 4 years to maintain eligibility for federal funding
  - Long Range: 20+ years into the future
  - Financially-constrained: Revenues = Costs
  - Passes regional emission standards (Conformity)
- State Requirements
  - Must meet GHG reduction targets for passenger vehicles



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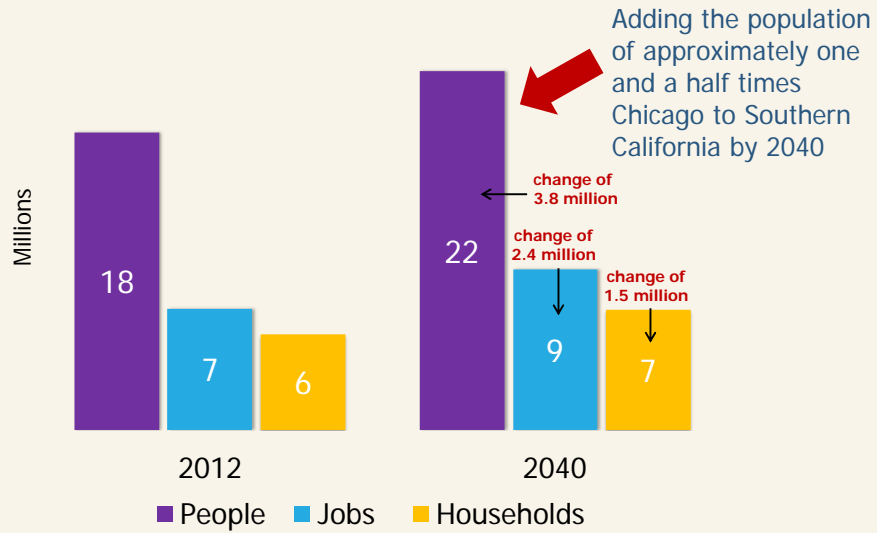


## Why is Developing an RTP/SCS Important?

- Transportation knows no boundaries
- Coordination of regional projects
- Facilitates regional/local competitiveness for funding
- Allows any federally-funded or regionally-significant projects to maintain their eligibility for federal funding
- Formulates a plan to accommodate regional growth



# Regional Growth Projections



2016  
2040 RTPSCS

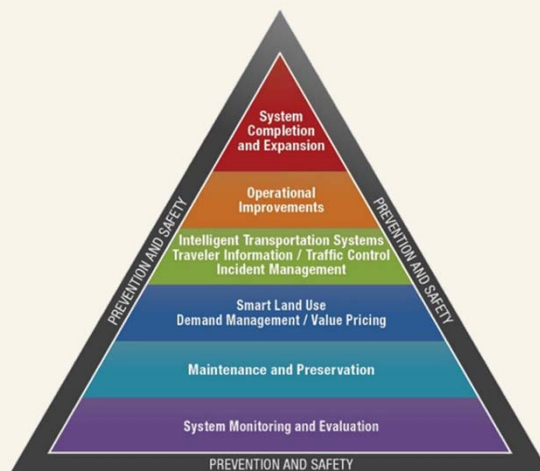
## System Preservation Strategies

- Maintain and preserve our existing State Highway System and supporting infrastructure
- Prioritize “Fixing-it-First”
- Recognize deferred maintenance will lead to increased costs
- Consider life cycle costs beyond construction
- Work with stakeholders to identify and support new sustainable funding sources and/or increased funding levels for preservation and maintenance.



## Highway Element Priorities

System Management Pyramid



Transportation Investments Have More Impact If Built On This Foundation

## Highway and Arterials - Strategies

- Achieve maximum productivity through strategic investments in system management and demand management
- Add capacity primarily (but not exclusively) to close gaps in the system and improve access where needed
- Develop any new roadway capacity projects with consideration of congestion management strategies
- Support policies and system improvements that encourage seamless operation
- Address non-recurring congestion with new technology
- Support “complete streets” opportunities where feasible and practical
- Support projects that are consistent with the Southern California Regional Intelligent Transportation System (ITS) Architecture

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## Transit and Passenger Rail Strategies

- Implement and Expand Transit Priority Systems
- Implement Regional and Inter-County Fare Agreements and Media
- Implement new BRT and limited-stop bus service
- Increase speed and service
- Improve connectivity
- Secure increased funding and dedicated funding sources
- Support increased TOD and first/last mile strategies
- Implement Cooperative Fare Agreements and Media



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## Transit – Operational and Access Strategies

- Increase bicycle carrying capacity on transit and rail vehicles
- Expand and improve real-time passenger information systems
- Implement first/last mile strategies to extend the effective reach of transit
- Implement local circulators



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## Goods Movement Projects and Strategies

*Expected Goods Movement Investments DRAFT 2016 RTP/SCS*

**Over \$75 Billion**

- East-West Freight Corridor
- Port access
- Freight rail capacity
- Grade separations
- Truck bottleneck projects
- Intermodal facilities
- Emission reduction strategies



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## Transportation Technologies

- Neighborhood Electric Vehicles (NEVs)
- Urban Mobility Platforms
- eBikes
- Car/Bike Sharing
- Travel Planning Apps
- Connected Vehicle Technologies
- Semi-automated drive modes
- Adaptive Cruise Control
- Lane centering
- Fully Autonomous Vehicles



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## Active Transportation



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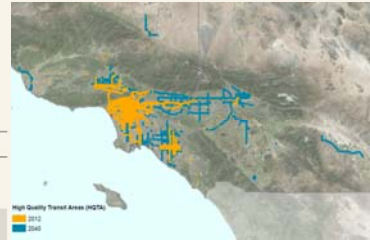


## Transportation Finance - Guiding Principles

- Establish a user-based system that better reflects the true cost of transportation with firewall protection for transportation funds while ensuring an equitable distribution of costs and benefits
- Promote national and state programs that include return to source guarantees while maintaining flexibility to reward regions that continue to commit substantial local resources
- Leverage locally available funding with innovative financing tools (e.g., tax credits and expansion of TIFIA) to attract private capital and accelerate project delivery
- Promote funding strategies that strengthen federal commitment to the nation’s goods movement system, recognizing the pivotal role that our region plays in domestic and international trade

## Land Use Strategies

- Focus growth of new households and employment in areas that are well served by transit
- Support regional real estate trends in mixed use housing, by encouraging a higher percentage of growth in multifamily and townhome style units



MAJOR COMPONENTS

	TREND STATUS QUO	2012 RTP/SCS-- UPDATE WITH LOCAL INPUT	POLICY A FURTHER PROGRESS	POLICY B EXCEEDING EXPECTATIONS	DRAFT 2016 RTP/SCS
Meeting Targets	No	No	Yes	Yes	Yes
<b>Transportation Investments</b>	✓ Committed Projects	✓ Additional \$ for transit and active transportation	✓ HQTAs focused ✓ Additional Livable Corridors ✓ 1 <sup>st</sup> /last mile focused ✓ Improved Walkability	✓ Unconstrained transit expansion ✓ Unconstrained Active Transport	✓ tbd
<b>Growth Projections (Population, Household &amp; Job)</b>	✓ Trend	✓ Local Input ✓ At all geographic levels	✓ Local Input ✓ At jurisdiction level	✓ Local Input ✓ At jurisdiction level	✓ Local Input ✓ At jurisdiction level
<b>Housing Mix</b>	Based on Past Trends <i>Growth Increment:</i> 65% Single Family 35% Multifamily/ Townhome	Based on Local Plans <i>Growth Increment:</i> 45% Single Family 55% Multifamily/ Townhome	Based on Shifting Demand <i>Growth Increment:</i> 30% Single Family 70% Multifamily/ Townhome	Based on Shifting Demand <i>Growth Increment:</i> 25% Single Family 75% Multifamily/ Townhome	✓ tbd
<b>Land Development Category*</b>	2012–2040 New Growth 3% Urban, 10% Compact, 85% Standard	2012 – 2040 New Growth 15% Urban 25% Compact 60% Standard	2012 – 2040 New Growth 20% Urban 35% Compact 45% Standard	2012 – 2040 New Growth 25% Urban 55% Compact 20% Standard	✓ tbd

## Technology

- Future Mobility: electric vehicles and ridesourcing



**Goals**

- Incentivize over 380,000 Level 1 & 2 Charging stations by 2040
- Encourage use of Neighborhood Electric Vehicles (NEVs)



**Goals**

- Reduce household vehicle ownership by 5% in urban and compact areas
- Encourage Carshare, Peer-2-peer carsharing, and Bikeshare
- Encourage shared ridesourcing (Lyft Line / Uber Pool)

## Bottom Up Planning Process

Local Jurisdictions

County  
Transportation  
Commissions

Other Stakeholders



Provide input to develop forecasts of future land use, population, household and employment growth & draft scenarios

Submit updated transportation projects for inclusion in RTP/SCS

Provide input on specific topic areas such as active transportation strategies, public health, open space and environmental justice

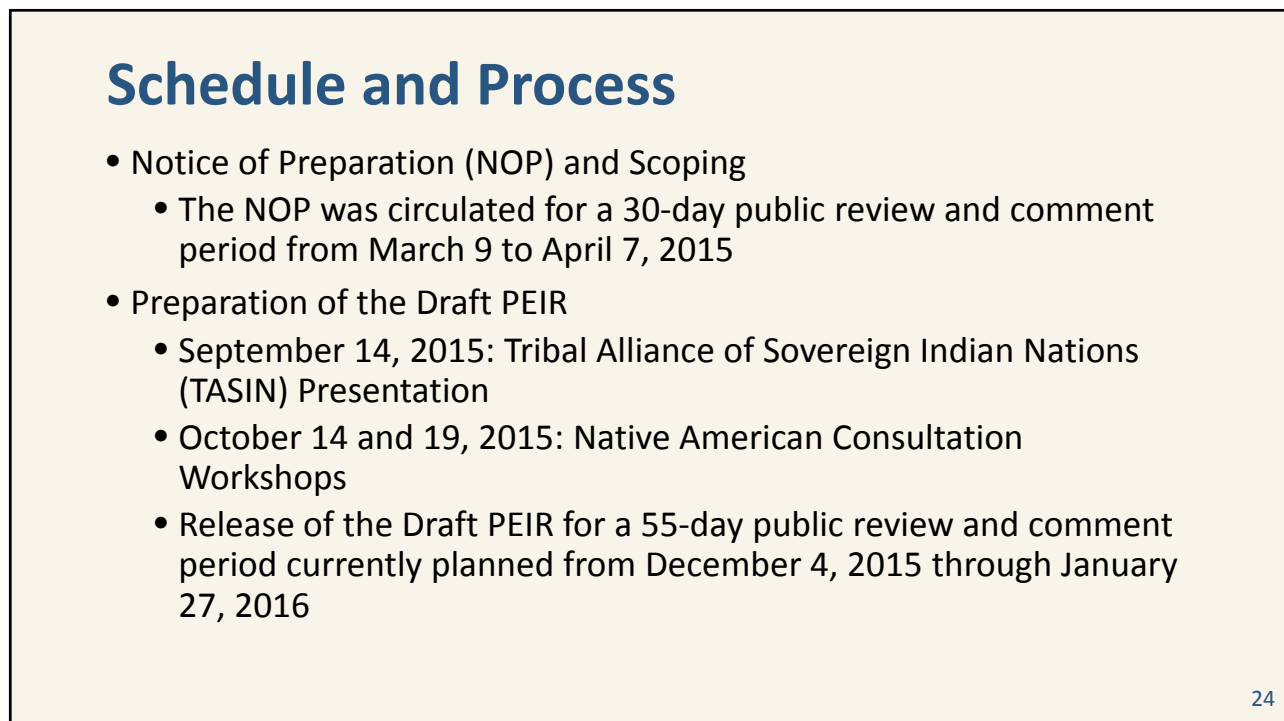
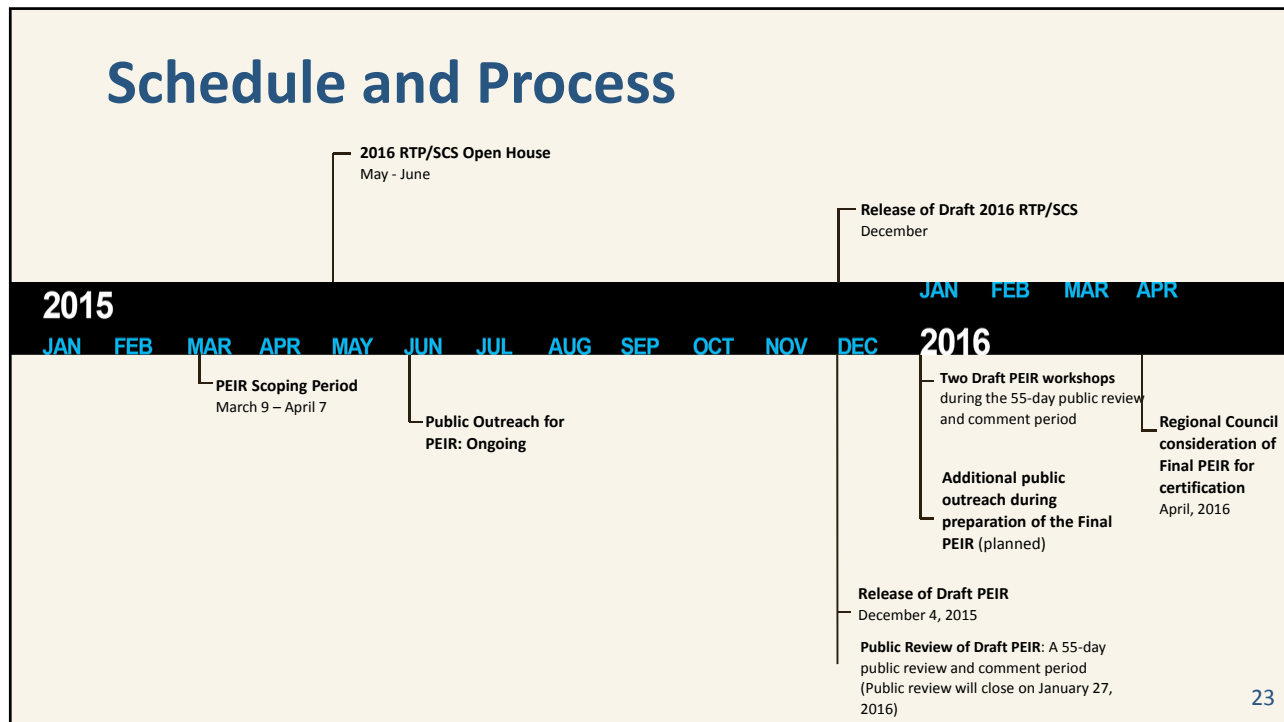
## Draft 2016 RTP/SCS PEIR

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### Schedule and Process

- 2016 RTP/SCS constitutes a “project” pursuant to the California Environmental Quality Act (CEQA)
- SCAG serves as the lead agency pursuant to CEQA
- PEIR evaluates the RTP/SCS (a regional plan) and analyzes direct, indirect, and cumulative environmental impacts
- Facilitates CEQA streamlining and tiering
- Subsequent, project- or site-specific environmental reviews that will be conducted by implementing agencies, as projects in the RTP/SCS are developed

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## Schedule and Process

- Consideration of the certification of proposed Final PEIR for the 2016 RTP/SCS by SCAG's governing body, the Regional Council, in April 2016 (expected)
- Subsequent to consideration of the certification of the Final PEIR, SCAG's governing body, the Regional Council, will consider approval of and adoption of the Final 2016 RTP/SCS

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## Scope of Environmental Analysis: 18 Issue Areas

- Aesthetics and Views
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology, Soils, and Mineral Resources
- Greenhouse Gas Emissions and Climate Change
- 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

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## Assembly Bill (AB) 52

New state law, AB 52: Tribal Cultural Resources in CEQA

- AB 52 applies to projects that have issued a NOP of an EIR (or Notice of Intent to adopt a negative declaration) after July 1, 2015
  - Consultation process
  - Consideration of Tribal Cultural Resources
- 
- NOP for 2016 RTP/SCS PEIR filed on March 7, 2015, prior to the July 1, 2015 trigger date for compliance with AB 52

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## Native American Outreach

- For this PEIR, SCAG
  - Requested list of contacts from Native American Heritage Commission (NAHC)
  - NAHC provided a list of 104 contacts
  - Sent NOP sent to 143 Native American tribal representatives
  - Provided 2016 RTP/SCS and PEIR update at September 14, 2015 TASIN meeting
  - Notified 177 Native American tribal representatives of workshops scheduled for October 14 and 19, 2015 both by USPS mail and e-mail

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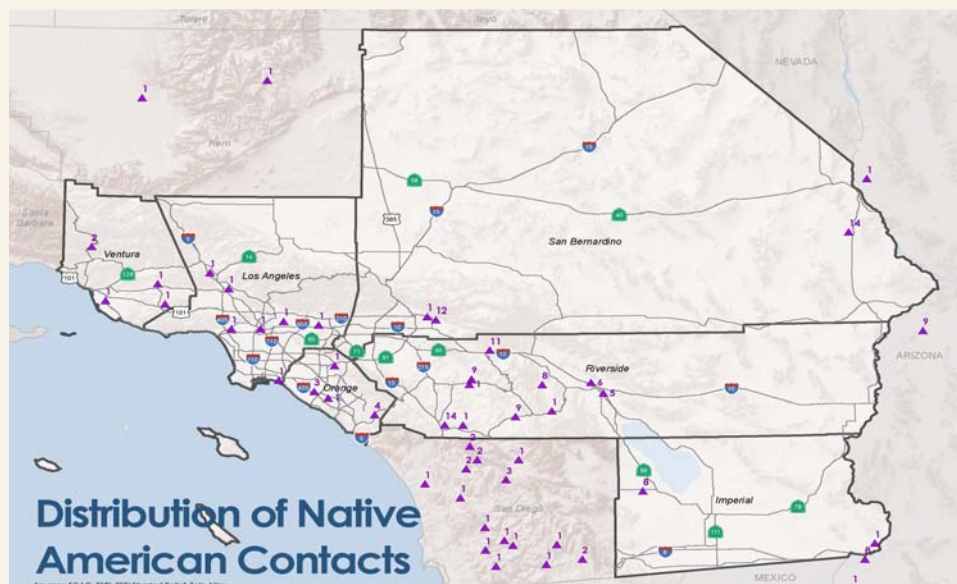


## Cultural Resources

- SCAG has coordinated with the Office of Historic Preservation regarding distribution by County of archeological and historic sites in the SCAG region
- SCAG is hosting tribal consultation workshops to solicit input regarding Tribal Cultural Resources within the SCAG region for purpose of the PEIR
- SCAG is coordinating with NAHC regarding sites recorded in the sacred lands file

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## Native American Outreach



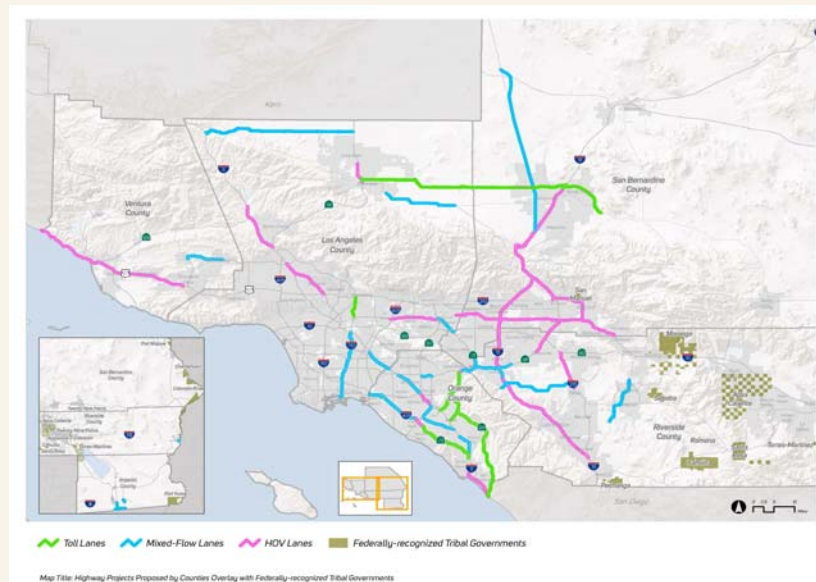
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## Environmental Impact Analysis

- Program-level impact analysis for potential impacts from transportation projects
- Program-level analysis of impacts and benefits for land use strategies in the 2016 RTP/SCS
- Qualitative analysis of indirect impacts
- Characterization of cumulative impact analysis

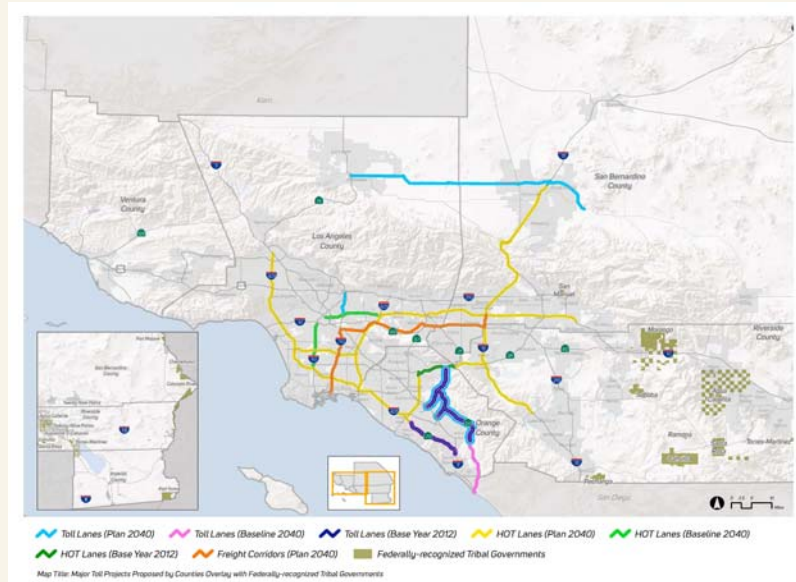
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## Major Highway Projects



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## Major Toll Projects



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## Transit Network



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## Performance-Based Mitigation Measures

- Recognizes current regulatory landscape
- Recognizes the limits of SCAG's authority
- Fulfills SCAG's responsibilities as the lead agency under CEQA within the confines of its limited authority
- Optimizes flexibility for mitigation/permit approach at project-level implementation
- Recognizes that formulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards (rather than prescriptive measures) that would mitigate the significant effect of the 2016 RTP/SCS and may be accomplished in more than one specified way
- Distinguishes SCAG commitments and project-level lead agency responsibilities
- Facilitates CEQA streamlining and tiering

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## Alternatives Analysis

- Consider alternatives to the 2016 RTP/SCS that would attain most of the basic objectives and assess their ability to **avoid or substantially lessen** the significant impacts, including potential impacts on tribal cultural resources
- Alternatives to the 2016 RTP/SCS are substantively aligned with the Plan (2016 RTP/SCS) scenarios
- They include:
  - No Project Alternative (based on Plan Scenario 1)
  - 2012 RTP/SCS Alternative Updated with Local Input Alternative (based on Plan Scenario 2)
  - Intensified Land Use Alternative (based on similar transportation network of Plan Scenario 3/Policy A and land use pattern of Plan Scenario 4/Policy B)
- Alternatives are evaluated to assess ability to avoid or reduce the significant impacts of the 2016 RTP/SCS

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2016  
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Thank you!

Learn more by visiting [www.scag.ca.gov](http://www.scag.ca.gov).

