REGIONAL TRANSPORTATION PLAN
2012–2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

Southern California Association of Governments

DRAFT DECEMBER 2011

Resource Agency Consultation Workshop

March 13, 2012

Welcome and Introductions

- Participants at SCAG
- Participants in Regional offices
  - Imperial
  - Orange
  - Riverside
  - San Bernardino
  - Ventura
- Participants on the phone/web-meeting

Purpose of Today's Workshop

Agenda

- SCAG's 2012 Regional Transportation Plan and Sustainable Communities Strategy
- Summary of Comments & Proposed Approaches
- Proposed Final Regional Mitigation Program/PEIR
- Proposed Final Approach to Addressing Public Health
- Proposed Final Environmental Justice and Title VI Analyses
- Next steps

2012 Regional Transportation Plan and Sustainable Communities Strategy

Mobility

Sustainability

Economy

RTP/SCS Bottom-Up Development Process

Cities met with to update and develop land use and SED forecasts	175
Data gathering sessions & planning workshops in 2011	29
Regional Council and Joint Policy Committee Meetings in 2011	6
Policy Committee and Subcommittee Meetings in 2011, including CEHD, EEC, TC, RTP Subcommittee, High-Speed Rail Subcommittee	30
Technical Committee Meetings in 2011, including Aviation TAC, P&P TAC, Transit TAC, Subregional Coordinators, Transportation Conformity Working Group	40

What is included in the Plan?

- Over $525 billion in investments to improve the SCAG region's transportation system through 2035
- $263 billion in capital investments
- $217 billion in system operations, preservation, and maintenance
- $45 billion in debt service to advance construction of projects

Performance Measures

Categories

- Location Efficiency
- Mobility & Accessibility
- Safety & Health
- Environmental Quality
- Economic Well Being
- Investment Effectiveness
- System Sustainability

Regional Strategies

- Overall Land Use Strategy
- A Regional Transit System
- Active Transportation
- Transit-Oriented Development
- Transit Ready Development Opportunities

A New Land Use Pattern & Urban Form

- More choices for both transportation and housing
- Less VMT and improved mobility and access to jobs, amenities and recreation
- Improved jobs-housing balance
- More opportunities for active transportation
- More opportunity for transit-oriented development

SCS Outcomes & Benefits

- Meet/Exceed GHG Reduction Targets
- Improved Transportation Performance
- A New Land Use Pattern & Urban Form
- A More Prosperous Region
- A Healthier & Safer Environment

Benefits of the Proposed Draft 2012-2035 RTP/SCS

State Mandate
SB 375 GHG Reduction

Year	Target	Draft 2012 RTP/SCS Results
2020	8%	8%
2035	13%	16%

Federal Mandate
Air Quality Conformity

The Draft 2012 RTP/SCS **meets all air quality conformity requirements**, including:
Fiscal constraint
Pollutant budgets

Benefits of the Proposed Draft 2012-2035 RTP/SCS

Mobility	Location Efficiency	Economy	Cost Effectiveness
30% decrease from today's per capita delay	Over **twice** as many households will live in high-quality transit opportunity areas	**168,000 jobs** generated per year from construction expenditures/ O&M of RTP Projects	**$2.90** return for every $1 spent

Summary of Comments & Proposed Approaches

Draft RTP/SCS Public Comment Period

- December 1, 2011: Release Draft 2012 RTP/SCS by the Regional Council on for public review and comments
- December 30, 2011: Release of the Draft RTP/SCS PEIR for a 45-day public comment period
- February 14, 2012: Close of the public comment period

Over 160 separate communications containing received containing 1,600 comments on the Draft RTP/SCS

Seven Major Categories of Comments

1. Transportation Finance
2. Goods Movement
3. Active Transportation and Public Health
4. Sustainable Communities Strategy
5. Individual Projects
6. Environmental Justice
7. Other

Active Transportation, Transit and Public Health

AREAS SEEKING CLARIFICATION

- Should increase funding levels for active transportation and transit investments.
- Should front-load investments in active transportation and transit over highway investments.
- Should include measures for public health and assess health benefits of active transportation.

Active Transportation, Transit and Public Health

PROPOSED APPROACH

- Clarify proposed funding levels for Active Transportation
- For future RTP updates:
  - Evaluate funding level after assessing the progress made
  - Provide a more complete picture on local efforts.
  - Monitor progress and improve measurable targets

Sustainable Communities Strategy

AREAS SEEKING CLARIFICATION

- Should clarify the consistency of the SCS with local plans, including General Plans, Community Plans, Conservation Plans, etc.
- Concern over the utilization of TAZ-level maps for the adoption of growth forecasts, and eligibility for CEQA incentives.
- Should address possible negative impacts on public health, lower income communities, housing affordability, and rural areas.
- Should clarify the relationship between subregional implementation strategies and the regional implementation strategies.

Sustainable Communities Strategy

PROPOSED APPROACH

- Growth forecast to be adopted at jurisdictional level
- Consistency determination of a project with the SCS for CEQA relief purpose be at the discretion of lead agencies.

Environmental Justice

AREAS SEEKING CLARIFICATION

- Include children five years old or younger in the analysis
- Increase the utilization of Environmental Justice Mitigation Toolbox

Environmental Justice

PROPOSED APPROACH

- Expand analysis
- Clarify purpose of the mitigation toolbox
- Expand mitigation toolbox as appropriate

Proposed Final Regional Mitigation Program/PEIR

Environmental Mitigation Program

- Conservation Planning Policy Suggested Steps:
  - Engage in a strategic planning process to determine the critical components and implementation steps for identifying and addressing open space resources.
  - Identify and map regional priority conservation areas based on the most recent land use data for future consideration and potential inclusion in future plans.
  - Engage with various partners, including CTCs, to determine priority conservation areas and develop an implementable plan.
  - Develop regional mitigation policies or approaches for the 2016 RTP.

Environmental Mitigation Program

- Conservation Planning Policy Proposed Edits:
  - Expand considered areas beyond “critical habitat”
  - Clarified that the process will be lead by input from a wide range of stakeholders
  - Included references to existing regional programs

Program Environmental Impact Report

- It serves as an informational document to inform decision makers and the public of the potential environmental consequences of approving the proposed RTP/SCS
- The Draft PEIR analyzes potential environmental impacts from a regional perspective and is programmatic in nature
- The Draft PEIR offers a "toolbox" or non-exclusive menu of options of mitigation measures for future project-level environmental analyses

Basics of the Draft PEIR – Mitigation Strategies

- CEQA requires that all feasible mitigation measures be included in the PEIR.
- The Draft PEIR includes feasible mitigation measures directed to SCAG (phrased as "SCAG shall").
- It also includes 471 suggested mitigation measures for local agencies, when they identify a significant impact, to consider for implementation, if appropriate and feasible (phrased as "can and should"). This language was intended to be permissive and not mandatory upon local agencies.
- SCAG has no authority to require local agencies to implement project-specific mitigation measures

Draft PEIR – Original Approach and Rationale

- Provide fullest possible menu of mitigation
- Protect the RTP/SCS and its projects from potential challenge
- Allow for CEQA streamlining and tiering by including mitigation measures that can be applied at the project level

Draft PEIR –Clarifications Requested

- Mitigation measures included for other parties (cities, counties, CTCs) are too detailed and extensive
- Can be interpreted that the project level mitigation measures are feasible and applicable for any given project ("can and should" language) unless demonstrated otherwise by the lead agency
- Many measures overlap with existing legal or regulatory requirements.
- Above issues may delay transportation and development project delivery
- Some measures can be interpreted to go beyond existing policy or authority

Proposed Final PEIR– Revision Approach

- Move ALL non-SCAG mitigation measures to an appendix labeled "Examples of Measures"
- Replace all 471 non-SCAG mitigation measures in the main body of the PEIR with one "catch-all" measure in each section stating to the effect:

  "Local agencies can and should comply with requirements of CEQA and mitigate impacts as applicable and feasible. Local agencies may refer to the Appendix for examples of potential mitigation to consider when appropriate in reducing environmental impacts of future projects."

Proposed Final PEIR– Revision Approach (continued)

- Add general language that applicable laws and regulations supersede any mitigation examples
- Replace "can and should" in measures listed in appendix with "may"
- Further revise language for measures in response to comments
- Revise SCAG measures to clarify that they are not intended to create new authority or policy (eg. implementation of Compass Blueprint)
- Remove or revise any measures that are contrary to SCAG policies

Appendix of Example Measures – Introductory Language Excerpt

- The following list of example measures is intended to function as a resource for lead agencies to consider in identifying mitigation measures to reduce impacts anticipated to result for future projects should a lead agency choose to do so and deem them applicable and feasible.

- The list is non-exclusive and will not be used by SCAG in any way in reviewing regionally significant projects or project EIRs as part of the intergovernmental review (IGR) process. Nor are the example measures intended to serve as any kind of checklist to be used by anyone on a project-specific basis.

Benefits of Proposed Approach

- Clarifies intent of Draft PEIR to provide options and information for local projects, not mandates
- Maintains expectation that project level impacts will be mitigated as required by CEQA
- Clarifies that ability to determine feasibility and applicability for projects lies with project implementers, not with SCAG
- Removes ambiguity or potential for original intent to be misapplied
- Relieves any need for non-SCAG parties to monitor or report on individual measures
- Fulfills SCAG's obligations under CEQA

Proposed Final Approach to Addressing Public Health

Public Health

- Performance Measures
- Active transportation investments
- Future research and discussion on performance measures

Proposed Final Environmental Justice and Title VI Analyses

Environmental Justice Analysis Areas

- Areas Studied
  - RTP Revenue Sources/Tax Burdens
  - Share of Transportation System Usage
  - RTP Project Investment Share by Income and Ethnicity
  - Impacts from Funding Through VMT Fees (NEW)
  - Distribution of Travel Time Savings and Travel Distance Savings
  - Jobs-Housing Imbalance or Jobs-Housing Mismatch (NEW)
  - Accessibility to Work/Shopping Opportunities
  - Accessibility to Parks
  - Gentrification and Displacement (NEW)
  - Environmental Impact Analysis (Air, Health, Noise)
  - Rail-Related Impacts (NEW)

Environmental Justice and Title VI

- Added current and forecasted pollution exposure experienced by children 5 years old and under
- Further clarified that impacts are assessed at a regional scale
- Clarified that emissions are reduced along heavily traveled corridors and near TODs in 2035 from the RTP/SCS
- Refined rail analysis

Environmental Justice Mitigation Toolbox

- Added clarifying language that this is a menu of voluntary options for subsequent projects
- Deleted rail measures that were not currently feasible
- Added potential resources for gentrification and displacement

Future Opportunities for Review and Comment

- March 21, 2012 – Joint Meeting of the Regional Council Policy Committees to recommend adoption of the Final RTP/SCS
- April 4, 2012 – General Assembly and Regional Council adoption of Final RTP/SCS
- May 2012 – Certification of SCS by CARB
- June 5, 2012 – Conformity Determination by FHWA and FTA, in consultation with EPA