



SPECIAL MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

Main Office

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Los Angeles, California
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Alan Wapner, San Bernardino
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Please Note Date and Time
Monday, October 26, 2015
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room A
Los Angeles, CA 90017
(213) 236-1800

(Videoconference Locations on next page)

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

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List of Videoconference Locations:

**Special Meeting of the
Energy and Environment Committee
Monday, October 26, 2015
10:00 a.m. – 12:00 p.m.**

**Southern California Association of Governments (SCAG)
Policy Room A
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017**

EEC members, as well as members of the public, may participate in the Special Meeting of the Energy and Environment Committee via video-conference at the following locations:

IMPERIAL COUNTY REGIONAL OFFICE

1405 N. Imperial Avenue, Suite 1
El Centro, CA 92243

RIVERSIDE COUNTY REGIONAL OFFICE

3403 10th Street, Suite 805
Riverside, CA 92501

VENTURA COUNTY REGIONAL OFFICE

950 County Square Drive, Suite 101
Ventura, CA 93003

CITY OF PALMDALE

38250 Sierra Highway
Palmdale, CA 93550

**SOUTH BAY CITIES COUNCIL OF GOVERNMENTS
(SBCCOG)**

SOUTH Bay Environmental Services Center
20285 W. S. Western Avenue, Suite 100
Torrance, CA 90501

ORANGE COUNTY REGIONAL OFFICE

OCTA Building
600 South Main Street, Suite 912
Orange, CA 92863

(Due to the limited size of the Orange County Regional Office meeting room, participants are encouraged to reserve a seat in advance of the meeting. In the event the meeting room fills to capacity; participants may attend the meeting at the main location or any of the other video-conference locations.)

SAN BERNARDINO COUNTY REGIONAL OFFICE

1170 West 3rd Street, Suite 140
San Bernardino, CA 92410

**COACHELLA VALLEY COUNCIL OF
GOVERNMENTS (CVAG)**

73-710 Fred Waring Dr., Suite 200
Palm Desert, CA 92260

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Energy and Environment Committee *Members – November 2015*

Members

Representing

Chair*	1. Hon. Deborah Robertson	<i>Rialto</i>	District 8
Vice-Chair*	2. Hon. Carmen Ramirez	<i>Oxnard</i>	District 45
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*	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. Mitchell Englander	<i>Los Angeles</i>	District 59
	8. Hon. Larry Forester	<i>Signal Hill</i>	GCCOG
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	10. Hon. Mike Gardner	<i>Riverside</i>	WRCOG
	11. Hon. Sandra Genis	<i>Costa Mesa</i>	OCCOG
	12. Hon. Ed Graham	<i>Chino Hills</i>	SANBAG
	13. Hon. Shari Horne	<i>Laguna Woods</i>	OCCOG
*	14. Hon. Steve Hwangbo	<i>La Palma</i>	District 18
	15. Hon. Diana Mahmud	<i>South Pasadena</i>	SGVCOG
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	22. Hon. David Pollock	<i>Moorpark</i>	VCOG
	23. Hon. Meghan Sahli-Wells	<i>Culver City</i>	WCCOG
	24. Hon. Betty Sanchez	<i>Coachella Valley</i>	CVAG
	25. Hon. Eric Schmidt	<i>Hesperia</i>	SANBAG
	26. Mr. Steve Schuyler	<i>Building Industry Association of Southern California (BIASC)</i>	Ex-Officio
*	27. Hon. John Sibert	<i>Malibu</i>	District 44
*	28. Hon. Jack Terrazas		Imperial County
	29. Hon. Diane Williams	<i>Rancho Cucamonga</i>	SANBAG
	30. Hon. Edward Wilson	<i>Signal Hill</i>	GCCOG
	31. Hon. Bonnie Wright	<i>Hemet</i>	WRCOG

* Regional Council Member

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SPECIAL MEETING AGENDA

ENERGY & ENVIRONMENT COMMITTEE

OCTOBER 26, 2015
10:00 AM – 12:00 PM

The Energy & Environment Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(Hon. Deborah Robertson, Chair)

ATTENDANCE AND ROLL CALL

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the Special Meeting Agenda must fill out and present a speaker’s 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.

REVIEW AND PRIORITIZE AGENDA ITEMS

INFORMATION ITEMS

	<u>Time</u>	<u>Page No.</u>
1. <u>2016-2040 Draft Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Public Health Focus Areas</u> <i>(Sarah Jepson, SCAG Staff)</i>	Attachment 60 mins.	1
2. <u>2016-2040 Draft Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR): Updated Schedule</u> <i>(Lijin Sun, SCAG Staff)</i>	Attachment 5 mins.	11

CHAIR’S REPORT

(Hon. Deborah Robertson, Chair)

STAFF REPORT

(Grieg Asher, SCAG Staff)

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

ADJOURNMENT



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DATE: October 26, 2015

TO: Energy and Environment Committee (EEC)

FROM: Sarah Jepson, Manager, Active Transportation & Special Programs;
213-236-1955, jepson@scag.ca.gov

SUBJECT: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy
(2016 RTP/SCS) – Public Health Focus Areas

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION FOR EEC:

For Information Only.

EXECUTIVE SUMMARY:

On October 8th, the EEC took action to support for inclusion in the Draft 2016 RTP/SCS the proposed guiding principles and framework for the development and presentation of public health analysis in the plan. Additionally, the committee directed staff to address comments received from the committee members and provide further opportunity for the committee to review and discuss the focus areas. As part of this report, staff will present the purpose and process for developing the focus areas and information about the refined approach.

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 c (Provide practical solutions for moving new ideas forward).

BACKGROUND:

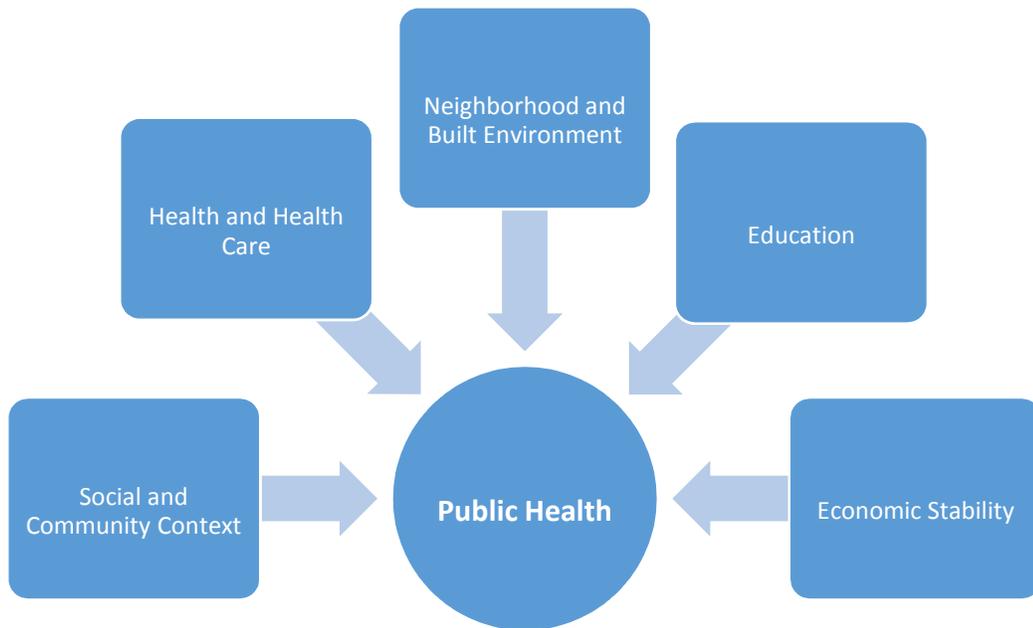
During the past year, staff has worked with public health experts, land-use and transportation planners, policy-makers and community stakeholders to develop a comprehensive approach for enhancing the analysis and presentation of the public health related outcomes of the 2016-2040 RTP/SCS. Based on the direction provided by the Public Health Subcommittee, a primary goal of this work is to "provide robust public health data and information, as feasible, to better inform regional policy, the development of the 2016-2040 RTP/SCS, and support public health stakeholder participation."

To engage and facilitate conversation on the public health analysis in the Draft 2016 RTP/SCS, staff developed and publicly released the 2016 RTP/SCS Public Health Analysis Framework in April 2015, as a working paper. Key elements of the working paper, including the proposed focus areas, were previewed by the EEC in March 2015. Staff then sought further input from SCAG's Public Health Working Group, Technical Working Group and through the public outreach process. The input received on the working paper was incorporated into the guiding principles and organizing framework for the public health analysis in the plan, which the EEC took action upon during its last meeting.

REPORT

Public Health Analysis Framework and Focus Areas

Staff has developed a framework for analyzing and reporting on the public health outcomes of the plan. The framework is based on a review of related public health literature and discussions with the public health community regarding the social determinants of health. Unlike the field of medicine, the field of public health does not focus on individual patients or treatment of a particular disease. Rather, public health initiatives seek to prevent disease and injury while generally promoting health and prolonging life among the population as a whole. There is an increasing awareness that public health outcomes are the product of the social determinants of health, or the circumstances in which people are born, grow up, live, work, play, and age. Economic opportunity, government policies, and the built environment all play a role in shaping these circumstances and influencing public health outcomes. The federal Office of Disease Prevention and Health Promotion’s Healthy People 2020 Initiative¹ organizes the social determinants of health into five key domains, including social and community environment, health and health care, neighborhood and built environment, education, and economic stability.



As with public health outcomes in general, not all of the social determinants of health lie within the purview of metropolitan planning organizations (MPOs), such as SCAG. The social determinants of health that typically fall under the purview of MPOs include: transportation safety, opportunities for physical activity, strategies for regional land use patterns, air quality, climate change impacts, accessibility, and regional economic activity. While most of these are included under the domain of neighborhood and built environment, there is some overlap with other domains as well.

To allow for a comprehensive assessment of the public health outcomes of the plan, SCAG staff originally identified six social determinants of health as “focus areas” for the 2016-2040 RTP/SCS. These included: Access to Essential Destinations, Air Quality, Climate Resiliency, Economic Wellbeing, Physical Activity

¹ <https://www.healthypeople.gov/>

REPORT

and Transportation Safety. These focus areas were selected because they closely align with one or more of the goals of the 2016-2040 RTP/SCS, there is strong research to support their impact on public health, and they are influenced by the land-use and transportation strategies that are presented in the plan. For each of the focus areas, staff identified relevant performance metrics that could be used to evaluate the impact of the plan on the focus area. For example, for transportation safety, the performance measure to be analyzed is collision/accident rates by severity by mode. SCAG staff relied solely on existing performance metrics and analysis used in the plan when identifying the original set of metrics for each focus area.

Based on the feedback provided by the committee, Affordable Housing has been added as a focus area in the public health analysis framework for the plan. Staff also expanded the performance metrics in several of the focus areas to more broadly reflect plan impacts, including effects on water consumption and exposure to near-roadway emissions. Furthermore, in response to comments from the committee, the term “Climate Resiliency” was changed to “Climate Adaptation.” The term “Economic Well-being” has been changed to “Economic Opportunity” to better reflect the outcomes that will be reported in this focus area, which include jobs created by the plan and household savings resulting from reduced transportation and utility costs. A full description of the modified focus areas and metrics proposed to be used in the public health analysis are included in the attachments. This information will be presented in the public health appendix of the plan alongside background data and information on each focus area and examples of related planning policies in the 2016-2040 RTP/SCS. While the 2016 RTP/SCS provides an enhanced focus on public health, SCAG plans to continue to expand its understanding of the relationships between health and the built environment in the future, as well as, enhance the analytical tools to assess plan benefits. Staff will continue to engage public health professionals, researchers, policy committees and stakeholders in these efforts.

FISCAL IMPACT:

No fiscal impact. All staff costs associated with this item are included in the FY 15/16 Overall Work Program under 225.02661.01.

ATTACHMENTS:

1. Public Health Analysis Framework: Focus Areas
2. Public Health Appendix: Performance Measures
3. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy(2016 RTP/SCS) – Public Health Focus Areas Presentation [PowerPoint Presentation will be distributed at the meeting]

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Public Health Analysis Framework: Focus Areas

Access to Essential Destinations

The ability to access essential destinations is critical to public health. Essential destinations include grocery stores, schools, employment, retail stores, parks, and healthcare facilities. Both land-use and transportation planning play a key role in improving access. Land-use planning can reduce the distance people need to travel to reach key destinations. Transportation planning influences the travel options available to allow people of all income levels to reach destinations in a reasonable amount of time.

How will we evaluate performance of the plan on access to essential destinations?

- Share of growth in High Quality Transit Areas(HQTAs)
- Jobs/Housing Balance in HQTAs
- Average distance for work or non-work trips
- Percent of trips less than 3 miles
- Work Trip Length Duration
- For those in poverty, # destinations that can be reached in 45 mins.

Related 2016-2040 RTP/SCS Planning Policies (Examples)

1. Focus growth in High Quality Transit Areas
2. Increase funding for transit and active transportation.
3. Encourage development of new mobility options, like ride-sharing.

Affordable Housing

A lack of affordable housing can lead to over-crowded and unsafe housing conditions and results in less money for food, clothing and other necessities. It may cause people to move to places with fewer jobs, public services or educational opportunities. The lack of affordable housing can contribute to homelessness along with unsafe living conditions.

How will we evaluate the performance of the plan on Affordable Housing?

- Per Household Transportation Costs (fuel +auto)
- Per Household Utilities (energy + water)
- Multi-family vs Single family

Related 2016-2040 RTP/SCS Planning Policies (Examples)

1. Consider a wide range of zoning types to accommodate all income groups.
2. Promote residential infill development to take advantage of proximity to jobs, schools and amenities.

Air Quality

Exposure to air pollution can lead to asthma, increase cancer risk and contribute to a range of respiratory illnesses. Air pollution generated from the transportation system contributes to air quality in the region. Land-use patterns, and the location of housing and jobs in relation to heavily travelled transportation corridors, impacts exposure to and impact of air quality on public health.

How will we evaluate the performance of the plan on Air Quality?

- Criteria pollutant and greenhouse gas emissions
- Air pollution-related health measures
- Share of new growth within 500 ft of freeway

Related 2016-2040 RTP/SCS Planning Policies (Examples)

1. Promote vehicle electrification and transition of the fleet to zero or near zero emission.
2. Implement clean freight strategy focused on technology RD&D.
3. Balance growth distribution between 500 foot buffer areas and high quality transit areas to recognize guidance from the 2005 California Air Resources Board (ARB) air quality manual, which recommends limiting the siting of sensitive uses within 500 feet of freeways and urban roads carrying more than 100,000 vehicles per day.
4. Increase funding for transit, active transportation, transportation demand management and pricing strategies to reduce vehicle miles traveled.
5. Encourage land use and growth patterns that facilitate transit and non-motorized transportation.
6. Encourage development of new mobility options, like ride-sharing.

Climate Adaptation

The 2015 Lancet Commission on Health and Climate Change recently concluded that tackling climate change could be the greatest global health opportunity of the 21st century. Land-use and transportation planning can help mitigate the impacts of climate change through reducing greenhouse gas emissions. In addition, designing communities in anticipation of a changing climate can help communities adapt and prepare for serious public health threats that may result from climate change including heat stress, air pollution health effects, vector-borne disease and extreme weather events. In Southern California, climate change threatens to increase drought conditions, linked to wildfires, which will have negative consequences for air quality and access to water. Coastal communities will experience rising sea levels.

How will we evaluate the performance of the plan on Climate Adaptation?

- Criteria pollutant and greenhouse gas emissions
- Land consumption
- Building Water Use, cumulative

Related 2016-2040 RTP/SCS Planning Policies (Examples)

1. Promote vehicle electrification and transition of the fleet to zero or near zero emission.
2. Implement clean freight strategy focused on technology RD&D.
3. Increase funding for transit, active transportation, transportation demand management and pricing strategies to reduce vehicle miles traveled.
4. Encourage land use and growth patterns that facilitate transit and non-motorized transportation.
5. Encourage development of new mobility options, like ride-sharing.
6. Encourage compact development that is resource efficient.

Economic Opportunity

Job security and economic well-being are significant determinants of health. As disposable incomes rise, people are able to buy healthy foods, have doctor's visits, and have a higher quality of living. Living in poverty is associated with poor health outcomes across all demographics and communities.

Transportation systems support the larger economy through the delivery of goods and services. The construction, operation and maintenance of the transportation projects also create jobs and economic opportunities. In this focus area, the plan's contribution to economic opportunity is assessed in relation to jobs created by the plan and household transportation and utility savings. Household savings generated by the plan allow residents to direct their resources toward other essential needs. *Please note: Access to jobs is addressed in Access to Essential Destinations focus area.*

How will we evaluate the performance of the plan on Economic Opportunity?

- Additional jobs supported by improving competitiveness
- Additional jobs supported by transportation investments
- Net contribution to Gross Regional Product
- Per Household Transportation Costs (fuel + auto)
- Per Household Utilities (energy + water)

Related 2016-2040 RTP/SCS Planning Policies (Examples)

1. Implement clean freight strategies focused on technology RD&D.
2. Implement goods movement strategies designed to ensure that the region continues to play a vital role in the global supply chain while meeting economic goals, addressing critical mobility challenges, preserving the environment, and contributing to community livability and quality of life goals.

Physical Activity

The built environment affects factors that enable people to lead active lives. Land use patterns determine the distance people must travel to meet their daily needs. Creating infrastructure and

facilities that encourage active transportation such as biking and walking provides opportunities for residents to increase their daily physical activity. Physical inactivity has many negative health consequences. It can contribute to overweight and obesity, as well as chronic diseases such as type 2 diabetes, hypertension, heart disease and stroke.

How will we evaluate the performance of the plan on Physical Activity?

- Mode share of walking and biking
- Percentage of trips that are less than 3 miles
- Physical activity-related health measures

Related 2016-2040 RTP/SCS Planning Policies (Examples)

1. Encourage land use and growth patterns that facilitate transit and non-motorized transportation.
2. Increase funding for transit, active transportation, transportation demand management and pricing strategies to reduce vehicle miles traveled.

Transportation Safety

The safety of people and goods as they travel is one of the key characteristics of any transportation system. While overall collision rates have declined, rates for vulnerable users such as pedestrians and bicyclists remains high.

How will we evaluate the performance of the plan on Transportation Safety?

- Collision/accident rates by severity by mode.

Related 2016-2040 RTP/SCS Planning Policies (Examples)

1. Increase funding to support system preservation.
2. Address safety concerns at grade crossings throughout the region; develop a dedicated system of truck-only lanes that would reduce truck/automobile accidents; and allocate funding to support critical truck bottleneck relief strategies
3. Increase funding to support active transportation education and safety campaigns.
4. Increase active transportation funding for Class 1 Bike Paths and Cycletracks to provide greater separation between cars and bicyclists.

RELVANT PERFORMANCE MEASURES		PUBLIC HEALTH FOCUS AREAS							ANALYSIS		
Performance Measure	Data Source	Accessibility	Air Quality	Climate Adaptation	Economic Opportunity	Physical Activity	Housing	Transportation Safety	Outcome Required	Supports Plan Goals	Official Plan Perf Measure
Additional jobs supported by improving competitiveness	Regional Economic Model REMI				x					Improvement (increase) over No Project Baseline	y
Additional jobs supported by transportation investments	Regional Economic Model REMI				x					Improvement (increase) over No Project Baseline	y
Net contribution to Gross Regional Product	Regional Economic Model REMI				x					Improvement (increase) over No Project Baseline	y
Criteria pollutant and greenhouse gas emissions	Travel Demand Model/ARB EMFAC Model		x	x					Meet Transportation Conformity requirements and SB 375 per capita GHG reduction targets		y
Share of growth in High Quality Transit Areas(HQTAs)	RTP/SCS socio-economic small area data	x					x			Improvement (increase) over No Project Baseline	y
Average distance for work or non-work trips	Travel Demand Model	x								Improvement (decrease) over No Project Baseline	y
Percent of trips less than 3 miles	Travel Demand Model	x				x				Improvement (increase) over No Project Baseline	y

RELVANT PERFORMANCE MEASURES		PUBLIC HEALTH FOCUS AREAS							ANALYSIS		
Performance Measure	Data Source	Accessibility	Air Quaility	Climate Adaptation	Economic Opportunity	Physical Activity	Housing	Transportation Safety	Outcome Required	Supports Plan Goals	Official Plan Perf Measure
Work Trip Length Duration	Travel Demand Model	X								Improvement (decrease) over No Project Baseline	y
Land Consumption	Scenario Planning Model			X						Improvement (decrease) over No Project Baseline	y
Mode share of walking and bicycling	Travel Demand Model					X				Improvement (increase) over No Project Baseline	y
Air pollution-related health measures	Scenario Planning Model		X							Improvement (decrease) over No Project Baseline	y
Physical activity-related health measures	Scenario Planning Model					X				Improvement (decrease) over No Project Baseline	y
Collison/accident rates by severity by mode	CHP Accident Data Base, Travel Demand Model Mode Split Outputs							X		Improvement (decrease) over No Project Baseline	y
Per HH Costs (fule +auto)	Scenario Planning Model				X		X			n/a	n
Per Household Utilities (energy + water)	Scenario Planning Model				X		X			n/a	n
For those in poverty, # destinations that can be reached in 45 mins.	Travel Demand Model	X								n/a	n
Building Water Use, cumulative	Scenario Planning Model			X						n/a	n

RELVANT PERFORMANCE MEASURES		PUBLIC HEALTH FOCUS AREAS							ANALYSIS		
Performance Measure	Data Source	Accessibility	Air Quaility	Climate Adaptation	Economic Opportunity	Physical Activity	Housing	Transportation Safety	Outcome Required	Supports Plan Goals	Official Plan Perf Measure
Share of new growth w/in 500 ft of freeway	Scenario Planning Model		X							n/a	n
Multifamily vs Single family	Scenario Planning Model						X			n/a	n
State of Good Repair								X		n/a	n

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DATE: October 26, 2015
TO: Energy and Environment Committee (EEC)
FROM: Lijin Sun, SCAG Staff, (213) 236-1882, sunl@scag.ca.gov
SUBJECT: 2016-2040 Draft Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) – Program Environmental Impact Report (PEIR): Updated Schedule

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:
For Information Only.

EXECUTIVE SUMMARY:

This report provides an updated schedule relating to the preparation of the PEIR for the 2016 RTP/SCS (2016 RTP/SCS PEIR), specifically for the months of November and December 2015 relating to the Draft 2016 RTP/SCS PEIR. Staff will seek action by the Joint Policy Committees at the November 5, 2015 meeting to direct 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 that will be presented to the Joint Policy Committees; 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 that will take place concurrently with the 55-day public review and comment for the Draft 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 collaboration and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The Regional Transportation Plan (RTP) includes a Sustainable Communities Strategy (SCS) component within the long-range regional transportation plan (RTP/SCS) that provides a vision for regional transportation investments and land use over a 20-year period. In accordance with applicable federal and state laws, SCAG updates the RTP/SCS every four (4) years to reflect changes to the transportation network, the most recent planning assumptions, land use patterns; economic trends; and population, household, and employment growth forecasts.

At the November Joint Policy Committee meeting the staff will present a summary of the Draft 2016 RTP/SCS PEIR and related framework; approaches to major components of the Draft 2016 RTP/SCS PEIR, including the guiding principles and performance-based approach to mitigation measures supported by EEC at its October 8, 2015 EEC meeting; and a summary of contents of the Draft 2016 RTP/SCS PEIR document. Staff will be seeking the Joint Policy Committees' support of the framework, approaches, and contents to serve as the basis of the Draft 2016 RTP/SCS PEIR document.



REPORT

UPDATED SCHEDULE:

At the October 8, 2015 EEC meeting, the PEIR team provided the committee with a revised PEIR schedule. The revised schedule shows that staff will seek action by the EEC at the December 3rd meeting to recommend that the RC authorize the release of the Draft 2016 RTP/SCS PEIR for a 55-day public review and comment period (instead of the minimum 45-day comment period under CEQA). Since the last EEC meeting, staff has further revised the schedule relating to the preparation of the Draft 2016 RTP/SCS PEIR as listed below. The further revised schedule provided at today’s meeting is to reflect that staff will seek action by the Joint Policy Committees at the November 5, 2015 meeting to recommend that the RC at its December 3rd meeting authorize release of the Draft 2016 RTP/SCS PEIR for a 55-day public review and comment period. As reported at the October 8, 2015 EEC meeting, this 55-day public review and comment period for the Draft PEIR is anticipated to take place concurrently with the 55-day public review and comment period for the Draft 2016 RTP/SCS that will begin December 4, 2015.

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 Draft PEIR document	July 2, 2015
Review of the RC and Policy Committees 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 RTP/SCS PEIR, the Guiding Principles and performance-based approach to the development of the mitigation measures.	October 8, 2015
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 release 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	November 5, 2015
Presentation on the Draft 2016 RTP/SCS PEIR. The RC will consider authorizing the release of the Draft 2016 RTP/SCS PEIR for a 55-day public review and comment period that is planned to take place concurrently with the 55-day public review and comment for the Draft 2016 RTP/SCS	December 3, 2015
Two (2) workshops during the 55-day public review and comment period of the Draft PEIR	January 2016
Stakeholders outreach during preparation of the proposed Final PEIR for the 2016 RTP/SCS	February/March 2016



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Review by the EEC or Joint Policy Committees of the summary of comments/proposed responses to comments in the proposed Final PEIR for the 2016 RTP/SCS	March 2016
Presentation of the proposed Final PEIR for the 2016 RTP/SCS and recommendation by the EEC or Joint Policy Committees to the RC for consideration of the certification of proposed Final PEIR for the 2016 RTP/SCS	April 2016

FISCAL IMPACT:

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

ATTACHMENT:

None